



City of
Saskatoon
Office of the City Clerk

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April 29, 2014

Ms. Janice Braden, Chair
Mr. Karl Martens, Vice-Chair
Mr. Al Douma
Mr. John McAuliffe
Ms. Sydney Smith
Mr. Shaun Betker
Councillor Charlie Clark

Mr. Andy Yuen
Mr. Stan Laba
Ms. Colleen Christensen
Ms. Kathy Weber
Mr. James Yachyshen
Mr. Jeff Jackson

Dear Commission Members:

NOTICE OF MEETING
MUNICIPAL PLANNING COMMISSION

Please take note of the following meeting of the above-noted Commission.

DATE: Tuesday, May 6, 2014

TIME: 12:00 Noon

PLACE: Committee Room "E", Ground Floor, South Wing, City Hall

A copy of the agenda is attached.

Please notify the City Clerk's Office two days in advance of the meeting if you are unable to attend.

Yours truly,

Elaine Long
Elaine Long, Secretary
Municipal Planning Commission

EL:sj

Attachment

cc: City Manager
 City Solicitor
 General Manager, Community Services
 Director of Saskatoon Land
 Director of Planning and Development
 Councillor T. Davies
 Councillor R. Donauer
 Councillor D. Hill

Mayor D. Atchison
Councillor A. Iwanchuk
Councillor Z. Jeffries
Councillor M. Loewen
Councillor P. Lorje
Councillor E. Olauson
Councillor T. Paulsen

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AGENDA

(OPEN TO THE PUBLIC)

MUNICIPAL PLANNING COMMISSION

TUESDAY, MAY 6, 2014 AT 12:00 NOON, COMMITTEE ROOM "E"

GROUND FLOOR, SOUTH WING, CITY HALL

1. Minutes - of meeting held on April 15, 2014.
2. Discretionary Use Application – Private School – 819 29th Street West
(Files CK. 4355-014-005 and PL. 4355-D1/14)

RECOMMENDATION: that a report be submitted to City Council at the time of the public hearing recommending that the application submitted by Dance Ink Ltd. requesting permission to use the property located at 819 29th Street West for the purpose of a private school be approved subject to the following conditions:

- 1) that the applicant obtain a Building Permit for the conversion of the basement to public occupancy; and
- 2) that the final plans submitted be substantially in accordance with the plans submitted in support of this Discretionary Use application.

Attached is a report of the General Manager, Community Services Department, dated April 16, 2014, regarding an application from Dance Ink Ltd. to operate a private school in the basement of Huong Lien Confectionary at 819 29th Street West.

3. Proposed Brighton Concept Plan
(Files CK. 4110-46 and PL. 4131-40)

RECOMMENDATION: that a report be submitted to City Council at the time of the Public Hearing recommending that the proposed Brighton Neighbourhood Concept Plan be approved subject to the following:

- 1) that the developer revise the Concept Plan to provide for lanes for all residential lots fronting on collector streets where no lay-by exists in front, to the satisfaction of the Transportation and Utilities Department; and

- 2) that prior to the approval of any subdivision for lands that include a ten metre right-of-way, the Developer provide a ten metre right-of-way cross section to the satisfaction of the Transportation and Utilities Department.

Attached is a report of the General Manager, Community Services Department, dated April 24, 2014, regarding an application from Dundee Developments for the proposed Brighton Neighbourhood Concept Plan. Attachment 1 to the report, Brighton Neighbourhood Concept Plan, is available to members and may be viewed on the city web page, www.saskatoon.ca under City Clerk's Office, Reports and Publications.

4. Proposed Official Community Plan Amendment and Zoning Bylaw Amendment
Brighton Neighbourhood
(Files CK. 4351-014-005, CK.4110-46 and PL. 4115-OCP7/14, PL. 4350-Z8/14)

RECOMMENDATION: that a report be submitted to City Council at the time of the public hearing recommending:

- 1) that the proposed amendment to the Official Community Plan Bylaw No. 8769 – Land Use Map, to redesignate the properties identified in the Location Plan - Official Community Plan – Land Use Map amendment, attached to the report of the General Manager, Community Services Department, dated April 16, 2014, be approved; and
- 2) that the proposed amendment to Zoning Bylaw No. 8770, to rezone the properties identified in the Location Plan – Zoning Bylaw No. 8770 amendment, attached to the report of the General Manager, Community Services Department, dated April 16, 2014, be approved.

Attached is a report of the General Manager, Community Services Department, dated April 16, 2014, regarding an application from Dundee Developments to amend the Official Community Plan Bylaw 8769 and Zoning Bylaw 8770 to allow for development consistent with the Brighton Neighbourhood Concept Plan.

5. Proposed Rezoning from M2 to M3 by Agreement
210, 216, 218, 222 and 224 Avenue P North
(Files CK. 4351-014-006, PL. 4350-Z27/13)

RECOMMENDATION: that a report be submitted to City Council at the time of the public hearing recommending that the proposed amendment to Zoning Bylaw 8770 to rezone 210, 216, 218, 222 and 224 Avenue P South from an M2 – Community Institutional Service District by Agreement to an M3 – General Institutional District, be approved.

Attached is a report of the General Manager, Community Services Department, dated April 15, 2014, regarding an application from Metaamo Architecture, on behalf of Dr. Rob Basi and Co., to rezone 210, 216, 218, 222 and 224 Avenue P South from an M2 – Community Institutional Service District to an M3 – General Institutional District, subject to a Zoning Agreement, to facilitate construction of a four-storey medical office building.

6. Proposed Evergreen Concept Plan Amendment
(Files CK. 4110-41 and PL. 4131-3-9-3, PL. 4115-OCP13/14, PL. 4350-Z21/13)

RECOMMENDATION: that the report of the General Manager, Community Services Department, dated April 11, 2014, be submitted to City Council recommending:

- 1) that City Council approve the advertising in respect to the proposals to amend the Evergreen Neighbourhood Concept Plan, Official Community Plan Bylaw No. 8769, and Zoning Bylaw No. 8770, as outlined in the report of the General Manager, Community Services Department, dated April 11, 2014;
- 2) that the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed amendments;
- 3) that the City Solicitor be requested to prepare the required bylaws to amend Official Community Plan Bylaw No. 8769 and Zoning Bylaw No. 8770;

- 4) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to the Evergreen Neighbourhood Concept Plan, be approved, subject to the removal of the 1 metre buffer strip along McOrmond Drive north of Fedoruk Drive, should the functional plan for McOrmond Drive determine that the 1 metre buffer strip is not required;
- 5) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Official Community Plan Bylaw No. 8769 - Land Use Policy Map to redesignate the properties identified in the Location Plan – Official Community Plan Bylaw No. 8769 Amendment from "Residential" to "District Village Commercial," attached to the report of the General Manager, Community Services Department dated April 11, 2014, be approved; and
- 6) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone the properties identified in the Location Plan – Zoning Bylaw No. 8770 Amendment from R1A - One-Unit Residential District to RMTN1 - Medium-Density Townhouse Residential District; B1B – Neighbourhood Commercial - Mixed-Use District; B4A – Special Suburban Centre and Arterial Commercial District; M3 - General Institutional Service District; RM3 - Medium-Density Multi-Unit District; and AG - Agricultural District to RM3 - Medium-Density Multi-Unit District, attached to the report of the General Manager, Community Services Department, dated April 11, 2014, be approved.

Attached is a report of the General Manager, Community Services Department, dated April 11, 2014, regarding an application from Saskatoon Land to amend the Evergreen Neighbourhood Concept Plan, Zoning Bylaw 8770 and Official Community Plan Bylaw 8769 to accommodate the new alignment of McOrmond Drive for the North Commuter Parkway and Bridge and to facilitate the development of a District Village and residential land uses.

7. Reports to Council
(File No. CK. 175-16)

RECOMMENDATION: that the information be received.

The Chair will provide an update on the following items, previously considered by the Commission, and which were considered by City Council at its meeting held on May 5, 2014.

- a) Official Community Plan - Proposed Text Amendment
Neighbourhood Level Infill Development
Garden and Garage Suites – Accessory to a One-Unit Dwelling
- b) Proposed Zoning Bylaw Text Amendment
Neighbourhood Level Infill Development
Garden and Garage Suites – Accessory to a One-Unit Dwelling
- c) Proposed Rezoning from R1A to RMTN, RMTN1 and RM3
Kensington Phase 4
Applicant: City of Saskatoon
- d) Proposed Rezoning from IL1(H) to IL1
Melville Street
Applicant: Canadian National Railway Company

8. Next Meeting Date
Municipal Planning Commission
(File No. CK. 175-16)

The next meeting of the Commission is scheduled for Tuesday, May 20, 2014, at 12:00 noon in Committee Room “E”, Ground Floor, South Wing, City Hall.

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: April 16, 2014
SUBJECT: Discretionary Use Application – Private School – 819 29th Street West
FILE NO.: CK. 4355-014-005 and PL. 4355 – D1/14

- RECOMMENDATION:**
- 1) that a report be forwarded to City Council at the time of the public hearing, recommending that the application submitted by Dance Ink Ltd. requesting permission to use the property located at 819 29th Street West for the purpose of a private school, be approved, subject to the following conditions:
 - a) the applicant obtaining a Building Permit for the conversion of the basement to public occupancy; and
 - b) the final plans submitted being substantially in accordance with the plans submitted in support of this Discretionary Use Application.

TOPIC AND PURPOSE

The purpose of this report is to consider the application from Dance Ink Ltd to operate a private school in the basement of Huong Lien Confectionary at 819 29th Street West.

REPORT HIGHLIGHTS

1. Dance Ink Ltd. is proposing to operate a dance studio in the basement of Huong Lien Confectionary at 819 29th Street West.
2. As a condition of this discretionary use approval, the applicant will be required to convert the existing basement to public occupancy.
3. This proposal meets all relevant provisions of Zoning Bylaw No. 8770.

STRATEGIC GOAL

This application supports the City of Saskatoon's (City) Strategic Goal of Quality of Life as the proposal offers recreational opportunities within a neighbourhood setting.

BACKGROUND

An application has been submitted by Dance Ink Ltd. (Ashley Berns) requesting City Council's approval to operate a dance studio in the basement of Huong Lien Confectionary located at 819 29th Street West in the Westmount neighbourhood. This property is zoned B2 - District Commercial District in Zoning Bylaw No. 8770 (see

Attachment 1). In Zoning Bylaw No. 8770, a dance studio is considered a private school, and in this district, a private school is a discretionary use.

REPORT

Introduction

A “private school” means a facility that meets provincial requirements for elementary, secondary, post-secondary, or other forms of education or training; and that does not secure the majority of its funding from taxation or any governmental agency; and may include vocational and commercial schools, music or dance schools, and other similar schools.

Parking

The off-street parking requirement for a private school is 1.2 spaces per classroom, plus one space per four students at design capacity. The applicant has indicated that no more than one class will be operating at a time, with six to eight students, resulting in an off-street parking requirement of three spaces (see Attachment 2).

In total, three on-site parking spaces are provided off the rear lane. The applicant has also entered into a Good Neighbour Parking Agreement with her students, indicating which on-street parking spaces to use for pick-up and drop-off of students to reduce neighbourhood parking impact.

Roadway Access

The property is located on the southeast corner of Avenue I North and 29th Street West. Access to parking on the site is available via the rear lane.

Compatibility with Adjacent Land Uses

The property is one of three adjacent properties zoned B2 - District Commercial District. These properties are surrounded by low-density residential land uses, as well as a civic utility station to the west. The purpose of the B2 District is to provide an intermediate range of commercial uses to serve the needs of two to five neighbourhoods. The proposed development fits this purpose. A private school is compatible with the mix of uses already present in the area.

Zoning Bylaw No. 8770 Requirements

This proposal meets all relevant Zoning Bylaw No. 8770 requirements.

Comments from Other Divisions

The Building Standards Division requires that a Building Permit be obtained for the conversion of the basement to assembly occupancy.

No other concerns were noted by other divisions with respect to this proposal. Refer to Attachment 3 for full remarks.

Conclusion

The proposed private school at 819 29th Street West meets all relevant Zoning Bylaw No. 8770 provisions and is not anticipated to substantially impact surrounding land uses.

OPTIONS TO THE RECOMMENDATION

City Council could deny the Discretionary Use Application. This option is not recommended as the proposal complies with all relevant Zoning Bylaw No. 8770 requirements and has been evaluated as a discretionary use, subject to the provisions of Section 4.7 of said bylaw.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There is no financial impact.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Notices to property owners within a 75 metre radius of the site were mailed out in January 2014 to solicit feedback on the proposal. The Westmount Community Association was also advised of the proposal.

A handful of residents called expressing concerns regarding parking in the area. A Public Information Meeting was held on March 12, 2014, which was attended by 15 residents. Concerns regarding parking were raised, which the applicant has addressed in a number of ways, including a Good Neighbour Parking Policy, developed through consultation with the community. In addition, parking has been highlighted in handouts and monthly newsletters, and nearby residents have been encouraged to contact the applicant directly to address any concerns. Because of these good faith agreements, as well as meeting the requirements for parking in Zoning Bylaw No. 8770, it is anticipated that this proposal will have minimal impact on adjacent land uses.

COMMUNICATION PLAN

No further consultation is planned beyond the stakeholder involvement noted above and the required notice for the public hearing.

ENVIRONMENTAL IMPLICATIONS

No environmental and/or greenhouse gas implications have been identified at this time.

PRIVACY IMPACT

There are no privacy implications.

PUBLIC NOTICE

Public Notice is required for consideration of this matter, pursuant to Section 11 (b) of Public Notice Policy No. C01-021.

Once this application has been considered by the Municipal Planning Commission, a date for a public hearing will be set, and the Community Services Department will give notice by ordinary mail to assessed property owners within 75 metres of the subject site and to the Westmount Community Association. Notification posters will also be placed on the subject site.

ATTACHMENTS

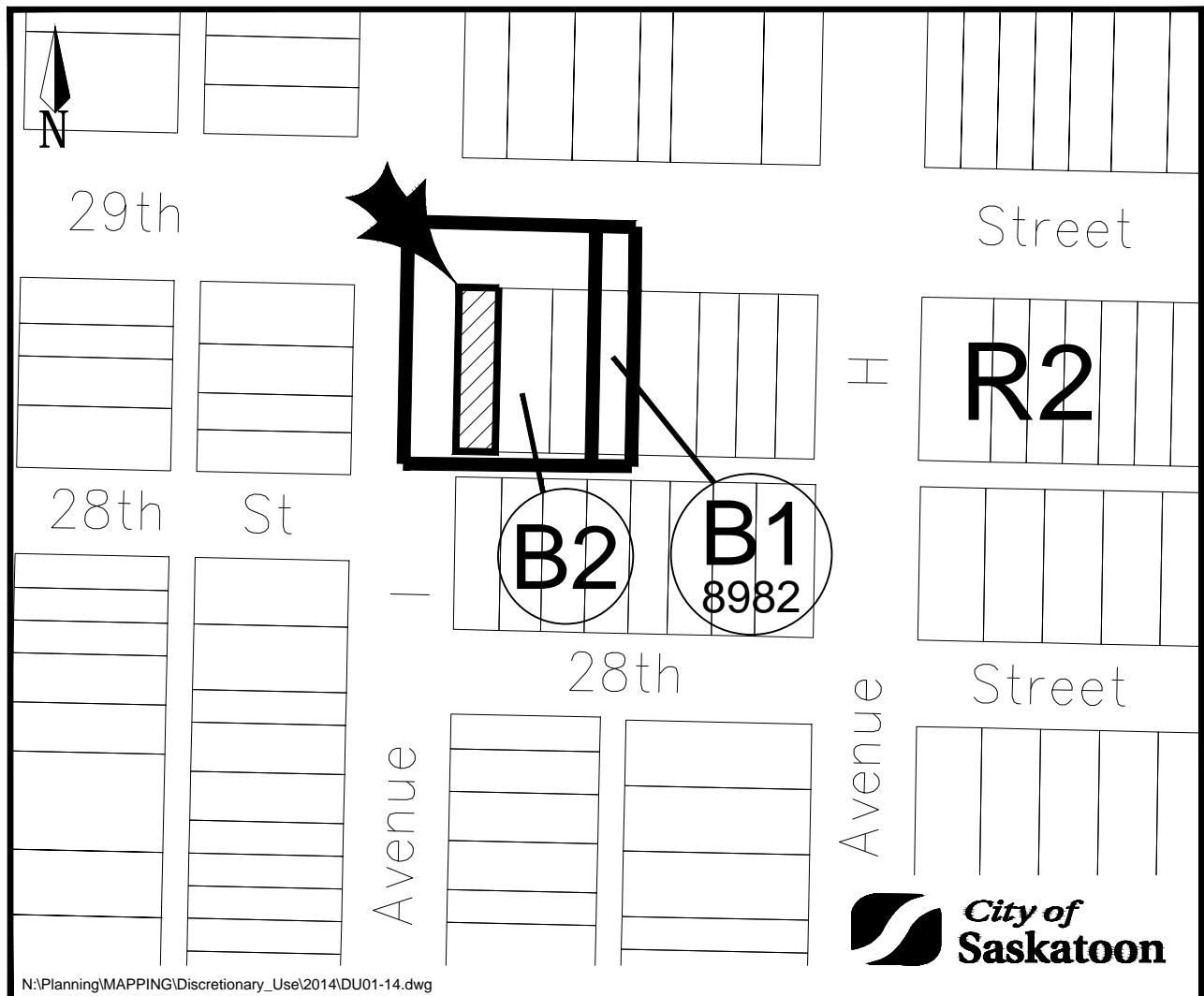
1. Location Plan – 819 29th Street West
2. Site Plan
3. Comments from Other Divisions
4. Community Engagement Project Summary

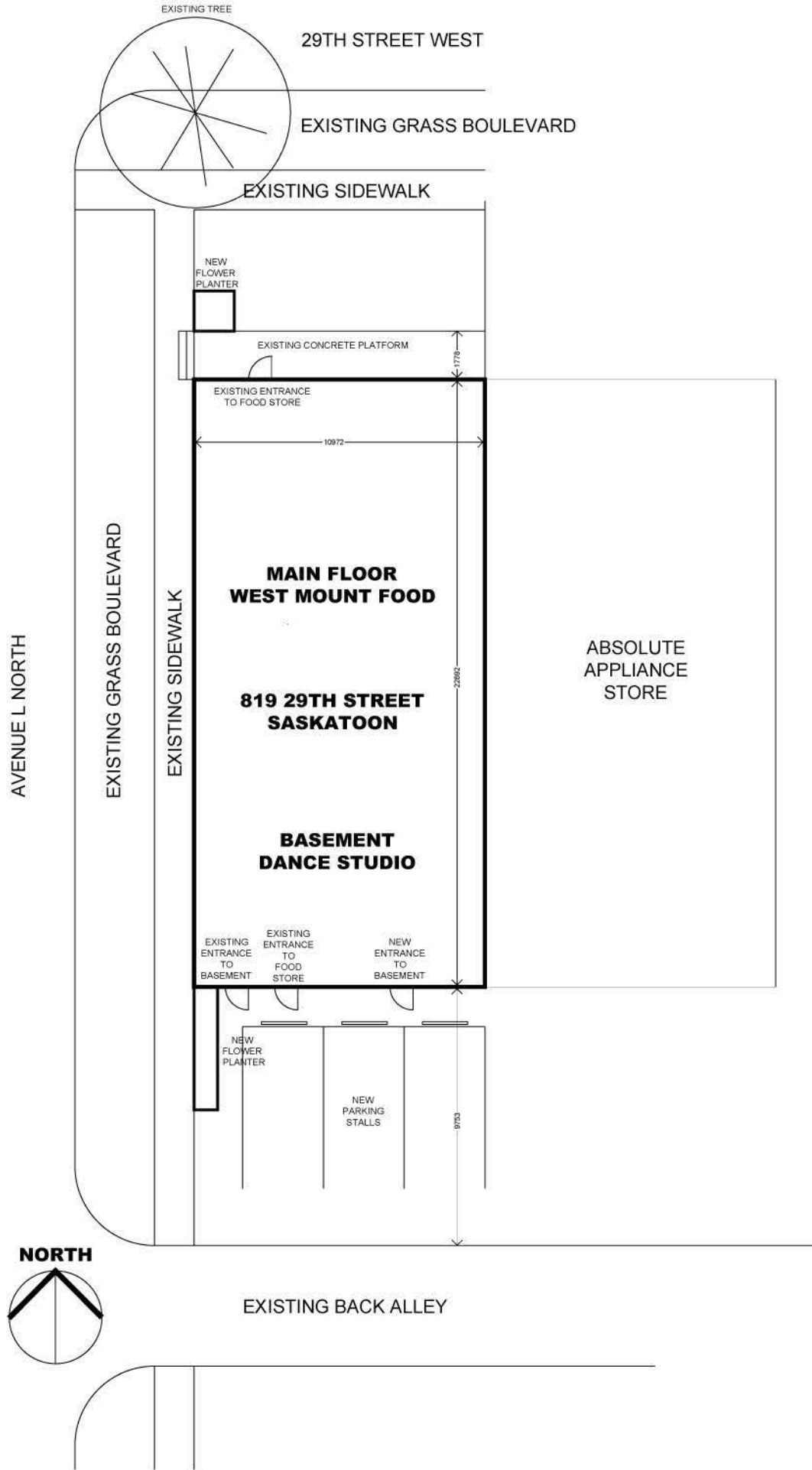
Written by: Daniel McLaren, Planner

Reviewed by: “Alan Wallace”
 Alan Wallace
 Director of Planning and Development

Approved by: “Lynne Lacroix” for
 Randy Grauer, General Manager
 Community Services Department
 Dated: “April 23, 2014”

cc: Murray Totland, City Manager





**DANCE INK 819 STUDIO
PROPOSED SITE PLAN - N.T.S.**

Comments from Other Divisions

a) Transportation and Utilities Department Comments

The proposed Discretionary Use Application is acceptable to the Transportation and Utilities Department.

b) Saskatoon Transit Division, Transportation and Utilities Department, Comments

Saskatoon Transit Division has no easement requirements regarding the property.

c) Building Standards Division, Community Services Department, Comments

The Building Standards Division of the Community Services Department has no objection to the application provided a Building Permit is obtained to convert the existing basement to an assembly occupancy. All drawings submitted in support of the Building Permit Application are required to be signed and sealed by a design professional licensed to practice in the province of Saskatchewan.

d) Neighbourhood Planning Section, Community Services Department, Comments

This application is acceptable as it proposes a secondary use in an existing commercial location within the neighbourhood.



Public Information Meeting for Proposed Discretionary Use 819 29th Street West (Basement) to be used for a Private School (Dance Ink) Community Engagement Summary

Project Description

A public information meeting was held regarding a proposed private school to be located at 819 29th Street West. The meeting provided residents of Westmount, specifically those within 75 metres of the subject site, to learn more about the proposed development and the discretionary use process, and to have the opportunity to comment on the proposal and ask any questions that they may have.

The meeting was held at Bedford Road Collegiate on Wednesday, March 12th, 2014 at 7PM.

Community Engagement Strategy

Notice to residents within a 75 metre radius of the subject site were sent out (a total of 42 mailouts) on February 12th, 2014. Letters along with the public meeting notice were also sent to the Community Association, Ward Councillor and Community Consultant.

The purpose of the meeting was to inform and consult with the nearby residents. Interested or concerned individuals were provided with an opportunity to learn more about the proposal and to provide perspective and comments for consideration. Written comments were also accepted up to one week afterwards. Questions and comments were received for consideration by both the proponent and municipal staff regarding the impact of this proposal.

The public information meeting provided an opportunity to listen to a presentation by the applicant, and create a dialogue between the applicant and nearby residents. City staff were also available to answer questions regarding the discretionary use process and general zoning regulations.

Summary of Community Engagement Feedback

A total of 15 residents attended the public information meeting. One email was received in support of the proposal after the meeting.

Comments received at the public meeting ranged from support to opposition of the proposal. The primary concern was parking and traffic circulation. The proponent anticipated this concern and had a number of potential solutions:

- The Good Neighbour Parking Policy in place for their current studio would be extended for the new proposal
- The studio would use parking slips in the window of student cars with the phone number of the studio and the director to call if the car was parked inappropriately.
- The studio would provide monthly newsletters to their students, detailing where to park and where to use for pick up/drop off.



Next Steps

Feedback from the meeting will be summarized and presented as part of the report to the Municipal Planning Commission and City Council.

Once this application has been considered by the Municipal Planning Commission, a date for a public hearing will be set, and notices will be sent by ordinary mail to property owners within 75 metres of the subject site and to the Westmount Community Association. Notification posters will also be placed on the subject site. No other public engagement is planned.

<u>ACTION</u>	<u>ANTICIPATED TIMING</u>
<u>Planning and Development Division prepares and presents to Municipal Planning Commission (MPC). MPC reviews proposal and recommends approval or denial to City Council.</u>	<u>May 6, 2014</u>
<u>Public Notice - Community Consultant, Ward Councillor as well as all participants that attended the Public Information Meeting will be provided with direct notice of the Public Hearing, as well as all residents who were notified previously. A notification poster sign will be placed on site.</u>	<u>May 3 – 10, 2014</u>
<u>Public Hearing – Public Hearing conducted by City Council, with opportunity provided to interested persons or groups to present. Proposal considered together with the reports of the Planning and Development Division, Municipal Planning Commission, and any written or verbal submissions received by City Council.</u>	<u>May 20, 2014 or June 9, 2014</u>
<u>Council Decision - may approve or deny proposal.</u>	<u>May 20, 2014 or June 9, 2014</u>

Prepared by:
Daniel McLaren, Planner
Planning and Development
April 22, 2014

TO: Secretary, Municipal Planning Commission
Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: April 24, 2014
SUBJECT: Proposed Brighton Concept Plan
FILE NO.: CK. 4110-46 and PL. 4131-40

RECOMMENDATION: that a report be forwarded to City Council recommending:

- 1) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed Brighton Neighbourhood Concept Plan be approved subject to the following:
 - a) that the Developer revise the Concept Plan to provide for lanes for all residential lots fronting on collector streets where no lay-by exists in front, to the satisfaction of the Transportation and Utilities Department;
 - b) that prior to the approval of any subdivision for lands that include a ten metre right-of-way, the Developer provide a ten metre right-of-way cross section to the satisfaction of the Transportation and Utilities Department; and
- 2) that at the time of the public hearing, City Council consider the Municipal Planning Commission recommendations related to the proposal outlined in this report.

TOPIC AND PURPOSE

The purpose of this report is to consider an application from Dundee Developments for the proposed Brighton Neighbourhood Concept Plan (Concept Plan).

REPORT HIGHLIGHTS

1. The proposed Concept Plan is consistent with the approved Holmwood Sector Plan and will accommodate the development of the first Holmwood neighbourhood. Upon completion, the neighbourhood will be home to approximately 15,505 residents.
2. The proposed neighbourhood incorporates constructed wetlands. The Developer has considered the City of Saskatoon's (City) Wetlands Policy No. C09-041 in the design of these constructed wetlands.

3. The Administration is undertaking a review of the function of College Drive. The review may result in an additional access into the neighbourhood.

STRATEGIC GOALS

Under the Strategic Goal of Sustainable Growth, this report supports the creation of complete communities in new neighbourhoods that feature employment opportunities, main streets, suburban centres, and greater connectivity both internally and externally; and of ensuring that new commercial areas include parks, paths, and routes that encourage walking, cycling, and transit use.

BACKGROUND

At its April 16, 2012 meeting, City Council approved the Holmwood Sector Plan. The vision for the sector is to develop interconnected, human-scale neighbourhoods featuring a variety of housing forms and a mixture of land uses, along with a high-quality employment area and vibrant mixed-use Suburban Centre.

REPORT

Proposed Concept Plan

The proposed Concept Plan is the first neighbourhood to be developed in the Holmwood sector (see Attachment 1). The proposed residential neighbourhood consists of a total land area of 350.83 hectares/866.87 acres. Upon completion, the neighbourhood will be home to approximately 15,505 residents. The Quick Facts Sheet regarding the proposed neighbourhood has been included in Attachment 2.

Brighton has been designed to be a walkable neighbourhood, with amenities, transit, and recreational open space in close proximity to residences. Neighbourhood elements will include constructed wetlands, a linear park system, and a complete streets design concept for McOrmond Drive and 8th Street. The proposed Concept Plan will accommodate the following:

- a) a variety of housing, including one-unit and semi-detached dwellings, low-density townhouses, and medium-density multiple-unit dwellings;
- b) mixed-use development along 8th Street combining residential with retail, office, and service uses;
- c) district retail located adjacent to major roadways primarily McOrmond Drive, to provide goods and services to those traveling by active transportation and by vehicle; and
- d) neighbourhood retail in the Village Centre.

Constructed Wetlands

The proposed Concept Plan includes constructed wetlands that will be used for the purposes of stormwater management. While Wetlands Policy No. C09-041 is not applicable for this proposal as the proposal was received in advance of the approval of Wetlands Policy No. C09-041, the Developer has worked with the City to implement the principles of Wetlands Policy No. C09-041 where possible.

Future Access from College Drive

The Administration will work with the Developer to consider the option to include an additional access from College Drive into the proposed neighbourhood. Should it be determined that an additional access can be accommodated from College Drive, a Concept Plan amendment will be brought forward to address the changes to the neighbourhood.

Comments from Other Divisions and Agencies

Comments from external and internal stakeholders were solicited through the review process. Comments noted by other divisions or agencies, with respect to the proposed Concept Plan, are included in Attachment 3.

Growing Forward! Shaping Saskatoon

A report was presented to the Growing Forward! Shaping Saskatoon Steering Committee. The report identifies how the proposed Concept Plan meets the principles of the Growing Forward! Shaping Saskatoon initiative. The report is included in Attachment 4.

Some of the key initiatives incorporated into the design of the neighbourhood include:

- a) higher density land uses along transit corridors;
- b) mixed use along 8th Street to support transit, including a possible future Bus Rapid Transit Route;
- c) all collector roadways built to support transit; and
- d) a variety of residential land uses from one-unit to multi-unit residential in order to promote affordability; and
- e) more connectivity resulting from a more grid-like design.

OPTIONS TO THE RECOMMENDATION

City Council could deny the proposed Concept Plan. This option would preclude the implementation of the Holmwood Sector Plan.

POLICY IMPLICATIONS

There are no policy implications related to this application.

FINANCIAL IMPLICATIONS

The primary financial obligations for the development of the Brighton neighbourhood are outlined in Attachment 5.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

A public open house was held on March 13, 2014. A total of 3,786 notices were mailed out to all property owners within the subject area and the surrounding property owners. The Willowgrove/University Heights, Briarwood, College Park East, and Arbor Creek/Erindale Community Associations were also notified. The Ward Councillor was in attendance, and 93 people attended the public open house. The Community Engagement Project Summary has been included in Attachment 6.

The key themes heard at the open house about the proposed neighbourhood included:

- a) ensuring bike lanes are developed in a way that is safe and accessible;
- b) ensuring wetlands are being developed and monitored appropriately; and
- c) considering the opportunity for more access into/out of the neighbourhood.

COMMUNICATION PLAN

Public hearing notices will be advertised one week prior to City Council's meeting date. No further consultation is planned beyond the stakeholder involvement noted above.

ENVIRONMENTAL IMPLICATIONS

No environmental and/or greenhouse gas implications have been identified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review was conducted as part of the Concept Plan administrative review process. Comments and concerns identified in that review were addressed and mitigated before moving the proposed Concept Plan forward for City Council's approval.

PUBLIC NOTICE

The application will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify the Community Consultant and the Ward Councillor of the public hearing date by letter. A notice will be placed in The StarPhoenix one week prior to the public hearing.

ATTACHMENTS

1. Brighton Neighbourhood Concept Plan
2. Quick Facts – Proposed Brighton Concept Plan
3. Comments by Other Divisions and Agencies
4. Growing Forward! Shaping Saskatoon Report
5. Financial Implications
6. Community Engagement Project Summary

Written by: Christine Gutmann, Senior Planner

Reviewed by: “Alan Wallace”
 Alan Wallace
 Director of Planning and Development

Approved by: “Lynne Lacroix”
For Randy Grauer, General Manager
Community Services Department
Dated: “April 24, 2014”

Approved by: “Jeff Jorgenson”
Jeff Jorgenson, General Manager
Transportation and Utilities Department
Dated: “April 29, 2014”

Approved by: “Catherine Gryba”
Murray Totland, City Manager
Dated: “April 30, 2014”

Brighton

IN HOLMWOOD

NEIGHBOURHOOD CONCEPT PLAN



 DUNDEE
DEVELOPMENTS

 b&a
PLANNING GROUP

Prepared For:

Dundee Developments

Prepared By:

Brown & Associates Planning Group

Darrell Grant, Principal
dgrant@bapg.ca
403.692.4528

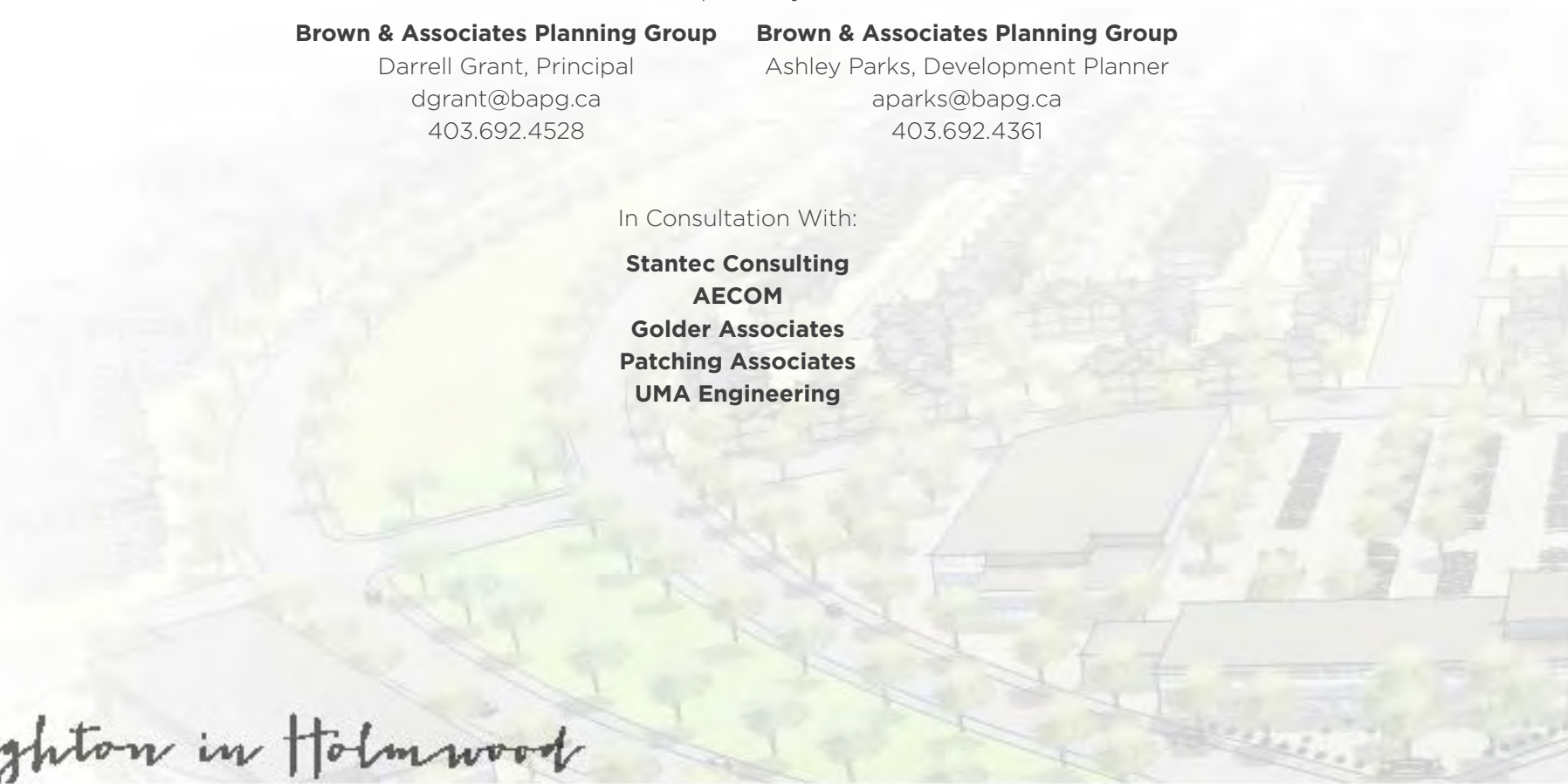
Brown & Associates Planning Group

Ashley Parks, Development Planner
aparks@bapg.ca
403.692.4361

In Consultation With:

Stantec Consulting
AECOM
Golder Associates
Patching Associates
UMA Engineering

Brighton in Holmwood



Brighton

IN HOLMWOOD

Neighbourhood Concept Plan

B&A File: 1479
April 2014



EXECUTIVE SUMMARY

In the future, Brighton in Holmwood will become a thriving community, home to over 15,000 residents.

