



**PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON PLANNING, DEVELOPMENT
AND COMMUNITY SERVICES**

Monday, May 29, 2017, 9:00 a.m.

**Council Chamber, City Hall
Committee:**

**Councillor D. Hill, Chair, Councillor B. Dubois, Vice-Chair, Councillor T. Davies, Councillor H. Gough,
Councillor Z. Jeffries, His Worship, Mayor C. Clark (Ex-Officio)**

Pages

1. CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

That the agenda be confirmed as presented and the speakers be heard.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

Recommendation

That the minutes of Regular Meeting of the Standing Policy Committee on Planning, Development and Community Services held on May 1, 2017 be approved.

5. UNFINISHED BUSINESS

6. COMMUNICATIONS (requiring the direction of the Committee)

6.1 Delegated Authority Matters

6.2 Matters Requiring Direction

6.2.1 2016 Annual Report - Advisory Committee on Animal Control

7 - 17

The 2016 Advisory Committee on Animal Control Annual Report is provided.

Recommendation

That the 2016 Annual Report of the Advisory Committee on Animal Control be forwarded to City Council for information.

- 6.2.2 Optimist Club of Saskatoon - Optimist Canada Day 2017 [File No. CK 185-9] 18 - 18**

A letter dated April 28, 2017, from Rob Belyk, Optimist Club of Saskatoon, requesting an exemption for park access to Optimist Day events, is provided.

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the request for an exemption from the Recreation Facilities and Parks Usage Bylaw from 7:00 a.m. on June 30, 2017 to 1:00 p.m. on July 2, 2017 for setup/pull down and clean up by vendors and exhibitors for Optimist Canada Day 2017 be approved subject to administrative conditions.

6.3 Requests to Speak (new matters)

- 6.3.1 ArtSpace Saskatoon Inc. - Progress Report and Status Update [File No. CK 5608-1] 19 - 19**

A letter requesting to speak dated May 5, 2017 from Andrew Haas, ArtSpace Saskatoon Inc, is provided. Ms. Betty Gibbon will be speaking on behalf of Andrew Haas.

Recommendation

That the information be received.

- 6.3.2 Paul Buitenhuis, Arbutus Properties - Proposed Future Sustainable Community Project [File No. CK 4110-1] 20 - 20**

A letter requesting to speak dated May 12, 2017 from Paul Buitenhuis, Arbutus Properties is provided.

A PowerPoint presentation will be provided.

Recommendation

That the information be received.

7. REPORTS FROM ADMINISTRATION

7.1 Delegated Authority Matters

- 7.1.1 Land Use Applications Received for the Period from April 11, 21 - 29**

2017 to May 10, 2017 [File No. CK 4000-5 and PL 4350-1]

Recommendation

That the May 1, 2017 report of the General Manager, Community Services Department be received as information.

- 7.1.2 **Canadian Housing and Renewal Association Annual Congress - Requesting City of Saskatoon Support, in Principle, for Hosting 2020 Conference [File No. CK 205-1, x1870-15 and PL 950-31]** 30 - 32

Recommendation

That the City of Saskatoon offer its support, in principle, for the bid to host the Canadian Housing and Renewal Association Annual Congress on Housing and Homelessness to be held in the spring of 2020.

- 7.1.3 **2016 Year-End Report - Parks Division [File No. CK 430-34 and dPK 430-1]** 33 - 44

Recommendation

That the May 29, 2017 report of the General Manager, Community Services Department be received as information.

- 7.1.4 **Property Maintenance Inspection Pilot Program [File No. CK 4400-1, PL 116-1 (BF 033-16, 034-16 and 040-16)]** 45 - 49

Recommendation

That the May 29, 2017 report of the General Manager, Community Services Department be received as information.

- 7.1.5 **Emergency Measures Organization NotifyNow City-wide Emergency Message Test - May 9, 2017 [File No. CK 270-1]** 50 - 52

Recommendation

That the May 29, 2017 report of the Fire Chief be received as information.

- 7.1.6 **Residential Fire Pits/Revision of Open-Air Fire Bylaw [File No. CK 2500-1]** 53 - 56

Recommendation

That the May 29, 2017 report of the Fire Chief be received as information.

7.2 Matters Requiring Direction

7.2.1	Mortgage Flexibilities Support Program - Program Review and Proposed Amendments to Income Limits within Innovative Housing Incentives Policy No. C09-002 [File No. CK 750-4 and PL 950-30]	57 - 62
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Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the income limits for the Mortgage Flexibilities Support Program, within Innovative Housing Incentives Policy No. C09-002, be adjusted automatically each year to match the median total family incomes for the Saskatoon Census Metropolitan Area, as reported by Statistics Canada, and as further refined in the May 29, 2017 report of the General Manager, Community Services Department.

7.2.2	Additional Development at Prairieland Park [File No. CK 4225-3 and PL 4225-2]	63 - 104
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Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the additional development at Prairieland Park be approved.

7.2.3	License Agreement Renewal - Saskatoon Amateur Softball Association [File No. CK 4205-7-3 and RS 290-27]	105 - 108
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Recommendation

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

1. That the extension to the license agreement between the City of Saskatoon and the Saskatoon Amateur Softball Association, as outlined in the May 29, 2017 report of the General Manager, Community Services Department, be approved; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the appropriate agreement under the Corporate Seal.

7.2.4	Commemorative Artwork - Where our Paths Cross [File No. CK	109 - 116
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4040-1 and RS 5675-45]

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that Victoria Park be approved as the location of a commemorative artwork entitled Where Our Paths Cross.

- 7.2.5 Inquiry - Former Councillor Lorje (April 25, 2016) - Richard St. Barbe Baker Afforestation Area [File No. CK 4000-1 and PL 4131-39-1 (BF 016-16)]** 117 - 121

A PowerPoint presentation will be provided.

Recommendation

That the report of the General Manager, Community Services Department, dated May 29, 2017, be forwarded to City Council for information.

- 7.2.6 Measures to Incentivize Infill Development [File No. CK 4350-63, x4110-78 (BF 041-16 and 032-16)]** 122 - 133

Recommendation

That the report of the General Manager, Community Services Department, dated May 29, 2017, be forwarded to City Council for information.

- 7.2.7 Neighbourhood Level Infill Development Strategy - Review of Regulations for Primary Dwellings [File No. CK 4350-63 and PL 1702-9-14]** 134 - 144

Recommendation

That the report of the General Manager, Community Services Department, dated May 29, 2017, be forwarded to City Council for information.

- 7.2.8 Growth Plan to Half a Million - Corridor Growth Portfolio [File No. CK 4350-66, x1700-1 and PL 4110-78-1]** 145 - 179

Recommendation

1. That the report of the General Manager, Community Services Department, dated May 29, 2017, be forwarded to City Council for information; and
2. That the financial implications of the Corridor Growth

Portfolio be included in Capital Project No. 2547 - CY- Growth Plan to Half a Million Implementation for consideration during the 2018 Business Plan and Budget Review.

7.2.9 Meadowgreen Local Area Plan [File No. CK 4000-18 and PL 4110-76]

180 - 341

A PowerPoint presentation will be provided.

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the key strategies and recommendations in the Meadowgreen Local Area Plan, as outlined in the May 29, 2017 report of the General Manager, Community Services Department, be approved.

8. **MOTIONS (notice previously given)**
9. **GIVING NOTICE**
10. **URGENT BUSINESS**
11. **IN CAMERA SESSION (If Required)**
12. **ADJOURNMENT**

May 29, 2017

Secretary, Standing Policy Committee on
Planning, Development & Community Services

Re: **2016 Annual Report**
Advisory Committee on Animal Control (ACAC)

The mandate of the Advisory Committee on Animal Control is to advise City Council, through the Standing Policy Committee on Planning, Development & Community Services, on all policy matters relating to animal services in the community. This annual report is in keeping with the requirement of City Council to report on its activities for the previous year.

2016 MEMBERSHIP

The Advisory Committee on Animal Control has a membership of 10 individuals as appointed by Council. Following is a list of committee members for 2016:

Councillor Zach Jeffries
Ms. Cassandra Stinn, representing the general public;
Ms. Andrea Ziegler, representing the general public, Chair;
Dr. Edward Hudson, representing the general public;
Dr. Michael Powell, representing Saskatoon Academy of Veterinary Practitioners;
Dr. Duncan Hockley, representing Western College of Veterinary Medicine;
Ms. Melissa Gieni, representing the general public, Vice Chair;
Ms. Maggie Sim, representing Saskatoon Public Health; replaced by Ms. Kristen Shymko (November 2015); and
Dr. Sandra Neumann, representing the S.P.C.A., replaced by Dr. Karen Sheehan (September 2016)
Ms. Jill Thomson, representing the general public.

In addition to the members, the Committee receives information and advice from the following individuals:

Ms. Chelsie Schafer, Open Space Consultant (replaced for a short time by Mr. Kevin Ariss);
Ms. Jodi Manastryski, Solicitor;
Mr. Jeff Boone, Pest Management Supervisor;

Inspector Dale Solie, Saskatoon Police Service, replaced by Inspector Lisa Lafreniere (May 2016);
Ms. Eva Alexandrovici, Executive Director, Saskatoon Animal Control Agency;
Ms. Patricia Cameron, Executive Director, Saskatoon S.P.C.A.
Ms. Debby Sackmann, Committee Assistant.

MEETINGS

The Advisory Committee on Animal Control typically meets on the fourth Thursday of every month, with the exceptions of July, August, and December.

REPORT

REPORTS, REFERRALS AND REQUESTS

The Advisory Committee reviewed and/or received information on the following items:

- Updates to *The Animal Control Bylaw, 1999 No. 7860*, including recommendations on parking lots at dog parks and continuing to pursue the review of sustenance fees for impounded animals;
- Updates to *The Dangerous Dog Bylaw, 2003, No. 8176*, including recommendations on identifying the requirements for the animal while on its own property, housing the animal in the house, and additions to the definition of an enclosure;
- Pound holding times for impounded animals;
- Sustenance fees related to impounded animals;
- Revenue generated by the licensing program, revenue allocation and administrative costs of running the program;
- Multi-pet households;
- The Bite Prevention campaign and the S.P.C.A.'s Bite Awareness Program, as well as updates to the "Good Dogs Bite Too" pamphlet;
- Impounded Animal Statistics;
- Terms of Reference for the Advisory Committee on Animal Control;
- Installation of pet pick-up bag dispensers in neighbourhood parks;
- Agency representation replacement for the Saskatoon Academy of Veterinary Practitioners as the agency no longer exists and the untimely passing of long time representative, Dr. Michael Powell; and
- Proposed increase for pet licensing beginning in 2017.

COURT REPORTS

The Committee reviewed Court Reports on a monthly basis; the Office of the City Solicitor provided explanation and clarification. A summary of these reports is attached.

OPEN SPACE CONSULTANT UPDATES

Monthly updates were provided by the Open Space Consultant on issues such as:

- The Inshtrix market research project regarding pet licensing;
- Fred Mendel Dog Park;
- Statistics related to number of animals licensed in the City of Saskatoon;
- Plans for new dog parks to be developed;
- The market plan for pet licensing;
- The City's process for picking up deceased domestic animals;
- The sign strategy for dog parks;
- The Dog Bite Awareness Campaign;
- Success of the Pierre Radisson Dog Park;
- Annual dog park clean up;
- Dog Park Ambassadors;
- Pet Expo;
- Expansion to the Avalon Dog Park; and
- Paul Muskaway Dog Park.

2016 INITIATIVES

In June of 2011, the Animal Bite Awareness Campaign was initiated. In 2014, the Sub-committee agreed that it would be most effective to employ the media talents of Tap Communications to further educate pet owners of their responsibility to prevent bites. Prior to closing in 2015, in coordination with the Sub-committee, Tap Communications produced an educational video entitled, "*Good Dogs Bite Too.*" This video has been added to the City's website for informational purposes. The campaign continues with the Sub-committee providing information to ACAC and ensuring current information is published and available for the public.

2017 INITIATIVES

The Advisory Committee will continue to provide advice to City Council on policy matters relating to Animal Services in the City of Saskatoon as requested.

The Dog Bite Campaign will continue in 2017 as the Advisory Committee will explore new initiatives throughout the year.

ATTACHMENTS

1. 2016 Annual Court Report, Animal Control Bylaw Prosecutions - City of Saskatoon, Office of the City Solicitor
2. Bite Statistics 2016

Written By: Andrea Ziegler

Yours truly,

A. Sackmann

for **Andrea Ziegler, 2017 Chair**
Advisory Committee on Animal Control

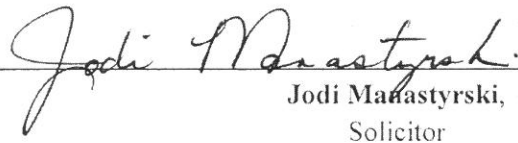
Office of the City Solicitor
2016 ANNUAL COURT REPORT
 Animal Control Bylaw Prosecutions - City of Saskatoon

Convictions/Orders	2016		2015	
	No.	Average Fine	No.	Average Fine
Dog at Large	1	\$50.00 + \$40.00 surcharge		
Dog at Large	147	\$100.00 + \$50.00 surcharge	72	\$100.00 + \$50.00 surcharge
Dog at Large			1	\$100.00 - surcharge waived
Dog at Large	20	\$200.00 + \$50.00 surcharge	20	\$200.00 + \$50.00 surcharge
Dog at Large			3	\$250.00 + \$50.00 surcharge
Dog at Large	27	\$300.00 + \$60.00 surcharge	23	\$300.00 + \$60.00 surcharge
Dog No Leash	2	\$100.00 + \$50.00 surcharge	1	\$100.00 + \$50.00 surcharge
Dog with No License	160	\$250.00 + \$60.00 surcharge	89	\$250.00 + \$60.00 surcharge
Dog with No License	23	\$300.00 + \$60.00 surcharge	14	\$300.00 + \$60.00 surcharge
Dog with No License	5	\$350.00 + \$60.00 surcharge	2	\$350.00 + \$60.00 surcharge
Dog Fail to Wear ID	12	\$50.00 + \$40.00 surcharge	6	\$50.00 + \$40.00 surcharge
Dog Fail to Wear ID	1	\$100.00 + \$50.00 surcharge	1	\$100.00 + \$50.00 surcharge
Dog Fail to Wear ID	1	\$150.00 + \$50.00 surcharge	1	\$150.00 + \$50.00 surcharge
Dog in Prohibited Area	10	\$100.00 + \$50.00 surcharge	1	\$100.00 + \$50.00 surcharge
Dog in Prohibited Area	1	\$200.00 + \$50.00 surcharge		
Fail to Remove Excrement	1	\$100.00 + \$50.00 surcharge		
Fail to Remove Excrement			1	\$300.00 + \$60.00 surcharge
Dog Feces Accumulate			1	\$100.00 + \$50.00 surcharge
Barking/Howling (Nuisance)	7	\$100.00 + \$50.00 surcharge		
Barking/Howling (Nuisance)			2	\$200.00 + \$50.00 surcharge
Dog (Nuisance) Off-Leash Park	1	\$100.00 + \$50.00 surcharge		
Dangerous Dog (charge)	14	\$250.00 + \$60.00 surcharge	11	\$250.00 + \$60.00 surcharge
Dangerous Dog (charge)			1	\$300.00 + \$60.00 surcharge
Dangerous Dog (charge)			1	\$500.00 + \$50.00 surcharge
Fail to Comply with Dangerous Dog Order	3	\$500.00 + \$80.00 surcharge	3	\$500.00 + \$60.00 surcharge
Fail to Comply with Dangerous Dog Order	3	\$1,000.00 + \$400.00 surcharge		
Fail to Comply with Dangerous Dog Order			2	\$1,500.00 + \$600.00 surcharge
Cat at Large	20	\$100.00 + \$50.00 surcharge	23	\$100.00 + \$50.00 surcharge

Office of the City Solicitor
2016 ANNUAL COURT REPORT
 Animal Control Bylaw Prosecutions - City of Saskatoon

Convictions/Orders	2016		2015	
	No.	Average Fine	No.	Average Fine
Cat at Large	5	\$200.00 + 450.00 surcharge	6	\$200.00 + \$50.00 surcharge
Cat at Large	2	\$300.00 + \$60.00 surcharge	1	\$300.00 + \$60.00 surcharge
Cat at Large				
Cat at Large				
Cat with No License	20	\$250.00 + \$60.00 surcharge	24	\$250.00 + \$60.00 surcharge
Cat with No License	5	\$300.00 + \$60.00 surcharge	2	\$300.00 + \$60.00 surcharge
Cat with No License			1	\$350.00 + \$60.00 surcharge
Cat No Collar	1	\$50.00 + \$40.00 surcharge		
Cat No Collar			1	\$100.00 + \$50.00 surcharge
Cat No Collar				
Total Convictions/Orders	493		314	
Other Outcomes				
Withdrawn	26		32	
Dismissed	58		27	
Total Other Outcomes	84		59	
Total Charges Before Court	577	\$96,900.00 + \$28,210.00 surcharge	373	\$59,050.00 + \$17,330.00 surcharge

Only those violations dealt with by the Court are recorded in this report.
 The number of fines paid voluntarily are not included.


 Jodi Mastyrski,
 Solicitor

cc: Advisory Committee on Animal Control (Office of the City Clerk)
 Eva Alexandrovici, SACA
 City Solicitor

/dde

2016 Bite Statistics

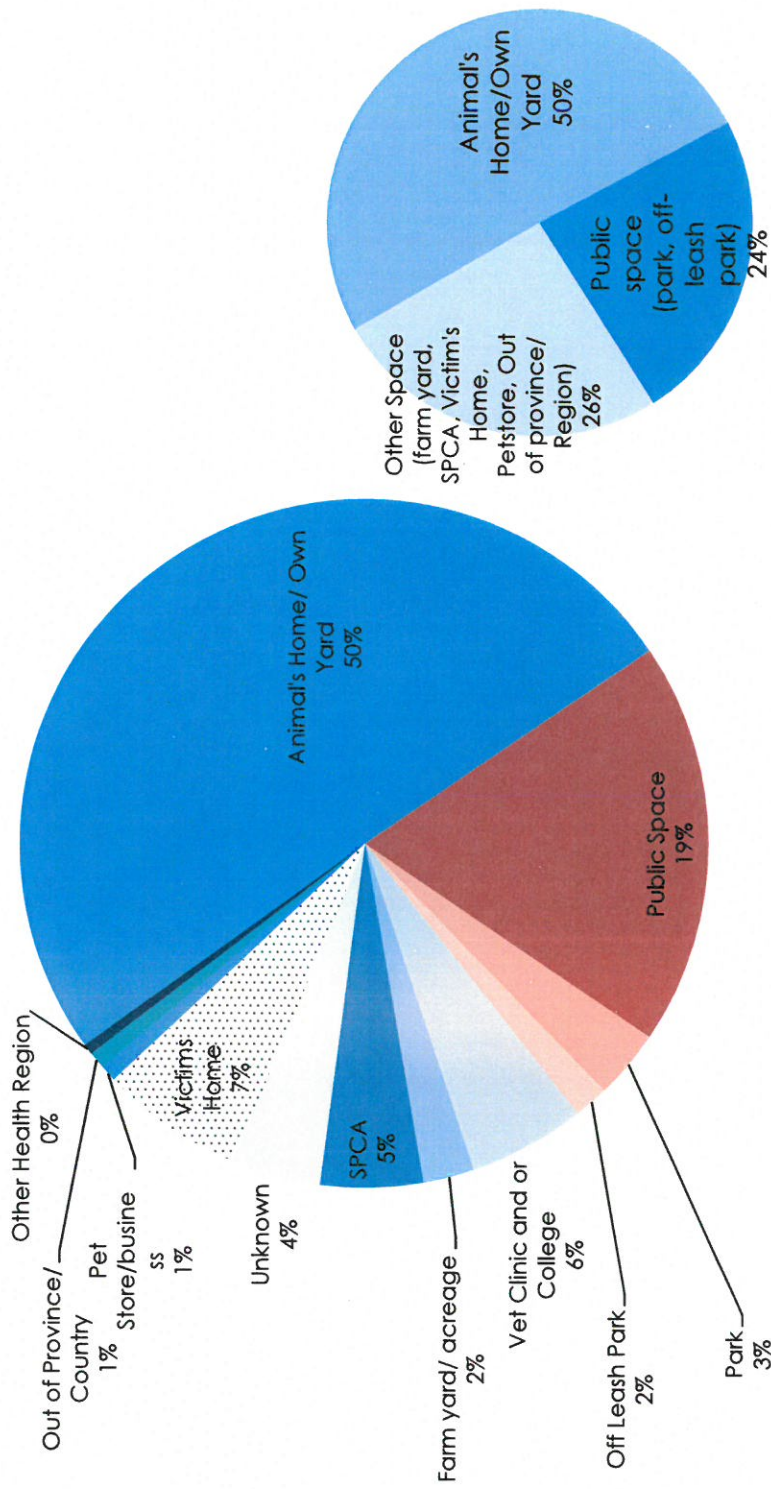
Species	Number of Animals Rabies Positive in Saskatchewan						Saskatoon Health Region	
	2012	2013	2014	2015	2016	2016	2016	
Skunk	13	5	11	12	22		0	
Dog	4	0	1	2	1		0	
Bat	5	6	9	9	14		7	
Cat	0	2		0	2		0	
Cow	1	0	0	0	1		0	
Horse	1		1	0	1		0	
Other					2		0	
Total	24	13	22	23	43		7	

Source: CFIA

Total animal exposures by species, Saskatoon Health Region, 2012-2016

Animal Exposures	2012	2013	2014	2015	2016*
Dog	261	302	369	359	407
Cat	100	155	159	174	211
Skunk	9		1	5	1
Equine	9	1	0	1	1
Bat	30	21	13	33	37
Other species	51	28	41	14	27
Total animal exposures (all species)	460	507	583	586	684

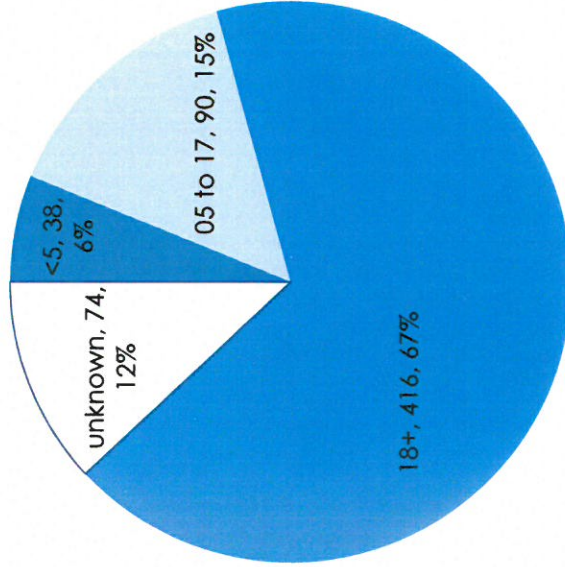
90%



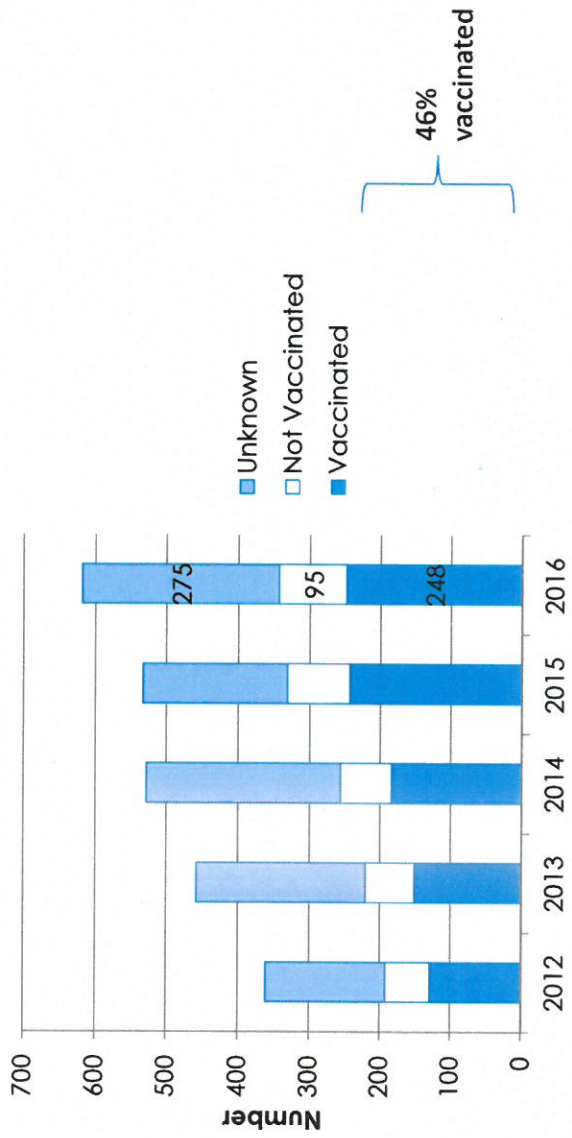
Of 618 exposures:

- 50% (312) owner was bitten
- 79% (486) animal behaviour was normal

Age group of victims of dog & cat exposures, SHR, 2016 (n=618)



Dog & cat exposure by rabies vaccination status, SHR, 2012-2016



185-9



OPTIMIST CANADA DAY

April 28th, 2017

Mayor Charlie Clark and Members of City Council
City of Saskatoon
City Hall
Saskatoon, Saskatchewan
S7K 0J5



RE: OPTIMIST CANADA DAY 2017

Dear Your Worship and members of City Council,

The Optimist Club of Saskatoon (OCS) is in the planning stages for this year's celebration of Optimist Canada Day 2017, in Diefenbaker Park, on July 1. The Optimist Club of Saskatoon has been organizing Canada Day events since 1967, which started as a centennial project. 2017 will be our 50th year and Canada's 150th celebration, which all citizens will be proud of.

There are three separate items for your consideration as follows:

- OCS requests an exemption from the noise bylaw until 11:30 pm on July 1. This will allow time for the fireworks and crowd clearance from the park. We will continue to face the main stage south, to mitigate the noise that occurs in the local neighborhood.
- Exemption from the **park access** by-law from 7 am June 30th to 1 pm July 2 for set-up/pull down and clean up by vendors and exhibitors.
- As in the previous years, OSC requests continued support from the Saskatoon Police Services, and Fire and Protective Services to work with our committee to provide a safe family day and evening.

I understand these requests will be referred to committees for consideration. Please contact me as the OCS representative to answer questions at committee level and/or at council upon request.

Yours in Optimism,

Rob Belyk
Co-Chair, Optimist Canada Day 2017
523 Hurley Court
Saskatoon, Sask. S7N 4H9
306 260-7888
walterjr@sasktel.net



5608-1

From: City Council
Sent: Friday, May 05, 2017 9:27 AM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Friday, May 5, 2017 - 09:26
Submitted by anonymous user: 204.83.76.55
Submitted values are:

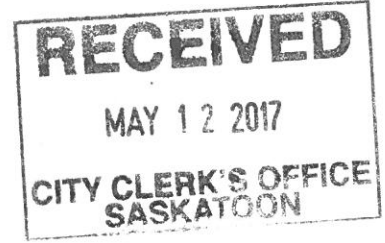
Date: Friday, May 05, 2017
To: His Worship the Mayor and Members of City Council
First Name: Andrew
Last Name: Haas
Address: 220 20th St West
City: Saskatoon
Province: Saskatchewan
Postal Code: S7M 0W9
Email: andrew.h@artspacestaskatoon.ca
Comments:

I request to speak to the Standing Policy Committee on Planning, Development and Community Services on Monday 29th May, 2017 to provide a progress report and status update on artSpace Saskatoon Inc.
Thank you

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/167235>

Betty Gibbon will be speaking
on behalf of Andrew Haas

From: City Council
Sent: May 12, 2017 3:53 PM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Friday, May 12, 2017 - 15:52
Submitted by anonymous user: 206.116.17.23
Submitted values are:

Date: Friday, May 12, 2017
To: His Worship the Mayor and Members of City Council
First Name: Paul
Last Name: Buitenhuis
Address: 110-1529 W 6th Ave.
City: Vancouver
Province: British Columbia
Postal Code: V6J1R1
Email: pbuitenhuis@arbutusproperties.com

Comments:

Dear Mayor and Council,

Re: Presentation to the Planning and Development Committee on May 29, 2018

Arbutus Properties would like to speak to the Planning and Development Committee about a new project in the southeast corner of Saskatoon adjacent to the Meadows in Rosewood. We are assembling a plan for a 300 acre parcel of land owned by the Franko family. The objective of this plan to create a sustainable community on lands that are partially within the current boundaries of the City of Saskatoon and partially within the RM of Corman Park. This would be the first such community of this scale in Western Canada.

The Franko's and Arbutus believe the time is not only right but imperative that a developer and a City create a neighborhood and homes that are not 100% dependent on fossil fuels, that respect and promote local ecologies, that enables and celebrates community and supports pedestrian and bike connectivity within and beyond the projects boundaries. We'd be honored to have the opportunity to introduce the City to this concept and receive feedback from this important Committee. Respectfully,
Paul Buitenhuis

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/168841>

Land Use Applications Received for the Period from April 11, 2017 to May 10, 2017

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to provide detailed information on land use applications received by the Community Services Department for the period from April 11, 2017 to May 10, 2017.

Report

Each month, land use applications are received and processed by the Community Services Department; see Attachment 1 for a detailed description of these applications.

Public Notice

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

Attachment

1. Land Use Applications

Report Approval

Reviewed by: Lesley Anderson, Director of Planning and Development

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

S/Reports/2017/PD/Land Use Apps/PDCS – Land Use Apps – May 29, 2017/lc

Land Use Applications Received for the Period from April 11, 2017 to May 10, 2017

The following applications have been received and are being processed:

Condominium

- Application No. 3/17: 123 Avenue B South (2 units)
Applicant: Altus Group for 123 Avenue B Developments Inc.
Legal Description: Unit 2, Condominium Plan No. 102224562
Proposed Use: To divide Unit 2 into two units
Current Zoning: B5C
Neighbourhood: Central Business District
Date Received: April 13, 2017

Discretionary Use

- Application No. D7/17: 107 - 419 Willowgrove Square
Applicant: Shanna Watson/Windy Willows Preschool
Legal Description: Lot D, Block 520, Plan No. 101884215
Proposed Use: Preschool
Current Zoning: B1B
Neighbourhood: Willowgrove
Date Received: May 1, 2017
- Application No. D8/17: 546 Marlatt Lane
Applicant: Najma Jafri
Legal Description: Lot 12, Block 677, Plan No. 102145159
Proposed Use: Childcare centre for 12 children
Current Zoning: R1B
Neighbourhood: Evergreen
Date Received: May 2, 2017

Subdivision

- Application No. 14/17: Orban Way and Payne Bend
Applicant: Webb Surveys for CityLife Investment Corp. and City of Saskatoon
Legal Description: Part of NE ¼ 7-37-4 W3 and Part of Parcel A, Plan No. 66S18392
Proposed Use: To create two new commercial sites
Current Zoning: FUD and R1A
Neighbourhood: Evergreen
Date Received: April 24, 2017

Subdivision

- Application No. 15/17: 6325 Central Avenue
Applicant: Webb Surveys for Robert Finley and Davids Nichols and Melissa Issel
Legal Description: Parcel A, Plan No. 97S53131
Proposed Use: To correct an encroachment issue
Current Zoning: FUD
Neighbourhood: University Heights Development Area
Date Received: May 4, 2017
- Application No. 16/17: Kolynchuk Crescent
Applicant: Meridian Surveys for Dream Asset Management
Legal Description: Lots 17 to 34, Block 208, Plan No. 102173093
Proposed Use: To meet different side yard setbacks
Current Zoning: RMTN
Neighbourhood: Stonebridge
Date Received: May 5, 2017

Attachments

1. Plan of Proposed Condominium No. 3/17
2. Plan of Proposed Discretionary Use No. D7/17
3. Plan of Proposed Discretionary Use No. D8/17
4. Plan of Proposed Subdivision No. 14/17
5. Plan of Proposed Subdivision No. 15/17
6. Plan of Proposed Subdivision No. 16/17

LEGEND:

1. Measurements are in metres and decimals thereof.
2. Area to be approved is outlined by a heavy dashed line.
3. All parcels within the line of approval have an extension 0 unless otherwise shown.
4. Monuments found are shown thus: ---
5. Measurements indicating the position of the building in relation to the outer boundaries of the parcel are taken to outer foundation walls at ground level.
6. The boundary of a unit with common property is a plane along:
 - a. The backside of the drywall of the wall
 - b. The top of the subfloor
 - c. The bottom of the floor joists or roof trusses
7. Areas not designated by a unit number are common property.
8. All exterior surfaces are common property, including windows and doors.
9. Unit numbers are shown 1, 2, 3, etc.
10. Parking units are in accordance with Section 11(2)(b) of the Condominium Property Act, 1993.
11. For parking units 14 to 30, unit boundaries are outlined with a bold line and are marked by 0.013 x 0.457 small iron posts shown thus: ---
12. Balconies are common property and are for the exclusive use of the unit that has sole access to such balcony.
13. Air conditioning equipment located on the roof of the building, together with any wiring and piping through the building up to the boundary of any unit, are common property.
14. Crawls spaces below the top of subfloor are common property and are for the exclusive use of the unit from which it has sole access.
15. Reference points are shown thus: ---
16. The Datum Used: NAD83 (CSRS)
17. The Projection Used: UTM Zone 13N Extended
18. Geo-referenced points derived from Sask Grid
19. RP Coordinates were derived on January 12, 2016.

CONTENTS	
1	SUBMIT
2	SITE PLAN AND PARKING PLAN
3	FIRST FLOOR PLAN
4	SECOND FLOOR PLAN
5	THIRD FLOOR PLAN
6	SECTION OF UNIT AREAS AND FACTORS
7	SECTIONS

123 AVENUE B DEVELOPMENTS LTD.

Plan of Survey

Showing

SURFACE BUILDING CONDOMINIUM

Within

Lot 45 & 46, Block 2, Plan 00SA15145

N.E. 1/4 Section 29

Twp. 36 - Rge. 5 - W.3Mer.

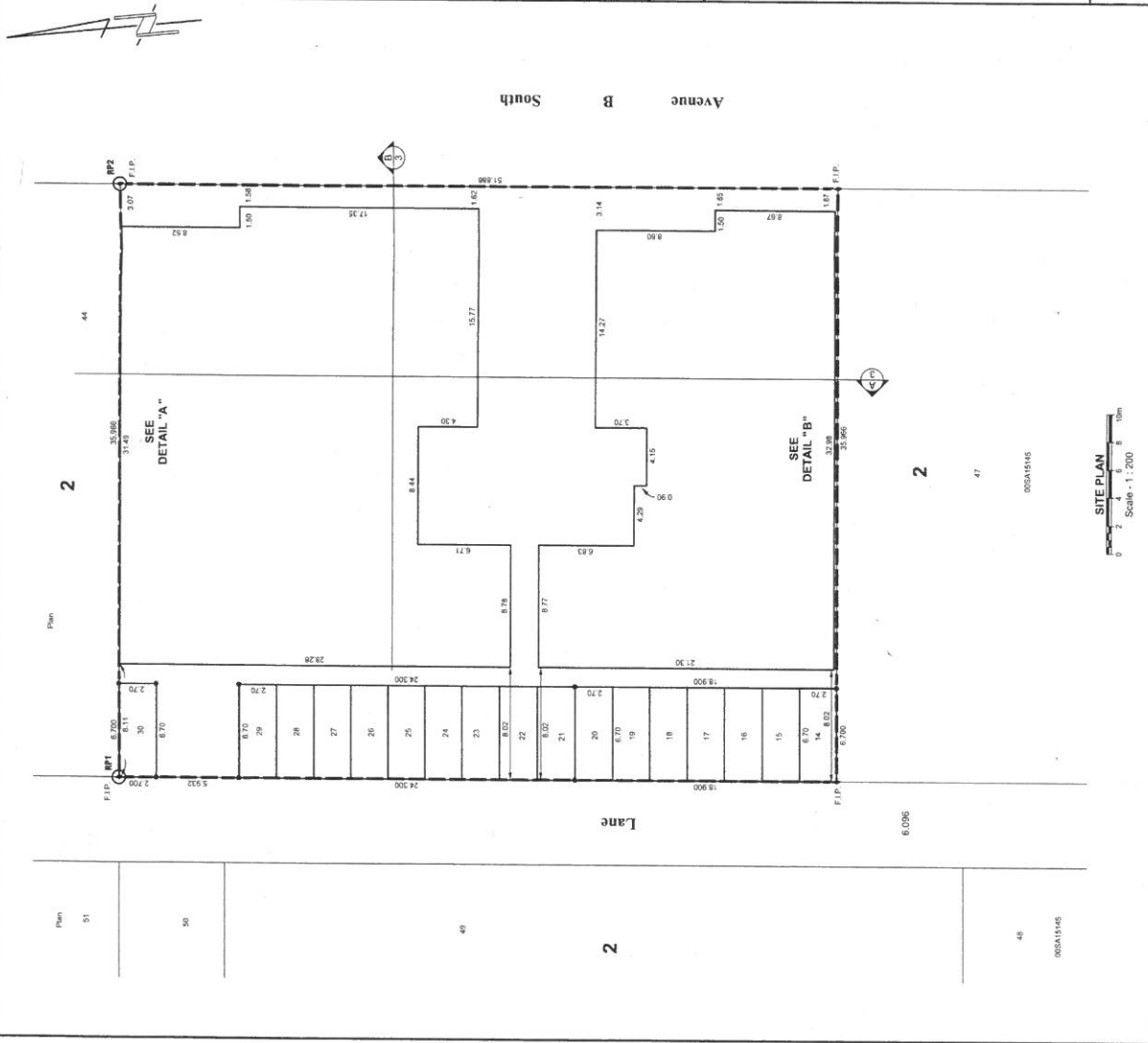
City of Saskatoon

Saskatchewan

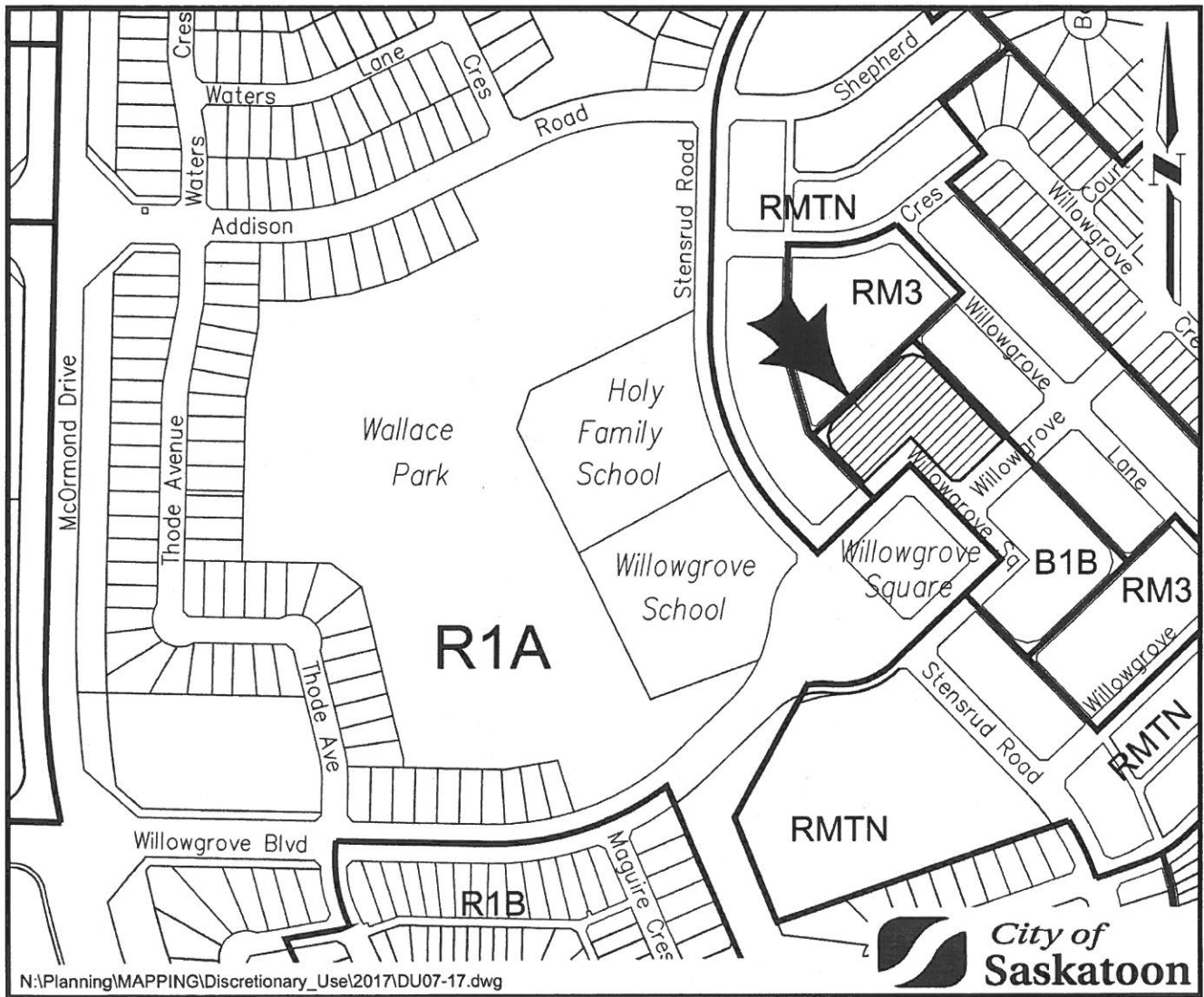
By: D.L. Codling, S.L.S.

Date: June, 2015 - May, 2016

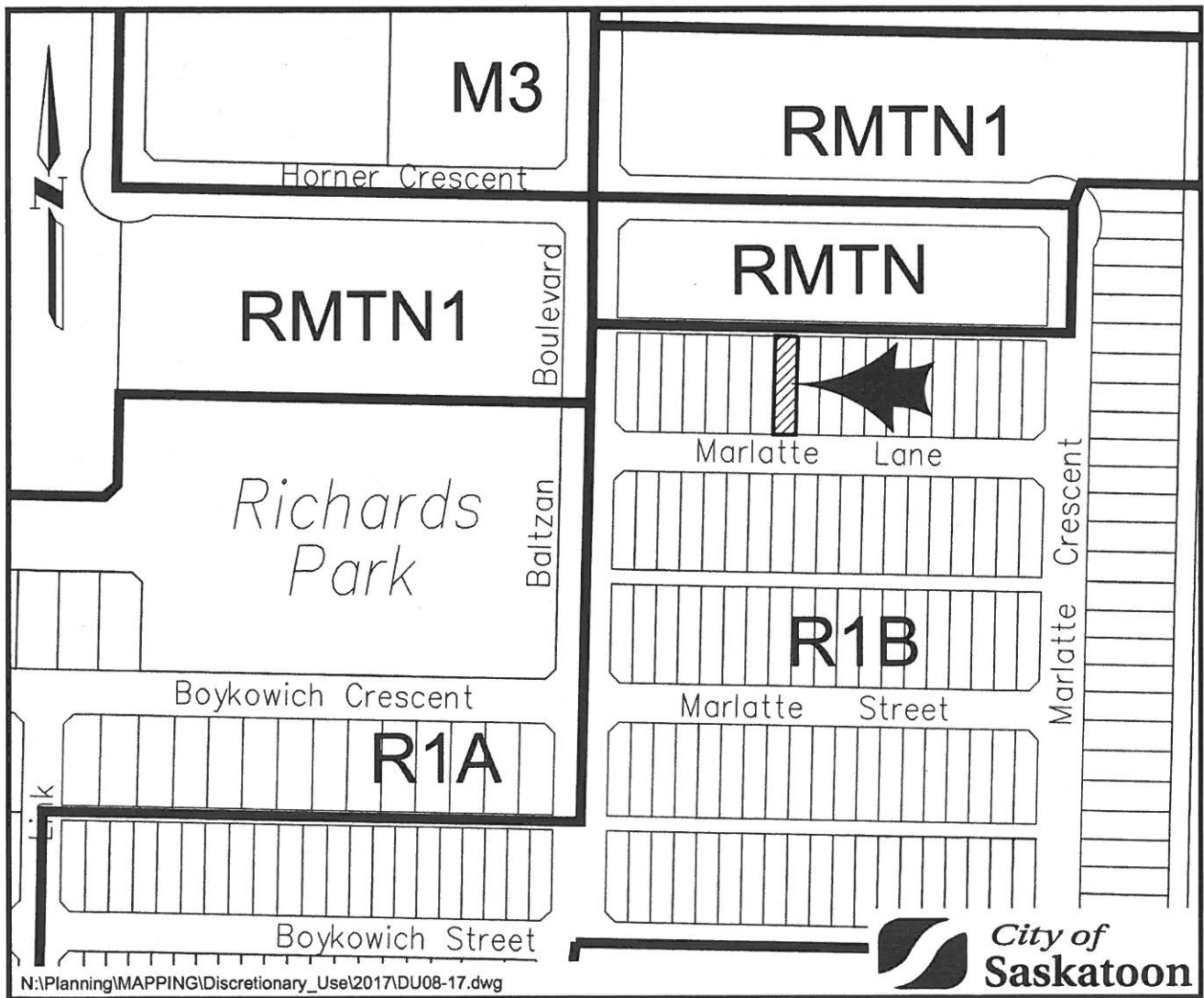
Sheet 1 of 3
Initial: DS-AM MM
Coord File:
Job No.: Job 166270
Drawing No.: 166270_03



Plan of Proposed Discretionary Use No. D7/17



Plan of Proposed Discretionary Use No. D8/17



PLAN OF PROPOSED
SUBDIVISION OF PART OF
NE 1/4 SEC 7-TWP 37
RGE 4-W. 3RD MER. &
PART OF PARCEL A,
REG'D PLAN NO 66S18392
NE 1/4 SEC 7-TWP 37-
RGE 4-W. 3RD MER.
SASKATOON, SASK.
SCALE 1:1500

[Signature]
D.L. Cadling April 23, 2017
Saskatchewan Land Surveyor

Seal

Dimensions shown are in metres and decimals
Portion of this plan to be approved is outlined in red with a bold, dashed line and contains 2.71± ha (6.70± ac.) which includes 0.19± ha (0.47± ac) for streets.
Dimensions are approximate and may differ from the final plan of survey by 5.0 metres±.

