

LATE ITEMS
REGULAR MEETING OF CITY COUNCIL
TUESDAY, MAY 20, 2014

HEARINGS

**3a) Discretionary Use Application - Private School
819 29th Street West – B2 District (Basement)
Applicant: Dance Ink Ltd.
(File No. CK. 4355-014-005)**

- Betty Hills, dated May 14, 2014, submitting comments and requesting to speak regarding the above matter; and
- Don Peters, undated, submitting comments.

**3b) Proposed Brighton Neighbourhood Concept Plan
Applicant: Dundee Developments
(File No. CK. 4110-46)**

- John Krowina, dated May 20, 2014, submitting comments regarding the above matter.

ADDENDUM TO ADMINISTRATIVE REPORT NO. 9-2014

Attached is an addendum to the Administrative Report No. 9-2014 regarding the following matter:

**B4) Shaw Centre Supplemental Ventilation
(File No.: AF. 600-1; and CK. 606-2)**

- RECOMMENDATION:**
- 1) that the tender submitted by Carmont Construction Ltd. for the Shaw Centre Competition Pool Heating Ventilation and Cooling (HVAC) Installation at a total cost of \$560,953.50 (PST and GST included) be approved;
 - 2) that the Shaw Centre Competition Pool Supplemental Ventilation Project #1135 be increased in the amount of \$242,000.00, funded by the Civic Buildings Comprehensive Maintenance Reserve, as outlined in this report; and
 - 3) that the City Manager and the City Clerk be authorized to execute the contract documents as prepared by the City Solicitor under the Corporate Seal.

LEGISLATIVE REPORT NO. 5-2014

Section B - Office of the City Solicitor

**B3) Proposed Amendment to *The Noise Bylaw, 2003*
(Files CK. 375-2 and x185-15)**

- Matthew Argent, dated May 15, 2014, submitting comments regarding the above matter; and
- c/o Cynthia Starchuk, various emails dated May 17, 2014, from R.A.G.E. containing approximately 40 'signatures' opposed to the proposed changes to the Noise Bylaw.

REPORT NO. 8-2014 OF THE ADMINISTRATION AND FINANCE COMMITTEE

1. Bicycle Program Update – Feasibility of Protected Bike Lanes
(Files CK. 6000-5, TU. 0375-2, and PL. 6330-4)

Requests to speak:

- Sean Shaw, Better Bike Lanes and Saskatoon Cycles, dated May 14 (PowerPoint presentation);
- Stephen Simon, dated May 15;
- Kent Smith-Windsor, Executive Director, The Chamber, dated May 15;
- Reagan Wildeman, Pedal Wenches Cycling Co-ordinator, dated May 15;
- Keith Moen, Executive Director, NSBA, dated May 16;
- Julie Kryzanowski, Population and Public Health, Saskatoon Health Region, dated May 16;

Submitting comments:

- Todd Butler, dated May 15;
- Elenko Phill, dated May 15;
- Ron Spizziri, dated May 15;
- Amanda Soulodre, dated May 15;
- Bertha Daniels, dated May 15;
- Sharon Eckmire, dated May 15;
- Triant Steuart, dated May 15;
- Daymond Volk, dated May 15;
- Don McCannell, dated May 15;
- Lloyd Eckmire, dated May 15;
- Travis Wassermann, dated May 15;
- Chetan Thakore, dated May 15;
- William Nickel, dated May 15;
- Marian Hoffos, dated May 15;
- Michael Gavelis, dated May 15;

- Merlin Chouinard, dated May 15;
- Glen Bailey, dated May 15;
- Colin Chovin, dated May 15;
- Ken Achs, President and CEO, Mid-West Group of Companies, dated May 15;
- Steeg Holmes, dated May 16;
- Reg Biblow, dated May 16;
- Daniel Mannion, dated May 16;
- Darrell Nordstrom, dated May 16;
- Jim Kerr, dated May 15;
- Douglas Jamieson, dated May 15;
- Adrian Boyko, dated May 15;
- Greg Trew, dated May 15;
- Earl Eidem, dated May 15;
- Bill and Shirley Ryan, dated May 19;
- Shaunt Parthev, dated May 19;
- Dudley Daniels, dated May 19;
- Marcel de la Gorgendiere, dated May 19;
- Rich Chapman, dated May 16;
- Vivian Mahoney, dated May 20;
- Rilla Johnson, dated May 19;
- Lorne Sheppard, dated May 19;
- Bill Redekop, dated May 20;
- Sheryl Maxwell, dated May 20;
- Justin Holmes, dated May 20;
- Darren Deminchuk, dated May 20;
- Frank Lukowich, dated May 20;
- Darcy Fischer, dated May 20;
- Charles Caldwell, dated May 20; and
- Karen Toews, dated May 20.

SPEAKERS LIST

(**NOT including** Presentations, Hearings or Matters Requiring Public Notice
(*) represents late letter)

ADMINISTRATIVE REPORT NO. 9-2014

Section A - Community Services

A3) Discussions with the YMCA for a New City Centre Recreation Facility
(Files CK. 610-1 and RS. 610-25)

- 1. Felix Thomas, Tribal Chief, Saskatoon Tribal Council**
- 2. Dean Dodge, YMCA**

LEGISLATIVE REPORT NO. 5-2014

Section B - Office of the City Solicitor

B3) Proposed Amendment to *The Noise Bylaw, 2003*
(Files CK. 375-2 and x185-15)

- ~~3. Neil Nemeth (withdrawn)~~
- 4. Mark Wongstedt**
- ~~5. Cynthia Starchuk (withdrawn)~~
- ~~6. Kevin Jones (withdrawn)~~
- 7. Russ Deptuch**

REPORT NO. 8-2014 OF THE ADMINISTRATION AND FINANCE COMMITTEE

1. Bicycle Program Update – Feasibility of Protected Bike Lanes
(Files CK. 6000-5, TU. 0375-2, and PL. 6330-4)
- 8. Murray Bryck, Shear Excellence**
- 9. Ron LeFrancois, President, Edronn Drycleaning Corporation**
- 10. Drew Byers**

- 11. Dave Denny, The Partnership**
- 12. Darren Toews**
- *13. Sean Shaw, Better Bike Lanes and Saskatoon Cycles**
- *14. Stephen Simon**
- *15. Kent Smith-Windsor, Executive Director, The Chamber**
- *16. Reagan Wildeman, Pedal Wenches Cycling Co-ordinator**
- *17. Keith Moen, Executive Director, NSBA**
- *18. Julie Kryzanowski, Population and Public Health, Saskatoon Health Region**

Miscellaneous

- 19. Clinton Ekdahl, Founder of “Day of the Honey Bee”**

His Worship the Mayor and City Council
The City of Saskatoon

ADMINISTRATIVE REPORTS

Section B – ASSET AND FINANCIAL MANAGEMENT

B4) Shaw Centre Supplemental Ventilation (File Nos.: CK. 606-2 and AF. 600-1)

- RECOMMENDATION:**
- 1) that the tender submitted by Carmont Construction Ltd. for the Shaw Centre Competition Pool Heating Ventilation and Cooling (HVAC) Installation at a total cost of \$560,953.50 (PST and GST included) be approved;
 - 2) that the Shaw Centre Competition Pool Supplemental Ventilation Project #1135 be increased in the amount of \$242,000.00, funded by the Civic Buildings Comprehensive Maintenance Reserve, as outlined in this report; and
 - 3) that the City Manager and the City Clerk be authorized to execute the contract documents as prepared by the City Solicitor under the Corporate Seal.

TOPIC AND PURPOSE

To obtain approval for additional funding in order to proceed with the timely installation of supplemental ventilation equipment for the Shaw Centre Competition Pool.

REPORT HIGHLIGHTS

1. The initial design solution resulted in tenders that did not meet resource and completion requirements.
2. The design was revised, incorporating reduced scope and splitting the project into two smaller project parcels.
3. The first smaller parcel was tendered and awarded, and the second parcel tender resulted in a bid that put our total aggregate project cost over budget.

STRATEGIC GOAL

The recommendations in this report support the Strategic Goal of Quality of Life by providing a full use recreational facility that promotes active living and building community and life-long skills for patrons. Enhancement to the ventilation system provides opportunities for activities in a winter city. It also supports the goal of Asset and Financial Sustainability by ensuring civic buildings are well-maintained and meeting the needs of citizens.

BACKGROUND

At its meeting on January 20, 2014, when dealing with Clause 2, Report No. 1-2014, City Council, resolved, in part:

- “1) that a capital project in the amount of \$650,000 for the installation of a new supplementary ventilation system at the Shaw Centre be approved.”

REPORT

Consultants, Morrison Hershfield Engineers, were engaged in January 2014 to expedite a design solution based upon their Shaw Centre Ventilation Review report (October 2013) and their Shaw Centre Pool HVAC Upgrade Feasibility Study (December 2013).

This design progressed to tender in March 2014, for which bids were received that exceeded three times the cost of the budgeted allotment, with none of the bidders being able to perform the work within the time prescribed. The reasons bids were in excess of the estimate was the very short time allowed to perform the work, and the scope of work including significant marshalling, set-up and decampment involved to perform the work at significant elevation over a body of water.

This tender was then cancelled, and Morrison Hershfield Engineers and the City project team, with assistance from Jim Boire (designated technical representative for Swimming Canada), proceeded to modify the design and scope of the project by:

1. Relocating the new supplementary main air handling equipment to facilitate faster and easier installation;
2. Eliminating non-essential equipment; and
3. Splitting the project work into two parcels:
 - i. supply and installation of circulation fans;
 - ii. supply and installation of main air handling equipment.

A tender closed for the first parcel on April 29, 2014, for the supply and installation of circulation fans and was awarded at a price of \$277,351.00 (GST excluded).

A tender also closed for the second parcel on May 15, 2014, for the supply and installation of the main air handling equipment with an acceptable, and recommended, low bid of \$534,858.13 (GST excluded).

The combined cost of these tenders (\$277,351.00 plus \$534,858.13) for the project exceed the original project budget (\$650,000.00) by \$162,209.13, and does not include any contingency for unforeseen circumstances and conditions or project costs. Thus, we are recommending an additional \$80,000.00 (10%) for a total recommended increase to the project budget of \$242,000.00.

OPTIONS TO THE RECOMMENDATION

There are no practical options to the recommendations. The fresh air and ventilation rates are adequate to support day-to-day programming where peak usage periods do not exceed 300 patrons. If City Council chooses not to approve the allocation of additional required funds, the result could be that the Shaw Centre would not be able to host major competitive swimming events, including the Senior Nationals swim meet scheduled for July 17, 2014.

POLICY IMPLICATIONS

The requested approval for the procurement of the supply and installation of the supplemental ventilation system is in accordance with Policy No. A02-027 – Corporate Purchasing Procedure.

FINANCIAL IMPLICATIONS

At its January 20, 2014, meeting, City Council approved \$650,000 from the Civic Buildings Comprehensive Maintenance Reserve to accommodate this work. The Community Services Department will contribute additional funds to this reserve to offset this unplanned expenditure. The contribution is the result of utility savings resulting from the installation of a combined heat and power (CHP) unit at the Shaw Centre, totalling \$72,000 annually, for five years ending in 2020. This work is still progressing as a separate project.

The Supplemental Ventilation Project scope has now been reduced to lower the overall project costs. To accomplish this, the project was redesigned, thereby changing

equipment location facilitating faster installation, eliminating ductwork and all non-essential equipment.

There are sufficient funds within the Civic Buildings Comprehensive Maintenance Reserve to cover the shortfall of \$242,209.13. Community Services will contribute its annual utility savings for an additional seven (7) years to offset the additional cost.

Revised Project Cost and Funding

Project Scope Component		Cost
Ceiling Fan Installation		\$277,351.00
HVAC Equipment & Installation (previously awarded)		\$534,858.13
Contingency & Project Costs (approximately 10.0%)		\$80,000.00
Total Cost		\$892,209.13
Total Approved Funding		\$650,000.00
Amount Exceeding Approved Funding		\$242,209.13
Financing	Estimated Utility Savings	
CHP Utility Savings	\$72,000/yr, 12.4 yr payback (Jan. 2020 – Dec. 2032)	\$892,209.13

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Morrison Hershfield and the City’s project team have met on several occasions throughout the project with stakeholders and user group representatives. Additionally, Jim Boire (Swimming Canada) has been an integral part of the project team, by providing insight and feedback regarding the scope and how it will meet industry guidelines with regard to ventilation and circulation of supplied air.

COMMUNICATION PLAN

There will be service disruptions to the Shaw Centre’s normal operations, which may affect overall public programming and aquatic user group programming. Recreation & Sport staff have been involved in project planning and are aware of the timeline and likely disruption. The Shaw Centre will operate its regularly scheduled programs as much as possible, and any service disruptions will be coordinated with programming staff. Recreation & Sport staff will contact the affected user groups and work with them to minimize any program disruption during construction. Communications of any public programming disruption will be handled in the usual manner with notification to specific program groups and/or through Public Service Announcements.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The timeline for completion of the project is now critically short. While every effort is being made to optimize the schedule and make the best use of available time and resources, any further delays could have serious consequences to the probability of project completion prior to the July 17, 2014, swim meet.