College Drive, 8th Street E., and the North Commuter Parkway via McOrmond Drive will provide the major connections to the City Centre and other Saskatoon destinations, while the Perimeter Highway will provide convenient access to external destinations.

A rapid transit system will be established along the 8th Street E. corridor and will provide an efficient public transit alternative to single occupancy vehicle use. Transit services will collect users from the more densely populated major nodes/corridors, the interior of the neighbourhood, and the adjacent business district and suburban centre. The community will embrace the transition from arterial roadways that segregate communities to the “Complete Street” concept, which serves to bring communities together by providing a safe pedestrian and vehicular environment in the neighbourhood.

To the east of Brighton is the Holmwood Suburban Centre and Business District, containing retail, office, residential and recreational uses, including high schools. This area provides the residents of Brighton with the opportunity to work, shop and pursue leisure activities in close proximity to where they live. The neighbourhoods are diverse, containing single and semi-detached dwellings, townhouses, apartments, and other alternative residential projects including mixed-use dwellings integrated into neighbourhood commercial developments.

In addition, opportunities for Residential Care Homes are dispersed throughout the community. The range of housing typology will appeal to many income groups and will allow people to remain in the community through the successive stages of their life. The residential areas also contain community-oriented uses to meet the local shopping, recreational, and social needs of residents. The shopping centres are anchored by retail and service commercial uses, and functions as an integrated shopping, working and living environment. People will enjoy travelling to the core, as its central location is convenient, and it will bring residents together for a variety of occasions.

The park system, with its formal and informal recreational areas, will allow residents the opportunity to get outside and enjoy the environment. Nature is embraced and promoted with the proposed constructed wetland complex, and this complex will provide a major recreational amenity and wildlife habitat for Brighton. These wetlands will contain a pathway system for passive recreation, with exceptional viewing areas, where residents can enjoy wildlife and nature away from the hustle and bustle of modern living, but in close proximity to their home.

Getting around the community will be made easy and convenient by the fused-grid road network and pedestrian system. Connections to external neighbourhoods and important destinations within the community, such as transit nodes, schools, parks and commercial centres, were designed to be short and direct. Additionally, the extensive regional pathway system will encourage walking and cycling. As well, public transit service will provide a viable alternative to driving, and will help to reduce dependency on the private automobile.

Overall, residents will find Brighton to be a very enjoyable place in which to live, work, play and learn. People will find that their needs are met closer to home, and this, in turn, creates a strong sense of community and contributes to a vital and healthy city.



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1.0 INTRODUCTION

This report presents a Neighbourhood Concept Plan (NCP) for the first residential neighbourhood to be developed within the boundary of the City of Saskatoon's Holmwood Sector Plan - Brighton in Holmwood. This neighbourhood area is located on 351 hectares/867 acres of land in east Saskatoon. Throughout this report, Brighton in Holmwood will be referred to as Brighton.

1.1 Background

In June 2000, the City's Future Growth of Saskatoon Study identified the Holmwood Sector as a desirable location for residential growth. On August 1, 2010, the City boundary was extended east to include the majority of the delineated Holmwood Sector (see Figure 1). When the eastern portion of Perimeter Highway is surveyed and registered, the City will propose to alter its boundaries once again, to bring the balance of the Holmwood Sector into the City boundary.

On April 16, 2012, Saskatoon Council approved the Holmwood Sector Plan (approved under the name of East Sector Plan). The Holmwood Sector Plan provides the boundaries and planning framework for the development of 6 to 9 neighbourhoods in east Saskatoon, with Brighton to be the first neighbourhood to be developed.

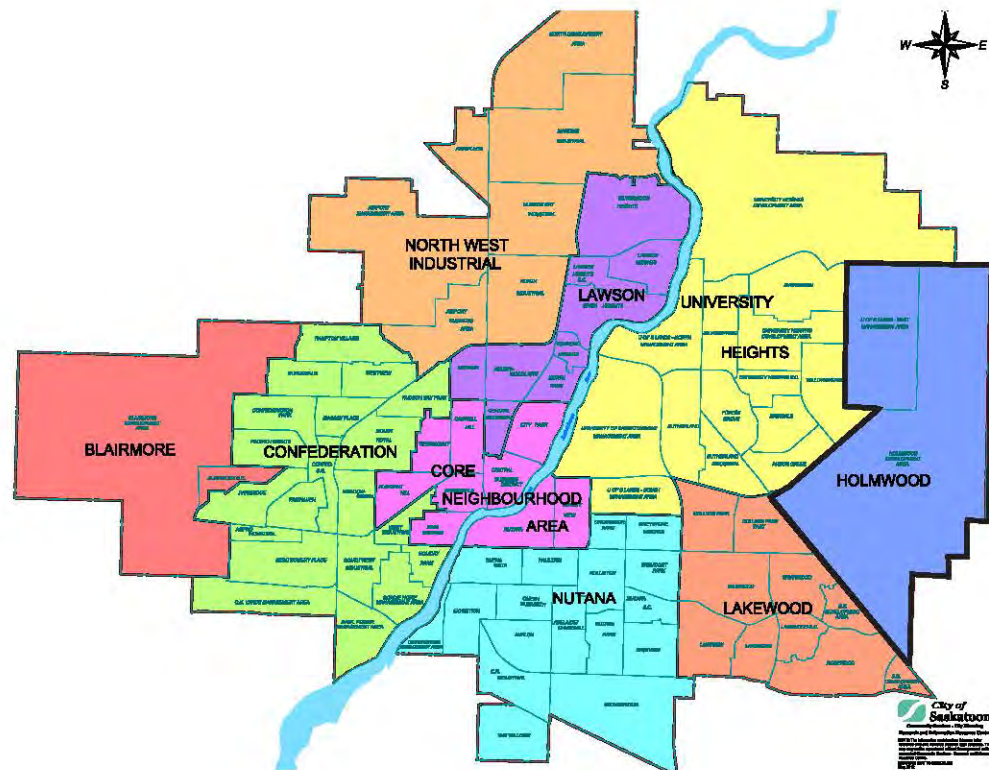
Approval of the Brighton NCP will enable the developer to proceed with detailed design, servicing, and sale of this neighbourhood.

The area included in the Brighton NCP is identified as Neighbourhood Development Area 1 in the Holmwood Sector Plan.

1.2 Purpose of the Neighbourhood Concept Plan

The Brighton NCP establishes a conceptual framework for the proposed neighbourhood. The Brighton NCP identifies a pattern of land uses and a configuration of services, including roadways, active transportation, water distribution, sanitary sewer, stormwater management, and the open space system.


Figure 1: City of Saskatoon Suburban Development Areas Map



1.3 Neighbourhood Concept Plan Goals

The Brighton NCP was designed using new planning concepts and ideals, while keeping the City of Saskatoon Strategic Plan, the Growth Plan to 500,000, and the Holmwood Sector Plan in mind. The following outlines the goals for Brighton and its development potential.

- **Conserving and Integrating Nature:** to conserve highly significant natural areas where feasible and to integrate nature into the residential, commercial, institutional, and recreational neighbourhood amenities.
- **Sustainable Growth:** to implement servicing and development strategies that are compact and will be environmentally and economically sustainable, providing a high quality of life.
- **Low Impact Development (LID) and Best Practices:** to integrate LID practices and sustainable design methodologies into the neighbourhood infrastructure components.
- **Balanced Transportation:** to create and promote an interconnected transportation system that balances the needs of motorists, transit users, pedestrians and cyclists.
- **Complete Streets and Transit Oriented Development:** to allow for the main streets and arterial roadways to connect neighbouring communities, and allow the opportunity for great pedestrian access and focused density along transit routes.

- 
- **Pedestrian and Cyclist Circulation:** to encourage both passive recreation and active transportation through logical and safe connections to major nodes within the community and to external communities.
 - **Community Identity:** to create a viable and adaptive community where a distinct identity can be fostered.
 - **Neighbourhood Focus:** to emphasize and create a complete community by integrating all uses, including: residential, commercial, educational, park space, mixed-use and nature in a cohesive manner.
 - **Local Employment:** to offer employment opportunities that allow for people to work in close proximity to where they live and to foster a community focus.
 - **Housing Diversity:** to accommodate a wide range of housing types to meet the needs of varying age groups, income groups and lifestyles.
 - **Recreational Amenities:** to meet the active and passive recreational needs of residents.
 - **Educational Needs:** to provide public and separate school sites to meet the educational needs of the community.

2.0 REGULATORY FRAMEWORK

2.1 City of Saskatoon Official Community Plan Bylaw No. 8769

The City of Saskatoon's Official Community Plan (OCP) is a broad range planning document that provides the policy framework to define, direct, and evaluate development in the City of Saskatoon, ensuring that development takes place in an orderly and rational manner. The OCP will need to be amended to include the new land uses proposed in this NCP.

2.2 City of Saskatoon Zoning Bylaw No. 8770

The lands within the proposed neighbourhood are currently within the City of Saskatoon, however, they are still zoned FG - Future Growth Sector Overlay District - as per the Corman Park - Saskatoon Planning District Zoning Bylaw No. 23/10. Prior to legal subdivision, the developer of the site will apply to have these lands zoned under the City of Saskatoon Zoning Bylaw No. 8770.

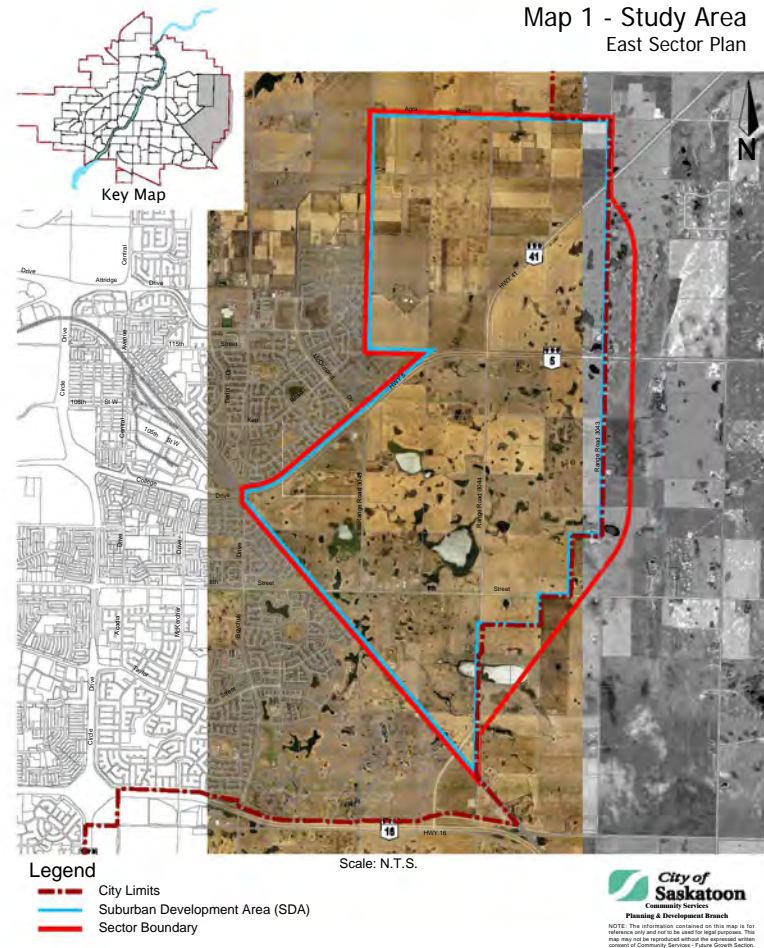


2.3 Holmwood Sector Plan

The Holmwood Sector Plan is a large-scale plan for a Suburban Development Area (also known as a sector) as set out in the OCP (as can be seen in Figure 2). The Plan establishes a layout for the preparation of future and more detailed Neighbourhood Concept Plans to ensure that growth proceeds in a balanced, compact, contiguous manner. The Holmwood Sector Plan identifies key land uses, transportation, and servicing components that will need to be addressed in detail during the NCP process.

The vision for the Holmwood Sector was to develop neighbourhoods that are interconnected and integrated with one another, providing a mixture of land uses and housing options. The vision included the concept of high quality employment areas and suburban centres that would allow residents to live, work and play within the same area. The vision also included a sector that promoted and embraced alternate/sustainable transportation options including the integration of extensive pedestrian and cyclist facilities, and transit-friendly nodes and corridors. Acknowledging that the Holmwood Sector encompassed existing wetlands, the Sector's vision included communities that embrace nature and its integration into the built environment.

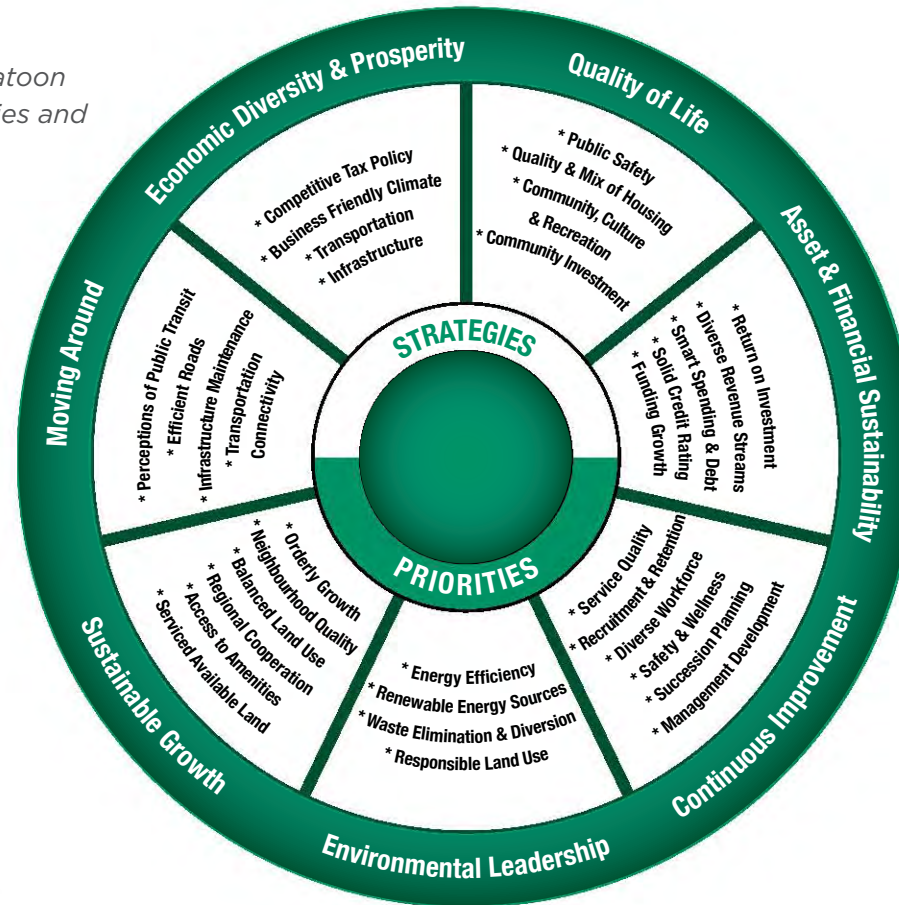
Figure 2: Holmwood Sector Plan



2.4 City of Saskatoon Strategic Plan 2013-2023

In 2009, the City began the process of developing a strategic plan for the City and the wider community of Saskatoon and area. From this process, the City developed a community visioning initiative called “Saskatoon Speaks”. Through this, respondents were given the opportunity to talk about the things they value as citizens, the opportunities and challenges they see, and the vision that they have for Saskatoon into the future. Utilizing this research, the City’s ten year Strategic Plan was developed. Although the Strategic Plan was developed with the City of Saskatoon administration in mind, we believe that the goals developed under this Plan can be applied in a broader sense to Saskatoon development (as can be seen in Figure 3).

Figure 3: City of Saskatoon Strategic Plan Strategies and Priorities Graphic



- **A Culture of Continuous Improvement:** With a focus on continuous improvement in our systems and infrastructure, innovative and creative solutions can be implemented that go beyond conventional approaches to design.
- **Asset and Financial Sustainability:** This goal can be related to the development of sustainable neighbourhoods that implement “smart growth” principles. Developments that are compact and efficient with the use of infrastructure lessen the financial impact on the ongoing maintenance programs, and aid the City in maintaining the sustainability of its assets.
- **Quality of Life:** Fostering neighbourhoods that form “complete communities” that feature employment opportunities, a range of housing options that meet the needs of its residents, a distinct sense of place that is furthered with art and cultural aspects, and finally recreational areas that combine active living with the natural beauty and social benefits of parks.
- **Environmental Leadership:** Communities that strive to embrace the natural environment and are forward-thinking with respect to integrating these features into the built environment. Where practical, environmental initiatives such as reduced consumption of energy and water, renewable energy sources and innovative use of recycled materials will be integrated into Brighton.
- **Sustainable Growth:** New developments are planned and designed to be both environmentally and economically sustainable, contributing to a high quality of life for its residents. Brighton will be walkable and will feature increased density along specific nodes and corridors to encourage transit use.
- **Moving Around:** Transportation networks that include efficient travel for all modes. Brighton will include an efficient transit system that is supported by well-planned nodes and corridors that increase density and incorporate a mix of land uses, comprehensive pedestrian and cyclist facilities that are interconnected within the neighbourhood and to external destinations, and street networks that move vehicular traffic quickly and easily avoiding congestion.
- **Economic Diversity and Prosperity:** People from across the province, Canada and the world are drawn to Saskatoon for its quality of life, limitless opportunities and highly-skilled and educated workforce. Saskatoon's regional economy continues to grow and diversify, demonstrating long-term sustainability. Brighton will contain a mix of retail and commercial uses to encourage employment opportunities in the area.

3.0 BACKGROUND

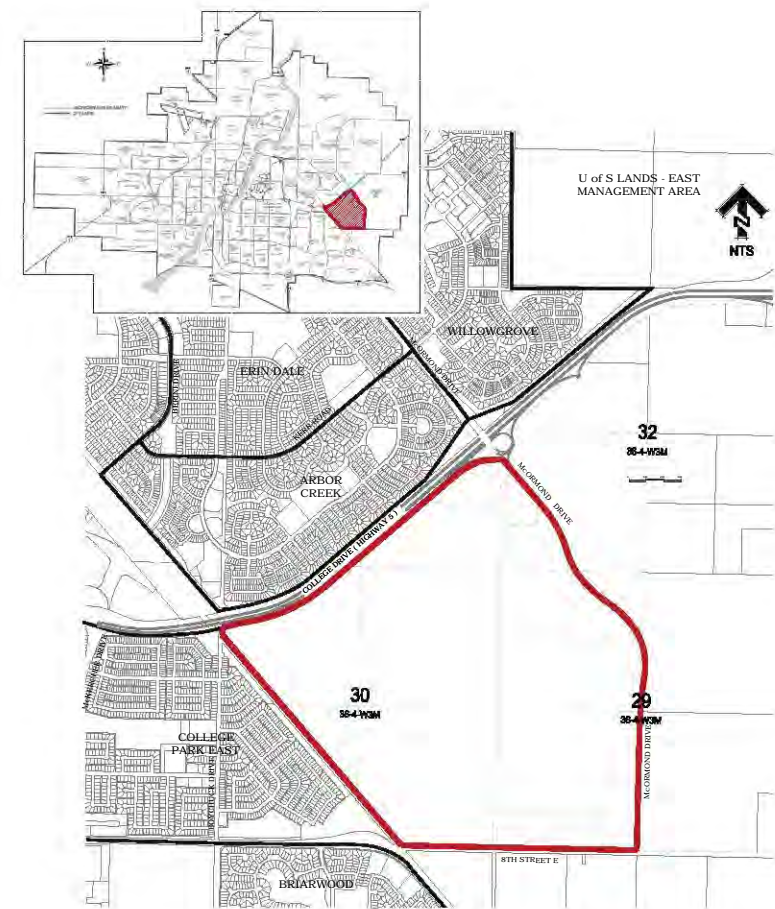
3.1 Location and Description

The Brighton NCP is located within the larger Holmwood Sector, and can be found in portions of:

- Section 29 - Township 36 - Range 4 - West of the 3rd Meridian,
- Section 30 - Township 36 - Range 4 - West of the 3rd Meridian,
- Section 31 - Township 36 - Range 4 - West of the 3rd Meridian, and;
- Section 32 - Township 36 - Range 4 - West of the 3rd Meridian.

The total area within the Brighton NCP is 351 hectares (867 acres). The neighbourhood is bound on the northwest by College Drive (Highway 5), the southwest by the Canadian Pacific Railway track, 8th Street E. to the south, and McOrmond Drive to the east, as can be seen in Figures 4 and 5.

Figure 4: Brighton Neighbourhood Concept Plan Location



Brighton in Holmwood

Figure 5: Aerial Photograph of Brighton



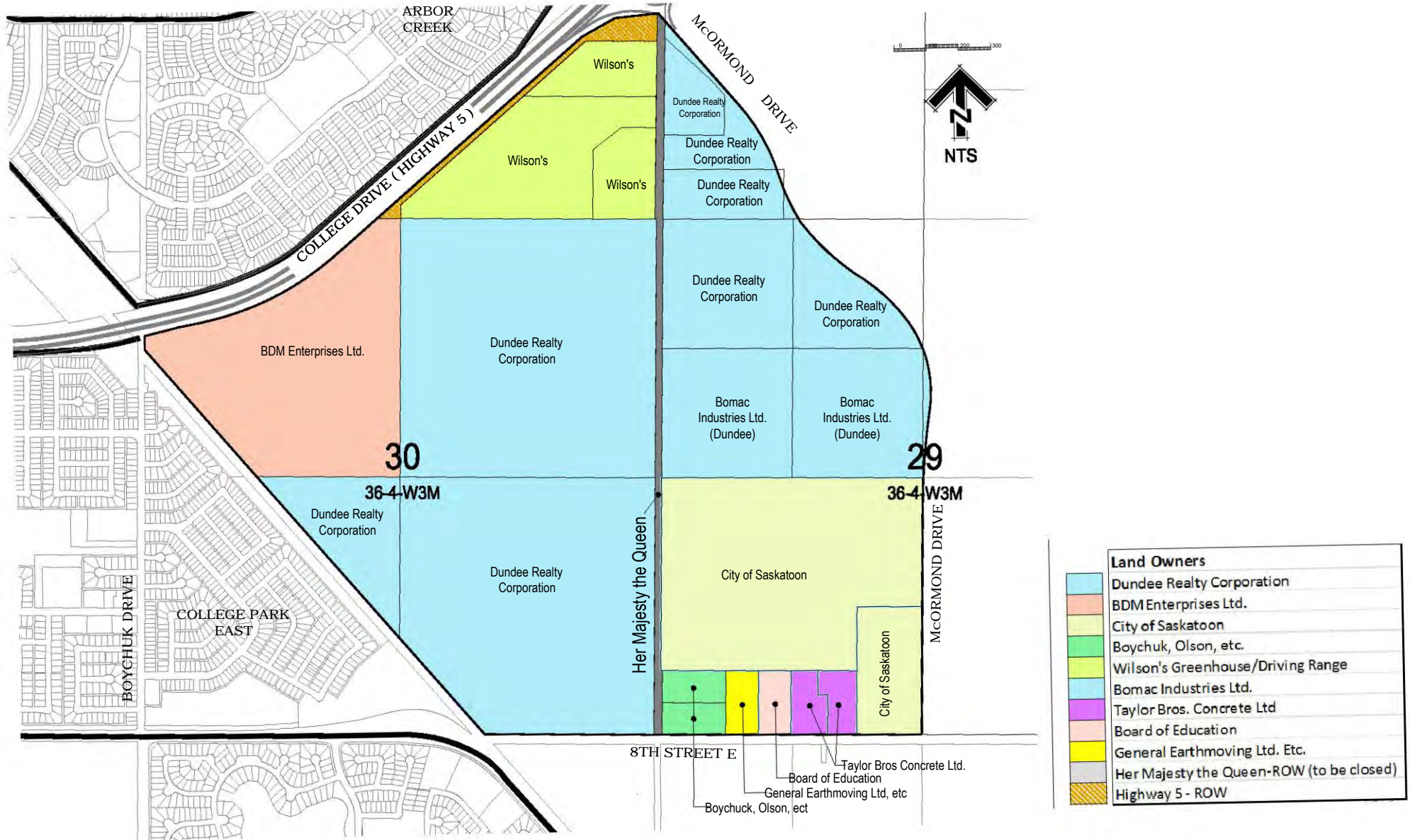
3.2 Land Ownership

Brighton has 9 principal land owners, with Dundee Realty Corporation holding the largest percentage of land. The adjacent table illustrates the land ownership and area within the Neighbourhood Concept Plan boundary.

Table 1: Land Ownership in Brighton

Landowner	Hectares	Acres	%
Dundee Realty Corporation	206.4	510.0	60.0%
City of Saskatoon	54.1	133.6	15.7%
BDM Enterprise Ltd.	40.4	99.8	11.8%
Wilson's Greenhouse/Driving Range Ltd.	29.3	72.4	8.5%
Taylor Bros Concrete Ltd.	4.1	10.0	1.1%
Boychuk, Olson	3.9	9.8	1.2%
General Earthmoving	2.0	5.0	0.6%
Board of Education (Prairie Spirit School Division)	2.0	5.0	0.6%
Her Majesty, the Queen (road right-of-way)	1.9	4.7	0.5%
Total Area in Titled Land	344.1	850.3	100%
Road Allowances	6.7	16.5	--
Total Gross Area	350.8	866.8	--

Figure 6: Land Ownership in Brighton



3.3 Existing Land Uses within the Neighbourhood Boundary

The majority of the land within the proposed neighbourhood boundary is used for agricultural purposes and includes natural wetland features. Located southwest of the McOrmond Drive and College Drive intersection, an operating greenhouse, a driving range and a go-cart track exist. Along McOrmond Drive, an off-leash dog park, snow dump site, and an RV retail centre can be found. Additionally, along 8th Street E, a commercial concrete plant (pictured below on the left) and the City of Saskatoon's Nicholson Yard Material Handling site are located (pictured below on the right).

3.4 Adjacent Land Uses

North of College Drive are the existing residential neighbourhoods of Arbor Creek and Willowgrove. These two neighbourhoods were developed between 1996 and 2011, and a large component of the housing stock within them is comprised of low-density, single-detached homes. Arbor Creek and Willowgrove will be connected to Brighton by McOrmond Drive, which bounds Arbor Creek on the northeast and Willowgrove on the west. McOrmond Drive will be the eastern boundary road for Brighton.

West of the Canadian Pacific Rail is the existing community of College Park East. College Park East was developed throughout the 1960s and 1970s with mainly single-detached housing. 8th Street E. bounds the neighbourhood on the south and will provide vehicular connection to College Park East. The potential for two pedestrian connections over the rail line are being explored to connect Brighton to College Park East, Briarwood, Hyde Park and Arbor Creek.



Commercial concrete plant on 8th Street E.



City of Saskatoon Nicholson Yard Material Handling site.

3.5 Physical Characteristics

Topography

The site is located within the eastern portion of the Saskatoon Plain topographical area of the Moist Mixed Grassland Ecoregion of Saskatchewan. The landscape is comprised of gently undulating glaciolacustrine landscapes within the southern portion.

Specifically looking at the development area, the landscape has a gradual decrease in elevation from the northeast/southeast to the west. This topographic low created in the west portion of the Sector (30-36-4 W3M) becomes the central location for drainage.

Soil Types and Erosion

Orthic Dark Brown and Dark Brown Solonetzic surficial soils are present within the development area. The surficial soils within the study area are underlain by lacustrine deposits of clay over clay till.

The Land Capability for Agriculture within the development area is predominately Class 3, which means that the soils have moderately severe limitations that restrict the range of

crops or require special conservation practices. The main limitation to agriculture within the study area is due to one or more of the following: undesirable structure, low permeability, and/or a restricted rooting zone.

Vegetation and Wildlife

The two most common wildlife species observed during a natural screening of the Holmwood Sector in 2011 were the American coot and red-winged blackbird. The following two Committee on the Status of Endangered Wildlife in Canada (COSEWIC) listed bird species were observed within the development area: horned grebe (Special Concern), and barn swallow (threatened, pictured below). Additionally, five Saskatchewan Conservation Data Centre (SKCDC) listed plant species were observed within the Sector: narrow-leaved cattail (S1, pictured below), narrow-leaved water plantain (S3), Engelmann's spikerush (S2), blunt-leaved yellow cress (S2S3), and tall beggar's tick (S2S3).

Any rare plants that are encountered during construction will be transplanted to an appropriate location on the landscape. A wildlife survey will be completed immediately prior to construction to ensure that no listed or migratory birds will be impacted by construction.



Barn Swallow.



Narrow-leaved Cattail.

Natural Areas

There are some remnants of natural areas, including wooded patches and shelter belts, but the majority of these natural areas are associated with wetlands. There are numerous wetlands within the Holmwood Sector, which have varying degrees of permanence on the landscape. This variability in permanence is due to the nature of prairie pothole wetlands having a highly variable seasonal hydroperiod and water levels that vary considerably from year to year depending on climate variability.



Prairie shelter belt example.



Prairie wetland example.

As such, the Holmwood Sector wetlands do not have an average stable water level, but instead pass through cycles of wet and dry conditions. The majority of the ephemeral, temporary, and seasonal (Class 1, 2, and 3) wetlands have been ploughed through during dry periods for agricultural purposes.

The 2012 Stantec Wetland Assessment identified 28 wetlands (Class 3, 4, and 5) in the development area.

A functional assessment was used during the survey to assist in land use planning.



4.0 ADDITIONAL BACKGROUND INFORMATION


4.1 Hydrogeological Analysis

In 2009, Dundee Developments commissioned a Hydrogeological Investigation for the Holmwood Sector. The following summarizes the site conditions within and immediately surrounding the proposed Holmwood Sector and Brighton.

- The hydrogeological investigation has identified a groundwater flow system in the Sector that is influenced by regional features such as the Strawberry Hills east of the site.
- The majority of the uppermost groundwater flow is through the clay and silt of the Haultain Formation, which occurs from surface to a depth of 11 m.
- The majority of the site is transitional recharge or discharge.
- The water table is less than 2 m below surface in the south/central and the extreme west portion of the subject site.

The study defined four land categories on the basis of water table conditions, with Categories I, II and III found in Brighton.

Categories I and II are areas where the water table is less than 2 m below ground level. If Category I lands cover an area where commercial and residential building is planned, remedial measures are considered necessary at the time of development. Category II lands are located close to the ponds. Toe-drains around the ponds may be considered if groundwater piping is observed to limit erosion. Category III lands cover areas where the water table may affect development. The depth to the water table will need to be assessed during subdivision stage to ascertain whether mitigation measures should be introduced. Category IV lands have water tables that are anticipated to be greater than 3 m below ground and no special consideration is required if the current grade is maintained.



Based on the findings of the study, basements constructed in the Category I and Category II lands will require mitigation measures as development progresses to address the potential for groundwater infiltration into basements.

Mitigation measures can include deep stripping to remove organic material built up in low areas and replacement with compacted fill, placement of compacted fill in excess of 1 m above original grade to bring basement elevations up, or the use of sub-drain systems that have been utilized in other areas of the City, to depress the groundwater table to allow the construction of basements.

These measures are two of many that could be implemented to remediate the water table conditions on the Category I land and II land. Additional groundwater monitoring will take place throughout development and appropriate measures will be undertaken to remediate groundwater issues in affected areas. The 2009 Hydrogeological Investigation can be found in the Appendix of this report.

4.2 Phase I Environmental Site Assessments

Phase I Environmental Site Assessments (ESAs) were completed for land within the Sector under the ownership of Dundee. These reports were completed by AECOM and can be found in the Appendix of this report. The assessments identified areas of general debris clean up around the existing ponds and historic fill areas that will require geotechnical assessment during development. These studies also identify the potential environmental concern of the snow dump site and the Nicholson Yard Material Handling site (shown to the right) containing hazardous chemicals and materials. Further investigation with respect to these lands will be required.



Aerial view of the City of Saskatoon Nicholson Yard Material Handling site.

4.3 Buffers and Sound Attenuation Berms

A noise and vibration analysis for Brighton was completed by Patching Associates (please see Appendix). The analysis was conducted along Highway 5 for noise and along the CP rail line for both noise and vibration purposes. The findings of the study indicated that a minimum 2.0 m berm will be required adjacent to Highway 5 to provide the required sound attenuation to meet residential requirements. This minimum standard will be accommodated within the 34 m buffer parallel to Highway 5. If possible, the berm will be increased for additional visual screening.

The noise and vibration analysis of the existing CP rail line indicated that a setback of 60 m from the edge of rail to the building envelope is required to ensure that residential dwelling units are located within acceptable vibration limits. This setback will be met with the existing CP ROW, the 40 m buffer strip, the road right-of-way and the residential lot setback. The 40 m buffer will also feature a berm that will provide visual screening of the rail line to residents. This berm will be built to the maximum height while maintaining City of Saskatoon design standards.