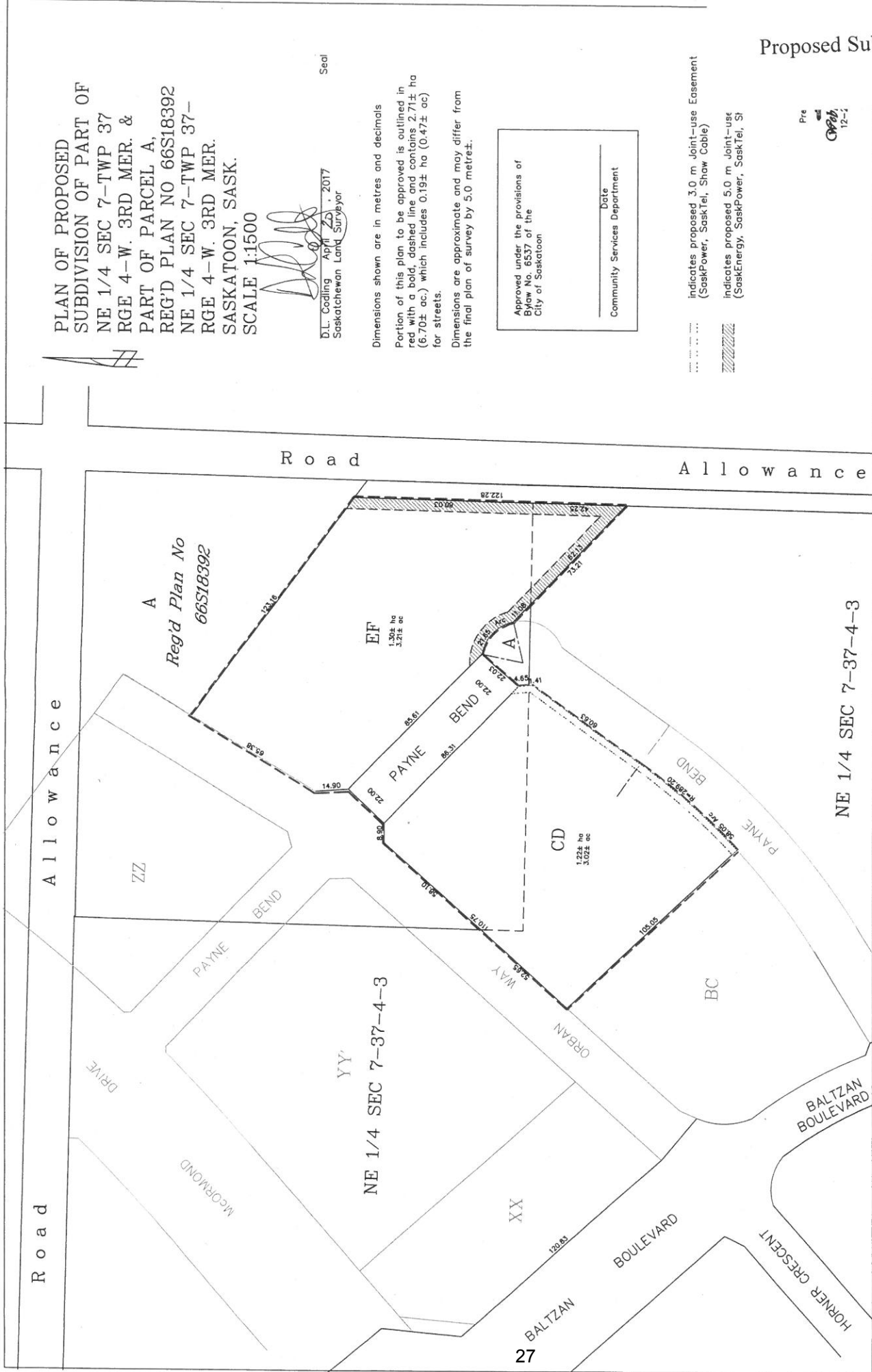
Approved under the provisions of
Bylaw No. 6537 of the
City of Saskatoon

Date _____
Community Services Department

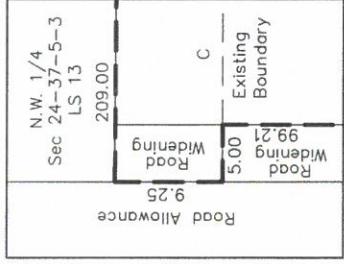
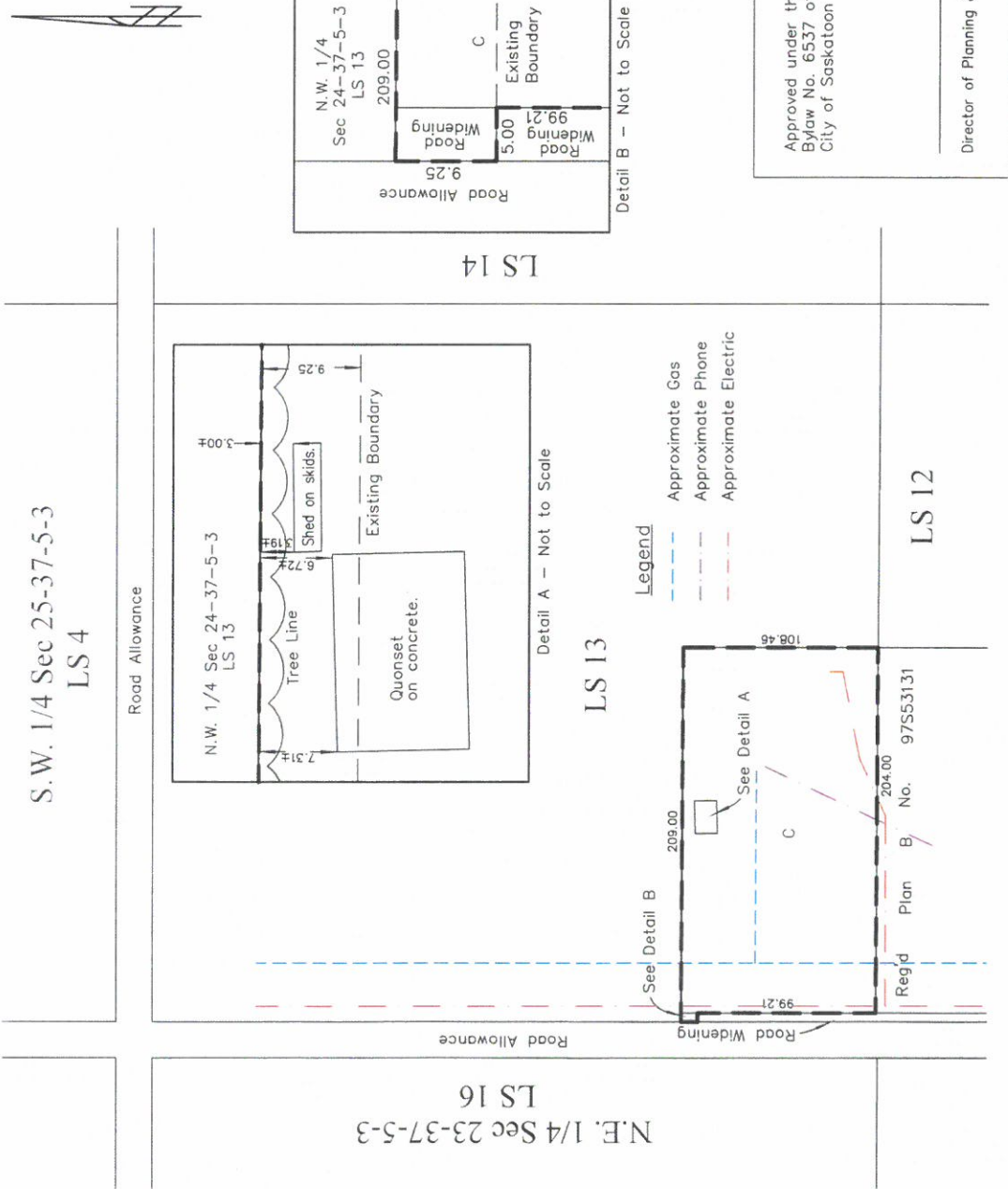
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(SaskPower, SaskTel, Shaw Cable)

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(SaskEnergy, SaskPower, SaskTel, St

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12-1



PLAN OF PROPOSED
SUBDIVISION OF ALL OF
PARCEL A
REG'D PLAN NO. 97S53131 &
PART OF LS 13
N.W. 1/4 SEC. 24
TWP. 37, RGE. 5, W. 3RD MER.
SASKATOON, SASKATCHEWAN
BY T.R. WEBB, S.L.S.
SCALE 1:3000



Detail B - Not to Scale

Dimensions shown are in metres and decimals thereof.
Portion of this plan to be approved is outlined with a bold, dashed line and contains 2.22± ha (5.48± ac.).

Distances shown are approximate and may vary from the final plan of survey by ± 5.0 m

T.R. Webb
T.R. Webb
MAY 4 2017
Saskatchewan Land Surveyor

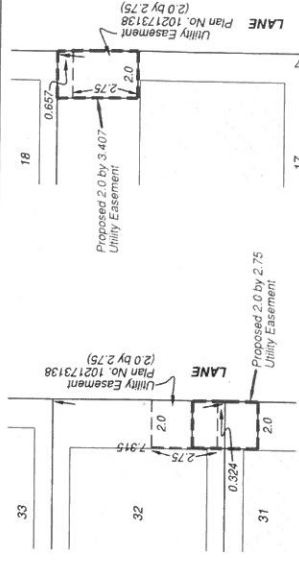
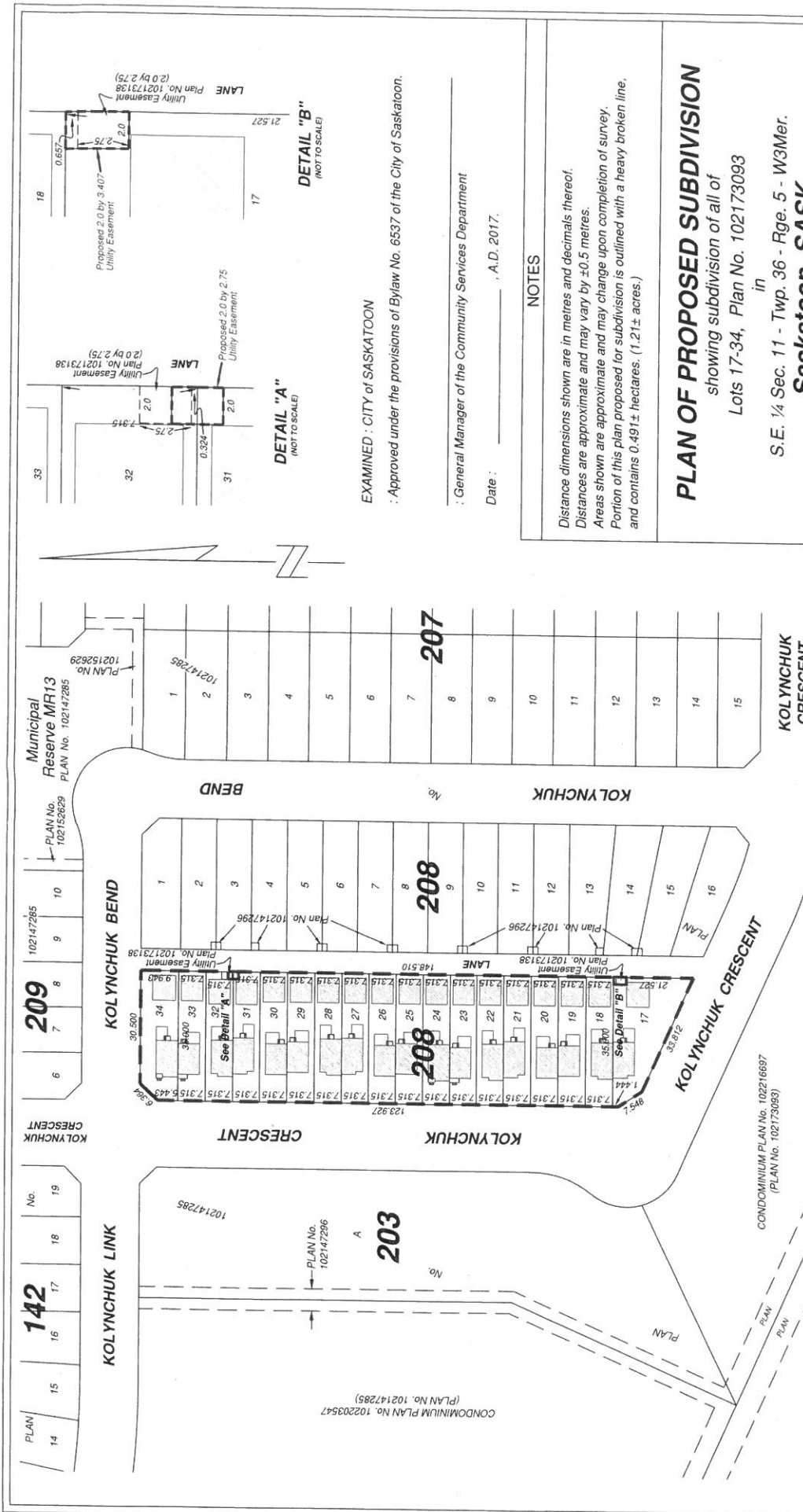
Seal

Approved under the provisions of
Bylaw No. 6537 of the
City of Saskatoon

Director of Planning & Development Division

Date

Prepared by
T.R. Webb
© 2017
17-3106sh N



EXAMINED: CITY OF SASKATOON
: Approved under the provisions of Bylaw No. 6537 of the City of Saskatoon.

: General Manager of the Community Services Department
Date: _____, A.D. 2017.

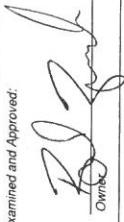
NOTES

Distance dimensions shown are in metres and decimals thereof.
Distances are approximate and may vary by ± 0.5 metres.
Areas shown are approximate and may change upon completion of survey.
Portion of this plan proposed for subdivision is outlined with a heavy broken line, and contains 0.491± hectares. (1.21± acres.)

PLAN OF PROPOSED SUBDIVISION
showing subdivision of all of
Lots 17-34, Plan No. 102173093
in
S.E. ¼ Sec. 11 - Twp. 36 - Rge. 5 - W3Mer.
Saskatoon, SASK.
Scale 1:1000

No.	Date	Revision

Drawn By: gmm	Checked By: mgr	Date: March 7, 2017	File No: S17065	Drawing Name: S17069PPS-17Apr17.dwg	Rev: 0
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Examined and Approved: 
On: _____
Date: April 27, 2017

By: 
SASKATCHEWAN LAND SURVEYOR

Canadian Housing and Renewal Association Annual Congress – Requesting City of Saskatoon Support, in Principle, for Hosting 2020 Conference

Recommendation

That the City of Saskatoon offer its support, in principle, for the bid to host the Canadian Housing and Renewal Association Annual Congress on Housing and Homelessness to be held in the spring of 2020.

Topic and Purpose

The purpose of this report is to recommend that the City of Saskatoon offer its support, in principle, for the bid to host the Canadian Housing and Renewal Association Annual Congress on Housing and Homelessness to be held in the spring of 2020.

Report Highlights

1. A bid has been prepared to host the Canadian Housing and Renewal Association (CHRA) Annual Congress on Housing and Homelessness (Congress) to be held in the spring of 2020.
2. The Congress will profile Saskatoon's work in housing and homelessness.
3. City of Saskatoon (City) representatives will participate on the local organizing committee.
4. The Congress may be eligible for City funding as a "Profile Saskatoon" event.

Strategic Goals

This report supports the long-term strategies related to the Strategic Goals of Quality of Life and Economic Diversity and Prosperity Strategic Goals.

Background

During its June 18, 1990 meeting, City Council adopted Special Events Policy No. C03-007 with the purpose of attracting visitors to Saskatoon, generating economic benefit for the community, and enhancing the profile of the city.

Report

A Proposal has been Prepared to Host the Canadian Housing and Renewal Association Congress in 2020

Tourism Saskatoon was invited by the CHRA to submit a proposal to host the CHRA's Annual Congress in Saskatoon in 2020. The Congress is a four-day event that typically attracts over 600 delegates from across Canada, including affordable housing professionals, elected officials, researchers, and service providers.

The Congress will Profile Saskatoon’s Housing and Homelessness Work

The CHRA is aware of the innovative work that has been happening in Saskatoon in the housing and homelessness sectors and is interested in having this work showcased at a national level. An important part of the Congress will be mobile tours where delegates can visit Saskatoon housing projects and learn from Saskatoon’s leaders in the housing and homelessness sectors.

The City will be Represented on the Local Organizing Committee

CHRA staff will take the lead in planning and organizing the Congress with the assistance of an organizing committee drawn from local CHRA members. The City has been an active CHRA member for several years and will have the opportunity to provide “in kind” support for the Congress through the participation of its employees and elected officials on the local organizing committee.

The Congress May Be Eligible for City Funding

While there is no request for funding at this point, the Congress would be considered a “Profile Saskatoon” event under the provisions of Special Events Policy No. C03-007, and as such, may qualify for funding under this policy.

Once a decision is made to hold the event in Saskatoon and a detailed business plan for the event has been established, an application for grant funding could be submitted to the Community Services Department to enhance the Congress and raise Saskatoon’s profile as the host city for the Congress.

Options to the Recommendation

The Standing Policy Committee on Planning, Development and Community Services could choose to not support the recommendation in this report. In this case, further direction may be required.

Public and/or Stakeholder Involvement

Public and/or stakeholder involvement is not required.

Other Considerations/Implications

There is no financial, policy, environmental, privacy, or CPTED implications or considerations; a communication plan is not required.

Due Date for Follow-up and/or Project Completion

In September 2017, the CHRA will choose a location for the Congress to be held in 2020.

Public Notice

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

Canadian Housing and Renewal Association Annual Congress – Request for City of Saskatoon Support, In Principle, for Hosting 2020 Conference

Report Approval

Written by: Daryl Sexsmith, Housing Analyst, Planning and Development
Reviewed by: Lesley Anderson, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2017/PD/Canadian Housing and Renewal Association Annual Congress – Requesting City of Saskatoon Support, In Principle, for Hosting 2020 Conference/ks

2016 Year-End Report – Parks Division

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to highlight work completed by the Parks Division in 2016.

Report Highlights

1. The Parks Division is involved in a wide variety of programs and services that support development, preservation and enhancement of the City of Saskatoon (City's) parks and civic open space landscapes.

Strategic Goals

The Parks Division aligns with the City's Strategic Goals of Quality of Life, Sustainable Growth, Moving Around, Asset and Financial Sustainability, and Continuous Improvement. These goals are achieved through the provision of open space maintenance and design services, as well as through policy development, horizontal collaboration, and communication with a variety of internal and external stakeholders.

Report

The Parks Division is a multi-disciplinary team comprised of experienced and dedicated professionals, which includes administrative and operational staff that manage and provide services in the following areas:

- 1) Parks and Open Space Maintenance;
- 2) Naturalized Area Management;
- 3) Woodlawn Cemetery;
- 4) Pest Management;
- 5) Urban Forestry;
- 6) Sport Fields;
- 7) Irrigation;
- 8) Greenhouse/Conservatory; and
- 9) Parks and Open Space Design.

The 2016 Parks Year-End Report provides an overview of the initiatives undertaken throughout 2016 (see Attachment 1).

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The Parks Division reports annually on its activities.

Public Notice

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

Attachment

1. 2016 Parks Year-End Report

Report Approval

Written and Reviewed by: Darren Crilly, Director of Parks

Approved by: Randy Grauer, General Manager, Community Services

S/REPORTS/2017/PK/2016 Year-End-Report – Parks Division/gs

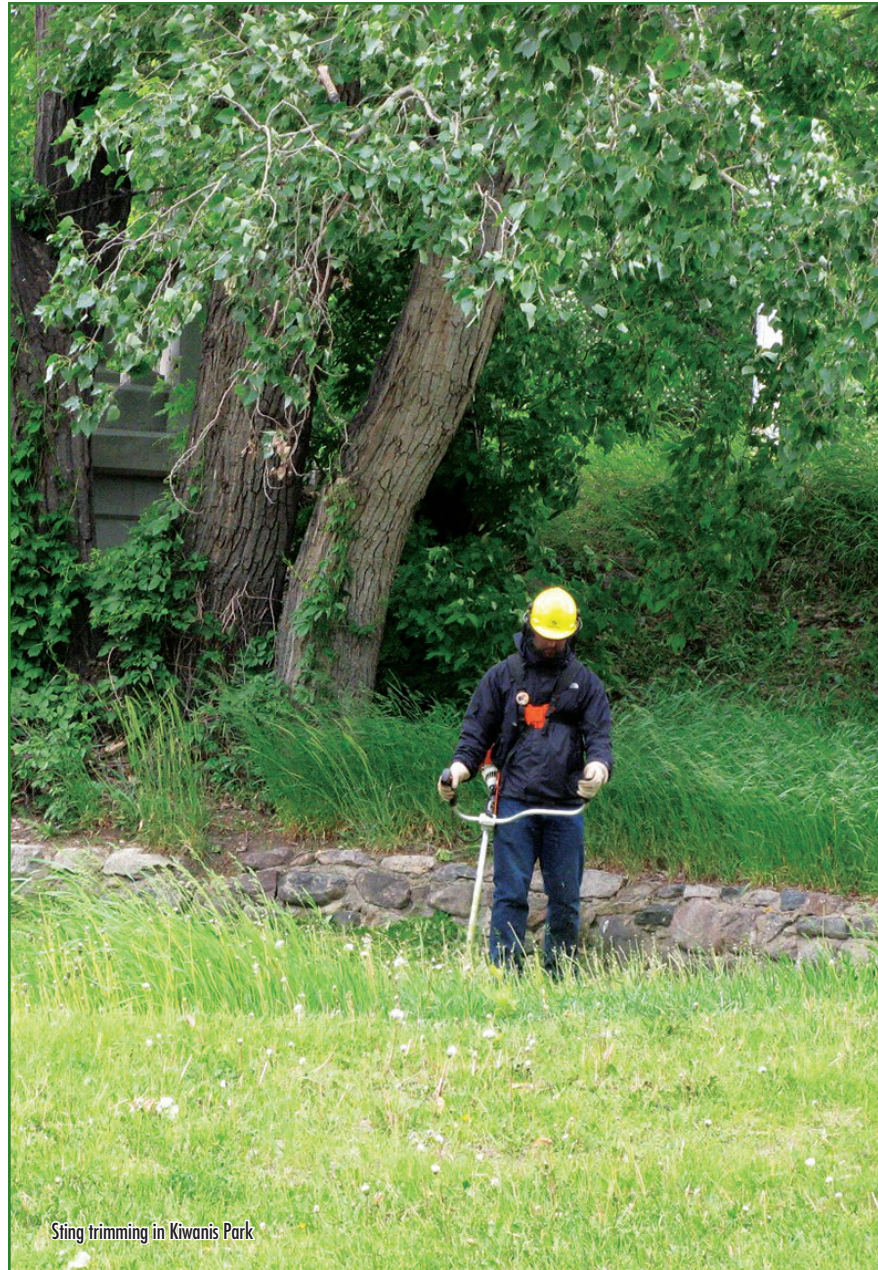


2016

Parks

YEAR-END REPORT





Sting trimming in Kiwanis Park

WELCOME

Welcome to the 2016 Year End Report for the Parks Division. The 2016 Report is intended to provide an overview on the year past and information about the programs and services offered by the Parks Division, highlight various initiatives, and look ahead to 2017.

Who We Are

Parks is responsible for developing, preserving, and enhancing the City of Saskatoon's investment of its parks system and civic open spaces. The division accomplishes this through policy development, horizontal collaboration, communication with internal and external stakeholders, and the provision of maintenance and design services.

WHAT'S INSIDE

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- ▶ Introduced the proposed Landscape Design and Development Standards (LDDS) at committee and outlined how the Standards could be applied to provide cost effective, sustainable parks that are less reliant on potable irrigation infrastructure.
- ▶ Assisted in the development of an Asset Management strategy for Parks pathway, irrigation and play area infrastructure.
- ▶ New play area sand was successfully sourced and tested to improve safety of play area surfaces while reducing the frequency of maintenance application.
- ▶ In partnership with the Saskatoon Skills and Trades Program, the Parks Division was able to provide working internships and employment opportunities for 6 underemployed members of the community.
- ▶ Constructed and serviced 3 new community gardens in the Hampton and Wildwood neighbourhoods
- ▶ Citizen satisfaction with tree and city park maintenance remained consistent with previous Citizen Satisfaction Survey results, scoring 7.3 out of 10 in 2016.
- ▶ 16.59 ha of park and 12.87 ha of open space inventory was added to Parks maintenance schedules in 2016.
- ▶ Provided a variety of educational and training opportunities for staff to build competencies and knowledge while supporting ongoing succession strategies within the Parks Division.
- ▶ Continued collaboration and communication with Meewasin and other Corporate Divisions to manage and maintain green space in the community as efficiently as possible.



Groomed cross country ski trail

OUR BUSINESS

Meeting the needs of our growing community continues to be the Parks Division biggest challenge. As Saskatoon grows in population, so does our parks and open space system. New subdivisions include new community parks, playgrounds, pathways, landscaped buffers/medians and sport fields. On average, new communities have added approximately 24 hectares (ha) of parks and another 12 ha of open spaces to maintenance inventories each year over the last 10 years.

Parks Division prides itself on meeting this challenge through the provision of a variety of efficient and effective maintenance and design services that directly contribute to our citizen's quality of life. We take initiative to continuously improve our service delivery while also identifying the needs of our changing community and striving to align our programs to meet these service expectations. Our key programs and services include:

PARKS AND OPEN SPACE MAINTENANCE

Parks and Open Space Maintenance employees are responsible for maintaining all turf grass and horticultural displays in 1007 ha of parks and approximately 950 ha of open space in the city (as of 2016). Services provided include:

- Mowing, trimming, fertilizing, and other turf maintenance for regular park areas, community sport fields and non-park green space including medians, boulevards, rights of way, buffer strips and berms.
- Maintenance of shrub beds and herbaceous perennial and annual plantings.
- Maintenance of playgrounds.
- Litter picking and waste removal.
- Maintenance and repair for asphalt and aggregate pathways within parks.
- Winter snow removal on 110 Km of asphalt pathways and sidewalk park frontages.
- Provide support services to over 400 special events held annually in various parks and open spaces throughout the City.

HIGHLIGHTS IN 2016

- Pilot project implemented to assess the cost benefit of applying compost tea applications to select turf areas in Wilson Park.
- Park maintenance routing, equipment and staffing optimized to support implementation of a new zoned parks maintenance service delivery model in 2017.
- Implemented an updated orientation program for new hires, increased field training for new equipment operators, and improved Work Zone Safety procedures.

NATURALIZED AREA MANAGEMENT

Approximately 12% of the Parks landscape inventory is managed as Naturalized area, representing various habitat types in Saskatoon, from native prairie to wetlands, and aspen parkland. Natural areas provide key habitat for wildlife, support local and regional biodiversity and provide citizens with opportunities for nature appreciation.

HIGHLIGHTS IN 2016

- Implementation of an over-seeding program was established in Hyde and Birkmaier park areas to improve the ecological function of the park grasslands.
- New wildflower ribbons were seeded in Heritage and Birkmaier parks to increase plant diversity, attract pollinators and add aesthetic interest.

WOODLAWN CEMETERY

Woodlawn Cemetery has been operated by the City of Saskatoon since 1906. The 94 acre landscaped property is centrally located on a well-forested site. A variety of options are available at the cemetery for both casket interments and cremated remains, memorialization services, and pre-purchases. Woodlawn Cemetery also maintains Nutana Pioneer Cemetery, a heritage site that has been closed since 1911.

HIGHLIGHTS IN 2016

- 8000 sq. meters of roadway upgrades were completed.
- New private columbarium service was developed and promoted as an additional interment option for customers.
- Performed 512 Interments.

PEST MANAGEMENT

The Pest Management program provides control and inspection services to manage invasive plant and animal populations through the following activities:

- Control and monitor populations of mosquitoes by managing collection programs and collaborating with the Saskatchewan Ministry of Health to have mosquitoes tested for the West Nile virus.
- Monitor the urban forest for harmful insects and diseases, including Dutch elm disease, dothiorella wilt, cottony ash psyllid, ash bark beetles, and emerald ash borer.
- Provide population control of Richardson ground squirrels on City property.
- Provides solutions for conflicts with urban wildlife, including informational and trapping services.
- Enforce the Weed Control Act and Dutch Elm Disease Regulations, 2005, through inspection and issuance of orders and agreements.



HIGHLIGHTS IN 2016

- Treated 1063 ha of mosquito habitat to reduce populations of nuisance mosquitoes and mosquitoes that can transmit the West Nile virus.
- Implemented year two of the Dutch elm disease (DED) response program, which included intensified surveillance and a communication plan. No new DED positive trees were identified.
- Used new trapping technique to capture elm bark beetles and test elm bark beetles for the presence of Dutch elm disease. Dutch elm disease was not detected.
- Mapped and characterized the impact of a recent outbreak of an invasive insect, the cottony ash psyllid, which harms ash trees.
- Completed 159 weed investigations and issued 26 weed control orders.
- Responded to 470 calls regarding wildlife, resulting in 208 field investigations (includes trapping 64 skunks and installing 32 coyote activity signs).

URBAN FORESTRY

The Urban Forestry Program operates in order to protect, preserve and perpetuate the health, beauty, and safety of the City of Saskatoon's urban forest for the enjoyment of its citizens, past, present, and future.

The components of this program include maintaining a comprehensive tree inventory, production of diverse quality stock in the civic nursery, establishment of sustainable planting programs, and providing ongoing maintenance operations. Ongoing maintenance operations include multiple functions such as cyclical pruning, responding to weather events, as well as responding to both internal and citizen service requests.



HIGHLIGHTS IN 2016

- Completed the vendor selection process and initiated the purchase of a new integrated tree inventory mapping and work order management software system and service agreement.
- Conducted an Urban Forestry Civic Service Review that will be reported on in 2017.
- Started data collection of trees on public property not managed by urban forestry as part of the DED response strategy.

- Urban Forestry received 3,824 tree related phone inquiries, 120 web inquiries and 426 plant request inquiries.
- Inquiries resulted in 2,364 service requests inspected and 1,707 tree maintenance requests completed.
- Pruned 12,210 trees as part of planned cyclical park and boulevard tree work.
- Removed 842 trees.
- Removed 873 stumps.
- Planted 651 trees.
- Pruned approximately 4,200 lineal meters of roadway shelterbelts in the following areas:
 1. Circle Drive on the north side from Clarence Avenue to Preston Avenue.
 2. Circle Drive on the north side from Preston Avenue to 2239 Easthill.
 3. Lanyon Avenue shelterbelt on the west side from 110th Street West to 115th Street West.
 4. Attridge Drive shelterbelt on the south side from Forest Drive to Berini Drive.
 5. Lakeview shelterbelt.
- The Tree Protection program provided inspection and monitoring services to 266 sites planned for a range of construction projects.
- Initiated use of an improved 'Important Notice' door hanger for home owners, which are provided in areas before cyclical pruning takes place, as part of our efforts to continually improve our communications with citizens.

SPORT FIELDS

The Sport Fields program provides the required staffing and equipment resources to maintain 103 Class 1, 2, and 3 Sport Fields. Class Sport Fields receive above basic service levels that support higher levels of sporting competition. The above basic service level is funded by the various user groups that utilize the Class Sport Fields. Additional maintenance activities coordinated by the Sport Fields program includes:

- Provision of fee for service landscaping services for internal and external stakeholders
- Management of Freeway/Expressway contracted mowing services on over 400 ha of road Right of Way.
- Winter snow removal services to various city owned parking lots, park roadways, and arenas.

HIGHLIGHTS IN 2016

- Sport Fields service levels supported over 1,200 games or 45,100 hours of play on 103 charge sport fields.
- Five ball diamonds and two soccer fields at Nutana Kiwanis Park were renovated to improve playability of turf and infield surfaces.
- Established two soccer fields at Kate Waygood park to a Class 2 service level.
- Upgraded athletic field adjacent to Centennial Collegiate to Class 2 service level to support increased competitive sporting activities.
- Completed full renovation of two neighbourhood ball diamonds in the Silverspring neighbourhood.

IRRIGATION

At an average annual total precipitation of 350mm, the City of Saskatoon regularly experiences drier environmental conditions than other major Western Canadian cities. The irrigation program utilizes 270 irrigation systems to provide supplemental water from Mid May until Mid September to green park infrastructure that includes: turf, trees, shrubs, and annual/perennial plants. Irrigation staff are trained, certified, and legislated to maintain these systems to ensure the safe, efficient application of water can continue throughout the growing season. Examples of the services provided include performing spring system start up, regular system checks (including backflow prevention testing), line locating, automated irrigation system scheduling and system winterization.

HIGHLIGHTS IN 2016

- Irrigation upgrades were completed in the raised planters in front of City Hall.
- Responded to approximately 200 irrigation line locate requests protecting irrigation infrastructure from puncture and excavation activities.
- System winterization successfully completed during a challenging period of below freezing winter conditions in October.

GREENHOUSE/CONSERVATORY

The Greenhouse and Conservatory Program is responsible for providing and maintaining floral displays for public viewing and/or landscape enhancement at the Civic Conservatory, City Hall, and other civic facilities as well as major public roadways, parks, and public open spaces.

HIGHLIGHTS IN 2016

- Despite the closure of the Mendel Art Gallery, there were over 67,000 visits to the Civic Conservatory, nearing the seven year average of 80,000 visitors annually.
- Floral displays were installed at the Conservatory in seasonal rotation utilizing 4,300 plants.
- 17 additional flower pots were produced for display in Business Improvement District areas (BIDS), bringing the total number of pots produced for the BIDS to 670.
- Centre median on 22nd Street between Whitney and the 22nd Street pedestrian overpass was upgraded with 30 additional self-watering flower pot displays, bringing the total number of centre median pots produced to 292.
- Annual flowers were produced for 105 flower beds in parks.

PARKS AND OPEN SPACE DESIGN

The Design Section is involved in the planning, design, and construction development of public lands, which includes parks. The core area of responsibilities include planning, estimating and administration of capital budgets, conceptual and detailed design, project construction management, internal and public consultation, the review and approval of external design submissions for open space, the construction inspection and approval of externally managed

park construction projects, development and implementation of landscape construction standards, and the collection and maintenance of “as-built” data.

HIGHLIGHTS IN 2016

- Turnover of new park development in the following neighbourhoods:
 - Stonebridge: Donald Koyl Park
 - Rosewood: Swick Park
 - Kensington: 33rd Street streetscape
- Construction completion of new park development in the following neighbourhoods:
 - Evergreen: Bev Dyck Park
 - Hampton Village: Hampton Gate North streetscape
 - Central Business District: 25th Street extension planting
 - Kensington: Entry feature sign
 - Brighton: Municipal Utilities 1 and 2, Municipal Reserves (Parks) 4,6,7,8, and 9.
- Completed a comprehensive city wide inventory and condition assessment of park pathways to support the asset management strategy.
- Provided design support to the new Parks satellite maintenance sites and facilities.
- Park pathways, irrigation systems and drainage problems were rehabilitated in the following parks: Briarwood Lake, River valley parks, Pacific, Hyde, Nutana Kiwanis, Cumberland, John Avant, Wilson, Wallace, Montgomery, and Morris T. Chernesky.
- Organized and facilitated a design charrette for the Recovery Park site.

LOOKING AHEAD TO 2017

Further implementation of the new zoned parks maintenance service delivery strategy will involve the reallocation of parks staff across 4 park maintenance zones, as well as the construction of five new satellite maintenance sites in Stonebridge, Lakewood, Rosewood, Hampton Village, and Evergreen neighbourhoods.

Working with a performance improvement coordinator, Parks service levels will continue to be identified and brought forward for review by council.

Adjustment of the Urban Forestry and Pest Management activities, to respond to the emerging psyllid insect outbreak that has begun to cause stress and mortality to Ash species, particularly in the downtown core.

Test moisture sensor irrigation technology on sport field areas to determine the potential cost and water saving benefits.

Citizen engagement on the proposed Landscape Design and Development Standards, to receive feedback regarding park infrastructure and service level they consider as being an important part of park development in the future.



New park construction will proceed in the following neighbourhoods:

- Evergreen: Richards Park, District Park, Funk Park, the Green Bridge, Lacoursiere Park, and Village Square.
- Hampton Village: Paul Mostoway Off Leash Recreation Area.
- Kensington: Storm pond landscape development.
- Elk Point: Wetlands/Stormpond (District Park 1).
- Rosewood: Mackay Park, Glen Penner Park, and Struthers Park.
- Aspen Ridge: Municipal Reserves (Parks) 2 & 3.
- Stonebridge: Municipal Reserves (Parks) 6,8, and 16.

Collaborate with various internal divisions to develop a comprehensive Parks Asset Management Plan.

Park upgrades will include the renewal of park pathways, drainage systems, and irrigation infrastructure in Rochdale, Lakeview, and St. Andrews parks.

Collaborate with Service Saskatoon to develop an improved customer service model.



City of
Saskatoon

Prepared by:
Parks,
Community Services Department

Printed May 2017

Property Maintenance Inspection Pilot Program

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to present a pilot program being undertaken by the Saskatoon Fire Department and the Community Standards Division, Community Services Department, to provide an enhanced level of service to property maintenance inspections.

Report Highlights

1. Property Maintenance and Nuisance Abatement, 2003, Bylaw No. 8175 (Bylaw) is currently enforced based on three priority levels of inspection.
2. The current level of service for Priority 3 response requires enhancement to meet customer expectations.
3. A pilot program is proposed to assist with Priority 3 inspections through the aligned bylaw enforcement model of the Community Standards Division (Community Standards).

Strategic Goals

This report supports the City of Saskatoon's (City) Strategic Goals of Continuous Improvement and Quality of Life by providing a coordinated strategy to efficiently deliver bylaw inspection that will encourage the maintenance and promotion of expected community standards.

Background

Community Standards was created to improve bylaw enforcement by aligning services under one effective delivery model. In doing so, the division acts as the communication focal point for customer inquiries around basic community standards, and is accountable for ensuring that customers receive a standardized, consistent response to their inquiries.

Following adoption of the Continuous Improvement Strategic Goal by City Council in 2013, an internal process review was conducted of the Fire Prevention and Investigation Division of the Saskatoon Fire Department (Fire Department). This review recommended enhancement of the level of service around property maintenance bylaw inspection. Detailed findings of this review will be presented to the Standing Policy Committee on Environment, Utilities and Corporate Services on June 12, 2017.

Report

Property Maintenance Inspection Priority Levels

The Fire Prevention and Investigation Division currently provides a wide range of critical services to the public, including proactive fire inspections of public occupancy buildings, fire investigations, building plan reviews, and safety and property maintenance inspections.

Complaints received via the Safety and Property Maintenance Hotline are ranked based on the level of safety, potential to harm the public or cause damage to buildings, or otherwise cause a nuisance, as defined in the Bylaw. The Fire Department's response to complaints is generally based on the priority level and the date complaints are received, with Priority 1 complaints being the most urgent. The three priority complaint levels and a description of each are as follows:

1. Priority 1 complaints are those that present an unacceptable risk of injury to persons.
2. Priority 2 complaints are those that present a limited risk of injury to persons, or relate to a building exposed to an unacceptable risk of causing damage.
3. Priority 3 complaints are those that present a negligible risk of injury to persons or causing damage to a building, but otherwise create a nuisance.

Specific complaint types are outlined in the Bylaw. Each complaint type can have a varying level of priority as determined through the complaint or inspection; some being a higher priority, such as building structural issues, and some being lower priority, such as site issues, including refuse and overgrown vegetation.

Inspection Priority Levels of Service

In 2016, a total of 2,272 property maintenance complaints were recorded; 8% representing Priority 1, 12% representing Priority 2, and 80% representing Priority 3. A detailed graph of these numbers for the previous three years can be seen in Attachment 1. Complaint prioritization was developed by the Fire Prevention and Investigation Division to continuously improve service to citizens through targeted risk reduction.

All inspections require a rigorous and consistent process that includes a site visit, review of the area, and determination of bylaw infraction. If a contravention is present, an inspection report, ticket, or order to remedy will be issued and discussed with the owner/resident. Non-compliance with an order results in further appropriate measures to remedy the contravention. This process must be maintained for consistency and enforceability; however, it limits the volume of complaints the Fire Department can process within its resource pool.

The current levels of service applied for each of the three priority areas is as follows:

Service	Current State
Investigation of Priority 1 Complaints	Followed up within 7 calendar days of receipt
Investigation of Priority 2 Complaints	Followed up within 30 to 180 calendar days of receipt
Investigation of Priority 3 Complaints	Followed up within 90 to 365 calendar days of receipt

Due to the critical nature of Priorities 1 and 2, as well as resource limits, it is challenging to address all Priority 3 complaints. Although Priority 3 complaints do not pose a health or safety risk to the public, they can create frustration for citizens and, when left unaddressed, may lead to a lowering of the general community expectations within a neighbourhood.

Pilot Program to Assist Priority 3 Inspections

In 2017, a pilot program is being undertaken that would see a general bylaw inspector from Community Standards assigned specifically to Priority 3 complaints regarding tall grass and weeds, overgrown vegetation, and refuse on a site. Fire Inspectors have diverse training in other life-safety bylaws and often address other fire safety issues during their property maintenance inspections. General bylaw inspectors may not be qualified to do this; therefore, limiting inspections in this pilot program to the specific complaint type noted will help to minimize possible double inspections should more serious issues be noted upon inspection.

It is estimated that complaints regarding tall grass and weeds account for 20% of all Priority 3 complaints; approximately 360 calls per year. At an estimated three hours per complete investigation, a dedicated Community Standards bylaw inspector would be able to keep up with the incoming complaints and begin addressing the backlog of complaints.

The main benefit of this pilot program is the improvement of service to citizens. Citizens care about the visual appeal of their neighbourhoods, and having a dedicated resource to ensure complaints regarding vegetation and refuse are swiftly addressed will contribute to increased citizen satisfaction on civic services and improved quality of life.

A dedicated full-time equivalent (FTE) position was approved in the 2017 budget to fulfill the role required for this pilot program. This FTE position is currently being filled to launch this initiative this year.

Community Standards is well positioned to partner with the Fire Department to intake and dispatch complaint calls. Community Standards will continue to intake web-based complaints and then collaborate with the Fire Department's dispatch to ensure these calls are streamlined such that the citizen has a "one-stop shop" experience.

Financial Implications

Inspection and dispatching staff are in place to support this program; therefore, no further funding is required.

Public and/or Stakeholder Involvement

In 2017, addressing these specific priority complaints through Community Standards will begin. As the pilot program rolls out and data is collected, an assessment will be made on possible targeted brochures or information regarding property maintenance. The intent would be to help educate property owners of their responsibility regarding site maintenance issues. This is in line with the vision of Community Standards, which is to ensure our customers are empowered and educated to do their part in making our city a healthy place to live.

Communication Plan

An appropriate communication plan will be implemented as the program becomes fully operational in mid-July, 2017.

As mentioned, the pilot program will involve a strategic partnership with the Fire Department that will ensure no matter where a complaint is delivered, it will make its way seamlessly to the Community Standards bylaw dispatch to be assigned and tracked. The goal, as with all other bylaw enforcement, is to address complaints efficiently, limiting the number of contacts required to resolve the customer's issue.

A further review of the web-based complaint intake form will be completed to ensure customers are fully aware that these types of complaints can be logged in this fashion. Because the priority nature of property maintenance complaints is never fully known until inspection, maintaining a communication link to the Safety and Property Maintenance Hotline will also be prudent in the interest of public safety.

Due Date for Follow-up and/or Project Completion

Aside from delivering the enhanced inspection, this program will also provide solid data tracking that can be assessed to monitor the level of service being provided. This data will be relayed in subsequent division annual reports, the next being the 2017 annual report in early 2018.

Public Notice

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

Attachment

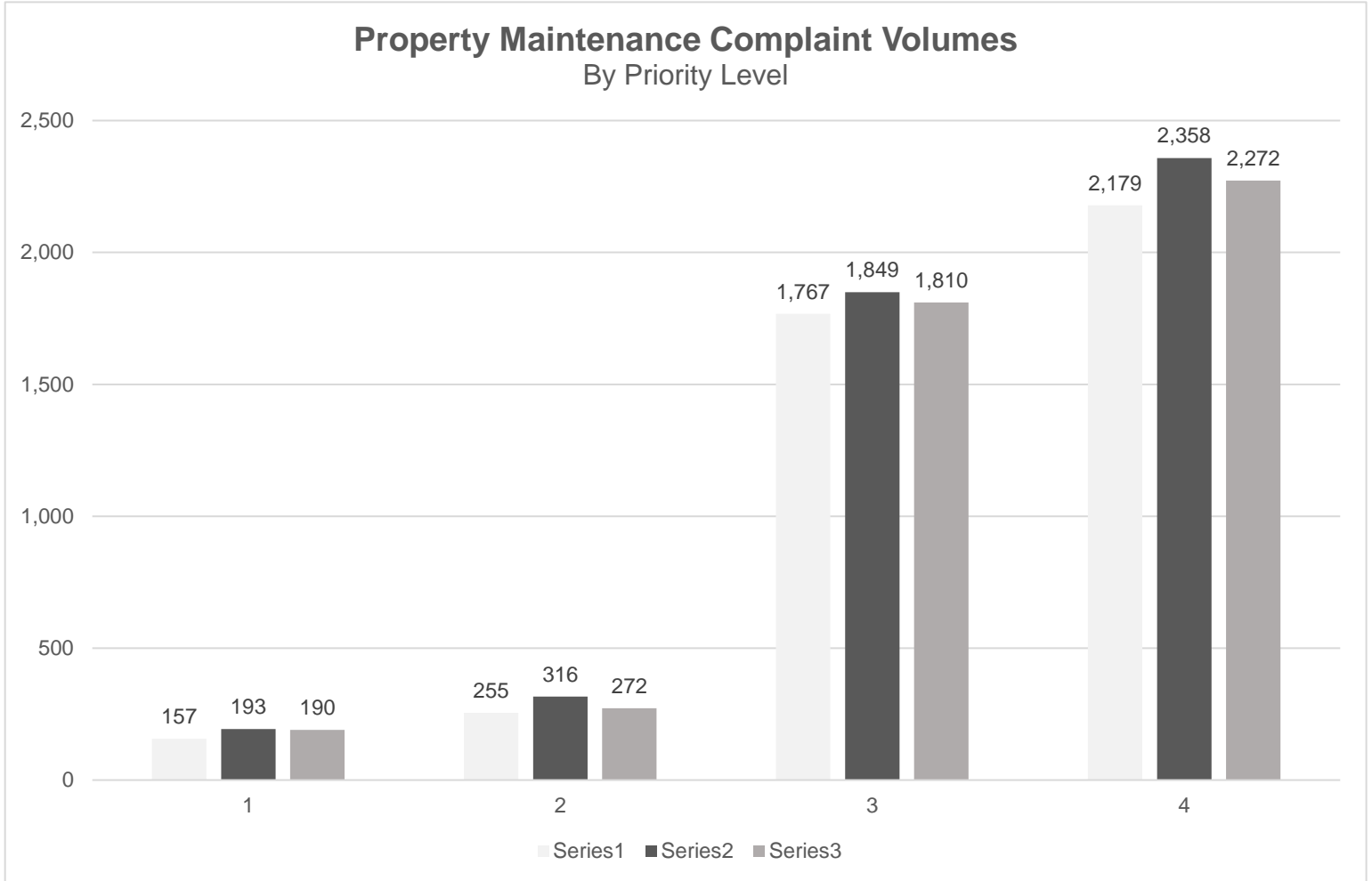
1. Property Maintenance Complaint Volumes (2014 to 2016)

Report Approval

Written by: Andrew Hildebrandt, Director of Community Standards
Reviewed by: Morgan Hackl, Fire Chief, Saskatoon Fire Department
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2017/CS/PDCS – Property Maintenance Inspection Pilot Program/lc

Property Maintenance Complaint Volumes (2014 to 2016)



**Saskatoon Fire Department – Emergency Measures Organization
notifynow City-wide Emergency Message Test – May 9, 2017**

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to summarize the results of the **seventh** semi-annual notifynow city-wide emergency messaging test conducted on May 9, 2017, at 6:00 p.m.

Report Highlights

1. The objectives of the test are to remind Saskatoon citizens about the function of notifynow, provide ongoing education, encourage citizens to opt in, and test the accuracy of the database.
2. Test results demonstrate the effectiveness of notification delivery.
3. Lessons learned will assist with system improvements and expand percentage of people opting into the service.

Strategic Goal(s)

This report supports the Strategic Goal of Quality of Life and Continuous Improvement. The Emergency Measures Organization (EMO) leverages technology to serve and connect with citizens, as health and safety is a top priority in all that we do. EMO is committed to providing timely and accessible information should there be an impending or escalating emergency situation that could affect the lives or property of our residents.

Background

The Saskatoon Fire Department’s emergency planning division has utilized a mass notification program, powered by Everbridge, under the branded name of notifynow, since March 31, 2014. This emergency-targeted mass notification tool delivers timely information to citizens in an emergency or other unusual events. The May 9, 2017, city-wide test was the seventh since the program began.

Report

Test Objectives

The first objective of the test was to act as an ongoing reminder to citizens of Saskatoon that the notifynow system is a key emergency mass notification tool and to educate them on the various uses of the system. The second objective was to continue to encourage people to opt in and create a customized profile to maximize the ability to reach them in an emergency. The final objective was to evaluate the efficiency of the current contact database and system settings.

Future Tests

notifynow is managed according to best practices in the mass notification field. Regular system testing will ensure the greatest opportunity to achieve a satisfactory level of public awareness and cooperation. The system will be tested two times per year; the

first being partnered with Emergency Preparedness Week in May and the second carried out in early December.

Test Method

The call settings for every telephone exchange in the city was set to a maximum of 275 calls per minute. We suspect that some city exchanges may be able to effectively process more than 500 calls per minute. This test was programmed to deliver the alert to text and email paths first with voice alerts following. Settings included a confirm function **toggled to off** in order for us to test each delivery value in the database.

Test Results

The test message was broadcast to 139,500 citizen contact points and, like previous tests, was completed within an hour. At the time of writing this report, there has been almost 485 additional sign ups since the test. The EMO received over 30 calls and emails from Saskatoon residents. The majority of comments were positive with residents seeking instruction on how to opt in or enquiring if they were already registered.

Communication Tools

To increase awareness of the test, the following communications tools were utilized:

- **Announcements Carousel** – homepage of **saskatoon.ca**.
- **Saskatoon.ca** – updated webpage with May 9 notifynow TEST date.
- **Social Media** – notifynow awareness and sign-up encouragement posts on the Saskatoon Fire Department Facebook and Twitter will be shared and retweeted on the City's main Social Media feeds.
- **Saskatoon StarPhoenix/Bridges City Pages** – notifynow filler insertions have appeared in weeks leading up to TEST.
- **PSAs** prior to TEST and post.
- **LIVE TV and Radio** – bookings arranged on live radio and TV shows as available. Coverage for this TEST was managed by requests for media interviews. Mark Rogstad, Director of Media Relations, arranged interviews with the EMO Coordinator.
- Informative **FAQs** made available on saskatoon.ca and the sign-up screen.
- **notifynow brochure** available for download on saskatoon.ca/notifynow.

Lessons Learned

At the time of writing this report, there were 1,829 citizens that created a profile since our last test in December 2016. As the database of citizen contact points grows, we find that the service providers must continually adjust capacity settings to cope with call volumes. Saskatoon EMO works closely with Everbridge to ensure the system we use to protect and inform the citizens of Saskatoon is as efficient as possible.

Summary

The EMO is pleased with the efficiency of the current database and the numbers of citizens who have signed up as a result of the social media campaign. Our team will continue to find ways to actively promote the importance of notifynow in times of

emergency, for warnings, updates, and recovery-related activities with the goal of increasing the number of people opting in to the service.

Other Considerations/Implications

There are no financial, policy, environmental, privacy, or CPTED implications or considerations. There are no options to the recommendation.

Due Date for Follow-up and/or Project Completion

Not applicable.