ENVIRONMENTAL IMPLICATIONS

Environmental implications have not been identified at this time.

PRIVACY IMPLICATIONS

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

CPTED review is not required.

PUBLIC NOTICE

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

Respectfully submitted,

Marlys Bilanski, General Manager
Asset and Financial Management

Hearing ⁴³⁵⁵⁻²¹⁴⁻⁰⁰⁵ RECEIVED

MAY 15 2014

CITY CLERK'S OFFICE
SASKATOON

From: BETTY HILLS <bbhills@shaw.ca>
Sent: May 14, 2014 7:23 PM
To: City Council
Subject: Request for presentation - May 20th 2014

I wish to speak to Council on the matter of a discretionary use application, specifically Dance Ink, to be located at 819 29th St. West (Basement) The Discretionary Use Application number is PL 4350 D1/14. This matter is scheduled for discussion on Tuesday, May 20, 2014, at 6:00 p.m.

My major concern relates to parking issues. The building location, which is the only commercial area in Westmount, has for many years housed one business - a convenience store. It will now hold three, with no additional parking required.

At a recent public forum on this matter, held at Bedford Road Collegiate, I noted that I had met with Ashley Berrns in an effort to address parking concerns related to expansion of the dance school. Together, we came up with some positive ideas that we believed might help alleviate the chronic parking problem that has been created on our street.

Shortly after that meeting, the City granted the convenience store (819 29th St. W) a 15 minute loading zone of 6.5 meters (over 21 feet) in front of their business. This was formerly public parking (as is the rest of the block) This was not mentioned at the public meeting. In addition, because that building has been "grandfathered" it does not require specific parking and therefore their former dedicated parking will now be parking for Dance Ink.

This effectively means that, on a street where parking is already a major problem, we are losing at least four spaces of public parking, while facing an even larger influx of traffic.

I would like to address this issue with Council.

Betty Hills
813 29th St. West
Saskatoon

~~PL 4350 D1/14~~
4355-014-005

RECEIVED

MAY 20 2014

CITY CLERK'S OFFICE
SASKATOON

Hello Your Worship and members of city council.

I would like oppose the expansion of Dance Inc. on 29th Street West.

The business was somehow passed and should not currently be allowed at their current location and it was brought up previously that there is not sufficient parking in the area to support such a business. Since then there has been a significant increase in parking in the residential area which it was said previously that it would not be an issue, however they now want to expand and they are somehow of the belief that there has been no impact to the neighbourhood, and they want to more than double the size of their business with an additional 4-5 parking spaces. Please note that these parking spaces will be in a back alley that is not paved and will not be used in winter as people will not want to walk through a back alley that is not shovelled, and cleaned from snow or other weather conditions.

Currently there are multiple classes going on at different times and this increases vehicles in this one block area by more than 10-15 vehicles. The current patrons do not currently abide by the good neighbor parking policy that was discussed at a previous meeting held at Bedford Road Collegiate, comically there were vehicles parked all along Avenue I, and there were only 2 vehicles parked on 29th Street beside the power substation where they were supposed to be parked according to this policy.

Additionally the convenience store located at the corner of 29th Street and Avenue I, directly above where the dance studio is wanting to expand, had to apply to the city and get a 15 Minute Loading Zone just to be able to have a place for 2 vehicles to stop and do business at his store. This reduces the dance studio's parking area and forces them to park in the residential area where the good neighbor policy says they should not.

I strongly oppose the expansion of this business in a residential area and would recommend that the people wanting to operate this type of a business go to an area that is suited for this and that has its own designated parking lot that will not force the residents of any area to have to drive around and look for parking in their own area, never mind on their own street.

Thank you.

We deserve a safe environment for our children and not to have to worry about an increase in traffic, or worry about whether our parking needs will be met or not. If this bylaw is passed in order to sustain the business they will need to have an increase in patrons, which will in essence create more parking problems and increase traffic flow to a point which I feel this neighbourhood was not designed for.

I have lived in this neighbourhood for over 50 years and don't wish the situation to change, therefore I am writing this letter to let you know that I strongly object to this bylaw being changed to suit the needs of one business.

How is it that the city has allowed this company to operate as a dance studio without the proper zoning changes that should be necessary. It seems to me that it was able to bypass the zoning bylaw and keep its doors open without it being approved by city council prior to it opening. They would not allow a person to build a dance studio without proper permits or parking to accommodate their patrons yet this one exists.

I take exception to the fact that this company has been allowed to operate their business in an area that is not zoned for this type of business. I am not sure how city council has allowed this to happen and would like to see this addressed.

I think that allowing this change means that there are no bylaws and that anyone can then change them for their own personal or business gains. There are procedures in place that were not followed. Asking for a change means that procedures can be ignored? This is a bad precedent and may have great ramifications.

I would like to know if this business is going to be able to operate even if there is no change to the zoning bylaw.

In closing I personally would be concerned about safety issues (ie) structural, wiring, plumbing, ventilation, sprinkler system, ventilation, and emergency exit, and security lighting. I know I wouldn't want my children or grandchildren a secluded basement. so I hope council takes serious

consideration on the long term effects this will have on residents and the quiet neighbourhood.

Sincerely yours,

Don Peters

705 Avenue I North

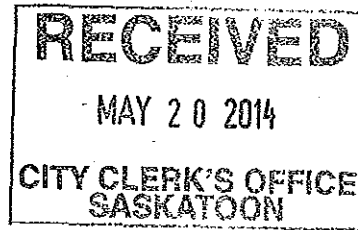
Saskatoon, SK S7L 2H1

4-110-46
36)

May 20, 2014

City of Saskatoon
City Council

John O. Krowina
216 Adelaide St. E.,
Saskatoon, SK S7J 0H6



His Worship the Mayor and Members of City Council:

Re: Council Meeting May 20, 2014: Brighton Neighbourhood Concept Plan

During the several years that I have lived in Saskatoon I have often driven along 8th Street East and the adjacent side roads in the area affected by the proposed Brighton Neighbourhood Concept Plan.

Immediately apparent to any observer are the extensive and productive wetlands in this area. These wetlands are home to many ducks and geese which use this area for habitat and breeding purposes.

Wetlands are widely acknowledged as centres of biological diversity, attracting a wide variety of animals, plants, and birds including waterfowl and songbirds, as well as reptiles and amphibians. I have little doubt that such is also the case for the wetlands affected by the proposed Brighton development. Wetlands also assist in water conservation and flood control.

The Holmwood Sector Plan Report points out several species of rare plants and rare wildlife in the affected area (see pages 14-15). The Concept Plan points out that two of the animal species affected, the Barn Swallow and the Horned Grebe, are listed by the Committee on the Status of Endangered Wildlife in Canada (at page 14). In relation to the Barn Swallow in particular, it is listed by COSEWIC as **threatened**, which means "A wildlife species that is likely to become endangered if nothing is done to reverse the factors leading to its extirpation or extinction." (COSEWIC website).

The natural area screening study conducted as part of the Sector Plan Report recommends:

"Acknowledging that urban development in the Sector is likely, the study recommends the **preservation** of a number of key wetlands, linked to form a suitable habitat corridor. Though development will inevitably displace some species, the establishment of a corridor of habitat rather than isolated patches will ensure that a wider range of species are retained in the area. Consideration of the establishment of habitat corridors linking significant wetlands should be given during the Concept Plan process."

The Sector Plan Report calls for preservation and integration of wetlands in a naturalized state within an urban environment, where possible, and requested that the consultant for the developer determine an appropriate buffer around each wetland. Finally, the significant wetlands (Class 4 or 5) could be dedicated as Environmental Reserve. These should have a buffer of 30 metres (page 30).

The City's Wetland Policy, at section 3.2, refers to permanent preservation at paragraph (e)(i). It refers to "constructed wetlands" at paragraph (e)(iii). The Wetland Policy provides very little guidance in terms of the criteria to be applied in deciding whether to preserve wetlands as opposed to turning them into "constructed wetlands". The Sector Plan simply assumes that development is likely and so abandons any consideration of the permanent preservation option. This is a notable failure in the Sector Plan.

The presence of a number of rare and threatened species of plants and animals in Class 3, 4 and 5 wetlands justifies a much more extensive and serious consideration of permanent preservation in a natural state. In my opinion this needs to take place before any further steps in the development process take place. If these factors do not justify preservation, what does?

I am sure that much of this proposed subdivision could be retained, but with much greater emphasis placed on preservation of the most important Class 4 and 5 wetlands and habitat of the rare plant and animal species.

This development, as proposed, will essentially destroy the natural functioning and diversity of these wetlands by placing them in the centre of a dense urban subdivision. There is no way that one can pretend otherwise. The constructed wetland plan will fundamentally alter these wetlands and will not prevent a significant impairment of these areas as green space and habitat. "Linear parks" simply cannot and will not replace the relatively undisturbed habitat that presently exists. The barn swallow may well take an additional step towards being an endangered species by virtue of habitat loss. Water quality must decline by reason of the supply of high volumes of polluted storm sewer runoff. Traffic and recreational users of the area will significantly disrupt the activities of fauna and most will simply leave the area.


Despite this notable difficulty, the effort made in the Brighton Concept Plan to integrate certain environmental considerations is to be applauded. However, it falls short in these ways:

1. No mention of dedication of wetland and adjacent areas as environmental reserve;
2. Does not specify the extent or quality of buffer zones adjacent to the wetlands. There is little or no discussion of how any prescribed buffer zones can accomplish the goal of protection and preservation of the limited wetlands that will remain while also functioning primarily as recreational areas for inhabitants;
3. There is no mention of corridors linking significant wetlands, as recommended by the Natural Area Screening Study in the Sector Plan Report;

4. Does not contain an explicit Wetland Mitigation Plan as required by paragraph 3.2 of the Wetlands Policy, which states, among other things: "Unavoidable impacts to significant wetland resources will require compensatory mitigation" and that mitigation plans should contain "A proposed allocation of wetlands, associated riparian areas and buffers into categories of Dedicated Lands. The allocation will be subject to the review and approval of the City." The description of measures required by paragraph 3.2 is quite extensive and seems to be absent from the Concept Plan;
5. There needs to be specific discussion of mitigation of impacts to the rare and COSEWIC listed plants and animals;
6. There is no discussion of the likely environmental impacts of storm sewer runoff (which will include materials such as automobile oil, pesticides and fertilizers).

All of these factors, and likely many others, need to be addressed before this proposal accords with the Vision set out in the Holmwood Sector Plan of being "One with Nature:".

Thank you.

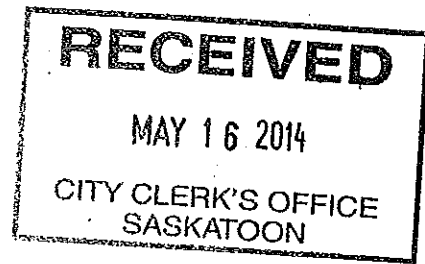


John Krowina
Saskatoon

leg

B3)
315.2

From: CityCouncilWebForm
Sent: May 15, 2014 5:29 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Matthew Argent
528 3rd Ave N
Saskatoon, Saskatchewan
S7K2J7

EMAIL ADDRESS:

COMMENTS:

For god's sake, please make this the year that you do something about idiots on needlessly loud motorcycles!! Please!! Sound snares, random checks, making aftermarket pipes illegal, something!

RECEIVED

MAY 20 2014

**CITY CLERK'S OFFICE
SASKATOON**

From: Jose bairos <mail@changemail.org>
 Sent: Saturday, May 17, 2014 9:32 AM
 To: City Council
 Subject: 5 new petition signatures: Jose bairos, Russ McKee...

5 new people recently signed R.A.G.E.'s petition "City of Saskatoon: Sign NOW! Stop proposed changes to Bylaw No. 8244, The Noise Bylaw, 2003" on Change.org.