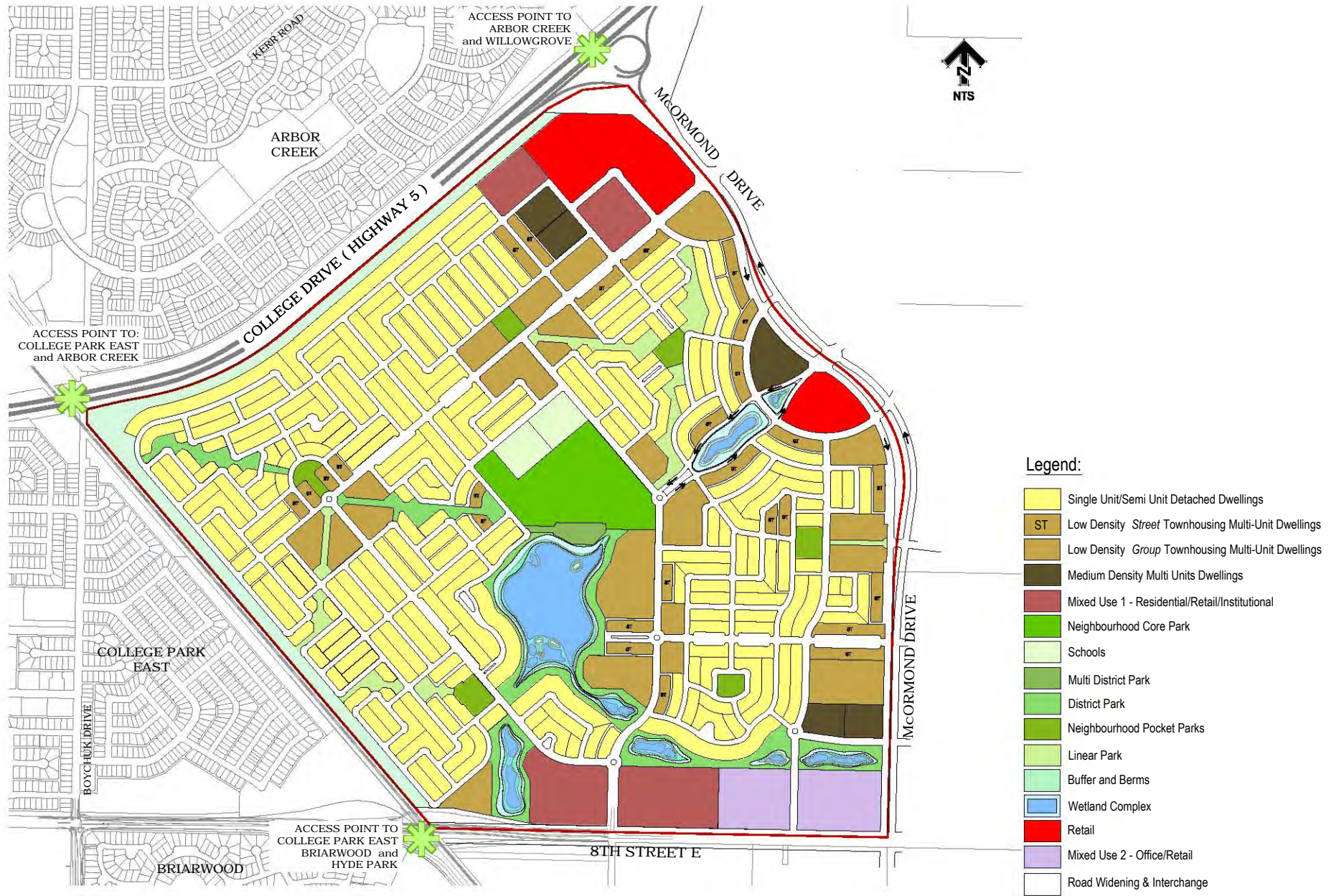
5.0 NEIGHBOURHOOD CONCEPT PLAN

5.1 Development Concept

Brighton has been designed to be an attractive, walkable neighbourhood, with amenities, transit and recreational open space in close proximity to the neighbourhood residents. Neighbourhood elements such as the constructed wetland complex, the extensive linear park system, the Complete Street format for McOrmond Drive, and the central modified divided entrance roadway with an internalized water feature will promote neighbourhood identity, character and a sense of place. The Neighbourhood Concept Plan is shown on Figure 7 - Brighton Land Use Concept Plan.



Figure 7: Brighton Land Use Concept Plan



5.2 General Neighbourhood Layout

As per the goals of the City of Saskatoon's Strategic Plan, the overall layout of the neighbourhood is intended to promote pedestrian connectivity through a strong park system supported by sidewalks on both local and collector streets, while limiting non-local vehicular traffic via a collection of residential cells with a modified or fused-grid street pattern.

Non-single-detached housing is generally located along intended transit routes or collector streets and near the retail areas to place more residents in close proximity to shopping, services, transit, and parks. This will ultimately help to minimize vehicular traffic on local streets.

The pattern of local streets in the neighbourhood is comprised of a mix of fused-grid with limited curvilinear road networks - a combination designed to promote pedestrian mobility and connectivity and to reduce vehicular short-cutting from non-local traffic. Each residential cell within the neighbourhood contains an integrated pocket park which will serve as a localized focal point or gathering place. These features are physically linked to each other, in many instances, by uninhibited pedestrian pathways within linear parks containing a number of openings to local streets or along sidewalks integrated with the collector roadway system.

Figure 8a: General Brighton Layout - Village Centre



Brighton in Holmwood

Figure 8b: General Brighton Layout - Residential Mix





Example renderings of the Complete Streets concept.

5.3 Complete Streets

The Brighton NCP has looked to the City of Edmonton's Complete Street Guidelines - May 2013 as a template for street design (please see attached Appendix CD).

Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods

Benefits of Complete Streets can include improved safety, health, economic, and environmental outcomes. Complete Streets emphasize the importance of safe access for all users, not just automobiles.

5.4 Housing Fronting onto Parks

Some of the proposed land uses in the Concept Plan Area make use of houses fronting onto open space areas with pedestrian access provided to the front in these areas. An example of this exists in the Calgary, Alberta, community of Garrison Woods and other examples can be found in Denver, Colorado, USA (as seen in the photos below and to the right).



5.5 Fused-Grid

Brighton will utilize the fused-grid road pattern throughout the entire community. The fused-grid road pattern was first introduced by Canada Mortgage and Housing Corporation (CMHC) through a series of research papers designed to minimize the frequency of pedestrian-vehicle conflicts by transforming neighbourhood streets into a series of crescents and/or cul-de-sac from the traditional grid-like pattern and in turn, reward the pedestrian with safer and more frequent walking options.

The fused-grid is literally a fusion of the traditional urban grid system and the loop cul-de-sac system of typical postwar subdivision design, as can be seen in Figures 9 and 10. This design results in the best aspect of both street systems – excellent pedestrian connectivity and urban design opportunities of a grid system combined with the efficient traffic flow of a typical loop and cul-de-sac system. Because of an improved pedestrian system, pedestrian activity and interaction is encouraged. Residents have access to communal open space and park areas within easy walking distance. The design creates a situation in which park areas provide a terminal vista for many of the area streets.

Figure 9: Aerial view of a Fused-Grid Neighbourhood Park Layout



What is a fused-grid in the Brighton proposal?

- The proposed design maintains the structure of the perimeter surrounding streets.
- Traffic flow becomes efficient and improved from conventional subdivisions.
- Improving pedestrian connections.
- Road surface overall has decreased.
- The major collector roads will facilitate transit accessibility

Open spaces become important components within the community as park space is central to each neighborhood cell. These open space features create a sense of place and serve as a meeting spot for area residents. The open space connectivity provides an ideal opportunity to implement low impact development methods of rainwater management. The fused-grid system provides the frame work on which a larger collection of sustainable suburb and Low Impact Development (LID) initiatives can be applied.

Figure 10: Fused-Grid Road and Park Network Example in Brighton



5.6 Village Centre

The Village Centre, located in the east-central portion of the Plan, will perform as the heart of the neighbourhood, providing for the daily goods and services of this neighbourhood's residents as well as for those residents in the future neighbourhood to the east. In addition to the retail component, medium-density multiple-unit dwellings (apartments) and townhouses (on-street and comprehensive sites) will be incorporated into the Village Centre, intended to provide a supporting population to create a vibrant place to live, with tree-lined streets and rear parking areas to promote attractive streetscapes.

It is anticipated that some form of public amenity will be incorporated into the Village Centre that will function as a gathering place and focal point for the neighbourhood residents. The main entry road into the neighbourhood will begin at the Village Centre and will be divided with a constructed wetland and water feature in the centre to create a strong sense of arrival into the neighbourhood. A grand vista to the centralized neighbourhood open space and beyond will be afforded from the Village Centre.

Figure 11a: Aerial Village Centre Concept



Figure 11b: Village Centre Concept



District Retail is intended to be located adjacent to major roadways bounding the neighbourhood, namely along McOrmond Drive, in order to conveniently provide goods and services to those travelling by active transport and by vehicle. Vehicle access to the McOrmond Drive retail will be provided by Brighton`s internal collector roadways. Due to the location of the interchange and the required intersection spacing parameters, direct access to the site via College Drive is not possible.

Medium-density multi-unit dwelling housing (apartments) and comprehensive townhouses will be located in close proximity to provide additional support of retail, mixed-use, and transit-oriented development.

5.8 McOrmond Drive

The look of McOrmond Drive will be less utilitarian and more aesthetic by the fact that housing and other uses will front or face onto this arterial, and will be accessed via one-way laybys. Solid fences are to be discouraged such that pedestrians will be able to travel the length of this road in a pleasant, attractive environment. McOrmond Drive will be divided with separations greater than the standard median. These areas will contain low-maintenance, indigenous plant materials. Major intersections will be addressed via signalization or stop signs depending upon the anticipated traffic volumes. Pedestrians will be provided safe crossings of McOrmond Drive at signalized intersections and on crosswalks at appropriate intervals to connect to employment, the suburban centre retail, schools, and open spaces within the neighbourhood.



Example of District Retail building facades.



Bioswale stormwater management alongside a safe pedestrian crossing.

5.9 South Mixed-Use Apartments

As 8th Street E. transforms into a primary transit route for the area, medium-density residential housing will help to support the transit service found along 8th Street E. A site located at the south end of the neighbourhood is identified to be developed with a mix of housing forms including, but not limited to, apartments, townhouses, commercial, office/retail, and live-work units.



Mixed-use apartments example.

5.10 Neighbourhood Entry Points

Access into Brighton has been planned by utilizing the neighbourhood's boundary conditions of College Drive to the north, Canadian Pacific Railway right-of-way to the west, and 8th Street E. to the south and McOrmond Drive to the east. Two access points will occur from 8th Street E., and six are proposed from McOrmond Drive. As many access points to McOrmond Drive as possible are proposed to increase accessibility and connectivity for local residents. Some of these accesses will be designed with a form of enhanced entry features in order to promote neighbourhood identity and may be in the form of signage, fencing, landscaping, or a combination of all three elements.

The roadway layout, the divided main entry parkway passing through the Village Centre and terminating at the Neighbourhood Core Park, and the parkway-themed McOrmond Drive, will serve to create safer access for pedestrians, while effectively providing internal and external access into the neighbourhood.

5.11 Residential Uses – Housing Options

To remain in accordance with the City of Saskatoon's Strategic Plan, Brighton will offer a variety of housing forms including: single-detached unit homes in a laneless configuration; narrow-lot single-detached and semi-detached unit homes with rear lane access; medium density and multi-unit housing including condominium townhouses, street townhouses and walk-up apartment-style developments. This variety of housing forms will foster a wide range of lifestyle choices and offer residents the opportunity for different levels of housing affordability, as well enable them to continue to reside in the neighbourhood throughout their changing accommodation needs.

At complete build-out, the neighbourhood will comprise approximately 57% multi-unit dwellings and 43% single-unit dwellings, resulting in a neighbourhood density of 7.4 dwelling units per acre. This density meets the City of Saskatoon's density target of 7.0 upa and the goal of creating a compact urban form and a fiscally and environmentally sustainable community as expressed in the City of Saskatoon's Official Community Plan Bylaw No. 8769. Table 3: Brighton Development Statistics identifies the area devoted to various housing forms, population projections, and density estimates (see Page 54).

5.12 Affordable and Entry Level Housing

To meet the objectives of the City of Saskatoon Housing Business Plan, multi-unit parcels within the Brighton Plan Area will be available for both affordable and entry-level housing.

Affordable housing is attainable to households that are below the Maximum Income Limits, as set in the Housing Business Plan. Currently, these limits are \$74,000 for households with dependents and \$66,500 for households without dependents. Affordable housing can either be rental or ownership.

Entry-level housing is attainable by households with incomes just above the limits for affordable housing. Households with annual incomes between \$60,000 and \$80,000 are typically in the entry-level market. Entry-level housing is sold at price points that are attainable to this income group.



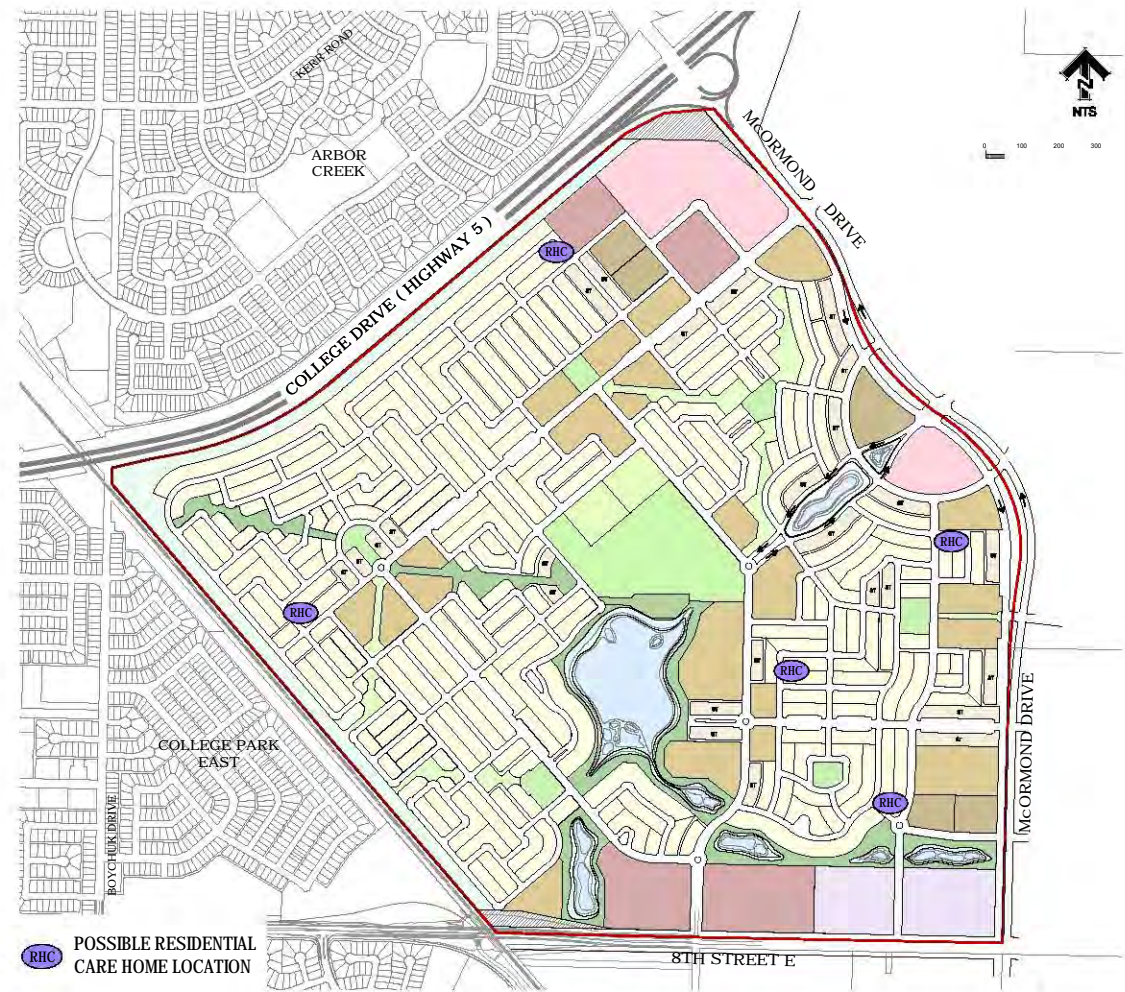
5.13 Residential Care Homes - Type II

Sites within the Brighton Plan Area will be pre-designated for development as Residential Care Homes- Type II. A Residential Care Home - Type II is a care home in which the number of residents under care is more than five (5), but no more than fifteen (15). The locations of these sites will be spread out throughout the development. In general, these site uses will be located adjacent to collector streets on corner lots in order to provide access to transit service, and to mitigate any potential parking conflicts. If not purchased for these uses, the subject lots will be returned to inventory and sold as typical single-unit lots.

5.14 Architectural Guidelines

Developer-initiated design guidelines will strengthen and unify the visual integrity of the neighbourhood and provide customer confidence by reinforcing thematic elements throughout the neighbourhood. The intent is to incorporate mandatory design elements in order to enhance and reinforce neighbourhood streetscapes.

Figure 12: Potential Residential Care Home Type - II Locations



5.15 Open Space and Municipal Reserve

As dictated by The Planning and Development Act, 2007, a designated portion of the NCP must be dedicated as Municipal Reserve. The City of Saskatoon's Administrative Policy #A10-017 – Park Development Guidelines – delineates several different park categories that address the needs of particular groups of people, while simultaneously maintaining the flexibility of programming an attractive environment which will encourage use by residents.

The Park Development Guidelines provide for the distribution of dedicated land between park types. The recommended allocation of park land is as follows:

Neighbourhood Parks– 61% of Municipal Reserve dedication

District Parks– 36% of Municipal Reserve dedication

Multi-District/Special Use Parks – 3% of Municipal Reserve dedication



Brighton in Holmwood

Open space and Municipal Reserve calculations were reviewed on a Sector-wide basis through this NCP process, and the broader recreational needs of the Holmwood Sector were explored. As a result, larger-than-typical District / Multi-District park space is proposed within the Suburban Centre to meet the active recreation needs of the Holmwood Sector.

In consultation with the City of Saskatoon, the balance of the District Park space was then re-distributed to the various neighbourhoods such that there are continuous path systems and linkages between the neighbourhoods providing access to the natural features within the sector, to the suburban centre and business districts and to the active recreational areas within the communities themselves. In doing this, the goals of both the Sector and the NCP are met.



It is proposed that all of the Municipal Reserve dedication requirements (33.42 ha) be allocated within the community of Brighton. The Neighbourhood Core Park, Pocket Parks, and Linear Parks will fulfill the required Neighbourhood Park dedication, with the remainder of the Municipal Reserve allocation receiving District Park and Multi-District Park designation. The rationale for the inclusion of the District Park and Multi-District Park area requirements is based on the provision of a park system in the Brighton NCP that is configured not just for the residents of Brighton but also for the surrounding (existing and future) neighbourhoods connected to Brighton. The proposed park system will promote a healthier lifestyle by providing a greater frequency of safe, connective walking/cycling paths throughout the neighbourhood. When associated with the constructed wetlands, the park system will also provide many unique interpretive and educational opportunities for the patrons.

Table 2 indicates Municipal Reserve calculations for this neighbourhood:

Table 2: Municipal Reserve Calculations

Municipal Reserve (MR)	Area (ha)	Areas (ac)
Neighbourhood Core Parks (1)	10.03	24.78
Neighbourhood Pocket Parks (6)	4.02	9.93
Neighbourhood Linear Park	6.34	15.67
District Park	12.03	29.72
Multi District Park	1.00	2.47
Total MR provided in Brighton (10.0%)	33.42	82.58

Figure 13: Brighton Open Space System



Neighbourhood Core Park

The Neighbourhood Core Park is located in the centre of the neighbourhood, adjacent to parcels provided for possible elementary school sites and the possible community centre, and is approximately 25 acres in area (not including the school sites). The Core Park will accommodate active and passive recreation, and may include such features as pathways, seating/viewing areas, playground equipment, rink, toboggan hill, paddling pool/spray park, and/or sports fields. Decisions regarding the type of active recreation facilities provided will be decided at a later date with input from the community. The park will be graded to accommodate active recreation activities. Adjacent to the Neighbourhood Core Park, the Multi-District Park will contain an amphitheater/viewing area of the wetlands, as can be seen in the example photo below.



Neighbourhood Pocket Parks

Example of an amphitheater/viewing area, to be located within the Multi-District Park, next to the Neighbourhood Core Park.

Figure 14: Brighton Neighbourhood Core Park



Neighbourhood Pocket Parks

Brighton includes six Neighbourhood pocket parks (total of ~10 acres), typical of providing one park per 400 m walking radius, or one park every 124 acres. These parks are spaced strategically throughout the neighbourhood to provide, safe, convenient access to park space and recreation activities. The pocket parks are large enough to serve multiple purposes - programming includes mini-soccer fields, playground equipment, and/or passive recreational activities.

The area and placement of these pocket parks is consistent with the City of Saskatoon Park Development Guidelines.



Figure 15: Brighton Pocket Park System



Neighbourhood Linear Parks

The 16 acre linear park system is considered exceptional in this neighbourhood as it is designed to internally link all other park typologies (Neighbourhood Core parks, Pocket parks, the Village Centre, the constructed wetland complex, and designated elementary schools) on a recurrent grid, as well as provide linkages to external areas including: Arbor Creek to the north, College Park East and Hyde Park to the west, and future Holmwood Sector Plan developments to the east and south, containing future business, retail, recreation, and residential areas. The linear park system will contain pathways to provide safe and convenient pedestrian and bicyclist movements throughout the neighbourhood as they will adhere to the Crime Prevention Through Environmental Design (CPTED) principles. The pedestrian and bicycle network is shown on Figure 32 – Active Transportation Plan (see Page 78).

Traffic calming measures at key intersections, including but not limited to curb bump-outs (see photo to the right), raised/stamped asphalt, and fencing to direct pedestrians to intersections, will be initiated where mid-block crossings occur, providing a safe and continuous experience for pedestrians and bicyclists.

In areas where the parks may be used to accommodate drainage during major storm events, the trails/pathways and recreation facilities will be designed to be located above the 1-in-5-year storm event high water line. Brighton linear parks are designed

to convey stormwater, not store it, which reduces the steep side slopes of a traditional linear park.

The linear park system will vary in width, and will have many access points from the community, to prevent a “tunnel effect” from occurring and to promote a more visible, safer pathway system. In addition, more than typical linear park is provided in this neighbourhood to encourage walkability in keeping with promoting healthier lifestyles. Most linear parks will be graded similar to the adjacent streets and lots, allowing flatter areas for informal free play for area residents.



Traffic calming measures in the Brighton NCP: Curb bumpouts.

Figure 16: Brighton Neighbourhood Linear Park System



District Park and Multi-District Park

District Park Municipal Reserve allocation has been accounted for in this neighbourhood and is proposed to be approximately 12 hectares/30 acres in size. The District Park lands are important in this neighbourhood as they serve the general public in and around the wetlands, and help provide connectivity through the neighbourhood.

The Multi-District Park sits adjacent to the Neighbourhood Core Park and Joint-Use School Site, and will contain a structured amphitheater/viewing area of the wetlands to be enjoyed by residents of all adjacent communities.



Figure 17: Brighton District Park and Multi-District Park System



5.16 Constructed Wetlands Complex/Stormwater Facility

Stantec Consulting, in association with Holmwood Sector Stormwater Master Plan, conducted a wetland assessment for the subject lands as part of a pilot project for the City of Saskatoon. This study was completed highlighting how wetlands and natural low areas can be integrated and promoted within an urban context and aimed to create a balance among the goals of development. Please see the Appendix for the wetland assessment and Stormwater Master Plan.

As the growth of municipalities continues to encroach on our natural environment, it is important to create stormwater master plans and development plans that incorporate natural wetlands. The intent of incorporated wetlands is to build and/or rebuild communities that provide the following benefits:

- Overland runoff mitigation
- Soil stabilization
- Groundwater recharge and discharge
- Increase in runoff water quality
- Wildlife habitat
- Aesthetics
- Open space





Incorporating wetlands into a development offers a community the opportunity to conserve vital ecosystems and create considerable curb appeal and aesthetics. Within the urban landscape, the primary use in the public realm of constructed wetlands is passive recreational uses such as jogging, biking, and hiking. While recreation may be a primary use, the incorporation of wetlands serves to promote active lifestyles and educational opportunities through the use of walkways, bridges, and interpretive signage offering information on native species and wildlife of the area.

There is a long history of urban storm water management systems and open space systems being coordinated to achieve function, recreation, and aesthetics. In Saskatoon's newest neighbourhood of Brighton, the storm water system and the municipal reserve system are designed to work in harmony to achieve these goals.



By constructing an enhanced wetland complex and allowing other areas to naturalize, many new opportunities are created for residents to enjoy the park system throughout Brighton. An important goal of this development to bring people closer to nature and engage the public in the various functions that both wetlands and stormwater management facilities can provide.

This can be achieved through integrated pathways, lookout points, educational panels, and attentive park design.

Examples can also include, passive recreation (e.g., birdwatching) and natural education (e.g., on aquatic science). Ponds, wetlands, channels, and other water bodies are known to increase identity with the park system. The establishment of dryland / non-irrigated grass areas is being implemented more and more by the City of Saskatoon (e.g., in Lakewood Park, Donna Birkmaier Park and Hyde Park). The dryland grass areas and naturalized tree and shrub planting would complement the natural or naturalized pond and wetland areas, ecologically by increasing biodiversity, for passive recreation by introducing new areas to explore, and visually by enriching the view from adjacent residential areas.

Figure 18: *Constructed Wetlands Complex/Stormwater Facility Cross-Section*

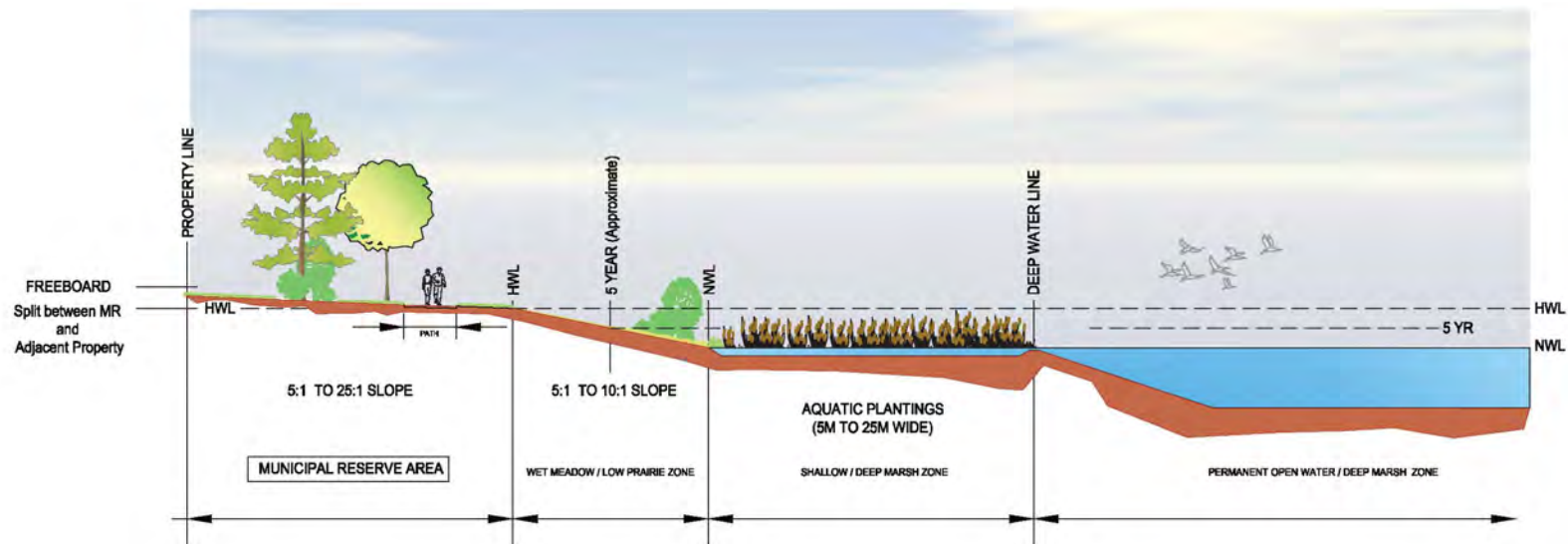


Figure 19: Constructed Wetlands Complex/Stormwater Facility Plan



5.17 Elementary Schools

Two possible elementary schools are located in the centre of the neighbourhood adjacent to the Neighbourhood Core Park. The school sites are approximately four (4) acres each in size, and together will accommodate integrated space for community uses. In the event that a school is not built on one or both of the two sites, they will be developed as a form of residential housing that fits with the overall concept plan.

If schools are constructed in the Brighton NCP, community programming needs will be incorporated into the designs of the schools. Community centres are typically developed as part of the school construction.

If a decision is made not to construct the school sites, the City will use proceeds from the community centre levy to construct a stand-alone community centre. Further discussions between City Administration, developers, the Saskatchewan Ministry of Education, and the school boards are ongoing to finalize the details of the community centre space within the potential Brighton school site.

Joint Use Site/Agreement

The school sites will abide by the Joint Use Agreement put forward by the City of Saskatoon. This agreement will guide the planning, assembly, design, development, and maintenance of the Joint Use Sites for school, park, and community amenity purposes. The following 2 figures represent alternative configurations of the Joint Use Site in the central portion of the Brighton NCP.

Figure 20: Elementary School Joint Use Site Rendering



City of Saskatoon Official Community Plan (OCP)

Policy 11.1.2 D) of the City of Saskatoon Official Community Plan states that elementary schools shall be located as close as possible to the centre of the areas they will ultimately serve, shall not be located on arterial streets and, where possible, shall be located at street intersections. Additionally, the policy states that elementary schools generally be located within 700 metres of walking distance from single-family dwellings and other forms of housing oriented towards households with children.

The elementary school sites in Brighton fulfill all components of Policy 11.1.2 D) of the OCP, and the design and positioning of the school site is consistent with other new community developments in Saskatoon such as Stonebridge, Willowgrove, and Rosewood.

The central position of the two school sites in Brighton allows for greater accessibility from the Joint Use Site to transit, open space amenities, commercial retail, and pathway systems throughout community.

Figure 21: Preferred Elementary School Joint Use Site Location



5.18 Neighbourhood Statistics

Section 5.1.2 b of the City of Saskatoon Official Community Plan (Bylaw 8769) states that, “an overall density objective of at least seven dwelling units per gross acre shall be encouraged in the review of neighbourhood concept plans and other major proposals for residential development, recognizing that infrastructure considerations, market forces, and other factors may call for alternative density.” Currently, the Brighton NCP will have a minimum density of 7.4 dwelling units per gross acre, and exceeds the density policies set forth by the Saskatoon Official Community Plan.

The Brighton NCP contains a large area that will be dedicated towards a constructed wetland/stormwater management facility. Brighton will also contain a component of the Sector-wide multi-district park allocation. As a result, the net density numbers for Brighton fall just short of the 7.5 upa density projection found in the Holmwood Sector Plan. In areas where the wetlands/stormwater management facilities are not prevalent, higher density numbers will be achieved to ensure that the goals of the Sector, as a whole, will be met.

The employment and development statistics for the Brighton NCP are shown in Table 3.

Table 3: Brighton NCP Development Statistics

LAND USE	Hectares	Acres	%	Frontage (m)	Units/acre	Units by frontage	People per Unit	Population	Elementary Student Population 0.48 SU and 0.19 MU	Employment
RETAIL (475 sqft/emp)	12.31	30.42	3.7%							697
MIXED USE 1 - RESIDENTIAL/RETAIL/INSTITUTIONAL (475 sqft/emp)	14.98	37.01	8.8%		25	925	1.3	1,203	176	848
MIXED USE 2 - OFFICE/RETAIL (350 sqft/emp)	8.48	20.95	2.4%							652
RESIDENTIAL										
Single Unit Detached Dwellings	98.51	243.41	29.5%	25,384	8	2,115	2.8	5,923	1,015	
Single Unit Detached Dwellings with Lanes	19.97	49.34	6.0%	5,660	11	629	2.8	1,761	302	
Low Density <i>Street</i> Townhousing	12.39	30.61	3.7%	3,521	15	526	2.2	1,156	100	
Low Density <i>Group</i> Townhousing	31.75	78.45	9.5%		20	1,569	2.8	4,393	298	
Medium Density Multi Unit Dwellings	6.76	16.70	2.0%		40	668	1.6	1,069	127	
TOTAL RESIDENTIAL	169.38	418.52	65.6%			6,432		15,505	2,018	
PARKS										
Neighbourhood Pocket Parks (6)	4.02	9.93	1.2%							
Neighbourhood Core Park (1)	10.03	24.78	3.0%							
Multi District Park (1)	1.00	2.47	0.3%							
District Park (7)	12.03	29.72	3.6%							
Linear Parks (8)	6.34	15.67	1.9%							
TOTAL PARKS	33.42	82.58	10.0%							
<i>*Neighbourhood Parks Dedication</i>	20.38	50.36								
<i>*District/Multi-District-allocated to linear parks</i>	13.03	32.20								
SCHOOLS										
	3.23	7.98	1.0%	536						
ROADS										
McOrmond Drive - half	7.60	18.78	2.3%							
Arterial Road	2.70	6.67	0.8%							
Collector Roads	18.0	44.44	5.4%							
Local Roads	47.66	117.76	14.3%							
Lanes	3.58	8.84	1.1%							
TOTAL ROADS	79.52	196.48	23.8%							
BUFFER & BERMS										
ROAD WIDENING - 8th Street	12.85	31.75	3.8%							
INTERCHANGE - McOrmond/College Drive	0.97	2.40	0.3%							
	1.74	4.30	0.5%							
GRAND TOTAL										
	350.83	866.87								
Drainage Parcels	<u>16.65</u>	<u>41.14</u>								
Neighbourhood area (GDA)	334.18	825.73								2197 FTE
Neighbourhood Density *										
units per gross acre			7.4							
persons per gross hectare			44.2							
Population			15,505							
Neighbourhood Dwelling Type Split						44% Single Units/56% Multi Units				

6.0 SUSTAINABLE NEIGHBOURHOOD DESIGN ELEMENTS

A sustainable neighbourhood can be achieved by addressing two levels of development: the neighbourhood layout and the built environment. The concept planning stage primarily addresses the neighbourhood layout.

6.1 The Neighbourhood Layout

The Brighton NCP includes a number of elements and design features intended to enhance the sustainability of the neighbourhood from a lifestyle perspective.

The Village Centre design is intended to enhance pedestrian accessibility and reduce motor vehicle dependence by providing nearby opportunities for residents to engage in some of their commercial, social, and recreation activities within the neighbourhood, rather than requiring a vehicle to pursue these activities outside the neighbourhood.

The range of housing forms within the neighbourhood is intended to facilitate a sustainable neighbourhood life-cycle whereby basic housing requirements of all residents are met at different stages in their lives, including varying income levels and household size.

The range of housing choices with higher densities along collectors intended for transit routes and within the Village Centre area, result in a neighbourhood with a higher, overall population density than previously developed Saskatoon neighbourhoods, and as such, aligns with City-wide strategy to encourage more sustainable and compact development, reducing the City's urban footprint.

Core neighbourhood facilities (Core Park, schools, commercial) have been located in centralized and higher density areas in order to provide convenient access to the majority of neighbourhood residents via the linear park system, and local and collector roads. The neighbourhood has also been designed to promote pedestrian and vehicular access to future neighbourhood and suburban developments to the south and east, as well as to pedestrian access to existing neighbourhoods to the north and west.



The linear park system offers the following advantages:

- offers an attractive alternative to vehicular use;
- increases green space for a healthier, vibrant neighbourhood;
- links externally to existing neighbourhoods and future neighbourhoods;
- minimizes pedestrian/vehicular conflicts with few road crossing, thus encouraging a safer, free-flowing pedestrian environment; and
- provides additional opportunities to implement Low Impact Development (LID).

Major education and recreation amenities are centralized within the neighbourhood in order to allow a reasonable walking distance of all residents.