Public Notice

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

Report Approval

Written by: Ray Unrau, Director of Emergency Planning
Approved by: Morgan Hackl, Fire Chief
Approved by: Murray Totland, City Manager

Admin Report – Notifynow Test May 9, 2017

Saskatoon Fire Department
Residential Fire Pits/Revision of Open-Air Fire Bylaw

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to provide background information regarding open-air fires in the City of Saskatoon and provide the Committee with possible options to the status quo.

Report Highlights

1. The use of fire pits for open-air burning has not resulted in an increase of fire starts.
2. Open-air fires may present medical complications for persons with pulmonary and cardiac issues.
3. Products of combustion contribute to climate change.

Strategic Goals

This report supports the City of Saskatoon Strategic Goals of Continuous Improvement and Quality of Life by providing information on open-air fires that directly or indirectly impacts residents and providing a level of fire safety in the use of open-air fires so as to prevent the spread of fire.

Background

The Standing Policy Committee on Planning, Development and Community Services at its meeting held on March 7, 2016, considered Communications to Council regarding residential backyard fires and resolved that the matter be referred to the Administration.

City Council amended Bylaw 6885 in 1994 to permit open-air fires with strict controls as a means to manage risk of uncontrolled fires and interference with neighbouring residents. The current Fire and Protective Services Bylaw 7990 prescribes the safe use of fire pits without permit on private property, including a section on controlling the movement of smoke emissions that interferes with neighbouring properties (Attachment 1).

Report

Fire Safety

The Saskatoon Fire Department has not encountered a fire safety problem associated with the use of open-air fires on private property. There is no record of a structural or wildland fire being caused by an open-air fire. The Saskatoon Fire Department responded to 195 fire pit complaints in 2015 and equates to 0.015% of all incidents responded to in that year. In 2016, there were 192 fire pit complaints representing 0.014% of all incidents. In addition to complaints called into the SFD, the department has received 38 written requests in 2016 to consider some form of restriction due primarily to health concerns.

Permissions for open-air fires in larger centres across Canada are varied. Montreal, Toronto and Vancouver prohibit open-air fires, while Mississauga, Winnipeg and Calgary allow for residential fire pits. There is no data to estimate the number of fire pits in use in the City of Saskatoon.

Burn Permits are issued for special events where the request for an open-air fire is planned. These events include fire extinguisher training, community association events, religious and cultural events, community events such as Winter Fest and the Meewasin Skating Rink, and land management practices by Meewasin Valley Authority, University of Saskatchewan, and the Parks Division.

The bylaw prohibits the disposal of waste products through burning and a burn permit will not be issued for practices such as stubble burning and industrial pallet disposal. There is an exception for incinerators that are regulated by the Ministry of Environment. The Saskatoon Fire Department issued 98 burn permits in 2015 and 52 in 2016.

Emissions

Wood smoke contains a complex mixture of air pollutants including a number of non-threshold pollutants for which there is some potential for harm at any level of exposure. These emissions contain over one hundred different chemicals and compounds, and may consist of gas, liquid and solid elements, including carbon monoxide, organic gases, particulate matter, and nitrogen oxides.

Particulate matter is small particles of solid and liquid matter found in the atmosphere including soot, dust, organic matter, smoke, or smog.

Health

There are segments of the population susceptible to the negative health effects of smoke emissions from open-air fires primarily young children and older adults, especially those with existing respiratory conditions, cardiovascular diseases, or vascular complications from diabetes. Studies of wood smoke have linked short-term exposure with acute bronchitis, asthma attacks, aggravation of lung diseases and increased susceptibility to respiratory infection.

This smaller particulate matter can collect in the lungs. Other toxic or cancer causing compounds can attach to the particulate matter and be transported into the lungs.

Environmental

Smoke emissions from open-air fires contain black carbon (soot) which is part of a group of substances called short-lived climate forcers. Black carbon will remain in the atmosphere for a lesser time than long-lived greenhouse gases like carbon dioxide, but are considered to be responsible for a significant portion of global warming. Black carbon absorbs solar radiation, thereby directly warming the surrounding air. When deposited on snow and ice surfaces, it reduces the reflection of solar radiation which leads to accelerated melting.

Options to the Recommendation

The following options may be considered by the Committee for possible bylaw amendment:

1. That there be no change to the existing language in the Fire and Protective Services Bylaw.
2. That the Fire and Protective Services Bylaw be amended to limit open-air fires between certain hours and/or certain days of the week.
3. That the Fire and Protective Services Bylaw be amended to require that all open-air fires require a permit.
4. That the Fire and Protective Services Bylaw be amended to prohibit all open-air fires within city limits.

Public and/or Stakeholder Involvement

Your Administration has met with the Lung Association and obtained citizen feedback via Communications to Council.

Communication Plan

The Saskatoon Fire Department continues to inform citizens through social media, website, PSAs, and media events. If the Fire and Protective Services Bylaw is amended related to any of the options above, then a revised communication plan would be required. An internal communication plan would also be required for citizen education and enforcement for operational staff.

Other Considerations/Implications

There are no policy, financial, morphyprivacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

Expected completion by Fall 2017.

Public Notice

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

Attachment

1. Excerpt from Bylaw No. 7990 – Section 18 – Open-Air Fires.

Report Approval

Written by: Wayne Rodger, Assistant Chief
Approved by: Morgan Hackl, Fire Chief
Approved by: Murray Totland, City Manager

Open-Air Fires

18. (1) Open-air fires shall not be set unless the following measures are taken to limit their spread:

- (a) fires shall be contained in a non-combustible receptacle constructed of cement, brick or sheet metal with a minimum 18-gauge thickness;
- (b) a receptacle shall be covered with a heavy gauge screen with openings not exceeding 13 millimetres; and
- (c) the size of the fire box of any receptacle shall not exceed 0.61 metres.

(2) The fuel for open-air fires shall consist only of charcoal or cut, seasoned wood. The burning of the following material is prohibited:

- (a) rubbish;
- (b) garden refuse;
- (c) manure;
- (d) livestock or animal carcasses; and
- (e) any material which when burned will generate black smoke or an offensive odour including insulation from electrical wiring or equipment, asphalt roofing materials, hydrocarbons, plastics, rubber materials, creosoted wood or any similar material.

(3) Open-air fires shall be reasonably supervised so as to prevent their spread.

(4) Open-air fires shall be adequately ventilated to ensure proper combustion and to prevent an unreasonable accumulation of smoke.

(5) Open-air fires shall not be set in windy conditions conducive to creating a running fire or a nuisance to another person.

(6) If smoke from an open-air fire causes an unreasonable interference with the use and enjoyment of another person's property, the fire shall be extinguished immediately.

(7) The Department may issue a "Permit" to a person to set an open-air fire as part of a block party, community event or similar special function or celebration. In this event, the Department may waive any requirements of this Section with respect to the permitted open-air fire, but the permittee shall comply with all other requirements of this Section and any other conditions attached to the Permit by the Department.

Mortgage Flexibilities Support Program – Program Review and Proposed Amendments to Income Limits within Innovative Housing Incentives Policy No. C09-002

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the income limits for the Mortgage Flexibilities Support Program, within Innovative Housing Incentives Policy No. C09-002, be adjusted automatically each year to match the median total family incomes for the Saskatoon Census Metropolitan Area, as reported by Statistics Canada, and as further refined in this report.

Topic and Purpose

The purpose of this report is to review the effectiveness of the Mortgage Flexibilities Support Program, outline a new formula for establishing income limits, and update Innovative Housing Incentives Policy No. C09-002.

Report Highlights

1. The Mortgage Flexibilities Support Program (MFSP) has been reviewed and continues to enable many moderate-income households to purchase a home.
2. New mortgage lending rules require all home buyers to meet additional mortgage qualification criteria, which has made homes less affordable under the MFSP.
3. Larger families needing a four-bedroom home are not being served by the MFSP.
4. Innovative Housing Incentives Policy No. C09-002 (Innovative Housing Incentives Policy) requires updating in regard to income limits for the MFSP, and the Administration is proposing a new formula for setting income limits.

Strategic Goal

This report supports the City of Saskatoon's (City) Strategic Goal of Quality of Life by increasing the supply and range of affordable housing options.

Background

At its June 22, 2009 meeting, City Council approved the MFSP, which provides a down payment grant to low- and moderate-income home buyers who purchase a home in a designated project.

At its September 26, 2011 meeting, City Council amended the Innovative Housing Incentives Policy to set the maximum income limit for the MFSP at the same level as is used by the Saskatchewan Housing Corporation for its Affordable Home Ownership Program for home buyers with dependents, and to set the maximum income limit for home buyers without dependents at \$7,500 below that amount.

At its March 27, 2017 meeting, City Council received the annual status report on the Housing Business Plan 2013 – 2022, which included plans to conduct a mid-term review of the City’s housing programs in 2017.

Report

The Mortgage Flexibilities Support Program Enables Home Buyers to Purchase Homes

The Administration has conducted a comprehensive review of the City’s MFSP and concluded that, for the most part, the program is working well and enabling many moderate-income buyers to purchase a home. The review identified key issues regarding outdated policy, new federal regulations, household size, and the income limits that are being addressed in this report.

New Mortgage Lending Rules

On October 17, 2016, new lending rules came into effect for new high-ratio insured residential mortgages, requiring home buyers to meet additional mortgage qualification criteria to ensure they are not overextending themselves. The result of the qualification criteria is that buyers now need at least \$7,000 in additional income to purchase a home under the City’s MFSP.

The MFSP can no longer serve the lower income ranges in the way it did prior to the new qualification criteria, and 27% of the buyers who were approved to purchase an MFSP home in 2016 would no longer qualify under the new regulations. The median household income for those purchasing an MFSP home in 2016 was \$63,130, and families at that income level can no longer purchase a three-bedroom home under the program. Higher income groups are now looking for assistance under the MFSP.

Families with children face the greatest affordability challenges when it comes to purchasing a home. Even with the new mortgage qualification criteria, a one- or two-person household can still purchase a two-bedroom unit under the MFSP with an annual income as low as \$52,632. However, a family needing a three-bedroom townhouse requires a minimum income of \$69,972. The larger the family, the greater the effect of the new criteria. See Attachment 1 for more information on the mortgage qualification criteria and how the affordability of homes sold under the MFSP has been affected.

Larger Families Requiring a Four-Bedroom Home are not Being Served by the Mortgage Flexibilities Support Program

Homebuilders are not currently building four-bedroom homes for the MFSP because families with incomes below the current limits have insufficient income to purchase a four-bedroom home. Consultations with builders indicate that there are potential buyers in need of a four-bedroom home and that the estimated price of a four-bedroom townhouse would be approximately \$330,000. It would take a minimum of \$77,588 in annual income to afford one of these units, and higher income limits are needed to address the need of larger families.

Updating Income Limits within the Innovative Housing Incentives Policy

The City’s maximum income limits for the MFSP are currently tied to the income limits of the Saskatchewan Housing Corporation’s Affordable Home Ownership Program, as stipulated in the Innovative Housing Incentives Policy. However, this provincial program was discontinued in 2016, and the limits were last adjusted in October 2014. Therefore, the policy is outdated and requires updating to include a new formula for setting income limits.

To better serve moderate-income families and address the issues raised in this report, the Administration is proposing that new income limit categories be established. These categories are based on household size, and the income limits would be tied to the most recent median total income for all census families in the Saskatoon Census Metropolitan Area, as reported by Statistics Canada in CANSIM Table 111-0009. The current limits would be as shown in the following table:

Household Size	Median Total Family Income (2014)	Income Limit as a Percentage of Median Income	Income Limit by Household Size	Current Limit
One Person	\$93,400	75%	\$70,050	\$70,900
Two Persons	\$93,400	80%	\$74,720	\$70,900
One Dependent	\$93,400	85%	\$79,390	\$78,400
Two Dependents	\$93,400	90%	\$84,060	\$78,400
Three or More Dependents	\$93,400	95%	\$88,730	\$78,400

The proposed amendment to the Innovative Housing Incentives Policy is as follows, with bold indicating additions and strikethroughs indicating deletions:

Section 2.3 Moderate-Income Household for Mortgage Flexibilities Support Program - any household that has a gross annual household income at or below ~~the income limit specified by the Saskatchewan Housing Corporation for the provincial Affordable Home Ownership Program and for households without dependents, \$7,500 below this amount~~ **75% of median family income for one-person households, 80% of median family income for two-person households without dependents, 85% of median family income for households with one dependent, 90% of median family income for households with two dependents, and 95% of median family income for households with three or more dependents. Median family income is defined as the median total income for all census families in the Saskatoon Metropolitan Area for the year most recently published by Statistics Canada.**

Options to the Recommendations

City Council could choose to not approve the recommendation in this report. The Administration would then require further direction regarding appropriate income limits for the MFSP.

Public and/or Stakeholder Involvement

The Administration consulted with the following stakeholders before drafting the proposed amendments in this report: Canada Mortgage and Housing Corporation, Genworth Canada, Affinity Credit Union, Conexus Credit Union, Innovative Residential Investments Inc., NewRock Developments (Sask.) Inc., and the City’s contract income screener.

Communication Plan

Upon City Council’s approval of the proposed amendment, the City will send a letter to all builders with projects designated under the MFSP informing them of the new income limits. The builders will then inform potential home buyers of the new income limits. The City’s website and MFSP brochure will also be updated.

Policy Implications

Upon City Council’s approval, the Administration will make the applicable revisions to the Innovative Housing Incentives Policy.

Other Considerations/Implications

There are no financial, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The annual status report on the Housing Business Plan 2013 – 2022 will be submitted to the Standing Policy Committee on Planning, Development and Community Services in April 2018, and will evaluate the effectiveness of the policy changes.

Public Notice

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

Attachment

1. Effect of New Lending Rules on the Affordability of Modest Homes

Report Approval

Written by: Daryl Sexsmith, Housing Analyst, Planning and Development
Michele Garcea, Planner, Planning and Development

Reviewed by: Lesley Anderson, Director of Planning and Development

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

Effect of New Lending Rules on the Affordability of Modest Homes

New Lending Rules for High Ratio Mortgages

On October 17, 2016, the Government of Canada implemented new lending rules for high-ratio insured residential mortgages. The new rules require that borrowers must pass additional mortgage qualification criteria by qualifying for their mortgage at the Bank of Canada's posted five-year rate. Typically, the posted rate is approximately 2% higher than the special rates offered by most mortgage lenders.

Home buyers are required to pay only the special rate, but must have sufficient income to pay the posted rate. The reason for this additional mortgage qualification criteria is to protect home buyers from overextending themselves and provide them with some protection in the event that interest rates rise after the five-year term.

The mortgage qualification criteria has forced home buyers to reduce their expectations and purchase a lower priced home that is well within their means. The challenge for some moderate-income buyers is that the lowest priced homes in the market are now beyond their means.

Additional Income is now Required to Purchase a Home under the City's Mortgage Flexibilities Support Program (MFSP)

The lowest priced new homes in Saskatoon are offered through the City's MFSP. The MFSP has homes in three different price ranges suitable for different household sizes that are priced at approximately \$220,000, \$260,000, and \$300,000. The tables below show how the income needed to purchase one of these homes has risen as a result of the new lending rules and the application of the new mortgage qualification criteria:

Cost of Purchasing a Small Two-Bedroom Unit under the MFSP

	Former Lending Rules	Meeting Mortgage Qualification Criteria
Purchase Price	\$220,000	\$220,000
Qualifying Interest Rate	2.89%	4.64%
Mortgage Payment (25 years)	\$ 1,013	\$ 1,215
Other Monthly Payments (taxes, utilities, and ½ condo fees)	\$ 320	\$ 320
Total Monthly Payment	\$ 1,333	\$ 1,535
Minimum Annual Income to Qualify for Mortgage	\$ 45,708	\$ 52,632
Additional Income Required Under New Rules		\$ 6,924

Cost of Purchasing a Larger Two-Bedroom Unit with Second Parking Stall

	Former Lending Rules	Meeting Mortgage Qualification Criteria
Purchase Price	\$260,000	\$260,000
Qualifying Interest Rate	2.89%	4.64%
Mortgage Payment (25 years)	\$ 1,197	\$ 1,436
Other Monthly Payments (taxes, utilities, and ½ condo fees)	\$ 360	\$ 360
Total Monthly Payment	\$ 1,557	\$ 1,796
Minimum Annual Income to Qualify for Mortgage	\$ 53,388	\$ 61,572
Additional Income Required Under New Rules		\$ 8,184

Cost of Purchasing a Three-Bedroom Unit Family-Sized Townhouse

	Former Lending Rules	Meeting Mortgage Qualification Criteria
Purchase Price	\$300,000	\$300,000
Qualifying Interest Rate	2.89%	4.64%
Mortgage Payment (25 years)	\$ 1,381	\$ 1,641
Other Monthly Payments (taxes, utilities, and ½ condo fees)	\$ 400	\$ 400
Total Monthly Payment	\$ 1,781	\$ 2,041
Minimum Annual Income to Qualify for Mortgage	\$ 61,068	\$ 69,972
Additional Income Required Under New Rules		\$ 8,904

Cost of Purchasing a Four-Bedroom Unit Family-Sized Townhouse*

	Meeting Mortgage Qualification Criteria
Purchase Price	\$320,000
Qualifying Interest Rate	4.64%
Mortgage Payment (25 years)	\$ 1,823
Other Monthly Payments (taxes, utilities, and ½ condo fees)	\$ 400
Total Monthly Payment	\$ 2,263
Minimum Annual Income to Qualify for Mortgage	\$ 77,588

*Four-bedroom units are currently not available under the MFSP as they are not affordable to buyers under the current income limits.

Additional Development at Prairieland Park

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the additional development at Prairieland Park be approved.

Topic and Purpose

The purpose of this report is to consider approval of additional development at Prairieland Park.

Report Highlights

1. The lease agreement between the City of Saskatoon (City) and Saskatoon Prairieland Park Corporation (Prairieland) requires that City Council approve additional development on the site.
2. The proposed additional development consists of the construction of Hall “F”, a skyride chairlift and future modifications to the main vehicular entrance at Ruth Street and Herman Avenue.
3. Following approval by City Council, Prairieland would be required to submit all necessary plans and drawings and obtain development and building permits for the improvements or additions as identified.

Strategic Goal

This report supports the City’s Strategic Goal of Asset and Financial Sustainability by ensuring the long term viability of Prairieland Park.

Background

Prairieland leases the site at the corner of Ruth Street and Lorne Avenue from the City. The main features of the site include a trade and convention centre, Marquis Downs, sports bar, grandstand, and midway areas. The annual Saskatoon Exhibition takes place on this site in August, and numerous events are held in the trade and convention centre during the year.

The current lease between Prairieland and the City is in effect until April 30, 2045 (see Attachment 1). The lease defines additional development as any addition, alteration or improvement. Furthermore, the lease agreement states that all plans for additional development are subject to the prior written approval of City Council. Therefore, any additions that have not been previously approved by City Council and shown on the current Concept Plan cannot proceed without the approval of City Council.

The current Concept Plan was approved by City Council on November 1, 1999 and development of Hall “E” was approved by City Council on January 17, 2005.

Report

Concept Plan

Prairieland has provided a new Concept Plan showing proposed improvements to the site. The improvements are shown on Attachment 2 and include:

1. Construction of Hall F, which is an addition to the existing Trade and Convention Centre. Hall F is proposed to be approximately 6,100 square metres (65,000 square feet) in size. This building will be constructed in phases. The construction of Phase I is planned for 2017 and will be approximately 1,950 square metres (21,000 square feet) in size.
2. Addition of a skyride chairlift. Prairieland is proposing to add this permanent attraction to their site that will be operated during the Saskatoon Exhibition. The skyride will be located on the north-east area as shown on the Concept Plan.
3. Future modifications to the main vehicular entrance at Ruth Street and Herman Avenue. The plans are preliminary at this time and a detailed design is yet to be done.

The additional development at Prairieland is compatible with the existing design of the site and provides approximately 1,900 parking spaces on the west portion of this site for events held at the Trade and Convention Centre. This will provide adequate on-site parking to accommodate the existing uses and the addition of Hall “F”.

Approval Process

As per the lease, Prairieland is requesting that City Council approve the additions as shown on the new Concept Plan. Following approval by City Council, Prairieland would be required to submit all necessary plans and drawings and obtain development and building permits, for any additional development prior to undertaking improvements to the grounds or buildings.

In regard to the modifications to the vehicular entrance at Ruth Street and Herman Avenue, Prairieland would be required to submit detailed designs to Transportation and Utilities to evaluate access and egress to the site.

No concerns were received through the administrative referral process that precludes the approval of this Concept Plan (see attachment 3).

Options to the Recommendation

City Council could chose not to approve the additional development and new Concept Plan for Prairieland. This option is not recommended as Prairieland would not be able to proceed with the addition of Hall F to the trade and convention centre as well as the other additional development identified in this report.

Public and/or Stakeholder Involvement

The amount of traffic generated by the proposed new Hall “F” is not expected to add significantly to existing traffic volumes. The Queen Elizabeth/Haultain/Exhibition Community Association was advised of the proposed development.

Safety/Crime Prevention Through Environmental Design (CPTED)

A CPTED review was conducted as part of the Concept Plan administrative review process. The recommendations provided by the CPTED Review Committee have been forwarded to Prairieland. The recommendations can be summarized as follows:

1. The proponent reviewed the building footprint to examine where it was feasible to remove building insets. Building insets have the potential to be hiding spaces and are prone to inappropriate and criminal behaviour.
2. The proponent should establish appropriate management, operating, and crowd control measures to ensure the safety of users.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

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

Attachments

1. Lease Agreement
2. Prairieland Park Concept Plan
3. Comments from Administrative Review for Prairieland Park Concept Plan

Report Approval

Written by: Paula Kotasek-Toth, Senior Planner, Planning and Development
Reviewed by: Lesley Anderson, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2017/PD – Additional Development at Prairieland Park/gs

Lease Agreement

Between:

The City of Saskatoon

- and -

Saskatoon Prairieland Exhibition Corporation

Prepared by:
Office of the City Solicitor
City Hall
222 Third Avenue North
Saskatoon, Saskatchewan
S7K 0J5

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Lease Agreement

This Lease made effective the 1st day of March, 1995.

Between:

The City of Saskatoon, a municipal corporation pursuant to the provisions of *The Urban Municipality Act, 1984*, S.S. 1983-84, Chapter U-11 (the "City");

- and -

Saskatoon Prairieland Exhibition Corporation, a Saskatchewan non-profit corporation carrying on its activities in the City of Saskatoon, in the Province of Saskatchewan ("Prairieland");

Background

In that:

- A. The City is the registered owner of all those lands described in Schedule "A" hereto (the "Lands").
- B. Prairieland has, with the consent of the City, been carrying on its activities upon a portion of the Lands since 1911, and now desires to lease such lands from the City.
- C. The City has agreed to lease to Prairieland all that portion of the Lands as is outlined in red on the Plan attached hereto as Schedule "B" (the "Exhibition Grounds") so that Prairieland may continue to carry out its activities thereon, and proceed with the construction of certain improvements thereto, and use, occupy and enjoy the Exhibition Grounds, and the improvements to be constructed thereon, for the term of this Lease, all upon the terms and conditions, and subject to the provisions herein contained.

Accordingly, and in consideration of the rents hereby reserved and the mutual covenants and agreements herein contained, the City and Prairieland agree as follows:

Part I Definitions

- 1.01 "Additional Development" means any and all subsequent phases of the Development.
- 1.02 "Additional Development Plans" means the concept plans and drawings related to the Additional Development which have been prepared by Architects.

- 1.03 "Architects or Engineers" means such architects or engineers as are duly qualified and licensed to practice, and are carrying on business, in the Province of Saskatchewan, as Prairieland may appoint.
- 1.04 "Builders' Lien Legislation" means *The Builders' Lien Act*, S.S. 1984-85-86, Chapter B-7.1, of the Province of Saskatchewan and any statutory modifications thereto or re-enactments thereof.
- 1.05 "City" means The City of Saskatoon, a municipal corporation pursuant to the provisions of *The Urban Municipality Act, 1984*, S.S. 1983-84, Chapter U-11, and its successors and assigns.
- 1.06 "Completion Date" means the date designated in 4.04 hereof.
- 1.07 "Development" means the construction and provision upon the Exhibition Grounds of:
- (a) an 80,000 square foot Class "A" trade space facility; and,
 - (b) a 100,000 square foot livestock facility; and,
 - (c) a 20,000 square foot maintenance and storage facility,
- together with the upgrading and renovation of the Administration Building, Grandstand and Race Horse Barns situate upon the Exhibition Grounds, and the general improvement and upgrading of the landscaping of the Exhibition Grounds, all of which constituting the first phase of the redevelopment and improvement of the Exhibition Grounds.
- 1.08 "Exhibition Grounds" means all that portion of the Lands as is outlined in red on the plan attached as Schedule "B" to this Lease and consisting of approximately 135 acres, more or less, and includes all structures, improvements and fixtures situate thereon.
- 1.09 "Landlord and Tenant Act" means *The Landlord and Tenant Act*, R.S.S. 1978, Chapter L-6, and any statutory modifications thereto or re-enactments thereof.
- 1.10 "Lands" means the lands described in Schedule "A" attached hereto.
- 1.11 "Lease" means this Lease, including the Schedules attached hereto and any amendments made hereto from time to time.
- 1.12 "Percentage Rate" means Royal Bank of Canada prime rate plus One percent per annum.
- 1.13 "Plans" means the concept plans and drawings related to the Development which have been prepared by Architects.

- 1.14 "Prairieland" means the Saskatoon Prairieland Exhibition Corporation, a Saskatchewan non-profit corporation, and its successors and permitted assigns.
- 1.15 "Rent" means the rent payable by Prairieland to the City pursuant to this Lease and set out in Part VI hereof.
- 1.16 "Retained Lands" means that portion of the Lands retained by the City as outlined in green on the Plan attached as Schedule "B" to this Lease.
- 1.17 "Term" means the term of this Lease as stipulated in 3.02 hereof; and any renewal granted in accordance with 3.03 hereof.

Part II
Structure and Interpretation of this Document

2.01 Schedules

Schedules "A" and "B" to this document are a part of this Lease.

2.02 Headings and Captions

The table of contents, part numbers, part headings, paragraph numbers and paragraph headings are inserted for convenience of reference only and are not to be considered when interpreting this Lease.

2.03 Obligations as Covenants

Each obligation of the City or Prairieland expressed in this Lease, even though not expressed as a covenant, is considered to be a covenant for all purposes.

2.04 Entire Agreement

With the exception of a certain license agreement made between the City and Prairieland dated December 15, 1980, and all amendments thereto, and pertaining to that structure commonly known as the "Wheatland 'B' Building", this Lease contains all of the representations, warranties, covenants, agreements, conditions and understandings between the City and Prairieland concerning the Lands, the Retained Lands, the Exhibition Grounds, the Development, the Additional Development and the subject matter of this Lease.

2.05 Governing Law

This Lease will be interpreted and governed by the laws of the Province of Saskatchewan.

2.06 Number and Gender

The necessary grammatical changes required to make the provisions of this Lease apply in the plural sense where necessary, and to corporations, associations, partnerships or individuals, males or females, in all cases will be assumed as though in each case fully expressed.

Part III
Leasing and Term

3.01 Lease

In consideration of the Rent reserved and the covenants and agreements on the part of Prairieland contained in this Lease, the City leases to Prairieland, its successors and permitted assigns, the Exhibition Grounds for the Term, at the Rent and on the terms and conditions stated in this Lease, subject to all those charges, liens and other interests as are registered in the Land Titles Office for the Saskatoon Land Registration District respecting the Exhibition Grounds.

3.02 Term

The term of this Lease is a period of fifty (50) years commencing on the 1st day of May, 1995 and ending on the 30th day of April, 2045.

3.03 Option to Renew

Provided that Prairieland shall pay the Rent when due under this Lease and perform and observe each and every of the terms, conditions and covenants on its part to be performed and observed hereunder, the City hereby grants unto Prairieland an option to renew this Lease for a further period of twenty (20) years commencing on the 1st day of May, 2045, and ending on the 30th day of April, 2065, upon the same terms, conditions and covenants as are contained and set forth in this Lease.

3.04 Prior Termination of Lease

Notwithstanding 3.02 and 3.03 hereof, this Lease may be terminated as further described herein.

3.05 Overholding after Term

If the City permits Prairieland to remain in occupation of the Exhibition Grounds, the Development, or the Additional Development, without objection by the City after the expiration of the Term, the tenancy shall be deemed to be a tenancy from year to year and the Rent payable by Prairieland hereunder shall continue unabated and be payable annually, in advance, on each anniversary of the effective date of this Lease, and shall otherwise be subject to all the covenants and provisos of this Lease applicable to a yearly tenancy. Such yearly tenancy may be terminated by either the City or Prairieland at any time by 180 days' prior written notice given to the other party.

3.06 **Surrender of Lease**

Upon the expiration of the Term, or any permitted period of overholding, or if this Lease is terminated as hereinafter provided, Prairieland shall surrender to the City possession of the Exhibition Grounds, the Development and the Additional Development, and all additions, alterations and improvements made thereon and therein and all of the rights of Prairieland under this Lease shall be terminated; but Prairieland shall, notwithstanding such termination, be liable to the City for any loss or damage suffered by the City by reason of any default of Prairieland. Upon expiration, termination or surrender of this Lease, Prairieland shall assign to the City the benefit of any and all rights and other privileges accruing to the Exhibition Grounds, the Development or Additional Development or Prairieland's interest therein.

Part IV The Development

4.01 **Construction**

Prairieland shall commence construction of the Development just so soon as is reasonably practicable and economically feasible, utilizing due diligence, and shall construct and complete the Development on the Exhibition Grounds expeditiously and in a workmanlike manner by the Completion Date in accordance with the Plans.

4.02 **Approval of Plans and Specifications**

All Plans for the Development, and any addition, alteration or improvement thereto, are subject to the prior written approval of the Council of the City. Provided the Plans comply with paragraph 8.01 hereof, the City agrees that such approval shall not be arbitrarily or unreasonably withheld. In the event that Prairieland disputes any decision of the City pursuant to this paragraph, it is expressly agreed that such dispute shall be settled through arbitration pursuant to the provisions of *The Arbitration Act* of the Province of Saskatchewan, and that settlement in such fashion shall be final and binding upon the City and Prairieland.

4.03 **Cost of Construction**

All construction costs and other expenses related to the Development, of whatsoever nature or kind, shall be borne solely by Prairieland.

4.04 **Completion Date**

Prairieland shall cause the Development to be substantially completed no later than the 1st day of March, 2000.

4.05 **Extension of Time for Construction**

If Prairieland:

- (a) is not in default of payment of Rent or the performance of the obligations of this Lease; and,
- (b) has been delayed in constructing the Development by reason of strike, lockout, governmental restriction, act of God, or similar causes, or any other cause beyond the control of Prairieland, including economic causes, and the delay is such as to render it unlikely or uncertain that the Development will be substantially completed in accordance with 4.04 hereof; and,
- (c) has used all reasonable diligence to overcome such delays,

then Prairieland may at any time apply to the City for an extension of the time for compliance with 4.04 hereof.

4.06 Conditions Precedent to Commencement of Construction

Before commencing any work on the Exhibition Grounds for the construction of the Development, the following conditions precedent shall have been satisfied:

- (a) Prairieland shall prepare and submit the Plans to the City and the City shall have approved the same; and,
- (b) Prairieland shall have submitted to the City proof of the insurance referred to in 11.01 hereof; and,
- (c) Prairieland shall have submitted to the City satisfactory evidence that all arrangements and approvals necessary for and associated with any severance or division of the Exhibition Grounds have been secured; and,
- (d) Prairieland shall have paid and shall have submitted to the City satisfactory evidence of the payment of all costs required to be made by Prairieland in accordance with 6.03 and 9.01 hereof, and associated with any severance of the Exhibition Grounds, or the preparation and servicing of the Exhibition Grounds.

4.07 Duties of Prairieland in Construction

Prairieland shall perform and comply with the following covenants and requirements in construction of the Development:

- (a) the Development shall be constructed in all respects in accordance with the Plans, except to the extent that any requirements of this Lease shall have been waived or varied by the City in writing; and,

- (b) all necessary building permits shall be obtained and all municipal bylaws and legal requirements pertaining to the conduct of the work shall be complied with; and,
- (c) the construction work shall be conducted expeditiously in a good and workmanlike manner and otherwise in accordance with the provisions of this Lease; and,
- (d) Prairieland, through Architects or Engineers, shall properly supervise the work; and,
- (e) any contractor engaged on the work shall be required to observe all provisions of his contract and to furnish and maintain all security, indemnity, insurance and performance bonds required by the contract; and,
- (f) the City and the City's agents and engineers shall at all times have the right to inspect the work and to protest to Prairieland or to Architects or Prairieland's Engineer any default or non-compliance with this Lease, and Prairieland shall forthwith deal with such protest and remedy any default or non-compliance; and,
- (g) the City may require Prairieland to submit at reasonable intervals and at Prairieland's own expense certificates of Architects or Engineers of the standing of the work, the existence and extent of any faults or defects, the value of the work then done and to be done under any contract, the amount owing to any contractor and the amounts paid or retained by Prairieland on any contract, and Prairieland shall also, whenever requested by the City, furnish copies of certificates furnished to Prairieland by contractors or by Architects or Engineers in connection with construction; and,
- (h) Prairieland shall promptly pay all proper accounts for work done or materials furnished under all contracts which Prairieland has entered into relating to the construction of the Development, but this shall not prevent Prairieland from retaining any amounts claimed due which Architects have not certified to be due, or which are properly and reasonably retained to secure the performance of any work or the correction of any defect or which in the opinion of Architects are reasonably retained in anticipation of damages arising from any contractor's default, or which are required to be retained under provisions of the Builders' Lien Legislation of the Province of Saskatchewan; and,
- (i) the Development shall be substantially completed on or before the expiration of the date stipulated in 4.04 hereof, or as such date may be extended pursuant to 4.05 hereof.

4.08 Entry During Construction

The City, its architects, agents and employees may, upon giving reasonable notice to Prairieland of its intention to do so, enter the Exhibition Grounds and the Development at all reasonable times during the course of construction and during construction of all replacements, major structural alterations, additions, changes, substitutions or improvements for the purpose of inspection and ascertaining whether the work conforms with the Plans approved by the City from time to time. Upon giving reasonable notice to Prairieland, the City at all reasonable times may enter the Exhibition Grounds and the Development for the purpose of inspecting the Development and for such other purposes as the City, at its sole discretion, may consider necessary for the protection of its interest under this Lease.

Part V
Additional Development

5.01 Construction of Additional Development

Prairieland may elect to proceed with construction of the Additional Development upon the Exhibition Grounds at such time or times as it considers appropriate, if at all, and any and all such construction of the Additional Development shall be undertaken and performed in a workmanlike manner and in accordance with the Additional Development Plans.

5.02 Approval of Additional Development Plan

All Additional Development Plans for the Additional Development, and any addition, alteration or improvement thereto, are subject to the prior written approval of the Council of the City, and the provisions of paragraph 4.02 respecting the approval of Plans shall be applicable hereto *mutatis mutandis*.

5.03 Cost of Construction of Additional Development

All construction costs and other expenses related to the Additional Development, of whatsoever nature or kind, shall be borne solely by Prairieland.

5.04 Completion of Additional Development

Prairieland, having opted to proceed with construction of the Additional Development, shall proceed expeditiously and continuously with any and all such construction, so that the Additional Development shall be completed just so soon as is reasonably practicable following the commencement of any such construction.

5.05 Construction of the Additional Development

Paragraphs 4.05 to 4.08, inclusive, of Part IV of this Lease shall apply, *mutatis mutandis*, to the completion and construction of the Additional Development.

Part VI
Payment of Rent

6.01 Annual Rent

PrairieLand, in each year during the Term of this Lease, shall pay to the City an annual Rent, in advance, in the amount of One Hundred (\$100.00) Dollars.

6.02 Payment of Rent

The annual Rent payable under paragraph 6.01 hereof shall be paid to the City in advance on each anniversary of the effective date of this Lease. The first such payment shall be made on the 1st day of March, 1995, and so on for the Term of this Lease. All payments of Rent shall be made to the City at the office of the Land Manager of The City of Saskatoon, City Hall, Saskatoon, or as the City may otherwise direct by notice.

6.03 Rent to be Net

All Rent required to be paid by PrairieLand hereunder shall be paid without any deduction, abatement or set-off whatsoever, it being the intention of the parties to this Lease that all expenses, costs, payments and outgoings incurred in respect of the Exhibition Grounds, or the Development, or the Additional Development, or any improvements on the Exhibition Grounds, the Development, or the Additional Development, or for any other matter affecting the Exhibition Grounds, the Development, or the Additional Development shall, unless otherwise expressly stipulated herein to the contrary, be borne by PrairieLand. Accordingly, the Rent herein provided shall be absolutely net to the City and free of all abatement, set-off or deduction for realty taxes, charges, rents, assessments, expenses, costs, payments or outgoings of every nature arising from or related to the Exhibition Grounds, the Development, or the Additional Development, and PrairieLand shall pay all such taxes, charges, rates, assessments, expenses, costs, payments and outgoings, including, without limiting the generality of the foregoing, all costs in relation to any severance or division of the Exhibition Grounds, the surveying of the Exhibition Grounds, and the preparation and servicing of the Exhibition Grounds, as may be required by law.

6.04 Collection of Other Amounts Due

Any sum, cost, expense or other amount from time to time due and payable by PrairieLand to the City under the provisions of this Lease, including sums payable by way of indemnity, and whether expressed to be Rent or not, may, at the option of the City, be treated as and deemed

to be Rent, in which event the City shall have all remedies for the collection of such sums, when in arrears, as are available to the City for the collection of Rent in arrears.

6.05 Interest on Amounts in Arrears

When Rent or any other amount payable hereunder by Prairieland to the City is in arrears, such Rent or amount shall bear interest at the Percentage Rate until paid, and the City shall have all remedies for the collection of such interest, if unpaid after demand, as in the case of Rent in arrears, but this stipulation for interest shall not prejudice or affect any other remedy of the City under this Lease.

Part VII
Ownership of the Exhibition Grounds,
the Development, the Additional Development
and Fixtures

7.01 Prairieland's Ownership of the Exhibition Grounds, the Development and Additional Development

Subject to 7.02 hereof, the Exhibition Grounds, the Development, the Additional Development and all other fixed improvements which Prairieland may construct, or cause to be constructed, upon the Exhibition Grounds from time to time are and shall be fixtures to the Exhibition Grounds and are intended to be and become the absolute property of the City upon the expiration or termination of this Lease for any reason, but shall be deemed, as between the City and Prairieland during this Lease, to be the separate property of Prairieland and not of the City but subject to and governed by all the provisions of this Lease applicable thereto notwithstanding such rights of Prairieland.

7.02 Ownership of the Tenants' Fixtures

7.01 hereof shall not be construed to prevent Prairieland from retaining the right of property in, or the right to remove fixtures or improvements which are of the nature of usual tenants' fixtures and normally removable by tenants and which are not part of the structure or any essential part of the Exhibition Grounds, the Development, the Additional Development or any building services. Prairieland shall make good any damage to the Exhibition Grounds, the Development, the Additional Development or building services caused by any such removal of tenants' fixtures.

7.03 City's Priority over Other Interests

The City's absolute right of property in the Exhibition Grounds, the Development, the Additional Development and other fixed improvements upon the Exhibition Grounds that will arise upon the termination of this Lease shall take priority over any other interest in the Exhibition Grounds, the Development, the Additional Development and fixed

improvements that may now or hereafter be created by Prairieland except as shall be agreed to by the City in writing from time to time, and all dealings by Prairieland with the Exhibition Grounds, the Development, the Additional Development or such fixed improvements which in any way affect title thereto shall be made expressly subject to this right of the City, unless the City has agreed otherwise in writing, and Prairieland shall not assign, encumber or otherwise deal with the Exhibition Grounds, the Development, the Additional Development or such fixed improvements separately from any permitted dealing with the leasehold interest under this Lease, to the intent that no person shall hold or enjoy any interest in this Lease acquired from Prairieland who does not at the same time hold a like interest in the Exhibition Grounds, the Development, the Additional Development and the fixed improvements, unless the City agrees otherwise in writing.

Part VIII
Use of the Exhibition Grounds,
the Development and the Additional Development

8.01 Restricted Uses

The Exhibition Grounds shall not be used for any purpose other than the facilitation and promotion in the City of Saskatoon, and North-Central Saskatchewan, of agriculture, industry, education, culture, entertainment and sporting activities, and all things necessary and incidental thereto, including all those activities which a society within the meaning of *The Agricultural Societies Act* of the Province of Saskatchewan is authorized to undertake, and, in further consideration of this Lease, Prairieland agrees that it shall so facilitate and promote all such activities. Except as is expressly provided in this Agreement, Prairieland shall not use the Exhibition Grounds or permit them to be used for any other purpose, and, without limitation, Prairieland shall not permit or suffer any industrial or residential use of the Exhibition Grounds.

8.02 Summer Fair and Exhibition

Prairieland agrees that it shall annually, throughout the Term, conduct and stage upon the Exhibition Grounds an agricultural and industrial "Summer Fair" and exhibition, including all such exhibitions, demonstrations, competitions, performances, entertainments and other activities as are traditionally associated with a "Summer Fair".

8.03 Non-Exclusive Use

Prairieland acknowledges that a portion of the Exhibition Grounds is currently being utilized, with the knowledge and consent of the City, by The Saskatoon Golf and Country Club Limited (the "Club"), and agrees to grant unto the Club, and its employees, servants, agents, members, invitees, licensees, successors and assigns, without charge, a license to use all that portion of the Exhibition Grounds as is shown outlined in

blue on Schedule "B" hereto (the "Licensed Area"), for the purpose of operating and maintaining a golf practice facility thereon. In the first instance, such license shall subsist and continue until:

- (a) the Club advises Prairieland by way of 30 days' written notice that it no longer requires the use of the Licensed Area; or,
- (b) the 31st day of December, 1999;

whichever shall first occur. In the event that the Club desires to extend its use of the Licensed Area beyond December 31, 1999, Prairieland agrees that it shall reasonably negotiate the terms of such an extension with the Club, with a view to accommodating the Club's needs. Should Prairieland and the Club be unable to reach agreement on the terms of any such extension, it is expressly agreed that the terms in dispute shall be settled through arbitration pursuant to the provisions of *The Arbitration Act* of the Province of Saskatchewan, and that settlement in such fashion shall be final and binding upon the parties.

8.04 Circle Drive Extension

Prairieland further acknowledges that the City proposes to extend the Circle Drive right-of-way throughout all that portion of the Exhibition Grounds as is shown cross-hatched in black on Schedule "B" hereto (the "Right-of-Way"), and, accordingly, agrees that no portion of the Development or Additional Development, or other structure, improvement or fixture shall be constructed or erected upon such Right-of-Way. At such time as the Right-of-Way is required by the City for the construction of the Circle Drive roadway, Prairieland shall peaceably yield-up and surrender possession of the Right-of-Way to the City without charge or compensation of any kind whatsoever, and Prairieland shall have no claim upon the City for the value of the Right-of-Way or the unexpired Term of this Lease pertaining thereto.

8.05 Easements

Throughout the term of this Lease, Prairieland agrees that it shall grant unto the City, without charge, all such utility and other service easements as may be required by the City or other utility agency or service. The City agrees that any and all such service easements shall be located in such a fashion as will minimize the effect upon the Exhibition Grounds, the Development or the Additional Development, and, in any event, agrees to restore the Exhibition Grounds, the Development or the Additional Development to their former condition upon completion of any such service installation.

8.06 Conduct of Activities

Prairieland shall ensure and cause all activities carried on upon the Exhibition Grounds to be conducted throughout the Term in an up-to-date, first-class, reputable and lawful manner.

Part IX
General Covenants of Prairieland

Prairieland covenants with the City as follows:

9.01 Acceptance of the Lease

Upon the commencement of this Lease, Prairieland accepts the Exhibition Grounds "as is" knowing its condition, and agreeing that the City has made no representation, warranty or agreements affecting same, and Prairieland agrees that the City is not obliged to furnish any services or facilities (excepting all those public utility services made available by the City for a charge pursuant to separate agreement concluded between the City and the consumer of such services) or to make repairs or alterations in or to the Exhibition Grounds or the Development or Additional Development, Prairieland hereby assuming full and sole responsibility for the condition, operation, repair, replacement, maintenance and management of the Exhibition Grounds and the Development and Additional Development; Prairieland acknowledges that upon it having taken possession of the Exhibition Grounds that Prairieland will be considered for all purposes to have accepted the Exhibition Grounds in its existing condition and that Prairieland shall then, at the exclusive cost of Prairieland:

- (a) enter into all arrangements and pay all costs associated with any severance or subdivision of the Exhibition Grounds from the Retained Lands; and,
- (b) do or cause to be done and pay for any necessary site preparation or servicing of the Exhibition Grounds; and,
- (c) pay all approval fees and other costs associated with any severance or subdivision of the Exhibition Grounds, as may be required by law.

9.02 Payment of Rent

To pay the Rent hereby reserved on the days and in the manner herein provided.

9.03 Taxes and Other Fees

Where required by law, to pay all taxes, rates (including local improvement rates), special, municipal and other levies, duties, assessments and license fees that may be levied, rated, charged or assessed against the Exhibition Grounds, the Development or Additional Development, including all equipment thereon, and improvements thereto, and against any property on the Exhibition Grounds or the Development or Additional Development brought thereon by Prairieland or by anyone acting under the authority of Prairieland, whether such

rates, levies, duties, charges, assessments and license fees are charged by municipal, parliamentary or other authority during the Term hereof. All municipal taxes and local improvement rates shall be apportioned between the parties hereto for the first and last years of the Term. Prairieland shall have the right, at its own expense and without cost to the City, to contest by appropriate legal proceedings the validity of any tax, levy, rate (whether local improvement rate or otherwise), assessment or other charge referred to in this paragraph, and if such tax, levy, rate, assessment or other charge may legally be postponed without subjecting the City to any liability of any nature whatsoever for failing to make payment, Prairieland may postpone such payment until the determination of such proceedings, provided that such proceedings shall be conducted with all due diligence and dispatch.

9.04 **Service Charges**

To pay all charges for electric current, water, sewer, gas, light, heat, power, telephone or other similar service used in connection with the Exhibition Grounds or the Development or Additional Development or the activities carried on there by Prairieland.

9.05 **Repairs**

At its own expense to keep in good order and condition throughout the Term the Exhibition Grounds and the Development and Additional Development both inside and outside, including but not limited to fixtures, walls, foundations, roof, vaults, elevators and similar devices, heating and cooling equipment, sidewalks, yards and other like areas, water and sewer mains and connections, water, steam, gas and electric pipes and conduits, and all other fixtures in and appurtenances to the Exhibition Grounds and the Development and Additional Development and all machinery and equipment used or required in their operation, whether or not enumerated herein, and, in the same manner and to the same extent as a prudent owner, to make all necessary repairs, replacements, alterations, additions, changes, substitutions and improvements, ordinary or extraordinary, foreseen or unforeseen, structural or otherwise, and to keep the Exhibition Grounds, the Development and Additional Development usable for all the purposes for which the Exhibition Grounds, the Development and Additional Development were erected and the appurtenances and equipment were supplied and installed. The repairs will be in all respects to a standard equal in quality of material and workmanship to the original work and material in the Exhibition Grounds, the Development and Additional Development and will meet the requirements of municipal and government authorities and any fire insurance underwriter. Prairieland will not commit or allow waste or injury to the Exhibition Grounds or the Development or Additional Development and will not use or occupy or permit to be used or occupied the Exhibition Grounds or the Development or Additional Development for any unlawful purpose, or in a manner that results in the cancellation of insurance, or in the refusal of an insurer to issue insurances requested. Prairieland, at all times at its

own expense, shall keep the Exhibition Grounds and the Development and Additional Development in good condition and repair, and will not injure or disfigure the Exhibition Grounds or the Development or Additional Development or allow them to be injured or disfigured in any way, and at the expiration or termination of this Lease Prairieland, except as otherwise expressly provided in this Lease, will surrender and deliver up the Exhibition Grounds and the Development and Additional Development or any replacement thereof or substitution therefore in good order and condition. Prairieland will not call upon the City at any time to make repairs to or replacements of any part of the Exhibition Grounds or the Development or Additional Development, or any alteration, addition, change, substitution or improvement, whether structural or otherwise, this being a net lease. The intention of this Lease is that the Rent received by the City is free and clear of all expenses in connection with the construction, care, maintenance, operation, repair, replacement, alteration, addition, change, substitution and improvement of or to the Exhibition Grounds or the Development or Additional Development.

9.06 Right of Entry

To permit the City, upon reasonable notice given by the City, to enter and view the state of repair of the Exhibition Grounds and the Development and Additional Development, and Prairieland shall with due diligence repair the Exhibition Grounds and the Development and Additional Development in accordance with any notice given to Prairieland by the City, failing which, the City or its agent, may, but shall not be obliged to do so, undertake such repair, and all costs incurred in connection therewith shall be due and payable forthwith by Prairieland as additional Rent.