There are now 180 signatures on this petition. Read reasons why people are signing, and respond to R.A.G.E. by clicking here:

<http://www.change.org/petitions/city-of-saskatoon-sign-now-stop-proposed-changes-to-bylaw-no-8244-the-noise-bylaw-2003/responses/new?response=fb6c14483ed3>

Dear City of Saskatoon,

Stop proposed changes to Noise Bylaw which, while not the "intent", will only serve TARGET motorcyclists as shown by similar changes in the City of Edmonton. This is targeted discrimination, just wrapped up in vague wording. Will other vehicles be stopped if the term "loud" is only subjective? Can they be stopped for just seeming "loud"? Why is the existing bylaw for "loud" vehicles not working? Where is it failing? How many complaints have been received and been unable to be followed up on due to the existing bylaw? The City of Calgary has recently "put to rest" trying to TARGET motorcycles. Manly due to the realization that the issue isn't one of "stronger wording or testing" but the actual enforcement of the bylaw itself. The City of Edmonton has had a very low success rate (some state as low as 19% of close to 400 tickets in 3 years have been paid). They are looking at year-after-year six-figure negative return on investment for continuing with the "road-side" test. This is before the loss of dollars to the businesses in the community that benefit from the dollars spent by motorcyclists attending events in the city. All for the revenue from...at best guess...76 successful tickets in 3 years. Where does the shortfall come from? Where will the shortfall in Saskatoon come from? According to the Mayor only 5% of motorcycles are too loud. In 2013 there were 5,964 registered motorcycles in Saskatoon. 5% of that is 298. Could the "behavior" of these 298 not be addressed under the current bylaw, and actually just enforcing it?

Sincerely,

180. Jose bairos SASKATOON, Canada
 179. Russ McKee Saskatoon, Canada
 178. Denis Perron Yorkton, Canada
 176. Dorian Resener Saskatoon, Canada
 175. barb mayer grandora, sk, Canada



*clo Cynthia Starchuk
 2204 Albert Ave.
 Saskatoon, SK S7J4K2*

RECEIVED

MAY 20 2014

CITY CLERK'S OFFICE
SASKATOON

From: David Blackburn <mail@changemail.org>
Sent: Saturday, May 17, 2014 9:51 AM
To: City Council
Subject: 5 new petition signatures: David Blackburn, Edward Stewart...

5 new people recently signed R.A.G.E.'s petition "[City of Saskatoon: Sign NOW! Stop proposed changes to Bylaw No. 8244, The Noise Bylaw, 2003](#)" on Change.org.

There are now 185 signatures on this petition. Read reasons why people are signing, and respond to R.A.G.E. by clicking here:

<http://www.change.org/petitions/city-of-saskatoon-sign-now-stop-proposed-changes-to-bylaw-no-8244-the-noise-bylaw-2003/responses/new?response=fb6c14483ed3>

Dear City of Saskatoon,

Stop proposed changes to Noise Bylaw which, while not the "intent", will only serve TARGET motorcyclists as shown by similar changes in the City of Edmonton. This is targeted discrimination, just wrapped up in vague wording. Will other vehicles be stopped if the term "loud" is only subjective? Can they be stopped for just seeming "loud"? Why is the existing bylaw for "loud" vehicles not working? Where is it failing? How many complaints have been received and been unable to be followed up on due to the existing bylaw? The City of Calgary has recently "put to rest" trying to TARGET motorcycles. Manly due to the realization that the issue isn't one of "stronger wording or testing" but the actual enforcement of the bylaw itself. The City of Edmonton has had a very low success rate (some state as low as 19% of close to 400 tickets in 3 years have been paid). They are looking at year-after-year six-figure negative return on investment for continuing with the "road-side" test. This is before the loss of dollars to the businesses in the community that benefit from the dollars spent by motorcyclists attending events in the city. All for the revenue from...at best guess...76 successful tickets in 3 years. Where does the shortfall come from? Where will the shortfall in Saskatoon come from? According to the Mayor only 5% of motorcycles are too loud. In 2013 there were 5,964 registered motorcycles in Saskatoon. 5% of that is 298. Could the "behavior" of these 298 not be addressed under the current bylaw, and actually just enforcing it?

Sincerely,

185. David Blackburn White Lake, Canada
184. Edward Stewart Regina, Canada
183. Rob Peeler Moose Jaw, Canada
182. Nicholas s Warman, Canada
180. Jose bairos SASKATOON, Canada



RECEIVED

MAY 20 2014

CITY CLERK'S OFFICE
SASKATOON

From: Mubbasher Farooq <mail@changemail.org>
 Sent: Saturday, May 17, 2014 10:30 AM
 To: City Council
 Subject: 5 new petition signatures: Mubbasher Farooq, Bonnie Moorhouse

5 new people recently signed R.A.G.E.'s petition "City of Saskatoon: Sign NOW! Stop proposed changes to Bylaw No. 8244, The Noise Bylaw, 2003" on Change.org.

There are now 190 signatures on this petition. Read reasons why people are signing, and respond to R.A.G.E. by clicking here:

<http://www.change.org/petitions/city-of-saskatoon-sign-now-stop-proposed-changes-to-bylaw-no-8244-the-noise-bylaw-2003/responses/new?response=fb6c14483ed3>

Dear City of Saskatoon,

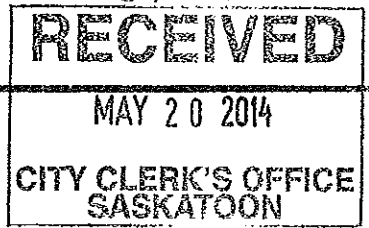
Stop proposed changes to Noise Bylaw which, while not the "intent", will only serve TARGET motorcyclists as shown by similar changes in the City of Edmonton. This is targeted discrimination, just wrapped up in vague wording. Will other vehicles be stopped if the term "loud" is only subjective? Can they be stopped for just seeming "loud"? Why is the existing bylaw for "loud" vehicles not working? Where is it failing? How many complaints have been received and been unable to be followed up on due to the existing bylaw? The City of Calgary has recently "put to rest" trying to TARGET motorcycles. Manly due to the realization that the issue isn't one of "stronger wording or testing" but the actual enforcement of the bylaw itself. The City of Edmonton has had a very low success rate (some state as low as 19% of close to 400 tickets in 3 years have been paid). They are looking at year-after-year six-figure negative return on investment for continuing with the "road-side" test. This is before the loss of dollars to the businesses in the community that benefit from the dollars spent by motorcyclists attending events in the city. All for the revenue from...at best guess...76 successful tickets in 3 years. Where does the shortfall come from? Where will the shortfall in Saskatoon come from? According to the Mayor only 5% of motorcycles are too loud. In 2013 there were 5,964 registered motorcycles in Saskatoon. 5% of that is 298. Could the "behavior" of these 298 not be addressed under the current bylaw, and actually just enforcing it?

Sincerely,

190. Mubbasher Farooq Saskatoon, Canada
 189. Bonnie Moorhouse Saskatoon, Canada
 188. kevin banilevic Moose jaw, Canada
 187. Gerald Lainey Saskatoon, Canada
 186. Sheldon Rood Assiniboia, Canada



375-2



From: Len Moore <mail@changemail.org>
Sent: Saturday, May 17, 2014 12:07 PM
To: City Council
Subject: 5 new petition signatures: Len Moore, dave terres...

5 new people recently signed R.A.G.E.'s petition "City of Saskatoon: Sign NOW! Stop proposed changes to Bylaw No. 8244, The Noise Bylaw, 2003" on Change.org.

There are now 195 signatures on this petition. Read reasons why people are signing, and respond to R.A.G.E. by clicking here:

<http://www.change.org/petitions/city-of-saskatoon-sign-now-stop-proposed-changes-to-bylaw-no-8244-the-noise-bylaw-2003/responses/new?response=fb6c14483ed3>

Dear City of Saskatoon,

Stop proposed changes to Noise Bylaw which, while not the "intent", will only serve TARGET motorcyclists as shown by similar changes in the City of Edmonton. This is targeted discrimination, just wrapped up in vague wording. Will other vehicles be stopped if the term "loud" is only subjective? Can they be stopped for just seeming "loud"? Why is the existing bylaw for "loud" vehicles not working? Where is it failing? How many complaints have been received and been unable to be followed up on due to the existing bylaw? The City of Calgary has recently "put to rest" trying to TARGET motorcycles. Manly due to the realization that the issue isn't one of "stronger wording or testing" but the actual enforcement of the bylaw itself. The City of Edmonton has had a very low success rate (some state as low as 19% of close to 400 tickets in 3 years have been paid). They are looking at year-after-year six-figure negative return on investment for continuing with the "road-side" test. This is before the loss of dollars to the businesses in the community that benefit from the dollars spent by motorcyclists attending events in the city. All for the revenue from...at best guess...76 successful tickets in 3 years. Where does the shortfall come from? Where will the shortfall in Saskatoon come from? According to the Mayor only 5% of motorcycles are too loud. In 2013 there were 5,964 registered motorcycles in Saskatoon. 5% of that is 298. Could the "behavior" of these 298 not be addressed under the current bylaw, and actually just enforcing it?

Sincerely,

- 195. Len Moore Moose Jaw, Sask., Canada
- 194. dave terres Saskatoon, Canada
- 193. Kevin Merasty Saskatoon, Canada
- 192. Edward Aldred Saskatoon, Canada
- 191. Norman Francis Moose Jaw, Canada



RECEIVED
MAY 20 2014
CITY CLERK'S OFFICE
SASKATOON

From: Andrea Austin <mail@changemail.org>
Sent: Saturday, May 17, 2014 1:48 PM
To: City Council
Subject: 5 new petition signatures: Andrea Austin, Stephen Peesker...

5 new people recently signed R.A.G.E.'s petition "City of Saskatoon: Sign NOW! Stop proposed changes to Bylaw No. 8244, The Noise Bylaw, 2003" on Change.org.

There are now 200 signatures on this petition. Read reasons why people are signing, and respond to R.A.G.E. by clicking here:

<http://www.change.org/petitions/city-of-saskatoon-sign-now-stop-proposed-changes-to-bylaw-no-8244-the-noise-bylaw-2003/responses/new?response=fb6c14483ed3>

Dear City of Saskatoon,

Stop proposed changes to Noise Bylaw which, while not the "intent", will only serve TARGET motorcyclists as shown by similar changes in the City of Edmonton. This is targeted discrimination, just wrapped up in vague wording. Will other vehicles be stopped if the term "loud" is only subjective? Can they be stopped for just seeming "loud"? Why is the existing bylaw for "loud" vehicles not working? Where is it failing? How many complaints have been received and been unable to be followed up on due to the existing bylaw? The City of Calgary has recently "put to rest" trying to TARGET motorcycles. Manly due to the realization that the issue isn't one of "stronger wording or testing" but the actual enforcement of the bylaw itself. The City of Edmonton has had a very low success rate (some state as low as 19% of close to 400 tickets in 3 years have been paid). They are looking at year-after-year six-figure negative return on investment for continuing with the "road-side" test. This is before the loss of dollars to the businesses in the community that benefit from the dollars spent by motorcyclists attending events in the city. All for the revenue from...at best guess...76 successful tickets in 3 years. Where does the shortfall come from? Where will the shortfall in Saskatoon come from? According to the Mayor only 5% of motorcycles are too loud. In 2013 there were 5,964 registered motorcycles in Saskatoon. 5% of that is 298. Could the "behavior" of these 298 not be addressed under the current bylaw, and actually just enforcing it?

Sincerely,

- 200. Andrea Austin Humboldt, Canada
- 199. Stephen Peesker Saskatoon, Canada
- 198. Charles Windrum Prince Albert, Canada
- 197. John Franks Moose Jaw, Canada
- 196. Greg McWillie Melfort, Canada



RECEIVED

MAY 20 2014

CITY CLERK'S OFFICE
SASKATOON

From: Mark Gasnier <mail@changemail.org>
 Sent: Saturday, May 17, 2014 5:31 PM
 To: City Council
 Subject: 5 new petition signatures: Mark Gasnier, Gail Lang...

5 new people recently signed R.A.G.E.'s petition "[City of Saskatoon: Sign NOW! Stop proposed changes to Bylaw No. 8244, The Noise Bylaw, 2003](#)" on Change.org.

There are now 205 signatures on this petition. Read reasons why people are signing, and respond to R.A.G.E. by clicking here:

<http://www.change.org/petitions/city-of-saskatoon-sign-now-stop-proposed-changes-to-bylaw-no-8244-the-noise-bylaw-2003/responses/new?response=fb6c14483ed3>

Dear City of Saskatoon,

Stop proposed changes to Noise Bylaw which, while not the "intent", will only serve TARGET motorcyclists as shown by similar changes in the City of Edmonton. This is targeted discrimination, just wrapped up in vague wording. Will other vehicles be stopped if the term "loud" is only subjective? Can they be stopped for just seeming "loud"? Why is the existing bylaw for "loud" vehicles not working? Where is it failing? How many complaints have been received and been unable to be followed up on due to the existing bylaw? The City of Calgary has recently "put to rest" trying to TARGET motorcycles. Manly due to the realization that the issue isn't one of "stronger wording or testing" but the actual enforcement of the bylaw itself. The City of Edmonton has had a very low success rate (some state as low as 19% of close to 400 tickets in 3 years have been paid). They are looking at year-after-year six-figure negative return on investment for continuing with the "road-side" test. This is before the loss of dollars to the businesses in the community that benefit from the dollars spent by motorcyclists attending events in the city. All for the revenue from...at best guess...76 successful tickets in 3 years. Where does the shortfall come from? Where will the shortfall in Saskatoon come from? According to the Mayor only 5% of motorcycles are too loud. In 2013 there were 5,964 registered motorcycles in Saskatoon. 5% of that is 298. Could the "behavior" of these 298 not be addressed under the current bylaw, and actually just enforcing it?