6.2 Low Impact Development Techniques

Traditional stormwater management design captures runoff from impervious surfaces and directs it away into temporary storage or into the underground infrastructure. Ideally new developments manage stormwater to reproduce the pre-development hydrology, thereby reducing runoff and pollutant loads. Stormwater management measures such as Low Impact Development (LID) and stormwater source controls are intended to capture the frequent, small rainfall events at the source to mimic the natural water balance. These measures can be applied at different levels of planning – as broadly as watershed planning or as site-specific as planning for individual properties.

The U.S. Environmental Protection Agency (EPA) in 2010 defined LID as “an approach to land development that works with nature to manage stormwater as close to its source as possible”. LID practices are designed to reduce impervious area by limiting detrimental land uses and preserving natural features, thereby reducing runoff quantity. Applied at the planning stage, these practices include:

- Reducing road widths (enables additional green space and bordering trees can create an arching canopy that intersects rainfall),
- Reducing building footprints by allowing taller buildings to achieve desired floor space (preserves more natural vegetation and allows more space for source control measures),

- Reducing the amount of space dedicated to parking (reduces impervious area),
- Limiting the amount of surface parking and replacing it with underground parking (allows more preservation of natural area and parkades can have green roofs),
- Building compact communities (preserves natural areas and reduces transportation needs),
- Preserving significant natural features (lessens changes to the natural water balance).



Bioswale example.

6.3 Source Control Best Management Practices

Source control Best Management Practices (BMPs) are measures that can be used to provide both quantity and quality control of stormwater from urban developments. The Holmwood Sector Plan (2011) describes Best Management Practice (BMP) techniques that can be implemented to control the quantity/rate and improve the quality of stormwater discharges to receiving watercourses. Within the last couple of years, source control measures have been described to include specific measures that retain runoff on site so as to reduce runoff volumes to the receiving natural watercourses. These Low Impact Development (LID) techniques can be used in the context of an overall strategy of a development to reduce environmental impacts through community or development design.

For the purpose of this report, the source control BMPs described as follows will be considered for use where practically possible.

Residential Developments

- All roof drainage from single-unit homes and garages to be directed onto on-site landscaped areas prior to it being allowed to drain onto driveways, streets or lanes or municipal reserves;
- A minimum of 300 mm (1 foot) of topsoil provided for landscaped areas if available on site;
- Roof and parking lot drainage within private sites (multi-unit to be directed to landscape areas and bioretention areas before the excess water is captured into the storm sewer system;
- Where practical, bioswales and bioretention areas can be incorporated in open space corridors;
- Under the City's permission, overland drainage can spill to park areas rather than directly to street or storm sewer system.
- Rain-capture barrels may be provided to residents for the reuse of rainwater.



Bioswale example.



Rain-capture barrel example.

Business Park and Commercial Developments

- Encourage pervious site coverage, which can take the form of bioretention areas or landscaped areas;
- The remaining impervious surfaces will first drain to landscaped areas before the excess water is directed to the storm sewer system.
- A minimum of 300 mm (1 foot) of topsoil to be incorporated into landscaped areas if available on site;
- Rainwater from the building roofs may be retained in cisterns or storage tanks (rainwater harvesting) and reused for non-potable purposes or irrigation of landscaped areas;
- Water is allowed to pond on flat roofs for loss by evaporation. Depending on the amount of building coverage and depth of ponding, roof evaporation can reduce annual runoff volume from a commercial or industrial site.
- A reduction in the amount of impervious surface coverage that is allowed to drain directly to the storm sewer system;



Business Park and Commercial Development examples.

Reuse for Irrigation

One of the most effective methods available to retain stormwater on-site is to “harvest” rainwater and reuse it to supplement municipal water supplies for a variety of purposes. Rainwater harvesting is the process by which runoff is collected from a roof area or other impermeable surfaces before diverted into a storm sewer system. Rainwater harvesting is a benefit in land development, as it reduces the demand on potable water sources and relieves pressure on sewer infrastructure.

Rainwater harvesting can be used for irrigation, ground water recharge, mitigating soil erosion, and can act as a method of overland flood control. A critical issue in rainwater harvesting is to ensure the effective use of the harvested rainwater and to ensure that the proportion of rainwater harvest maintains the natural hydrological balance of the watershed.

Rainwater harvesting is becoming a very popular concept for urban municipalities such as the City of Calgary where the stormwater from storm ponds is used for irrigation purposes. The largest known application of stormwater for this purpose is the City of Calgary’s Inland Athletic Sports Park in the north-west part of the City. This project involves the irrigation of 18 acres of sports fields using stormwater runoff from an adjacent commercial development. Several new master drainage plans have recently been approved by the City of Calgary which incorporates stormwater reuse for irrigation purposes as a cost saving operation and a means of retaining stormwater on site.

It is proposed that stormwater collected by the Holmwood Sector stormwater management facilities (SWMFs) could be used for irrigation some of the public open spaces. In order to minimize the cost of the required infrastructure and dual line assignments within the public roadways, the park areas and SWMFs should be located with close proximity of each other. Other design considerations include determining the capital and operating cost of storage basins, pumping systems and providing a backup source during periods of drought to ensure an adequate supply of water. Replenishment of water used for irrigation will also serve to improve the water quality within the storage basin itself. Although water conservation methods should still be practiced, the use of stormwater for irrigation in public open spaces should be explored in more detail to ensure maximum benefit is achieved.

6.4 The Built Environment

The developer will explore methods to promote the construction of environmentally sustainable buildings. There are three ways this goal may be achieved:

1. utilization of registered programs already in place whereby existing agencies manage and certify buildings based on tangible sustainable building practices. Some examples include: Energy Star qualified homes; R-2000 certified homes; LEED rating for multi-unit, institutional, commercial, and mixed-use buildings; and LEED rating for single unit homes - LEED for Homes in Canada is a rating system that has recently been developed;
2. non-registered sustainable building practices that homeowners may choose to adopt. Some examples include: building systems that take advantage of passive and active solar gain; alternative energy systems, e.g. district heating, cogeneration, geothermal; permeable paving materials for driveways, walkways, and patios; xeriscaping for public and private spaces; water use reduction strategies; grey water usage; and rainwater recapture systems;
3. Environmentally sustainable design principles may be demonstrated through a sustainable parade of homes.





Traffic calming measures: Roundabouts.



"Eyes on the street" will be provided to Village Centre retail businesses through higher-density residential housing.

Safe Growth and CPTED Principles

Neighbourhood safety and the principles of Crime Prevention Through Environmental Design (CPTED) have been a major consideration throughout the evolution of the neighbourhood design.

A summary of some of the safety considerations incorporated into the neighbourhood layout are as follows:

- Street/frontage adjacent to a multi-use trail.
- Park spaces offer multiple entry/exit points and provide significant sight lines to enhance visibility and natural surveillance, as well as decrease the presence of movement predictors.
- Higher density residential housing in the Village Centre will ensure a larger population to provide "eyes on the street" for the retail businesses there.
- Roundabouts will calm traffic and provide a location for the placement of artwork, enhancing the community culture and create a sense of place for the neighbourhood.
- Pedestrian crossings of the Canadian Pacific Railway right-of-way and College Drive will implement safety in lighting, and proper construction design will be required and addressed.
- Street lighting will be provided along all streets and along pathways in parks in order to enhance visibility.

- As required by the City of Saskatoon Park Development Guidelines, the Neighbourhood Core Park and Neighbourhood Pocket Parks are designed to 100% visibility of the site interior from the surrounding streets.
- Corner cuts at the back of lots at park entry points are provided to enhance visibility.
- All street corners with sidewalks will have wheelchair accessible ramps, and all multi-use trails will be graded to ensure accessibility.
- Vegetation within all parks will be designed to avoid areas of entrapment.
- The modified, fused-grid design of roads and integrated Neighbourhood Pocket Parks encourage the use by local residents and strengthen neighbourhood cohesion.
- The proposed school sites and Neighbourhood Core Park are visible from surrounding residential development and adjacent streets.
- The Neighbourhood Core Park will include recreation facilities that will be used by students of the proposed adjacent elementary schools during the day and by organized sports' programs in the evening.
- A fence will be constructed in all rear or side yards that back onto any parks or drainage areas to encourage use of the space by local residents. Fences will be permeable so as to allow visibility from rear yards into open space areas.



Street corners in Brighton NCP will be wheelchair accessible.



Permeable fences will be built on rear yards backing onto open space areas, to promote visibility and community safety.

- The constructed wetland complex will provide an opportunity to create a unique image and identity in the central and southern portion of the neighbourhood. The constructed wetlands will provide seating areas and walking trails for the residents to enjoy and learn about the wetland ecosystem through a series of informational placards placed around the wetland system.
- At full build-out, the neighbourhood will have a relatively high density in comparison to existing Saskatoon neighbourhoods and should increase local community capacity to support schools, businesses, and organized activities.
- The neighbourhood design has minimized areas of potential pedestrian and vehicle conflict. As a result, mid-block crossings have been reduced in number, located in the west end of the neighbourhood, crossing local roads only (please see Figure 32 on page 78). Traffic calming measures will be implemented at this location during roadway design and construction and at other strategic intersections.



Information placards will be placed around the wetland area to promote an educational learning experience about the surrounding physical environment.



Mid-block crossings will promote a safer pedestrian environment.

7.0 TRANSPORTATION

7.1 Roadway Network

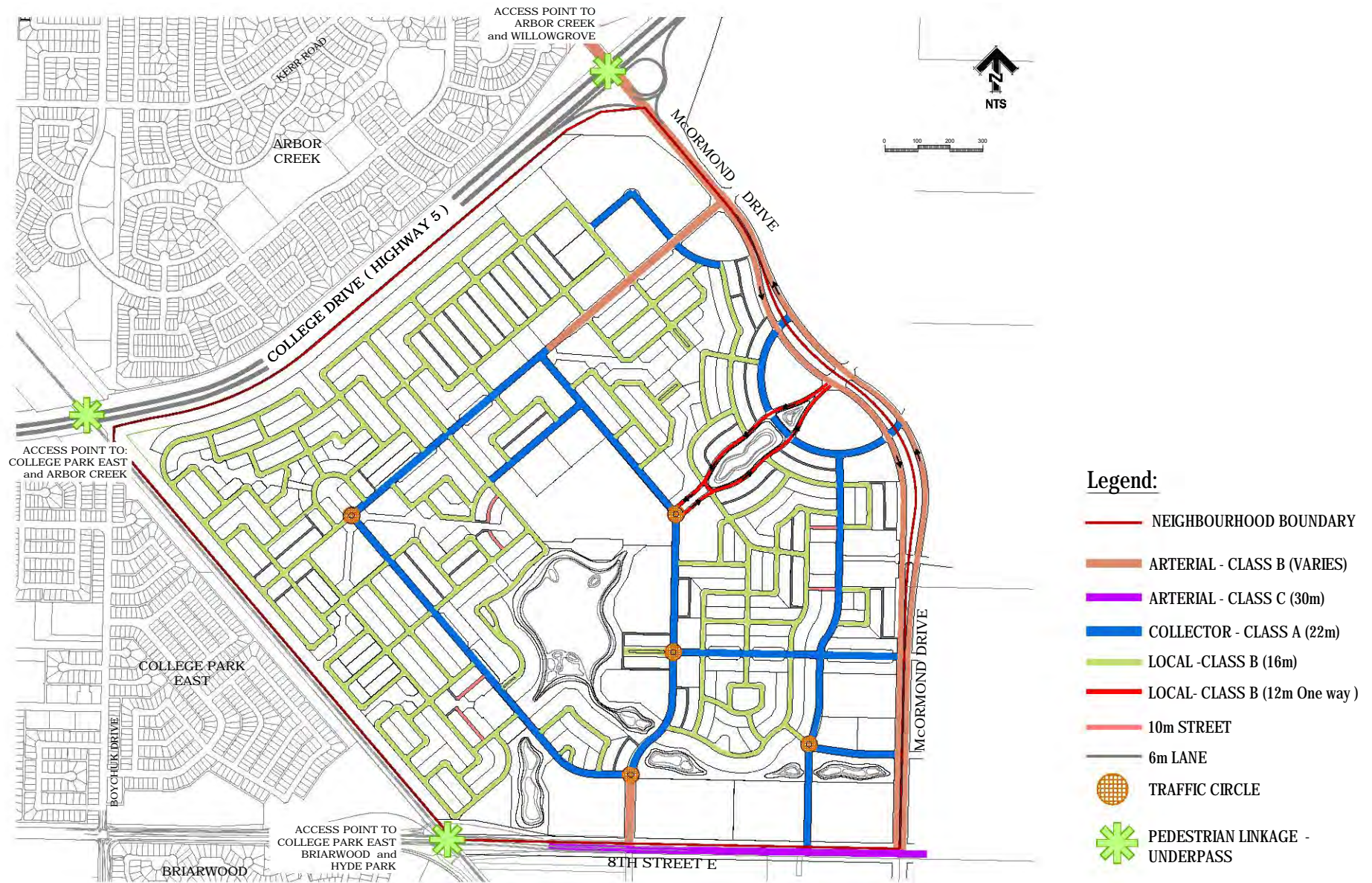
The roadways within Brighton will connect to the City's existing and proposed road network at locations along McOrmond Drive and 8th Street E. As shown in Figure 22, the neighborhood is bound to the north by College Drive (Highway 5), to the east by the proposed re-alignment of McOrmond Drive, to the south by 8th Street E., and to the west by the Canadian Pacific (CP) rail line. The neighborhood will be serviced by College Drive, McOrmond Drive, and 8th Street E. - the latter two forming part of the City of Saskatoon's arterial roadway network. College Drive forms part of the Provincial Highway (City of Saskatoon Freeway/Expressway) network and serves as the primary connection to downtown Saskatoon.

McOrmond Drive has recently been approved by the City of Saskatoon as the east connecting roadway to the North Commuter Parkway connecting to Marquis Drive on the west side of the South Saskatchewan River. The north commuter bridge is planned as a six lane commuter bridge and will provide additional access to existing employment areas within the City. McOrmond Drive will also connect with Zimmerman Road / Taylor Street in the south and connect to southeast Saskatoon and Highway 16.

Six (6) neighborhood entrance points will be provided along McOrmond Drive with an additional two (2) entrances off of 8th Street E. The City of Saskatoon is currently planning an interchange at the intersection of College Drive and McOrmond Drive. McOrmond Drive south of this location is proposed to be relocated to the east with the existing intersection of McOrmond Drive and 8th Street E. proposed to be moved approximately one half mile due east as shown in the Concept Plan. The proposed re-alignment of McOrmond Drive will consist primarily of a four-lane divided, Class B arterial roadway with a 50m right-of-way (ROW). The Complete Street guidelines will be applied south of this intersection through the central portion of the neighborhood will widen to accommodate a larger central median.

The neighborhood roadways have been set up using a fused-grid pattern with the majority of roadways oriented parallel and perpendicular to College Drive and the CP rail line. Within the neighborhood there is a system of Class A collector roadways with 22m ROW's providing the backbone of the proposed roadway system. These collector roadways service the network of local roadways which are Class B local roadways with 16m ROW's.

Figure 22: Brighton Roadway Hierarchy Plan



7.2 Road Classifications

Complete Streets

The Complete Street concept refers to streets that are planned to accommodate the needs of all users including cyclists, pedestrians, motorists, and transit users. The street environment is designed in a manner that allows wider sidewalks and common areas to facilitate commercial/mixed-use areas and street facing residential areas of increased density and prominence.

McOrmond Drive has been designed to embrace the Complete Street concept and to foster a sense of inclusion between neighbourhoods. The following cross sections illustrate this concept:

Section A

Cross section A is typical of McOrmond Drive between College Drive and the first entrance to the neighbourhood and the commercial/employment area to the east. This roadway will feature six lanes for traffic which will accommodate transit and private vehicle uses. A 3.0m multi-use trail located on the west side of the roadway will provide pedestrian and cyclist access to communities north of College Drive, including Arbor Creek and Willowgrove.

Section B

Cross section B will introduce lay-by lanes at specific locations where residential and/or commercial uses will front McOrmond Drive. These lay-bys will consist of a dedicated bike lane, a one-way traffic lane and a parallel parking lane. A treed boulevard is proposed to buffer these

uses from a wide pedestrian walkway. The lay-by lanes will be separated from the through traffic lanes again by a treed boulevard. While remaining inclusive and visually appealing, these boulevards will provide the required separation to allow the various uses to operate efficiently. Where lay-bys are not present, dedicated cyclist lanes will continue along the edge of the roadway. Transit and private vehicles will be accommodated by four lanes of traffic.

Section C

Cross Section C is typical of cross section B noted above, however, the median proposed is 5.0 m.

Figure 23: Cross Section A (50.0m ROW)

A

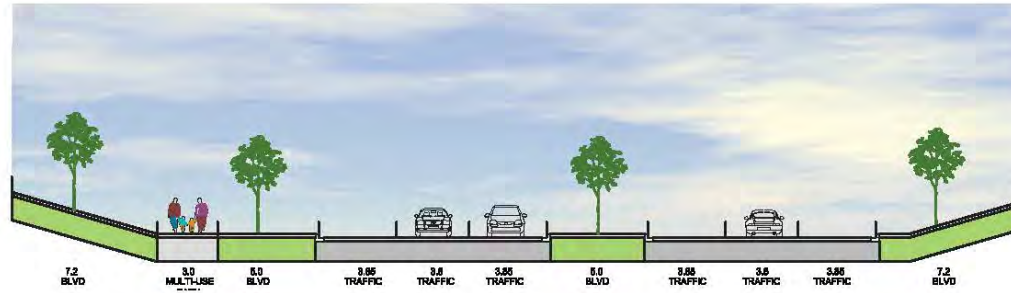


Figure 24: Cross Section B (ROW varies)

B

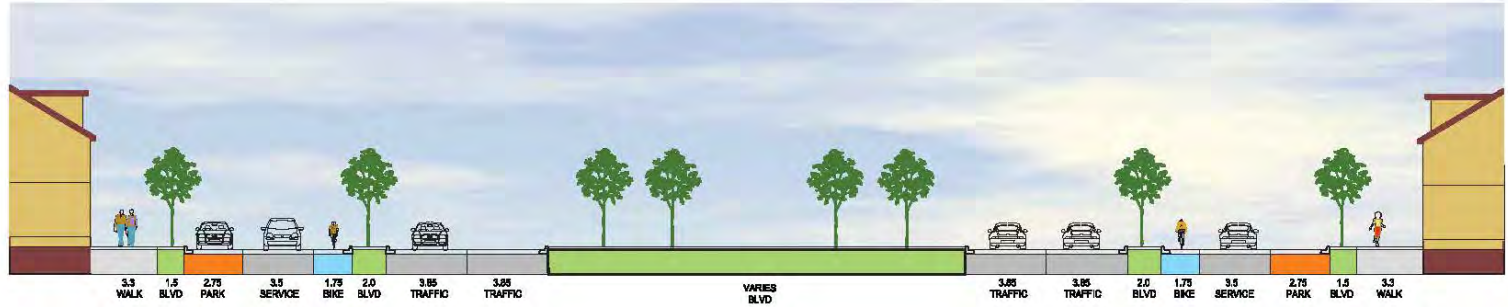
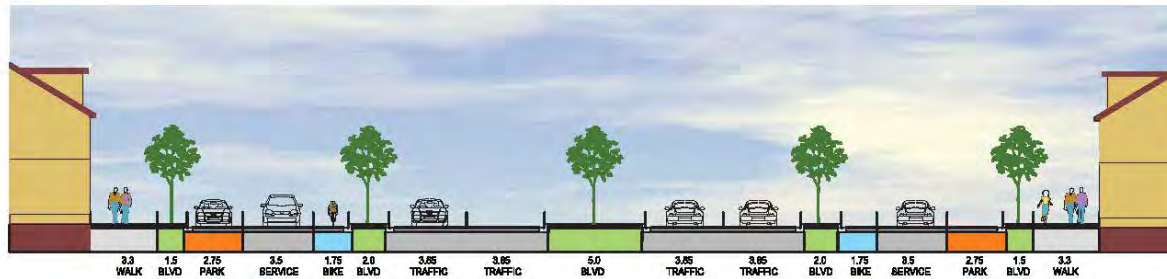


Figure 25: Cross Section C (50.0 ROW)

C



Collector Lay-by Streets

Select collector roadways within the neighbourhood will feature lay-by lanes. Lay-by lanes are a common feature in other neighborhoods around Saskatoon, namely Briarwood and Arbor Creek, and provide protected areas for parking and pedestrians along busy collector roadways. These lay-bys will allow street-oriented development to efficiently coincide with efficient travel along these roadways.



Figure 26: Lay-by Cross Section D (37.0m ROW)

D

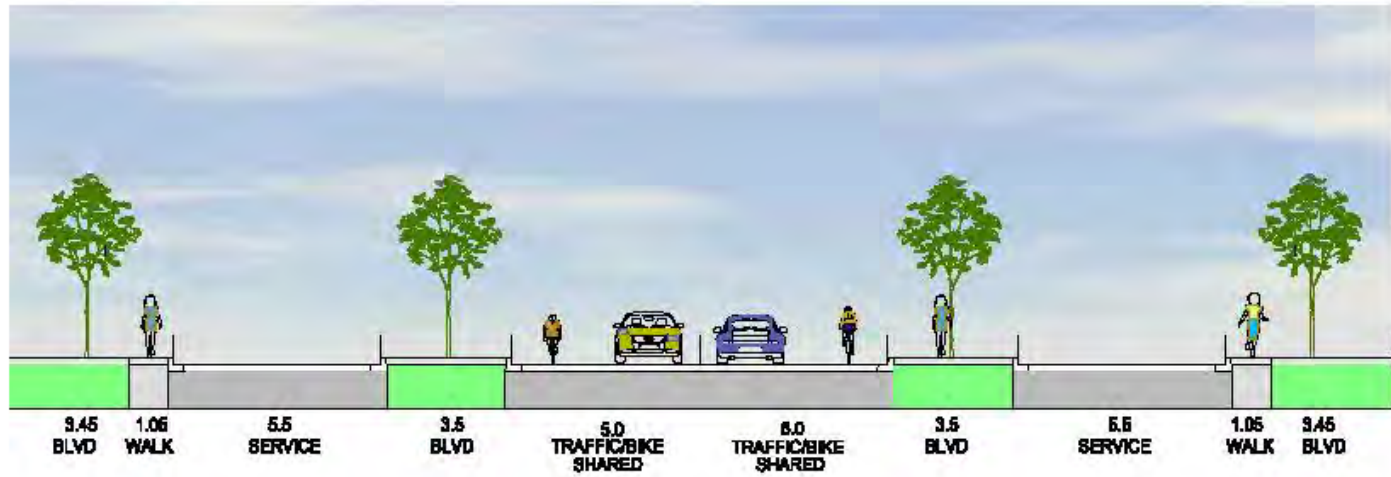
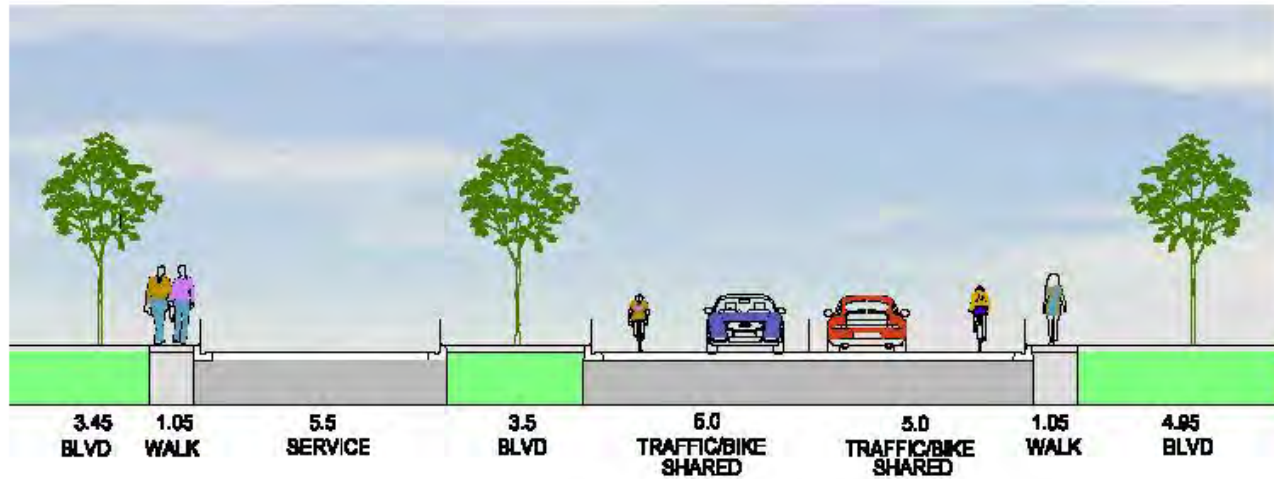


Figure 27: Lay-by Cross Section E (29.5m ROW)

E



8th Street E.

8th Street E. will be upgraded east of the CP rail line to a Class C arterial roadway up to the proposed intersection with McOrmond Drive. 8th Street E. will ultimately be designed as a six lane roadway and will function as a major transit corridor.

Figure 28: 8th Street E. Cross Section F

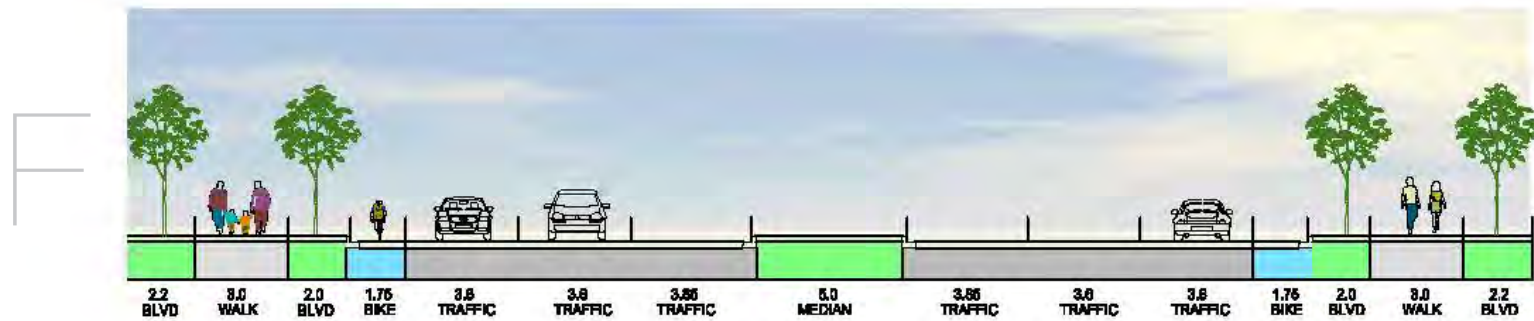


Figure 29: 8th Street E. Cross Section G

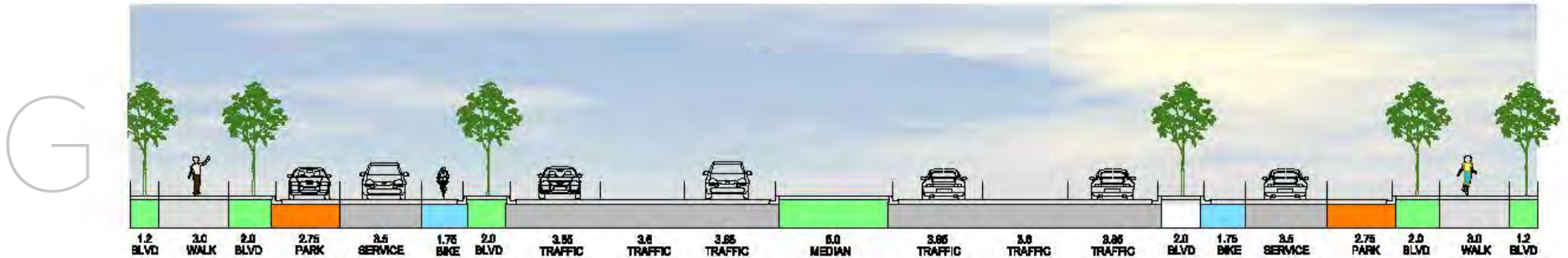
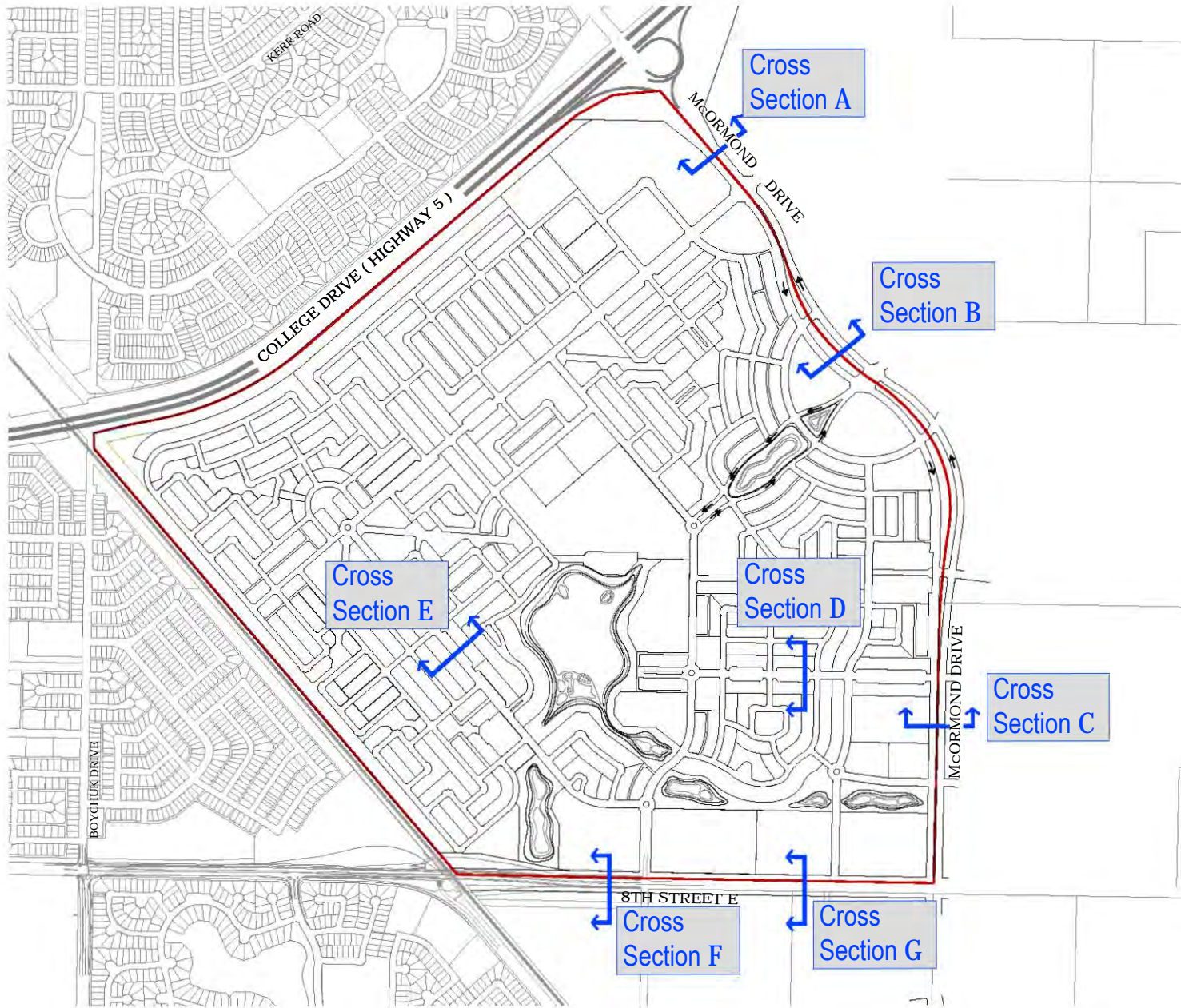


Figure 30: Cross Section Location Map



Highways and Interchanges

The College Drive and McOrmond Drive interchange is currently being designed and is planned to be constructed concurrent with development. This interchange will provide the major connection to the neighbourhood and will be designed with a multi-use trail connection to neighbourhoods north of College Drive.

The 8th Street E. fly over will be constructed concurrent to the development and its ultimate design will feature six lanes of traffic. This fly over will feature pedestrian connections to neighbourhoods west of the CP rail line.



7.3 Traffic Impact Study (TIS)

A Traffic Impact Study (TIS) has been completed and can be found in the Appendix of this report. The results of the TIS show that with a full build-out of Brighton, the existing and proposed road network is capable of handling the additional traffic generated by the development. However, once the Regional Centre Retail and Suburban Centre Retail are developed on the east side of McOrmond Drive, a number of intersection locations will start to experience longer delays as the levels of service are expected to be reduced. To address these impacts, further entrance locations should be provided to the east of these developments to the future Zimmerman Road. Select intersections along McOrmond Drive are also proposed to include such features as dual left turning lanes and channelized right turning lanes to accommodate the higher volumes of traffic.



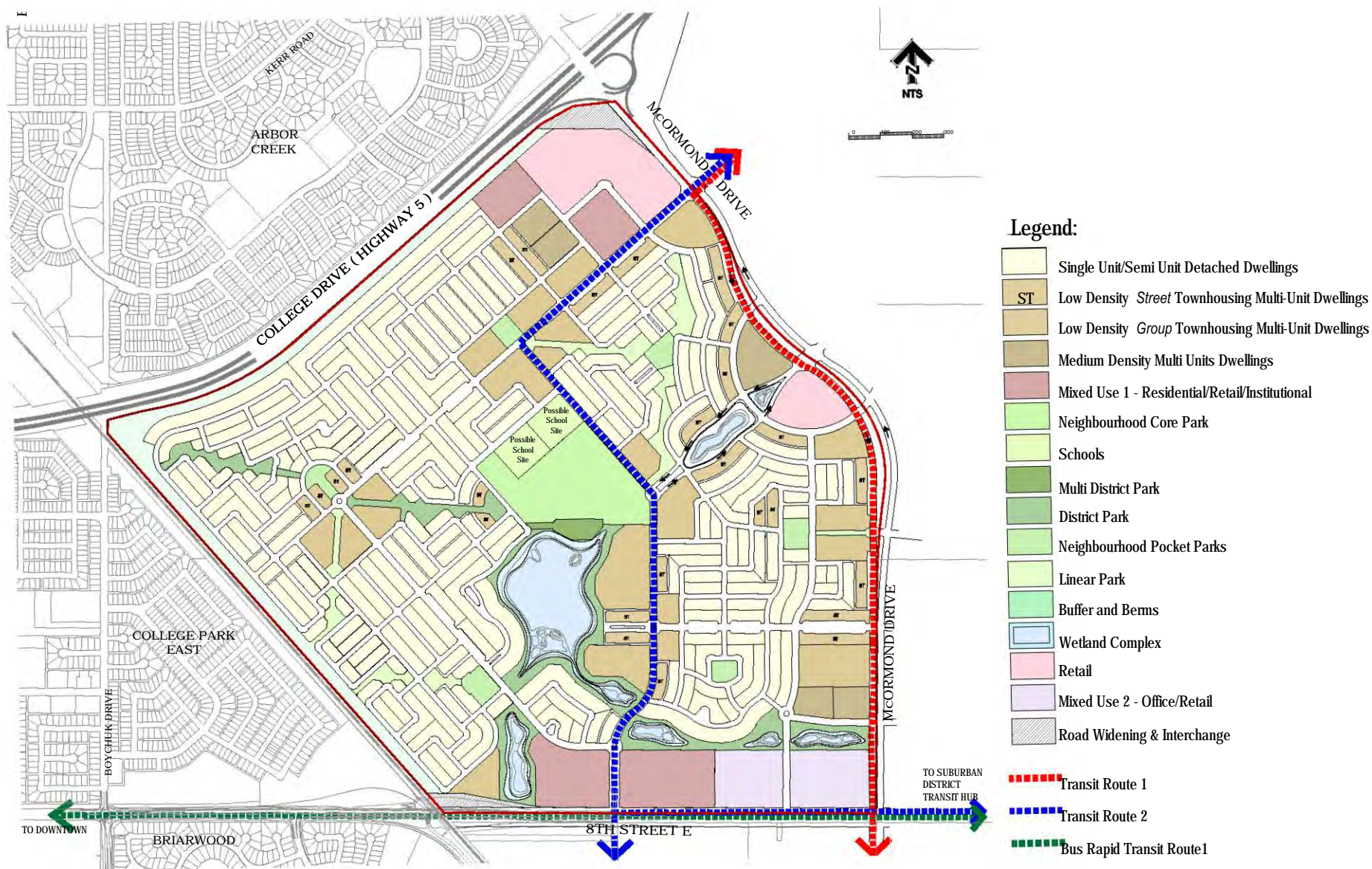
7.4 Transit Routes

The Brighton NCP will contain a well-connected street layout which provides for direct pedestrian, bicycle and vehicular access to key destinations and to transit services (see Figures 31 and 32). As per the City of Saskatoon Official Community Plan Policy 5.1.2 f, medium and high-density land uses fall within the recommended distance of 250m of transit services. These higher density land uses around the transit routes will promote efficient transit services and encourage ridership. In addition, Brighton will contain numerous pathways to further facilitate connectivity for non-vehicular modes of transportation to transit routes. These pathways include a shared-use on-road cycling lane, a paved off-road multi-use trail, numerous walkways, as well as park paths.