9.07 Indemnity

To indemnify and save harmless the City against all actions, suits, claims, damages, costs and liability, and loss of every nature arising during the Term out of:

- (a) any breach of or non-compliance with a covenant, agreement or condition on the part of Prairieland contained in this Lease; and,
- (b) any injury to a person, occurring in or upon the Exhibition Grounds or the Development or Additional Development, including death resulting from the injury; and,
- (c) any damage to or loss of property arising out of the use and occupation of the Exhibition Grounds or the Development or Additional Development.

The obligations of Prairieland to indemnify the City under this paragraph are to survive the termination of this Lease in respect of every event during the Term.

9.08 Surrender of Exhibition Grounds, Development and Additional Development

At the expiration of the Term, peaceably to surrender and yield up to the City the Exhibition Grounds and the Development and Additional Development and all fixtures and equipment thereon in good and substantial repair and condition, save as provided elsewhere in this Lease.

9.09 Maintenance

At all times during the Term to keep and maintain the Exhibition Grounds and the Development and Additional Development in a neat, clean, sanitary, orderly and attractive condition and not to permit refuse, garbage, waste or other loose or objectionable material to accumulate in or upon the Exhibition Grounds or the Development or Additional Development.

9.10 Observance of Laws and Regulations

Not to violate, or permit any employee, officer, invitee, licensee or other person visiting or doing business on the Exhibition Grounds or the Development or Additional Development to violate any law or ordinance or any order, rule, regulation or requirement of any federal, provincial or municipal government or department, commission, board or officer thereof, and promptly to comply with all such laws, ordinances, orders, rules, regulations or requirements when required by law to do so, and to apply for, obtain and maintain in good standing such licenses and certificates as are necessary for the carrying on of Prairieland's activities.

9.11 Distress

None of the goods or chattels of Prairieland at any time during the continuance of the Term hereby created on the Exhibition Grounds or the Development or Additional Development shall be exempt from levy by distress for Rent in arrears or for any other sums that may become payable under this Lease, and upon any claim being made for such exemption by Prairieland on distress being made by the City, this covenant may be pleaded as an estoppel against Prairieland in any action brought to test the right to levy upon such goods and chattels as are exempted in any legislation of the Province of Saskatchewan, Prairieland waiving every benefit that might have accrued to it by virtue of the provision of any Act but for the above covenant.

9.12 Payments of Municipal Taxes

To pay, where required by law, all municipal taxes levied during the Term.

9.13 Waste and Nuisance

Not to do, suffer or permit any waste, damage, disfiguration or injury to the Exhibition Grounds or the Development or Additional Development or the fixtures and equipment thereon or therein, or to do, suffer or allow any overloading of the floors thereof, and not to use or permit the use of any part of the Exhibition Grounds or the Development or Additional Development for any dangerous, noxious or offensive trade or activity and not to cause, maintain or permit any waste or nuisance on the Exhibition Grounds or the Development or Additional Development.

Part X
Covenants of the City

10.01 Quiet Enjoyment

The City covenants with Prairieland that if Prairieland pays the Rent hereby reserved and observes and performs all the covenants and provisos of this Lease on the part of Prairieland to be observed and performed, Prairieland shall and may peaceably possess and enjoy the Exhibition Grounds and the Development and Additional Development for the Term hereby granted, without any interruption or disturbance from the City, or any other persons lawfully claiming by, from or under the City.

10.02 Observance of Covenants

The City covenants to observe all of the covenants, terms and provisions of this Lease on the part of the City to be observed and performed.

Part XI
Insurance

11.01 Liability Insurance

Prairieland shall place, maintain and keep in force during the Term of this Lease general liability insurance in the joint names of the City and Prairieland protecting both the City and Prairieland (without any rights of cross claim or subrogation against the City) against claims for personal injury, death or property damage or other third party or public liability claims arising from any accident or occurrence upon, in or about the Exhibition Grounds, the Development or Additional Development and from any cause, including the risks occasioned by the construction of the Development or Additional Development, to an amount of not less than \$5,000,000.00 for any personal injury, death, property or other claims in respect of any one accident or other occurrence.

11.02 Insurance Against Fire and Other Perils

Prairieland shall effect and continuously maintain in force throughout the Term of this Lease, insurance upon the Exhibition Grounds, the Development, the Additional Development and all fixtures and

improvements erected upon the Exhibition Grounds and the Development and Additional Development in the joint names of the City and Prairieland protecting both the City and Prairieland (without any rights of cross claim or subrogation against the City) from loss or damage caused by:

- (a) fire; and,
- (b) risks normally insured against in the Province of Saskatchewan for buildings of construction, location and use similar to those situate upon the Exhibition Grounds or comprising the Development or Additional Development; and,
- (c) risks which are normally covered by prudent owners of similar property in the Province of Saskatchewan.

The insurance shall be for the full insurable value of such buildings and property and the replacement value of fixtures and improvements (exclusive of the cost of foundations) and shall in any case be for an amount sufficient to prevent the City being considered a co-insurer. The policies of insurance effected under this paragraph shall, if the City directs, include the interest of any mortgagees or encumbrancers of Prairieland's leasehold interest.

11.03 Premiums and Proof of Insurance

Prairieland shall pay all premiums and costs of all insurance required to be effected by Prairieland under the provisions of this Lease, and shall from time to time, as may be required, keep on file with the City certified copies of insurance policies, renewal contracts and other documents, sufficient to show and establish accurately at all times the current state of policies in force, and, in particular, shall submit to the City before the expiration of every current policy, evidence of the renewal of such policy or the issuance of a replacement policy and of the payment of all premiums due for such renewal or replacement, and shall promptly notify the City of any cancellation or intended cancellation by any insurer of any policy or any circumstances known to Prairieland materially affecting its insurance coverage. Prairieland shall not cancel any policy of insurance without the prior written consent of the City. Each policy shall provide that no cancellation shall be effected without prior notice by the insurer to the City.

11.04 Form of Policy

All policies of insurance required to be taken out by Prairieland in accordance with the terms of this Lease shall be taken out with insurers acceptable to the City and on policies in form satisfactory from time to time to the City. Prairieland agrees that certificates of insurance or, if required by the City, certified copies of each such insurance policy will be delivered to the City as soon as practicable after placing of the required insurance. All policies shall contain an undertaking by the

insurers to notify the City in writing not less than 30 days prior to any material change in terms, cancellation or other termination thereof.

Part XII

Damage or Destruction of the Exhibition Grounds,
the Development or Additional Development

12.01 Term and Rent Unaffected

The Term and Prairieland's obligations to pay Rent, and all other sums payable by Prairieland under the provisions of this Lease, shall not be affected, nor shall such Rent abate or be diminished, in the event of damage to or destruction of the Exhibition Grounds, the Development or Additional Development, or any fixtures or improvements upon the Exhibition Grounds or the Development or Additional Development, regardless of the cause or extent thereof and Prairieland hereby waives the provisions of any statute or rule of law to the contrary now or hereafter in effect, it being the intent of the parties to this Lease that the Exhibition Grounds, the Development and Additional Development and all fixtures and improvements on the Exhibition Grounds and the Development and Additional Development shall be at the risk of Prairieland.

12.02 Partial Damage or Destruction

If the Exhibition Grounds, the Development or Additional Development is destroyed or damaged, but in the opinion of Architects (as certified by them to the City), it is practicable and economic to rebuild or restore the Exhibition Grounds, the Development or Additional Development with changes or alterations, and if Prairieland desires to make such changes or alterations, then all such proposed changes or alterations shall be submitted to the Council of the City for written approval, and no such changes or alterations shall be made without the approval of the City in writing. The provisions of paragraph 4.02 hereof pertaining to the approval of Plans shall be applicable to this paragraph *mutatis mutandis*.

12.03 Standard of Repairs and Replacements

Should the Exhibition Grounds or the Development or any Additional Development be destroyed, Prairieland shall expeditiously reconstruct such Exhibition Grounds, Development and/or Additional Development, or any part thereof, with a new structure(s), and any replacement, repair or reconstruction of such Exhibition Grounds, Development and/or Additional Development, or any part of the Exhibition Grounds, Development and/or Additional Development, shall be done in compliance with Part XIII hereof.

Part XIII

Repairs and Maintenance

13.01 Repair of Exhibition Grounds, Development and Additional Development

Prairieland shall throughout the Term of this Lease, at Prairieland's own expense, keep in good and tenant-like repair the Exhibition Grounds, the Development, the Additional Development and all structures, improvements and fixtures at any time erected thereon (including all building equipment, fixtures, elevators, heating, air-conditioning and plumbing apparatus, and the sidewalks, parking areas and electric lighting fixtures and equipment) whether such repairs are interior or exterior, structural or non-structural, ordinary or extraordinary, foreseen or unforeseen, excepting from such standard of repair reasonable wear and tear to the extent only that such reasonable wear and tear is not inconsistent with the maintenance in good order and condition of the Exhibition Grounds generally. The word "repairs" shall include replacements and renewals when necessary. All repairs made by Prairieland shall be equal in quality to the original work.

13.02 Maintenance of the Exhibition Grounds, Development and Additional Development

Prairieland shall, throughout the Term of this Lease, maintain the Exhibition Grounds, Development and Additional Development and all fixtures and improvements from time to time upon the Exhibition Grounds in a clean and orderly condition, free from any accumulation of dirt, rubbish or water; and, specifically agrees that it shall provide, construct and install, and thereafter maintain, a storm water drainage system upon the Exhibition Grounds which satisfactorily meets the requirements of the site, determined in accordance with generally accepted engineering practices.

13.03 Maintenance of Chattels

Prairieland shall, throughout the Term of this Lease, keep or cause to be kept in good order and condition, reasonable wear and tear excepted, all chattels located in or about the Exhibition Grounds and the Development and Additional Development.

13.04 City has no Obligation to Repair and Maintain

The City is not obliged to furnish any services or facilities (excepting all those public utility services made available by the City for a charge pursuant to separate agreement concluded between the City and the consumer of such services) or to make repairs or alterations, or to maintain the Exhibition Grounds or the Development or Additional Development, and Prairieland hereby assumes full and sole responsibility for the condition, operation, repair, replacement, maintenance and management of the Exhibition Grounds and the Development and Additional Development.

13.05 City's Right to Order Repair

Prairieland shall promptly, upon notice from the City, make and do all repairs and maintenance which Prairieland has hereunder covenanted to perform.

Part XIV
Builders' Liens

14.01 Prevention of Registration of Liens

Prairieland shall not suffer or permit any lien under the Builders' Lien Legislation or any like legislation to be filed or registered against the Exhibition Grounds or the Development or Additional Development, by reason of work, labour, services or materials supplied or claimed to have been supplied to Prairieland, or anyone holding any interest in any part thereof, through or under Prairieland. If any such lien is filed or registered at any time, Prairieland shall procure registration of its discharge within 30 days after the lien has come to the notice or knowledge of Prairieland; but, if Prairieland desires to contest in good faith the amount or validity of any lien and so notifies the City, and if Prairieland deposits with the City, or pays into court to the credit of any lien action, the amount of the lien claimed, then Prairieland may defer payment of such lien claimed for a period of time sufficient to enable Prairieland to contest the claim with due diligence, provided always that neither the Exhibition Grounds nor the Development, nor the Additional Development, nor any part thereof, nor Prairieland's leasehold interest therein, shall thereby become liable to forfeiture or sale. The City may, but shall not be obliged to, discharge any lien filed or registered at any time if in the City's judgment the Exhibition Grounds or the Development or the Additional Development or any part thereof, or Prairieland's interest therein, becomes liable to any forfeiture or sale or is otherwise in jeopardy, and any amount paid by the City in so doing, together with all reasonable costs and expenses of the City shall be reimbursed to the City by Prairieland on demand, together with interest at the Percentage Rate from the date incurred until paid, and may be recovered as Rent in arrears. Nothing herein contained shall authorize Prairieland, or imply any consent or agreement on the part of the City, to subject the City's estate and interest in the Exhibition Grounds, the Development or Additional Development to any lien.

Part XV
Inspection by the City

15.01 Inspection by the City

The City, its employees and agents shall, upon giving reasonable notice to Prairieland, be entitled to inspect the Exhibition Grounds and the Development and Additional Development at any time during usual business hours for the purpose of ascertaining the condition or state of repair thereof, or verifying that the provisions of this Lease are being

complied with, and Prairieland shall, upon reasonable notice, permit access for this purpose.

Part XVI
Dealings with the Exhibition Grounds,
the Development and Additional Development

16.01 Rights of the City

Nothing contained in this Lease prohibits or restricts the City or implies any prohibition or restriction from assigning, encumbering or otherwise dealing with its reversionary interest in the Exhibition Grounds and the Development and Additional Development, but subject always to this Lease and the rights of Prairieland hereunder.

16.02 Subletting

Prairieland may, from time to time, with the prior written consent of the City in each case, but only for the purposes described in 8.01 hereof, enter into subleases of a portion or portions of the Exhibition Grounds, the Development or Additional Development, provided that:

- (a) no such sublease shall be for a term (taking into account any renewals and extensions) which shall extend beyond the expiration of the Term of this Lease;
- (b) nothing herein contained shall authorize Prairieland, or imply any consent or agreement on the part of the City, to subject the City's estate or interest in the Exhibition Grounds or the Development or Additional Development to any sublease;
- (c) no sublease shall release or impair the continuing obligations of Prairieland hereunder.

16.03 Other Dispositions

Neither Prairieland nor any lessee, assignee or encumbrancer of Prairieland may assign or mortgage or encumber the Exhibition Grounds and the Development or Additional Development, or any part thereof, without the prior written consent of the City in each case, which consent, despite any statutory provision to the contrary, may be arbitrarily withheld. Notwithstanding the foregoing, should Prairieland desire to encumber the Exhibition Grounds by way of mortgage so as to facilitate the construction and provision of the Development or the Additional Development, the City agrees that the consent required with respect to any such mortgage shall not be unreasonably withheld. The consent by the City to an assignment, mortgage or encumbrance will not constitute a waiver of its consent to any subsequent assignment, mortgage or encumbrance. This prohibition against assignment, mortgage or encumbrance includes a prohibition against an assignment, mortgage or

encumbrance by operation of law. If this Lease is assigned in any case without the consent of the City when required, the City may collect rent from the assignee and apply the net amount collected to the Rent herein reserved, but no such assignment or collection shall be considered a waiver of this covenant, or an acceptance of any such assignment. Despite an assignment, Prairieland remains fully liable under this Lease. An assignment of this Lease, if consented to by the City, will be prepared by Prairieland and all legal costs of its preparation will be paid by Prairieland.

16.04 Additional Conditions Affecting Assignment by Prairieland

No assignment of this Lease, except an assignment by way of mortgage and to which 16.03 applies, shall be made by Prairieland unless the assignee expressly covenants and agrees with the City to perform and observe all Prairieland's covenants under this Lease and unless the assignee of the interest of Prairieland under this Lease receives an assignment of all of Prairieland's rights relating to the Exhibition Grounds and to the Development and Additional Development.

16.05 Prairieland to Comply with Obligations

Prairieland shall observe and perform all Prairieland's obligations incurred in respect of assignments, subleases, mortgages and encumbrances of Prairieland's leasehold interest and Prairieland's interest in the Exhibition Grounds and the Development and Additional Development, and shall not suffer or allow any such obligations to be in default, and if any such default occurs the City may, but shall not be obliged to, rectify such default for the account of Prairieland, and any amount paid by the City in so doing, together with all reasonable costs and expenses of the City, shall be reimbursed to the City by Prairieland on demand together with interest at the Percentage Rate from the date incurred until paid, and may be recovered as if it were Rent in arrears.

16.06 Acknowledgments by City

The City shall promptly, and whenever requested by Prairieland, execute an acknowledgement or certificate in favour of any actual or prospective assignee, sublessee, mortgagee or encumbrancer of Prairieland's interest permitted by this Lease, acknowledging or certifying the status of this Lease, any modifications of this Lease, any breaches of covenant known to the City, and the state of the Rent account, with the intent that any such knowledge or certificate may be relied upon by any person to whom it is addressed.

Part XVII Indemnity of the City

17.01 Exemption of the City from Liability

The City shall not be liable or responsible in any way for personal or consequential injury of any kind whatsoever that may be suffered or sustained by Prairieland, or any employee, agent, lessee, assignee, invitee or licensee of Prairieland, or any other person who may be upon the Exhibition Grounds or the Development or Additional Development, or for any loss, theft, damage or injury to any property upon the Exhibition Grounds or the Development or Additional Development howsoever caused.

17.02 Indemnity of the City by Prairieland

Prairieland shall indemnify the City against all claims by any person arising from the operation of or any defect or want of repair in the Exhibition Grounds or the Development or Additional Development, or any want of maintenance thereof, or anything done or omitted on or in the Exhibition Grounds or the Development or Additional Development, or any other thing whatsoever, arising from any breach or default or from any negligence by Prairieland, Prairieland's agents, contractors, employees, invitees, lessees, assignees or licensees or from any accident, injury or damage or any other cause whatsoever, and such indemnity shall extend to all costs, counsel fees, expenses and liabilities which the City may incur with respect to any such claims.

Part XVIII
Default of Prairieland

18.01 Bankruptcy or Insolvency of Prairieland

If during the Term of this Lease Prairieland makes an assignment for the benefit of creditors, or assigns in bankruptcy, or takes advantage in respect of Prairieland's own affairs of any statute for relief in bankruptcy, moratorium, settlement with creditors, or similar relief of a bankrupt or insolvent debtor, or if a receiving order is made against Prairieland, or if Prairieland is adjudged bankrupt or insolvent, or if a liquidator or receiver of any property of Prairieland is appointed by reason of any actual or alleged insolvency or any default of Prairieland under any mortgage or other obligation, or if the interest of Prairieland in the Exhibition Grounds or the Development or Additional Development becomes liable to be taken or sold under any writ of execution or other like process and remains undischarged for 30 days, then the occurrence of any such contingency shall be deemed to be a breach of this Lease, and at the option of the City, this Lease may be terminated and shall expire as fully and completely as if the date of the happening of such default was the date herein fixed for the expiration of the Term of this Lease, and Prairieland shall quit and surrender the Exhibition Grounds and the Development and Additional Development to the City, but shall, notwithstanding, remain liable for any loss or damage suffered by the City.

18.02 Re-Entry on Certain Defaults by Prairieland

If:

- (a) Prairieland defaults in the payment of Rent or any other sums required to be paid to the City by any provision of this Lease, and such default continues for 15 days after notice thereof is given by the City to Prairieland; or
- (b) Prairieland defaults in performing or observing any of its other covenants or obligations under this Lease, or any contingency occurs which by the terms of this Lease constitutes a breach hereof or confers upon the City the right to re-enter or require the forfeiture or termination of this Lease, and the City gives Prairieland notice of such default or the happening of such contingency, and at the expiration of 30 days after the giving of such notice the default or contingency continues to exist; or
- (c) this Lease expires or is forfeited or is terminated by any other provision in it contained,

then the City or the City's agents or employees may immediately or at any time thereafter:

- (a) re-enter the Exhibition Grounds and the Development and Additional Development; and,
- (b) remove all persons and their property therefrom either by summary eviction proceedings or by any other suitable action or proceedings at law, equity or otherwise, without being liable to any prosecution or damages therefore; and,
- (c) repossess and enjoy the Exhibition Grounds and the Development and Additional Development and all fixtures and improvements thereon,

without such re-entry and repossession working a forfeiture or waiver of the Rents to be paid and the covenants to be performed by Prairieland up to the date of such re-entry and repossession.

18.03 City May Perform Prairieland's Obligations

Without limiting any other remedy which the City may have, the City shall have the right at all times to enter the Exhibition Grounds and the Development and Additional Development for the purpose of curing any defaults of Prairieland, and no such entry for such purpose shall be deemed to work a forfeiture or termination of this Lease, and Prairieland shall permit such entry. The City shall give not less than seven days' notice to Prairieland of its intention to enter for such purpose but may enter upon a shorter period of notice or without notice where, in the City's reasonable judgment, there is a real or apprehended emergency or danger to persons or property, or where any delay in remedying such default would or might materially prejudice the City. Prairieland shall

reimburse the City upon demand for all expenses incurred by the City in remedying any default, together with interest thereon at the Percentage Rate from the date incurred until paid. The City shall be under no obligation to remedy any default of Prairieland, and shall not incur any liability to Prairieland for any action or omission in the course of its remedying or attempting to remedy any such default.

18.04 Right to Relet

If the City re-enters as herein provided, it may either terminate this Lease or it may from time to time without terminating Prairieland's obligations under this Lease, make alterations and repairs considered by the City necessary to facilitate reletting, and relet the Exhibition Grounds or the Development and/or Additional Development or any part thereof as agent of Prairieland for such term or terms and at such rental or rentals and upon such other terms and conditions as the City, in its reasonable discretion, considers advisable. Despite a reletting without termination, the City may elect at any time to terminate this Lease for a previous breach.

18.05 Expenses

If the City terminates this Lease for any breach, in addition to any other remedies it may have, it may recover from Prairieland all damages it incurs by reason of the breach including the cost of recovering the Exhibition Grounds and the Development and Additional Development, together with all reasonable legal fees.

18.06 Legal Expenses

If the City brings an action against Prairieland arising from an alleged breach of a covenant or condition of this Lease to be complied with by Prairieland, and the Court establishes that Prairieland is in breach of the covenant or condition, Prairieland will pay to the City all expenses incurred by the City in the action including reasonable legal fees.

18.07 Distress

Prairieland covenants with the City in consideration of the making of this Lease that despite anything contained in *The Landlord and Tenant Act* of the Province of Saskatchewan and other applicable legislation, none of the goods and chattels of Prairieland on the Exhibition Grounds or the Development or Additional Development is exempt from levy by distress for Rent in arrears, and that upon a claim being made for exemption by Prairieland or on distress being made by the City, this section may be pleaded as an estoppel against Prairieland in an action brought to test the right to levy upon goods named as exempted.

18.08 Notice To and Remedies of Mortgagees and Encumbrancers of Prairieland's Interest

The City covenants that:

- (a) no re-entry, forfeiture or termination of this Lease by the City shall be valid against a mortgagee or encumbrancer of Prairieland's interest permitted by the terms of this Lease who has filed with the City written notice of his encumbrance and specified an address for notice unless the City shall first have given the encumbrancer notice of the default or contingency entitling the City to re-enter, terminate or forfeit this Lease and of the City's intention to take such proceedings, and requiring the encumbrancer to cure the default. The encumbrancer shall thereafter have a specified period, which shall be the shortest period necessary to cure the default with the application of due diligence, but which shall not be less than three months, and shall be permitted access to the lands and the Development and Additional Development for that purpose. If the default is cured within the period specified the encumbrancer shall be entitled to continue as tenant for the balance of the Term remaining at the dates of the notice of default, but only if the encumbrancer attorns as tenant to the City and undertakes to be bound by and to perform all of the covenants of this Lease; and,
- (b) if this Lease is subject to termination or forfeiture pursuant to paragraph 18.01 hereof by reason of the bankruptcy or insolvency of Prairieland, Prairieland's default shall be deemed to have been sufficiently cured if, as against Prairieland, the mortgagee or encumbrancer takes possession and control of the Exhibition Grounds and the Development and Additional Development, assumes this Lease, covenants with the City to perform all the obligations of Prairieland under this Lease, and cures any default by Prairieland within the period specified by this Lease; and,
- (c) any re-entry, termination or forfeiture of this Lease made in accordance with the provisions hereof as against Prairieland shall be valid and effectual against Prairieland even though made subject to the rights of any mortgagee or encumbrancer of Prairieland's interest to cure any default of Prairieland hereunder.

18.09 Remedies of the City Are Cumulative

The remedies of the City specified in this Lease are cumulative and are in addition to any remedies of the City at law or equity. No remedy shall be exclusive, and the City may from time to time have recourse to one or more or all of the available remedies specified herein or at law or equity. In addition to any other remedies provided in this Lease, the City shall be entitled to restrain by injunction any violation or attempted or threatened violation by Prairieland of any of the covenants hereof.

18.10 Waiver

Failure of the City to insist upon the strict performance of any covenant of this Lease shall not waive such covenant, and the waiver by the City

of a breach of term, covenant or condition of this Lease will not be considered to be a waiver of a subsequent breach of the term, covenant or condition or another term, covenant or condition. The acceptance of Rent or other monies due hereunder by the City with knowledge of any breach of any term, covenant or condition by Prairieland shall not be considered to be a waiver of any preceding breach by Prairieland of the term, covenant or condition of this Lease, regardless of the City's knowledge of the preceding breach at the time of acceptance of the Rent or other monies. No covenant, term or condition of this Lease will be considered to have been waived by the City unless the waiver is in writing signed by the City.

Part XIX
Expropriation

19.01 Rights of the City on Expropriation

If at any time during the Term of this Lease, the whole or any part of the Exhibition Grounds or the Development or Additional Development shall be taken by any lawful power or authority by the right of expropriation, the City may, at its option, give notice to Prairieland terminating this Lease in its entirety or, only insofar as it affects the part of the Exhibition Grounds or Development or Additional Development taken by the lawful power or authority by right of expropriation, on the date when Prairieland or the City is required to yield up possession thereof to the expropriating authority. Upon such termination, or upon termination by operation of law, as the case may be, Prairieland shall immediately surrender the Exhibition Grounds and the Development and Additional Development or any part thereof taken by the expropriating authority as the case may be, and all its interests therein, and the Rent shall abate and be apportioned to the date of termination and Prairieland shall forthwith pay to the City the apportioned Rent and all other amounts which may be due to the City up to the date of termination. Prairieland shall have no claim upon the City for the value of its property or the unexpired Term of this Lease, but the parties shall each be entitled separately to advance their claims for compensation for the loss of their respective interest in the leased premises taken. The parties shall be entitled to receive and retain such compensation as may be awarded to each respectively.

Part XX
Determination of Disputes

20.01 Determination of Disputes as Provided for in this Lease

Where in this Lease it is specifically provided that any computation, fact, value, amount or other matter or any dispute concerning the same is to be determined in a particular way, such provision shall govern, and any determination made in accordance therewith shall be binding upon the parties hereto.

20.02 Determination of Other Disputes

Except where this Lease provides for the manner of determining a dispute and that the determination so made shall be binding upon the parties, the parties shall have all their normal remedies at law or equity and, in particular, nothing herein shall deprive the City of all its legal and equitable remedies for the enforcement of any breach of covenant by Prairieland under this Lease.

Part XXI
Miscellaneous

21.01 Notice

Each notice, demand and request that may or must be given pursuant to this Lease must be in writing and is sufficiently given if sent by registered mail, and in the case of the City, addressed to it as follows:

The City of Saskatoon
c/o City Clerk
222 Third Avenue North
Saskatoon, Saskatchewan
S7K 0J5

and in the case of Prairieland, addressed to it as follows:

Saskatoon Prairieland Exhibition Corporation
c/o General Manager
Administration Building, Exhibition Grounds
P. O. Box 6010
Saskatoon, Saskatchewan
S7K 4E4

or at such other addresses as the parties may advise from time to time by notice. Assignees and mortgagees permitted under 16.03 hereof must supply their respective mailing addresses to the City. The date of receipt of the notice, demand or request shall be considered to be the second business day following the date of the mailing.

21.02 No Relationship Except Landlord and Tenant

This Lease is not intended to create a relationship other than that of landlord and tenant as to the Exhibition Grounds or the Development or Additional Development. The City does not in any way or for any purpose become a partner of or a member of a joint venture or joint enterprise with Prairieland.

21.03 Time of the Essence

Time is of the essence of this Lease.

21.04 Amendments must be Equally Formal

This Lease may not be amended except by instrument in writing of equal formality signed by the parties to this Lease or their successors or assigns as limited in this Lease.

21.05 Successors and Assigns

This Lease binds and benefits the parties and their respective successors and assigns as limited in this Lease.

In Witness Whereof the parties have hereunto affixed their corporate seals attested to by the hands of their proper signing officers in that behalf, as of the effective date first above written.

The City of Saskatoon

Mayor

City Clerk

Saskatoon Prairieland Exhibition Corporation

c/s

Schedule "A"

Legal Descriptions of the "Lands"

All that portion of the North East Quarter of Section 17, Township 36, Range 5, West of the Third Meridian, Saskatchewan, shown as Parcel "A" on Plan 68-S-14855. Mines and Minerals Excepted by 88-S-38858-1.

All that portion of the North East Quarter of Section 17, Township 36, Range 5, West of the Third Meridian, Saskatchewan, shown as Parcel "C" on Plan 72-S-03709. Mines and Minerals Excepted by 88-S-38858-1.

All that portion of the North East Quarter of Section 17, Township 36, Range 5, West of the Third Meridian, Saskatchewan, shown as Parcel "D" on Plan 88-S-38862. Mines and Minerals Excepted by 88-S-38858-1.

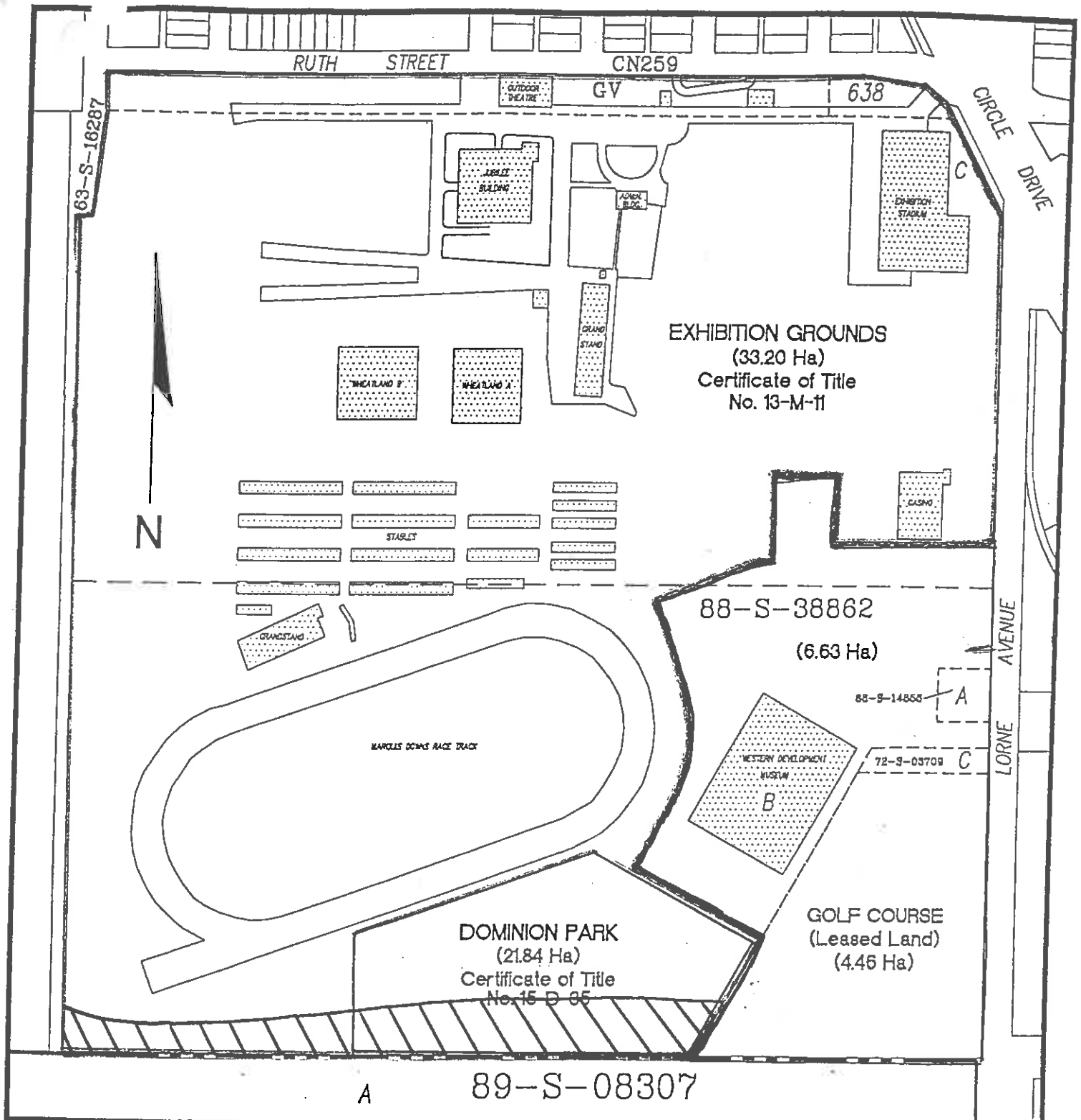
Legal Subdivisions Nine (9) and Ten (10) of Section Seventeen (17), in Township Thirty-six (36), in Range Five (5), West of the Third Meridian, in the Province of Saskatchewan, in the Dominion of Canada, Except: Out of Legal Subdivision Ten (10), the most Westerly Thirty-three (33) feet in width throughout. Minerals Included.

Legal Subdivision 15 and 16 of Section 17, Township 36, Range 5, West of the Third Meridian, Saskatchewan, 80 acres, Except:

- Firstly: All that portion taken for Right of Way of the Qu'Appelle Long Lake and Saskatchewan Railway, containing .416 of an acre, Plan CS 2640,
- Secondly: The Most Westerly 33 feet in depth throughout,
- Thirdly: 0.11 of an acre, Parcel A, for Roadway, Plan 63-S-16287,
- Fourthly: All that portion shown on Plan 69-S-14829,
- Fifthly: All that portion shown as Parcel D, Plan 88-S-38862.

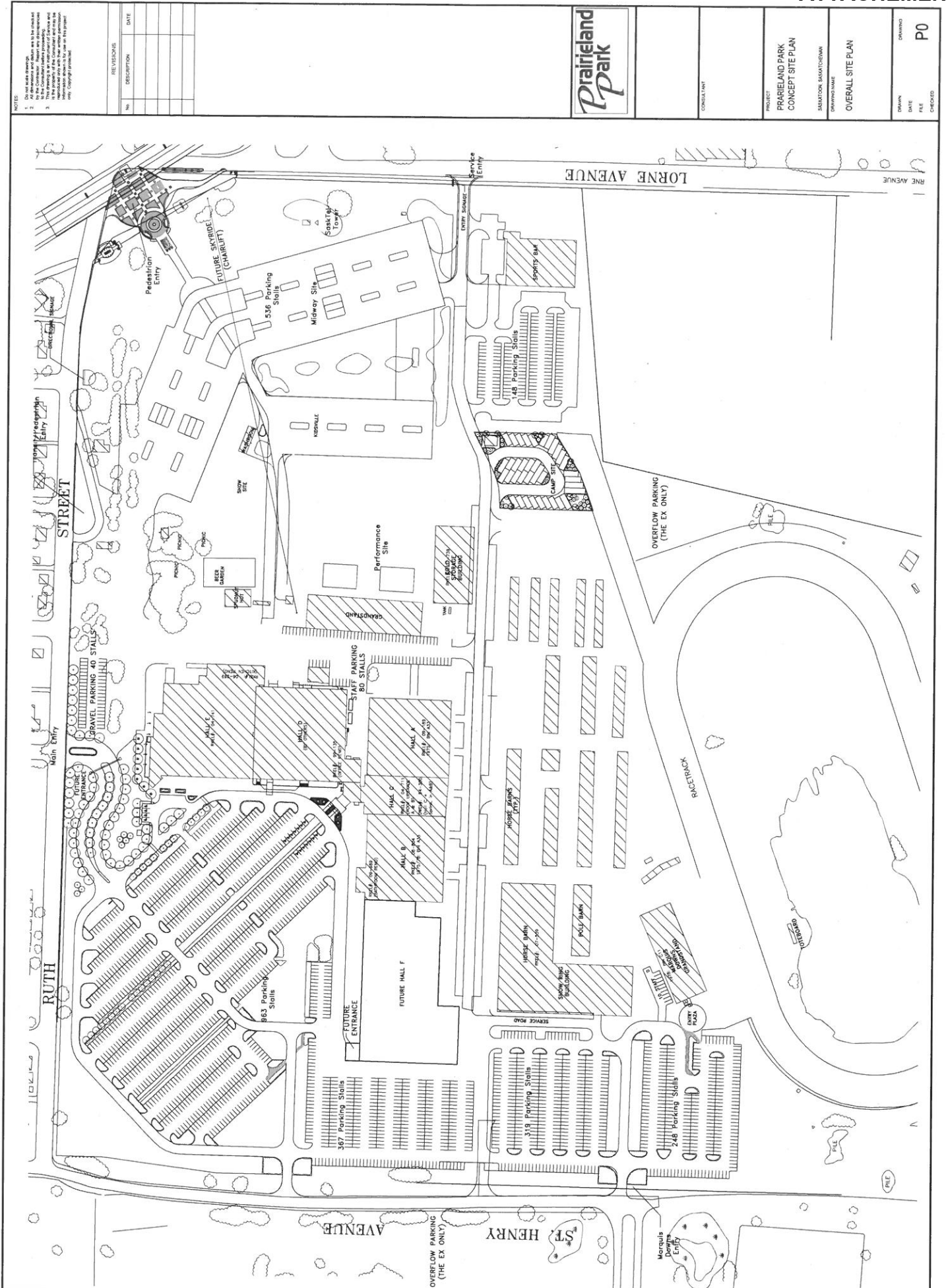
Mines and Minerals Excepted by 88-S-38858-1.

SCHEDULE "B"



SKETCH PLAN SHOWING: EXHIBITION GROUNDS, DOMINION PARK, WESTERN DEVELOPMENT MUSEUM AND LANDS LEASED TO SASKATOON GOLF & COUNTRY CLUB

DRAWING NOT TO SCALE
 PLANNING & CONSTRUCTION STANDARDS DEPT.
 DECEMBER 1993 R:EXHIB-R1.DWG



NOTES:
 1. Do not scale drawings.
 2. All dimensions are shown as to be installed.
 3. The contractor shall provide all materials and labor for the construction of the site.
 4. The contractor shall be responsible for all utility relocation work.
 5. The contractor shall be responsible for all site work.
 6. The contractor shall be responsible for all site work.

NO.	REVISIONS	DATE

PrairieLand Park

CONSULTANT

PROJECT: PRAIRIELAND PARK CONCEPT SITE PLAN

DESIGNER: SAATCHI & SAATCHI

DRAWING NAME: OVERALL SITE PLAN

DRAWN: DATE: FILE: P0

CHECKED:

Comments from Administrative Review for Prairieland Park Concept Plan

1. Parks Division – Community Services Department

- The detailed design of the vehicular entrance off Ruth Street should be provided to Parks to assess impact on City trees.

2. Transportation and Utilities Department

Transportation Comments

- A Transportation Impact Assessment will not be required.
- Traffic accommodation during major events, especially wayfinding on and off-site, are a concern. Please contact Transportation for further details.
- The detailed design of the vehicular entrance off Ruth Street should be provided to Transportation for review and approval.

Water and Sewer Comments

- Water – the internal system does not appear to have sufficient fire flow; therefore, further investigation of potential upgrades to the system is recommended.
- Sanitary – There are no concerns.
- Storm – There is no internal storm system, and the site for Hall F is already impervious. A storm will required at the building permit stage.

3. Saskatoon Fire Department

- Ensure that Fire Department Access routes and designs are in accordance with the National Building and Fire Codes.

4. Saskatoon Police Service

- There are no concerns with the proposal.

5. Utility Agencies

- Saskatoon Light and Power, SaskTel and SaskEnergy responded to the referral. These agencies did not have any concerns or easement requirements.

Note: The applicant has been informed of, and agrees to the above requirements.

License Agreement Renewal – Saskatoon Amateur Softball Association

Recommendation

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

1. That the extension to the license agreement between the City of Saskatoon and the Saskatoon Amateur Softball Association, as outlined in this report, be approved; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the appropriate agreement under the Corporate Seal.

Topic and Purpose

This report provides an overview of the terms of the license agreement with the Saskatoon Amateur Softball Association regarding Bob Van Impe Stadium, Joe Gallagher Field (formerly Gordon Howe Fastball Diamond No. 1), and a request for an extension of the license agreement to include the six Glen Reeve softball diamonds.

Report Highlights

1. The Saskatoon Amateur Softball Association (SASA) is requesting an addition to its existing license agreement (Agreement) with the City of Saskatoon (City), to include SASA taking a lead role in the day-to-day operations of the six Glen Reeve softball diamonds.
2. The Administration is seeking approval of an expanded Agreement with SASA to include the operation of the Bob Van Impe Stadium (Van Impe), Joe Gallagher Field (Gallagher Field), and Glen Reeve softball diamonds.

Strategic Goal

This report supports the City's Strategic Goal of Quality of Life by ensuring existing and future leisure centres and other recreational facilities are accessible, physically and financially, and meet community needs; by supporting community building through direct investment, community development expertise, and support to volunteers within community-based organizations; and by building capacity within the community to address a broad range of issues and build consensus around collaborative responses.

Background

For over 20 years, SASA has had an Agreement with the City to maintain and operate both Van Impe and Gallagher Field spectator softball diamonds at the Gordie Howe Sports Complex. As part of the Agreement, SASA oversees the daily maintenance duties at Van Impe and Gallagher Field, beginning mid-April until mid-October. This Agreement has a remaining term of five years and will be subject to review and renewal in 2021. Within the last 12 years, SASA has become very active in hosting numerous

successful provincial, national, and international softball championships and events at these facilities.

Report

Glen Reeve Softball Diamonds

SASA is requesting to expand the current Agreement with the City for Van Impe and Gallagher Field to also include the Glen Reeve softball diamonds. The Glen Reeve softball diamonds are located in the Gordie Howe Sports Complex, adjacent to Van Impe. There are six adult-sized softball diamonds that, over the years, SASA has consistently booked and utilized for league and tournament play. Groups that utilize the Glen Reeve softball diamonds will not see a change if this Agreement is approved, as the only difference will be that allocations would be done through SASA.

Over the past ten years, SASA has looked after the daily grooming operation requirements at Van Impe and Gallagher Field. SASA's plan is to utilize its existing resources and equipment to maintain the Glen Reeve softball diamonds. If this extension is approved, SASA would be responsible for the daily grooming and general infield maintenance of the six softball diamonds from approximately the middle of April to the middle of October (weather dependent). In return, SASA would receive permission to allocate all six softball diamonds and collect the rental revenue. The request would be that SASA maintain all the diamond infields with smaller and lighter maintenance equipment (i.e. gators), which will extend the life of the shale and reduce the cost of replacing the shale on a more frequent basis.

The Parks Division's Sport Fields Maintenance staff support SASA's request to take on the daily infield grooming of the Glen Reeve softball diamonds. SASA has the resources and appropriate equipment to do an enhanced level of maintenance. The Parks Division will continue to be responsible for the outfield turf maintenance at the softball diamonds.

Terms of Agreement

The key terms and conditions reflect the City's standard agreement, with the addition of the following:

1. The term of the new Agreement, subject to City Council approval, is from July 1, 2017, to October 15, 2021. The City will continue to allocate the Glen Reeve softball diamonds until the agreement is approved and executed.
2. There is an option to renew for an additional five years, subject to both parties' reaching an agreement on any amendments.
3. The agreed-upon license fee payable by SASA to the City will be paid prior to the start of the season each year. The license fee will increase annually by 3%.
4. The City agrees to allow SASA access to the softball diamonds at Van Impe, Gallagher Field, and Glen Reeve Fields (Sport Fields), subject to SASA's performing its obligations under the Agreement.

5. The City shall be responsible for maintaining items that are mechanical and structural in nature, as well as the preventative maintenance program at Van Impe and Gallagher Field.
6. The City shall be responsible for regular outfield turf maintenance at the Sport Fields throughout the operating season.
7. SASA will be solely responsible for the costs of any improvements, fixtures, and renovations desired by SASA.
8. SASA shall provide written notification of its intention to do any renovations or improvements to the Sport Fields or facilities.
9. SASA may rent to, or make each of the Sport Fields available to, other leagues, clubs, or associations. SASA shall make the Sport Fields available for use by community groups during all times that the Sport Fields are not required by SASA, or rented to and made available to other clubs, leagues, or associations. The rental rate shall not exceed the City’s rental rate for this class of sport field.
10. SASA shall have the right to operate a concession at Van Impe during the operating season.
11. SASA shall have the right to sell and display advertising within Van Impe and Gallagher Field, subject, at all times, to the approval of the City.

Options to the Recommendation

The option exists to not approve the expanded Agreement, and/or the proposed key terms of the Agreement; however, at this time, there has been no interest expressed by other organizations to operate and maintain Van Impe, Gallagher Field, or the Glen Reeve softball diamonds. As well, the City has had a long-standing agreement and a strong working partnership with SASA for over 20 years.

Public and/or Stakeholder Involvement

SASA has been involved in the process of reviewing the terms for the Agreement and is in agreement with all terms and conditions.

Financial Implications

The Recreation and Community Development Division has allocated the six Glen Reeve softball diamonds located in the Gordie Howe Sports Complex. The table below summarizes the actual rental revenue and above-basic maintenance costs for the six Glen Reeve softball diamonds for 2015 and 2016, as well as the proposed revenue and related expenses for 2017 and 2018.

Glen Reeve Softball Diamonds	Actual		Proposed	
	2015	2016	2017	2018
External Hourly Rental Revenue	\$25,100	\$24,000	\$24,600	\$25,300
Above-Basic Maintenance Costs	\$23,800	\$24,800	\$16,500	\$16,600

Subject to City Council approval, the Recreation and Community Development Division is proposing to collect \$24,600 in 2017 from SASA. With SASA performing the daily grooming and infield maintenance beginning in 2017, the Parks Division will continue to provide the outfield turf maintenance at a budgeted cost of \$16,500. The Parks Division has already accounted for the grooming and infield maintenance service reduction within the 2017 operating budget. The addition of three multi-purpose fields in 2017 will be offset by the reduction of the infield grooming of the six Glen Reeve softball diamonds. The lease revenue collected from SASA will be utilized to minimize future rate increases for the charge sport fields and keep the Outdoor Sport Field Program at a 100% cost recovery for above-basic service levels.

The license fee payable by SASA to the City for Van Impe and Gallagher Field will remain at \$1 per year, payable on the first day of April in each year of the Agreement.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

No follow-up is required at this time.

Public Notice

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

Report Approval

Written by: Brad Babyak, Section Manager, Recreation and Community Development
Reviewed by: Lynne Lacroix, Director of Recreation and Community Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2017/RCD/PDCS – License Agreement Renewal – Saskatoon Amateur Softball Association/lc

Commemorative Artwork – Where Our Paths Cross

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that Victoria Park be approved as the location of a commemorative artwork entitled Where Our Paths Cross.

Topic and Purpose

The City of Saskatoon, in partnership with the Saskatoon Tribal Council, commissioned a commemorative artwork to convey that Saskatoon is in Treaty 6 Territory, is homeland of the Métis, and is a welcoming community to peoples from all over the world. The artwork responds directly to Truth and Reconciliation Commission of Canada Calls to Action #79.

The purpose of this report is to recommend that Victoria Park be approved as the location of the commemorative artwork, Where Our Paths Cross.

Report Highlights

1. This project is in keeping with the City of Saskatoon's (City) commitment to the reconciliation process in the community.
2. The artist, Gordon Reeve, is an accomplished public artist with experience in Aboriginal engagement and public art. Reeve's concept was selected following extensive community engagement.
3. The artwork is to be a 35-foot high, burnished, stainless steel sculpture representing First Nations, Métis, and settler experiences.
4. Victoria Park is the recommended location for the commemorative artwork.

Strategic Goal

This report supports the Strategic Goal of Quality of Life, including the short-term strategy to strengthen relations with local Aboriginal organizations and the long-term strategy of implementing the Municipal Culture Plan.

Background

Commemorations contribute to Saskatoon's urban landscape. Whether as statues, monuments, or artworks, they describe connections to the past, express community and individual values, contribute to telling stories, and help to create a sense of place. In response to the importance that community places have on commemoration, the Administration developed a comprehensive policy to govern requests for commemorative art, statues, and monuments in Saskatoon. Commemorations and Monuments Policy No. C09-038 was adopted by City Council in May of 2013.

The Truth and Reconciliation Commission of Canada Calls to Action documented experiences of Aboriginal students in residential schools and the resulting intergenerational impacts. On June 2, 2015, the Truth and Reconciliation Commission of Canada released 94 Calls to Action, for reconciliation for governments and other stakeholders.

The City declared July 1, 2015, to June 30, 2016, as the year of reconciliation. Since then, the City has been working with the Saskatoon Tribal Council, Central Urban Métis Federation Inc., Office of the Treaty Commissioner, and the Saskatoon Reconciliation Committee (comprised of 52 community and faith-based organizations) to promote reconciliation.

In the spring of 2016, the Saskatoon Tribal Council, with the support of the City, the Office of the Treaty Commissioner, the Central Urban Métis Federation Inc., the Roman Catholic Diocese of Saskatoon, and the Saskatoon Reconciliation Committee, applied to the Government of Canada's Department of Canadian Heritage for Canada 150 funding for a project entitled Where Our Paths Cross.

Report

Commitment to Reconciliation

With confirmation of funding from the Government of Canada in the amount of \$250,000, the Saskatoon Tribal Council and the City set out to commission a public artwork that:

- a) conveys that Saskatoon is in Treaty 6 Territory, is homeland of the Métis, and is a welcoming community to peoples from all over the world;
- b) responds to the Truth and Reconciliation Commission of Canada Calls to Action #79, educating and creating a sense of shared awakening; and
- c) engages community in a meaningful dialogue (both before and after the artwork installation) that encourages an exchange and reciprocal understanding between Saskatonians of different cultural backgrounds.