Sincerely,

205. Mark Gasnier Moose Jaw,, Canada
 204. Gail Lang Muenster, Canada
 203. Kurt Mohr Weyburn, Canada
 202. terry anderson Prince George, Canada
 200. Andrea Austin Humboldt, Canada



375-2

RECEIVED

From: Trent Oppeboen <mail@changemail.org>
Sent: Saturday, May 17, 2014 9:30 PM
To: City Council
Subject: 5 new petition signatures: Trent Oppeboen, rebecca dosch...

MAY 20 2014

CITY CLERK'S OFFICE
SASKATOON

5 new people recently signed R.A.G.E.'s petition "City of Saskatoon: Sign NOW! Stop proposed changes to Bylaw No. 8244, The Noise Bylaw, 2003" on Change.org.

There are now 210 signatures on this petition. Read reasons why people are signing, and respond to R.A.G.E. by clicking here:

<http://www.change.org/petitions/city-of-saskatoon-sign-now-stop-proposed-changes-to-bylaw-no-8244-the-noise-bylaw-2003/responses/new?response=fb6c14483ed3>

Dear City of Saskatoon,

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Sincerely,

210. Trent Oppeboen Regina, Canada
209. rebecca dosch Humboldt, Canada
208. Leslie Friesen Sasaktoon, Canada
207. Randy Friesen Saskatoon, Canada
206. Fay Tymchak Canwood, Canada



RECEIVED

MAY 20 2014

CITY CLERK'S OFFICE
SASKATOON

From: Joanne Woolsey <mail@changemail.org>
 Sent: Tuesday, May 20, 2014 6:18 AM
 To: City Council
 Subject: 5 new petition signatures: Joanne Woolsey, geoff warren...

5 new people recently signed R.A.G.E.'s petition "City of Saskatoon: Sign NOW! Stop proposed changes to Bylaw No. 8244, The Noise Bylaw, 2003" on Change.org.

There are now 214 signatures on this petition. Read reasons why people are signing, and respond to R.A.G.E. by clicking here:

<http://www.change.org/petitions/city-of-saskatoon-sign-now-stop-proposed-changes-to-bylaw-no-8244-the-noise-bylaw-2003/responses/new?response=fb6c14483ed3>

Dear City of Saskatoon,

Stop proposed changes to Noise Bylaw which, while not the "intent", will only serve TARGET motorcyclists as shown by similar changes in the City of Edmonton. This is targeted discrimination, just wrapped up in vague wording. Will other vehicles be stopped if the term "loud" is only subjective? Can they be stopped for just seeming "loud"? Why is the existing bylaw for "loud" vehicles not working? Where is it failing? How many complaints have been received and been unable to be followed up on due to the existing bylaw? The City of Calgary has recently "put to rest" trying to TARGET motorcycles. Manly due to the realization that the issue isn't one of "stronger wording or testing" but the actual enforcement of the bylaw itself. The City of Edmonton has had a very low success rate (some state as low as 19% of close to 400 tickets in 3 years have been paid). They are looking at year-after-year six-figure negative return on investment for continuing with the "road-side" test. This is before the loss of dollars to the businesses in the community that benefit from the dollars spent by motorcyclists attending events in the city. All for the revenue from...at best guess...76 successful tickets in 3 years. Where does the shortfall come from? Where will the shortfall in Saskatoon come from? According to the Mayor only 5% of motorcycles are too loud. In 2013 there were 5,964 registered motorcycles in Saskatoon. 5% of that is 298. Could the "behavior" of these 298 not be addressed under the current bylaw, and actually just enforcing it?

Sincerely,

215. Joanne Woolsey Saskatoon, Canada
 214. geoff warren Saskatoon, Canada
 213. chad hopfner Saskatoon, Canada
 212. Gerald Euteneier Regina, Canada
 211. Chris Frasz Saskatoon, Canada



Speakers.

A+F

16000-5

RECEIVED

MAY 15 2014

CITY CLERK'S OFFICE
SASKATOON

From: Sean Shaw <sean@seanshaw.ca>
Sent: May 14, 2014 5:12 PM
To: City Council
Subject: Speak towards separated bike lane report on May 20th

My name is Sean Shaw and I am the coordinator of Better Bike Lanes and a member of the Saskatoon Cycles board of Directors.

I wish to address council on the following issue at the Tuesday, May 20th Council Meeting:

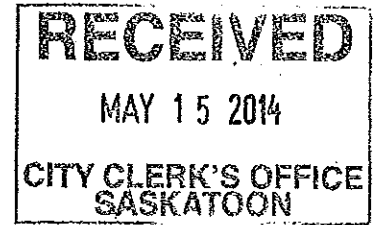
Bicycle Program Update- Feasibility of Protected Bike Lanes
(Files CK. 6000-5, TU. 0375-2, and PL. 6330-4)

Thank you,

--

Sean Shaw, Ph.D.
422 Geary Crescent
Saskatoon, SK, S7R 0E6
306-370-7429

From: CityCouncilWebForm
Sent: May 14, 2014 9:19 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Sean Shaw
422 Geary Cres
Saskatoon, Saskatchewan
S7R 0E6

EMAIL ADDRESS:

sean@seanshaw.ca

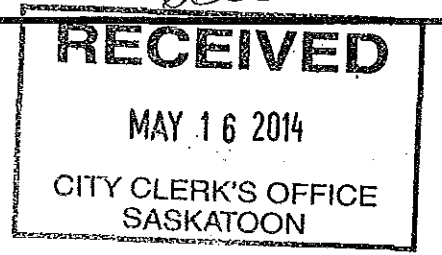
COMMENTS:

I'd like to speak to council on behalf of Saskatoon Cycles on the report regarding separated bike lanes on 4th and 24th at City Council on May 20th.

Thank you

6000-5.

From: Stephan Simon <sksimon@shaw.ca>
Sent: May 15, 2014 10:48 PM
To: City Council
Subject: Council meeting May 20, 2014
Attachments: Butler Byers.docx



I would appreciate the opportunity to address Council with respect to the Separated Bike Lane Demonstration Project.

In response to one of the letters you already received from a business located on 4th Avenue, I have attached a copy of a letter I will be delivering to them on May 15, 2014.

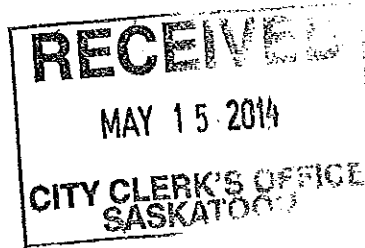
Stephan Simon
755 Rutherford Lane
Saskatoon, SK S7N 4X6

NDP:
NOT INCLUDED

The Chamber

Greater Saskatoon Chamber of Commerce

*Building the Best Business Climate in Canada,
Thereby Creating a City of Opportunity*



6000-5

104-202 4th Avenue North
Saskatoon, SK S7K 0K1
Tel: (306) 244-2151 Fax: (306) 244-8366
Email: chamber@saskatoonchamber.com
Website: www.saskatoonchamber.com

May 15, 2014

His Worship the Mayor
And Members of City Council
c/o City Clerk's Office
2nd Floor City Hall
222 3rd Avenue North
Saskatoon, SK
S7K 0J5

Dear Mayor Atchison & City Council:

Re: Request to Address City Council, May 20th, 2014

The Greater Saskatoon Chamber of Commerce is requesting to address City Council on Tuesday, May 20th, 2014 regarding the "Feasibility of Protected Bike Lanes – 4th Avenue 19th Street to 24th Street."

Our speaking representative will be Kent Smith-Windsor, Executive Director of the Greater Saskatoon Chamber of Commerce.

Thank you for your consideration of our request.

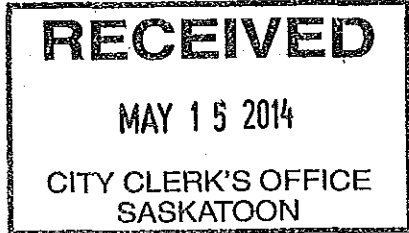
Sincerely,

A handwritten signature in black ink, appearing to read "Kent Smith-Windsor".

Kent Smith-Windsor
Executive Director

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 9:41 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Reagan Wildeman
722 3rd Ave N
Saskatoon, Saskatchewan
S7K 2K1

EMAIL ADDRESS:

reagandwildeman@gmail.com

COMMENTS:

I would like to speak at the City Council meeting on Tuesday May 20th to voice my support for CK 6000-5; TU 0375-2 and PL 6330-4; the project to install protected bike lanes in the down town area.

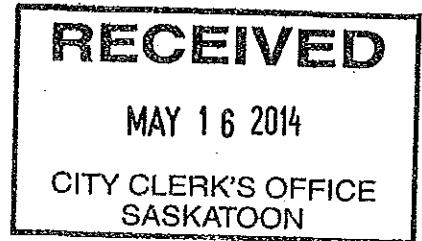
I run Saskatoon's 1st and only women's weekly cycling group with more than 100 women meeting to ride through the city to access surrounding highways each week.

Thank you for your consideration,

Reagan D. Wildeman
Pedal Wenches Cycling Co-ordinator

6000-5

From: CityCouncilWebForm
Sent: May 16, 2014 9:47 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Keith Moen
9-1724 Quebec Avenue
Saskatoon, Saskatchewan
S7K 1V9

EMAIL ADDRESS:

keith.moen@nsbasask.com

COMMENTS:

Re: Requesting permission to address City Council with respect to proposed protected bicycle lanes

Members of the NSBA have expressed their concerns regarding the closure of traffic lanes and elimination of parking lanes along 24th Street and 4th Avenue. Therefore, I would like to relay some of these concerns to Council at its regular meeting on Tuesday, May 20.

Thank you.

Keith Moen
Executive Director, NSBA



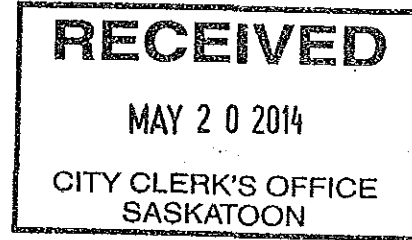
Phone: 306.242.3060
Fax: 306.242.2205
Email: info@nsbasask.com
Website: www.nsbask.com

6000-5

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

May 16, 2014

His Worship the Mayor and Members of City Council
222 3rd Avenue North
Saskatoon, Saskatchewan S7K 0J5



Re: Proposed Bicycle Lanes

Although supportive of safe initiatives and the encouragement and expansion of cycling in Saskatoon, the NSBA believes that the proposed plan to eliminate parking lanes along 4th Avenue and 24th Street as well as reduce the number of vehicular traffic lanes is not the best solution to accomplish this goal. We believe if this proposal is approved, it would adversely affect business directly in two ways: It would accentuate an already-challenging situation of downtown parking availability; and the reduction of vehicular traffic lanes would have a negative effect on traffic flow in the downtown. If there are two things that will inhibit consumer habits and spending, they are traffic congestion and parking availability.

Unlike other centres, Saskatoon has a vibrant and active downtown core. This has not always been the case. Making these changes might result in some negative, unintended consequences that might start a downward shift in momentum. The last thing we would like to see is a trend of diminishing returns for business. If prolonged, they may seek alternate locations, which would clearly have a negative impact on Saskatoon's downtown.

We also note that the report states: "At this stage, there has been no direct consultation with the property or business interests immediately adjacent to the streets where the protected bike lanes are being evaluated. Prior to implementation, a stakeholder meeting will be arranged with the property owners who are adjacent to the demonstration route. It is important to have open and on-going communications with these interests."

While we agree that communication is important, we believe that it is more important to communicate earlier in the process. As such, at the very least, we request that Council consider deferring this issue until stakeholders, businesses and property owners along the proposed route have an opportunity to meaningfully participate in the process.

I respectfully request to address Council on this matter at its regular meeting on May 20, 2014.

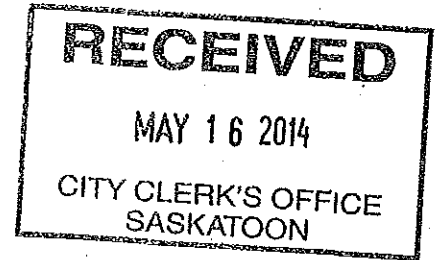
Sincerely,

Keith Moen
Executive Director

"Supporting Saskatoon's business community"

6000-5

From: CityCouncilWebForm
Sent: May 16, 2014 9:59 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Julie Kryzanowski
101-310 Idylwyld Drive
Saskatoon, Saskatchewan
S7L 0Z2

EMAIL ADDRESS:

julie.kryzanowski@saskatoonhealthregion.ca

COMMENTS:

Dr. Julie Kryzanowski from Population and Public Health (Saskatoon Health Region) would like to request to speak to City Council on May 20th regarding the following agenda item:
REPORT NO. 8-2014 OF THE ADMINISTRATION AND FINANCE COMMITTEE

1. Bicycle Program Update - Feasibility of Protected Bike Lanes (Files CK. 6000-5, TU. 0375-2, and PL. 6330-4)

Thank-you

Comments. A+F.