Transit Route 1 (as seen in Figure 28) will run along McOrmond Drive, and will provide connections to Transit Route 2 along 8th Street E. Transit Route 2 will follow the collector loop through the NCP, will serve as the major transit route in the area, and will provide connections from McOrmond Drive to 8th Street E.



Figure 31: Brighton Transit Route Plan



7.5 Active Transportation Plan

The Brighton NCP will contain a well-connected street layout which provides for direct pedestrian, bicycle and vehicular access to key destinations (as seen in Figure 32). In addition, Brighton will contain numerous pathways to further facilitate connectivity for non-vehicular modes of transportation. These pathways include a shared-use on-road cycling lane, a paved off-road multi-use trail, numerous walkways, as well as park paths. The Brighton NCP incorporates various measures to ensure a high degree of pedestrian connectivity, including:

- Pedestrian access points (2) across College Drive: one at the CPR railway to College Park East and Arbor Creek; and one at McOrmond Drive to Willowgrove and Arbor Creek;
 - Pedestrian access point across 8th Street E. at the CPR railway to College Park East, Briarwood and Holmwood Phase 2;
 - Six (6) pedestrian access points to McOrmond Drive, with connections to the future Holmwood Commercial/Employment District and the Suburban Centre to the east;
 - Extensive linear parks with pathways providing convenient and safe walking and cycling opportunities, with connections to other categories of parks (e.g., Neighbourhood Core, Pocket Parks), schools, wetlands, transit, and to sidewalks on adjacent local and collector roads;
 - Implementation of “Complete Street” principles on McOrmond Drive and 8th Street East, such as separated bike lanes and widened sidewalks;
 - Marked crossings are placed at applicable locations to ensure pedestrian connectivity is maintained.
 - Mid-block crossings are restricted to 3 locations, with traffic calming measures such as bump-outs and special surfacing to
- direct movement and enhance pedestrian safety;
 - Enhanced pedestrian crossings at strategic locations to again incorporate traffic calming measures;
 - Pedestrian sidewalks will be provided on all streets.

The measures outlined above will provide strong pedestrian and cyclist connectivity both within Brighton as well as to existing and future adjoining neighbourhoods.

Figure 32: Active Transportation Plan



8.0 SERVICING

As part of the development process, both the City of Saskatoon and the developer require investigation of design parameters and potential obstacles to servicing the proposed area. In this case, servicing refers to municipal infrastructure systems (water distribution, sanitary wastewater collection, and stormwater management), and does not include shallow utilities (phone, power, natural gas, etc.) although these will require investigation as the development process moves forward.

8.1 Sanitary Sewer

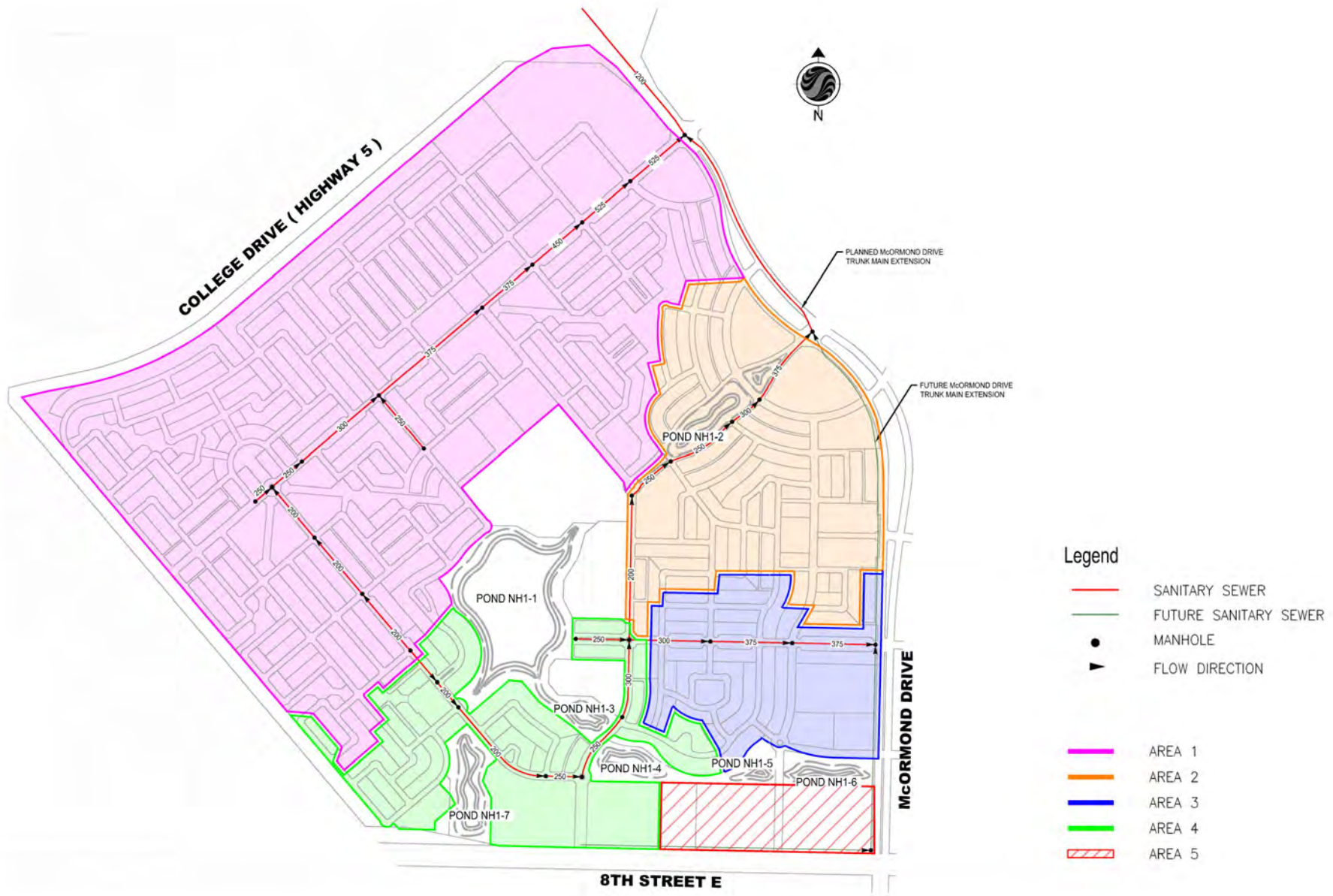
The proposed Brighton NCP can be serviced via a gravity sanitary sewer system to the sanitary sewer trunk currently under construction. The sanitary sewer concept was based upon land uses and densities provided by Brown Associates and includes a total residential population of approximately 15,500 consistent with this report and will include “equivalent” population values for commercial/retail/office land uses located within the neighbourhood. As stated in the land use table within this report, the gross population density proposed for Brighton is 44.2 people/ha, which falls in line with information received from the City of Saskatoon that indicates that 45 persons/ha, with the possibility of 48 persons/ha, is allowable. The sanitary sewer design was completed using the Current City of Saskatoon New Neighbourhood Design Manual, however, potential changes in design methodology may be forthcoming allowing for increased density if desired.

Based on the existing topography and the proposed grades for the neighbourhood, the proposed development was divided into four catchment areas with independent connections to the McOrmond Drive trunk sewer. Catchment 1 will serve the northern portions of the neighbourhood and will connect to the McOrmond Trunk at the first collector intersection. This trunk is proposed to be 525 mm in diameter and will serve approximately 52% of the development. Catchments 2 and 3 are located in the east central region of the neighbourhood and are proposed at 375 mm and will collectively service 28% of the development.

Catchment 4 is located in the southwest portion of the site and will require the extension of the new 8th Street E. trunk from McOrmond Drive. This connection is proposed at 375mm and will service 13% of the development. The future 8th Street E. sanitary sewer extension will service development fronting 8th Street E. and will be extended south into future neighbourhoods.

Please refer to Figure 33 for the Sanitary Sewer and Catchment Area Plan.

Figure 33: Sanitary Sewer and Catchment Area Plan



8.2 Water Supply

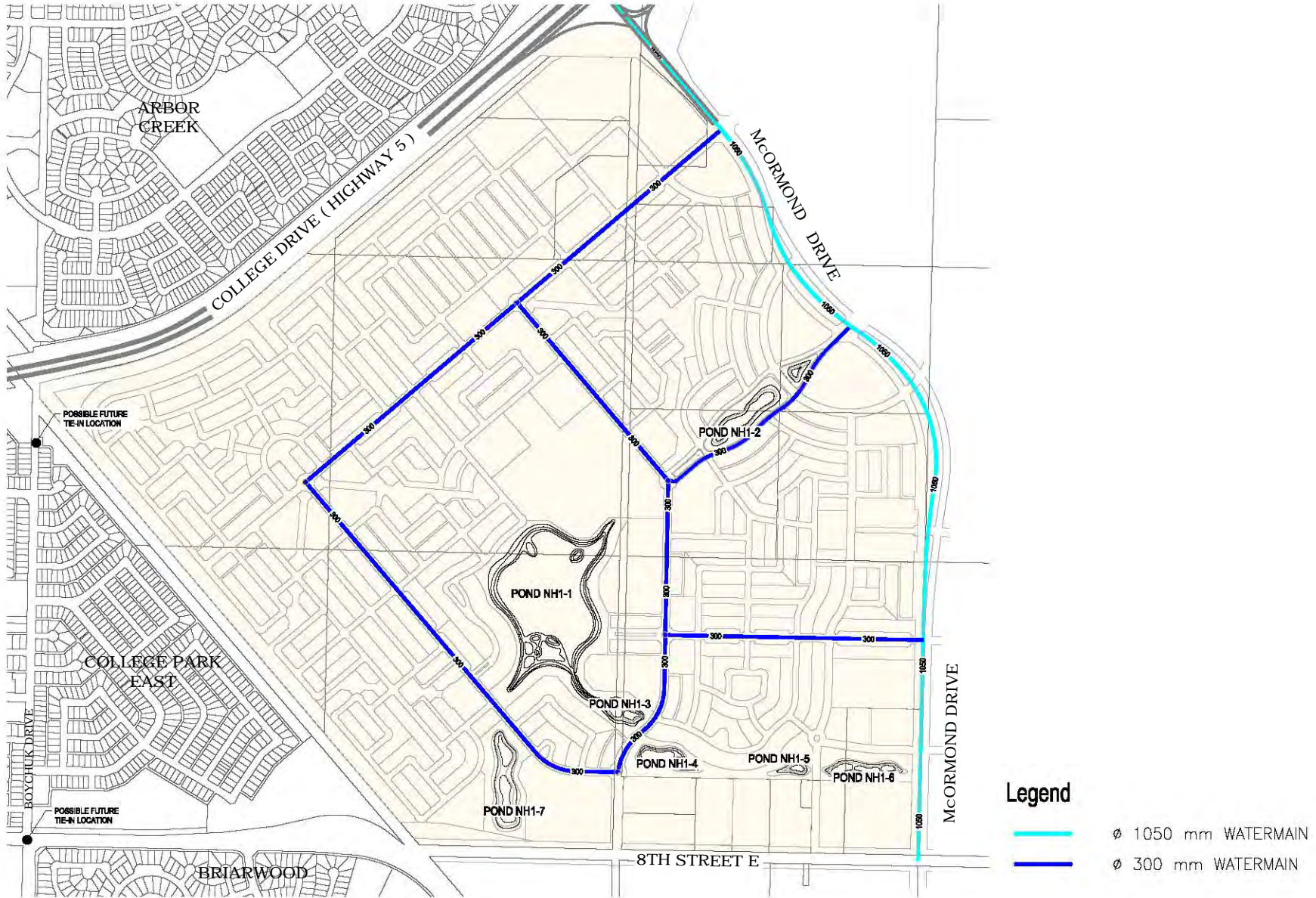
The proposed Brighton neighbourhood will be primarily serviced by a 1050 mm primary water main extended from McOrmond Drive across College Drive in the Sector adjacent to Brighton. Other future connections to Brighton will include a second primary water main extended from Taylor Street - potentially 8th Street and Moncton Place water mains for redundancy. These additional connections serve for maintenance purposes and emergency back-up for unanticipated breaches in the system.

The system was evaluated based on a permanent population of 15,500 and was evaluated using City of Saskatoon Standards for capacity, pressure, velocity under both consumption and fire flow conditions.

A proposed primary network of 300 mm diameter PVC piping following the collector roadway system within the neighbourhood is recommended to provide proper distribution and fire flow protection to the neighbourhood. A smaller network of water mains (250 mm - 150 mm) will provide local distribution within the neighbourhood. All piping systems will be looped to allow for proper water age and higher pressures to reduce impacted areas if maintenance is required.

Please refer to Figure 34 for the Water Servicing Plan.

Figure 34: Water Servicing Plan



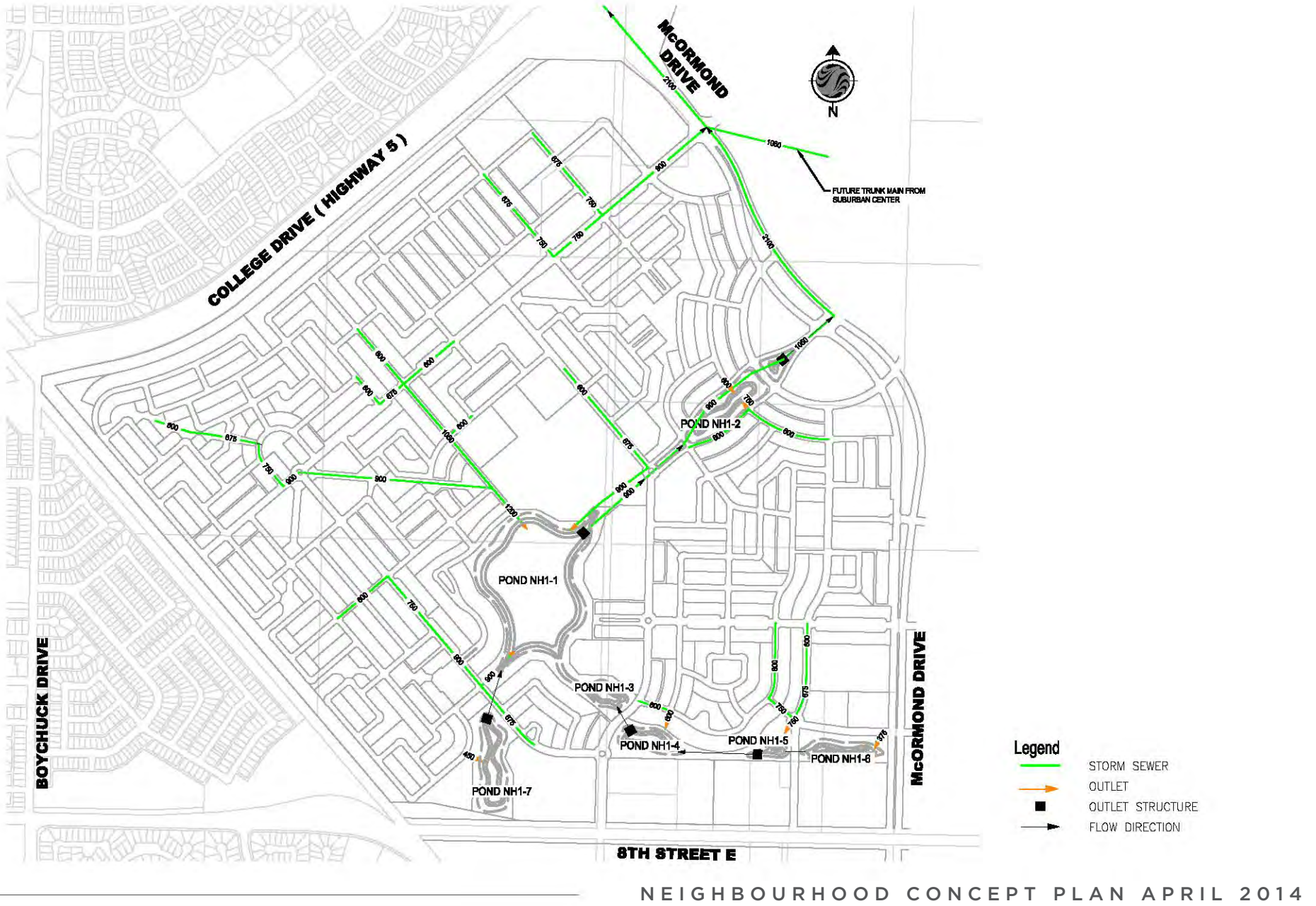
8.3 Stormwater Drainage and Sediment Control

The City of Saskatoon is currently constructing a 2100 mm storm sewer trunk to service Brighton and the extents of the Holmwood Sector. This trunk has been designed for a peak design flow of 9.5 m³/s during the 1:100 year storm event and is planned to connect the various stormwater management facilities within the Sector. The stormwater management system developed for Brighton includes the minor storm water system, the major overland flow drainage system, and several wetlands that will act as stormwater management facilities during extreme storm events. The storm water concept has been developed to integrate the existing natural features and wetland locations and has been designed as part of a larger system including runoff from future neighbourhoods. The major overland flow system consists of various catchments that direct flows to the constructed wetlands where runoff will be temporarily stored. The constructed wetland complex will include forebays at inlet locations to provide stormwater quality pre-treatment prior to stormwater entering the wetlands. Minor system piping (with the exception of the first development phase) will be directed to the constructed wetlands and will be conveyed to the McOrmond Drive Trunk via a series of control structures.

Low Impact Development (LID) and stormwater source control practices, such as rain gardens and bioswales, will be proposed within Brighton to reduce the runoff produced by the built environment. Although the stormwater system described above has been designed with the current City of Saskatoon standards, it is the intent that the LID suggested be monitored, and their effectiveness influence sizing of future stormwater piping systems.

Please refer to Figure 35 for the Stormwater Servicing Plan.

Figure 35: Stormwater Servicing Plan



8.4 Shallow Buried Utilities

Shallow buried utilities include electricity, natural gas, street lighting, telephone, cable, and fibre optic distribution lines. Within the development site, the respective service providers include SaskPower, SaskEnergy, Saskatoon Light and Power, Sasktel (as seen in Figure 36), and Shaw Cable respectively. These services will be extended into the neighbourhood and will be located within the required easements which will be registered prior to sale of lots and the transfer of titles.

8.5 Solid Waste

Solid waste collection for single unit residential homes within the neighbourhood will be done from the front street including lots with rear lane access with selected units receiving rear lane pick-up. Multi-unit and commercial sites with the exception of street townhouse sites will be required to maintain their own solid waste collection bins located on site. Street townhouse sites will be served with individual collection bins located on the rear lane.

8.6 Fire & Protective Services

It was determined by Fire and Protective Services that much of the future Holmwood Sector neighbourhoods will be beyond the 4 minute travel time benchmark from existing stations. However, limited coverage does exist for the north boundary adjacent to McOrmond Drive and College Drive and the south boundary adjacent to 8th Street. First response to Brighton will be by the existing Station No. 9 (870 Attridge Drive). Other existing stations within the vicinity of Brighton include Station No. 5 (Central Avenue), Station No. 6 (Taylor Street and Acadia Drive) and Station No. 8 (Slimmon Road).

The developer has worked with Fire and Protective Services to determine appropriate location options for a proposed future fire station to serve the future neighbourhoods, employment districts, and suburban centres of the Holmwood Sector. During spatial analysis of the proposed neighbourhood and sector plans which include an assessment of projected travel times based on the proposed road network it was determined that a new fire station will be required but construction of this facility will proceed with future growth. The future fire station is proposed to be located within the future business district / suburban centre with preference given to locations abutting arterial roadways. As development is planned and progresses beyond Brighton, the developer will work with Fire & Protective Services to identify the appropriate location for the proposed fire station.

8.7 Snow Storage

Localized snow storage in the neighbourhood for road clearing purposes will be provided along each side of the road right-of-way and on boulevards and medians on collector roadways and arterial roadways. Snow clearing of pathways and long term snow dump sites that serve Brighton will be the responsibility of the City of Saskatoon.

Figure 36: Future SaskTel Tower Locations



Solid waste collection on a single-family residential street in Saskatoon.



Snow removal and storage on a residential street in Saskatoon.

9.0 PLAN IMPLEMENTATION

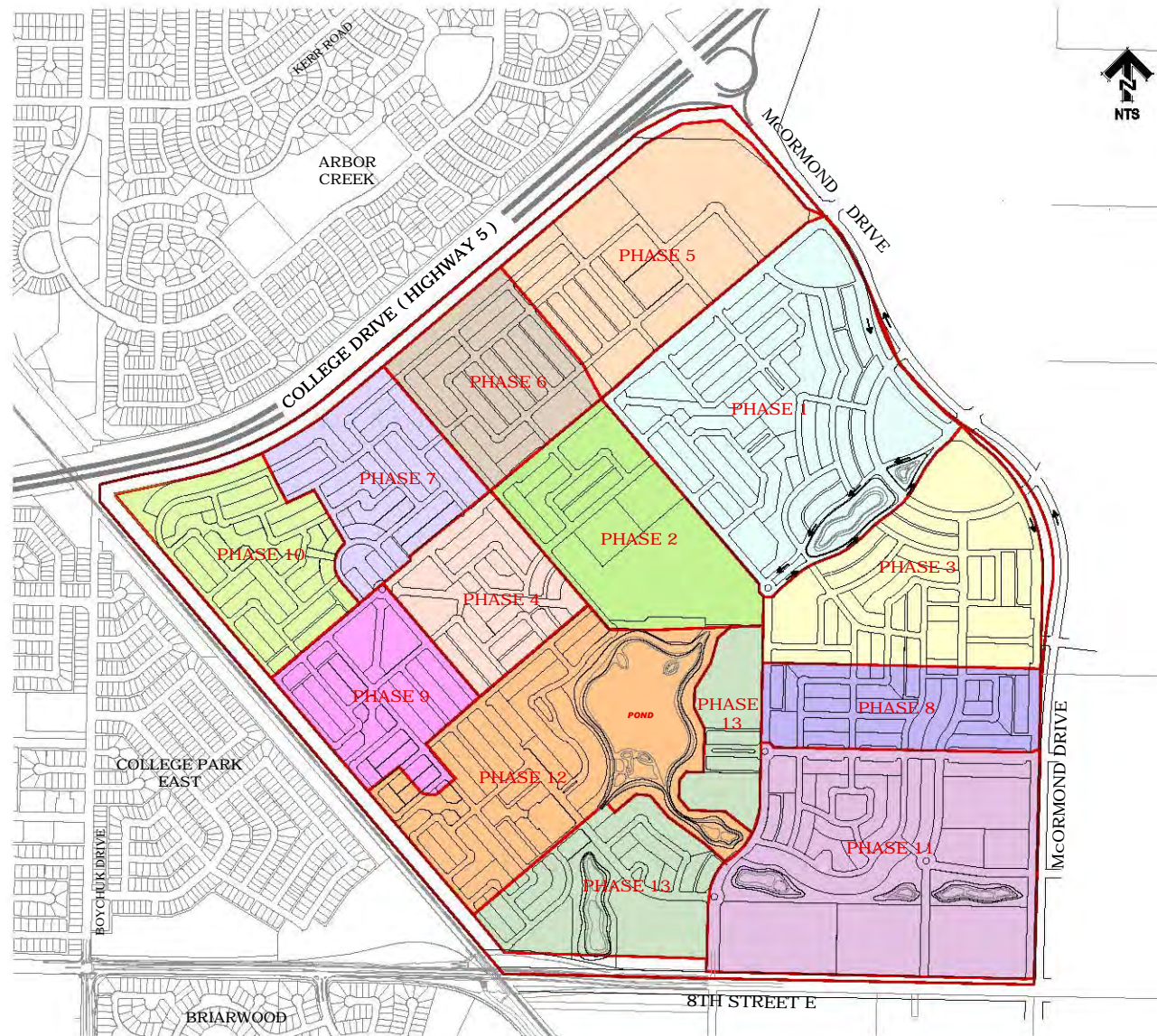
9.1 Neighbourhood Development Phasing Strategy

The phasing strategy for this neighbourhood is planned to commence in the east portion of the NCP, and proceed west as development occurs and infrastructure servicing is extended.

9.2 The Approval Process

The Brighton NCP was prepared in order to obtain the support of City Administration and City Council for the ownership group to develop the first residential neighbourhood in the Holmwood Suburban Development Area, starting in 2014. An approved NCP meeting the requirements of The Planning and Development Act, 2007, is required by the City of Saskatoon Official Community Plan prior to proceeding with neighbourhood development.

Figure 37: Development Phasing Plan*



* Phasing is subject to change.

Brighton
IN HOLMWOOD
NEIGHBOURHOOD CONCEPT PLAN



**Brighton Neighbourhood Concept Plan
Quick Facts**

Residential	
Total Land Area	350.83 ha/866.87 ac
Gross Developable Area	334.18 ha/825.73 ac
Projected Population at Maximum Build Out	15,505
Projected Peak Elementary School Population at Maximum Build Out	2,018
Neighbourhood Gross Developable Area Density	7.4 people per gross acre/44.2 people per gross ha
Estimated Total Number of Units	6,432 residential units
Number of One-Unit Dwellings	2,744 units
Number of Low Density Townhomes	2,095 units
Number of Multi-Unit Dwellings	668 units
Number of Mixed Use Dwellings	925 units
Neighbourhood Dwelling Split	44 percent Single Units/56 percent Multi-Units
Retail	
Total Land Area	12.31 ha/30.42 ac
Mixed Use	
Residential/Retail/Institutional	14.98 ha/37.01 ac
Office/Retail	8.48 ha/20.95 ac
Open Space	
Neighbourhood Pocket Parks (6)	4.02 ha/9.93 ac
Neighbourhood Core Park (1)	10.03 ha/24.78 ac
Multi District Park (1)	1 ha/2.47 ac
District Parks (7)	12.03 ha/29.72 ac
Linear Parks (8)	6.34 ha/15.67 ac
Total	33.42 ha/82.58 ac

Agency	Comment	Response
Canada Post	<p>Mail delivery to all new subdivisions in Saskatoon, including Holmwood is via Community Mail Boxes (CMB), or Lock Box Assemblies (LBA). Community Mail Box locations will be determined once detailed plans are received.</p> <p>If the development includes plans for a multi-unit building(s) with a common indoor entrance, the developer must supply, install, and maintain the mail delivery equipment (LBA) within these buildings to Canada Post's specifications.</p>	None Required.
Saskatoon Light and Power	<p>Holmwood sector is not within the area where SL&P provides the electrical distribution and services. No easement will be requested.</p> <p>The street lighting will be provided by SL&P. There will be multiple locations where SL&P will take an electrical service point from SaskPower for the community lighting system. Locations will be determined once more detailed plans are available.</p> <p>The parks and pathways lighting will be provided by City Infrastructure Services – Parks Division.</p>	None Required.
Development Review	Phase I Environmental Site Assessment - Further investigation and remediation of the impacted lands will be required as part of the subdivision process.	Acknowledged by the developer and currently underway. A secondary environmental report for the snow dump site and areas adjacent to the site was completed with no impacts found. Secondary testing and remediation of the farm site will be completed in the spring.
	Please confirm if the wildlife survey has been completed. Have any rare plants been transplanted?	Wildlife and rare plants survey was completed and rare plants have been marked off to prevent disturbing their sites. Transplanting activities will take place in 2015 following proper practices. Construction did not commence until two weeks after the nesting period for migratory birds had passed.

Agency	Comment	Response
CPTED	There are no outstanding CPTED recommendations for this neighbourhood concept plan.	None Required.
Fire	No concerns	None Required.
Police	No concerns	None Required.
SaskEnergy	<p>The specific concerns consist of pipeline right-of-way and the space required for regulator station upgrades.</p> <p>As the development of a neighborhood can be dynamic over its servicing period, concerns about lot, block, and roadway ROW"s may result in a major impact on pipeline routing. SaskEnergy tries to anticipate and mitigate potential routing problems, but in past neighborhoods, changes in lot and block orientations have caused either dead-ends or the need to run the gas mains in the roadway ROW"s. Installing mains in the roadway ROW"s can be very constricting and costly. In the past, the utilities have voiced concerns regarding lack of boulevard space for even two utilities. The provision of 2.5m wide green spaces within boulevards, or allowing parallel installation under proposed sidewalks will create sufficient space to install and maintain our facilities. The immediate plan is to serve Brighton from Willowgrove subdivision.</p> <p>SaskEnergy"s long term servicing plan will include upgrading the Lakewood DRS within College Park. This will require a larger building to contain the additional equipment. The design includes 24/7 vehicle/person access, and the use of municipal buffer space to avoid affecting residential lots.</p> <p>SaskEnergy hopes that the City will address the concerns of a pipeline routing and the space required for regulator station upgrades during the approval process.</p>	<p>Dundee will work with SaskEnergy to achieve desirable outcomes with regards to utility design and servicing schemes.</p> <p>Dundee will work with SaskEnergy on the location of a future regulator station.</p>

Agency	Comment	Response
SaskPower	Presently there is an overhead three phase distribution line that runs north-south through the subdivision along the existing McOrmond Drive (grid road). The overhead distribution line will have to be relocated. There are also existing services that will need to be removed or resupplied at the north end of the development near McOrmond Drive and Highway 5. The location of existing facilities required to be removed or relocated were provided.	The Developer acknowledges the need to move the distribution line and re-service the various existing lines within the subdivision as provided.
	There is an existing overhead transmission line that runs north-south along the future McOrmond Drive. SaskPower will require the existing transmission right-of-way to be maintained. Any changes to the right-of-way or line relocation requests will need to be coordinated with SaskPower's Transmission department.	The developer has been in contact with Saskpower regarding the 138kv transmission line relocation for an extended period of time. The Developer will continue to work with SaskPower in this regard for permanent relocation of the 138kv line. In the likely event that SaskPower cannot react fast enough to development in this area to permanently move this facility, temporary relocation will be required, the existing alignment will be in conflict with trunk sewer and water construction, and roadway construction of future McOrmond Drive. This conflict may result in delays.
	SaskPower intends to extend its main three phase overhead distribution through the development. There will be multiple underground distribution take-off points from this overhead line. The underground distribution will then extend throughout the subdivision for servicing the properties. The proposed routes for the new electrical distribution lines and facilities were provided.	The Developer is in favour of a buried facility in this location.
	SaskPower will request suitable easements for routing distribution lines and for installing and maintaining facilities, prior to the titles being transferred.	The Developer will work SaskPower to facilitate the development.
	SaskPower will request that suitable space be considered in the roadway right-of-ways for routing distribution lines and for installing and maintaining facilities.	The Developer will work SaskPower to facilitate the development.

Agency	Comment	Response
SaskTel	<p>The locations of the 2 cell towers (one is just outside Brighton near McOrmond Road) have been agreed to by the City of Saskatoon subject to Council approval. No other issues with the Brighton NCP.</p>	None Required.
	<p>SaskTel has existing cable facilities within the Holmwood Sector. If necessary, SaskTel will move or relocate these cable facilities to accommodate new developments, assessing the city or developer 50% of the most reasonable method of accomplishing the work.</p>	The Developer will work with SaskTel re the relocation of cable facilities.
Parks	<p>Where overland drainage can spill to park areas rather than directly to the street or storm sewer systems, it should be noted that additional park development costs would be incurred in order to mitigate/control erosion damage from storm water.</p>	<p>BMP largely consists of directing storm water runoff to landscaped areas prior to the stormwater collection system (catch basins, storm sewers, and roadways) such that maximum infiltration is realized, and the travel time of the runoff from its originating location to the stormsewer system is increased thus reducing the peak flows. These same principles would apply to the sump pump discharge locations and standard sump discharge bylaws will be in effect.</p>
	<p>Parks requests to be included within the review process for the proposed drainage methodology of the areas adjacent to MR areas.</p>	The Developer will work with the Parks Division.
Transit	<p>Initial service to this sector will be installed incrementally. Routing and service levels will be adjusted accordingly to neighbourhood development. Upon completion of the sector, it is the intention of Saskatoon Transit to provide the service as described in this plan.</p>	Comments acknowledged.
Separate School Board	<p>Greater Saskatoon Catholic Schools appreciates the flexibility demonstrated. Our Board favors separate sites if permitted by the ministry. Our school division has some comfort in the plan to establish shallow marsh land as a buffer to the water collection pond.</p>	No response required.