This project affirms the City's commitment to ensure that public space is shared space where Aboriginal stories are told and Aboriginal voices are heard.

The Artist, Gordon Reeve

Gordon Reeve is an accomplished Canadian public artist with works on public display across Canada. His experience in Aboriginal art and engagement includes the Chatham, Ontario sculpture "A Place of Many Grasses" that is a tribute to the Shawnee Chief, Tecumseh.

A community input session for the Where Our Paths Cross project was held on March 23, 2017. It provided the public with an opportunity to examine the three short-listed artists, ask questions, and provide feedback and comments. All three finalists' submissions were then reviewed in detail by a selection committee that included:

- a) one representative from the Saskatoon Tribal Council;
- b) one representative from Central Urban Metis Federation Inc.;
- c) one member from the Public Art Advisory Committee;
- d) one representative from the Office of the Treaty Commissioner; and
- e) two Elders (First Nations and Métis).

Reeve's concept was unanimously selected as the preferred submission.

The Artwork

Reeve's concept is a burnished, stainless steel sculpture, 35 feet high at its highest point, 27 feet to the top of the arch, and 20 feet wide at inside ground level (see Attachment 1). It will reflect the sun and the moon. The jingles and fringe will be made of either anodized stainless steel or aluminum, depending on the sound quality. Reeve proposed that the main structure be geothermally heated and cooled so that people will find natural comfort from Mother Earth in winter and summer.

The longer pole, pointing north, symbolically represents the First Nations long history. The shorter pole, pointing south, symbolically represents Métis history. Both are anchored in the earth. The crossing of the poles signifies the crossing of their paths high above all, as in the distant past. On the First Nations pole, 29 sets of healing jingles represent the children taken from each of the 29 communities in Treaty 6 Territory. The multi-coloured metal sash fringes on the Métis pole signify generations of people who suffered injustice and denial of history and culture.

Of particular note, Reeve's commemorative artwork was conceptualized after extensive front-end consultation with both First Nations and Métis.

A rendition of the artwork was favourably reviewed by the Public Art Advisory Committee for its artistic merit, as per Public Art Policy No. C10-025.

Location

The recommended location for the sculpture is Victoria Park, north of the festival site and east of Spadina Crescent West (see Attachment 2). While a number of sites were considered, Victoria Park was identified by First Nations and Métis Elders as having particular significance; namely, that it has been the site of two Truth and Reconciliation Commission of Canada events, is large enough to accommodate community gatherings, and has a view of the South Saskatchewan River.

The concept and location were favourably received by the Riversdale Community Association.

Options to the Recommendation

The option exists to not approve the site within Victoria Park as the location for this artwork. In this case, further direction would be required.

Public and/or Stakeholder Involvement

The City and the Saskatoon Tribal Council have engaged the community on various occasions, including a well-attended community open house held at the Cosmo Civic Centre on March 23, 2017.

The artwork and its location were reviewed and approved by Meewasin’s Development Review Committee. Both are to be reviewed by the Meewasin Board of Directors at its meeting on June 2, 2017.

Communication Plan

Upon approval, the Administration will include the commemorative artwork on the interactive public art map application (iMap) located on the City website.

Policy Implications

This recommendation is in accordance with Commemorations and Monuments Policy No. C09-038 and Public Art Policy No. C10-025.

Financial Implications

The Saskatoon Tribal Council secured a \$250,000 grant from the Government of Canada to fund this project. As a partner, the City is contributing \$26,000, funded within the approved 2017 operating budget, and approximately \$35,000 in-kind support from civic staff.

Preventative maintenance and conservation costs will be included within the Public Art Maintenance budget as managed by the Facilities and Fleet Management Division, Asset and Financial Management Department. The estimated operating impact is \$500 per year.

Safety/Crime Prevention Through Environmental Design (CPTED)

The CPTED Review Committee has been requested to review the commemorative art installation at the proposed location.

Other Considerations/Implications

There are no environmental or privacy implications or considerations.

Due Date for Follow-up and/or Project Completion

Upon approval of the Victoria Park location, the Administration will remain in frequent communication with the artist, with requested updates on the artwork creation and installation. It is anticipated that the artwork will be installed by spring of 2018.

Public Notice

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

Attachments

1. Artist’s Rendering of Commemorative Artwork - Where Our Paths Cross
2. Recommended Location of Commemorative Artwork - Where our Paths Cross

Report Approval

Written by: Gilles Dorval, Director of Aboriginal Relations, Corporate Performance
Kevin Kitchen, Community Development Manager, Recreation and
Community Development

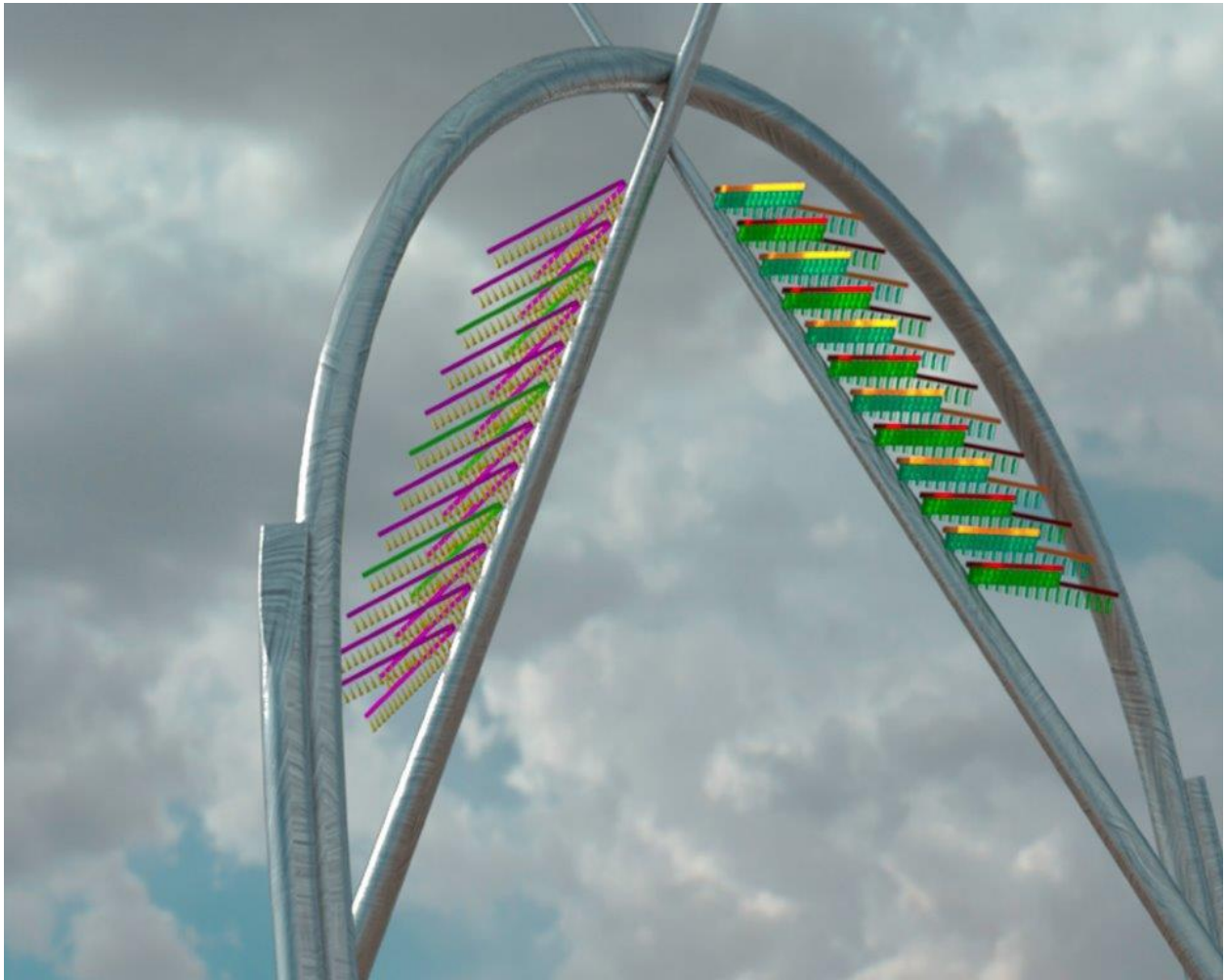
Reviewed by: Lynne Lacroix, Director of Recreation and Community Development
Marno McInnes, Acting General Manager, Corporate Performance

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

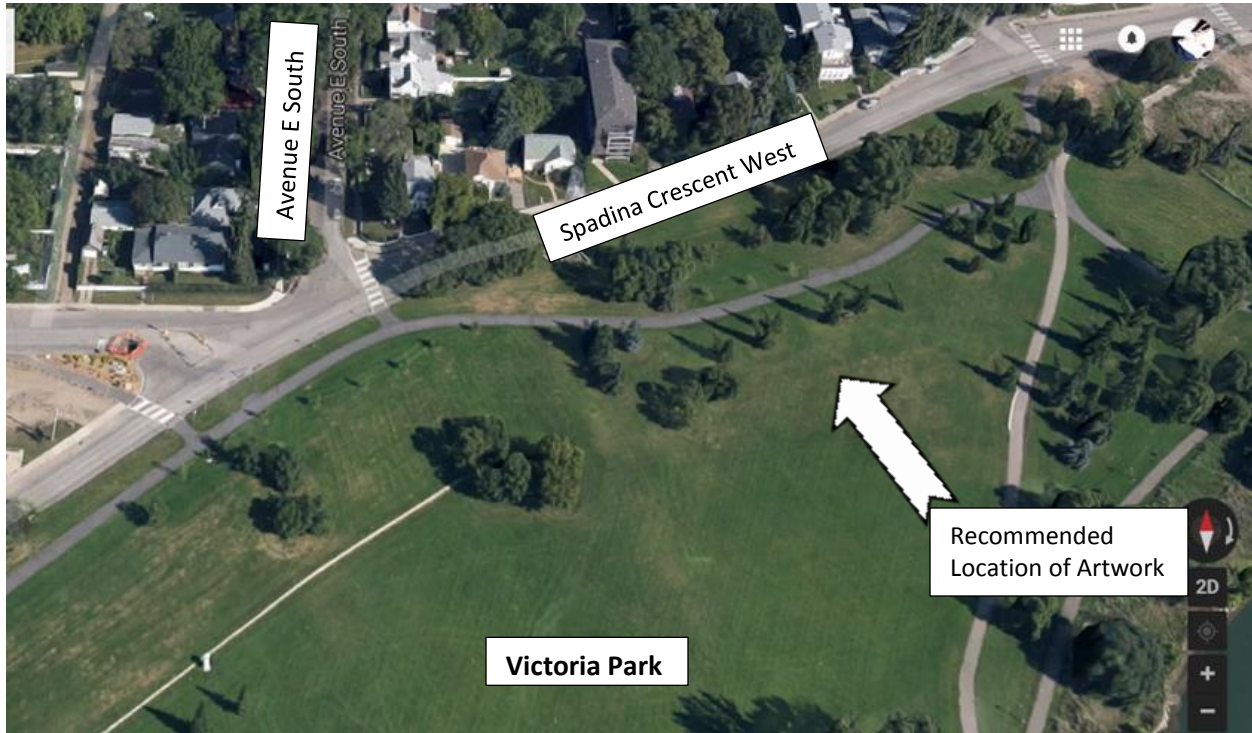
S/Reports/2017/RCD/PDCS – Commemorative Artwork – Where Our Paths Cross/ks

Artist's Rendering of Commemorative Artwork – Where Our Paths Cross





**Recommended Location of Commemorative Artwork –
Where Our Paths Cross**



Inquiry – Richard St. Barbe Baker Afforestation Area

Recommendation

That the report of the General Manager, Community Services Department, dated May 29, 2017, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to respond to a City Council inquiry regarding the possibility of Richard St. Barbe Baker Afforestation Area being declared Municipal Reserve and any consultation plans within the area regarding the afforestation area in conjunction with the Area Sector Plan.

Report Highlights

1. The City of Saskatoon (City) is currently undertaking two initiatives that are expected to provide direction for future use of the Richard St. Barbe Baker Afforestation Area (Afforestation Area): a Green Infrastructure Strategy and an amendment to the Blairmore Sector Plan.
2. A Green Infrastructure Strategy is being developed to provide a vision and policies for areas that contribute to Saskatoon's ecological network.
3. An amendment to the Blairmore Sector Plan, to incorporate land within the city's southwest, will provide a land use and servicing framework for this area, including the Afforestation Area.
4. Community groups, stakeholders, adjacent land owners, and residents will be involved within consultation to determine the future direction of both City initiatives.

Strategic Goal

This report supports the long-term strategy of improving access to ecological systems and spaces, both natural and naturalized, under the Strategic Goal of Environmental Leadership.

Background

The Afforestation Area is located southwest of the Montgomery Place neighbourhood, specifically, south of the Canadian National Station and yards (see Part S½ 22-36-6 W3 and Part SE 23-36-6 W3 in Attachment 1).

This area was planted by the City's Parks Division in 1972, with the aim of "improving the future environment of the city." On October 30, 1978, City Council named part of the planted area after Richard St. Barbe Baker, an internationally known forest advisor and conservationist who crusaded against the widespread destruction of trees, and for their planting, to improve environments essential to the well-being of local residents and other living creatures.

In 2013, City Council approved the 5.86 hectare (14.5 acre) Southwest Off-Leash Recreation Area located in part SE 23-36-6 W3. Although the Southwest Off-Leash Recreation Area is not legally named under the Afforestation Area, it is considered within the realm of study for this inquiry and is the area most often visited by local residents.

At the April 25, 2016 meeting of City Council, the following inquiry was made by former City Councillor P. Lorje:

“Will the Administration please report on the following matters with respect to the Richard St. Barbe Afforestation Area:

1. Can/will it be declared Municipal Reserve and added to the City’s park space inventory?;
2. What measures can be taken in both the short-term (since there is no current budget for this) and the long-term to enclose the area in order to prevent unlawful dumping of garbage and trespass by motorized vehicles, including snowmobiles and ATVs? This could include measures such as strategically-placed boulders, gates and fencing.;
3. Can/will the City provide resources to pick-up the accumulated garbage in the area? This could be accomplished by either City crews picking-up this garbage, or by giving assistance for landfill tipping fees for community volunteers to start the clean-up of this significant urban asset.; and
4. What plans are there to consult with community groups, stakeholders and adjacent residents to develop a possible program for the area including the South West Concept Plan development?.”

Points 2 and 3 above were addressed by a report from the Parks Division to City Council on August 18, 2016. Based on that report, some barriers were installed in 2016 that have reduced illegal dumping in the area. Points 1 and 4 above are now being addressed within this report.

Report

The Afforestation Area is located within the city’s southwest and is comprised of trees, open areas, and wetlands. Vegetation is a mix of both planted and naturally-established trees, grasses, and shrubs. Though owned by the City, the Afforestation Area is not included in the City’s park inventory and, as such, no funding is available to support maintenance services, with the exception of the Southwest Off-Leash Recreation Area.

The City is currently undertaking two initiatives that are expected to provide direction for future use of the Afforestation Area: a Green Infrastructure Strategy, and an amendment to the Blairmore Sector Plan. The Green Infrastructure Strategy will provide a vision and policies for areas that contribute to the city’s ecological network. An amendment to the Blairmore Sector, to incorporate land within the city’s southwest,

will provide a land use and servicing framework for this area, including the Afforestation Area.

Green Infrastructure Strategy

Currently, a Green Infrastructure Strategy is being undertaken through collaboration between the Planning and Development and Environment and Corporate Initiatives Divisions. The purpose of the Green Infrastructure Strategy is to develop an integrated approach to planning for and maintaining a sustainable, biodiverse city by considering natural and supportive areas as part of an ecological system.

An inventory of natural and supporting areas will be catalogued as part of this project, along with quantification of the natural asset value of inventoried natural areas. The inventory of natural areas will include:

- i) natural areas outside the current urban footprint that have experienced no disturbance through urban development;
- ii) retained natural areas that have experienced minimal disturbance through urban development and are fully or partially contained within the urban footprint; and
- iii) naturalized areas that have been wholly or partially constructed to effectively recreate a true natural area.

The Afforestation Area is included in the review of natural areas.

The project will further define the necessary vision, strategy, policies, procedures, programs, roles, responsibilities, and funding for the successful conservation and integration of the ecological network into urban development at various scales.

Blairmore Sector Plan Amendment

The Long Range Planning Section, Planning and Development Division, is currently amending the Blairmore Sector Plan. This amendment will incorporate what has been known as the Southwest Sector, an area which includes the Afforestation Area, and surrounding areas.

The Blairmore Sector Plan provides a broad framework for future urban development and includes the location of future neighbourhoods, employment areas, parks, and significant natural areas. Sector plans are preliminary planning studies and future oriented; no specific time frame for development is applied to sector plans.

Through the proposed Blairmore Sector Plan amendment, the classification and future use of the Afforestation Area will be explored, and stakeholders will be engaged. Further study and community involvement is required prior to any potential development or classification options are proposed for the area.

The Afforestation Area and surrounding afforestation lands are owned by the City, and the City has no current intention of selling or developing these land parcels as the use of these lands will be addressed further through the Blairmore Sector Plan amendment.

Should any future development options be pursued within the Afforestation Area, an area concept plan would be required, subject to City Council approval. The majority of the Afforestation Area is located within the Meewasin Valley Authority Conservation Zone and is, therefore, subject to *The Meewasin Valley Authority Act*. Any development consideration requires approval of the Meewasin Valley.

Public and/or Stakeholder Involvement

Future consultation with the public will be necessary to determine the direction of the Afforestation Area regarding both the Green Infrastructure Strategy and the Blairmore Sector Plan.

Engagement with internal and external stakeholders is ongoing throughout the Green Infrastructure Strategy. Public consultation is expected to occur throughout 2017 and 2018, with initial engagement beginning in the fall of 2017.

The Blairmore Sector Plan and amendment will be widely circulated and reviewed. Consistent with the standard procedures, the proposed amendment to the Blairmore Sector Plan will be presented to property owners and other stakeholders within the Blairmore Sector, as well as through a wider public open house.

Communication Plan

Appropriate communication plans will be developed as initiatives progress and implemented accordingly.

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

A Blairmore Sector Plan amendment that incorporates the Afforestation Area into the Blairmore Sector is to be brought forward for City Council approval by the end of 2017. The first phase of the Green Infrastructure Strategy is anticipated to be complete by the third quarter of 2017. A full report on the project will be submitted to the Standing Policy Committee on Environment, Utilities and Corporate Services by the end of 2017.

Public Notice

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

Attachments

1. Richard St. Barbe Baker Afforestation Area Location Plan

Report Approval

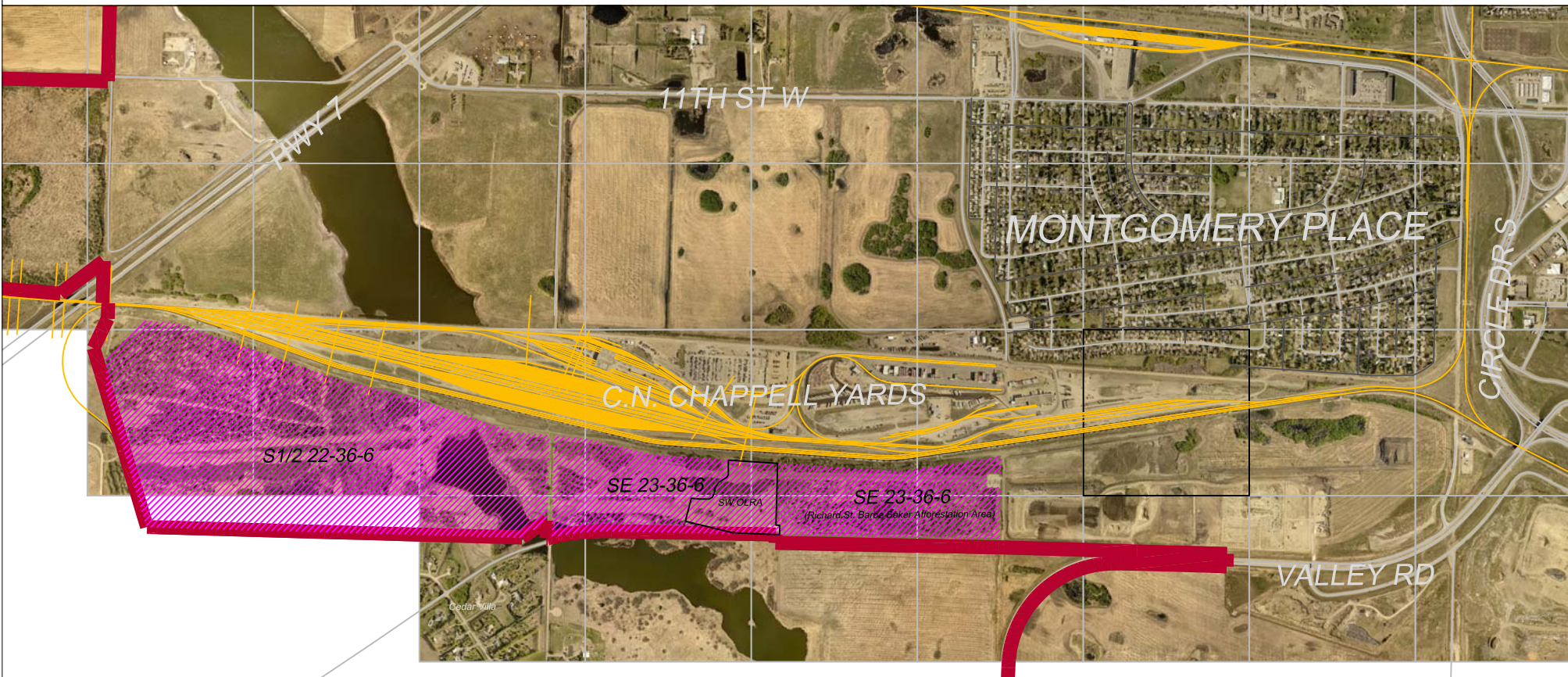
Written by: Ian Williamson, Senior Planner, Planning and Development

Reviewed by: Lesley Anderson, Director of Planning and Development

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

Richard St. Barbe Baker Afforestation Area Location Plan

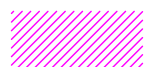
Richard St. Barbe Baker Afforestation Area



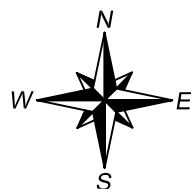
Legend



City Limits



Afforestation Area



Planning & Development Division

NOTE: The information contained on this map is for reference only and not to be used for legal purposes. This map may not be reproduced without the expressed written consent of Community Services - Long Range Planning Section.

Measures to Incentivize Infill Development

Recommendation

That the report of the General Manager, Community Services Department, dated May 29, 2017, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide an overview of the various initiatives underway to support the City of Saskatoon's infill targets, and the implementation of both the Growth Plan to Half a Million and City Centre Plan.

Report Highlights

1. This report outlines an approach to addressing the challenges faced by infill development.
2. A variety of interim and short-term measures are identified that will help achieve the long-term goals identified in the Growth Plan to Half a Million (Growth Plan).
3. A range of policy measures are identified and currently underway, addressing various components of infill development.

Strategic Goals

This report supports the City of Saskatoon's (City) Strategic Goals of Sustainable Growth and Moving Around by furthering implementation of the Growth Plan.

Background

At its April 20, 2015 meeting, the Executive Committee received a report from Hemson Consulting Ltd. (Hemson) on the Financing Growth Study. At that time, the Executive Committee resolved that the Administration report back on implications of the Hemson report findings. An update on this report was provided at the Governance and Priorities Committee meeting in November 2016.

A key direction of the Growth Plan, approved in principle by City Council in April 2016, was to balance growth between infill and greenfield locations. Between 2005 and 2015, roughly 17.4% of all dwelling units built in Saskatoon were infill units. The Growth Plan recommends that 35% of new growth be dedicated to strategic and neighbourhood infill sites, and an additional 15% be targeted to corridor growth, as the city grows to a population of 500,000 people.

At its August 16, 2016 meeting, the Standing Policy Committee on Transportation received two presentations related to lane paving for infill development, and the Committee resolved:

- "1. That the matter be referred to the Administration for a report;

Measures to Incentivize Infill Development

2. That the issue of developing a policy for lane paving around multi-family infill projects be referred to the Administration for a report; and
3. That the Administration bring forward an interim report outlining the scope of work for the development process for predictability and a level playing field for infill development and greenfill developments in light of the Growth Plan goals.”

At its December 12, 2016 meeting, City Council received a report outlining a scope of work for an initiative to compare infill and greenfield development, in part addressing recommendation 3 above. City Council requested that the Administration report back on a mechanism to undertake this comparison, with a suggestion for a roundtable on infill development. Since that time, Downtown development has been identified as a City Council priority area as opposed to the broader issue of infill development.

At its April 3, 2017 meeting, the Standing Policy Committee on Planning, Development and Community Services received a report regarding the Office Policy Review project. During discussion, the Administration was requested to report back regarding three administrative measures to help support City Centre office development, as follows:

- a) priority building/development permit process;
- b) one-stop application process; and
- c) waiver of parking meter hooding fees for a major office development.

Report

Challenges to Infill Development

In order to balance growth and achieve infill targets, a comprehensive strategy to reduce the challenges inherent to infill development and help level the playing field needs to be considered.

Through early input from the development industry, as well as internal observations, the Administration has identified a number of challenges to infill development. Although some challenges may also apply to greenfield development, the cost and risks are more significant for infill development. Attachment 1 provides an overview of challenges identified to date and the approach that will be used to undertake an analysis of this topic.

Interim and Short-Term Measures

In addition to addressing the larger challenges, the Administration has identified the following interim and short-term measures being used to help support the City’s infill development goals:

1. Assist with the development of specific sites along major corridors to achieve the appropriate development as an interim strategy until the Corridor Plan and appropriate zoning is in place.
2. Continue with implementing the Growth Plan’s Ten-Year Action Plan.

Measures to Incentivize Infill Development

3. Bring forward amendments to Vacant Lot and Adaptive Reuse Incentive Program Policy No. C09-035 to improve clarity for Downtown developments by providing a five-year tax abatement for all developments, without a vacancy requirement.
4. Bring forward administrative options to support Downtown office development, including options for parking meter hooding, a one-stop shop for permits and applications, and expedited permits.
5. Provide a draft set of Transit-Oriented Design Guidelines online and to the development industry for consultation as a mechanism for discussion and guidance. This document will serve as a starting point for further discussions within the Corridor Planning Program. The document can be found on the Growth Plan's page on the City's website.
6. Address a variety of administrative components that have been identified as current challenges using the Development Civic Service Review initiated by a cross-departmental team.

See Attachment 2 for greater detail regarding each of these items.

Policy Measures

The Administration has identified the following policy measures as important components of the overall infill approach and will pursue these measures in the short- to medium-term, as resources are available:

1. A recommendation of the City Centre Plan regarding potential regulations for development of surface parking lots will be brought forward.
2. A comprehensive review of the cost of growth and the levy/servicing agreement system has been launched. A report outlining this topic was provided in November 2016 and work continues.
3. Vacant Lot and Adaptive Reuse Incentive Program Policy No. C09-035 will be reviewed. The focus in the past was on chronically-vacant lots. However, the policy approach could shift to incentivize any new infill, or focus on underutilized parcels in priority areas like the Downtown or major corridors.
4. Discussion with stakeholders will continue regarding the Office Policy Review project to determine a suitable approach to ensure the Downtown remains the city's predominant and preferred location for offices.
5. Downtown development will be a priority area of focus, as identified by City Council's priority areas identified in early 2017. This may result in zoning or other policy changes.
6. A market sounding for a Downtown Grocery Store is currently in process.
7. In partnership with the University of Saskatchewan, a Sector Plan for the University of Saskatchewan Vision 2057 lands will be developed.

Attachment 2 provides more detail on each of these items. In addition, the development of appropriate metrics to report on infill goals and milestones is underway in order to provide a consistent reporting system for infill development.

Measures to Incentivize Infill Development

Public and/or Stakeholder Involvement

Public and external stakeholder involvement was not required in preparation of this report, but will be a key part of the forthcoming initiatives identified. Numerous internal City divisions have been, and will continue to be, involved through the Growth Plan Implementation Advisory Committee and on interdivisional project teams working on each component.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Each initiative will advance on its own timeline with reports being brought forward as necessary. Timelines are addressed in Attachment 2.

Public Notice

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

Attachments

1. Approach to Infill Challenges
2. Interim, Short-Term, and Policy Measures

Report Approval

Written by: Lesley Anderson, Director of Planning and Development

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

S/Reports/2017/PD/PDCS – Measures to Incentivize Infill Development/lc

Approach to Infill Challenges

From a development perspective, there are far fewer impediments to greenfield development in terms of time, cost, and risks compared to infill development. In order to balance growth and achieve the infill goals previously mentioned, the City needs to address the challenges to infill development.

Through input from the development industry, as well as internal observations, the Administration has identified a number of challenges to infill development. Although some challenges may also apply to greenfield development, the cost and risks are more significant for infill development.

A summary of the findings identified to date is provided in the table below. This table identifies the challenges, organizes them into broad categories, recommends the level of consultation, and lists potential outcomes for each challenge. These findings provide the starting point for efforts to reduce the challenges to infill development, and this document will be continually populated as the project moves forward.

The next steps for the Administration are to:

- discuss these issues, as well as potential solutions, with the development industry to ensure all challenges have been identified and fully understood, and confirm and potentially add items to the list;
- identify and provide a forum for stakeholders to participate in the study;
- establish and oversee a work plan to examine specific challenges to infill development;
- identify, examine, and propose solutions to address the challenges to infill development;
- prepare an implementation plan highlighting priority actions to address improvements in the immediate term;
- present findings and recommendations to the stakeholders and the Standing Policy Committee on Planning, Development and Community Services; and
- prepare and present reports to City Council regarding findings and recommendations.

The final product may involve a comprehensive report, a series of position papers, or an action plan outlining steps to address the challenges of infill development.

CATEGORY	CHALLENGES TO EXPLORE	LEVEL OF CONSULTATION	POTENTIAL OUTCOMES
Off-Site Levies	<ul style="list-style-type: none"> • Cost of levies • Uncertainty about when levies would be applied • Sense of unfairness about levies required in areas where infrastructure already exists • Concerns that levies collected are subsidizing greenfield development • Improved access to information about levies 	<ul style="list-style-type: none"> • Collaborate • Involve • Involve • Involve • Involve 	<ul style="list-style-type: none"> • Review cost structure/potential adjustments for infill sites/ examine provincial legislation for potential amendments • Make relevant information available in a user-friendly format • Improved communications about the rationale/purpose of levies in infill areas • Improved transparency regarding how/where the collected levies are spent • Make relevant information available in a user-friendly format
Site Contamination	<ul style="list-style-type: none"> • Potential for contamination in infill areas • Phase 1 Environmental Site Assessments (ESA) required on commercial (which includes multi-family) infill sites • Phase 2 ESAs can be expensive • Cost to clean contaminated sites 	<ul style="list-style-type: none"> • Consult • Consult • Consult • Involve 	<ul style="list-style-type: none"> • Improved information available about known and potentially contaminated sites in the City • Relates to provincial legislation - improved information available about the ESA process • Work with provincial authorities to examine ESA process/requirements/funding assistance • Consider incentives to assist with cleanup
Zoning	<ul style="list-style-type: none"> • Parking rates are based on Zoning District, not site conditions • Time and costs associated with making zoning amendments • Lack of clarity regarding Zoning Bylaw No. 8770 requirements • Rigidity of zoning requirements can constrain ability to design projects that respond to the local context 	<ul style="list-style-type: none"> • Collaborate • Involve • Collaborate • Collaborate 	<ul style="list-style-type: none"> • Examine parking rates in relevant zoning districts/ consider new districts with reduced parking rates • Improve communication around legislative requirements for planning processes/ examine internal processes for efficiencies • Understand where clarity is needed/examine opportunities to improve communications • Examine legislative framework of planning processes/ examine examples from other cities/ determine alternative ways to do business within the context of legislative framework

CATEGORY	CHALLENGES TO EXPLORE	LEVEL OF CONSULTATION	POTENTIAL OUTCOMES
Civic Administration	<ul style="list-style-type: none"> • Technical and time-intensive approval and deposit repayment processes • Some requirements by the Administration are vague or not properly outlined in policy, and can appear to be ad hoc • Communication delays • Numerous points of contact are required • Although the Strategic Plan includes a civic priority to encourage infill development, the priority is not reflected in other civic policies and work units 	<ul style="list-style-type: none"> • Consult • Involve • Consult • Consult • Consult 	<ul style="list-style-type: none"> • Examine internal administrative processes/ consider efficiencies • Discuss concerns/ examine ways to improve communication and/or address policy and procedural gaps • Examine internal administrative processes/ consider efficiencies • Examine internal administrative processes/ consider efficiencies • Examine internal administrative processes/ consider efficiencies
Infrastructure Requirements	<ul style="list-style-type: none"> • Upgrades are often required for sidewalks, storm sewers, and related infrastructure due to capacity • Requirement to pave lanes for multi-unit dwelling projects seems arbitrary and adds significant costs to the project • Lack of flexibility to achieve infrastructure requirements • Need infrastructure requirements clearly laid out in advance of development 	<ul style="list-style-type: none"> • Involve • Collaborate • Collaborate • Consult 	<ul style="list-style-type: none"> • Provide improved information around what conditions/actions would trigger infrastructure upgrades, and how upgrades would be funded • Clarify policy and rationale for paving lanes/ identify funding strategies • Examine opportunities for alternative solutions • Examine internal administrative processes/ consider efficiencies
Development Costs	<ul style="list-style-type: none"> • Significant costs are associated with development levies, lane paving requirements, parking, demolition, upgrades to infrastructure, zoning applications, building permits, sidewalk and other deposits, environmental assessments, and site remediation • Costs/challenges associated with meeting current national building code requirements in older buildings • Sound attenuation measures may be required for certain infill sites 	<ul style="list-style-type: none"> • Collaborate • Collaborate • Involve 	<ul style="list-style-type: none"> • Identify all sources of cost/ examine each source individually/ identify opportunities to reduce costs • Review alternative solutions process from National Building Code of Canada/ provide resources to assist in achieving alternative solutions • Develop information about what conditions/developments would lead to sound attenuation measures

CATEGORY	CHALLENGES TO EXPLORE	LEVEL OF CONSULTATION	POTENTIAL OUTCOMES
Limitations of Incentives	<ul style="list-style-type: none"> • Value of incentives are provided as estimates • Potential gaps regarding where incentives could be applied • Consideration of green building incentives in infill areas 	<ul style="list-style-type: none"> • Consult • Collaborate • Collaborate 	<ul style="list-style-type: none"> • Examine internal administrative processes/ consider efficiencies • Evaluate effectiveness of existing incentives/identify gaps/ develop appropriate suite of incentives • Consider possible new incentives for green buildings
Conflicts with Maintenance of Urban Forest	<ul style="list-style-type: none"> • Underground parking structures can negatively impact adjacent trees • Protection of the urban forest and infill development may have competing interests and mechanisms to address this are needed 	<ul style="list-style-type: none"> • Consult • Involve 	<ul style="list-style-type: none"> • Identify best practices to protect existing and/or re-establish urban forest • Establish criteria for flexible standards for high value development projects
Other Risks	<ul style="list-style-type: none"> • Land assembly can be difficult in infill areas • Civic policies and requirements do not recognize the benefits of infill development in terms of the infrastructure and building the tax base 	<ul style="list-style-type: none"> • Collaborate • Collaborate 	<ul style="list-style-type: none"> • Examine current development process/ identify areas where the City can assist • Examine methods to evaluate the economic benefit to the City of infill developments

Interim, Short-Term, and Policy Measures

Interim and Short-Term Measures

Interim Measures	
Assist with development of specific sites along major corridors to achieve the appropriate development as an interim strategy until the Corridor Plan and appropriate zoning is in place.	Any development inquiries along the major corridors in the Growth Plan to Half a Million (Growth Plan) will be provided with assistance and guidance to support appropriate developments in advance of Corridor Planning activities.
Estimated Timeline:	In place and ongoing
Implement the Growth Plan's Ten-Year Action Plan.	<p>Reports and activities continue to be brought forward to advance the Growth Plan:</p> <p>Official Community Plan</p> <ul style="list-style-type: none"> • Planned Growth Map and supportive infill policies – April: City Council • Corridor Planning Program Overview – April: Standing Policy Committee on Planning, Development and Community Services (Committee). <p>Growth Plan</p> <ul style="list-style-type: none"> • Request for Proposals (RFP) required for Public Transit Infrastructure Fund projects – May: Committee and City Council • Corridor Planning Portfolio and Official Community Plan Policy – June: Committee, Municipal Planning Committee, and City Council • Transit Villages Concept Plans RFP – August: Award (target)
Estimated Timeline:	Ongoing
Provide a draft set of Transit-Oriented Design (TOD) Guidelines to the development industry for consultation as a mechanism for discussion and guidance. See Growth Plan page on the City's website for the draft document.	TOD provides a solid base for future development proposals along major corridors. As a background document, the TOD Guidelines will be used as a "starting point" for consultation with the development industry and the wider public. This draft will be provided online and can be referenced when development proposals are brought to the Civic Administration.
Estimated Timeline:	June 1, 2017

Short-Term Measures	
Bring forward administrative options to support Downtown office development, including the options for parking meter hooding, one-stop shop, and expedited permits.	<p>These measures were identified as potential options during the Office Policy Review project, in order to help encourage office developments to locate in the City Centre:</p> <ul style="list-style-type: none"> • A review of parking meter hooding is currently being conducted by the Community Standards Division. The Planning and Development Division will participate in supporting this measure. • A “One-Stop Shop” process is currently being used for major development applications in the Downtown (i.e. the River Landing development). This serves to simplify and streamline the application, development review, and permitting process for developers. Additional resources may be required to expand the ability to offer this program. • A process to expedite permits for major Downtown developments will be established in cooperation with the Building Standards Division.
Estimated Timeline:	September 2017 Committee Meeting
Bring forward amendments to Vacant Lot and Adaptive Reuse Incentive Program Policy No. C09-035 to improve clarity for Downtown developments by providing a five-year tax abatement for all developments, without a vacancy requirement.	<p>Current policy provides for a five-year tax abatement, with no vacancy requirement for incremental office development and structured parking facilities, as well as residential uses in the Downtown.</p> <p>Proposed policy amendments will be brought forward to make this consistent for all uses in the Downtown.</p>
Estimated Timeline:	September 2017 Committee Meeting
A Development Civic Service Review has been initiated by a cross-departmental team and is anticipated to address a variety of administrative components that have been identified as current challenges.	<p>This review is being conducted in order to identify process improvements throughout the Administration during the development process. It is wide ranging and includes a concept plan review and approval, a subdivision process, and infill construction, among many other items.</p> <p>Challenges identified by the development industry will be incorporated in this review process.</p> <p>It is anticipated that this process will help to identify administrative improvements that will benefit infill development.</p>
Estimated Timeline:	2018

Policy Measures

Policy Measures	
Potential regulations for development of surface parking lots (a recommendation of the City Centre Plan) will be brought forward.	Potential regulations or development standards for surface parking lots in the City Centre was identified in the City Centre Plan. Policy options have been discussed with the Business Improvement Districts. A proposed strategy will be finalized and brought forward to Committee for consideration.
Estimated Timeline:	Fall 2017
A comprehensive review of the cost of growth and the levy/servicing agreement system has been launched.	A report outlining this topic was provided in November 2016 and work continues.
Estimated Timeline:	Ongoing
Vacant Lot and Adaptive Reuse Incentive Program Policy No. C09-035 will be reviewed. The focus in the past was on chronically-vacant lots; however, the policy approach could shift to incentivize any new infill, or focus on underutilized parcels in priority areas like the Downtown or major corridors.	This review will be conducted in collaboration with the Corridor Planning Program in order to determine a recommended approach to support these priority areas.
Estimated Timeline:	2018
Regarding the Office Policy Review project, discussions with stakeholders will continue to determine a suitable approach to ensure the Downtown remains as the city's predominant and preferred location for offices.	This approach was presented during the April 3, 2017 report to Committee. A cost analysis to compare Downtown office developments to greenfield office developments is the next phase of work, and will be followed by continued discussions with stakeholders.
Estimated Timeline:	Spring 2018
Downtown development will be a priority area of focus, as identified by City Council's priority areas identified in early 2017. This may result in zoning or other policy changes.	Support will be provided to the Downtown development initiative, as led by City Council.
Estimated Timeline:	2017 to 2018

Policy Measures	
<p>A market sounding for a Downtown grocery store is currently in process.</p>	<p>The Saskatoon Region Economic Development Agency (SREDA) is currently conducting a market sounding on behalf of the City. This will help to inform a future policy or program approach to attract a grocery store to the Downtown.</p> <p>A public survey is also being conducted, by the Administration, to determine the public demand/ expectations for a future grocery store.</p> <p>The market sounding is the first step in preparing a policy approach to this issue.</p>
<p>Estimated Timeline:</p>	<p>August Committee Meeting</p>
<p>A sector plan for the University of Saskatchewan Vision 2057 lands will be developed, in partnership with the University.</p>	<p>A sector plan lays the groundwork for more detailed planning, and ensures that infrastructure requirements are identified and a plan to address them is developed. Working with the University to develop this sector plan will ensure that the goals of the University and the City are met.</p>
<p>Estimated Timeline:</p>	<p>2017 to 2018</p>

Neighbourhood Level Infill Development Strategy – Review of Regulations for Primary Dwellings

Recommendation

That the report of the General Manager, Community Services Department, dated May 29, 2017, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide the outcome of a review of regulations for infill development for primary dwellings in established neighbourhoods, as contained in Zoning Bylaw No. 8770 and adopted by City Council in March 2015.

Report Highlights

1. A review of the regulations for primary dwellings in established neighbourhoods, as contained in Zoning Bylaw No. 8770 (Zoning Bylaw), has been completed by the Administration.
2. The Administration consulted with design professionals and the Saskatoon & Region Homebuilders' Association regarding the regulations for primary dwellings in established neighbourhoods.
3. The Administration is not proposing any changes to the Zoning Bylaw regulations for primary dwellings in established neighbourhoods.

Strategic Goal

This report supports the City of Saskatoon's (City) Strategic Goal of Sustainable Growth by ensuring that infill development is compatible with the existing built form.

Background

The Neighbourhood Level Infill Development Strategy (Strategy) was endorsed by City Council on December 16, 2013. The Strategy outlined best practices, design guidelines, and regulations, which provide design flexibility and minimize the impact of infill residential dwellings on neighbouring property owners.

On March 23, 2015, City Council adopted amendments to the Zoning Bylaw to implement new development standards for primary dwellings (one- and two-unit dwellings and semi-detached dwellings) in established neighbourhoods. The amendments, in particular those that regulate building height and massing, ensure that new infill development does not detract from the character of an existing neighbourhood. The regulations were implemented with the goal of balancing demand for contemporary housing with the existing built form in established neighbourhoods.

The adopted Zoning Bylaw regulations for primary dwellings include the following (see Attachment 1 for details on these regulations):

- a) allowable sidewall area, which is determined by a calculation of building wall height and building wall length;
- b) regulations specific to flat-roofed structures;
- c) revisions to site width requirements for one-unit dwellings;
- d) regulations specific to height to the bottom of the front door;
- e) permitting porches to extend into the required front yard.

The Administration indicated that a report would be prepared for City Council after the adopted regulations were in effect for approximately two years, providing information on the effectiveness of the regulations, staff time required to review permits, and permit fees to process applications.

Report

The Planning and Development Division reviewed the Zoning Bylaw amendments for primary dwellings, including:

- feedback from civic staff on the effectiveness of the regulations, the support required to administer the regulations, and the administrative time required to process applications;
- consultation with the Saskatoon & Region Homebuilders' Association and professionals experienced in designing infill primary dwellings; and
- compilation of building permit data for primary dwellings city-wide and within established neighbourhoods from 2010 to 2017.

Administrative Review

The Development Review Section reviews all development proposals for primary dwellings in established neighbourhoods to ensure compliance with the Zoning Bylaw. Primary dwellings in established neighbourhoods are subject to a development permit fee, in addition to the building permit fee. The development permit fee is intended to cover the cost of the review for compliance with the Zoning Bylaw. The applicable fee is \$135 plus \$0.45 cents per \$1,000 value of construction. This fee is set at 100% cost recovery standard. The "turn-around" time for an infill development permit review averages four days. Delays typically occur when additional information is required from the design professional. Increasing this fee is not proposed at this time.

Since the implementation of the Zoning Bylaw regulations, no major issues have been identified by civic staff reviewing the applications. Staff continue to assist design professionals with the regulations.

Summary of Consultation

The Planning and Development Division met with the Builder Industry Liaison Committee within the Saskatoon & Region Homebuilders' Association. The Association did not have concerns with the regulations.

The Planning and Development Division also met with several professionals experienced in designing infill dwellings. Their comments are summarized as follows:

- a. The allowable sidewall regulation limits the size and massing of the dwelling. At times, it can be difficult to design infill dwellings to accommodate requests of new homeowners.
- b. The regulation that allows front porches to extend into the front yard has been used in a limited capacity.
- c. Allowing for one-unit dwellings on sites with a width of 7.5 metres (25 feet) is a positive change; however, designing dwellings on these sites can be challenging.
- d. The regulation requiring the height of the bottom of the front door to be located no more than 1.0 metre above the finished grade limits the above-grade portion of the foundation. Basement windows require window wells. Window wells may not be desirable for homeowners when a secondary suite is located in the basement. This regulation was reviewed and discussed during the development of the regulations and is appropriate to maintain the pedestrian-scaled relationship with the street.

The issues identified by designers indicate that infill dwellings may be more challenging to design. However, as the intent of the regulations is to ensure that infill dwelling is compatible with existing residential area, it is the Administration's opinion that the regulations are appropriate.

Building Permit Data for Primary Dwellings

Attachment 2 provides building permit data for primary dwellings city-wide and in established neighbourhoods from 2010 to 2017. Based on the data, the following observations can be made:

- Construction of primary dwellings within established neighbourhoods remains steady; since 2013, there has been a minimum of 100 primary dwellings constructed annually. The number of primary dwellings constructed in 2016 was 106. This accounts for 14.8% of all city-wide primary dwelling construction.
- While the overall number of primary dwellings remains consistent, the number of two-unit dwellings has decreased since the regulations were implemented in March 2015. The amendment made to the site width regulation in areas defined as Category 1 neighbourhoods in the Zoning Bylaw allows for the development of a one-unit dwelling on a site with a width of 7.5 metres. The amendment accommodates the development of two one-unit dwellings rather than two-unit or semi-detached dwellings. It was identified in the Strategy that one-unit dwellings better fit the character of these areas. In addition, secondary suites can be legally developed in one-unit dwellings.

Conclusion

The amendments to the Zoning Bylaw for primary dwellings were implemented to ensure that infill development is compatible with the existing built form and that development enhances neighbourhood character. In observing construction that has occurred in the last two years, the Zoning Bylaw regulations for primary dwellings

attained the objective of ensuring that infill development is compatible with the character of established neighbourhoods. Civic staff will continue to monitor the regulations. The Administration is not proposing any changes to the Zoning Bylaw regulations at this time but will bring forward amendments if required.

Public and/or Stakeholder Involvement

Significant community engagement occurred during the development of the Strategy. The Administration met with design professionals and the Saskatoon & Region Home Builders' Association during this review.

Interaction between civic staff and the general public over the past two years indicates that the regulations are acceptable. The Administration continues to receive comments regarding infill development, in particular, during construction. The Administration will continue to monitor comments received.

Communication Plan

The Planning and Development Division prepared a brochure (Regulations and Design Guidelines for Primary Dwellings) to provide information on infill development, including building and site design guidelines, Zoning Bylaw requirements, regulations for accessory uses and structure, permits, and other information pertinent to residential construction. The brochure is available in pdf format on the City website.

In preparation for the spring construction season, a link to the brochure was advertised on Facebook in March 2017. The post reached 24,542 people, was liked 134 times, and had 16 shares. Comments received were not related to the Zoning Bylaw regulations, rather infill development in general. An advertisement promoting the brochure was also placed in the Saskatoon HOME magazine.

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

Follow-up is not required at this time.

Public Notice

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

Attachments

1. Zoning Bylaw Amendments for Primary Dwellings in Established Neighbourhoods
2. Building Permit Data for Primary Dwellings - 2010 to 2017

Report Approval

Written by: Paula Kotasek-Toth, Senior Planner, Planning and Development
Reviewed by: Lesley Anderson, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

Zoning Bylaw Amendments for Primary Dwellings in Established Neighbourhoods

In March 2015, amendments were made to the Zoning Bylaw for development standards for one- and two-unit dwellings, and semi-detached dwellings in the R1 – Large Lot One-Unit Residential District (R1 District), R1A – One-Unit Residential District (R1A District), and R2 One- and Two-Unit Residential District (R2 District) in established neighbourhoods.

Category 1 and 2 Neighbourhoods

1. Category 1 neighbourhoods include City Park, Caswell Hill, Westmount, Riversdale, Pleasant Hill, King George, Nutana, Varsity View, Buena Vista, North Park, Haultain, and Exhibition. These neighbourhoods are generally characterized by a grid design with narrow residential streets and large mature trees.