1.000-5

From: CityCouncilWebForm
Sent: May 15, 2014 2:50 PM
To: City Council
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Todd Butler
1417 Cairns Ave
Saskatoon, Saskatchewan
S7H2H3

EMAIL ADDRESS:

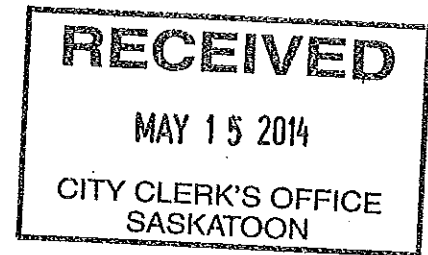
evolvemx42@gmail.com

COMMENTS:

I am extremely concerned and disappointed with Councils discussions and consideration of closing parking lanes in favor of cycling lanes on 3rd ave, 21st street or anywhere else for that matter.

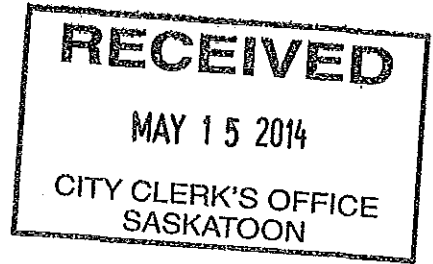
- a) parking provides income
- b) a huge majority of tax payers and tax paying business rely on parking. How much of a majority? I don't know, i haven't conducted a study. Neither has council on who is in favor of this or not.
- c) I sit in a ground level office on the corner of 1st and 23rd looking at the traffice all day long. I can go hours (currently the timer i set is over 50 minutes) without seeing one single bike ride by. Do you know how many cars go by every hour? I suspect it is close to 1000.
- d) the business community that makes this city tick was not ever properly consulted. This is an offence to all.

Lets not incur any more cost for the minority until our impoverished 3rd world quality road infrastructure is in proper repair and usable by the majority. Maybe then we can look at building bridge parks. Oh, did i say that? Sorry, thats a whole other ridiculous issue.



6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 3:06 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

elenko phill
Suite 100 -261 1st ave n.
saskatoon, Saskatchewan
s7k1x2

EMAIL ADDRESS:

phill.elenko@icrsaskatoon.com

COMMENTS:

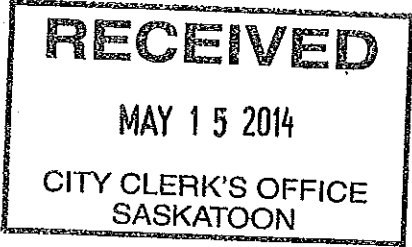
Good afternoon Mr Mayor and City Counsellors

I want to voice my concerns regarding the bicycle lane plans and would ask that you vote against it. We have a business in the downtown area with our company representing numerous Landlords and Tenants; having been involved myself in all facets of downtown Real Estate for 34+ years. During my time I have seen many Tenants vacate the core due to the escalation of parking pressure; this is a growing concern for anyone doing business in the downtown area. We have added, or will soon have added, around 400 new restaurant seats in the core putting additional pressure on street parking. If the City truly wants to create a dynamic and dense core, taking parking away and reducing traffic efficiency on 4th avenue is not a proven solution. I do not oppose the use bicycles or bicycle lanes however it should not be at the expense of the vast majority of the population needing parking. Please reconsider the impact of this proposal .

Sincerely,
Phill Elenko

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 3:12 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Ron Spizziri
18 Kootenay Dr.
Saskatoon, Saskatchewan
S7K 1J1

EMAIL ADDRESS:

rockrod@shaw.ca

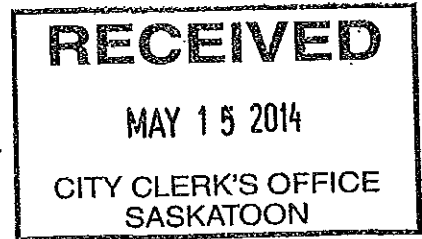
COMMENTS:

Dear City Council Members: I understand that Council will shortly be dealing with the proposal to install dedicated bike lanes along 4th Avenue and 25th Street, thereby eliminating several downtown parking spaces. Given the current shortage of parking in the area, I am adamantly opposed to the idea of removing further spaces. (One of the reasons I closed my downtown retail business a number of years ago was due to the lack of parking for my customers.) I trust Council will take into account the potential loss of downtown retail business when considering the dedicated bike lane proposal.

Thank you.
Ron Spizziri

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 3:35 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Amanda Soulodre
607 Waters Cres
Saskatoon, Saskatchewan
S7W 0A4

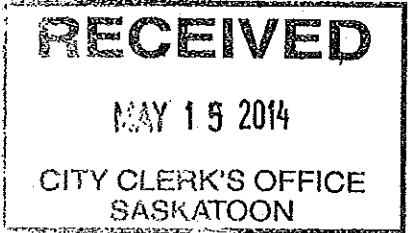
EMAIL ADDRESS:

Amanda@saskatoon-home.ca

COMMENTS:

I am adamantly opposed to a proposition being brought to council soon in the creation of bike lanes on 4th Ave in downtown Saskatoon. I am an entrepreneur who operates quite frequently from The Saskatoon Club. Work, and eat a majority of my weekday lunches in downtown Saskatoon. Parking is already a HUGE issue, and if these parking stalls are removed to make way for bike lanes I am very concerned that this will put even worse pressure on the stalls that do exist. I am a full supporter of the mayors philosophy of a vibrant downtown making a vibrant city and have actively tried to engage and support downtown business because of it. If any parking stalls are removed in the creation of bike lanes I will very likely cancel my Saskatoon Club membership and all of my meetings in the subburns where it is easier. I urge the committee to think about this perspective as I know I represent a large number of business people who feel that same way.

From: CityCouncilWebForm
Sent: May 15, 2014 3:21 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Bertha Daniels
718 Steiger Place
Saskatoon, Saskatchewan
S7N 4K3

EMAIL ADDRESS:

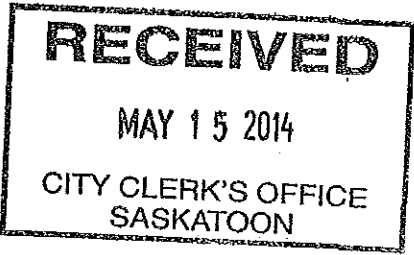
bertha.daniels@hotmail.com

COMMENTS:

I am very opposed to the proposition to remove parking meters and to remove traffic lanes in order to accomodate bicycle traffic. Businesses depend on the parking meters for their clients and the people who work downtown depend on the traffic lanes. This reduction will make a bad traffic situation worse. The removal of the parking spaces will be costly to the city in terms of lost revenue and very costly in terms of clients and their dissatisfaction with parking spots. I work on 4th Avenue and clients complain now about the lack of spots. The city workers solution that "people can just park somewhere else" is not a solution.

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 2:38 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Sharon Eckmire
2630 Munroe Avenue South
Saskatoon , Alberta
S7J 1T2

EMAIL ADDRESS:

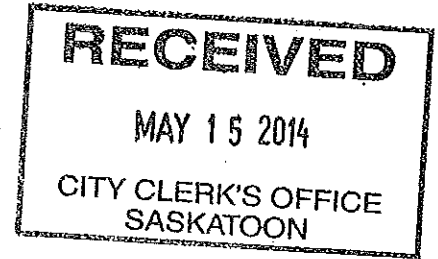
sharoneckmire@hotmail.com

COMMENTS:

Your Worship and council members: please review the bike lanes being proposed for 4th Avenue. I agree with bike lanes, but, the concept of losing 2 lanes of traffic and 100 stalls in an area that is already low on parking and high on traffice doesn't make sense to me. I am wondering what kind of bottle neck will be created for the Broadway bridge when we lose two lanes of traffic. I am also concerned how the lack of parking will discourage people from regular attendance at businesses in the area along with special events like the Children's festival, Jazz Festival, etc. Please give this some more thought.

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 2:06 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Triant Stuart
1422 pohorecky place
Saskatoon , Saskatchewan
S7w0h9

EMAIL ADDRESS:

Triant@sasktel.net

COMMENTS:

A further reduction in the already limited parking downtown to accommodate a few bike owners for 6 months of the year makes little sense. Congestion aside, it will cost struggling business owners in the area millions. Not only will you lose parking revenue but tax dollars as these businesses fold. Please consider your own attempt to get a parking spot on a Friday night to try to go to a restaurant. Even if you have a free parking pass for being a city member of council you can't find a place to put your car.

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 1:54 PM
To: City Council
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Daymond Volk
1406 8th St E
Saskatoon, Saskatchewan
S7H0T1

EMAIL ADDRESS:

dlvolk@shaw.ca

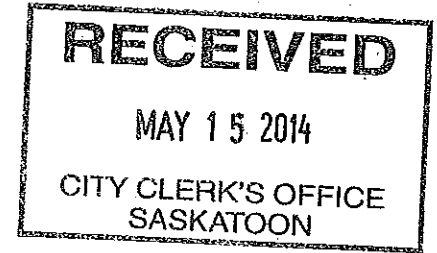
COMMENTS:

I wanted to let you all know how difficult parking has become around The Saskatoon Club, we have had a good taste of parking shortages with the construction of the Federal Court House, now to look at removing over 100 spots for bike lanes will cause difficulty to The Saskatoon Club.

Good luck in your decision,

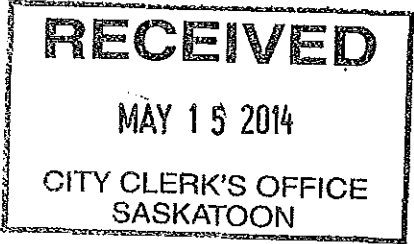
Sincerely

Daymond L Volk



6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 1:24 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Don McCannell
2310 Arlington Ave
Saskatoon, Saskatchewan
s7j 3l3

EMAIL ADDRESS:

Don@mfg.ca

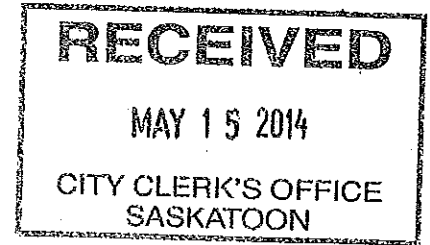
COMMENTS:

The issue of downtown parking is a major concern as it is almost impossible to find a space during the business hours.

There will be more negative impact to the restaurants and shops with people going to the box stores because of parking. The loss of rental opportunities for companies because of the increased costs of parking and lack of such will further add to the issues. This is a major factor for a lot of people. Please consider not going forward with this option. Thanks

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 1:22 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

LLOYD ECKMIRE
2630 MUNROE AVE. S.
SASKATOON, Saskatchewan
S7J 1T2

EMAIL ADDRESS:

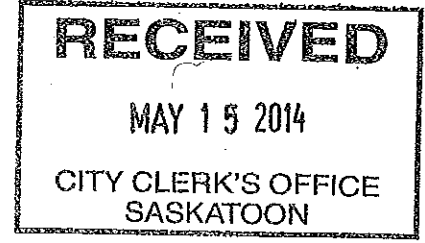
lloyd.eckmire@sasktel.net

COMMENTS:

I wish to voice an opinion against the proposal for bike lanes to be heard at council on the 20th of May 2014. As a business person who makes sales calls in the downtown corridor and a member of the Saskatoon Club where parking is currently very restricted. I believe this will have a very negative impact for businesses trying to conduct business in that part of the downtown core. Also I am wondering what the potential loss in revenue from those 100 parking stalls would be. The number of vehicles on our roads continues to grow at a country leading rate. Yet we would consider removing 100 places to put them ??

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 1:15 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Travis Wassermann
306 - 1015 Dufferin Avenue
Saskatoon, Saskatchewan
S7H 2B9

EMAIL ADDRESS:

travis.wassermann@shippersupply.com

COMMENTS:

Hello,

I would like to voice an opinion on the proposal for the addition of dedicated bike lanes to 4th avenue and 24th street. In my opinion these bike lanes would be a detriment to the already bleak parking situation in downtown Saskatoon. I am a sales representative in Saskatoon and my office is located in the North end of the city, but I conduct sales calls downtown every week. I already have a hard time finding parking as it is and to eliminate over 100 parking stalls would make it near impossible to find a space. It is clear on any day or night of the week (and especially during the summer festival season) that downtown parking is already over capacity in Saskatoon. Not to mention the fact that our lovely city only has good biking conditions for about four months of the year. Based on the above reasons this seems counter-intuitive to me and I'm sure many Saskatoon residents would agree with me.