	We still express some concern with the proximity of the water to the school sites.	
Agency	Comment	Response
Public School Board	Request collector road width, not local road width, for 3 streets on each side of the consolidated school sites/park.	Collector width roads have been provided by relocating the school sites.
Shaw Cable	No objections.	No response required.
Long Range Planning / Environmental Services (Wetlands Comments)	<p>We recommend that subject to endorsement by Parks and any other applicable divisions, the proposed linear parks adjacent to the constructed wetlands be naturalized to enhance run-off filtration, provide high quality habitat, and serve as a buffer to adjacent development. This treatment would more appropriately offset planned impacts to wetlands and natural areas than would manicured turf or similar. Education regarding why constructed wetland areas do not look like traditional parks is a critical component of ensuring the success of constructed wetlands in an urban setting. This is especially important for the landowners adjacent to the wetland.</p> <p>The developer has indicated detailed measures in the WMP to offset the planned impacts to wetlands in the development area. The proposed mitigation measures should be enforced through servicing agreements as much as possible, and should be noted to the staff responsible for reviewing subdivision applications and negotiating servicing agreements.</p>	The Developer will work with the City to ensure all future commitments are met with regards to wetlands protection.
	<p>It is acknowledged that significant wetland areas will be lost as a result of the neighbourhood development; however, the we recognize that, in addition to preserving significant wetlands areas, the developer is also required to meet the objectives of achieving compact, sustainable, and economically viable growth patterns. The proposed constructed wetlands will be permanent and it is anticipated that the mitigation measures proposed adjacent to the wetlands and throughout the neighbourhood will ensure that they maintain a high degree of function over the</p>	The Developer will work with the City to ensure all future commitments are met with regards to wetlands protection.

	long term. Based on the commitments made in the WMP and recommendations, we support the approval of Brighton.	
Agency	Comment	Response
Community Development/ Recreation and Sport	The City of Saskatoon will accept 10% dedication in the neighbourhood, as proposed, based on our current understanding of the allocations within the sector plan. Our acceptance is not precedent setting. Administration will continue to review the allocation of municipal reserve within the sector on a development by development basis, in the context of park programming demands to be satisfied.	Comment acknowledged by the Developer.
	The concept of housing fronting onto linear parks with rear lane access, gives a new meaning and function to the linear parks where they are more apt to be used for informal play and the housing “drainage” will more likely be out the back of the houses as opposed to making the linear parks like storm water management systems.	Dundee will work with the City’s Parks Division to ensure that draining to the MR is appropriately managed.
	The concept of more flat designs (less steep slope) on linear parks also adds to the functionality and ability to accommodate more informal play and potentially some will be large enough to accommodate the needs for mini-soccer and/or informal t-ball games.	Comment noted.
	Pocket parks are very well dispersed throughout the neighbourhood and of note, 5 out of 6 are of a size/configuration that could accommodate play structures and programming such as mini-soccer.	Comment noted.
	The core neighbourhood park is a full 28 acres – which is very large and is configured to maximize the space for active recreation amenities. We are pleased to see the note that the park will be graded to accommodate active recreation.	Comment noted.
	Dundee has taken our advice about ensuring that storm water ponds are	Comment noted.

	not located immediately adjacent to the elementary schools, so the school sites are situated such that they are on the opposite side of the park from the storm water pond.	
Agency	Comment	Response
Community Development/ Recreation and Sport (con't)	The large amphitheatre identified at the edge of the neighbourhood park with the comments that it can be used to view the wetlands – not sure about the location and configuration of this amphitheatre from a parks maintenance perspective, from a CPTED perspective, given the site lines to the lower level of the amphitheatre from elsewhere in the park and/or from any roadways.	Dundee will work with the City to ensure the City's needs are met. A CPTED review was completed as part of the application review.
Transportation and Utilities	Comments from the Transportation and Utilities Department are included below. The Developer has been working directly with the Transportation and Utilities Department to fulfill their requirements.	

Transportation and Utilities Department Comments – April 17, 2014

A. Transportation

- 1) Page 66 – A cross section for the proposed “10 metre Lane” is required. A lane cannot be used.
- 2) Lanes are to be provided for residential lots fronting collector streets where no lay-by exists in front.

B. Water and Sewer

- 1) Page 50 – The Wet Meadow legend should be corrected to “1.5 year flood level to NWL”.
- 2) Pages 79-80 – The sanitary catchment Area 4 is shown in Figure 33 to be serviced directly by the McOrmond Drive trunk via a 250mm main, while it is stated that it will be serviced by a trunk extension along 8th Street East. Please clarify.
- 3) Page 82 – The 300mm watermain distribution for Brighton is shown to have three connections to the 1050mm primary watermain on McOrmond Drive. The third

300mm connection should be moved to 8th Street. We will not allow more connections from this neighbourhood and west of McOrmond Drive to the 1050mm primary watermain.

Transportation and Utilities Comments – December 5, 2013**A. Transportation**

1. There are several locations on the proposed plan where residential lots front collector streets with no back lane provided and no lay-by in front. These properties would need front driveway access onto the collector which is contrary to our New Neighbourhood Standard and typical section for a Class “A” Collector.
2. Page 74/Figure 29:
Revise figure to clarify the differences between exclusive-use bike lanes, shared-use bike lanes; correct spelling of “connction”.
3. Page 74/Figure 29:
We are accepting the developer’s offer to provide (at their expense):
 - a) Access point to College Park East and Arbor Creek;
 - b) Access point to College Park East, Briarwood and Hyde Park; and
 - c) Pathway along berm alongside the Canadian Pacific Railway Right of Way (CPR ROW).
4. Page 73:
Details for the enhanced crosswalks adjacent to the proposed school sites must be shown with the concept plan; differentiate the “enhanced” crosswalks at roundabouts from the “enhanced” crosswalks at the school sites.
5. Page 32:
Remove the reference to “calm traffic” along McOrmond Drive – each access point is a signalized intersection.
6. Page 74/Figure 29:
Intersection No. 1 will need to indicate that bike lanes, sidewalks and/or multi-use pathways, are only on the west side of the proposed McOrmond Drive interchange.
7. Page 72/Figure 28:
Townhouse development without rear lane implies front-facing garages and driveways – if narrow lots or wide driveways, there won’t be any on-street visitor parking – architectural controls will be required to ensure some on-street parking is available.
8. Page 12/Figure 12:
Parcel shown as “Her Majesty the Queen” must be closed (from ROW).

9. Page 84/Figure 33:

- a) During all phases of development, two separate and independent access points must be provided for the neighbourhood throughout development (for emergency and resident access);
- b) Full-width dedication of collector and arterial ROW with each phase of development; and
- c) The master developer is required to ensure all collector and arterial roads are fully-dedicated and constructed as development proceeds.

10. Page 20:

Two-metre berms are specified; they are required to be completed to at least two metres above the College Drive driving lanes or four metres above the developed lot elevations, whichever is highest; along the CPR ROW, please confirm you are meeting or exceeding the following guidelines:

- a) <http://www.proximityissues.ca>
- b) http://www.proximityissues.ca/asset/image/reference/guidelines/2013_05_29_Guidelines_NewDevelopment_E.pdf

11. Page 26:

Housing fronting onto parks - no on-street parking is provided to visitors; rear lanes will require house numbers, no additional parking appears to be provided – please identify the width of the paved lanes in this location, as well as adequate provision for emergency access.

12. Page 63:

“Complete Street Guidelines” - the design guide must be provided - the developer’s principles must be documented, as well as a sample cross section for each street type identified on Page 64/Figure 21.

Please note: All local and collector streets must have sidewalks on both sides (meet or exceed City of Saskatoon (COS) standards); local streets may have rolled curb, collector streets shall have vertical curb. To meet the developer’s proposed “complete streets” and active transportation plan, all arterial streets shall have sidewalk on both sides, with vertical curb.

13. Figures 30, 31, and 32:

The vulnerability of the proposed road network is increased by placing large diameter buried infrastructure under major streets - alternate alignments would reduce the vulnerability of the transportation network to closure.

14. Page 66:

The cross sections proposed for McOrmond Drive show a lowered centre median as a swale – the developer shall submit an engineering statement addressing how this proposed cross section needs or exceeds our current operations for arterial streets, with regards to safety, drainage, snow removal and so on.

15. The neighbourhood boundary shown shall be expanded to include the entire ROW of 8th Street and McOrmond Drive; these ROW's shall be dedicated as arterial roads before subdivision and development.
16. Transportation Branch staff have reviewed the supporting traffic impact study (TIS) submitted with this concept plan. We are working with the developer and their engineer to address deficiencies identified. Because of the importance of the arterial network to the success of this development, Transportation Branch suspended review until a revised TIS has been submitted. The developer must submit a revised TIS; the Transportation Branch will amend comments after review.

B. Water and Sewer

As per discussions with the consultant, the following requirements are necessary:

Sanitary Sewers:

1. The developer must provide the sanitary model in XPSWMM or Excel spreadsheet format and a brief summary report.
2. The design populations must be checked and proper accumulative population-based peaking factor used.
3. As per Figure 30, all pipes shown 375mm and greater must be re-evaluated for value engineering by increasing the pipe slope, reducing the pipe size and the pipe cover depth.

Watermains:

1. The 300mm watermain network is acceptable.
2. The developer must provide a water model which includes all local watermains, and analyze for peak hour demand and fire flow and maximum daily demand (typically controls) to size the local mains. A stamped report must be included.

Storm Sewers:

1. A requirement of this submission should be a wetland mitigation plan.

2. The developer must submit an acceptable stormwater model for approval. Specific concerns at this time are:
 - a) Use City of Saskatoon infiltration parameters or submit justification for our approval.
 - b) McOrmond Drive trunk size to be updated to 2100mm.
 - c) Adjust the street lengths within the model for the storage calculation in conjunction with the storage at low points and include in revised model submission.
 - d) Review the storage depth at the street inlet nodes within the model.
 - e) Verify the pond SWL and weir crest elevations are coordinated.
 - f) Include the detailed Morningside model into the conceptual stormwater model for the Holmwood Sector to properly analyze the boundary conditions.

TO: Growing Forward! Shaping Saskatoon Steering Committee
SUBJECT: Proposed Brighton Neighbourhood Concept Plan
DATE: March 27, 2014

This report is to provide an overview of the application of Growing Forward! Shaping Saskatoon *Principles for New Development* for the proposed Brighton Neighbourhood Concept Plan. The proposed Brighton Neighbourhood Concept Plan is the first neighbourhood to be developed in the Holmwood sector. A copy of the proposed concept plan is attached.

Application of Growing Forward! Shaping Saskatoon Principles

The proposed Brighton Neighbourhood Concept Plan has incorporated the Growing Forward! Shaping Saskatoon principles as outlined in the Bridging Document as follows:

Incorporate public transit	Transit routes are proposed along McOrmond Drive and along an internal collector. Higher density residential land uses as well as retail and mixed uses are proposed along the transit routes.
Street layout to support all road users	A complete streets design is proposed along McOrmond Drive and 8 th Street. The proposal has also been developed using a fused-grid system to promote connectivity within the neighbourhood for all mobility types.
Maximize opportunities for access to amenities	Amenities are proposed within walking distance for as many residents as possible. Examples include: <ul style="list-style-type: none"> • the Core Park is centrally located with school sites abutting it; • a transit route has been planned for along McOrmond Drive and a collector with higher density land uses abutting this transit route; • retail and mixed use land uses are planned for within the neighbourhood; and • the neighbourhood abuts the suburban centre to the east and is bounded by 8th Street to the south.
Design open spaces to provide connections to surrounding areas	The developer has incorporated a centrally located Core Park in addition to pocket parks and a linear park system. These parks provide both programming space and connectivity. Furthermore, the developer has proposed an amphitheatre as part of the Core Park design.
Promote affordability	The developer has incorporated a variety of residential land uses from single family to multi-unit residential.
Provide for employment opportunities within the community	Retail and mixed use land uses are planned for within the neighbourhood. Furthermore, the neighbourhood is bounded by 8 th Street to the south (a proposed BRT route) and the proposed suburban centre to the east.
Consider water and sewer capacity requirements	Water and sewer capacity requirements have been addressed in the review of the neighbourhood concept plan.
Strive to use green infrastructure for storm water management / Maintain or enhance existing environmental and historical features	The developer has worked in partnership with the City of Saskatoon on incorporating constructed wetlands into the design of the neighbourhood. The constructed wetlands will act as the stormwater management system and incorporate a trail network.

Financial Implications

ATTACHMENT 5

Below are the financial obligations for the Brighton Concept Plan:

Summary

Storm Ponds	City will reimburse the Developer for the storm ponding lands within the Brighton neighbourhood.
Fencing	Fencing reserve will fund up to the equivalent of a 1.8m chain link fence along Highway 5 and the CPR tracks.
Buffer Strip	Buffer strip reserve will fund external buffer strips and earth berms at 3.5m to 1 side slope up to 2.5m high required along Highway 5 and the CPR tracks.
Arterial Roadways	City will fund up to the normal standard of 4 lanes. Additional lanes will be funded by the Developer. Funding for swale requirements under review.
Signals and Signing	Street signing and traffic control reserve will fund up to a maximum of 3 traffic signals. Additional signals will be the responsibility of the Developer.
Highway 5 and McOrmond Interchange	Funding will be dependent on the City's ability to secure Urban Highway Connector Program funding as outlined below.
8 th Street / CPR Overpass	100% Developer cost.
Pedestrian Overpasses	100% Developer cost.

Detailed Description

Storm Ponds

- 1) The City has agreed to reimburse the Developer for the storm ponding lands within the Brighton neighbourhood. The reimbursement will be prorated between the percentage and timing required between Brighton and the second neighbourhood.
- 2) The Developer acknowledges that the City is reviewing the methodology for the reimbursement of Sanitary and Storm Sewer Trunk Sewers and will agree to the eventual conclusion for the reimbursement of those piping systems that will be considered Trunk Sewers.

Fencing

- 3) The fencing reserve will fund up to the equivalent of a 1.8m chain link fence along both Highway 5 and the CPR railway tracks.

Buffer Strip

- 4) The buffer strip reserve will fund external buffer strips as well as earth berms constructed at 3.5m to 1 side slope up to 2.5m high required along both Highway 5 and the CPR railway tracks. This standard does not preclude the Developer in being required to construct berms higher in locations where additional sound attenuation measures require the berm height to be adjusted.

Roadways

- 5) A number of arterial roadway cross sections have been provided. Cross Section "A" (page 66) is typical of our funded Class "A" Arterial roadway, however, additional lanes have been added including a 5m swale. The City will fund up to our normal standard of 4 lanes with the additional lanes funded by the Developer. Also, the swale design will need to be studied in more detail before funding can be considered.

The City will charge the Developer the full cost for additional lanes, double left turning bays and centre median treatment above our standard arterial cross section. The City agrees to administer a levy calculated within the Brighton neighbourhood to reimburse the Developer for this difference from funds collected.

- 6) The City will fund the four lanes depicted on Cross Sections "B" & "C" (page 66) to a conventional road standard. We will not fund the large swale design. The smaller swale design will require additional information which should indicate how this design is an improvement on our current design before funding will be considered. Also, no portion outside of the 2.0m boulevard constructed with fine grade and seed will be funded.

The City will charge the Developer the full cost for additional lanes, double left turning bays and centre median treatment above our standard arterial cross section. The City agrees to administer a levy calculated within the Brighton neighbourhood to reimburse the Developer for this difference from funds collected.

- 7) The 8th Street East Arterial Class "C" roadway will be funded to the City standard of 4 lanes. Additional lanes along this roadway are the developer's responsibility.

The City will charge the Developer the full cost for additional lanes, double left turning bays and centre median treatment above our standard arterial cross section. The City agrees to administer a levy calculated within the Brighton neighbourhood to reimburse the Developer for this difference from funds collected.

Signals and Signing

- 8) The street signing and traffic control reserve funds signing and signals within new neighbourhoods. This reserve will be able to fund a maximum of three traffic signals within the neighbourhood. Any remaining signal requirements will be the responsibility of the developer.

Funding for Offsite Services

- 9) The concept plan has provided information concerning the frontage yield within the neighbourhood. A low frontage yield restricts the amount of funding available for the construction of offsite services. Frontage for a number of zoning classifications will be provided by the Developer. (i.e. Retail, Low-Density Townhouses, etc.)

Development Phasing

- 10) The Developer will provide a development phasing map to match the current 3 year Development Plan.

Highway 5 and McOrmond Drive Interchange

- 11) This concept plan will require the construction of a grade separated interchange at Highway 5 and McOrmond Drive. Initially in the year 2015, intersection improvements will be required which must be directly funded by the developer. Later, as traffic demand increases, a grade separated interchange will be needed.

A portion of the interchange will be funded by the interchange levy. In addition to the levy the developer will be required to contribute to a fund based on their share of the estimated cost of the interchange on a per subdivision basis. At the time of construction the developer will be required to make up the balance of their share not previously invoiced. The developer will also be responsible for a 2 year period after the completion certificate for their share of all warranty claims that may occur.

The Developer acknowledges that the City intends on constructing an interchange at Highway 5 and McOrmond Drive based on the concept plan as submitted. Although timing for the construction of this interchange has yet to be finalized, the City and the Developer are currently working on a strategy to construct the interchange over the short term. The funding arrangement as outlined in the Financing Growth in the East Sector Report dated February 16, 2012, stated that the funding would be split based on:

Interchange levy – 32%
Urban Highway Connector Program – 47%
Developer Contribution – 21%

If the City is unable to secure the Urban Highway Connector funding, the Developer has agreed to immediately upon subdivision begin paying into a fund based on the following percentages subject to additional traffic analysis at this intersection:

Interchange levy – 32%
Developer - Brighton Neighbourhood – 28-33%
Developer – Western half of the Holmwood Suburban Centre – 18-23%
City – 12-22%

These percentages are based on a transportation model with assumptions concerning the utilization of the Highway 5 and McOrmond Drive intersection having consideration for the City's portion of costs prior to the establishment of an interchange levy. These percentages may be slightly altered depending on further review of traffic patterns within the area.

CPR Overpass

- 12) An overpass will be needed to accommodate access/egress from the neighbourhood at the CPR railway tracks and 8th Street. The Developer has agreed to complete the construction of a 6 lane overpass at their cost, which may be phased depending on timing of construction. If the Highway 5 and McOrmond interchange can be advanced to be complete by 2016, construction of this CPR overpass will occur by 2021.

The City will agree to administer a levy to partially reimburse the Developer from the collection of funds from a proportionate levy from other benefitting developers within a predetermined area. The City will use its best commercial efforts to collect a proportional levy from all property owners for the cost of the overpass upon subdivision from all non Dundee developments that are within the boundary of 8th Street north and approximately the current boundary of Zimmerman Road shown on the TIS as the next arterial roadway.

- 13) The Developer will be required to construct and maintain a temporary paved roadway extending to the CPR overpass mentioned above until such time as the McOrmond Drive and 8th Street arterial roadways are constructed.

Pedestrian Overpasses

- 14) Two pedestrian overpasses have been indicated on the plan. These overpasses will be constructed and funded by the developer. The developer will be instructed to pay into a refundable levy for the future construction of the overpasses based on the frontage within the concept plan.

The City will agree to administer a levy to partially reimburse the Developer from the collection of funds from a proportionate levy from other benefitting developers within a predetermined area.



Project Name: Public Open House and Shaping Saskatoon
Proposed Brighton Neighbourhood Concept Plan
Applicant: Dundee Developments
File: PL. 4131-40

Community Engagement Summary

Project Description

A public open house was held for the proposed Brighton Concept Plan. Information about the proposed Concept Plan was also posted on the Shaping Saskatoon online engagement tool (Shaping Saskatoon).

This proposed Concept Plan is the first neighbourhood to be developed in the Holmwood Sector. The proposed residential neighbourhood consists of a total land area of 350.83 ha / 866.87 ac. The neighbourhood is bounded on the west by the CPR rail line and College Park East neighbourhood, on the north by College Drive Street East, and on the east by agricultural lands.

The open house was held in the auditorium of the McClure United Church on March 13, 2014 from 5pm to 8pm. The Ward Councillor was in attendance.

Community Engagement Strategy

Purpose	To inform and consult. Participants were provided an overview of the proposal and an opportunity to ask questions of both City staff and the developer. Written comments were accepted at the open house and on Shaping Saskatoon for 2 weeks following the open house.
How will the information be used	Comments gathered from the open house and on Shaping Saskatoon will be used to inform the decision making process.
Tools used	Information boards were presented at the public open house and were posted on Shaping Saskatoon. Participants were given the opportunity to discuss the proposal with City staff and the developer. Comment sheets were provided at the open house. Comments could also be provided on Shaping Saskatoon for two weeks following the open house. Individuals could also provide comments to the Planning and Development Division directly (contact information was included on the public notices and on Shaping Saskatoon).
Notification	3786 public open house notices outlining the details of the proposal were sent to property owners as well as neighbouring property owners using Canada Post Admail as well as addressed mail. The Willowgrove / University Heights, Briarwood, College Park East and Arbor Creek / Erindale Community Associations were also notified. The open house and Shaping Saskatoon was also advertised in the Star Pheonix for two weeks prior to open house.



Summary of Community Engagement Feedback

Public Open House Attendees: 93 signed in

Written comments received at the Open House and on Shaping Saskatoon:

- 1) Bike Lanes : Bike lanes are a positive addition however, there were some concerns about bikes on McOrmond (busy road, appropriate for separated lane). Other comments about bike lanes included snow removal for bike lanes, ensuring appropriate provisions for those who are not comfortable cyclists, drainage that impedes bike lanes, using the child view approach to street design, special attention at intersections for cyclists, cycling route safety toward the downtown and the university, how are bike lanes incorporated beyond the neighbourhood, how will cyclists access businesses on other side of service roads (lanes should be on other side of boulevard). Saskatoon Cycles felt the design was passé and suggested use of the NACTO guide for complete streets.
- 2) Wetlands : Why were constructed wetlands used vs existing wetlands? Were the significant wetlands identified? How will drainage concerns be dealt with? Is there a need for insect control? How will water quality be controlled / monitored?
- 3) Road Design : Should consider pedestrian and bike circulation in centre median.
- 4) Zoning : Will the zoning be determined early and adhered to? (used Stonebridge as an example where there have been multiple changes)
- 5) Access : Need to consider more accesses in / out of the neighbourhood.
- 6) Timing / Event : Seemed more like a selling event then an information gathering event. Event should have been earlier in the process.
- 7) Passive solar gain not considered in design. City should be directing developers in this regard.
- 8) Transit : The plan needs to ensure appropriate transit opportunities are provided.

Next Steps

Action	Anticipated Timing
Planning and Development Report prepared and presented to Municipal Planning Commission (MPC). MPC reviews the proposal and recommends approval or denial to City Council.	May 6th
Public Notice – report prepared and Public Hearing date set. The Willowgrove / University Heights, Briarwood, College Park East and Arbor Creek / Erindale Community Associations, Community consultant, and the Ward Councillor will be provided with direct notice of the Public Hearing.	May 2nd
Public Hearing – Public Hearing conducted by City Council, with the opportunity provided for interested persons or groups to present. The proposal is considered together with the reports of the Planning and Development Division, MPC and any written or verbal submissions received by City Council.	May 20th
Council Decision – may approve or deny the proposal.	May 20th



Prepared by:

Christine Gutmann, Senior Planner
Planning and Development Division
March 19, 2014

Attachments: Notice of Public Open House



PUBLIC OPEN HOUSE

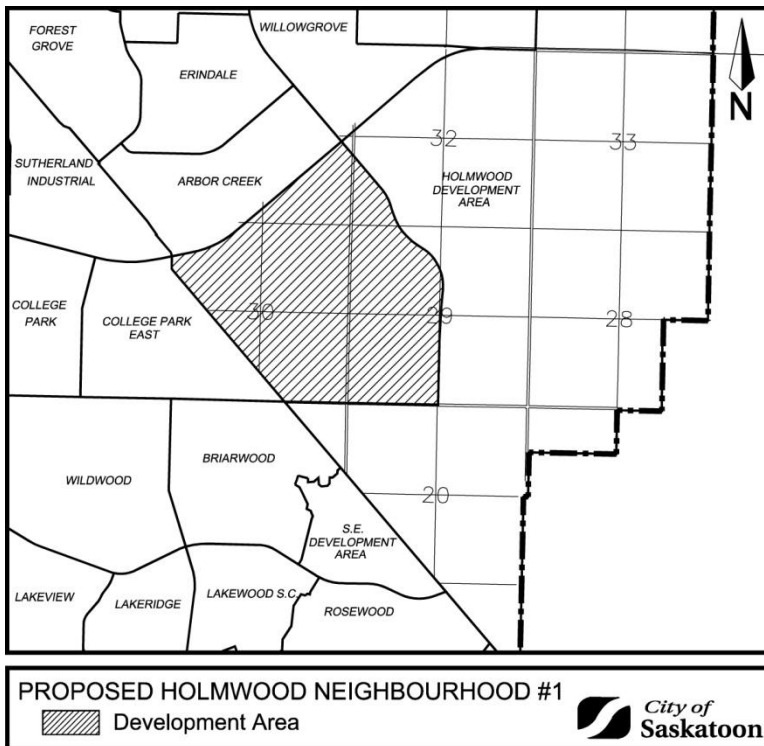
Holmwood Neighbourhood 1* Concept Plan

Thursday, March 13, 2014

5:00 - 8:00 PM (Come-and-Go)

**Location: McClure United Church (Multi-Purpose Room)
4025 Taylor Street East**

Holmwood Neighbourhood 1* is a new proposed residential neighbourhood, consisting of 826 acres, and is the first neighbourhood to be developed in the Holmwood Suburban Development Area. The neighbourhood is bounded on the west by the CPR rail line and College Park East neighbourhood, on the north by College Drive (Hwy. 5) and Arbor Creek neighbourhood, on the south by 8th Street East, and on the east by agricultural lands.



The neighbourhood has been designed to be walkable with amenities, transit and recreational open space in close proximity to residences. Neighbourhood elements will include constructed wetlands, a linear park system and a complete streets design concept for McOrmond Drive and 8th Street East. The neighbourhood will accommodate a variety of housing, including one-unit and semi-detached dwellings, low density townhouses, medium density multiple-unit dwellings, and mixed use development combining residential with retail, office, and service uses. Upon completion, the neighbourhood will be home to approximately 15,259 residents.

The open house will provide an opportunity to view the proposed Neighbourhood Concept Plan and to ask questions to City of Saskatoon staff and development partners.

Can't make the open house? Visit www.shapingsaskatoon.ca/discussions to view details of the concept plan and to share your thoughts. Details of the proposal will be made available online on March 13th.

**Please note: An official name for this neighbourhood has not yet been chosen.*

For more information, please contact:
Christine Gutmann, Senior Planner
Planning & Development Division, Community Services Department, City of Saskatoon
222-3rd Avenue North Saskatoon, SK S7K 0J5
Email: christine.gutmann@saskatoon.ca PH: (306) 975-2993 Fax: (306) 975-7712

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: April 16, 2014
SUBJECT: Proposed Official Community Plan Amendment and Zoning Bylaw Amendment - Brighton Neighbourhood
FILE NO.: CK. 4351-014-005, PL. 4115-OCP7/14 and PL. 4350-Z8/14

RECOMMENDATION: that a report be submitted to City Council recommending:

- 1) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to the Official Community Plan Bylaw No. 8769 – Land Use Map, to redesignate the properties identified in the attached Location Plan - Official Community Plan – Land Use Map amendment, be approved; and
- 2) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770, to rezone the properties identified in the attached Location Plan – Zoning Bylaw No. 8770 amendment, be approved.

TOPIC AND PURPOSE

The purpose of this report is to consider an application from Dundee Developments to amend the Official Community Plan Bylaw No. 8769 (OCP) – Land Use Map and Zoning Bylaw No. 8770 to allow for development consistent with the Brighton Neighbourhood Concept Plan (Concept Plan).

REPORT HIGHLIGHTS

1. The proposed amendments to the OCP – Land Use Map and Zoning Bylaw No. 8770 will accommodate the development of the Brighton neighbourhood in a manner that is consistent with the Concept Plan.
2. The proposed OCP – Land Use Map amendment will redesignate the lands to "Residential", "Arterial Commercial", and "District Commercial".
3. The proposed Zoning Bylaw No. 8770 amendment will rezone the lands to "Future Urban Development".

STRATEGIC GOAL

Under the Strategic Goal of Sustainable Growth, this report supports the creation of complete communities in new neighbourhoods that feature employment opportunities, main streets, suburban centres, and greater connectivity, both internally and externally. It also ensures that new commercial areas include parks, paths, and routes that encourage walking, cycling, and transit use.

BACKGROUND

On April 16, 2012, City Council approved the Holmwood Sector Plan. The vision for the sector is to develop interconnected, human-scale neighbourhoods featuring a variety of housing forms and a mixture of land uses, along with a high-quality employment area and vibrant mixed-use Suburban Centre. Brighton is the first neighbourhood to be developed within the Holmwood Sector. The neighbourhood is primarily a private development with Dundee Developments as the lead developer.

REPORT

Brighton Concept Plan

During its May 20, 2014 meeting, City Council will consider an application from Dundee Developments to approve the Concept Plan. The proposed amendments to the OCP – Land Use Map and Zoning Bylaw No. 8770 will accommodate the development of the Brighton neighbourhood in a manner that is consistent with the Concept Plan.

OCP – Land Use Map Amendment

An OCP – Land Use Map amendment is required in order to accommodate the Concept Plan. Redesignation of the subject lands to “Residential”, “District Commercial”, and “Arterial Commercial” will be required. The proposed Location Plan – OCP – Land Use Map amendment is included in Attachment 1. The Brighton neighbourhood will mainly be comprised of Residential use, however, as the neighbourhood is developed, further amendments may be necessary to fully implement the neighbourhood Concept Plan.

Zoning Bylaw No. 8770 Amendment

A zoning bylaw amendment is required in order to accommodate the Concept Plan. The lands will initially be rezoned to “Future Urban Development”. The proposed Location Plan – Zoning Bylaw No. 8770 amendment is included in Attachment 2. Further refinements to the zoning districts needed for various types of residential, commercial, and mixed use developments will be brought forward as the neighbourhood is developed.

Comments from Other Divisions and Agencies

Consultation with other divisions and agencies occurred through the circulation of the Concept Plan. Comments from other divisions and agencies are included in the companion report from the General Manager, Community Services Department, Proposed Brighton Concept Plan, April 16, 2014.

OPTIONS TO THE RECOMMENDATION

City Council could deny the proposed OCP – Land Use Map amendment and Zoning Bylaw No. 8770 amendment. This option would preclude the implementation of the Concept Plan and delay development within the Brighton neighbourhood.

POLICY IMPLICATIONS

There are no policy implications related to this application.

FINANCIAL IMPLICATIONS

There are no financial implications related to the OCP – Land Use Map amendment and Zoning Bylaw No. 8770 amendment.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

A public open house was held on March 13, 2014, for the proposed Concept Plan. The proposed OCP – Land Use Map was also presented at the public open house. The Community Engagement Project Summary has been included in Attachment 3. It has been noted that there were no significant objections received from the open house engagement which would prevent proceeding to the public hearing stage.

COMMUNICATION PLAN

Public hearing notices will be advertised two weeks prior to City Council's meeting date. No further consultation is planned beyond the stakeholder involvement noted above.

ENVIRONMENTAL IMPLICATIONS

No environmental and/or greenhouse gas implications have been identified at this time. However, it should be noted that the Brighton neighbourhood has been designed with specific elements to support more effective transit service. For example, density of development is located adjacent to the main transit route, which should help to increase ridership and reduce car dependency.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review was conducted as part of the Concept Plan administrative review process. Comments and concerns identified in that review were addressed and mitigated before moving the proposed Concept Plan forward for City Council's approval.

PUBLIC NOTICE

The application will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify the Community Consultant and the Ward Councillor of the public hearing date by letter. A notice will be placed in The StarPhoenix two weeks prior to the public hearing.

ATTACHMENTS

1. Location Plan – OCP – Land Use Map Amendment
2. Location Plan – Zoning Bylaw No. 8770 Amendment
3. Community Engagement Project Summary

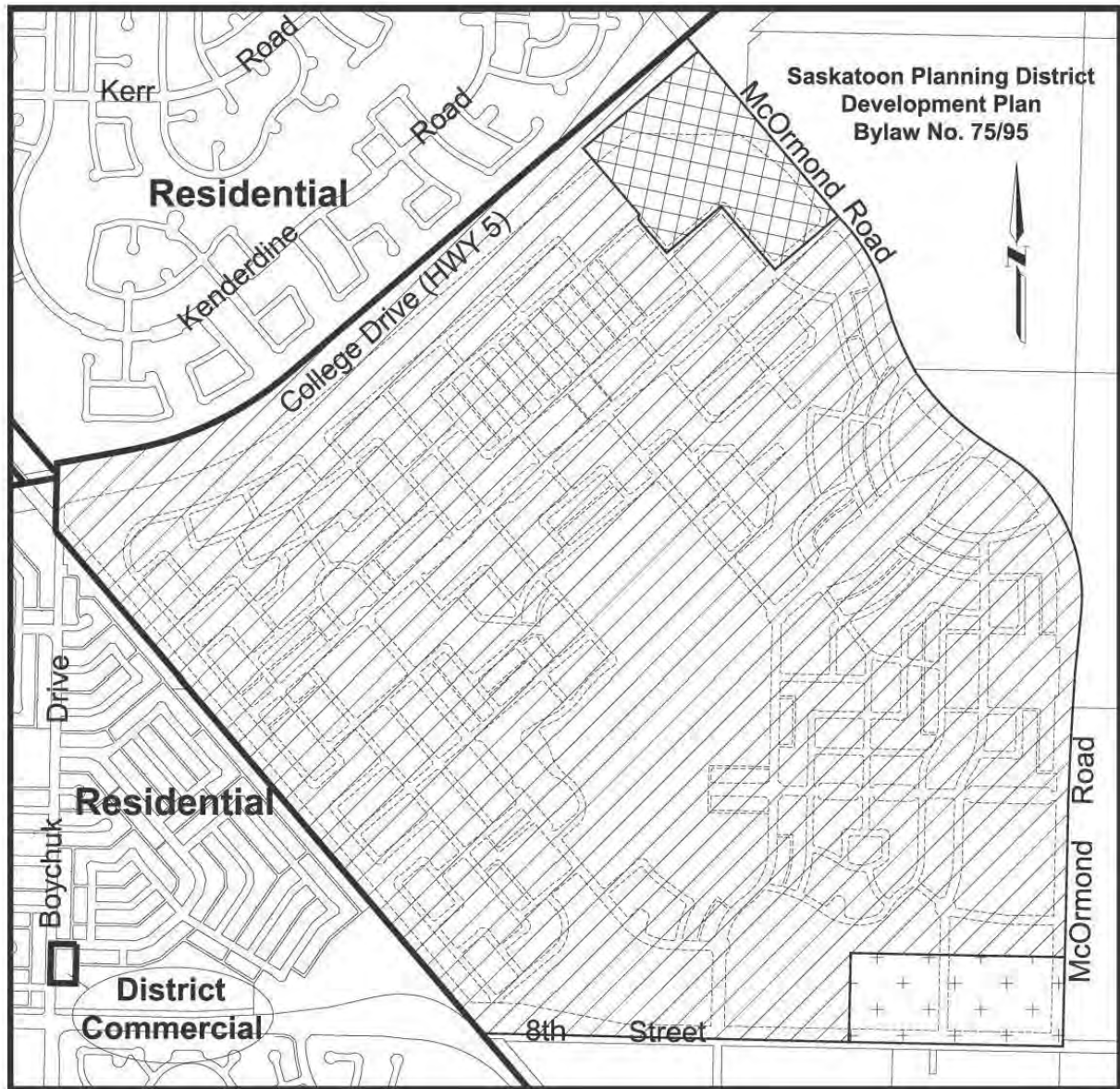
Written by: Christine Gutmann, Senior Planner

Reviewed by: “Alan Wallace”
 Alan Wallace
 Director of Planning and Development

Approved by: “Lynne Lacroix” for
 Randy Grauer, General Manager
 Community Services Department
 Dated: “April 24, 2014”

Approved by: “Marlys Bilanski” for
 Murray Totland, City Manager
 Dated: “April 24, 2014”

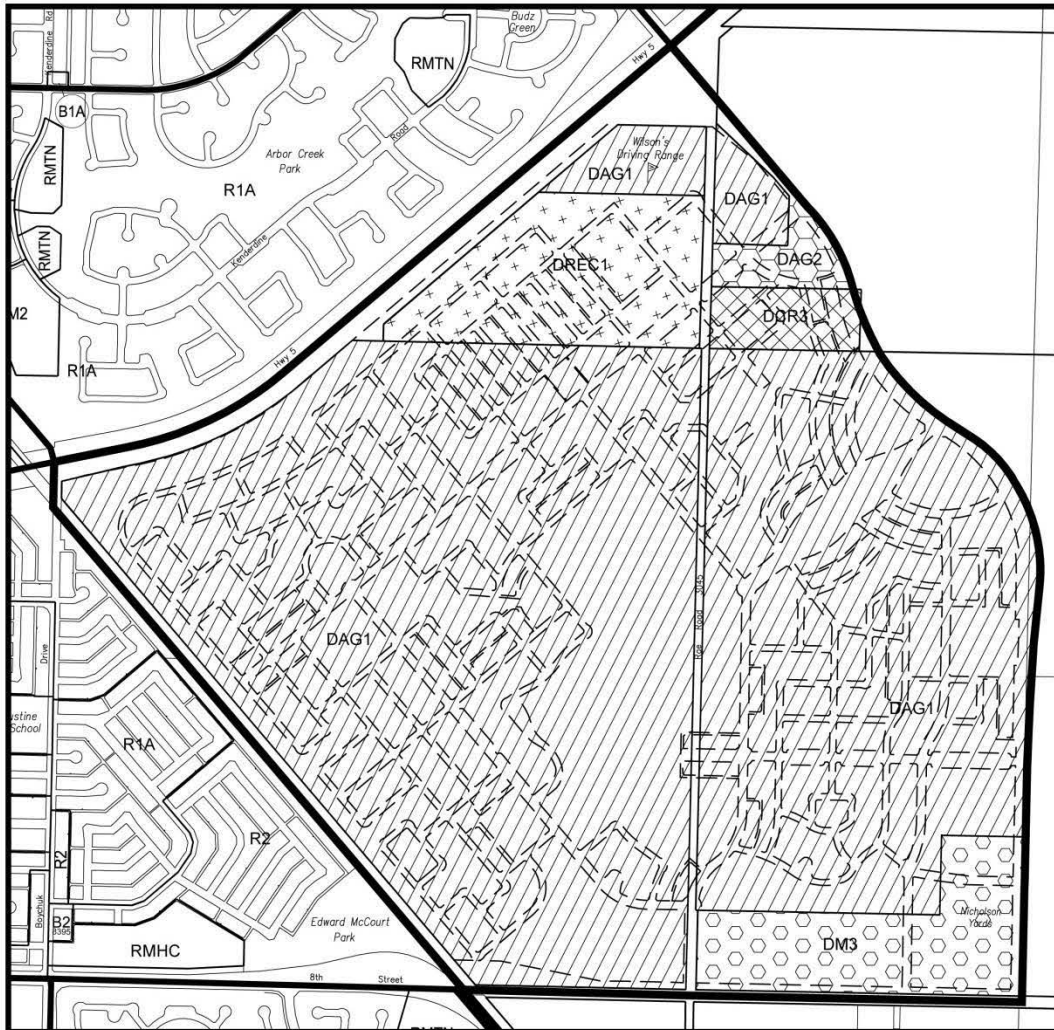
Location Plan – OCP – Land Use Map Amendment



AMENDMENT TO THE OFFICIAL COMMUNITY PLAN
LAND USE MAP

-  From Saskatoon Planning District Development Plan Bylaw No. 75/95 to Residential
-  From Saskatoon Planning District Development Plan Bylaw No. 75/95 to District Commercial
-  From Saskatoon Planning District Development Plan Bylaw No. 75/95 to Arterial Commercial

Location Plan – Zoning Bylaw No. 8770 Amendment



REZONING

-  From DREC1 to FUD
-  From DAG1 to FUD
-  From DAG2 to FUD
-  From DCR3 to FUD
-  From DM3 to FUD



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Shaping Saskatoon

Bridging to Tomorrow... for a 21st Century City



Project Name: Public Open House and Shaping Saskatoon
Proposed Brighton Neighbourhood Concept Plan
Applicant: Dundee Developments
File: PL. 4131-40

Community Engagement Summary

Project Description

A public open house was held for the proposed Brighton Concept Plan. Information about the proposed Concept Plan was also posted on the Shaping Saskatoon online engagement tool (Shaping Saskatoon).