2. Category 2 neighbourhoods are the remainder of the established neighbourhoods. They include Hudson Bay, Mayfair, Kelsey-Woodlawn, Richmond Heights, Sutherland, Forest Grove, Greystone Heights, Grosvenor, Brevoort Park, Eastview, Nutana Park, Adelaide/Churchill, Queen Elizabeth, Avalon, Holiday Park, Montgomery Place, Mount Royal, and Meadowgreen.

Amendments that Pertain to Both Category 1 and Category 2 Neighbourhoods

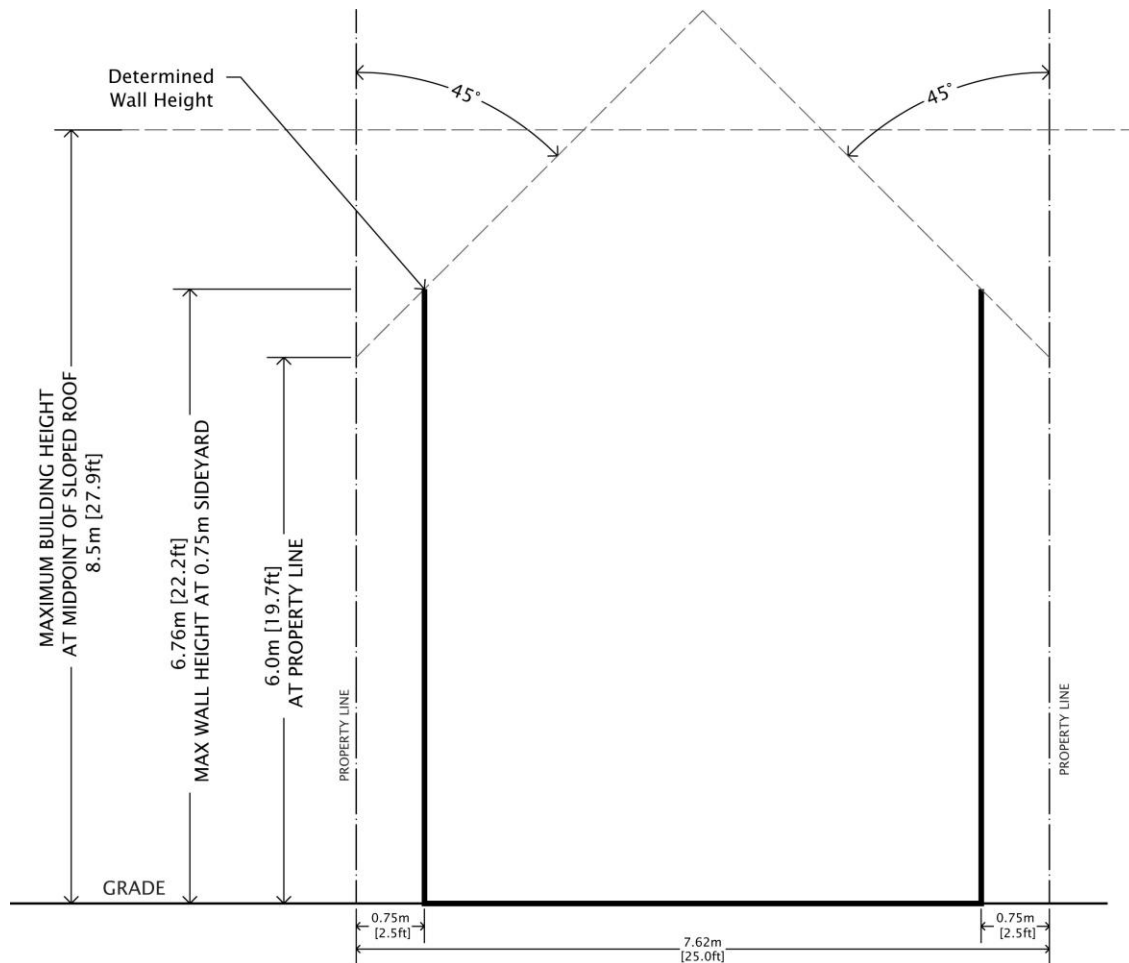
Allowable Sidewall Area		
To provide for dwellings that do not overwhelm the character of adjacent dwellings, the building height and length are used to calculate an allowable building area, allowing for flexibility in design, while limiting the mass of the sidewall.		
Development Standard	Regulation	Rationale
Allowable sidewall area.	<ol style="list-style-type: none"> 1. Determine the building height (using the angular plane). See diagram on page 3. 2. Determine the maximum building length. See page 4. 3. Allowable sidewall area is calculated using building height and wall length. <p>The sidewall of the building shall not exceed this area. Sidewall area is all areas located under eaves and facing the same direction.</p> <p>The maximum height standard of the building remains at 8.5 metres to the highest point of a flat roof, the deck line of a mansard roof, and to the mean height level between the ridge for a gable, hip, or gambrel roof.</p>	<p>Decrease the overall building mass of dwelling to mitigate shading and increase privacy of neighbouring properties.</p> <p>The sidewall calculation is intended to limit the overall mass of the sidewall.</p>

Building Wall Height Calculation for the Allowable Sidewall Area

The Strategy proposed a “building envelope” or angular plane to regulate massing of a dwelling. This tool is applied to determine a building wall height to be used in conjunction with a building wall length to calculate allowable sidewall area.

The wall height is determined by a 45 degree angular plane, measured from a height of 6 metres, projecting vertically from the side property line. The allowable wall height is determined where the wall intersects the 45 degree angular plane.

By increasing the side yard, the allowable wall height is increased.



Building Wall Length Calculation for the Allowable Sidewall Area

The building wall length is to be used in conjunction with building wall height to calculate the allowable sidewall area.

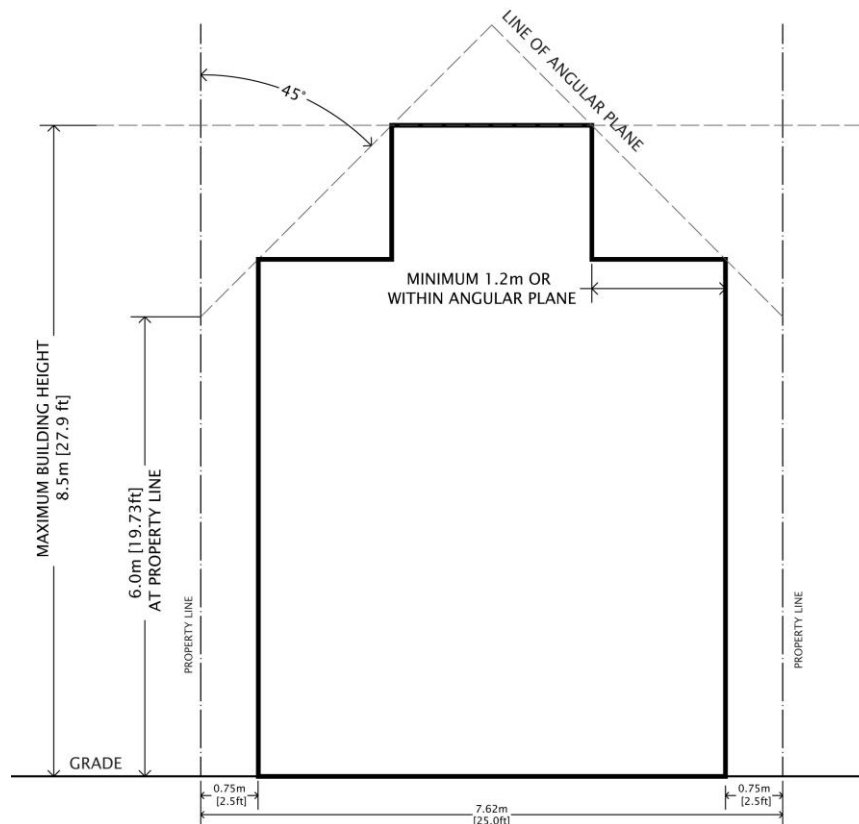
The building wall length shall be determined as follows:

- a) for sites less than 40 metres in depth, the maximum building wall length is 14 metres; and
- b) for sites greater than 40 metres in depth, the building wall length is determined by:
site depth x 50% - front yard setback.

Flat-Roofed Structures

The angular plane is applied to determine the building height of flat-roofed structures. An upper storey or penthouse may be included, provided that it is setback from the building walls.

Development Standard	Regulation	Rationale
<p>Building massing for one-unit, two-unit, semi-detached dwellings, and flat-roofed structures</p>	<p>The building wall height would be determined by a 45 degree angular plane, measured from a height of 6 metres, projecting vertically from the side property line. The maximum wall height is determined where the wall intersects the 45 degree angular plane. Wall height would be measured as an average of the lowest and highest points of the wall. The resulting wall height would be able to be increased, provided that the dwelling is setback further from the side property line.</p> <p>Any portion of sidewalls above the maximum height must have a minimum setback of 1.2 metres from the sidewall of the dwelling and be located within the angular plane.</p> <p>The allowable sidewall areas apply to flat-roofed structures.</p>	<p>Decrease the overall building mass of dwelling to mitigate shading and increase privacy of neighbouring properties.</p> <p>The calculation is intended to limit the overall mass of the sidewall.</p>



Site Width for One-Unit Dwellings

In Category 1 neighbourhoods, the development standard for minimum site width for one-unit dwellings is 15 metres in the R1 District, 12 metres in the R1A District, and 7.5 metres in the R2 District.

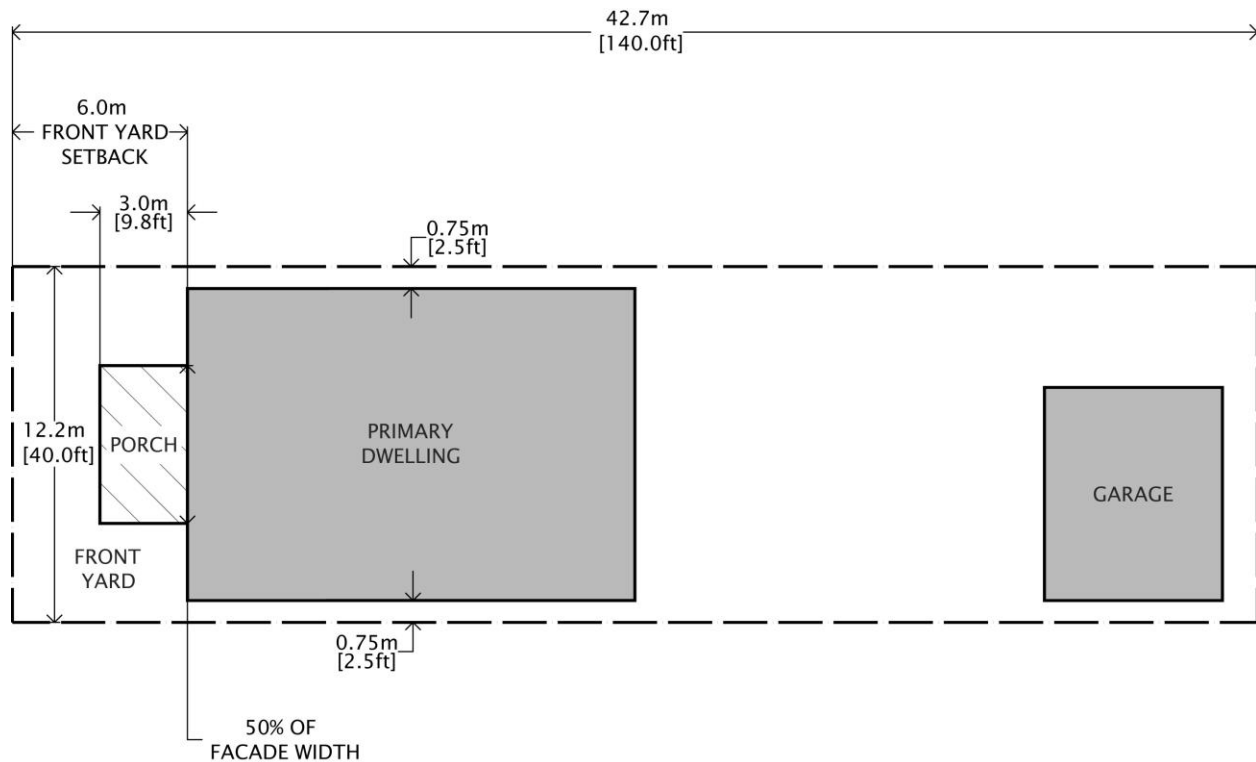
For Category 2 neighbourhoods, the site width for construction of new one-unit dwellings in established neighbourhoods shall be at least 60% of the average site width for one-unit dwelling sites fronting on the subject block face and the opposite block face. The provision will increase the number of lots available for one-unit dwellings and maintain the character of blocks with wider lots.

Note: In the Montgomery Place neighbourhood, the minimum site width is 18.25 metres. This minimum site width is not proposed to be changed and will not be impacted by the proposed amendments.

Development Standard	Regulation	Rationale
<p>Site width for one-unit dwellings in Category 1 neighbourhoods.</p> <p>Minimum site width for: R1 District = 15 metres; R1A District = 12 metres; and R2 District = 7.5 metres.</p>	<p>Minimum site width to remain unchanged.</p> <p>The provision, which requires that the site be 70% of the average, will be removed.</p> <p>The 100 to 300 blocks of Saskatchewan Crescent West and Poplar Crescent are treated as Category 2 neighbourhoods.</p>	<p>The result of the provision has been the construction of two-unit and semi-detached dwellings.</p> <p>In Category 1 neighbourhoods, the development of detached one-unit dwellings is more compatible with the existing character.</p>
<p>Site width for one-unit dwellings in Category 2 neighbourhoods.</p> <p>Minimum site width for: R1 District = 15 metres*; R1A District = 12 metres*; and R2 District = 7.5 metres*.</p> <p>*60% rule applies.</p>	<p>Minimum site width to remain unchanged.</p> <p>Note: Minimum site width in the Montgomery Place neighbourhood remains unchanged.</p> <p>The site width for construction of new one-unit dwellings in Category 2 neighbourhoods shall be at least 60% of the average site width for one-unit dwelling sites fronting on the subject block face and the opposite block face, but in no case shall the site width be less than the minimum standard metres.</p>	<p>The reduction in the regulation will allow for additional sites for one-unit dwellings, while ensuring that lot width along the block face remains consistent.</p>

Amendments that Pertain to Category 1 Neighbourhoods Only

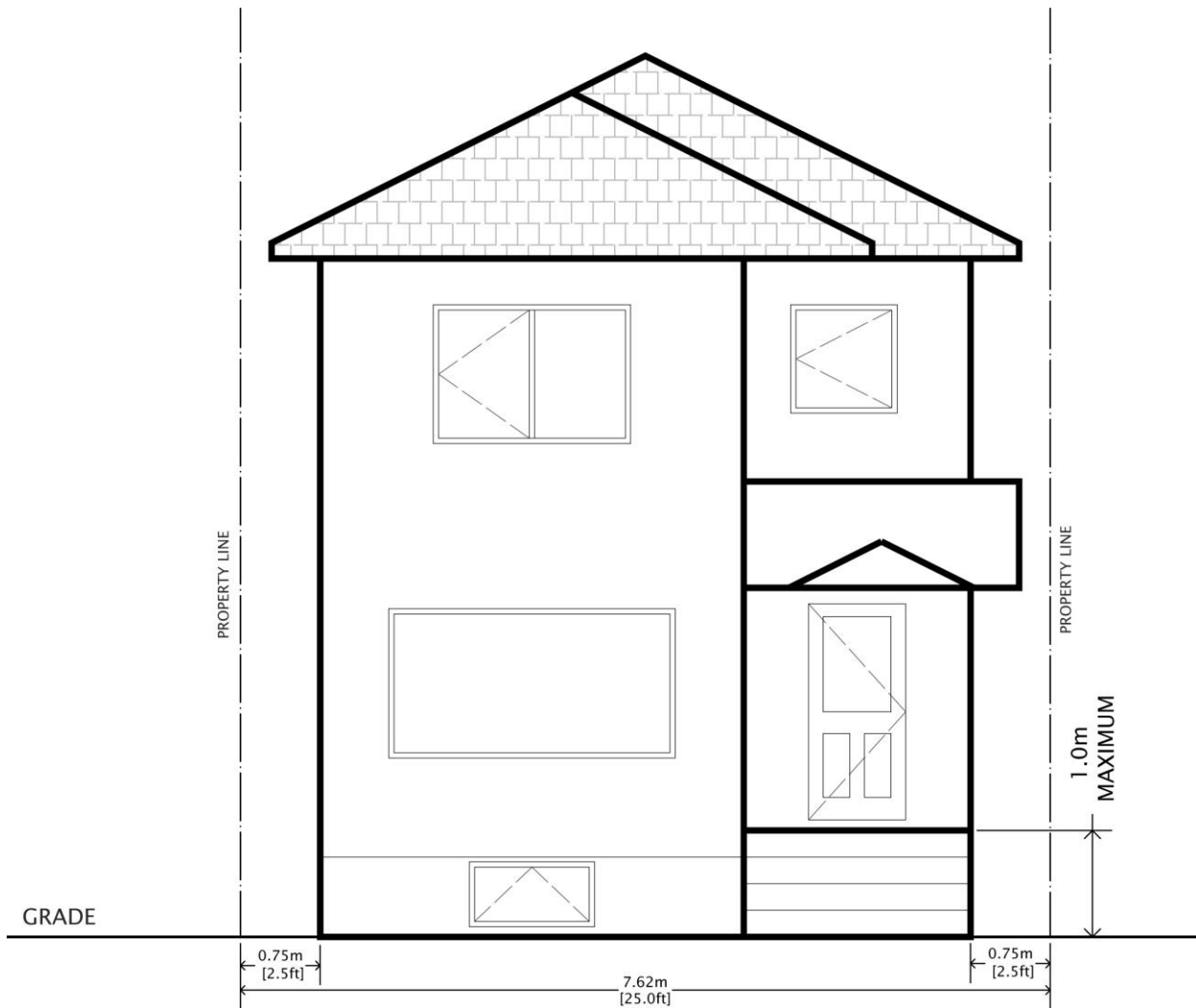
Front Porch Encroachment		
In Category 1 neighbourhoods, the amendment allows front porches to encroach, provided that they do not extend more than 50% of the width of the dwelling and do not encroach more than 3 metres into the required front yard.		
Development Standard	Regulation	Rationale
Front porch encroachment for one-unit, two-unit, and semi-detached dwellings.	A portion of the front façade of the dwelling may encroach up to 3 metres into the required front yard, provided that the width does not exceed 50% of the width of the façade. The front porch must contain a front door.	The Strategy identified that a front porch was a desirable design feature in Category 1 neighbourhoods. Many of the traditional building styles contain front porches.



Height of Front Door

The height of the main floor of dwellings shall have a maximum finished floor height or front door elevation threshold of 1.0 metre above finished grade. The intent of this requirement is to maintain the pedestrian-scaled relationship to the street.

Development Standard	Regulation	Rationale
Height of front door.	The height of the bottom of the front door shall not be located more than 1.0 metre above the finished grade.	To maintain a pedestrian-scaled relationship with the street.



Building Permit Data for Primary Dwellings - 2010 to 2017**Table 1****Building Permits for Primary Dwellings in Established Neighbourhoods - 2010 to Present**

	2010	2011	2012	2013	2014	2015 ¹	2016	2017 ²
One-Unit Dwellings	41	36	32	59	61	82	106	24
Two-Unit Dwellings	24	39	52	73	52	18	12	2
Total	65	75	84	132	113	100	118	26

¹ Zoning Bylaw regulations for primary dwellings were adopted on March 23, 2015

² Permits issued as of April 30, 2017

Table 2**Primary Dwellings in Established Neighbourhoods Versus City of Saskatoon**

	2010	2011	2012	2013	2014	2015	2016	2017 ²
No. of Primary Dwellings in Established Neighbourhoods	65	75	84	132	113	100	118	26
No. of Primary Dwellings in City of Saskatoon	1,093	1,185	1,482	1,210	1,082	699	796	248
Percentage of Total Permits	5.9%	6.3%	5.7%	10.9%	10.4%	14.3%	14.8%	10.5%

¹ Zoning Bylaw regulations for primary dwellings were adopted on March 23, 2015

² Permits issued as of April 30, 2017

Growth Plan to Half a Million – Corridor Growth Portfolio

Recommendation

1. That the report of the General Manager, Community Services Department, dated May 29, 2017, be forwarded to City Council for information; and
2. That the financial implications of the Corridor Growth Portfolio be included in Capital Project No. 2547 - CY-Growth Plan to Half a Million Implementation for consideration during the 2018 Business Plan and Budget Review.

Topic and Purpose

This report provides an overview of the program components of the Corridor Growth Core Initiative, outlined in the Growth Plan to Half a Million, including the Corridor Planning Program and Transit Villages Concept Plans.

Report Highlights

1. The Corridor Growth Core Initiative (Corridor Growth) portfolio includes a number of programs that will provide opportunities and long-term direction to transform portions of the City of Saskatoon's (City) major corridors.
2. The implementation approach for the Corridor Planning Program is proposed to occur in two phases on a system-wide basis, initially along the proposed Red Line of the Bus Rapid Transit (BRT) system, with other corridors to potentially follow.
3. The online Corridor Planning Program questionnaire results suggest significant support for the draft Corridor Planning Program policy framework and include several recommended policy framework additions and changes.
4. The intent of the Transit Villages Concept Plans Program is to identify potential land use intensification opportunities, incorporating transit-oriented development principles, at key BRT station locations.

Strategic Goals

The implementation of the programs and projects associated with the Corridor Growth portfolio support the City's Strategic Goals of Sustainable Growth and Moving Around, by providing the process by which detailed land-use planning can occur to establish a new model of growth in a sustainable and fiscally-responsible manner.

In addition, the Corridor Growth portfolio also supports the City's Economic Diversity and Prosperity, Environmental Leadership, and Asset and Financial Sustainability goals. It accomplishes this through the alignment of the programs with transit improvement, specifically the BRT system and other current initiatives, such as the Brownfield Renewal and Green Infrastructure Strategies.

Background

The Growth Plan to Half a Million (Growth Plan) was approved, in principle, by City Council in April 2016, establishing a new approach to the growth and evolution of the City over the coming decades. It also outlined the vision for rebalancing the future growth of the City through targets of 50% infill and 50% greenfield development.

A report was presented to the Standing Policy Committee on Planning, Development and Community Services (Committee) on April 3, 2017, outlining the key aspects of the Corridor Planning Program, including the policy development process, a draft policy framework, and public engagement/input approach through an online questionnaire. The Policy Development Process diagram has been updated to reflect the revised implementation approach, outlined in the following section of this report. (see Attachment 1).

Report

Corridor Growth Portfolio

The Corridor Growth portfolio incorporates the programs for Corridor Planning and Transit Villages Concept Plans, which are intended to support and provide transformational ideas and options for the City's major transportation corridors.

The Corridor Growth portfolio of the Growth Plan will be implemented through the following programs and projects:

- i) Corridor Planning Program;
- ii) Transit Villages Concept Plans;
- iii) Development financing tools;
- iv) Development implementation tools – zoning, development permit, and design guidelines; and
- v) Support and alignment with other City projects, including the Brownfield and Green Infrastructure Strategies, Complete Streets, Imagine Idylwyld, and Active Transportation.

Together, the suite of programs and plans outlined above will provide the long-term direction and opportunities to work toward achieving the goal of 50% infill development outlined in the Growth Plan. It will also provide strong linkages to the design and construction of the BRT system and associated elements, such as station design and land use intensification at key station locations.

Corridor Planning Program

The intent of the Corridor Planning Program is to implement the goals of the Growth Plan. It will be established through an Official Community Plan (OCP) bylaw amendment that includes a set of objectives and policies intended to direct a new approach for future development. The draft policy framework for this program was included in an online questionnaire open to the public from March 20 to April 11, 2017.

a. Implementation Approach

The Corridor Planning Program initially contemplated focusing corridor plans within sections of each of the corridors. Instead, the Administration determined that a more appropriate implementation approach will be to undertake a system-wide planning process along those corridors where the proposed BRT Red Line will be located. This approach will better align the corridor planning work with the BRT system design and construction phasing.

The Corridor Planning Program will be organized into two phases:

- i) Phase 1 will involve the analysis of current land uses, built form transit-oriented development design principles/guidelines, zoning and development permit options, and the identification of potential OCP policy amendments.
- ii) Phase 2 will focus on preparing implementation tools, such as zoning, development permit guidelines, and funding mechanisms to carry out the goals and objectives of the program policies. This phase will be organized into corridor segments, so that the detailed zoning and development permit guidelines and stakeholder consultation can focus at the site/lot level and progress with more than one segment at a time. Additional details on the implementation approach are outlined in Attachment 2.

b. Comments from Other Departments

The draft OCP policy framework, developed under the guidance of the Growth Plan Implementation Advisory Committee, was circulated internally to other City departments for comment.

Comments were received from Recreation and Community Development to include wording to reflect additional transportation modes beyond cycling and walking, specifically wheelchair travel. Revised wording, acceptable to the Director of Recreation and Community Development has been included in the draft OCP policies. No other comments or concerns have been identified.

Engagement Summary

An online questionnaire regarding the draft policy framework for the Corridor Planning Program was available from March 20 to April 11, 2017. Notifications of the questionnaire were included in four consecutive editions of The StarPhoenix; posted on the municipal project webpage; and emailed to approximately 1,500 residents, including members of the Citizen Advisory Panel and participants in the Growing Forward! Shaping Saskatoon process.

A total of 988 responses were received, including 649 comments relating to components of the policy framework and an open-ended question. In general, the results indicated strong support for the approach and contents of the policy framework, with notable suggestions resulting in several revisions and additions, as outlined in the Corridor Planning Program Policy Framework (see Attachment 3).

As part of the analysis of the responses, 20 categories were defined to better understand the types of issues that are important aspects of the Corridor Planning Program. The description and examples of comments from each are included in the Questionnaire Summary (see Attachment 4).

Transit Villages Concept Plans Program

As part of the vision for the BRT system, key station locations were identified at key commercial centres throughout the City. As a result, significant opportunities exist to combine the corridor growth and transit goals of the Growth Plan to create new vibrant and attractive “transit villages” that incorporate a wide range of land uses at densities that are financially feasible, and that support the use of the BRT system.

As part of the implementation of the Corridor Growth initiative, a set of design concepts, incorporating transit-oriented development principles, will be prepared for focused areas in the vicinity of Confederation Suburban Centre, The Centre mall, and University Heights Square. The process will identify options for the location of the transit station and intensification of land-use mix and densities, to create a design plan for a new urban transit village at each location. Similar work may also be completed for the Holmwood and Blairmore Suburban Centres. Additional details about the Transit Villages Concept Plans can be found in Attachment 5.

The Administration will adjust the Growth Plan Ten-Year Action Plan to reflect the refined approach to the Corridor Planning Program and the Transit Villages Concept Plans program.

Public and/or Stakeholder Involvement

A summary of the responses from the online questionnaire is included in Attachment 4.

Communication Plan

The communication and engagement plan, prepared in advance of the April 3, 2017 Committee report, will be updated to reflect the new system-wide approach for the Corridor Planning Program. A communication and engagement plan, consistent with the objectives outlined in the Growth Plan Engagement Handbook, will be prepared for the Transit Villages Concept Plans in consultation with the selected consulting team following the Request For Proposals contract award (anticipated in August 2017).

Policy Implications

Implementing the Corridor Growth Core Initiative includes establishing the Corridor Planning Program within the OCP. An amendment to Official Community Plan Bylaw No. 8769 will be required, with a June 2017 public hearing target date.

Financial Implications

Delivering the Corridor Growth portfolio will require additional staff resources in order to meet the Public Transit Infrastructure Fund (PTIF) eligibility requirements. Such positions must be “incremental” (i.e. new) positions assigned directly to the PTIF work.

For 2017, this will have no financial implications as there is sufficient budget in the capital project account to support the planned staffing levels. For 2018, additional funding will need to be allocated to the project in order to support the proposed level of service for the Corridor Growth portfolio.

This will enable a significant amount of work to be completed on the implementation components of the Corridor Growth portfolio over the next few years, while supported by PTIF. Future service levels will be dependent on available staff resources, and will require future budget allocations to be considered as part of the annual Business Planning process.

The Development Financing component of the Corridor Growth portfolio will investigate the options and mechanisms to provide ongoing funding for staff, at a sustainable level of service.

Environmental Implications

The Corridor Growth portfolio of programs, including the Corridor Planning Program and Transit Villages Concept Plans Program, provide opportunities to align with environmental initiatives, such as the Brownfield and Green Infrastructure Strategies.

Other Considerations/Implications

There are no options, privacy, or CPTED implications or considerations at this time.

Due Date for Follow-up and/or Project Completion

The Administration will prepare reports for the appropriate committees and City Council for an OCP amending bylaw, with a June 2017 public hearing target date.

Public Notice

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

Attachments

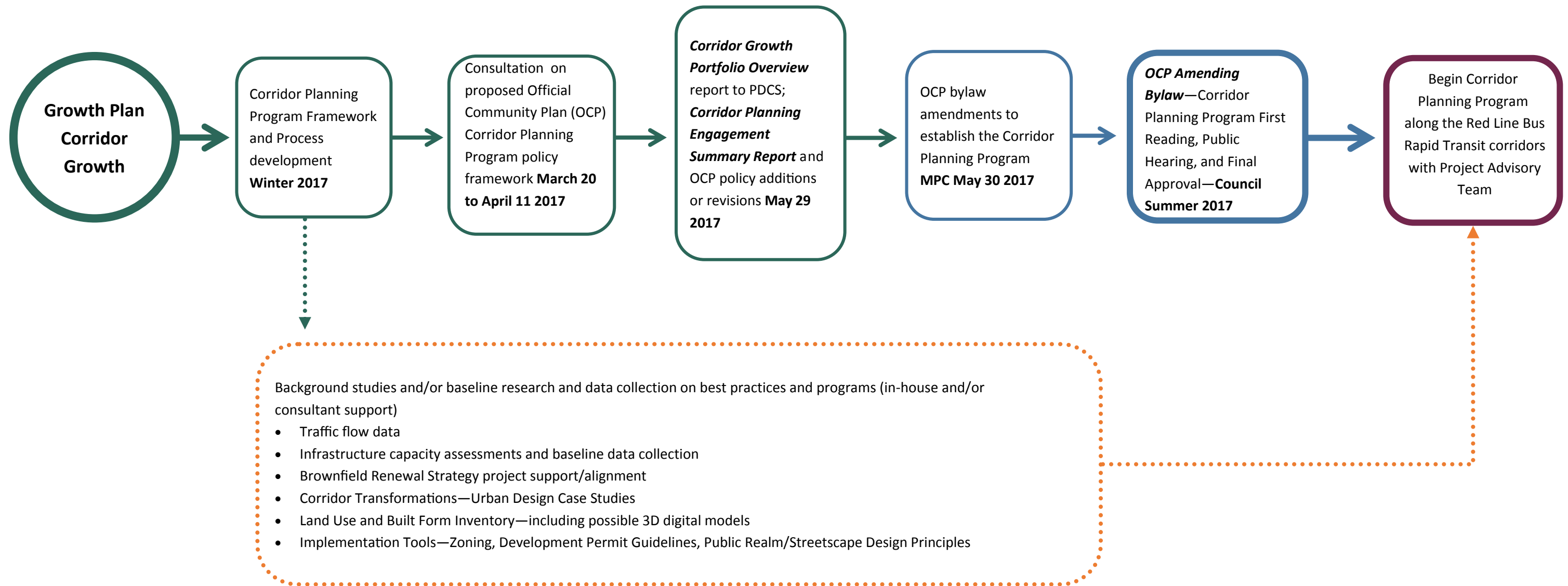
1. Corridor Planning Program – Official Community Plan Policy Formulation Process - Updated
2. Corridor Planning Program: Implementation Approach
3. Official Community Plan Corridor Planning Program Policy Framework
4. Corridor Planning Program Policy Framework Engagement Summary Report
5. Transit Villages Concept Plans - Program Overview

Report Approval

Written by: Jim Charlebois, Senior Planner, Corridor Planning/Long Range Planning
Reviewed by: Lesley Anderson, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

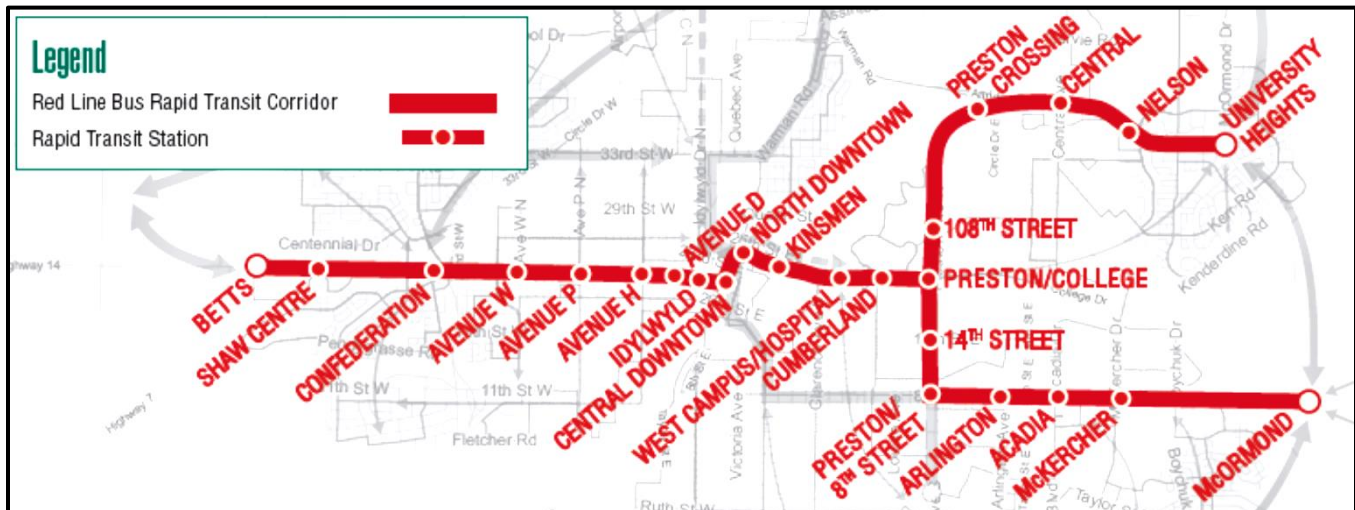
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Corridor Planning Program - Official Community Plan Policy Formulation Process — Updated



Corridor Planning Program: Implementation Approach

The Corridor Planning Program will be established through an Official Community Plan (OCP) bylaw amendment that includes a set of objectives and policies intended to direct growth and development along major corridors in a new way. Implementation of the Corridor Planning Program will be undertaken on a system-wide approach along those corridors where the Bus Rapid Transit (BRT) Red Line is proposed, as outlined on the following map:



The benefits of the system-wide approach versus a corridor-by-corridor approach are as follows:

- i) aligns with the BRT system design and construction phasing;
- ii) enables the establishment of the land use and policy basis to support and encourage growth in the “right” direction (density and form) on a system-wide basis, resulting in fewer “missed opportunities”;
- iii) enables the establishment of system-wide public realm design principles and guidelines;
- iv) allows zoning and redevelopment options conversations to be stakeholder-based rather than community-wide; and
- v) enables zoning and development permit/guidelines work to be completed on multiple corridor locations.

The Corridor Planning Program will be organized into two phases. Generally, Phase 1 will involve system-wide analysis of the current land uses and built form and potential OCP policy amendments (additions or revisions), and Phase 2 will focus on preparing the implementation tools (zoning, development permit guidelines, and funding mechanisms) to carry out the goals and objectives of the policies. In this approach, the contents of each Corridor Plan will incorporate the system-wide policies, objectives, and design guidelines but refine them to reflect the characteristics of each of the major corridors.

Phase 1 Components:

- i) high-level land use analysis (infill opportunities, public realm, corridor characteristics, and multi-modal opportunities) for the BRT Red Line;
- ii) BRT station locations – key/catalyst sites;
- iii) general built form and public realm design guidelines;
- iv) OCP amendments (policy and land use);
- v) development financing options; and
- vi) zoning and development permit options.

Phase 2 Components:

- i) Corridor Plan segments to align with BRT construction phasing;
- ii) detailed site analysis and public realm improvement opportunities;
- iii) Corridor Plans to include land use details, zoning and development permit regulations; and
- iv) development financing tools.

Timeline:

Based on a full staff complement, as outlined above, the following is a preliminary timeline for the Corridor Planning Program:

Time Horizon	Project Component	Staff Resources
Phase 1: Summer 2017 to Winter 2017	<ul style="list-style-type: none"> • Program launch event • Land use and built form analysis • Design principles • Development financing options 	3 positions: 1 existing position (Senior Planner II) plus 2 new positions (Senior Planner 21 and Landscape Architect 17)
Winter 2017 to Late Spring 2018	<ul style="list-style-type: none"> • Corridor ideas and options – land-use mix and density, design principles and ideas, key infill and redevelopment locations • Public engagement event – including BRT system and Transit Villages Concept Plans 	3.5 positions: above-identified positions plus 0.5 Full-Time Equivalent (FTE) Planner
Summer 2018 to Fall 2018	<ul style="list-style-type: none"> • Finalize corridor land use, design guidelines, and development financing options; • OCP amendments 	3.5 positions FTE as identified above
Phase 2: Fall 2018 to Winter 2019	<ul style="list-style-type: none"> • Corridor plans for one to two locations (dependant on staffing) 	3.5 positions FTE as identified above; OR 4.5 positions FTE as identified above plus 1 new Senior Planner 21
Spring 2019 to Fall 2019	<ul style="list-style-type: none"> • Corridor plans for one to two locations (dependant on staffing) 	3.5 positions FTE OR 4.5 positions FTE

Official Community Plan Corridor Planning Program Policy Framework

(Note: Additions and revisions to the draft policy framework are indicated in **highlighted bold** text. Deleted text is indicated by ~~strikethrough~~.)

Intent:

The Corridor Planning Program provides a framework within which detailed land use planning activities will occur along the City's major transportation corridors, as a means of providing a balanced approach to growth, as outlined in the Growth Plan to Half a Million.

Issues:

- a) Major transportation corridors in the City are **often** car-oriented with a low-density built form **and limited mix of land uses** that do not encourage transit use or other multi-modal transportation options, **such as cycling, walking, or accessible modes of travel.**
- b) **An over-reliance on** outward growth and development **can be** expensive and **sometimes** does not maximize the use of municipal infrastructure, putting the City in long-term financial risk.
- c) Amenities that serve adjacent neighbourhoods are limited along the City's major corridors.

Objectives:

- a) To provide a mix of land uses that provide a balance of employment opportunities along major corridors to address city-wide and adjacent residential neighbourhood employment needs.
- b) To provide a mix of land uses and densities that support and encourage the use of the Bus Rapid Transit service and multi-modal transportation options.
- c) To guide the development and evolution of the corridor in a way that incorporates **transit-oriented development principles for** streetscape, pedestrian, and building design components to create a built form and pedestrian environment that is visually appealing, physically comfortable, **safe, universally accessible,** and livable on a year-round basis.
- d) To maximize the use of existing infrastructure and to provide new infrastructure and servicing needs in a cost-effective, sustainable, and efficient manner.

Policies:

- a) The City will encourage a mix of land uses and densities along its major transportation corridors to provide employment opportunities, commercial services, **housing options,** amenities, and other uses that support surrounding neighbourhoods and that help to create **year-round** vibrant and **accessible** walkable (or pedestrian-friendly) urban corridors.

- b) The City will encourage, through **the** Corridor Planning process, the building densities necessary to support the establishment and use of a Bus Rapid Transit system and other multi-modal transportation options.
- c) The City will engage with residents and stakeholders **at each phase of the** Corridor Planning process in order to identify issues, opportunities, and solutions that are reflective of community needs, while striving to encourage infill development to provide a balanced approach to growth.
- ~~d) The City will prepare evaluation criteria to assist with determining the priorities for future corridor planning locations.~~
- d) The City will strive to maximize the use of existing water and sanitary service infrastructure and will assess the impacts of increasing density on the capacity of the system. Necessary infrastructure upgrades and replacement cost estimates will be identified through each Corridor Planning process, along with potential financial strategies to address the estimated costs.
- e) The City will encourage the use of **renewable energy sources and** sustainable building technologies, materials, and practices to help reduce energy consumption, greenhouse gas emissions, and the long-term maintenance requirements for the City's waste management infrastructure and facilities.
- f) The Corridor Planning Program will **incorporate transit-oriented development design principles**, including street-level analysis of the existing built form and public realm ~~into each corridor planning process~~ to identify potential form and character guidelines and strategies for new development. Components may include, but are not limited to:
 - i) building scale and massing elements;
 - ii) streetscape design elements and landscaping;
 - iii) **universal accessibility**;
 - iv) **four-season** environmental considerations and strategies;
 - v) shadow-cast studies and strategies; and
 - vi) building and public realm materials.



CORRIDOR PLANNING PROGRAM

Policy Framework Engagement Summary Report

May 2017

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1 BACKGROUND

1.1 WHAT, WHY and HOW?

What?

In 2016, City Council approved the Growth Plan to Half a Million (Growth Plan). It sets a new course for how the City of Saskatoon will evolve over the next 30 years, in order to be able to accommodate a population of half a million residents.

The Plan outlines the three Core Initiatives of *Corridor Growth*, *Transit* and *Bridges* that when combined, provide focus and greater direction on the integration of land use and movement throughout the City.

The Growth Plan also outlined the vision for rebalancing the future growth of the City through targets of 50% infill (development within an existing area) and 50% greenfield (development in a previously undeveloped area) and provided an overview of the Corridor Growth Core Initiative.

Why?

The Corridor Growth Core Initiative is intended to identify "...opportunities for developing vibrant communities along major corridors, supported by attractive transit services." (*from the Growth Plan to Half a Million*)

The first step in working toward the balanced approach to growth is to establish a policy framework under which, detailed land use planning activities can occur.

How?

The development of the Corridor Planning Program will be a significant addition to the overall policy framework of the City. As such, providing interested residents and stakeholders with an opportunity to suggest changes or additions to the draft policies is an important step and considered to be a 'best practice' in the policy development process.

To obtain feedback on the draft policy framework, the City invited residents and stakeholder groups to provide feedback on questions related to the components of the policy framework and to provide additional comments or suggestions on how each could be strengthened. That feedback is outlined in the following sections of this Summary Report, including the proposed wording changes that will be presented to Council for discussion.

1.2 How Did We Get Here?



2 QUESTIONNAIRE STRUCTURE

2.1 Analysis Category Descriptions

For the purpose of analysis, comments and suggestions from the questionnaire were organized into the categories described below. The descriptions outline the general subject matter for each category. They should not be considered as definitions.

Accessibility – Corridor growth and development needs to improve accessibility for all users. The city should be barrier-free and enable all mobility levels and transportation modes.

Balanced Growth – The focus of future development should be on achieving the Growth Plan infill development target by making improvements within existing neighbourhoods, and reducing the amount of greenfield suburban growth. This also includes comments about the development of new neighbourhoods; preservation of arable land; as well as sensitive and regulated infill in existing neighbourhoods.

Cycling – Comments related to bike paths, separated bike lanes, as well as improving and increasing connectivity of the city's bicycle network.

Education – Benefits of alternate forms of transportation need to be communicated to residents in order to begin to change mindsets about using transit or active transportation instead of a personal vehicle for daily transportation needs.

Employment – Includes comments about employees taking transit to their jobs, where they need to travel to in order to get to work, as well as general employment locations.

Engagement – Ensuring all citizens are engaged in these processes, and utilizing alternate means and culturally appropriate methods of public consultation going forward.

Growth Costs – How to incentivize infill development and pay for the new neighbourhood development, as well as the costs of maintaining existing services and infrastructure.

Green Technologies & Infrastructure – This broad category includes ideas about renewable energy production, rainwater capture and storm water management, as well as bridge and road development and the maintenance and upgrading of existing infrastructure. Also includes concerns about increased carbon dioxide emissions, air pollution and the protection of important natural areas.

Housing Choice – The importance of having mixed income housing in all neighbourhoods and being able to accommodate people at varying stages of life and family composition. Also includes possibility of creative housing options, in addition to single family houses and multi-unit dwellings.

Mixed Use & Density – Ensuring a mix of uses so people can work, shop, and play near their homes, and having enough people living on and nearby the major corridors to provide the ridership base for the

Bus Rapid Transit (BRT) System and to support multiple services within walking distance.

Parking – Comments about on-street parking, street-fronting parking lots and availability and ease of access.

Safety – Comments in this category include safety from crime as well as feelings of safety around traffic when crossing the street or utilizing bike and pedestrian facilities. Includes the concept of sharing public spaces to increase feelings of security in communities.

Senior Services – Concerns about seniors’ mobility and safety as they age, and being able to maintain independence. This includes living a complete life without requiring a personal vehicle, and still being able to meet basic needs for things like shopping and medical appointments.

Transit – Comments about the convenience and reliability of the transit system, including the proposed BRT System, as well as the best locations for routes, availability of bus shelters, affordability, and general operations.

Transportation Network – General transportation concerns about overpasses, freeways, and neighbourhood access, as well as the impact of railways within the city and problems with specific roads or intersections.

Urban Design – Design, beautification, and vibrancy of the public realm, streetscape and corridors.

Walking – Pedestrian facilities that encourage walking, have good connectivity, are safe and include elements such as high visibility crosswalks and other universally accessible components.

Winter City – Saskatoon has significant winter weather for a considerable amount of the year, so all future plans and changes should be practical for all seasons. This includes alternative forms of transportation that are still functional in the winter.

Zoning – Land use regulations along corridors and the possibility of changing zoning to allow for increased density and different uses in various areas of the city.

Other – Specific concerns about Downtown, including access to a grocery store and a new arena; regional planning issues; the University of Saskatoon lands; all other comments.

Infrastructure
 Balanced
 Network
 Engagement Employment Downtown
 Technologies Transit Walking
 Zoning Winter Education Accessibility
 Growth
 Choice Urban Services City
 Green University
 Safety Use Housing Services Parking Design
 Transportation
 Financing Cycling Mixed
 Density

3 FEEDBACK RESULTS

3.1 Demographic Profile Summary

The following brief summary provides a high-level overview of the characteristics of the questionnaire respondents.

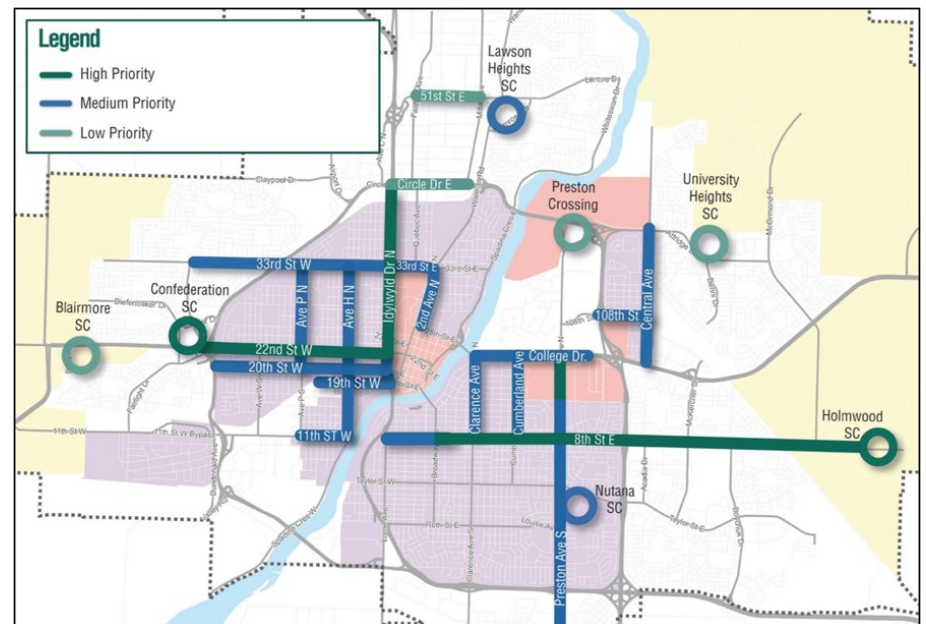
- 988 total questionnaire responses
- 956 (96.76%) of responses were from residents of Saskatoon.

Of those who live in Saskatoon and completed the questionnaire, over 65% of the responses came from Wards 1, 6, 7, 9, and 10 (predominantly located on the east side), although all wards were represented by the respondents. Ward 6 had the highest percentage of respondents at 18.1%, and the lowest percentage of respondents were from Ward 3, at 3.9%.

The majority of respondents were not business owners, although 16.8% of respondents did own a business. The majority (86.1%) of the individuals who identified as business owners did not own businesses that were located on the major corridors, as identified by the *Growth Plan to Half a Million – Major Corridors map*.