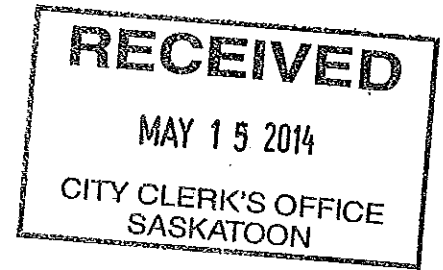
Thank you for listening to the citizens of Saskatoon regarding this and other matters in our growing city.

Sincerely,

Travis Wassermann

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 1:15 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Chetan Thakore
#300 - 261 1st Avenue North
Saskatoon, Saskatchewan
S7K 1X2

EMAIL ADDRESS:

chetan.thakore@suncorpvaluations.com

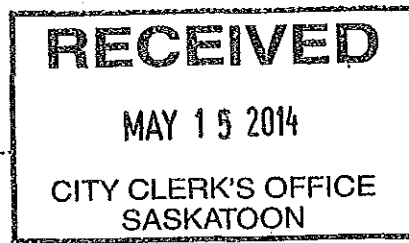
COMMENTS:

Dear Mayor Atchison and Council:

I would strongly urge you to re-consider the biking lanes proposed for 4th Avenue from a variety of aspects. Although I am proponent of green transportation and encouraging bike and pedestrian traffic, I am very concerned about the reduction of parking spaces in the downtown core. There is significant economic impact to reducing the parking and many of the businesses and organizations such as the Saskatoon Club will be impacted. I am not sure the extent they have been consulted to address the impact on their operations from a fiscal and day-to-day logistics perspective. From what I can tell removing 100+ parking spaces from an already tight parking environment would not be prudent in a City where winter conditions are prevalent for 6+ months.

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 12:41 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

william nickel
701 Broadway Avenue
Saskatoon, Saskatchewan
S7N 1B3

EMAIL ADDRESS:

bnickel@mcdougallgauley.com

COMMENTS:

Re:proposal to add dedicated bike only lanes on 4th Avenue and 24th Street and eliminate over 100 parking stalls along those routes.

Through this letter I wish to voice my objection to the above noted proposal or any proposal by or before City Counsel that would result in any reduction in the number of parking stalls available in the downtown core or immediately surrounding area.

Parking is at a premium in the downtown area and it is increasingly difficult to find parking downtown during regular business hours. The lack of available parking in the downtown core is spilling over into adjacent neighbourhoods with many people now parking in the Nutana and Broadway area and then walking into the downtown area via the Broadway Bridge.

I applaud the efforts of Counsel to rejuvenate our downtown core and over the last several years I have seen our downtown become a more vibrant and attractive place for both entertainment and business. Unfortunately, the added traffic into the downtown core has put a strain on available parking.

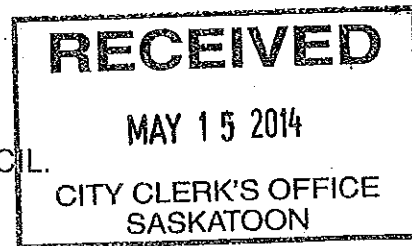
It is unrealistic to think that the adoption of a bike corridor and dedicated biking lanes will reduce the amount of vehicular traffic in the downtown core especially as the population of our City continues to increase.

I suggest that City Counsel focus its efforts on coming up with solutions to increase the number of available parking stalls available in the downtown core.

Respectfully submitted,
William Nickel

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 12:42 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Marian Hoffos
611 Cowley Road
Saskatoon, Saskatchewan
S7N 3Z3

EMAIL ADDRESS:

mhoffos@shaw.ca

COMMENTS:

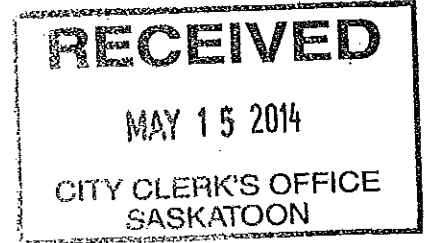
SUBJECT- Proposal of a cycling path downtown

I am expressing my Opposition for the proposed bike path that will eliminate over 100 parking stalls in the downtown area. I have no problem with people cycling and staying in shape but I do not feel by jeopardizing the 100 stalls that will affect thousands of people who use this area for business and pleasure in our downtown area. I feel that the City of Saskatoon has left this proposal far too late to make a decision for the 2014 year and to have not spoken to the businesses in the surrounding area and how it will affect their businesses is very unprofessional. Also the money that the city will lose in revenue how will that be made up? It was noted in the newspaper one idea was that private businesses could build parkades to make up the loss meters, well if that is such a good idea why has the city not built one yet? or better yet the cyclists could build one. It's a ridiculous statement, have they looked into what a concrete parade costs to build? I don't feel people think things through before they are spoken. Let's come up with some other safe options for the cyclists and keep everyone happy and bring the people downtown.

If the city wants to eliminate the parking meters, they should then consider a train system, which would eliminate people needing to drive downtown and encourage public travel (not buses, their travel times and routes are ridiculous) and then we can start to think about the cyclists. Forward thinking please.

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 12:47 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Michael Gavelis
411 Sutter Ct
Saskatoon, Saskatchewan
S7T0R3

EMAIL ADDRESS:

mikegavelis@me.com

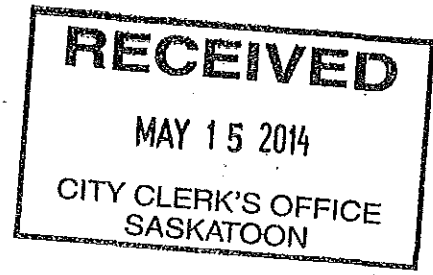
COMMENTS:

Regarding proposed elimination of parking and dedicated bike lanes downtown:

I would just like to voice my opinion to the honorable members of city council regarding elimination of parking downtown in favor of dedicated bike lanes. As an avid cyclist I am quite aware of the lack of dedicated bike routes in the city of Saskatoon however I believe the proposed plan of eliminating in the range of 100 parking spots downtown would be a big mistake. At the present Saskatoon has welcomed a number of new businesses and restaurants to its downtown in recent years and as such parking has become an even larger issue. By eliminating more spots not only will it cost the city directly by losing revenue from parking but could also hurt the city indirectly if businesses suffer due to an even larger parking shortage. I would love to see the development of bike lanes downtown however we must address the parking shortage first rather than hoping the issue fixes itself down the road with possible new parkade development. I hope city council will consider postponing the bike lane development till a solid plan can be made to address parking shortages first. Thank you.

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 11:41 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Merlin Chouinard
#300-128 4th. Ave. s
Saskatoon, Saskatchewan
S7k1m8

EMAIL ADDRESS:

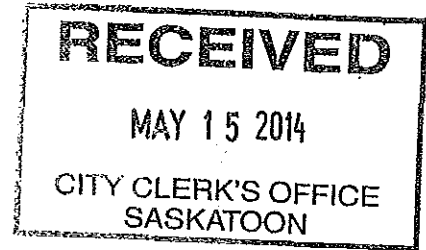
mchouinard@sentinelgroup.ca

COMMENTS:

I cannot believe the city is contemplating opening a bike lane on 4th Ave. Our clients complain now that they have no parking to access our offices. We have been at this address for 29 years. This is not well thought out and I would respectfully ask that you do not proceed with this decision.

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 11:17 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Glen Bailey
600-128-4th Avenue South
Saskatoon, Saskatchewan
S7K1M8

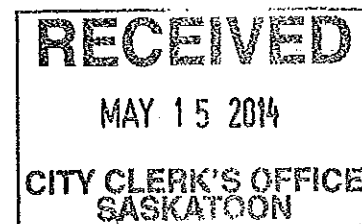
EMAIL ADDRESS:

glen.a.bailey@ca.pwc.com

COMMENTS:

RE: Bike lanes vs parking lanes on 4th Avenue. It seems that City Administration and City Council have finally reached that point where they are completely out of touch with reality and the desires of a majority of the residents of this City. The shortage of parking in downtown is a well-known and acute problem. Yet, in the interest of meeting the demands of a small minority of residents who insist on riding bicycle in traffic, a proposal comes forward to close parking lanes right in the middle of a highly commercial downtown area. Clients already struggle to find parking when doing business in our office and with the removal of parking they will simply find another place that is more convenient to do business. I am acutely aware of this having moved from a free-parking office environment just outside the downtown core to a 2nd Avenue location and now to a 4th Avenue location. I hear about the parking issue from every client that visits my office. If City Council is interested in promoting its downtown core as a place to do business, it will vote against this ridiculous proposal.

From: CityCouncilWebForm
Sent: Thursday, May 15, 2014 11:55 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Colin Chovin
231 4th street east
saskatoon, Saskatchewan
s7h 1h9

EMAIL ADDRESS:

colin.chovin@sasktel.net

COMMENTS:

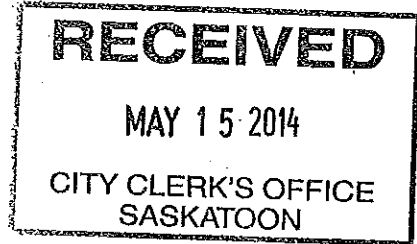
I would like to express my concern over the current proposal for bike lanes in downtown Saskatoon prior to the May 20th vote. Over the past ten years, it has become an increasing challenge for clients and staff to locate parking options. The removal of parking spots on 4th Street will exacerbate this situation. Currently, I receive a number of comments annually from clients regarding their inability to find parking around my building, the Saskatoon Square.

There must be a better solution than this proposal, one that can reasonably satisfy the competing interests of all.



6000-5

May 15, 2014



His Worship, Mayor Don Atchison
and members of City Council
City Hall
222 3rd Avenue North
Saskatoon SK S7K 0J5

Via email city.clerks@saskatoon.ca

Dear Mayor Atchison and Council members:

Re: Bike Lane Plans for the Downtown Core

I have lived in Saskatoon for 72 years and have seen the downtown core grow and change significantly throughout the past several decades. The main reason the downtown core died in the late 1980s was due to the expansion of urban malls. They had parking and lower taxes per square foot than the downtown core.

The biggest single issue "today" for downtown merchants is "parking": no parking, no business! Most traffic in the downtown core moves slowly due to lights and the amount of traffic. Safety issues for cyclists should be minimal. Lack of parking will cause serious hardships for merchants. But a more serious consequence is that they will start to go out of business in these affected areas. Just look at what happened when the bus mall was put in on 23rd Street: it killed businesses for a block in all directions.

Please consider how to add parking, not take it away.

Yours truly,

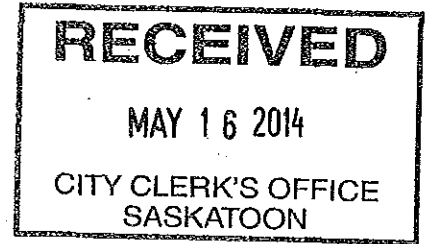
Ken Achs
President and CEO
midwest@mwdc.ca

KA/lp



6000-5

From: CityCouncilWebForm
Sent: May 16, 2014 8:58 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Steeg Holmes
1420 Empress Ave
Saskatoon, Saskatchewan
S7K 3G1

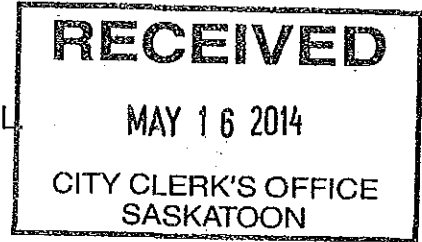
EMAIL ADDRESS:

COMMENTS:

I am writing in regards to the proposed bike lanes on 4th Ave. My business is located at 119 4th Ave S, we have a steady flow of clients that come for updates, meetings, presentations, etc. The parking situation as it is now makes it difficult for people to find a spot within a reasonable walking distance. Let alone with 100 less parking options. I also can not believe that there is consideration of closing 2 lanes on 4th Ave. Since the closure of the Victoria bridge the traffic has shifted to other bridges, one being Broadway. This is a major artery for the city. There are other options for bicycles to use. There is Spadina, the river lanes, 3rd Ave, all of which are less used by motorized vehicles. I trust that the city will have the common knowledge to turn down this bill. Thank you.

6000-5

From: CityCouncilWebForm
Sent: May 16, 2014 8:42 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Reg Biblow
403 Candle Place
Saskatoon, Saskatchewan
S7K 5A8

EMAIL ADDRESS:

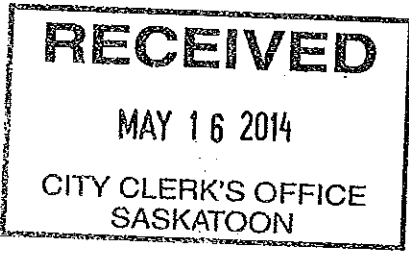
regbiblow@cibc.ca

COMMENTS:

I am concerned about the loss of parking and driving lanes anywhere downtown. It is not unreasonable to expect anyone to walk a few blocks to their destination. Why are we not developing a better bike path along the river? This will allow bikers and drivers a safe route downtown. I am a bike rider as well and very concerned about safety, as many bikers do not seem to follow any rules of the road. I would like to see better bike laws and enforcement.