This proposed Concept Plan is the first neighbourhood to be developed in the Holmwood Sector. The proposed residential neighbourhood consists of a total land area of 350.83 ha / 866.87 ac. The neighbourhood is bounded on the west by the CPR rail line and College Park East neighbourhood, on the north by College Drive Street East, and on the east by agricultural lands.

The open house was held in the auditorium of the McClure United Church on March 13, 2014 from 5pm to 8pm. The Ward Councillor was in attendance.

Community Engagement Strategy

Purpose	To inform and consult. Participants were provided an overview of the proposal and an opportunity to ask questions of both City staff and the developer. Written comments were accepted at the open house and on Shaping Saskatoon for 2 weeks following the open house.
How will the information be used	Comments gathered from the open house and on Shaping Saskatoon will be used to inform the decision making process.
Tools used	Information boards were presented at the public open house and were posted on Shaping Saskatoon. Participants were given the opportunity to discuss the proposal with City staff and the developer. Comment sheets were provided at the open house. Comments could also be provided on Shaping Saskatoon for two weeks following the open house. Individuals could also provide comments to the Planning and Development Division directly (contact information was included on the public notices and on Shaping Saskatoon).
Notification	3786 public open house notices outlining the details of the proposal were sent to property owners as well as neighbouring property owners using Canada Post Admail as well as addressed mail. The Willowgrove / University Heights, Briarwood, College Park East and Arbor Creek / Erindale Community Associations were also notified. The open house and Shaping Saskatoon was also advertised in the Star Pheonix for two weeks prior to open house.



Summary of Community Engagement Feedback

Public Open House Attendees: 93 signed in

Written comments received at the Open House and on Shaping Saskatoon:

- 1) Bike Lanes : Bike lanes are a positive addition however, there were some concerns about bikes on McOrmond (busy road, appropriate for separated lane). Other comments about bike lanes included snow removal for bike lanes, ensuring appropriate provisions for those who are not comfortable cyclists, drainage that impedes bike lanes, using the child view approach to street design, special attention at intersections for cyclists, cycling route safety toward the downtown and the university, how are bike lanes incorporated beyond the neighbourhood, how will cyclists access businesses on other side of service roads (lanes should be on other side of boulevard). Saskatoon Cycles felt the design was passé and suggested use of the NACTO guide for complete streets.
- 2) Wetlands : Why were constructed wetlands used vs existing wetlands? Were the significant wetlands identified? How will drainage concerns be dealt with? Is there a need for insect control? How will water quality be controlled / monitored?
- 3) Road Design : Should consider pedestrian and bike circulation in centre median.
- 4) Zoning : Will the zoning be determined early and adhered to? (used Stonebridge as an example where there have been multiple changes)
- 5) Access : Need to consider more accesses in / out of the neighbourhood.
- 6) Timing / Event : Seemed more like a selling event then an information gathering event. Event should have been earlier in the process.
- 7) Passive solar gain not considered in design. City should be directing developers in this regard.
- 8) Transit : The plan needs to ensure appropriate transit opportunities are provided.

Next Steps

Action	Anticipated Timing
Planning and Development Report prepared and presented to Municipal Planning Commission (MPC). MPC reviews the proposal and recommends approval or denial to City Council.	May 6th
Public Notice – report prepared and Public Hearing date set. The Willowgrove / University Heights, Briarwood, College Park East and Arbor Creek / Erindale Community Associations, Community consultant, and the Ward Councillor will be provided with direct notice of the Public Hearing.	May 2nd
Public Hearing – Public Hearing conducted by City Council, with the opportunity provided for interested persons or groups to present. The proposal is considered together with the reports of the Planning and Development Division, MPC and any written or verbal submissions received by City Council.	May 20th
Council Decision – may approve or deny the proposal.	May 20th



Prepared by:

Christine Gutmann, Senior Planner
Planning and Development Division
March 19, 2014

Attachments: Notice of Public Open House



PUBLIC OPEN HOUSE

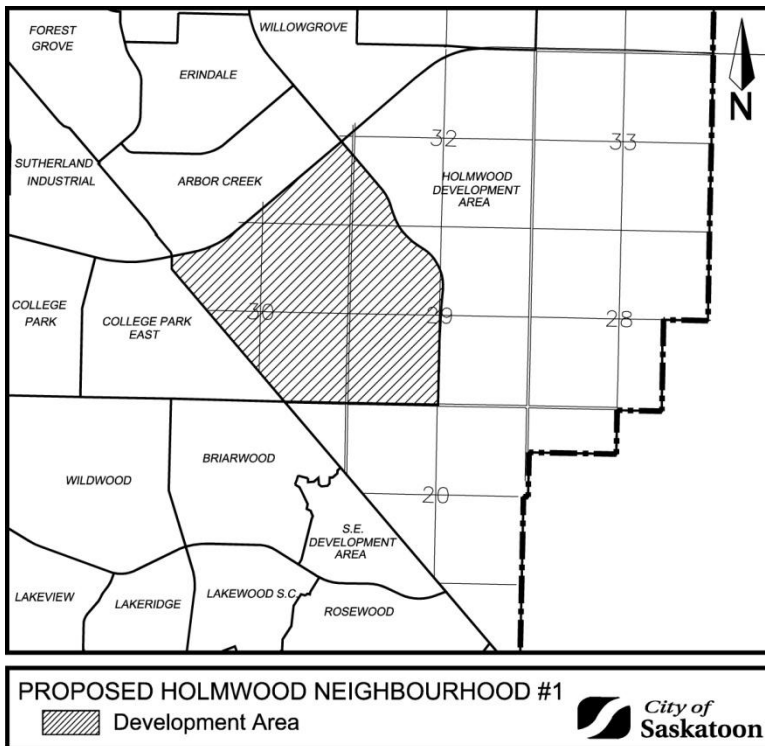
Holmwood Neighbourhood 1* Concept Plan

Thursday, March 13, 2014

5:00 - 8:00 PM (Come-and-Go)

**Location: McClure United Church (Multi-Purpose Room)
4025 Taylor Street East**

Holmwood Neighbourhood 1* is a new proposed residential neighbourhood, consisting of 826 acres, and is the first neighbourhood to be developed in the Holmwood Suburban Development Area. The neighbourhood is bounded on the west by the CPR rail line and College Park East neighbourhood, on the north by College Drive (Hwy. 5) and Arbor Creek neighbourhood, on the south by 8th Street East, and on the east by agricultural lands.



The neighbourhood has been designed to be walkable with amenities, transit and recreational open space in close proximity to residences. Neighbourhood elements will include constructed wetlands, a linear park system and a complete streets design concept for McOrmond Drive and 8th Street East. The neighbourhood will accommodate a variety of housing, including one-unit and semi-detached dwellings, low density townhouses, medium density multiple-unit dwellings, and mixed use development combining residential with retail, office, and service uses. Upon completion, the neighbourhood will be home to approximately 15,259 residents.

The open house will provide an opportunity to view the proposed Neighbourhood Concept Plan and to ask questions to City of Saskatoon staff and development partners.

Can't make the open house? Visit www.shapingsaskatoon.ca/discussions to view details of the concept plan and to share your thoughts. Details of the proposal will be made available online on March 13th.

**Please note: An official name for this neighbourhood has not yet been chosen.*

For more information, please contact:
Christine Gutmann, Senior Planner
Planning & Development Division, Community Services Department, City of Saskatoon
222-3rd Avenue North Saskatoon, SK S7K 0J5
Email: christine.gutmann@saskatoon.ca PH: (306) 975-2993 Fax: (306) 975-7712

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: April 15, 2014
SUBJECT: Proposed Rezoning from M2 to M3 by Agreement – 210, 216, 218, 222, and 224 Avenue P South
FILE NO.: CK. 4351-014-006 and PL. 4350 – Z27/13

RECOMMENDATION: that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone 210, 216, 218, 222, and 224 Avenue P South from an M2 – Community Institutional Service District to an M3 – General Institutional Service District by Agreement, be approved.

TOPIC AND PURPOSE

An application has been submitted by Metaamo Architecture, on behalf of Dr. Rob Basi and Co., requesting to rezone 210, 216, 218, 222, and 224 Avenue P South from M2 – Community Institutional Service District (M2 District) to M3 – General Institutional Service District (M3 District) subject to a Zoning Agreement (see Attachment 1). These proposed zoning changes will facilitate the construction of a four-storey medical office building that contains physicians' administrative and private offices on the third and fourth floors, with the ground floor dedicated to radiology and professional services and a potential pharmacy or cafe (see Attachment 2).

REPORT HIGHLIGHTS

1. The proposed infill development utilizes existing infrastructure in the Pleasant Hill neighbourhood.
2. The proposed use will complement the activities of St. Paul's Hospital and is consistent with the Pleasant Hill Land Use Policy Map.
3. The application meets on-site parking requirements.

STRATEGIC GOAL

Under the Strategic Goal of Sustainable Growth, this report supports the long-term strategy of encouraging infill development to balance growth and establishes increased densities.

BACKGROUND

The current land use of 210, 216, 218, and 222 Avenue P South is residential, with one-unit dwellings located on each site. The vacant lot at 224 Avenue P South is currently being utilized as a parking lot.

Under the current M2 District, a moderate range of institutional and community uses that are generally compatible with the neighbourhood are permitted. Typical uses would include offices and office buildings, medical clinics, and residential uses. The sites are currently designated as Office/Institutional under the Official Community Plan Bylaw No. 8769 – Pleasant Hill Land Use Policy Map (Pleasant Hill Land Use Policy Map).

REPORT

Official Community Plan Bylaw No. 8769

The addresses of 210, 216, 218, 222, and 224 Avenue P South are identified as Office/Institutional on the Pleasant Hill Land Use Policy Map. The proposed changes identified in this application remain consistent with that designation.

Pleasant Hill Local Area Plan

The subject area in the Pleasant Hill neighbourhood has the Office/Institutional Policy District designation. Existing land use practices were supported in this area, and it is believed that the area should be intended for office complexes, institutional, and residential uses.

The proposed medical office building will complement the activities of St. Paul's Hospital and will provide greater ease of access to specialist and general practice medical services in an area that is currently under served, relative to other areas of the city.

Parking Requirements

The parking and loading requirements for medical office buildings in institutional zoning districts in Saskatoon require one space per 30 square metres of gross floor area.

Given these requirements for the proposed mixed-use building, a gross floor area of 4,103 square metres of medical office space would require a total of 137 parking spaces. The developer has shown 137 parking spaces in the submission; 74 underground and 63 surface (see Attachment 2).

Proposed Zoning Agreement

The proposed Zoning Bylaw No. 8770 amendment is intended to change the zoning designation from M2 District to M3 District by Agreement. The proposed rezoning by agreement is necessary to facilitate the development of a four-storey medical office building. The proposed height is compatible with the scale of adjacent buildings, including the hospital immediately west of the site (see Attachment 3). To ensure specialist and general practice medical services are available in the area, the applicant has proposed a four-storey building to adequately provide space for these services presently and in the future.

It is recommended that the Zoning Agreement include the following provision:

- a) a maximum building height of 18 metres;

All other development standards shall be those required in the M3 District.

Comments from Other Divisions

No concerns were identified through the Administrative referral process.

Please refer to Attachment 4 for complete comments.

OPTIONS TO THE RECOMMENDATION

City Council could choose to deny this application. This option is not recommended as this proposal is consistent with the Pleasant Hill Local Area Plan; no significant concerns were identified with the proposed land use, and the required parking can be accommodated on site.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There is no financial impact.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

A public information meeting was held on March 26, 2014, at Pleasant Hill Community School to provide neighbouring residents with the opportunity to hear the details of the proposal and for the applicant to obtain public input on this matter. Civic staff were also in attendance to provide details and clarification of the rezoning process.

Public notices were distributed to all property owners within a 75 metre buffer of the proposed site, with a total of 23 notices mailed out to notify residents of the public information meeting. The Pleasant Hill Community Association was also notified. The Ward Councillor and four residents/property owners attended the meeting. Questions were asked seeking clarification with respect to the proposal. A summary of the comments heard at the meeting can be reviewed in Attachment 5.

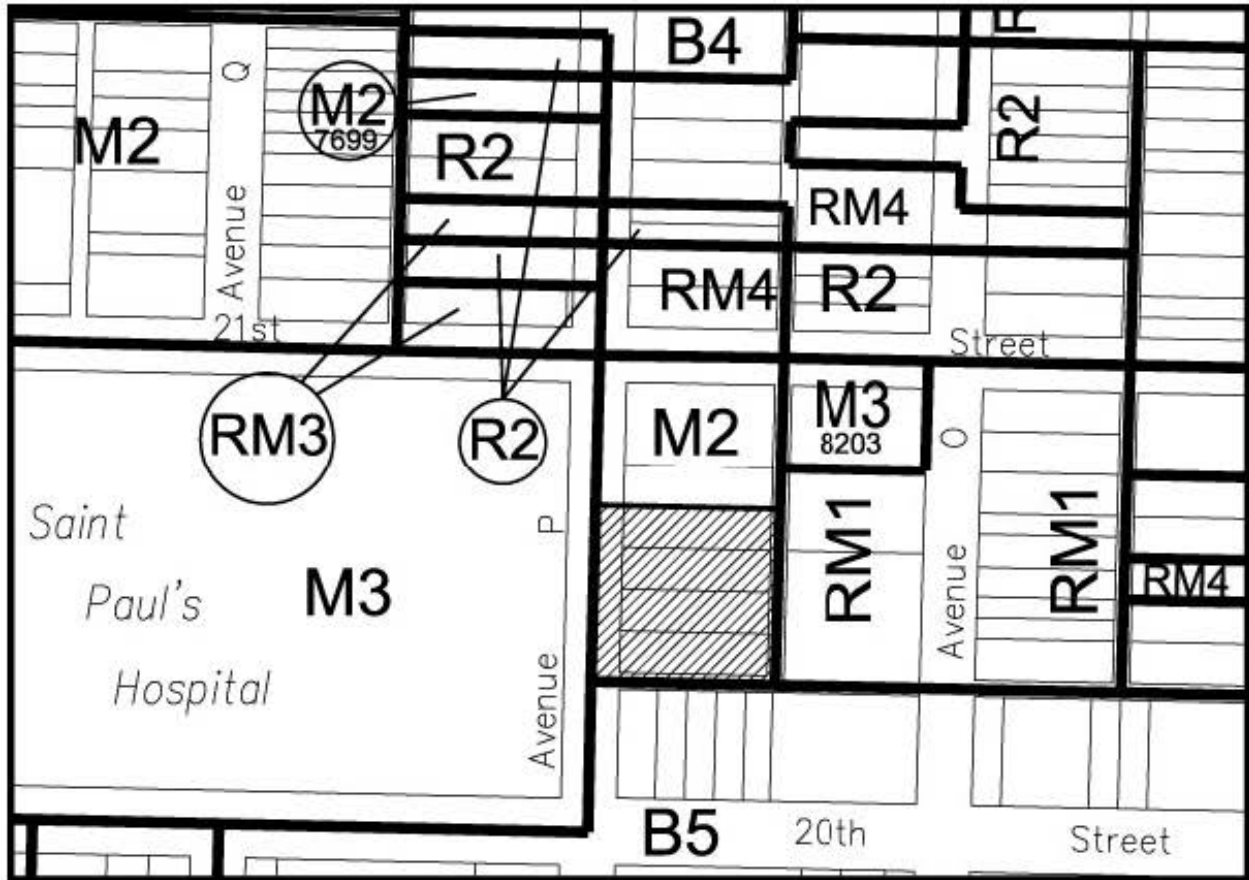
COMMUNICATION PLAN

Public hearing notices will be mailed to those who signed in at the public information meeting and provided their addresses. Aside from this, no further consultation is planned

Approved by: “Catherine Gryba” for
Murray Totland, City Manager
Dated: “April 28, 2014”

S/Reports/2014/DS/MPC – Proposed Rezoning from M2 to M3 by Agreement – 210, 216, 218, 222, and 224 Avenue P South/ks

Location Map



PROPOSED REZONING

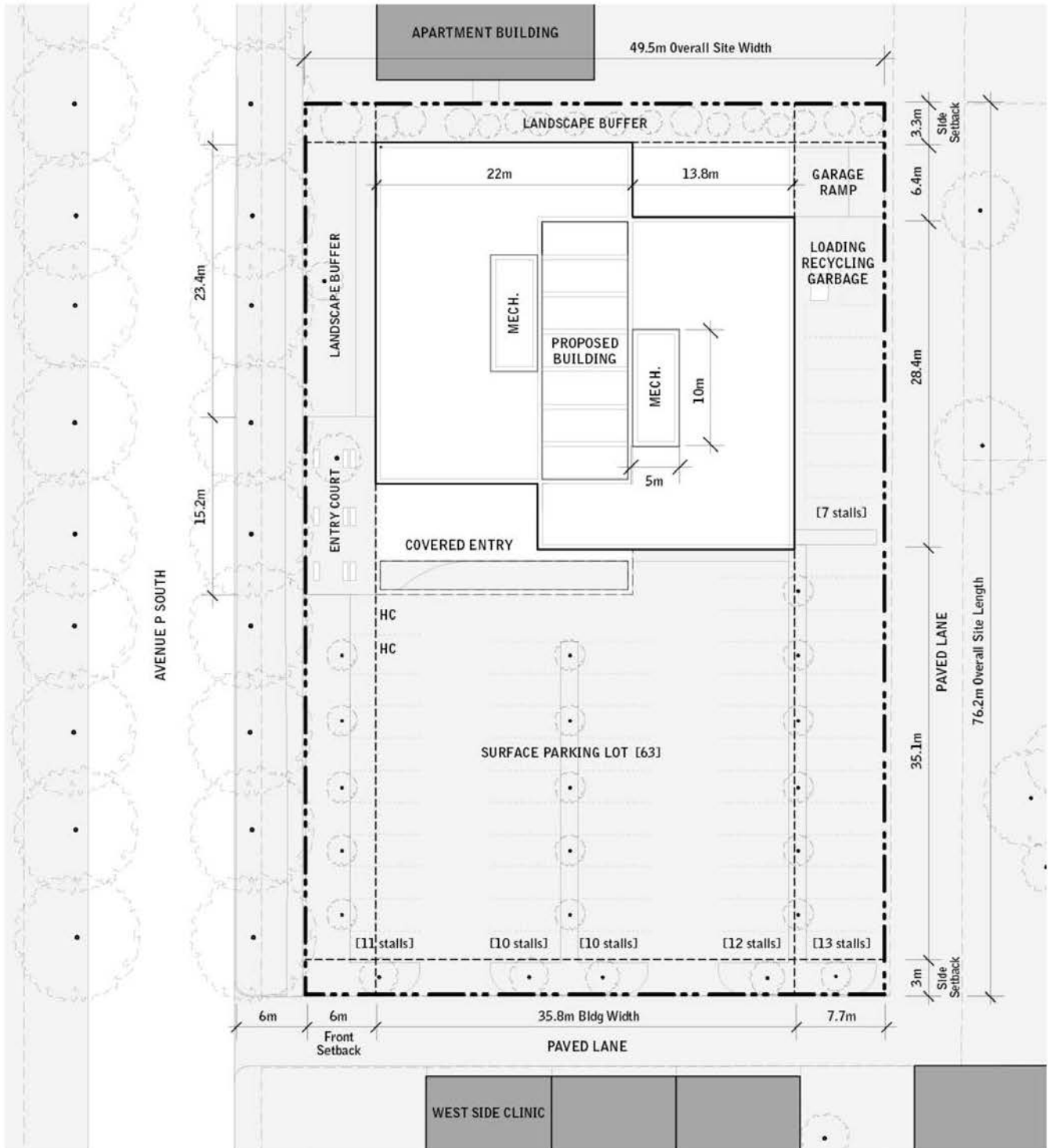


From M2 to M3 by Agreement



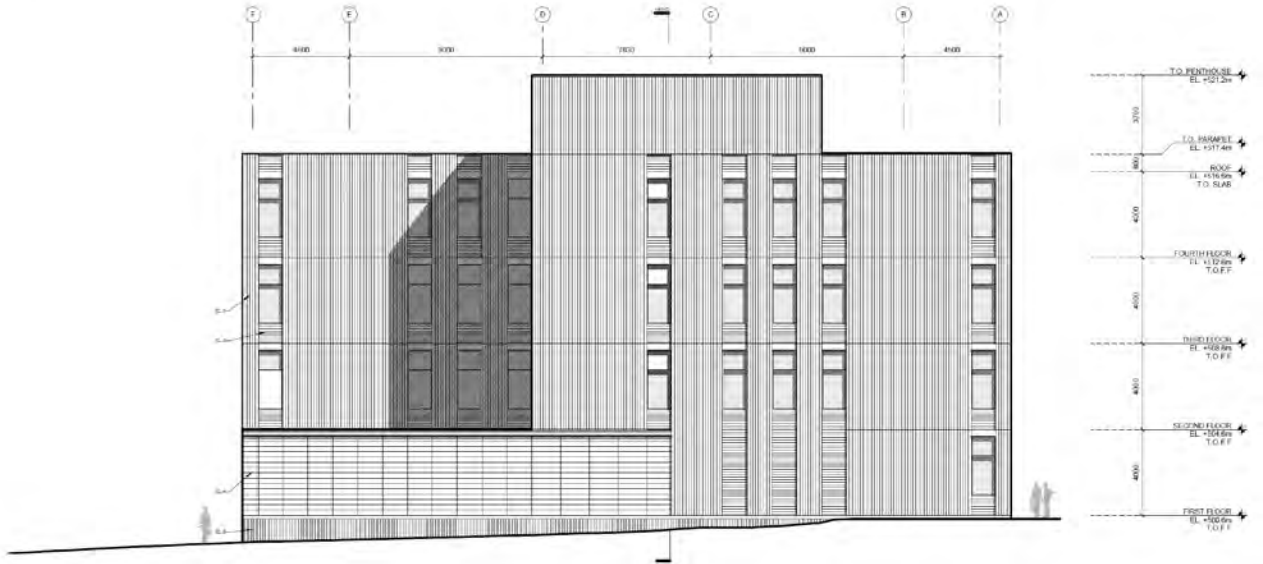
File No. RZ27-2013

Site Plan

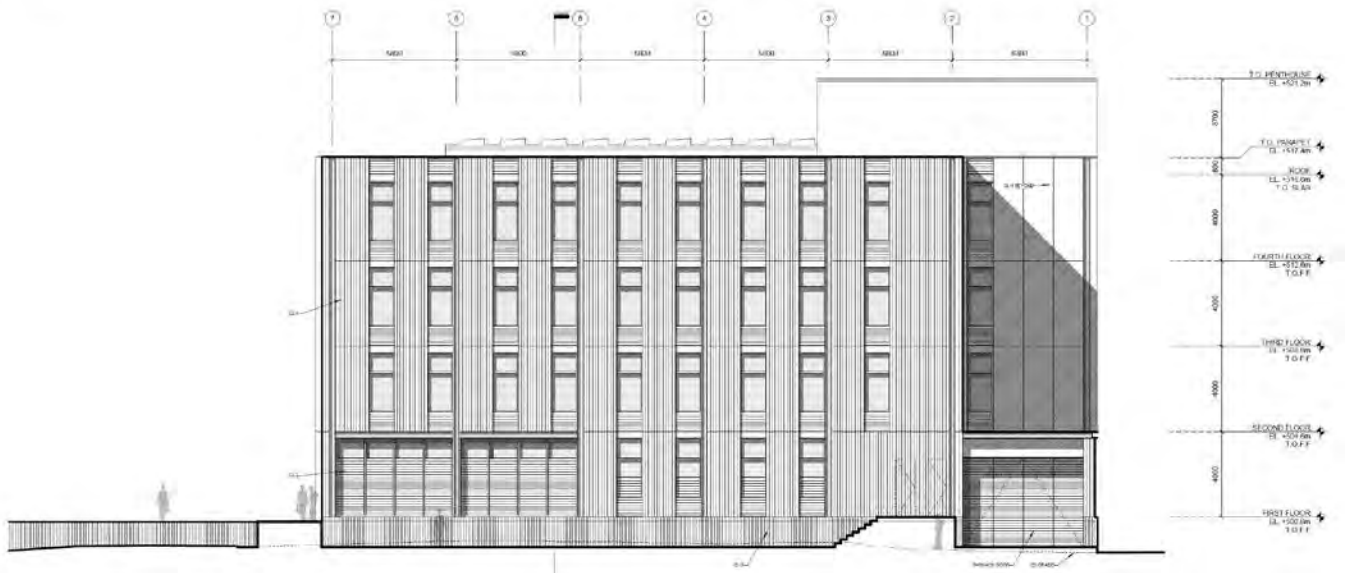


Building Elevations

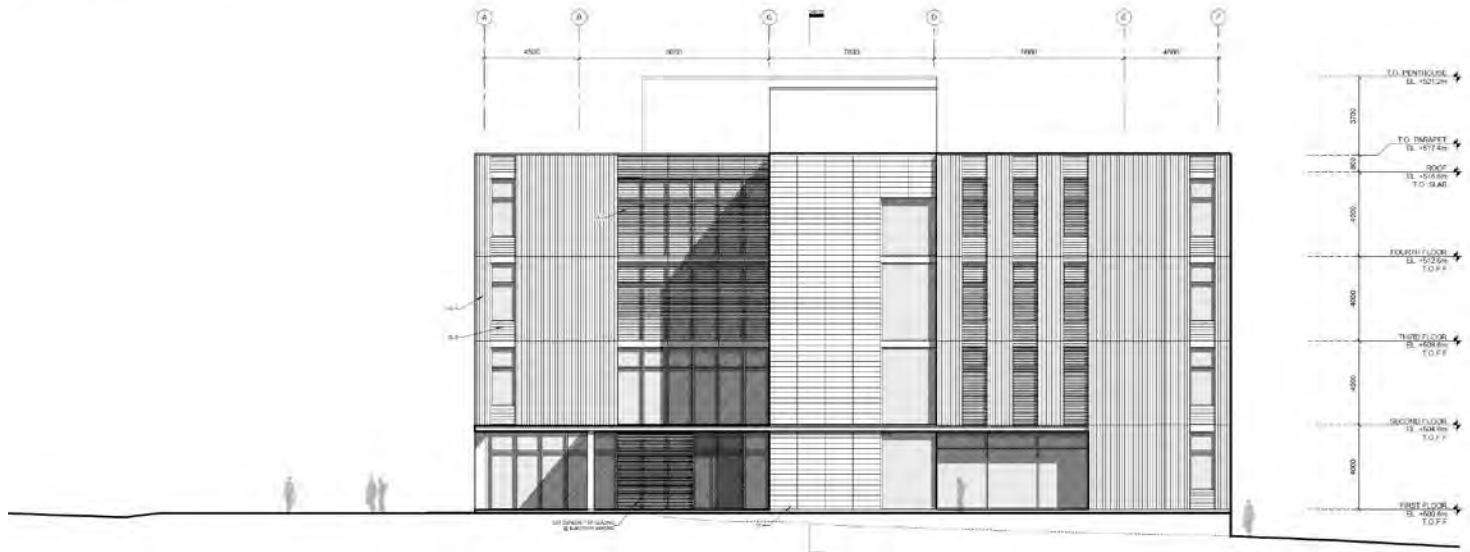
NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION



Comments From Other Divisions

Transportation and Utilities Department

The proposed Zoning Bylaw No. 8770 Amendment, as noted, required further consideration prior to the Transportation and Utilities Department's approval as follows:

1. The proposed rezoning for this site is actually a substantial change to the wastewater use. The infrastructure in this area is old (circa 1910) and this load will present a challenge. A physical reading of the wastewater flow is required to see if this new use is possible (memo dated December 23, 2013).

Further to the memo dated December 23, 2013:

1. Flow monitor data has confirmed that there is sufficient water and sewer capacity for this development. Therefore, the proposed Zoning Bylaw amendment is acceptable to the Transportation and Utilities Department (memo dated February 10, 2014).

Saskatoon Transit Division

Saskatoon Transit has no easement requirements regarding the referenced property.



COMMUNITY ENGAGEMENT SUMMARY

PUBLIC INFORMATION MEETING FOR PROPOSED REZONING OF 210, 216, 218, 222 and 224 Avenue P South

Applicant: Metaamo Architecture, on behalf of Dr. Rob Basi and Co.
File: PL 4350 – Z27/13

Project Description

A public information meeting was held regarding a proposed rezoning of 210, 216, 218, 222 and 224 Avenue P South (Pleasant Hill neighbourhood), from an M2 – Community Institutional Service District to an M3 – General Institutional Service District M2, by agreement. This proposed rezoning would facilitate the construction of a four storey medical office building that contains physicians' administrative and private offices on the third and fourth floors with the ground floor dedicated to radiology and professional services and a potential pharmacy or cafe.

The meeting was held at Pleasant Hill Community School on Wednesday, March 26, 2014 at 7 PM.

Community Engagement Strategy

Purpose:

To inform and consult. Residents were provided with an overview of the applicant's proposal and provided the opportunity to ask questions and provide comments. Written comments (email/comment sheets) were accepted for two weeks following the meeting.

Form of community engagement used:

Public Information Meeting – Residents are provided an opportunity to listen to a presentation by the applicant and speak directly with the applicant and/or City staff following the presentation. City staff was in attendance to provide an overview of the rezoning process, and the next steps following the meeting.

Level of input or decision making required from the public:

Comments and opinions were sought from the public.

Who was involved:

- Internal stakeholders: The standard referral process was implemented. Internal Departments were contacted for comments; Transportation & Utilities and Transit Services. Councillor Lorje was also contacted.
- External stakeholders: Public Notices (attached) were sent to property owners within a 75 metre radius of the subject site – a total of 23 Public Notices were sent out on March



13, 2014. Four property owners attended the public information meeting, including members of the Pleasant Hill Community Association.

Summary of Community Engagement Feedback

This community engagement initiative would have provided interested & concerned individuals with an opportunity to learn more about the proposed use and to provide perspective and comments, which would have been considered by both the proponent and municipal staff in further analysis of this proposal.

Feedback and comments received at the public meeting were generally in support of the proposed rezoning, however specific questions were asked regarding the type of medical services that are proposed for the building; The applicant explained that specialist and general practice medicine are being offered, such as internal medicine and radiology.

Other questions included:

- What are the next steps and when is construction expected to begin if approval is granted; Administration explained that a report will be drafted to Municipal Planning Commission, including the feedback gathered at the public meeting, and forwarded to City Council for final approval in May/June. The applicant advised that construction is expected to begin in fall 2014 if approval is granted.
- How will drainage be dealt with; Administration explained that Transportation and Utilities has not made on-site storm water storage a condition of their approval as there is no servicing to connect to on Avenue P South. The applicant advised that they would work with the City regarding any possibilities of improvements to the storm sewer facilities in the area.