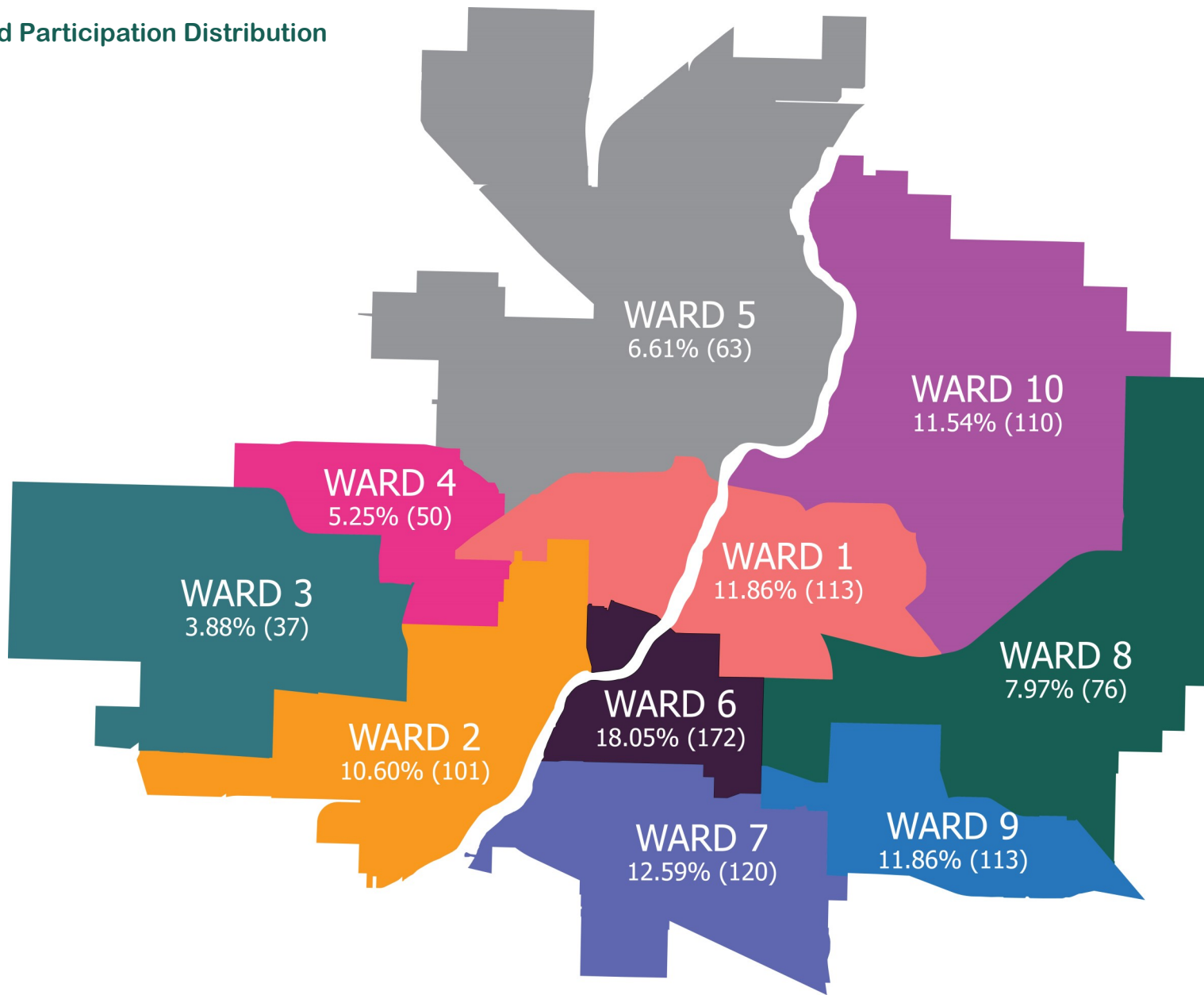
There were 69 people who answered the question about which major corridor their business was located. If we change the answer to show that 69 of the business owners are located on a major corridor, that changes the breakdown to 18.4% of business owners were located on a major corridor (69), and 81.6% (305) were not.

Of the 69 business owners who identified their business as located on a major corridor, the majority (62%) were located on four corridors: 8th Street East (25%), followed by Idylwyld Drive North (15%), 20th Street West (12%), and 2nd Avenue North (10%).



Growth Plan to Half a Million—Corridor Priorities map

3.1a) Ward Participation Distribution

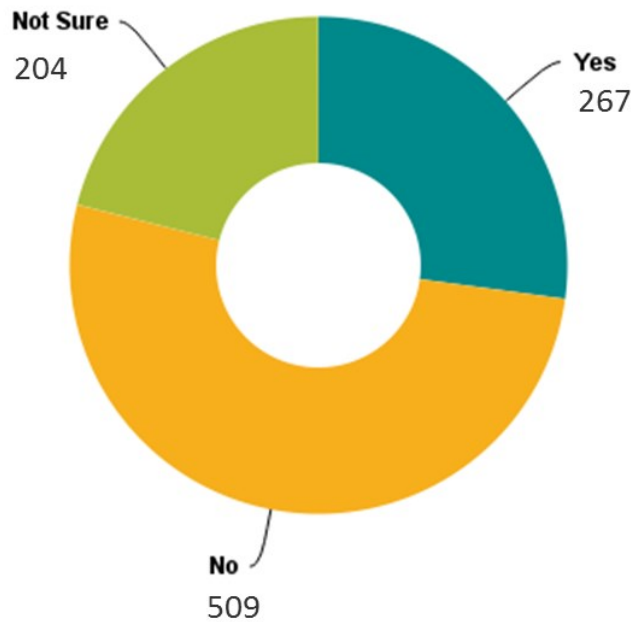


3.2 Engagement Profile

Questions 6 through 8 asked respondents to indicate their prior level of involvement in the Growth Plan to Half a Million process.

Question 6: Did you participate in the Growing Forward / Growth Plan to Half a Million engagement activities?

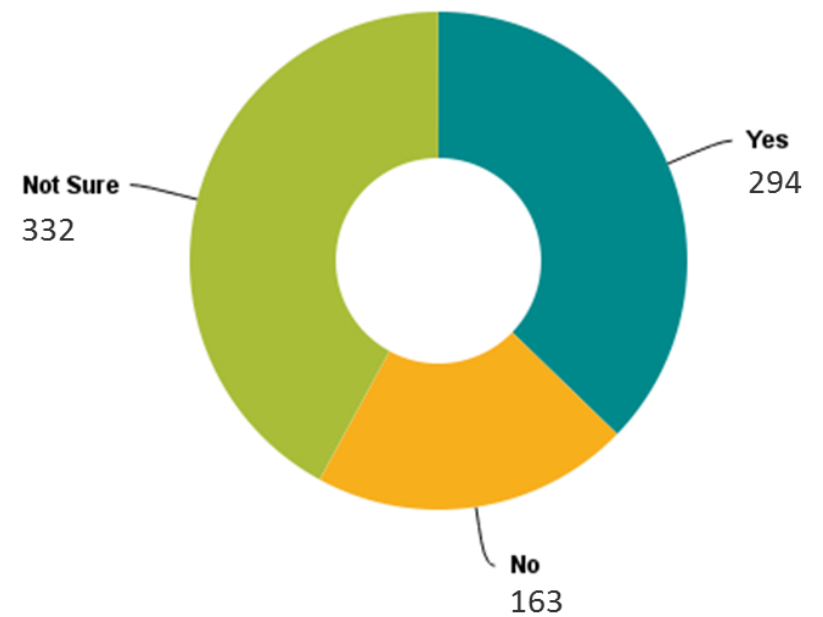
- 983 responses



Question 7: Are you a member of the City's Citizen Advisory Group?

- Yes—219 responses
- No—759 responses

Question 8: If no, would you consider joining in the future?



3.3 Issues

3.3a) Question 9

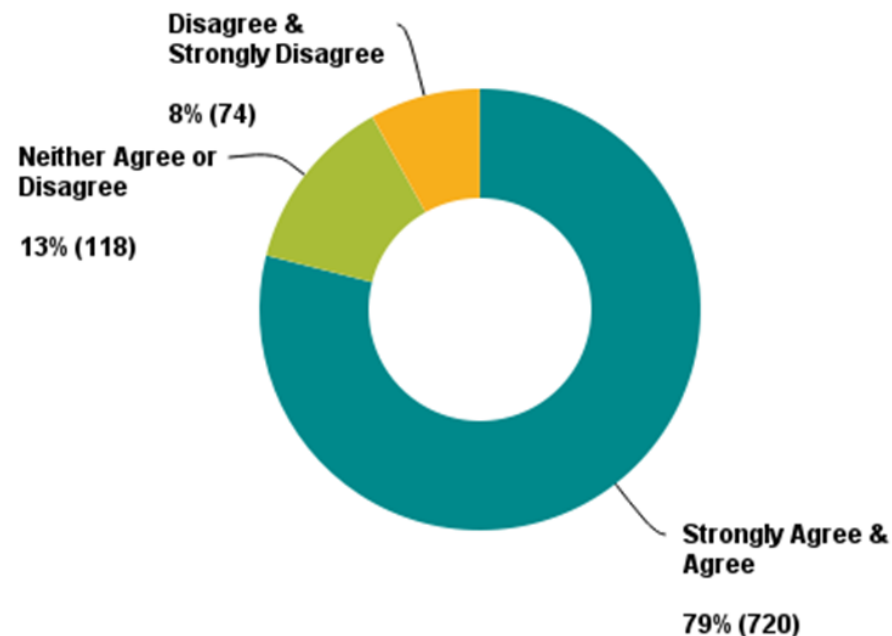
In your opinion, do you think that the identified Issues represent the elements that need to be addressed by the Program?

Issues

- Major transportation corridors in the City are car-oriented with primarily low-density built form that does not encourage transit use or other multi-modal transportation options;
- Continued outward growth and development is expensive and often does not maximize the use of municipal infrastructure, putting the City in long-term financial risk for costly repairs and upgrades;
- Amenities that serve adjacent neighbourhoods are limited along the City's major corridors.

3.3b) Level of Support

- 912 responses
- 76 skipped
- 195 additional comments



3.3c) Selected Comments

The following are a sample of the 195 comments received related to the policy framework Issues

- *People would use alternatives to single passenger car transportation if it were viable and it would be viable both for residents and the municipality in time if the focus for future growth was greater density rather than outward movement.*

- *The status quo has a big and negative impact on our environment. Low density development does not make it easy to choose modes of transportation other than the car.*
- *I think that North Americans/Canadians are very automobile conscious and as such will be loath to part with their vehicles. As such I believe that a very dedicated time must be looked at a re-education of the vehicle minded person. Maybe this needs to be a first step.*
- *I had hoped for significantly less than a 50% portion for green-field development, and a higher concentration of new housing and business development along the high and medium priority corridors, because multi-unit housing units and offices in the distant suburbs cannot be served effectively by public transit of any kind, while a network of transit can serve all the identified corridors.*
- *The corridors generally have high traffic volume and poor sidewalks. Some of the sidewalks are not maintained well and are falling apart. In many cases the sidewalks are so close to the road that it is uncomfortable or dirty, or there is a hazard of splashing water when walking along them as there is no boulevard or other break between the road and the sidewalk. This really reduces the desire for people to be walking on these high volume corridors.*
- *There are also issues related to cycling, with no defined cycling lane or aggressive drivers that do not want cyclists on the roads.*

This would need to be addressed most likely by share road indicators and education programs to the driving public that cyclists are obligated to ride in the road vs sidewalk and to give them the appropriate safe space and respect when following or passing.

- *Land use mix. Currently the bylaw does not encourage mixed use developments only segregated land use. This initiative will hopefully integrate both commercial and residential uses along corridors. It should also be about dwelling targets. Specify how many dwellings are required per neighbourhood to meet the strategic targets for infill.*

3.3d) Ideas to Carry Forward

- Land use mix
- Cycling and walking infrastructure

3.4 Objectives

3.4a) Question 10

In your opinion, do the proposed objectives respond to the long-term aspirations for growth along the City's major corridors?

Objectives are statements that outline a long-term vision or goal for the municipality - in this case relating to how the City's major corridors should change in the future to enable the balanced approach to growth outlined in the Growth Plan to Half a Million. They are not intended to identify specific actions the City will undertake but rather, to provide the framework for change to occur.

Objectives

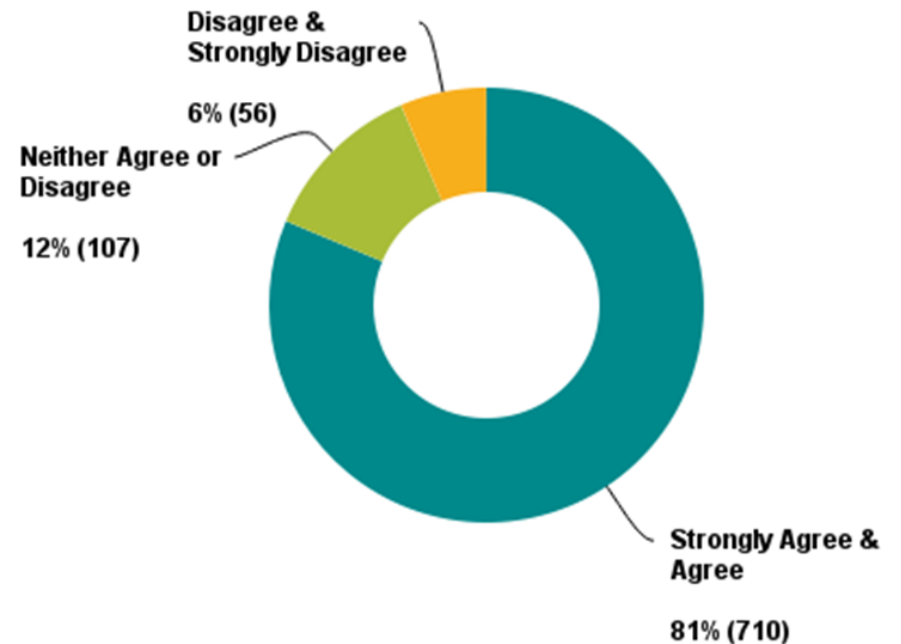
- To provide a mix of land uses that provide a balance of employment opportunities along major corridors to address city-wide and adjacent residential neighbourhood employment needs;
- To provide a mix of land uses and densities that support and encourage the use of the Bus Rapid Transit service and other multi-modal transportation options;
- To guide the development and evolution of the corridor in a way that incorporates streetscape, pedestrian and building design components to create a built form and pedestrian environment

that is visually appealing, physically comfortable and livable on a year-round basis;

- To maximize the use of existing infrastructure and to provide new infrastructure and servicing needs in a cost-effective, sustainable and efficient manner.

3.4b) Level of Support

- 873 responses
- 115 skipped
- 149 additional comments



3.4c) Selected Comments

- *Safety, security - to support neighbourhoods with vibrancy, including but not limited to supporting and populations consisting of people of diverse stages of the lifespan and family composition.*
- *To minimize negative impacts on areas adjacent to the corridors. For example noise from increased activities, shading from tall buildings, traffic and crime in alleys behind corridor buildings*
- *More emphasis on housing forms is important. Planners should strive to invite more creative housing styles along the corridors as seen in similar environments in world major cities. Such transformation development, particularly high density, in addition to welcoming mixed use should demonstrate high building efficiency standards, incorporate indoor public spaces where possible, and prioritize accessibility in its design.*
- *One should be able to live a full and complete life in this city without the need for a vehicle. This seems very much like a step in the right direction.*
- *To provide incentives to developers for pursuing infill development projects such as reductions in zoning change costs and temporary property tax rebates on infill properties. To increase access to reliable electric vehicle infrastructure along the most major corridors.*

- *It seems to me the missing piece of a rapid transit, growth corridor scheme is a more aggressive policy in balancing the demands of cars and other transit, walking and bicycling. We should strive to make the latter option more attractive (better transit, some dedicated walking/pedestrian bridges across the river, etc.) AND we should strive to make it less convenient to drive a car.*
- *The corridors should be safe welcoming places at all times of the day and night.*

3.4d) Ideas to Carry Forward

- Safety
- Transit oriented development principles
- Add and increase housing choices
- Age-in-place opportunities

3.5 Policies

3.5a) Question 11

In your opinion, do the proposed Policies clearly describe/define the ways in which the City will begin to plan for future growth along the major corridors?

Policies are intended to provide clear direction as to how the City will begin to determine the ways to respond to the identified Issues. They respond to the long-term goals outlined in the Objectives and provide action-oriented statements that are intended to direct specific land use planning activities along the major corridors. They are not intended to be one-time actions, but instead, actions that will be undertaken for each of the corridors where a planning process has been identified as necessary.

The proposed Corridor Planning Program policies are intended to identify the ways in which the City will work with landowners, residents and stakeholders to plan for change along our major transportation corridors.

Policies

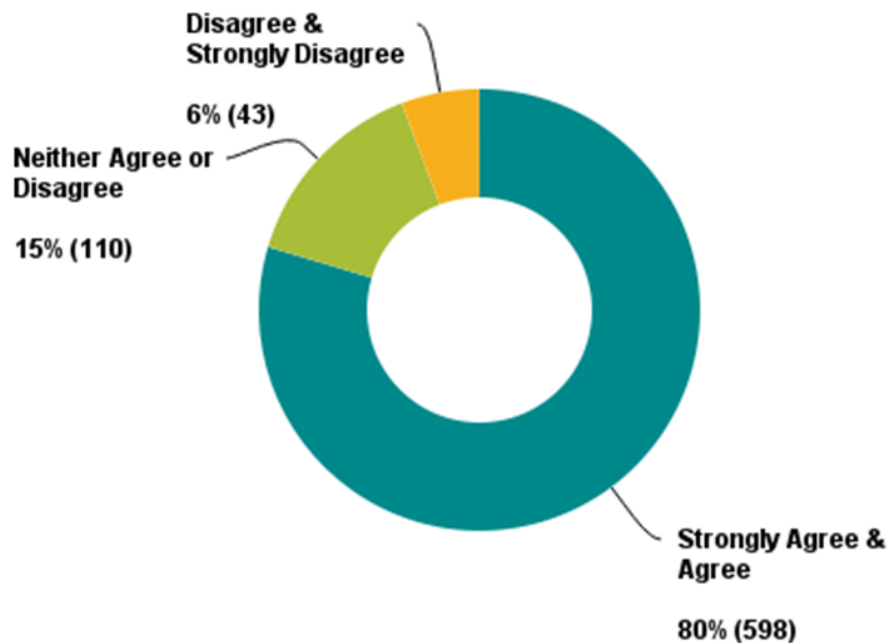
- The City will encourage a mix of land uses and densities along its major transportation corridors to provide employment opportunities, commercial services, amenities and other uses that support surrounding neighbourhoods and that help to create vibrant and walkable (or pedestrian-friendly) urban corridors.

- The City will encourage, through each Corridor Planning process, the building densities necessary to support the establishment and use of a Bus Rapid Transit (BRT) System and other multi-modal transportation options.
- The City will engage with residents and stakeholders for each Corridor Planning process in order to identify issues, opportunities and solutions that are reflective of community needs while striving to encourage infill development to provide a balanced approach to growth.
- The City will prepare evaluation criteria to assist with determining the priorities for future corridor planning locations.
- The City will strive to maximize the use of existing water and sanitary service infrastructure and will assess the impacts of increasing density on the capacity of the system. Necessary infrastructure upgrades and replacement cost estimates will be identified through each Corridor Planning process along with potential financial strategies to address the estimated costs.
- The City will encourage the use of sustainable building technologies, materials and practices to help reduce energy consumption, greenhouse gas emissions and the long-term maintenance requirements for the City's waste management infrastructure and facilities.
- The Corridor Planning Program will include street-level analysis of the existing built form and public realm into each corridor

planning process to identify potential form and character guidelines and strategies for new development. Components may include, but are not limited to building scale and massing elements, streetscape design elements and landscaping, environmental considerations and strategies, shadow cast studies and strategies, and building and public realm materials.

3.5b) Level of Support

- 751 responses
- 237 skipped
- 134 additional comments



3.5c) Selected Comments

- *This is very in line with my personal vision for our city. We have to move towards being accessible and efficient rather than spreading out and thinning our services. Improving the bus and cycle transportation would be amazing but may also require significant education or incentives to participate.*
- *What about re-evaluating our current waste management system by looking at more ways of diverting waste, both at the residential level, and at the landfill level. (More composting, available to all, rather than a cap, creating a tax credit or refund for those that subscribe to the compost program, reducing garbage pick-up, increasing recycling, to help keep recyclable materials out of landfills, etc.)*
- *I would suggest you consult with someone informed about disability access toward possibly expanding "pedestrian-friendly" to explicitly reference accessibility as well. That is, not all non-vehicle travel is pedestrian and it would be important to see this reflected in policy statements and policy.*
- *Currently the corridors are a brutal and assaultive place to walk, cycle or use transit. I would hope that "encouraging" a walkable urban corridor or a multi modal transportation option would have much more authority and enforcement.*
- *Within the "share of growth" targets in the Plan (ie 50% suburban), in the short term, in order to kick-start Corridor development, The City will direct the Land Branch to limit the*

annual quantity of parcels for sale, especially re multi-family housing types which would be in direct competition with similar units for sale on corridors. This policy can be eased once a trend of strong market uptake is established for corridor housing.

- *Corridors should include mixed use mid-rise buildings with residential housing on upper floors - commercial on bottom floor, office on second floor, then several residential floors. To increase density you do need residential development. Should also consider removing parking from the front street (to behind or under buildings) and reducing the hard surfaces on roofs and parking lots that create storm run-off. Should include garden, terrace and park spaces, including on roofs or above street level.*
- *The first policy statement promotes walkable (pedestrian-friendly) corridors. I think this is very important, and I'm disappointed that many overpasses (e.g., Clarence and Circle, Clarence and train tracks south of Circle, Preston south and Circle) have sidewalks on only one side, forcing some pedestrians to unnecessarily cross major streets twice to get where they want to go. Adding a second sidewalk can't be very expensive (relative to the total cost) and it makes the structure much more walkable.*

3.5d) Ideas to Carry Forward

- Universal accessibility
- Transit oriented development principles
- Increased housing choices

3.6 Additional Selected Comments

3.6a) Question 12

Is there anything else we should consider or change for the Corridor Planning Program?

- Considering winter in the Corridor Planning Program in some way could be useful, and go a long way to improving the livability of the corridor during the winter season.*
- I think it is important to understand the role corridors play in heavy haul and logistics for business.*
- Always need to consider sound. Having built structures and vegetation to break up sound is a great way to allow residential, business, and transport to be in close proximity for ease of delivering services. Having an infill home that is attached should also not be a negative and should be reflected in decreased taxes or other incentive.*
- Focus on complete streets to connect riders, walkers, and cyclists -and auto as well. Look at the sidewalk connection to the corridor-do they need improvements? How are people going to access the corridor? Use pilot projects along the corridor to gain data and feedback.*
- In order to maximize space, I think building vertically provides many benefits. The ability to have businesses on the ground floor and living space above that ensures a mix of densities. A lot of space used in many of these corridors are going to parking lots. These are not attractive visually, nor are they the most efficient use of space.*
- The share of new suburban development should drop to 25%. Any new development must achieve 30+ dwelling units per acre across entire new neighbourhoods and not a patch work of single detached and multi-unit. Density along corridors should increase dramatically from here. Consider Form Based Code rather than traditional zoning. Road diets, even along corridors. To make the places vibrant and attractive enough to warrant density, vehicle traffic has to be decreased significantly. An alternative and robust set of alternative modes needs to be in place citywide to lessen the reliance on cars.*
- Not being an expert, but we live in one of the sunniest and windiest places that I know of. How about using the technology available to use these natural resources.*
- If the city focuses on managing where business is located, i.e., locations with numerous business entities, then it is easier to push towards focused transit to those areas at peak times for employees. It would reduce the need for car travel to work. Employing parking lots or transit hubs from neighbourhoods that are quick and easy to manage, plus allowing for other modes of transport to these locations will be essential. If the zoning is changed for businesses in areas that realistically could be multi-unit residential, then you can increase the population density on existing infrastructure.*

- *Citizen engagement is a critical element of the planning and development process. Engaging Saskatoon's older citizens is essential in understanding this diverse, complex and growing demographic. Creating an age-friendly city includes addressing older adult's unique needs in city planning.*
- *I think the main thing you need to tackle is the public perception of public transit. In order for this to be successful there needs to be a change.*
- *How to engage the residents that live around/access the corridor in the corridor planning process(es) that do not normally come out to engagement/consultation events, may not hear about it through traditional means, may not feel like they have a voice/ their opinion matters (newcomers, people living in poverty or low-income, people with disabilities, etc).*
- *Change some of the tree-hugger wording to a more cost benefit analysis wording. I don't want a green transit system that no one uses and costs twice as much. It needs to be sustainable both ecologically and economically.*

3.6b) Ideas to Carry Forward

- Winter City / 4 season designs
- Renewable energy sources
- Goods movement



4 REVISED CORRIDOR PLANNING POLICY FRAMEWORK

4.1 Policy Framework Revisions

Based on the feedback received from the Corridor Planning questionnaire, highlighted in each of the preceding *Ideas to Carry Forward* sections, the following additions, highlighted in **bold text** or deletions, indicated by a ~~strike through~~, have been made to the draft Corridor Planning Policy framework.

Intent:

The Corridor Planning Program provides a framework within which detailed land use planning activities will occur along the City's major transportation corridors, as a means of providing a balanced approach to growth as outlined in the Growth Plan to Half a Million.

Issues:

- a) Major transportation corridors in the City are **often** car-oriented with a low-density built form **and limited mix of land uses** that do not encourage transit use or other multi-modal transportation options **such as cycling, walking or accessible modes of travel**.
- b) **An over-reliance on** outward growth and development **can be** expensive and **sometimes** does not maximize the use of municipal infrastructure, putting the City in long-term financial risk.
- c) Amenities that serve adjacent neighbourhoods are limited along the City's major corridors.

Objectives:

- a) To provide a mix of land uses that provide a balance of employment opportunities along major corridors to address city-wide and adjacent residential neighbourhood employment needs.
- b) To provide a mix of land uses and densities that support and encourage the use of the Bus Rapid Transit service and multi-modal transportation options.
- c) To guide the development and evolution of the corridor in a way that incorporates **transit oriented development principles for** streetscape, pedestrian, and building design components to create a built form and pedestrian environment that is visually appealing, physically comfortable, **safe, accessible** and livable on a year-round basis.
- d) To maximize the use of existing infrastructure and to provide new infrastructure and servicing needs in a cost-effective, sustainable and efficient manner.

Policies:

- i) The City will encourage a mix of land uses and densities along its major transportation corridors to provide employment

- opportunities, commercial services, **housing options**, amenities, and other uses that support surrounding neighbourhoods and that help to create **year-round** vibrant and **accessible walkable** ~~(or pedestrian friendly)~~ urban corridors.
- ii) The City will encourage, through **the** Corridor Planning process, the building densities necessary to support the establishment and use of a Bus Rapid Transit system and other multi-modal transportation options.
 - iii) The City will engage with residents and stakeholders **at each phase of the** Corridor Planning process in order to identify issues, opportunities, and solutions that are reflective of community needs, while striving to encourage infill development to provide a balanced approach to growth.
 - ~~iv) The City will prepare evaluation criteria to assist with determining the priorities for future corridor planning locations.~~
 - v) The City will strive to maximize the use of existing water and sanitary service infrastructure and will assess the impacts of increasing density on the capacity of the system. Necessary infrastructure upgrades and replacement cost estimates will be identified through each Corridor Planning process, along with potential financial strategies to address the estimated costs.
 - vi) The City will encourage the use of **renewable energy sources and** sustainable building technologies, materials, and practices to help reduce energy consumption, greenhouse gas emissions, and the long-term maintenance requirements for the City's

waste management infrastructure and facilities.

- vii) The Corridor Planning Program will **incorporate transit oriented development design principles**, including street-level analysis of the existing built form and public realm ~~into each corridor planning process~~ to identify potential form and character guidelines and strategies for new development. Components may include, but are not limited to:
 - a) building scale and massing elements;
 - b) streetscape design elements and landscaping;
 - c) **universal accessibility**;
 - d) **four-season** environmental considerations and strategies;
 - e) shadow-cast studies and strategies; and
 - f) building and public realm materials.

4.2 What's Next?

This revised draft Corridor Planning Policy framework has been included as attachments to reports to the Standing Policy Committee on Planning, Development and Community Services (May 29, 2017) and the Municipal Planning Commission (May 30, 2017) as part of the Official Community Plan bylaw approval process.

It is anticipated that the Official Community Plan amending bylaw will be included on a Council agenda for approval in the summer

**For more information on Corridor Growth, please visit:
www.saskatoon.ca**

Transit Villages Concept Plans – Program Overview

Intent

In order to reduce the outward expansion of the City and provide housing and amenities close to employment areas, encouraging growth and redevelopment along the City's major corridors is essential. In addition, the provision of improved transit services will help to reduce traffic congestion and provide a reliable and efficient mode of transportation throughout the City, while at the same time, supporting corridor growth opportunities.

As part of the implementation of the Corridor Growth initiative, a series of transit village design concepts, incorporating transit-oriented development principles will be prepared. The process will identify options for the location of the transit terminal and intensification of land-use mix and densities, to create a design plan for a new urban transit village at each location.

Summary of Scope

The project will incorporate transit-oriented development principles into the preparation of a series of concept plans for each location that include, but are not limited to:

- i) potential locations for the Bus Rapid Transit (BRT) station, including access and egress route options;
- ii) the intensification and diversification of land uses, including the proposed mix of uses, building heights, and densities;
- iii) public gathering spaces designed for all seasons;
- iv) pedestrian and cycling connections and accessible infrastructure;
- v) rainwater, snow, and site drainage management systems and approaches;
- vi) opportunities to incorporate green building technologies into new and existing buildings;
- vii) phasing options and development feasibility/analysis; and
- viii) recommended policy, regulatory, and development guidelines.

The project study areas will be contained to the primary boundaries of the commercial centres but may also include an "area of influence" of up to 800 metres (10 to 15 minutes walking distance) from the edges of the study area.

Request for Proposals Purpose and Approach

A Request for Proposals for design services will be issued to undertake the Transit Villages Concept Plans. The Request for Proposals will identify qualified consultants to undertake an innovative planning and design process to develop Transit Village Concept Plans for the immediate areas adjacent to three key station/terminal locations on the BRT line. It is anticipated that a contract award will be brought forward for approval in August 2017.

The desire for this project is for the conceptual work for each location to be undertaken at the same time, rather than one after another. It is hoped that a holistic approach to the analysis and design process for all locations will inform solutions and alternatives that could help inform similar future work in other BRT terminal locations.

Expected Contract Timeframe

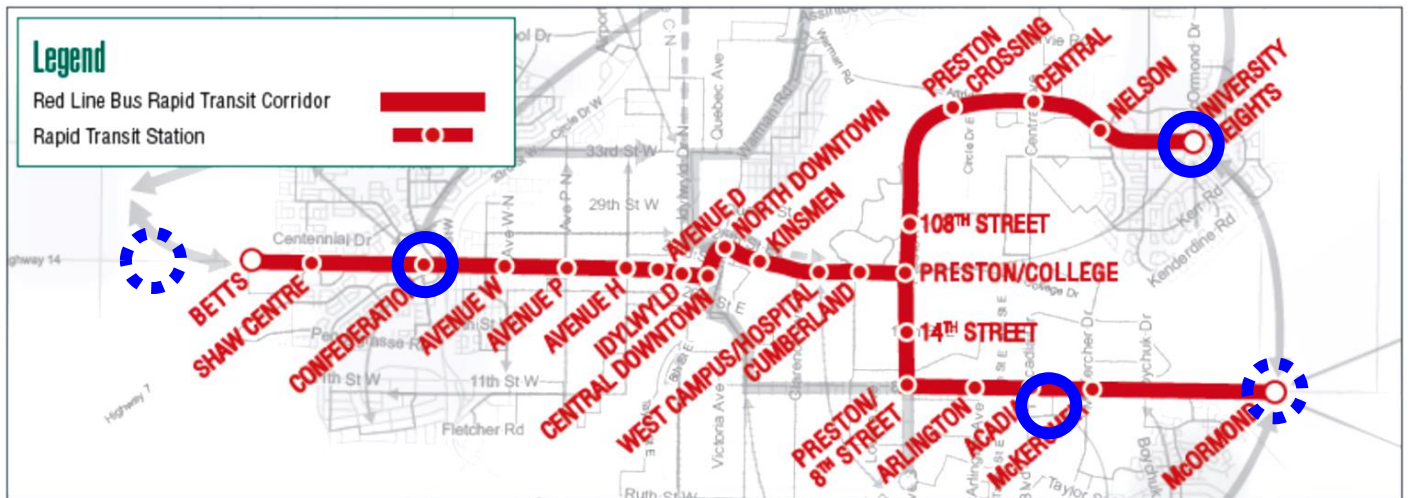
Award of this contract is expected in August of 2017. The project is anticipated to be completed between 10 to 16 months from the contract award.

Estimated Contract Value

Due to the varied nature of this project and the desire for innovative approaches, a budget will not be publicly identified. The Administration has “earmarked” funds from Capital Project No. 2541-02 – Secondary Plan Process & Corridor Redevelopment. The available budget in this account is sufficient to fund this component of the Corridor Growth initiative without impacting the Administration’s ability to implement the rest of the Corridor Growth portfolio. A detailed budget will be required to be a part of each proposal.

Transit Villages – Proposed Locations

The proposed locations for the Transit Villages Concept Plans are indicated in blue on the following map. Three proposed locations, situated at existing shopping centres, are in the vicinity of Confederation Suburban Centre, University Heights Square, and The Centre mall (indicated by the solid circles); and two further proposed locations at Holmwood and Blairmore Suburban Centres (indicated by the dashed circles).



Meadowgreen Local Area Plan

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the key strategies and recommendations in the Meadowgreen Local Area Plan, as outlined in this report, be approved.

Topic and Purpose

The purpose of this report is to present the Meadowgreen Local Area Plan and provide an overview of the strategies and recommendations contained in the report.

Report Highlights

1. Local Area Plans (LAP) rely upon the involvement of local stakeholders. The Meadowgreen LAP is the result of input from more than 90 neighbourhood residents and stakeholders.
2. Key Meadowgreen LAP recommendations relate to renaming a park and historical park signage, transit routing and improved bus shelters, and neighbourhood safety measures to address incivil behaviour and conduct safety audits.
3. Implementation of the 25 Meadowgreen LAP recommendations will be coordinated by the Neighbourhood Planning Section. These recommendations cover a wide variety of topics affecting the neighbourhood.

Strategic Goals

The Meadowgreen LAP supports the City of Saskatoon's (City) Strategic Goals of Quality of Life, Moving Around, and Environmental Leadership. The goal of Quality of Life is supported through recommendations relating to neighbourhood safety, building communities, and promoting the history and heritage of the area. The goals of Moving Around and Environmental Leadership are addressed through recommendations related to transit and improvements to the City's supports for brownfield redevelopment.

Background

An LAP is a community-based approach to developing comprehensive neighbourhood plans. It enables residents, business owners, property owners, community groups, and other stakeholders direct input into determining the future of their neighbourhood. An LAP is a highly adaptable process that allows stakeholders to discuss issues important to the neighbourhood. The LAP program is administered by the Neighbourhood Planning Section, Planning and Development Division. Once completed, an LAP establishes the vision and sets goals to guide the growth and development of a neighbourhood. It also identifies specific recommendations for improvements within a neighbourhood. LAPs have short- and long-term recommendations, with implementation to begin immediately.

Report

Local Area Plan Involvement

The Meadowgreen LAP process began with a neighbourhood survey and introductory public meeting to identify issues within the neighbourhood. Area stakeholders were part of an LAP Committee, and a series of topic-specific meetings were held. A draft report was created, circulated to the Administration for comment, and then returned to the LAP Committee for final review during an open house held on April 5, 2017. More than 90 local stakeholders contributed to the development of the Meadowgreen LAP. See Attachment 1 for the Meadowgreen LAP Final Summary Report, which provides an overall summary and outlines all recommendations.

The Meadowgreen LAP contains a total of 25 recommendations related to the following topics:

- a) Land Use and Housing (3 recommendations);
- b) Parks (2);
- c) Building Community (3);
- d) Municipal Services (3);
- e) Transit and Bus Stops (4);
- f) Traffic (1); and
- g) Neighbourhood Safety (9).

Meadowgreen Local Area Plan Recommendations

A list of key Meadowgreen LAP recommendations are as follows:

- a) renaming a park and historical park signage;
- b) transit routing and improved bus shelters to encourage ridership; and
- c) neighbourhood safety measures to address incivil behaviour and conduct safety audits.

All 25 recommendations are defined in detail, and additional information is provided in the full Meadowgreen LAP report, which is included as Attachment 2.

Local Area Plan Implementation

Approval of the Meadowgreen LAP will require a commitment to implement the 25 recommendations. A total of 579 recommendations have resulted from the approval of LAPs for the following areas: Airport Business Area, Caswell Hill, City Park, King George, Nutana, Pleasant Hill, Riversdale, Sutherland, Warehouse District, West Industrial, Westmount, Varsity View, and Mayfair/Kelsey-Woodlawn. The Neighbourhood Planning Section is responsible for coordinating the implementation of LAP and Safety Audit report recommendations.

As of April 2017, 401 of 579 recommendations have been completed. A methodology has been developed to prioritize the recommendations that have not yet been completed. Each recommendation is evaluated using a number of criteria, including input from the community, a time frame for completion, current administrative programs and related projects, and the level of resources required for completion.

Options to the Recommendation

The option exists for City Council to not endorse the Meadowgreen LAP as presented. In this case, the Administration would request further direction.

Public and/or Stakeholder Involvement

The Meadowgreen LAP is the result of input from more than 90 neighbourhood residents and stakeholders, along with contributions from approximately 50 members of the Administration. In addition, 13 topic meetings, a neighbourhood safety survey, a safety audit of Meadowgreen Park, and an open house were held. Additional details of stakeholder involvement are included in the Meadowgreen LAP report.

Communication Plan

The Meadowgreen Community Association and the Community and Recreation Group of Meadowgreen will receive an invitation to the Standing Policy Committee on Planning, Development and Community Services and City Council meetings, when the Meadowgreen LAP will be considered. Should the Meadowgreen LAP be adopted, future correspondence and progress reports will be provided to the Meadowgreen Community Association and the Community and Recreation Group of Meadowgreen, keeping them informed of the implementation. Although the LAP Committee will not meet regularly, a contact list will be maintained. The LAP program provides an annual report to both City Council and the community associations on the status of recommendations within each LAP neighbourhood. Additional meetings will be conducted to gather input on implementation of recommendations (i.e. proposed land use changes), when appropriate, and to keep the community informed of the implementation activities.

Financial Implications

LAPs are created within the operating budget of the Neighbourhood Planning Section, Planning and Development Division. Implementation of LAP recommendations are undertaken through Capital Budget Project No. 2034. Annually, the amount of \$210,000 funds two full-time staff members within the Planning and Development Division, and supports the implementation of LAP recommendations. As appropriate and available, other departments support certain operating and capital investments needed to implement LAPs.

If approved, the Meadowgreen LAP recommendations will be added to the implementation schedule and prioritized for completion over several years. Any additional financial impact resulting from the adoption of the Meadowgreen LAP would be the subject of a further report.

Safety/Crime Prevention Through Environmental Design (CPTED)

The Neighbourhood Safety Group of the Neighbourhood Planning Section participated in the LAP process and contributed to the Neighbourhood Safety section of the Meadowgreen LAP report.

Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

City Council receives an annual report from the Planning and Development Division, which includes an LAP implementation update.

Public Notice

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

Attachment

1. Meadowgreen Local Area Plan Final Summary Report – June 26, 2017
2. Meadowgreen Local Area Plan Final Report – June 26, 2017

Report Approval

Written by: Mark Emmons, Senior Planner, Planning and Development

Reviewed by: Lesley Anderson, Director of Planning and Development

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

S/Reports/2017/PD/PDCS – Meadowgreen Local Area Plan/lc



Meadowgreen Local Area Plan Final Summary Report

Community Services Department, Planning & Development | June 26, 2017

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Please note: This *Summary Report* is comprised of excerpts from the *Meadowgreen Local Area Plan Final Report*. Refer to the *Final Report* to review the full content of each section.

Local Area Planning

Local Area Planning is a community-based approach to developing comprehensive neighbourhood plans. The Local Area Planning process enables residents, business owners, property owners, community groups and other stakeholders to set objectives and policies that guide the growth and development of their neighbourhood and City as a whole. These stakeholders are invited to work with each other, to create a Local Area Plan (LAP) that sets out a vision, identifies neighbourhood issues (including safety concerns), and outlines goals and strategies to ensure the long-term success of their neighbourhood.

Once completed, the recommendations for improvements and enhancements in the neighbourhood are implemented with ongoing partnerships with community and municipal stakeholders.

Established neighborhoods within the City are identified through strategic selection. LAPs are applied to specific areas of the City to:

- Maintain the quality, safety and viability of the area;
- Guide and prioritize the expenditure of public funds on community improvements and infrastructure;
- Encourage the renewal, rehabilitation or redevelopment of private and public properties;
- Resolve situations where the policies of the Official Community Plan do not accurately reflect the individual needs of an area; and
- Provide the basis for amendments to the City of Saskatoon's Official Community Plan and Zoning Bylaw.



Meadowgreen Local Area Planning Process

The Meadowgreen LAP process began with a neighbourhood survey and introductory public meeting to identify issues in the neighbourhood. Area stakeholders were asked to participate on the Meadowgreen LAP Committee, and a series of topic-specific meetings were held.

A draft report was created, circulated to City of Saskatoon Administration for comment, and then returned to the LAP Committee and neighbourhood for final review during an Open House held on April 5, 2017. More than 90 local stakeholders contributed to the development of the Meadowgreen LAP.

The study area of the Meadowgreen LAP followed the neighbourhood boundaries, which are:

- 22nd Street (north)
- Avenue W (east)
- Railway tracks (south)
- Circle Drive (west)

The Meadowgreen LAP contains a total of 25 recommendations related to the following topics:

- Land Use & Housing (3);
- Parks (2);
- Building Community (3);
- Municipal Services (3);
- Transit & Bus Stops (4);
- Traffic (1); and
- Neighbourhood Safety (9).



Meadowgreen LAP Contributors

Community Members

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Alison Bartlett
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Desmond Bird
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City Councillors

Hilary Gough

Pat Lorje

Open Door Society (interpreters)

Asm Ahmed
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Saskatoon Police Service

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Cst. D. Gee
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Cst S. Talic
Cst. B. Tuck

City of Saskatoon

Lanre Akindipe
Kathy Allen
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Konrad Andre
Adriana Atcheson
Melissa Austin
Elan Ballantyne
Trevor Bell
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Linus Bryska
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Karen Farmer
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Cory Shrigley
April Sora
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Brenda Wallace
Amber Weckworth
Paul Whitenect
Mark Wilson

Meadowgreen LAP Vision & Goals

Community Vision

Meadowgreen is home to a culturally diverse and accepting population that values the relationship between established residents and newcomers. It is a place where hardworking people take pride in their neighbourhood. Meadowgreen offers affordability and safety for current and future residents, while the down-to-earth nature of the community makes it a welcoming place for families.

Our location is easily accessible to downtown and all other areas of Saskatoon, as well as within convenient proximity to local recreational facilities, shopping, and multiple options for local health care. The existing greenspace in the area provides the potential for beautiful, fully developed park spaces.

W.P. Bate School is at the heart of this neighbourhood and is the community gathering place. It is where people feel connected within their neighbourhood, and also feel connected to the greater city as a whole.

Meadowgreen will continue to be a safe, spirited, and diverse neighbourhood.

Current State & Goals

The following are a sampling of general statements made by members of the Meadowgreen LAP Committee asked to identify current positive aspects of the neighbourhood:

- Meadowgreen is an extremely diverse community.
- Meadowgreen is a safe neighbourhood.
- Meadowgreen is a family oriented community and has quite a few families that have emigrated from other countries and made their home here.
- Meadowgreen is a community that has had recent investment in its school and some parks.
- Meadowgreen is culturally diverse and growing.

The following general goals were identified by the Meadowgreen LAP Committee to guide the Local Area Plan process:

- Meadowgreen will become one of the safest, crime-free areas to live in.
- Meadowgreen will be a place where people from many different cultural backgrounds live harmoniously and thrive together.
- Meadowgreen will be a beautiful, integrated, safe community where all are welcome.
- Meadowgreen will become a better middle class neighbourhood that good people are proud to live in.
- Meadowgreen will be safer, with good traffic and pedestrian connections to central Saskatoon and other areas.

Meadowgreen History

Meadowgreen is a relatively new addition to the city of Saskatoon. This land was formerly part of the Rural Municipality of Cory, prior to being annexed by the City of Saskatoon in January, 1955. Meadowgreen was built in two phases. The first occurred in the north half of the neighbourhood, where a grid pattern street layout is lined with one-unit dwellings and rear lanes, with some commercial land use in the northeast. South of 18th Street was built in the second phase of the neighbourhood, where the streets are curvilinear and include many culs-de-sacs, along with a concentration of multiple-unit residential buildings.

As of 1930, there were only about 40 houses between 22nd Street and 18th Street. By the 1950s, this number had significantly grown. The houses between 18th Street and 22nd Street were mostly built before 1970, while homes in the southern portion of Meadowgreen were built after 1970.

The neighbourhood was named for Meadowgreen Estates Ltd., the development company that built a portion of this later development. Until the 1990s, the area north of 18th Street was considered to be West Pleasant Hill. At that point, the land west of Avenue W was consolidated to become the expanded Meadowgreen neighbourhood.



1 Land Use & Housing

Overview

The north half of Meadowgreen is comprised of 1950s and 1960s one-unit housing on grid pattern streets with rear lanes, while the south half was built out during the late 1970s and 1980s, with a significant concentration of multiple-unit dwellings, along with one-unit housing on curvilinear streets. While there are contrasts, when considering the separation of land uses, Meadowgreen is a healthy, stable neighbourhood.

Meadowgreen has a relatively low homeownership rate, compared to the Saskatoon average. Homeownership tends to foster more commitment to the long-term success of a neighbourhood.

Goals

1. Increase homeownership rates in Meadowgreen.
2. Encourage renters living in Meadowgreen to establish long-term roots in the neighbourhood by promoting homeownership programs.
3. Take appropriate steps to protect W.P. Bate School as a vital community facility.

Recommendations

- 1.1 **PROPOSED MEADOWGREEN LAND USE POLICY MAP DESIGNATING W.P. BATE SCHOOL AS COMMUNITY FACILITY:** *That the Community Services Department, Planning & Development Division, add the Proposed Meadowgreen Land Use Policy Map to the Official Community Plan No. 8769 that designates W.P. Bate School as a Community Facility.*



- 1.2 UPDATE THE “REDEVELOPING BROWNFIELDS IN SASKATOON” GUIDEBOOK:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Corporate Performance Department, Corporate & Environmental Initiatives Division complete an update of the “Redeveloping Brownfields in Saskatoon: A Guidebook” to reflect the changes to regulations in the province, and subsequently provide the guidebook and information about the Vacant Lot and Adaptive Reuse Incentive Program to owners of the brownfield sites in and around Meadowgreen to promote redevelopment.*
- 1.3 PROMOTE HOUSING HANDBOOK AND HOMEOWNERSHIP SUPPORT PROGRAMS IN MEADOWGREEN:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section distribute information to Meadowgreen residents promoting the Housing Handbook and housing programs that provide support to individuals pursuing homeownership.*



2 Parks

Overview

The recreational opportunities provided by access to nearby park space is important to the quality of life for citizens. This includes both passive and active recreation, as well as programmed and non-programmed activities.

Meadowgreen has five parks of varying sizes that each offer a variety of amenities for users. There have also been several recent upgrades within Meadowgreen parks and known additional renovations planned for the near future are noted.

This chapter provides an overview of the existing parks in Meadowgreen and details the opportunities for recreation accessible by local residents.

Goals

1. Improve the utilization of existing neighbourhood park space.
2. Address issues of nuisance and litter in parks.
3. Celebrate historical figures of significance to Meadowgreen by honouring them in neighbourhood parks.



Recommendations

- 2.1 RE-NAMING OF PETER POND PARK:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section submit a request to the Naming Advisory Committee to consider re-naming Peter Pond Park to “Dr. Willoughby Park”, in honour of Dr. John Henry Charles Willoughby.*
- 2.2 HISTORICAL PARK SIGNAGE:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Heritage & Design Coordinator install park signage at Cahill Park to recognize Mr. Cahill’s historical connection to Meadowgreen as an early landowner and donor of the parcel that became Cahill Park. If Peter Pond Park is renamed for Dr. John Henry Charles Willoughby (Recommendation 2.1), similar signage should be placed at Dr. Willoughby Park recognizing his significant contributions to Saskatoon and connection to Meadowgreen as the first settler to own the land that became the northern half of Meadowgreen.*



3 Building Community

Overview

Every Local Area Plan has a main theme and for the Meadowgreen LAP it is building community connections. This section identifies opportunities to strengthen those connections.

Meadowgreen is a neighbourhood of contrasts; homeowners and renters, long-time residents and new residents, the older grid streets and the newer crescent streets, residents in single-family housing and residents in multi-family housing, and English as mother tongue and other languages as mother tongue. Residents have indicated there is a strong interest in bringing people together for the shared goal of building community.

Goals

1. Ensure that new Meadowgreen residents feel welcomed in the community.
2. Identify opportunities to promote intercultural community building.
3. Encourage all Meadowgreen residents to establish a strong connection to the local community and become long-term residents of the neighbourhood.
4. Build upon the pride that Meadowgreen residents have for the neighbourhood.
5. Create additional opportunities for youth activities and programming.