6000-5

From: CityCouncilWebForm
Sent: May 16, 2014 8:10 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Daniel Mannion
3302 Calder Cres
Saskatoon, Saskatchewan
S7J4W7

EMAIL ADDRESS:

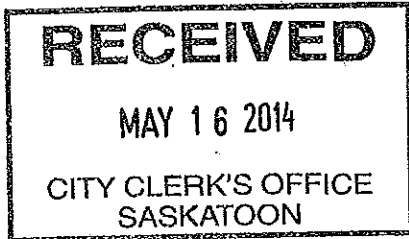
dan.mannion@cibc.ca

COMMENTS:

I want to express my concerns over the new proposed bike lanes for 4th Ave and 24th st. I truly hope you are not seriously considering this. With the shortage of parking downtown. This move will slow traffic and hurt businesses. I have lived in this city for over 35 years and have never written City Hall once. I make an exception this time because bike lanes would hurt so many peoples time and livelyhoods. And only a few would marginally benefit. I cant imagine any city council passing this.

6000-5

From: CityCouncilWebForm
Sent: May 16, 2014 6:38 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Darrell Nordstrom
200-261-1st. Ave. N.
Saskatoon, Saskatchewan
S7K 1X2

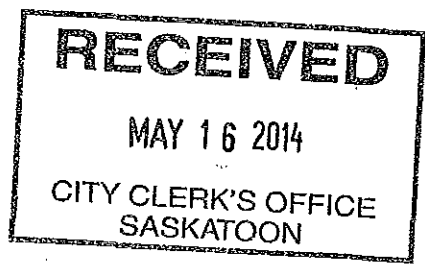
EMAIL ADDRESS:

dnordstrom@assante.com

COMMENTS:

there appears to be some conflicting info regarding costs, however it is clear that the bike lanes do have a price tag. based on our weather, the number of bikes being on the streets on a summer day, and the actual price tag this project should NOT proceed at this time. vote against the bike lanes.

From: CityCouncilWebForm
Sent: May 15, 2014 8:08 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Jim Kerr
22-501 Cartwright Street
Saskatoon, Saskatchewan
S7T 1E1

EMAIL ADDRESS:

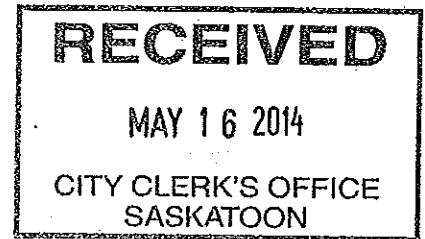
d.james.kerr@gmail.com

COMMENTS:

Please reconsider the proposed bicycle lanes on fourth avenue and 24 street. I have no problems with bike lanes but I think they need to be installed within the framework of a larger traffic plan that includes vehicle movement, parking and business in the downtown core and with co-ordination with more rapid transit (i.e. HOV lanes) and new traffic bridge access to downtown...why would you spend ANY money on a bike lane for such a small and ultimately insignificant portion of downtown when these other issues have not been addressed??

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 7:37 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Douglas Jamieson
315-5th Ave North #1501
Saskatoon, Saskatchewan
S7K 5Z8

EMAIL ADDRESS:

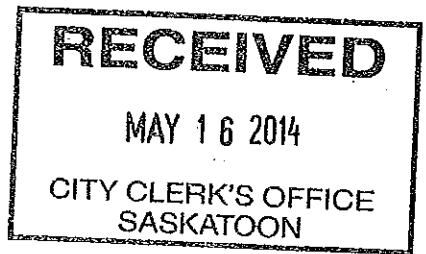
douglog@shaw.ca

COMMENTS:

As long time (42 years) residents and tax payers in the downtown area we has always found there to be a lack of adequate available parking.
24th Street parking is already limited and with parking restricted to the north side only.
This is a densely populated area with numerous high-rise buildings and more planned. Elimination of any parking spots in this area would be a great inconvenience as it is already a problem for visitors to find an available spot. Events held in the local parks also spill parking in to this area.
In no way can I see the users of these bike lanes contributing anything at all to the revenue that will be lost from the removal of the parking spots and meters.
I hope you will reconsider this proposal as nothing but a revenue loss.
This is nothing but discouragement to get people in to the downtown area who are spending money and paying taxes.

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 7:23 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Adrian Boyko
158 Dore Crescent
Saskatoon, Saskatchewan
S7K4X7

EMAIL ADDRESS:

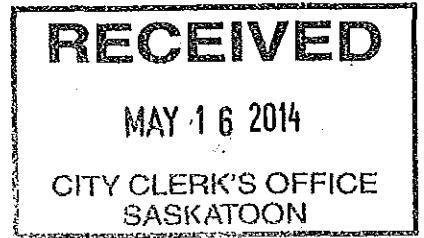
aboyko@equitable.ca

COMMENTS:

I have learned of the proposal to create a bike only lane on 4th ave and 24th street. While I am for bikes being used I am not for the elimination of 100 parking stalls in this vital area of our downtown. I am downtown and park at meters approximately 4 days a week and move to multiple areas around downtown. It is often impossable to get a spot now!! What will happen with the elimination of 100 stalls. It will be an extreme hardship for anyone that deals with clients in the downtown core. I urge you to turn this proposal down.

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 7:00 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Greg Trew
402 David Knight Lane
Saskatoon, Saskatchewan
S7K5M2

EMAIL ADDRESS:

greg@trew.ca

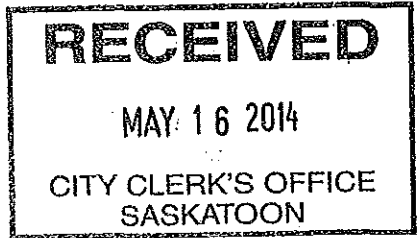
COMMENTS:

Please reject the plans to remove downtown parking spaces to create so-called "bike friendly" roadways. It is high time that you brought greater focus to the running of this City. We can't affirm to forego parking revenues. Stripping out parking will damage businesses who will bleed yet more customers to the malls. It is misplaced sentiment that makes trendy and windswept ideas like catering to bikes at the expense of the rest of us look appealing. The streets are what they are. Catering to bikes is surely last on the priority list.

If you want to "do good" how about finding a few dollars to do psa's about bikes having to obey ALL of the traffic laws. Most bike enthusiasts in this town believe they always have the right of way, need not signal or obey stop signs and ride through crosswalks with impunity.

6000-5

From: CityCouncilWebForm
Sent: May 15, 2014 5:45 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Earl Eidem
726 Sask. Cres. East
Saskatoon, Saskatchewan
S7N 0L2

EMAIL ADDRESS:

earle@eidem.com

COMMENTS:

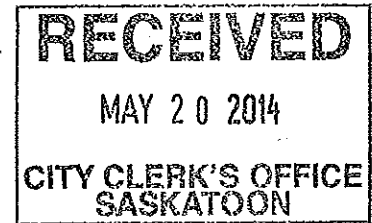
I am opposed to the creation of separate bike lanes on 4th Ave. The loss of the traffic lane and the parking will seriously impact business in the area. When the City is attempting to rejuvenate the downtown core, and expending much money to do so, this change will take away from those efforts.

The use of bicycles during the winter will be minimal at best yet the loss of the traffic lane and parking will be year round. The same can be said for off business hours. Many more people drive downtown after hours than ride their bikes along these business routes. And, when they do ride, they ride for pleasure along non business routes. They won't use 4th Ave.

Thank you for your consideration.

EE

From: CityCouncilWebForm
Sent: Monday, May 19, 2014 12:00 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

William Ryan
208, Saskatchewan Cres. West
Saskatoon, Saskatchewan
S7M 0A4

EMAIL ADDRESS:

wfryan@shaw.ca

COMMENTS:

We think the proposal to create the kind of bike lanes downtown that eliminate over 100 parking spaces and narrow the traffic flow lanes particularly on 4th avenue is a down right LUDICROUS ,IDIOTIC, MINDLESS Plan.

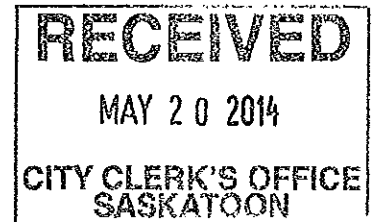
There is also a considerable loss of revenue to the City.

If you want the downtown core to remain vibrant and alive you need to have good traffic flow and certainly not reduce the current street parking which even today is inadequate .

It is imperative that City Council consider the greater benefits to ALL .

Bill & Shirley Ryan

From: CityCouncilWebForm
Sent: Monday, May 19, 2014, 12:28 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Shaunt Parthev
729 University Dr.
Saskatoon, Saskatchewan
S7N 0J3

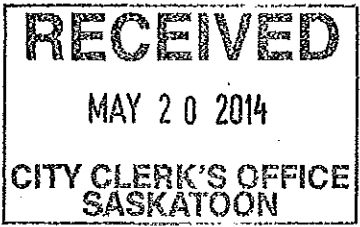
EMAIL ADDRESS:

shauntyman@hotmail.com

COMMENTS:

I understand that City Council is presently considering adding dedicated bike lanes to 4th avenue. I work downtown and take 4th avenue to and from work every day. It is my understanding that a number of parking spots will be lost should this proposal be accepted by the City. As it is, it is next to impossible to find parking downtown. Clients who attend at my office (at corner of 4th and 22nd street) constantly complain about being unable to find parking; not just near our offices but anywhere downtown. The proposal to add bike lanes, although now vogue, is being endorsed only by a vocal minority who have no appreciation of commerce or the practicalities of living in an environment where the vast majority of the people have no desire to be outside eight months a year. The proposal is a complete waste of resources and unwanted by those of us who work and pay taxes downtown. Do not be bamboozled by suggestions of studies confirming the virtues of dedicated bike lanes. These studies are as good as the party backing them. Do your own study. Try shopping downtown. Pick a business you want to visit between 10 AM and 4 PM and try to find a parking spot close to it to see if you can spend your money there. More likely than not, I suspect that you will be frustrated by the process and find yourself in front of your computer screen at home that night in attempt to simply order the item you had hoped to buy downtown on Amazon. That can't be healthy for the local economy.

From: CityCouncilWebForm
Sent: Monday, May 19, 2014 1:03 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Dudley Daniels
718 Steiger Place
Saskatoon, Saskatchewan
S7N 4K3

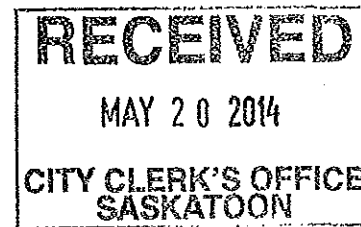
EMAIL ADDRESS:

dudley.daniels@gmail.com

COMMENTS:

I am very concerned about the proposal to remove the parking spots on 4th Ave and replace them with bike lanes. I work at a business on 4th Ave, and our clients regularly complain that it is hard to find a parking spot when they come to do business with us. Eliminating parking spots is only going make the problem worse and hurt downtown business. I strongly urge you to not go ahead with this proposal.

From: CityCouncilWebForm
Sent: Monday, May 19, 2014 3:55 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Marcel de la Gorgendiere
1741 Prince of Wales Ave
Saskatoon, Saskatchewan
S7K3E6

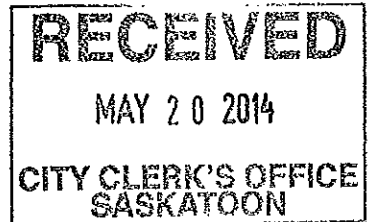
EMAIL ADDRESS:

mdelag@sasktel.net

COMMENTS:

No action should be taken to advance the establishment of bike lanes on 24th street. Beside the adverse effect on local business, consideration should be given to the effect on those attending church services at Knox, 3rd Ave and St. John's. In addition these churches are frequently used for public concerts and attendance will suffer. If construction proceeds on the property south of Knox the newly prepared parking site will be removed from public use. 24th street is narrow. If the bike lobby must be catered to for the few months of use by a limited number of people then consideration should be given to 23rd street which is wider and parking could be retained.

From: CityCouncilWebForm
Sent: Friday, May 16, 2014 6:59 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Rich Chapman
519 Wright Terrace
Saskatoon, Saskatchewan
s7n4t7

EMAIL ADDRESS:

rchapman@sbccollege.ca

COMMENTS:

I understand council is considering taking out over 100 parking stalls in the downtown core to add bike lanes. While this may sound like a good idea, it is really short sighted. Parking is at a premium downtown for places like the Saskatoon Club and hotels downtown throughout the spring, summer and winter. Doing this for a few cyclists will make it that much harder to find parking.