Next Steps

ACTION	ANTICIPATED TIMING
Planning and Development Division prepares and presents to Municipal Planning Commission (MPC). MPC reviews proposal and recommends approval or denial to City Council.	May 6, 2014
Public Notice - Community Consultant, Ward Councillor as well as all participants that attended the Public Information Meeting will be provided with direct notice of the Public Hearing, as well as all residents who were notified previously. A notification poster sign will be placed on site. Advertisements prepared and placed in the Star Phoenix, City Page (as per the City's Public Notice Policy).	May 3 – 10, 2014

Shaping Saskatoon



<p>Public Hearing – Public Hearing conducted by City Council, with opportunity provided to interested persons or groups to present. Proposal considered together with the reports of the Planning and Development Division, Municipal Planning Commission, and any written or verbal submissions received by City Council.</p>	<p>May 20, 2014 or June 9, 2014</p>
<p>Council Decision - may approve or deny proposal.</p>	<p>May 20, 2014 or June 9, 2014</p>

Prepared by:

Melissa Austin, Planner
 Planning and Development Division
 April 16, 2014

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: April 11, 2014
SUBJECT: Proposed Evergreen Concept Plan Amendment
FILE NO.: CK. 4110-41, PL. 4131-3-9-3, PL. 4115-OCP13/14, PL. 4350-Z21/13

- RECOMMENDATION:** that a copy of this report be submitted to City Council recommending:
- 1) that City Council approve the advertising, in respect to the proposals to amend the Evergreen Neighbourhood Concept Plan, Official Community Plan Bylaw No. 8769, and Zoning Bylaw No. 8770, as outlined in this report;
 - 2) that the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed amendments;
 - 3) that the City Solicitor be requested to prepare the required bylaws to amend Official Community Plan Bylaw No. 8769 and Zoning Bylaw No. 8770;
 - 4) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to the Evergreen Neighbourhood Concept Plan, be approved, subject to the removal of the 1 metre buffer strip along McOrmond Drive north of Fedoruk Drive, should the functional plan for McOrmond Drive determine that the 1 metre buffer strip is not required;
 - 5) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Official Community Plan Bylaw No. 8769 - Land Use Policy Map to redesignate the properties identified in the attached Location Plan – Official Community Plan Bylaw No. 8769 Amendment from "Residential" to "District Village Commercial," be approved; and

- 6) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone the properties identified in the attached Location Plan – Zoning Bylaw No. 8770 Amendment from R1A - One-Unit Residential District to RMTN1 - Medium-Density Townhouse Residential District; B1B – Neighbourhood Commercial - Mixed-Use District; B4A – Special Suburban Centre and Arterial Commercial District; M3 - General Institutional Service District; RM3 - Medium-Density Multi-Unit District; and AG - Agricultural District to RM3 - Medium-Density Multi-Unit District, be approved.

TOPIC AND PURPOSE

The purpose of this report is to consider an application from Saskatoon Land to amend the Evergreen Neighbourhood Concept Plan (Concept Plan), and Zoning Bylaw No. 8770. The report also considers an amendment to Official Community Plan (OCP) Bylaw No. 8769 – Land Use Map. The proposals will accommodate the new alignment of McOrmond Drive for the North Commuter Parkway and Bridge. The proposals will also facilitate the development of a District Village and residential land uses.

REPORT HIGHLIGHTS

1. The proposed Concept Plan amendment is consistent with the approved University Heights Sector Plan and will accommodate the new alignment for the North Commuter Parkway and Bridge.
2. The proposed OCP Bylaw No. 8769 amendment will redesignate the lands from “Residential” to “District Village Commercial”.
3. The proposed Zoning Bylaw No. 8770 amendment is consistent with proposed Concept Plan amendment and proposed OCP Bylaw No. 8769 amendment.

STRATEGIC GOAL

Under the Strategic Goal of Sustainable Growth, this proposal supports the strategies of creating complete communities in new neighbourhoods that feature employment opportunities, main streets, suburban centres, and greater connectivity both internally and externally.

BACKGROUND

During its June 1, 2009 meeting, City Council approved the Concept Plan, which included a District Village to be located in the northeast corner of the neighbourhood at the intersection of two arterial roads – Fedoruk Drive and McOrmond Drive. The District Village is intended to be a mixed-use area with the primary focus being commercial services for residents of two to five neighbourhoods.

During its October 7, 2013 meeting, City Council approved amendments to the University Heights Sector Plan, including a new alignment for McOrmond Drive to facilitate the proposed North Commuter Parkway and Bridge.

REPORT

Proposed Concept Plan Amendment

The proposal to amend the Concept Plan, as shown in Attachment 1, will result in a land use change that supports the character and intent for the District Village area as envisaged in the Concept Plan, as well as a reconfiguration of multi-unit residential land uses that abut the District Village.

The proposed amendment will accommodate:

- a) the realignment of McOrmond Drive to be consistent with the approved University Heights Sector Plan to accommodate the North Commuter Parkway and Bridge;
- b) an additional access point into the neighbourhood, which will increase access into the District Village area and the proposed Aspen Ridge neighbourhood;
- c) land uses appropriate for a District Village, including commercial and institutional land uses that would serve several neighbourhoods within the University Heights Suburban Development Area; and
- d) a reconfiguration of proposed residential land uses in order to accommodate the new street network.

A revised Evergreen neighbourhood boundary has also been proposed to accommodate the new McOrmond Drive alignment and to ensure that the neighbourhood size is unchanged. Both the original and amended neighbourhood boundaries have a gross developable area of approximately 655 acres.

Population

The proposed Concept Plan Amendment will result in a slight increase of 307 people to the projected population of Evergreen. This will result in a projected population for the neighbourhood, at maximum buildout of 12,643 persons with a neighbourhood gross density of 8.5 units per acre (47.71 persons per hectare).

Transportation

The Transportation and Utilities Department has no objection to the proposed Concept Plan Amendment, subject to a 1 metre buffer strip being provided along the frontage of McOrmond Drive, north of Fedoruk Drive. The need for this buffer strip will be determined through the functional plan for McOrmond Drive. Should it be determined that the buffer strip is not required, the Administration will remove the buffer strip. Until the need for the buffer strip has been evaluated, the developer has agreed not to proceed with any further development applications on the affected lands.

Official Community Plan Bylaw No. 8769

The area is currently designated as “Residential” on the OCP Bylaw No. 8769 – Land Use Map. Redesignation to “District Village Commercial” will be required to accommodate the proposed Concept Plan amendment, as shown in Attachment 2. The amendment area includes commercial and institutional land uses that will serve several neighbourhoods within the University Heights Suburban Development Area.

The proposed amendment is consistent with the objectives and policies of the OCP Bylaw No. 8769 with regards to District Village Commercial. OCP Bylaw No. 8769 notes that District Commercial Areas, which are significantly oriented to pedestrians, due to existing or proposed site and building configurations, may be designated as District Village Commercial Areas. The intent is to encourage development adjacent to the sidewalk, provide a stimulating pedestrian environment, and create a form of development that encourages alternative forms of transportation.

Zoning Bylaw No. 8770 Amendment

This proposal will require an amendment to Zoning Bylaw No. 8770, as shown in Attachment 3. Zoning Districts appropriate for the District Village Commercial designation are proposed, including mixed use and institutional uses. Low/medium density multi-unit and medium/high density multi-unit land uses are proposed for the lands that abut the District Village Commercial Area.

Comments from Other Divisions and Agencies

Comments other than those noted under “Proposed Concept Plan Amendment” are outlined in Attachment 4 – Comments from Other Divisions and Agencies.

Growing Forward! Shaping Saskatoon

A report was presented to the Growing Forward! Shaping Saskatoon Steering Committee. The report identifies how the proposed Concept Plan amendment meets the principles of the Growing Forward! Shaping Saskatoon initiative. Due to the proximity of the proposed Concept Plan amendment to the proposed Aspen Ridge

Concept Plan, this amendment was presented together with the proposed Aspen Ridge Concept Plan. The report is included in Attachment 5.

OPTIONS TO THE RECOMMENDATION

City Council could deny the proposed amendment. The Administration does not recommend this option as this would preclude the implementation of the University Heights Sector Plan.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications as a result of the proposed Concept Plan Amendment, OCP Bylaw No. 8769 – Land Use Map amendment, and Zoning Bylaw No. 8770 amendment.

Infrastructure costs associated with this proposal are funded through prepaid service rates imposed on development to cover the costs of direct and off-site services.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

A public open house was held on March 18, 2014, for residents and property owners within the Evergreen neighbourhood to obtain information on the proposed Evergreen amendments and the Aspen Ridge Neighbourhood Concept Plan. A total of 899 public notices were mailed out to property owners within the Evergreen neighbourhood and surrounding property owners. The Willowgrove/University Heights and the Silverspring Community Associations were also notified. The Ward Councillor was in attendance and 53 people attended the public open house. The Community Engagement Project Summary has been included as Attachment 6.

COMMUNICATION PLAN

Public hearing notices will be advertised two weeks prior to City Council's meeting date. No further consultation is planned beyond the stakeholder involvement noted above.

ENVIRONMENTAL IMPLICATIONS

No environmental and/or greenhouse gas implications have been identified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review was conducted as part of the Concept Plan Administrative Review process. Comments and concerns identified in the review were addressed and mitigated before moving the Concept Plan amendment forward for City Council's approval.

PUBLIC NOTICE

The application will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify the Community Consultant and the Ward Councillor of the public hearing date by letter. A notice will be placed in The StarPhoenix two weeks prior to the public hearing.

ATTACHMENTS

1. Evergreen Concept Plan Amendment
2. Location Plan – OCP Bylaw No. 8769 Amendment
3. Location Plan – Zoning Bylaw No. 8770 Amendment
4. Comments by Other Divisions and Agencies
5. Growing Forward! Shaping Saskatoon Report
6. Community Engagement Summary

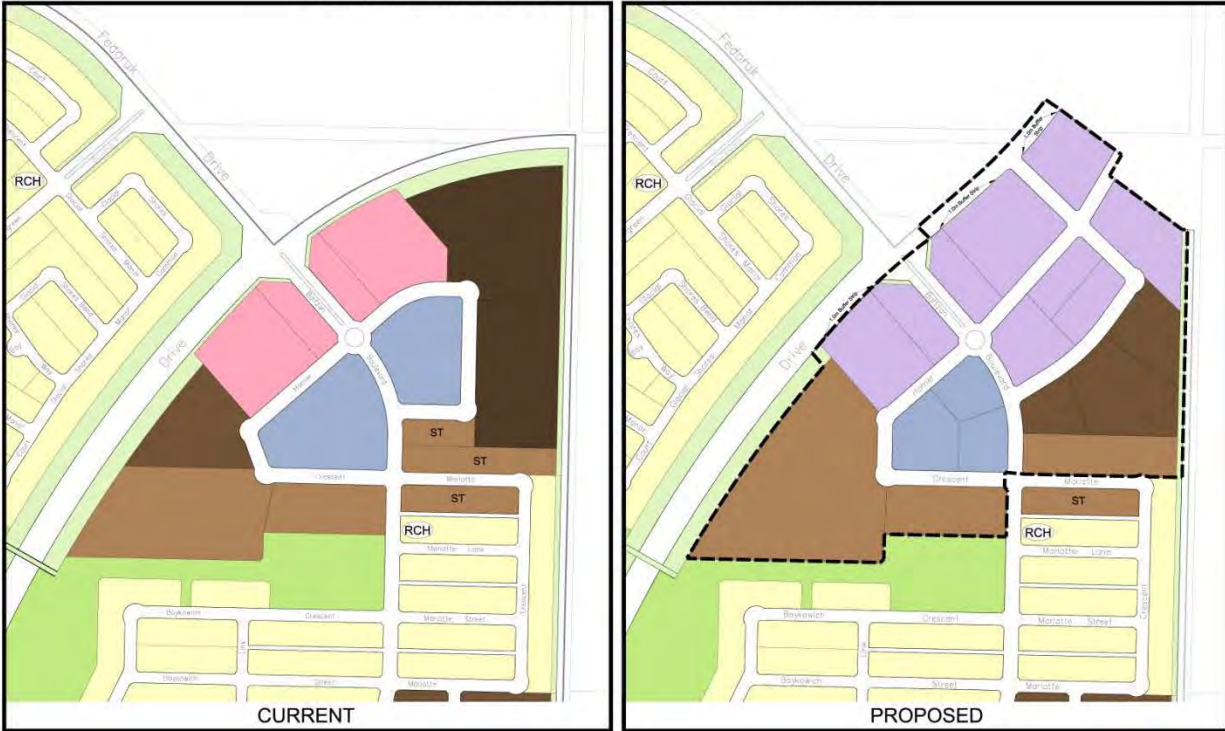
Written by: Christine Gutmann, Senior Planner









Reviewed by: “Alan Wallace”
 Alan Wallace
 Director of Planning and Development

Approved by: “Randy Grauer”
 Randy Grauer, General Manager
 Community Services Department
 Dated: “April 17, 2014”

Approved by: “Marlys Bilanski”
 For Murray Totland, City Manager
 Dated: “April 22, 2014”

EVERGREEN CONCEPT PLAN AMENDMENT

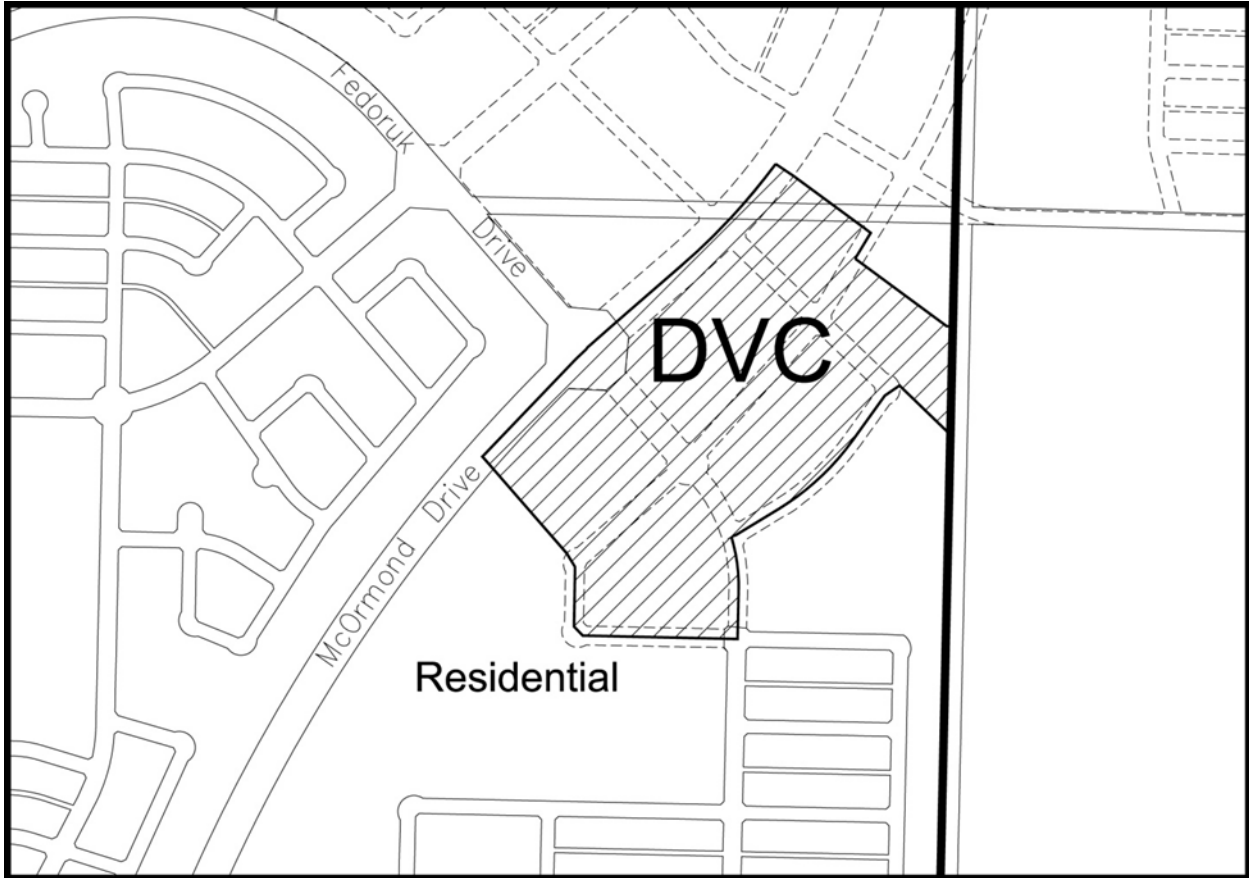


 LOW/MEDIUM DENSITY MULTI-UNIT	 INSTITUTIONAL	 AMENDMENT BOUNDARY
 LOW/MEDIUM DENSITY MULTI-UNIT (STREET TOWNHOUSE)	 MIXED USE (COMMERCIAL/RESIDENTIAL/INSTITUTIONAL)	 CURRENT NEIGHBOURHOOD BOUNDARY
 MEDIUM/HIGH DENSITY MULTI-UNIT	 COMMERCIAL	 PROPOSED NEIGHBOURHOOD BOUNDARY
 HIGH DENSITY MULTI-UNIT	 BUFFER STRIP	

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Location Plan – OCP Bylaw No. 8769 Amendment



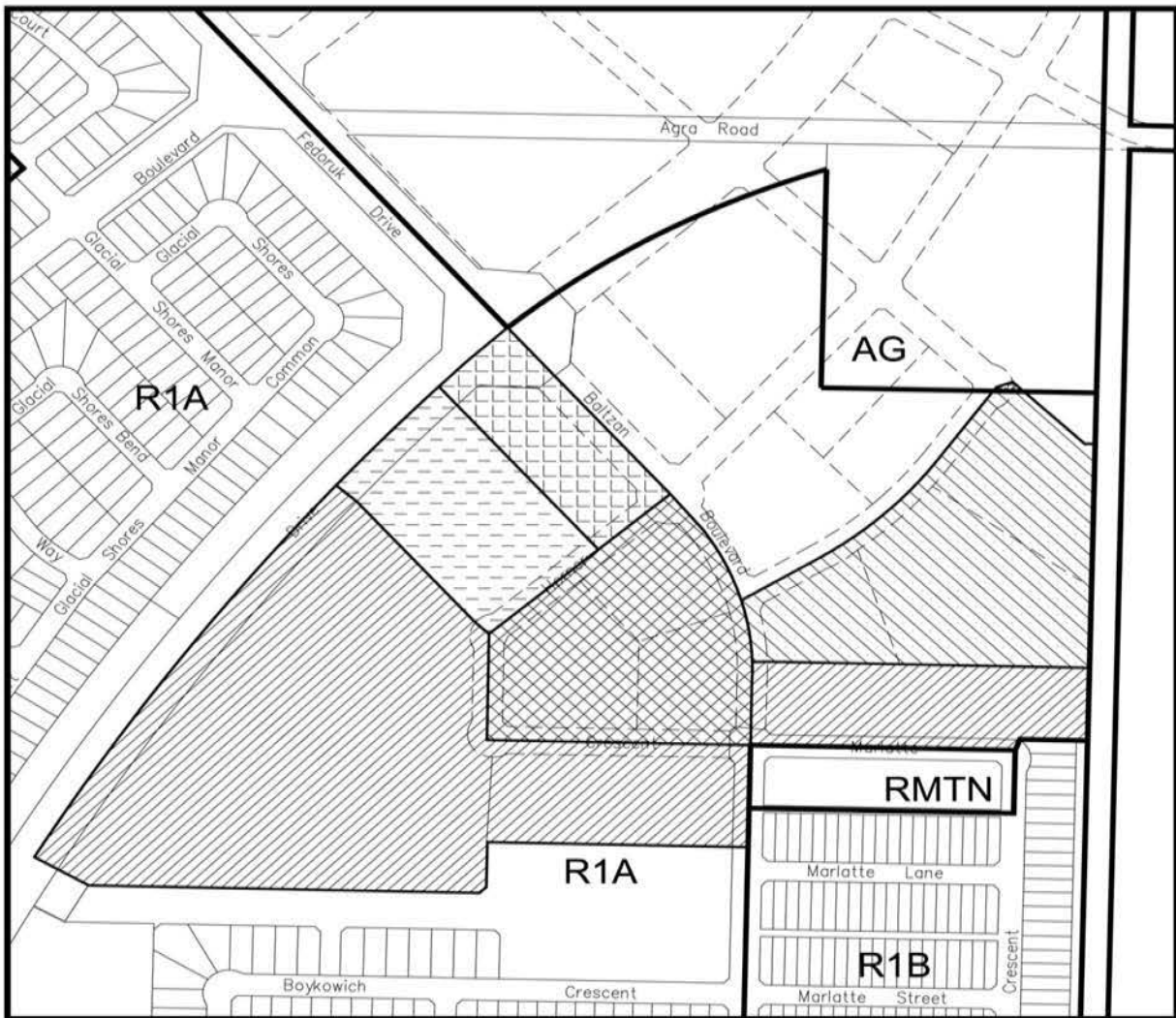
PROPOSED AMENDMENT TO THE OFFICIAL COMMUNITY PLAN - LAND USE MAP

 From Residential to District Village







File No. OCP13-2014



Location Plan – Zoning Bylaw No. 8770 Amendment



REZONING

- | | |
|---|---|
|  From R1A to RMTN1 |  From R1A to M3 |
|  From R1A to B4A |  From R1A to B1B |
|  From R1A to RM3 |  From AG to RM3 |



ATTACHMENT 4

Comments by Other Divisions and Agencies

AGENCY	COMMENT	RESPONSE
Fire	Concerns regarding traffic circles.	The Transportation and Utilities Department has confirmed the ability of fire trucks to manoeuver through these roundabouts.
	The size of boulevards or medians effect the turning radius of the apparatus and access. Depending on road widths, there may be issues with parking in these areas. Are there supposed to be service roads in this area?	A minimum of a 20 m road width will be provided in this area (typically these road widths are 16 m). Service roads are proposed along McOrmond Drive.
SaskPower	SaskPower will continue to install underground electrical distribution throughout this phase of the subdivision.	No response required.
	The easements that were previously requested will have to be adjusted.	No response required.
SaskTel	One cell tower is proposed for the Evergreen neighbourhood and two for the proposed Aspen Ridge neighbourhood. An additional cell tower may be required in the Evergreen neighbourhood; however, it is too early to tell.	No response required.
CPTED	CPTED Review Committee supports the proposal.	No response required.
	Parcel SS is a very large site and could reduce the feelings of community, belonging, safety, and their ability to exert any control in the area. Recommendation is to reduce the size of Parcel SS.	This comment is a carry-over from the approved concept plan.
Saskatoon Light and Power	Saskatoon Light and Power will install approximately two metered control points to be placed in the right of way in close proximity to a SaskPower transformer.	No response required.
	The lighting poles are on the front street located at the property line with a maximum spacing of 50 m and will be	No response required.

	0.3 m back of the sidewalk. The lighting system will meet the minimum illuminance requirements.	
Canada Post	Mail delivery will be via Community Mail Boxes or Lock Box Assemblies. Locations to be determined once detailed plans received.	No response required.
SaskEnergy	SaskEnergy is working with the City of Saskatoon regarding easements and the required District Regulator Station northeast of this area (now Aspen Ridge).	No response required.

TO: Growing Forward, Shaping Saskatoon Steering Committee
SUBJECT: Proposed Aspen Ridge Neighbourhood Concept Plan
Proposed Evergreen Neighbourhood Concept Plan Amendment
DATE: March 27, 2014

This report is to provide an overview of the application of Growing Forward, Shaping Saskatoon Principles for New Development for the proposed Aspen Ridge Neighbourhood Concept Plan (Concept Plan) and the Evergreen Neighbourhood Concept Plan Amendment (District Village). A copy of the proposed Concept Plan and proposed Evergreen Neighbourhood Concept Plan Amendment are attached.

Application of Growing Forward! Shaping Saskatoon Principles

The proposed Concept Plan and proposed Evergreen Neighbourhood Concept Plan Amendment have incorporated the Growing Forward, Shaping Saskatoon principles as outlined in the Bridging Document as follows:

Incorporate public transit	Transit routes are proposed along McOrmond Drive and an internal collector road. Transit routes are anticipated to continue northward along McOrmond into the next neighbourhood. Higher density residential land uses, as well as retail and mixed uses are proposed along the routes.
Design the street layout to support all road users	The proposed Concept Plan incorporates a grid network where possible. A complete streets design concept is proposed along McOrmond Drive.
Maximize opportunities for access to amenities	The developer has incorporated amenities that are accessible to as many residents as possible. Examples include: <ul style="list-style-type: none"> • the Core Park is centrally located with school sites abutting it; • a transit route has been planned with higher density land uses abutting the route; • retail and mixed use land uses are planned for within the neighbourhood and in the District Village; and • the proposed District Village will provide services within walking distance for residents of both neighbourhoods.
Design open spaces to provide connections to surrounding areas	The developer has incorporated a linear park system and pocket parks throughout the neighbourhood for the purposes of both programming space and pedestrian connectivity. Furthermore, the developer has proposed a greenway along the edge of the Northeast Swale. The greenway will provide access to the Northeast Swale and is intended to connect to a city-wide active transportation network.
Promote affordability	The developer has incorporated a variety of residential land uses from single family to multi-unit residential, as well as mixed use land uses.
Provide for employment opportunities within the community	Retail and mixed use land uses are planned for within the neighbourhood. The proposed District Village will provide employment opportunities within walking distance for residents of both Aspen Ridge and Evergreen.
Maintain / enhance environmental and historical features.	The developer is providing for a greenway along those portions of the Aspen Ridge neighbourhood, which abut the Northeast swale. The greenway has been developed to provide an appropriate buffer from the abutting residential land uses to the swale.
Consider water and sewer capacity requirements	Water and sewer capacity requirements have been addressed in the review of the neighbourhood concept plan.
Strive to use green infrastructure for storm water management	A forebay is proposed in the northwest of the Aspen Ridge neighbourhood to allow stormwater to be physically and biologically treated before it drains into the Northeast Swale.



Project Name: Public Open House and Shaping Saskatoon Discussion Forum
Proposed Evergreen Neighbourhood Concept Plan Amendment, Official Community Plan Amendment and Rezoning (District Village and Residential)

Applicant: Saskatoon Land

File: PL. 4131-3-9-3, PL-4350-Z21/13, PL-4115-OCP13/14

Community Engagement Summary

Project Description

A public open house was held regarding proposed amendments to the Evergreen Concept Plan, the Official Community Plan Bylaw No. 8769 (OCP) – Land Use Map and the Zoning Bylaw No. 8770 to accommodate the District Village and surrounding residential lands in the Evergreen Neighbourhood. Information about the proposed amendments was also posted on the Shaping Saskatoon On-Line Discussion Forum.

The proposals will accommodate the new alignment of McOrmond Drive for the North Commuter Parkway and Bridge. The proposals will also facilitate the development of a District Village and residential land uses. The open house and the Shaping Saskatoon On-Line Discussion Forum provided residents an opportunity to learn more about the proposal, to comment on the proposal and ask any questions they may have.

The open house was held in the auditorium of the Alice Turner Library on March 18, 2014 from 5pm to 8pm. The Ward Councillor was in attendance.

Community Engagement Strategy

Purpose	To inform and consult. Participants were provided an overview of the proposal and an opportunity to ask questions of both City staff and the developer. Written comments were accepted at the open house and on the Shaping Saskatoon Discussion Forum for 2 weeks following the open house.
How will the information be used	Comments gathered from the open house and on the Shaping Saskatoon Discussion Forum will be used to inform the decision making process about the proposals.



Tools used	Information boards were presented at the public open house and were posted on the Shaping Saskatoon Discussion Forum. Participants were given the opportunity to discuss the proposal with City staff and the developer. Comment sheets were provided at the open house. Comments could also be provided on the Shaping Saskatoon Discussion Forum for two weeks following the open house.
Notification	899 public open house notices outlining the details of the proposal were sent to Evergreen residents as well as residents of any neighbouring properties using Canada Post Admail as well as addressed mail. The open house and the Shaping Saskatoon website was also advertised in the Star Pheonix for two weeks prior to open house.

Summary of Community Engagement Feedback

Public Open House Attendees: 53 signed in

Written comments received at the Open House:

- Exciting to see the plans for the North-east.
- Eliminate right turn on red for pedestrian / bike safety. Need safe connectivity between neighbourhoods for cycling and walking. Encourage focus on active transportation – need access to services (destinations).
- Dark sky lighting compliance.
- McOrmond not wide enough for future LRT. Need BRT in place. Need to provide more frequent bus service.
- Need to consider roads in and out of neighbourhood – prevent bottlenecks.
- Concerned about people walking across Lowe Road onto Pohorecky Cres. Also, chain link fence has lots of weeds growing up it.

Next Steps

Action	Anticipated Timing
Planning and Development Report prepared and presented to Municipal Planning Commission (MPC). MPC reviews the proposal and recommends approval or denial to City Council.	May 6
Public Notice – report prepared and Public Hearing date set. The University Heights Community Associations, Community consultant, and the Ward Councillor will be provided with direct notice of the Public Hearing.	May 12

Shaping Saskatoon



<p>Public Hearing – Public Hearing conducted by City Council, with the opportunity provided for interested persons or groups to present. The proposal is considered together with the reports of the Planning and Development Division, MPC and any written or verbal submissions received by City Council.</p>	<p>May 26</p>
<p>Council Decision – may approve or deny the proposal.</p>	<p>May 26</p>

Prepared by:

Christine Gutmann, Senior Planner
 Planning and Development Division
 March 19, 2014

Attachments: Notice of Public Open House



PUBLIC OPEN HOUSE

Aspen Ridge Neighbourhood Concept Plan

&

Amendment to the Evergreen Neighbourhood Concept Plan

Tuesday, March 18, 2014

5:00 - 8:00 PM (Come-and-Go)

Location: Alice Turner Library (Auditorium)

110 Nelson Road

Aspen Ridge Neighbourhood Concept Plan

Aspen Ridge is a new proposed residential neighbourhood, consisting of 639 acres, and is the next neighbourhood to be developed in the University Heights Suburban Development Area. The neighbourhood is bounded on the south by the Evergreen neighbourhood and University of Saskatchewan lands, on the northeast by the proposed Perimeter Highway route, and on the northwest by the Northeast Swale.

The neighbourhood has been designed to be walkable with amenities, transit and recreational open space in close proximity to residences. Neighbourhood elements will include a complete streets design concept for McOrmond Drive, a village square, a multi-use greenway abutting the Northeast Swale and a linear park system. The neighbourhood will accommodate a variety of housing forms, including one-unit dwellings, low density townhouses, medium density multiple-unit dwellings, and mixed use development combining residential with retail, office, and service uses. Upon completion, the neighbourhood will be home to approximately 12,956 residents.

Amendment to the Evergreen Neighbourhood Concept Plan

An amendment to the Evergreen Neighbourhood Concept Plan is proposed to accommodate changes to the District Village in the northeast corner of the neighbourhood. The changes will support the transition of McOrmond Drive to the complete streets design concept as it enters Aspen Ridge, and foster better connections between the two neighbourhoods.

Amendments to the Zoning Bylaw are also proposed in relation to this concept plan amendment.

The open house will provide an opportunity to view the proposals and to ask questions to City of Saskatoon staff and development partners.

Can't make the open house? Visit www.shapingsaskatoon.ca/discussions to view details of the proposals and to share your thoughts. Details of the proposal will be made available online March 18th.

Please see the reverse side of the page for a map depicting the Aspen Ridge development area and Evergreen Concept Plan amendment area.

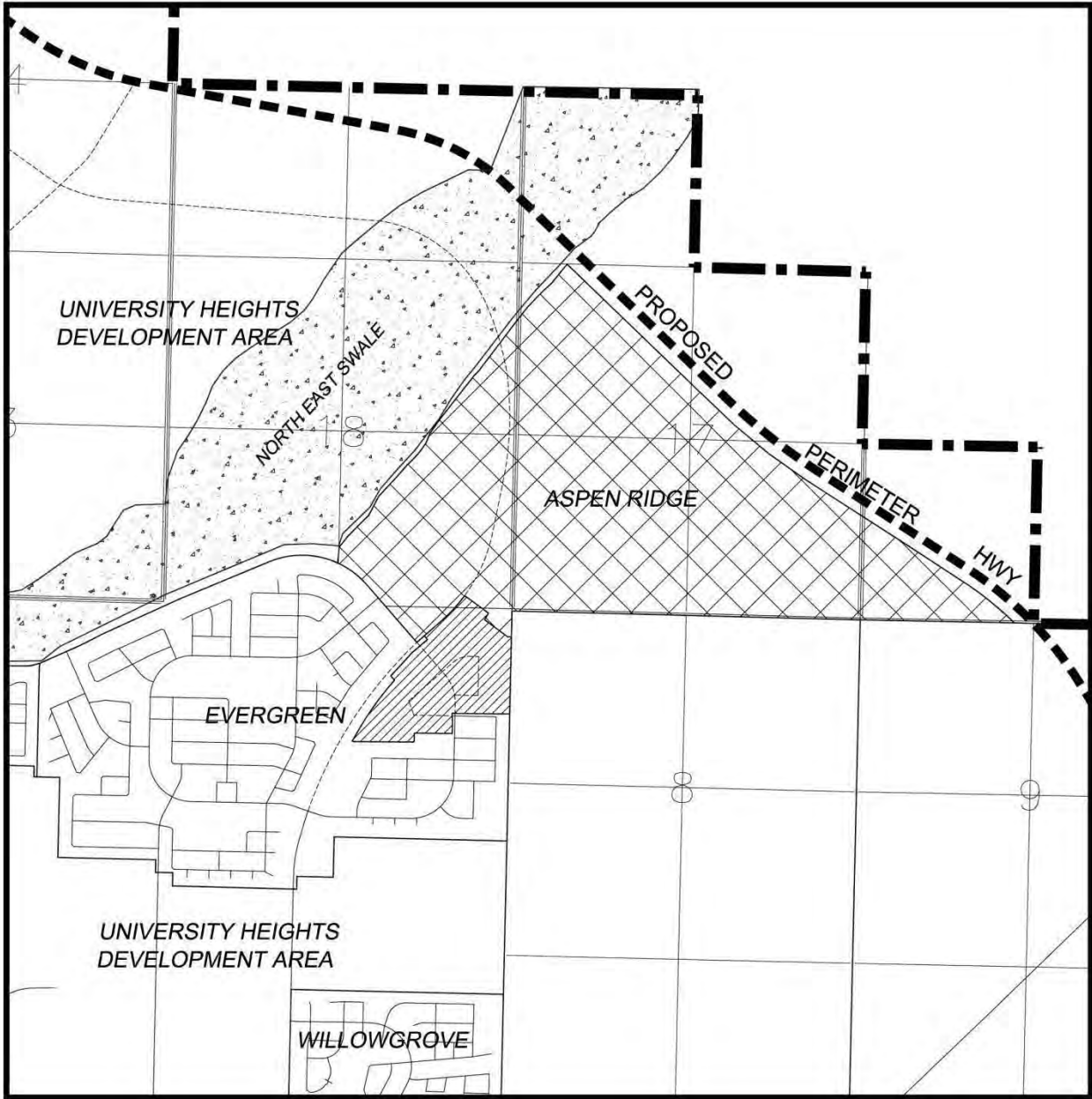
For more information, please contact:

Christine Gutmann, Senior Planner

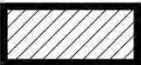
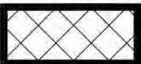

Planning & Development Division, Community Services Department, City of Saskatoon


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Legend:

-  Proposed Evergreen Concept Plan Amendment Area
-  Proposed Aspen Ridge Development Area
-  North East Swale



 **City of Saskatoon**

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