"Council members" and Your worship, lets focus on the downtown restoring it to a condition that it was ten years ago. I see crumbling streets, sidewalks, and roads. The sidewalk in front of the Financial Building on 22nd street is a prime example. The bike lobby has had their day with a 6 million dollar path along 33rd Street. They have had their bike paths so lets not get carried away with this proposal once again.

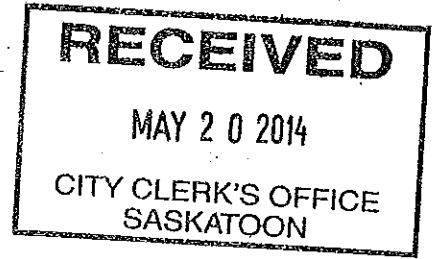
Please don't bend to a few who speak for very few people in this city. I trust council will not entertain this ridiculous decision and make the right decision to instead fix up the downtown core so we can all be proud when going to work every day.

Sincerely yours

Rich Chapman

6000-5

From: CityCouncilWebForm
Sent: May 20, 2014 8:20 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

vivian mahoney
2310 william ave.
saskatoon, Saskatchewan
s7j1a8

EMAIL ADDRESS:

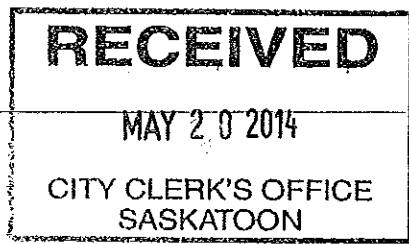
vivian.mahoney@usask.ca

COMMENTS:

Do not close downtown parking spots.
As a bicyclist, closing a few parking spots doesn't help at all! I need to bike on every downtown street in both directions. For me , you need to close all the downtown parking spots!
As a driver, we don't hold any of our weekly lunches downtown anymore because there is no parking. I have cancelled my Persephone subscription because there is no parking. I drive past all these lovely shops and wish I could visit them but there is no parking.
As a taxpayer, I strenuously resent subsidizing failing downtown businesses while you drive away their customers.

6000-5

To: Sproule, Joanne (Clerks)
Subject: RE: Better bike lanes

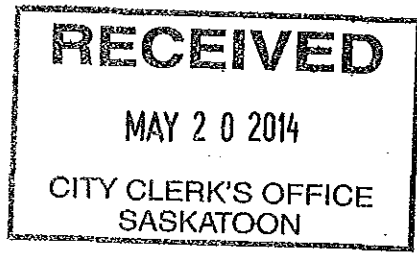


From: Johnson, Rilla [rmj941@mail.usask.ca]
Sent: May 19, 2014 9:25 PM
To: Paulsen, Tiffany (City Councillor)
Subject: Better bike lanes

Hello Tiffany,
My name is Rilla Johnson, and I live on Stillwater Drive in Lakeview. I bike downtown every day to work and I would like you to vote YES for better bike lanes at tomorrows vote.

Thanks!

6000-5



May 19

City of Saskatoon

Mayor and City Council,

I am writing to express my concern over the ever growing bike lobby and the detrimental expense to the City and in turn taxpayers. I understand this issue will be before city council again on Tuesday the 20th of May.

It is a huge mistake to consider removing any parking spaces downtown for bicycles or food services. My wife and I have already changed professionals (ie dentists, doctors, lawyers) where ever we could to avoid parking downtown. We do not shop downtown unless it is for a particular item we need. I refuse to park in the private lots. I've had the \$30 ticket because I was 6 minutes over. (The city license for these parking lots needs a review. We need pay as you exit for the time you use).

I'm all for bicycling and do so on my own bike. However as I do not pay a licence for my bike nor any fuel taxes I believe it has no place in the traffic on busy streets. In addition trying to fit slower moving bikes into already congested roads is not safe. Then of course are the bicycle drivers who rewrite every law when they are on the street, riding in and out of traffic, riding on the freeway, riding against traffic, riding through walk and red lights, and riding at night in dark clothing with no lights.

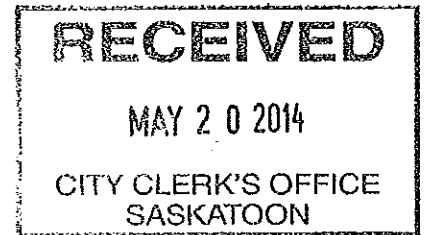
If council wants to do something for the environment and traffic congestion we should pay more attention to our bus service which operates year round, unlike the short season bicycles have. Look at the route down 8th St. where people have to step into mud or dust at the bus stops. There is a good chance of seeing a meter of snow on the sidewalk (under the Hwy. 11/16 overpass) for weeks on end, the shelters have an icy ridge to navigate all winter, and for some reason many of the shelters face the north wind. One full bus would have more beneficial effect over a year than all the bicycles on Saskatoon streets combined.

Thank you for considering my views.

Lorne Sheppard

6000-5

From: CityCouncilWebForm
Sent: May 20, 2014 10:35 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

William Redekop
521 Bedford Road
Saskatoon, Saskatchewan
S7L 0E7

EMAIL ADDRESS:

wsredekop@shaw.ca

COMMENTS:

Dear Mayor and councilors,

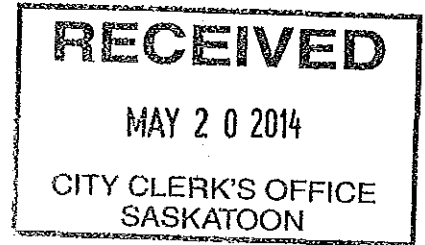
I am opposed to eliminating 105 parking stalls to accommodate bike lanes as recommended on report no. 8-2014.

As a cyclist, this mode of transportation is viable, but to alter our city streets to this degree is unacceptable.

We are not Calgary, Vancouver or Edmonton where the cities or over 1,000,000 people.

Bill Redekop
Ward 2 Homeowner

From: CityCouncilWebForm
Sent: May 20, 2014 10:50 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Sheryl Maxwell
403 Spencer Cres
Saskatoon, Saskatchewan
S7K 7T2

EMAIL ADDRESS:

smaxwell@sasktel.net

COMMENTS:

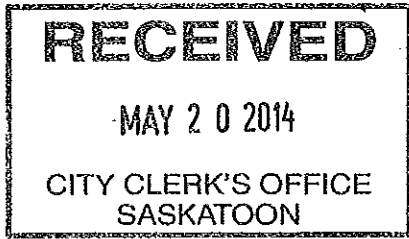
This letter is to express my very strong feelings against the proposal for a bike lane along 4th Ave in our downtown core. There are plenty of bike paths to support cyclists already and I am not in favour of the downtown businesses being at the mercy of the elimination of parking for clients, customers and patrons.

I hope that this proposal is reconsidered and abolished for the betterment of the businesses that currently support our downtown core.

Kind Regards,
Sheryl Maxwell

6000-5

From: CityCouncilWebForm
Sent: May 20, 2014 10:49 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Justin Holmes
1553 Spadina Cres East
Saskatoon, Saskatchewan
S7K 3J3

EMAIL ADDRESS:

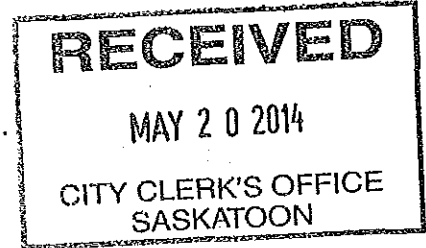
justin.holmes@cibc.ca

COMMENTS:

The proposed changes to 4th Ave will cripple traffic trying to get on and off of the Broadway bridge which is already stressed. I work in the MNP building on 4th ave and 21st st and also bike to work. I use the already in existence Meawasin Paths. Please consider moving this great ideas to another street it does not belong on 4th Ave

6000-5

From: CityCouncilWebForm
Sent: May 20, 2014 10:46 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Darren Deminchuk
126 Brookshire Cres
Saskatoon, Saskatchewan
s7v1h1

EMAIL ADDRESS:

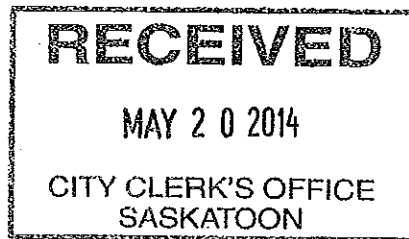
darren.deminchuk@cibc.ca

COMMENTS:

I think the proposed changes to 4th Avenue to make permanent bike lanes is one of the dumbest ideas I have ever heard of.
I work on 4th ave. For the amount of bikes that go down this street are not worth giving up the parking spots.
Come to your senses!!!!

6000-5

From: CityCouncilWebForm
Sent: May 20, 2014 10:46 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

frank lukowich
242 wickenden crescent
saskatoon, Saskatchewan
s7n 3x5

EMAIL ADDRESS:

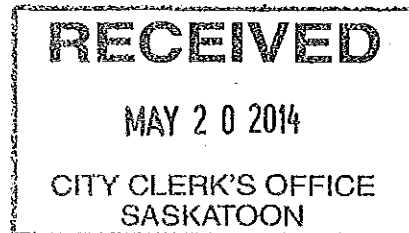
f.lukowich@icloud.com

COMMENTS:

I work at a business on 4th avenue. Parking is at a premium for our clients now.....I would hate to see how things would look with less parking spaces. I am not in favor of the bike lane proposal on 4th avenue.....this proposal is not fair to businesses operating on 4th avenue or in the same general area.

6000-5

From: CityCouncilWebForm
Sent: May 20, 2014 10:45 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Darcey Fischer
1210 Haida Ave
Saskatoon, Saskatchewan
S7M 3W7

EMAIL ADDRESS:

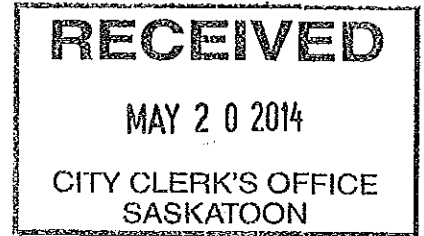
darceyfischer@gmail.com

COMMENTS:

Hi, I am contacting you today regarding the proposal to add dedicated bike lanes on 4th Avenue and 24th Street. I work on 4th Avenue and the parking along that street is horrible. We often have clients come to our office who are late for appointments because they could not find parking. Often they have to park quite a distance away and walk. For elderly clients this can be very difficult, especially in the winter. I am against the proposal of eliminated much needed parking spaces in our downtown to add these bike lanes. Thank you, Darcey

6000-5

From: CityCouncilWebForm
Sent: May 20, 2014 10:43 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL..

FROM:

Charles Caldwell
807 University Drive
Saskatoon, Saskatchewan
S7N 0J5

EMAIL ADDRESS:

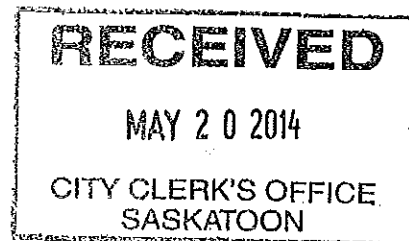
c.caldwell@sasktel.net

COMMENTS:

Bike lanes are fine, but you cannot convert 4th ave as proposed. As someone who has worked on that street for over 25 years I assure you that the plan is unworkable. You don't need any studies or surveys, simply stand at the corner of 4th Ave and 20th St during rush hour and you can see the obvious.

6000-5

From: CityCouncilWebForm
Sent: May 20, 2014 11:23 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Karen Toews
531 Bayview Terrace
Saskatoon, Saskatchewan
S7V1B6

EMAIL ADDRESS:

karen.toews@cibc.ca

COMMENTS:

His Worship the Mayor and City Councillors,

Please DO NOT take out 100 parking stalls from the downtown area! It is hard enough to find parking stalls downtown without removeing 100 of them!! Not 5 or 10 or even 20, but 100!! That will have a huge impact on downtown! I am all for safe biking, and in fact during the summer months, I often do ride my bike to work for the sheer enjoyment/exercise of it. But closing down traffic lanes is is NOT a good solution, when provisions are NOT YET IN PLACE for drivers!

I work in an office along 4th that has elderly clients who often must drive around & around looking for parking stalls. We cater to mainly retired individuals and this would drastically affect them in a negative way, which would then affect the way that we service our clients. PLEASE, PLEASE use common sense when looking at this very drastic proposal. The traffic along 4th Avenue when any other bridge is closed is a complete disaster. We know more bridge closures are coming down the pipeline in order to maintain both the University and the Broadway bridges. This will mean lane closures and/or complete closures for likely months at a time. Meanwhile, that will make commuting into 4th Ave territory a nightmare. Please do not allow this to happen.

Thank you,
Karen T.