Recommendations

- 3.1 ADDRESSING CHALLENGES OF LANGUAGE BARRIER IN MEADOWGREEN:** *That the Community Services Department, Recreation & Community Development Division meet with the Community & Recreation Group of Meadowgreen, as well as the Meadowgreen Community Association, to discuss and provide advice to the neighbourhood organizations in addressing the issue of language barriers in the Meadowgreen community that create communication challenges when promoting local programming and events.*
- 3.2 BUILDING COMMUNITY AMONG ALL RESIDENTS OF MEADOWGREEN:** *That the Community Services Department, Recreation & Community Development Division and the Planning & Development Division, Neighbourhood Planning Section, meet with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to discuss existing documents and services offered by the City of Saskatoon and other organizations that can assist a neighbourhood in identifying opportunities to encourage residents to establish a strong connection to the local community and celebrate diversity, as well as to ensure newcomers feel welcomed.*
- 3.3 MEADOWGREEN NEIGHBOURHOOD ENTRANCE SIGNAGE:** *That the Community Services Department, Recreation & Community Development Division and the Planning & Development Division, Neighbourhood Planning Section, work with residents of Meadowgreen to design and install new neighbourhood entrance signage at appropriate locations in the south and north ends of the neighbourhood that re-purposes bricks from the original W.P. Bate School.*



4 Municipal Services

Overview

Cities provide important municipal services that affect the quality of life of all residents. These civic services are provided by many different departments and work units within the municipal structure. The programs and services are regularly assessed to identify opportunities for improvements and optimize available funding for the benefit of citizens.

During community engagement for the Meadowgreen LAP, a variety of municipal services were discussed. This chapter highlights street paving, street sweeping, walkways, dog parks, property maintenance, and recycling and waste reduction.

Goals

1. Encourage neighbourhood pride among residents in keeping properties neat and maintained.
2. Educate residents about existing waste reduction and diversion programs.
3. Address identified drainage and ponding issues in the northwest area on Meadowgreen.



Recommendations

- 4.1 FALL STREET SWEEPING ON 21ST STREET:** *That the Transportation & Utilities Department, Roadways & Operations Division consider the feasibility of adding 21st Street, between Vancouver Avenue and Montreal Avenue, to the annual fall street sweeping program.*
- 4.2 CONDUCT ASSESSMENT OF 21ST STREET WALKWAY:** *That the Transportation & Utilities Department, Transportation Division conduct an assessment of the walkway north of 21st Street, between Ottawa Avenue and Montreal Avenue, and consider opportunities to upgrade the base material and address ponding issues related to poor drainage at both ends of the walkway.*
- 4.3 DISTRIBUTE RECYCLING AND WASTE REDUCTION PROGRAM INFORMATION TO MEADOWGREEN RESIDENTS:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Corporate Performance Department, Environmental & Corporate Initiatives Division work with the Meadowgreen Community Association to identify the current recycling and waste reduction programs offered by the City of Saskatoon and Saskatchewan Waste Reduction Council that may be of interest to Meadowgreen residents and request that the Meadowgreen Community Association consider promoting these programs in a future edition of their newsletter.*



5 Transit & Bus Stops

Overview

Public transit is a valuable civic service that helps to promote sustainability by reducing roadway congestion, removing the necessity for citizens to own an automobile, and giving citizens an affordable option to travel around the city.

This chapter examines the current public transit service provided in Meadowgreen and identifies opportunities for potential system improvements.

In a neighbourhood with a large concentration of new Canadians, it is especially important for citizens of Meadowgreen to have access to a transit system that continues to encourage ridership.

Goals

1. Increase transit ridership in Meadowgreen.
2. Ensure that Saskatoon Transit continues to be a safe mode of transportation for everyone.
3. Identify opportunities to increase transit service levels in Meadowgreen.
4. Improve the experience of transit riders waiting at Meadowgreen bus stops.



Recommendations

- 5.1 TRANSIT ROUTE 10 ADJUSTMENT:** *That Saskatoon Transit consider the feasibility of rerouting “Route 10 Pleasant Hill – City Centre” to mirror the route of “Route 2 Meadowgreen – City Centre”, doubling the frequency of Monday-to-Saturday daytime transit service within the Meadowgreen transit loop that serves portions of Avenue W, Appleby Drive, Wardlow Road, 18th Street, and Winnipeg Street.*
- 5.2 SHELTER WITH BENCH FOR BUS STOP #4014 ON AVENUE W NEAR 20TH STREET:** *That Saskatoon Transit consider the feasibility of installing a shelter with bench to Bus Stop #4014, located near the intersection of Avenue W and 20th Street, adjacent to the McAskill Manor seniors housing complex.*
- 5.3 SASKATOON TRANSIT RIDER ASSISTANCE TEXT LINE:** *That Saskatoon Transit consider the development of a cell phone text line, where riders can send a text message to a Transit Supervisor to give notification of safety concerns or request assistance, without needing to draw attention to themselves by speaking out loud to report a safety issue. Promotional materials for safety feature to clearly note that riders should continue using 9-1-1 in emergencies.*
- 5.4 UNIQUE MEADOWGREEN BUS STOP:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and Saskatoon Transit meet with Meadowgreen transit riders to discuss the feasibility and interest in replacing one or more local bus stops with a creative design that incorporates unique features and represents the Meadowgreen neighbourhood.*



6 Traffic

Overview

As is common among many residential neighbourhoods in Saskatoon, the majority of traffic concerns in Meadowgreen tend to involve pedestrian safety and speeding on local streets.

Implementation of the Meadowgreen Neighbourhood Traffic Review report approved by City Council in 2016 has resulted in most of the identified local traffic concerns already having been addressed, with the remaining items from that report requiring additional funding in order to install a pedestrian signal and several blocks of sidewalk.

This chapter provides an overview of the improvements that have already been installed or planned for future installation, and also recommends additional traffic improvements.

Goals

1. Improve pedestrian safety in Meadowgreen.
2. Install sidewalks/pathways where none exist along pedestrian corridors.
3. Discourage speeding on local streets.
4. Enhance the ability for vehicles to enter and exit the neighbourhood, while also reducing shortcutting by non-Meadowgreen residents.



The Meadowgreen Neighbourhood Traffic Review community engagement process resulted in the Meadowgreen Traffic Management Plan being adopted by City Council in 2016. The plan identifies a number of specific locations to install traffic calming devices and signage.

The Meadowgreen Traffic Management Plan includes:

Item	Location	Recommendation	Status
1	Witney Ave & 19 th St	Change east-west yield to north-south stop	Completed Spring 2016. Added hazard boards to improve visibility.
2	Witney Ave & 20 th St	4-way stop	Completed Spring 2016. Added hazard boards to improve visibility.
3	Ave X between 2 nd driveway south of 22 nd St to 125 Ave X	Install parking restrictions on west side	Completed Spring 2016.
4	21 st St & Ave W	Add hazard boards to stop signs & enhance pedestrian signs	Completed Spring 2016.
5	21 st St & Ave Y	Change yield signs to stop signs	Completed Spring 2016.
6	Witney Ave & 20 th St	Median islands	Installed temporarily in Spring 2016 with additional 4-way Stop signs. May become permanent in 2017.
7	18 th St & Ave Y	Install curb extension (southeast corner) & median island (east side)	Installed temporarily in Spring 2016. May become permanent by 2021*.
8	Witney Ave & 21 st St	Install curb extension (northeast corner)	Installed temporarily in Spring 2016. May become permanent by 2022*.
9	Ave W - north of 18 th St	Install bus shelter	Bus stop moved to south side of 18 th St and shelter installed in 2016.
10	Ave W & 18 th St	Install active pedestrian corridor across Avenue W (south side)	On pedestrian device list as Priority 1. Projected timeframe 1 to 5 years.
11	18 th St - Ave W to Vancouver Ave	Install sidewalk on north side (with priority for area in front of school - Ave X to Montreal Ave)	On sidewalk retrofit list as Priority 1. Projected timeframe 5+ years.
12	21 st St between Witney Ave & Ave W	Install sidewalk on south side	On sidewalk retrofit list as Priority 1. Projected timeframe 5+ years.

* Assuming average future funding levels and subject to funding being approved by Council.

Recommendation

6.1 REVIEW OF 22ND STREET & WITNEY AVENUE INTERSECTION AND 22ND STREET & AVENUE W INTERSECTION:

That, as part of the 22nd Street Bus Rapid Transit Functional Planning Study, the Transportation & Utilities Department, Transportation Division and the Community Services Department, Planning & Development Division, Long Range Planning Section include an analysis of the 22nd Street & Witney Avenue intersection and the 22nd Street & Avenue W intersection to identify opportunities to improve pedestrian safety and traffic flow in/out of Meadowgreen.



7 Neighbourhood Safety

Overview

A positive perception of safety within a community allows citizens to live, work, shop, and play without an undue fear of becoming a victim of crime. This section of the Meadowgreen LAP includes perceptions held by neighbourhood residents and businesses, statistics and reported crime data, survey results, and some safety audits conducted by the youth in the community. These results have been analyzed, collated, and balanced and used to create LAP recommendations specific to neighbourhood safety. These recommendations will help address crime, perceptions of crime and the identified concerns of the community.

Goals

1. Improve safety in parks during the day and at night.
2. Address incivilities associated with patrons of liquor licensed businesses in the area and specifically on 20th Street West.
3. Improve perceptions of safety into the future, for all residents, particularly related to the safety of newcomers.

Recommendations

7.1 21st STREET WEST – NORTH BACK LANE (2700, 2800, and 2900 BLOCKS): *That the Community Services Department, Planning & Development Division work with the Community Services Department, Parks Division and the Transportation & Utilities Department, Construction & Design Division to improve the 21st Street West back lane of the 2700, 2800, and 2900 blocks; help increase residents' feelings of safety; and, educate residents on their responsibility for keeping back lanes neat and tidy.*



- 7.2 INCIVILITIES STRATEGY:** *That the Community Services Department, Planning & Development Division include Meadowgreen in the development of an initiative or program to educate bar owners, patrons, and residents in the Meadowgreen neighbourhood on their responsibilities and safety issues arising outside of liquor licensed establishments.*
- 7.3 CITIZEN AND/OR PARK PATROL:** *That the Community Services Department, Recreation & Community Development Division, and Saskatoon Police Service, work with the Meadowgreen Community Association to encourage the establishment of a Citizen Patrol and/or Park Patrol in the neighbourhood as a whole or in selected parks.*
- 7.4 KATE WAYGOOD PARK SAFETY AUDIT:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of Kate Waygood Park with a major focus on the east end of the park. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*
- 7.5 DUTCHAK PARK SAFETY AUDIT:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of Dutchak Park. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*
- 7.6 PETER POND PARK AND CAHILL PARK SAFETY AUDITS:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of Peter Pond Park and Cahill Park. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*



- 7.7 NORTH-SOUTH PATHWAY SAFETY AUDIT:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of the north-south pathway between the west side of the neighbourhood and Circle Drive West. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*
- 7.8 DISTRIBUTE NEIGHBOURHOOD SAFETY MATERIALS:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to identify a convenient location in the neighbourhood to make the “Safe at Home” booklet and the “Porch Light Initiative” brochure available to residents.*
- 7.9 DISTRIBUTE THE REDUCING GRAFFITI IN OUR COMMUNITY BROCHURE:** *That the Community Services Department, Planning & Development Division distribute the Reducing Graffiti in our Community brochure to help educate business owners on existing programs to combat graffiti vandalism.*



Implementation & Priorities

Implementation

Local Area Plan (LAP) reports are long-term plans that take many years to be fully implemented. An LAP sets out a vision and goals to guide growth and development of a neighbourhood. They also specify recommendations, with each intended to address a particular issue and improve the neighbourhood. Some recommendations may be implemented in the short-term, while others may take a longer period of time.

Since the late-1990s, the City of Saskatoon Planning & Development Division has been creating and implementing LAPs, with City Council endorsing the plans. Great strides have been made to improve these neighbourhoods by allocating resources for the implementation of the recommendations in the report, working with City Administration, with LAP communities, and facilitating collaborative action from government and non-government programs and service providers.

Each year, budgets from many City of Saskatoon departments are utilized to support capital investments needed to implement the recommendations of a LAP. City Council has been very supportive of the Local Area Planning Program and continues to approve significant amounts of capital funds to implement needed improvements in the LAP neighbourhoods.

Local Area Planners are the liaisons between the community and City Administration to ensure the priorities laid out in each LAP are reflected in the funding of projects. The interdepartmental cooperation begins in the early stages of the LAP process, when key City Administrators provide insight and expertise by engaging in discussion with the LAP Committee on identified issues. These same key City Administrators are often involved in approving certain commitments to implement recommendations from the LAP.

It is a goal of the Local Area Planning Program to report to the LAP neighbourhoods and to City Council on an annual basis to provide a status update on the implementation of recommendations from each LAP. Additional public meetings may also be needed to keep the community abreast of implementation activities or to gather input on implementation activities. Articles about Local Area Planning activities may also be published in Community Association newsletters. The Local Area Planning website at www.saskatoon.ca/lap posts Implementation Status Reports, which are updated annually.

Continued community involvement in the implementation of LAPs is essential to successful outcomes, and it is imperative to extend a central role to local residents, Community Associations, LAP Committees, and other stakeholders. Community Associations and LAP Committees have an important role in providing local perspective, advice, guidance and input on the implementation of recommendations, and commenting on development proposals in their neighbourhoods to ensure they are consistent with the goals of the LAP.

Priorities

At the Meadowgreen LAP Open House held April 5, 2017, attendees identified the recommendations considered to be top priorities by the community. This does not necessarily mean implementation of these recommendations will occur immediately or first, due to other factors that may affect timing, but is an opportunity for the community to identify the recommendations that are believed to have the greatest potential for a significant positive impact on the neighbourhood.

The following recommendations were identified as top priorities:

- 1.1 PROPOSED MEADOWGREEN LAND USE POLICY MAP DESIGNATING W.P. BATE SCHOOL AS COMMUNITY FACILITY**
- 2.1 RE-NAMING OF PETER POND PARK**
- 3.1 ADDRESSING CHALLENGES OF LANGUAGE BARRIER IN MEADOWGREEN**
- 3.2 BUILDING COMMUNITY AMONG ALL RESIDENTS OF MEADOWGREEN**
- 3.3 MEADOWGREEN NEIGHBOURHOOD ENTRANCE SIGNAGE**
- 5.1 TRANSIT ROUTE 10 ADJUSTMENT**



The Neighbourhood Safety recommendations were prioritized separately because the Neighbourhood Planning Section has a Neighbourhood Safety Implementation Planner tasked with managing the implementation of safety recommendations from LAPs and related reports.

The following table shows the prioritization of Neighbourhood Safety recommendations (with 1 being highest priority):

Recommendation	Priority
RECOMMENDATION 7.1 – 21 ST STREET WEST - NORTH BACK LANE (2700, 2800, AND 2900 BLOCKS)	5
RECOMMENDATION 7.2 – INCIVILITIES STRATEGY	3
RECOMMENDATION 7.3 – CITIZEN AND/OR PARK PATROL	3
RECOMMENDATION 7.4 – KATE WAYGOOD PARK SAFETY AUDIT	5
RECOMMENDATION 7.5 – DUTCHAK PARK SAFETY AUDIT	4
RECOMMENDATION 7.6 – PETER POND PARK AND CAHILL PARK SAFETY AUDITS	2
RECOMMENDATION 7.7 – NORTH-SOUTH PATHWAY SAFETY AUDIT	4
RECOMMENDATION 7.8 – DISTRIBUTE NEIGHBOURHOOD SAFETY MATERIALS	5
RECOMMENDATION 7.9 – DISTRIBUTE THE REDUCING GRAFFITI IN OUR COMMUNITY BROCHURE	1



Meadowgreen Local Area Plan Final Report

Community Services Department, Planning & Development | June 26, 2017

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Open Door Society (interpreters)

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Executive Summary

Local Area Planning is a community-based approach to developing comprehensive neighbourhood plans. It enables residents, business owners, property owners, community groups and other stakeholders direct input into determining the future of their community. During the development of a Local Area Plan (LAP), participants work with each other to create a vision, identify issues, develop goals, and outline strategies to ensure the long-term success of their neighbourhood. Once completed, a LAP sets out objectives and policies that guide the growth and development of a neighbourhood or selected area. The LAP program is administered by the Planning & Development Division, Neighbourhood Planning Section. It also identifies specific recommendations for improvements within a neighbourhood. LAPs have short-, medium-, and long-term recommendations.

The Meadowgreen LAP is the result of input from more than 90 neighbourhood residents and stakeholders, along with contributions from approximately 50 members of City Administration. A total of 25 recommendations are contained in the Meadowgreen LAP related to: Land Use and Housing, Parks, Building Community, Municipal Services, Transit and Bus Stops, Traffic, and Neighbourhood Safety. The Neighbourhood Planning Section is responsible for coordinating the implementation of LAP and Safety Audit recommendations.

At the Meadowgreen LAP Open House held April 5, 2017, attendees identified the recommendations considered to be top priorities by the community. This does not necessarily mean implementation of these recommendations will occur immediately or first, due to other factors that may affect timing, but is an opportunity for the community to identify the recommendations that are believed to have the greatest potential for a significant positive impact on the neighbourhood.

The following recommendations were identified as top priorities:

- 1.1 PROPOSED MEADOWGREEN LAND USE POLICY MAP DESIGNATING W.P. BATE SCHOOL AS COMMUNITY FACILITY**
- 2.1 RE-NAMING OF PETER POND PARK**

3.1 ADDRESSING CHALLENGES OF LANGUAGE BARRIER IN MEADOWGREEN

3.2 BUILDING COMMUNITY AMONG ALL RESIDENTS OF MEADOWGREEN

3.3 MEADOWGREEN NEIGHBOURHOOD ENTRANCE SIGNAGE

5.1 TRANSIT ROUTE 10 ADJUSTMENT

The Neighbourhood Safety recommendations were prioritized separately because the Neighbourhood Planning Section has a Neighbourhood Safety Implementation Planner tasked with managing the implementation of safety recommendations from LAPs and related reports.

The following table shows the prioritization of Neighbourhood Safety recommendations (with 1 being highest priority):

Recommendation	Priority
RECOMMENDATION 7.1 – 21 ST STREET WEST - NORTH BACK LANE (2700, 2800, AND 2900 BLOCKS)	5
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RECOMMENDATION 7.5 – DUTCHAK PARK SAFETY AUDIT	4
RECOMMENDATION 7.6 – PETER POND PARK AND CAHILL PARK SAFETY AUDITS	2
RECOMMENDATION 7.7 – NORTH-SOUTH PATHWAY SAFETY AUDIT	4
RECOMMENDATION 7.8 – DISTRIBUTE NEIGHBOURHOOD SAFETY MATERIALS	5
RECOMMENDATION 7.9 – DISTRIBUTE THE REDUCING GRAFFITI IN OUR COMMUNITY BROCHURE	1

Thank you to the Meadowgreen Local Area Plan Committee for your dedication and to everyone who contributed to this report, your efforts have been very much appreciated!

Summary of Recommendations

1 – Land Use

- 1.1 **PROPOSED MEADOWGREEN LAND USE POLICY MAP DESIGNATING W.P. BATE SCHOOL AS COMMUNITY FACILITY:** *That the Community Services Department, Planning & Development Division, add the Proposed Meadowgreen Land Use Policy Map to the Official Community Plan No. 8769 that designates W.P. Bate School as a Community Facility.*
- 1.2 **UPDATE THE “REDEVELOPING BROWNFIELDS IN SASKATOON” GUIDEBOOK:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Corporate Performance Department, Corporate & Environmental Initiatives Division complete an update of the “Redeveloping Brownfields in Saskatoon: A Guidebook” to reflect the changes to regulations in the province, and subsequently provide the guidebook and information about the Vacant Lot and Adaptive Reuse Incentive Program to owners of the brownfield sites in and around Meadowgreen to promote redevelopment.*
- 1.3 **PROMOTE HOUSING HANDBOOK AND HOMEOWNERSHIP SUPPORT PROGRAMS IN MEADOWGREEN:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section distribute information to Meadowgreen residents promoting the Housing Handbook and housing programs that provide support to individuals pursuing homeownership.*

2 – Parks

- 2.1 **RE-NAMING OF PETER POND PARK:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section submit a request to the Naming Advisory Committee to consider re-naming Peter Pond Park to “Dr. Willoughby Park”, in honour of Dr. John Henry Charles Willoughby.*
- 2.2 **HISTORICAL PARK SIGNAGE:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Heritage & Design Coordinator install park signage at Cahill Park to recognize Mr. Cahill’s historical connection to Meadowgreen as an early landowner and donor of the parcel that became Cahill Park. If Peter Pond Park is renamed for Dr. John Henry Charles Willoughby (Recommendation 2.1),*

similar signage should be placed at Dr. Willoughby Park recognizing his significant contributions to Saskatoon and connection to Meadowgreen as the first settler to own the land that became the northern half of Meadowgreen.

3 – Building Community

- 3.1 ADDRESSING CHALLENGES OF LANGUAGE BARRIER IN MEADOWGREEN:** *That the Community Services Department, Recreation & Community Development Division meet with the Community & Recreation Group of Meadowgreen, as well as the Meadowgreen Community Association, to discuss and provide advice to the neighbourhood organizations in addressing the issue of language barriers in the Meadowgreen community that create communication challenges when promoting local programming and events.*
- 3.2 BUILDING COMMUNITY AMONG ALL RESIDENTS OF MEADOWGREEN:** *That the Community Services Department, Recreation & Community Development Division and the Planning & Development Division, Neighbourhood Planning Section, meet with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to discuss existing documents and services offered by the City of Saskatoon and other organizations that can assist a neighbourhood in identifying opportunities to encourage residents to establish a strong connection to the local community and celebrate diversity, as well as to ensure newcomers feel welcomed.*
- 3.3 MEADOWGREEN NEIGHBOURHOOD ENTRANCE SIGNAGE:** *That the Community Services Department, Recreation & Community Development Division and the Planning & Development Division, Neighbourhood Planning Section, work with residents of Meadowgreen to design and install new neighbourhood entrance signage at appropriate locations in the south and north ends of the neighbourhood that re-purposes bricks from the original W.P. Bate School.*

4 – Municipal Services

- 4.1 FALL STREET SWEEPING ON 21ST STREET:** *That the Transportation & Utilities Department, Roadways & Operations Division consider the feasibility of adding 21st Street, between Vancouver Avenue and Montreal Avenue, to the annual fall street sweeping program.*
- 4.2 CONDUCT ASSESSMENT OF 21ST STREET WALKWAY:** *That the Transportation & Utilities Department, Transportation Division conduct an assessment of the walkway north of 21st Street, between Ottawa Avenue and*

Montreal Avenue, and consider opportunities to upgrade the base material and address ponding issues related to poor drainage at both ends of the walkway.

- 4.3 DISTRIBUTE RECYCLING AND WASTE REDUCTION PROGRAM INFORMATION TO MEADOWGREEN RESIDENTS:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Corporate Performance Department, Environmental & Corporate Initiatives Division work with the Meadowgreen Community Association to identify the current recycling and waste reduction programs offered by the City of Saskatoon and Saskatchewan Waste Reduction Council that may be of interest to Meadowgreen residents and request that the Meadowgreen Community Association consider promoting these programs in a future edition of their newsletter.*

5 – Transit & Bus Stops

- 5.1 TRANSIT ROUTE 10 ADJUSTMENT:** *That Saskatoon Transit consider the feasibility of rerouting “Route 10 Pleasant Hill – City Centre” to mirror the route of “Route 2 Meadowgreen – City Centre”, doubling the frequency of Monday-to-Saturday daytime transit service within the Meadowgreen transit loop that serves portions of Avenue W, Appleby Drive, Wardlow Road, 18th Street, and Winnipeg Street.*
- 5.2 SHELTER WITH BENCH FOR BUS STOP #4014 ON AVENUE W NEAR 20TH STREET:** *That Saskatoon Transit consider the feasibility of installing a shelter with bench to Bus Stop #4014, located near the intersection of Avenue W and 20th Street, adjacent to the McAskill Manor seniors housing complex.*
- 5.3 SASKATOON TRANSIT RIDER ASSISTANCE TEXT LINE:** *That Saskatoon Transit consider the development of a cell phone text line, where riders can send a text message to a Transit Supervisor to give notification of safety concerns or request assistance, without needing to draw attention to themselves by speaking out loud to report a safety issue. Promotional materials for safety feature to clearly note that riders should continue using 9-1-1 in emergencies.*
- 5.4 UNIQUE MEADOWGREEN BUS STOP:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and Saskatoon Transit meet with Meadowgreen transit riders to discuss the feasibility and interest in replacing one or more local bus stops with a creative design that incorporates unique features and represents the Meadowgreen neighbourhood.*

6 – Traffic

- 6.1 REVIEW OF 22ND STREET & WITNEY AVENUE INTERSECTION AND 22ND STREET & AVENUE W INTERSECTION:** *That, as part of the 22nd Street Bus Rapid Transit Functional Planning Study, the Transportation & Utilities Department, Transportation Division and the Community Services Department, Planning & Development Division, Long Range Planning Section include an analysis of the 22nd Street & Witney Avenue intersection and the 22nd Street & Avenue W intersection to identify opportunities to improve pedestrian safety and traffic flow in/out of Meadowgreen.*

7 – Neighbourhood Safety

- 7.1 21ST STREET WEST – NORTH BACK LANE (2700, 2800, and 2900 BLOCKS):** *That the Community Services Department, Planning & Development Division work with the Community Services Department, Parks Division and the Transportation & Utilities Department, Construction & Design Division to improve the 21st Street West back lane of the 2700, 2800, and 2900 blocks; help increase residents' feelings of safety; and, educate residents on their responsibility for keeping back lanes neat and tidy.*
- 7.2 INCIVILITIES STRATEGY:** *That the Community Services Department, Planning & Development Division include Meadowgreen in the development of an initiative or program to educate bar owners, patrons, and residents in the Meadowgreen neighbourhood on their responsibilities and safety issues arising outside of liquor licensed establishments.*
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Overview of Local Area Planning

What is Local Area Planning?

Local Area Planning is a community-based approach to developing comprehensive neighbourhood plans. It enables residents, business owners, property owners, community groups and other stakeholders direct input into determining the future of their community. During the development of a Local Area Plan (LAP), participants work with each other to create a vision, identify issues, develop goals, and outline strategies to ensure the long-term success of their neighbourhood. Once completed, a LAP sets out objectives and policies that guide the growth and development of a neighbourhood or selected area.

The scope of a LAP depends on the issues and opportunities identified by the stakeholders involved. Strategies generally focus on the following themes:

- Neighbourhood Identity
- Neighbourhood Heritage and Culture
- Industrial, Commercial and Residential Land Uses
- Economic Development
- Housing and Infill Development
- Municipal Services and Infrastructure
- Transportation and Parking
- Streetscapes
- Parks, Open Space and Recreation
- Neighbourhood Safety
- Neighbourhood Sustainability

Why Local Area Planning?

A core strategy of the City of Saskatoon's Strategic Plan is to "enable active, community-based participation in issue and problem identification and resolution". A commitment to fulfill this core strategy was originally demonstrated as far back as 1978 with *The Core Neighbourhood Study*, which was later updated and expanded during the *1991 Core Neighbourhood Study Review*.

In 1996, the City initiated Plan Saskatoon, which included a city-wide public participation process focused on updating the Development Plan (Official Community Plan) and Zoning Bylaw; Saskatoon's two main public policy tools used to manage growth and development. The Local Area Planning Program was created following expressed support by citizens during the Plan Saskatoon process for more active citizen involvement in long-term planning and development decisions affecting their community. Citizens also called for measures to enhance Saskatoon's central and intermediate neighbourhoods.

Neighbourhoods must be approved by City Council to participate in the development of a LAP. The Meadowgreen LAP is the City of Saskatoon's 14th LAP.

As determined by the City of Saskatoon's Official Community Plan, LAPs are applied to specific areas of the City to:

- Maintain the quality, safety and viability of the area;
- Guide and prioritize the expenditure of public funds on community improvements and infrastructure;
- Encourage the renewal, rehabilitation or redevelopment of private and public properties;
- Resolve situations where the policies of the Official Community Plan do not accurately reflect the individual needs of an area; and
- Provide the basis for amendments to the City of Saskatoon's Official Community Plan and Zoning Bylaw.

What are the Steps to Create a Local Area Plan?

Significant value is placed on active public participation in the Local Area Planning process. It has been determined that the more involved the public, the more sustainable and implementable the plan will be at both the community and municipal government level. The Local Area Planning process tries to build capacity among stakeholders so that they can collaboratively create a vision and goals for the neighbourhood, and make informed decisions that affect their neighbourhood.

Generally, the steps to create a LAP are:

- 1) **Neighbourhood Meeting and Forming a Local Area Plan Committee (LAPC)** – All residents, property owners, business owners, community groups and other stakeholders are invited to a meeting to discuss the Local Area Planning process. At that time, participants are asked to serve on a LAPC.
- 2) **Creating a Vision** – The LAPC envisions a positive future for their community. The vision creates a common base from which the community can work to create realistic goals and strategies for successful long-term planning.
- 3) **Discussing the Condition of the Community** – The LAPC discusses the condition of the community to help paint a picture of the community.
- 4) **Identifying Issues, Setting Goals and Outlining Strategies** – Information is gathered through surveys, research, presentations and participant observations about the neighbourhood. Based on these findings, the LAP Committee acquires an understanding of issues and the practicality of addressing them in the LAP, and sets goals and outlines strategies to ensure the long-term success of their neighbourhood. This information forms the basis of the LAP.
- 5) **Writing the LAP** – The Local Area Planner writes the LAP. City Administration and the LAP Committee review and endorse the LAP.
- 6) **Adopting the LAP** – Once general consensus is reached in support of the LAP, the report is presented to the Municipal Planning Commission and finally to City Council for adoption.
- 7) **Implementing the Strategies** – In order to achieve neighbourhood goals there needs to be participation by all stakeholders in implementing the plan.
- 8) **Monitoring, Evaluating and Updating the Plan** – All stakeholders have an opportunity to monitor improvements in their neighbourhood. City staff delivers an annual progress report to City Council and the Community Association or as required until all recommendations have been fulfilled.

Meadowgreen LAP Study Area

Study Area

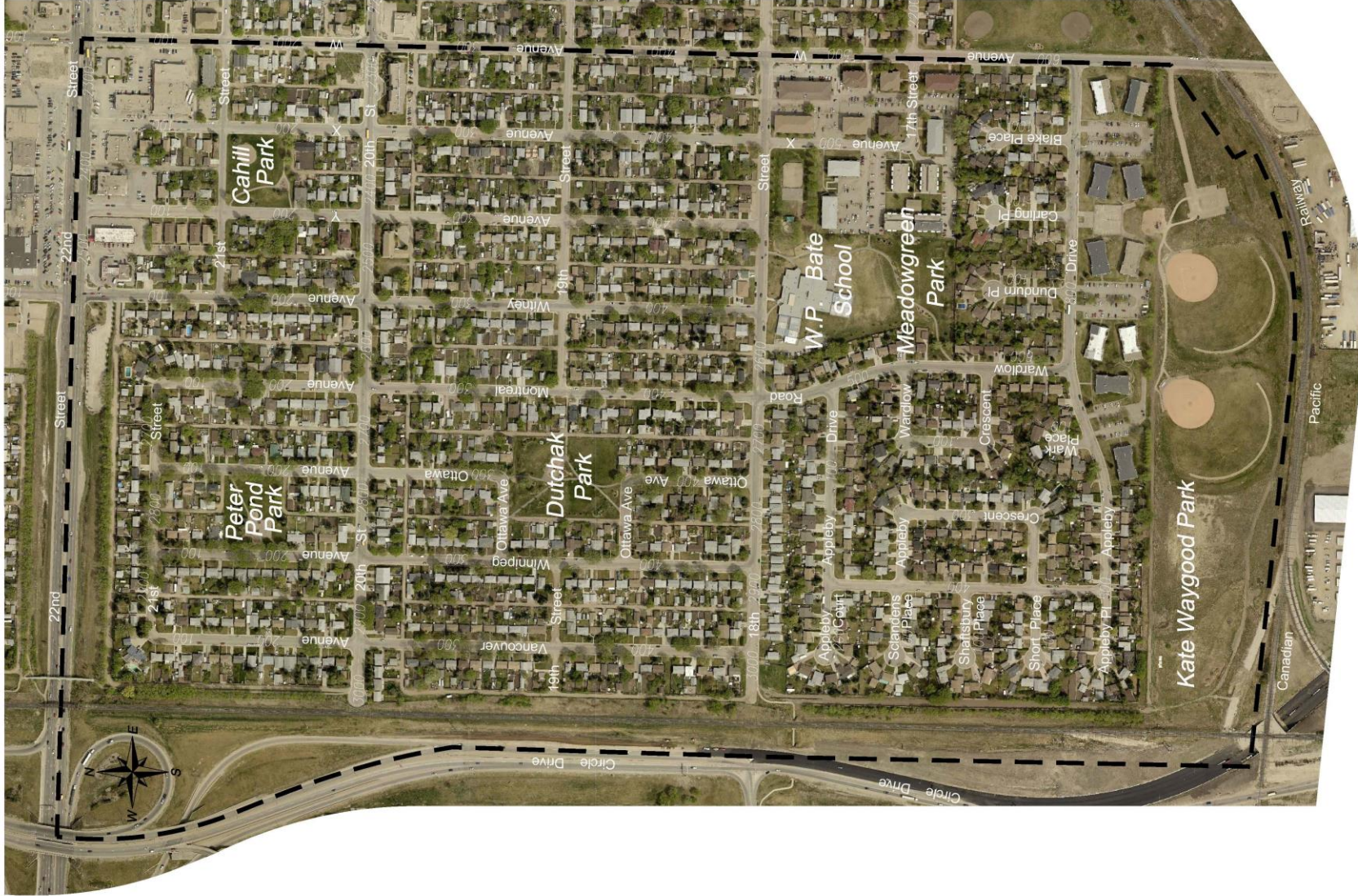
The study area of the Meadowgreen LAP followed the neighbourhood boundaries, which are:

- 22nd Street to the north
- Avenue W to the east
- Railway tracks to the south
- Circle Drive to the west

See **Appendix 1** for statistical information about Meadowgreen from the City of Saskatoon Neighbourhood Profiles.



Meadowgreen



--- NEIGHBOURHOOD BOUNDARY

Meadowgreen LAP Vision & Goals

Meadowgreen Community Vision

At the beginning of the Local Area Plan (LAP) process, the Meadowgreen LAP Committee worked together to create the following vision for their community:

“Meadowgreen is home to a culturally diverse and accepting population that values the relationship between established residents and newcomers. It is a place where hardworking people take pride in their neighbourhood. Meadowgreen offers affordability and safety for current and future residents, while the down-to-earth nature of the community makes it a welcoming place for families.

Our location is easily accessible to Downtown and all other areas of Saskatoon, as well as within convenient proximity to local recreational facilities, shopping, and multiple options for local health care. The existing greenspace in the area provides the potential for beautiful, fully developed park spaces.

W.P. Bate School is at the heart of this neighbourhood and is the community gathering place. It is where people feel connected within their neighbourhood, and also feel connected to the greater city as a whole.

Meadowgreen will continue to be a safe, spirited, and diverse neighbourhood.”

Meadowgreen Current State

The following are a sampling of the general statements made by members of the Meadowgreen LAP Committee when asked to identify current positive aspects of their neighbourhood:

- Meadowgreen is an extremely diverse community.
- Meadowgreen is a safe neighbourhood.
- Meadowgreen is a family oriented community and has quite a few families that have emigrated from other countries and made their home here.
- Meadowgreen is a community that has had recent investment in its school and some parks.
- Meadowgreen is home to a diverse group of people, looking for an affordable and safe place to live.
- Meadowgreen is culturally diverse and growing.

Meadowgreen Neighbourhood Goals

The following general goals were identified by the Meadowgreen LAP Committee to guide the Local Area Plan process:

- Meadowgreen will become one of the safest, crime-free areas to live in.
- Meadowgreen will be a place where people from many different cultural backgrounds live harmoniously and thrive together.
- Meadowgreen will be a beautiful, integrated, safe community where all are welcome.
- Meadowgreen will become a better middle class neighbourhood that good people are proud to live in.
- Meadowgreen will be safer, with good traffic and pedestrian connections to central Saskatoon and other areas.

Meadowgreen History



Meadowgreen in 1974 with undeveloped land south of 18th Street

(credit: Photograph CP-6872-5 by Creative Professional Photographers courtesy Saskatoon Public Library – Local History Room)

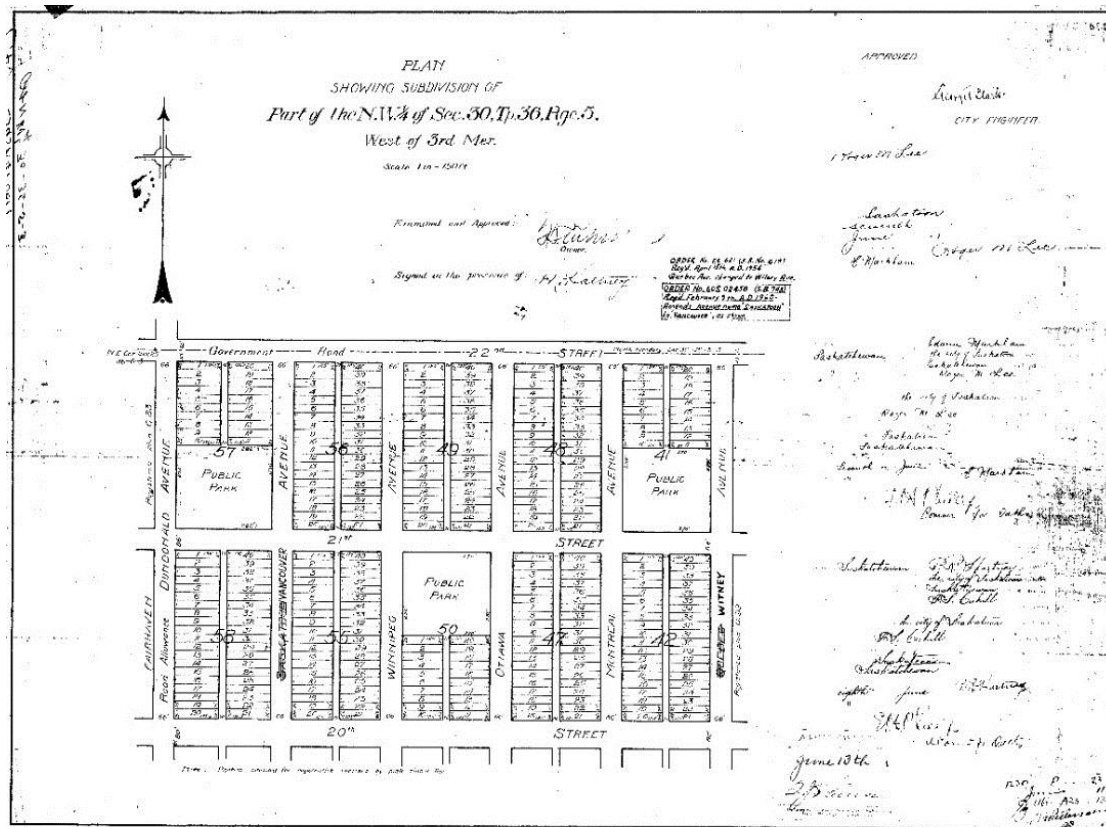
Meadowgreen is a relatively new addition to the city of Saskatoon. Even though people have been living in this area since before Saskatoon became a city, it was only in the 1980s that a portion of this area became known as Meadowgreen, while the north half remained West Pleasant Hill until the 1990s. This land was formerly part of the Rural Municipality of Cory, prior to being annexed by the City of Saskatoon in January 1955¹. While Meadowgreen is now far from being on the outskirts of Saskatoon, it was not long ago that this was the southwestern

end of the city. One resident of the area recalls catching gophers and going to the stockyards to help the men put cattle in the pens. It was common to see cattle roaming the streets when they escaped from the stockyards. Less than 60 years ago the area that would become Meadowgreen was only a handful of homes in an open field. This section provides background information about how Meadowgreen came to be the fully developed neighbourhood it is today.

¹ City of Saskatoon Archives, Reference Inquiry #2014-397.

Street Layout and Names

Northern Meadowgreen, between 22nd Street and 18th Street, is generally laid out in a traditional grid pattern, while the newer, southern section of the neighbourhood follows a curvilinear street pattern.



Plan of subdivision from 1960 for northern Meadowgreen
(credit: City of Saskatoon Archives)

The local street names have a variety of historical roots. Montreal, Ottawa, Winnipeg, and Vancouver avenues are named for the major hubs along the CNR mainline. This is appropriate, as the neighbourhood is bordered by train tracks on the west and south sides. The original name of Vancouver Avenue was intended to be Saskatoon Avenue, but was changed prior to construction. Also changed was Quebec Avenue to Witney Avenue. Witney Avenue was also originally Avenue Z. Several other street names are remnants from pre-World War I subdivisions that were never developed, including street names such as Wark Place, Short Place, and Appleby Place. The original meaning behind some of the street names is unknown².

² John Duerkop, *Saskatoon's History in Street Names*, Saskatoon, 2000.

Several streets in Meadowgreen are named for people and places with local and national significance. Blake Place is named after Edward Blake. Blake was a lawyer, the premier of Ontario from 1871 to 1872, and a federal cabinet minister from 1880 to 1887. He was a primary opponent to John A. Macdonald over the terms of building the Canadian Pacific Railway. Dundurn Place was named after a castle in Scotland. Schlanders Place was named after Fortay Maclure Schlanders, who was born in Scotland. He came to Saskatoon in 1908 and left in 1917. While his time in Saskatoon was brief, Schlanders was a prominent citizen, as commissioner of the Board of Trade and a member of the Saskatoon Club. Shaftsbury Place was named for the Earl of Shaftsbury³.

Homesteaders



Dr. John Henry Charles Willoughby

(credit: Photograph LH-3590 by Thompson and Son
courtesy Saskatoon Public Library – Local History Room)

The land that is known today as Meadowgreen was originally owned by two of Saskatoon's early settlers. These settlers were John Henry Charles Willoughby and Elisha Shelton Andrews.

Dr. John Henry Charles Willoughby homesteaded NW & NE 30-36-5 W3⁴, which is the north half of the section that would include part of Meadowgreen, along with part of Pleasant Hill, and is one of Saskatoon's most significant early settlers. Willoughby was Saskatoon's first physician, first postmaster, first storekeeper, first telephone company owner, and member of the first school board⁵.

Willoughby was born in Ontario in 1860. Following his medical training, he came to Saskatoon in 1883 with the first group of settlers. During the Northwest Resistance of 1885, he was the Deputy Purveyor General in the field hospital corps and would open a base

³ Ibid.

⁴ City of Saskatoon Archives, Reference Inquiry #2016-349.

⁵ Jen Pederson and Jeff O'Brien, *A Seat on Council: The Aldermen, Councillors and Mayors of Saskatoon*, 2015.

hospital in Saskatoon. He would leave for England to continue post-graduate work, before returning again to the prairies. Willoughby lived in Regina for a few years and entered politics, serving on council, then as mayor. He married Helen Gertrude Hilliard from Peterborough, Ontario in 1893. They had five children: Hilliard, Adelaide, Amelia, Clarice, and George⁶.

Willoughby and his family would return to Saskatoon in 1897 to homestead land that would eventually comprise a portion of Pleasant Hill and north Meadowgreen. Willoughby was a doctor in Saskatoon for approximately 20 years and the family home would later become St. Paul's Hospital. He opened Saskatoon's first business, a general store in a tent on Broadway Avenue⁷. He was a city councillor and had an unsuccessful mayoral bid, before returning again to elected office as a councillor⁸. Willoughby would also own *The Saskatoon Phenix* newspaper for a period of time⁹.

Willoughby retired from medicine in 1905 for health reasons. He started a brokerage business called the J.H.C. Willoughby-Sumner Company, which dealt in insurance, loans and general real estate. The company was very successful, eventually having offices in Toronto and London, England. Willoughby promoted building improvements in Saskatoon. He built several buildings, including the self-named Willoughby block located on 21st Street West. He returned to Ontario in 1912 and died in 1940¹⁰.

Willoughby was an accomplished individual who took on many roles to help the Saskatoon community develop.

⁶ Ibid.

⁷ N.F. Black, *The history of Saskatchewan*, Regina, 1913.

⁸ Local History Room, Biography clippings wild-wilm, Pg. 382 from *Who's Who in Western Canada*.

⁹ Jen Pederson and Jeff O'Brien, *A Seat on Council: The Aldermen, Councillors and Mayors of Saskatoon*, 2015.

¹⁰ Ibid.



**Capt Elisha Shelton Andrews
and Mary Ellen Thompson**
(credit: Photograph LH-1316 by Ralph Dill)

Captain Elisha Shelton Andrews homesteaded SW & SE 30-36-5 W3¹¹, which includes the land that eventually become south Meadowgreen and south Pleasant Hill. He received this land through a Military Bounty warrant, obtaining patent to both quarters in 1890. He was born in St. Andrews, New Brunswick. Andrews was a ship captain, as well as a farmer.

Andrews was hired by The Temperance Colonization Society to captain a ship named the *May Queen* from Medicine Hat to Saskatoon in 1884. This ship brought the first load of lumber to Saskatoon to begin building the city. Andrews did not plan to stay in Saskatoon, but was forced to stay for a significant amount of time to receive his payment from the temperance colony. Eventually, Andrews decided to stay in Saskatoon permanently¹².

Andrews built the first wooden house on the west side of Saskatoon. He fought in the Northwest Resistance. In 1885, he married Mary Ellen Thompson. Andrews sold his homestead in 1907 and moved to Victoria, then returned to Saskatoon five years later. Andrews stayed in Saskatoon until he died¹³.

¹¹ City of Saskatoon Archives, Reference Inquiry #2016-349.

¹² Local history room, Biography clippings ANDR-ANZ.

¹³ Ibid.

Residents

Meadowgreen has always been known for its high rate of ethnic diversity and has always been a neighbourhood that welcomes families from around the world. Thank you to Pat Tymchatyn (Ukrainian), George Zerebecky (Ukrainian), Cecilia Sousa (Portuguese), and Rocchina Frassetto (Italian) for compiling the following list of families these long-time residents recall moving to the area in the 1960s to 1980s:

20th Street West – Sikorski (Ukrainian), Neves (Portuguese), Bilecki (Hungarian), Marjorie and John Constantinoff (Bulgarian), Jose and Maria Apolonia (Portuguese), Mary and Paul Kuzminski (Ukrainian), Harry and Pauline (Lazarowich) Oleniuk (Ukrainian), Harry and Anne Andruchiw (Ukrainian), Leni and Karl Wedenig (German), John and Helen (Poluha) Matweko (Ukrainian), Mary and John Zabawsky (Ukrainian)

21st Street West – Nick and Berry Beallie (Ukrainian), Bill and Barbara Prokopchuk (Ukrainian), George and Gerry Zerebecky (Ukrainian), Ivan and Debbie Nahachewsky (Ukrainian), Alex Knihnitski and Marko Zerebecky (Ukrainian)

Vancouver Ave South – A. Pettettieri (Italian), D. Pellettieri (Italian), Coulic (Ukrainian)

Winnipeg Ave South – Peter Barboluk (Ukrainian), Michael and Lorraine (Bobowski) Sovyn (Ukrainian), Robert and Ksenia Hrycuik (Ukrainian)

Ottawa Ave South – Bartko (Ukrainian), Mitzie and Fayem Avdick (Portuguese), T. Messina (Italian)

Montreal Ave South – Alex and Alena Hnatiuk (Ukrainian), John and Helen Zazelenchuk (Ukrainian), Leon and Mary Zazelenchuk (Ukrainian), Fred and Sophie Kowal (Ukrainian), George Dwerenchuk (Ukrainian), Cisco and Brenda Ficko (Czech), Steve and Fern Pisis (Ukrainian), Remenda (Ukrainian), Luigi Di Santo (Italian), Ilko and Kateryna (Stetsyna) Strus (Ukrainian), Holoboff (Russian), Prystupa (Ukrainian)

Witney Ave South – D. Zelantini (Italian), Thiessen (German), Mah (Chinese), Steven & Jenny (Skorlatowski) Prebushewski (Ukrainian), Joe and Maria Sousa (Portuguese), Nakrayko (Ukrainian), Skakun (Ukrainian), Pocha (Ukrainian), Philepenko (Ukrainian), Poberznek (Ukrainian), Happy (Ukrainian), Ken and Audrey Stewart (Scottish), Thiessen (German)

Ave Y South – Kabatoff (Russian), Sikorski (Ukrainian), Lester (Ukrainian), Wasyl and Annie Lazarowich (Ukrainian), Drozda (Ukrainian), Fedeyko (Ukrainian)

Ave X South – Turleski (Polish/Ukrainian), Puderak (Ukrainian), Ilda and Jose M Sousa (Portuguese), Ed and Marcia Andrade (Portuguese), Jose and Maria Andrade (Portuguese), Anne Lischynski (Ukrainian), Manuel and Ines Moreira (Portuguese), Annie Tymchatyn (Ukrainian), John and Helen (Oleniuk) Krowchuk (Ukrainian), Kate Bohun (Osika) (Polish), Harbar (Ukrainian), Arpad Nagy (Hungarian), Malosovich (Yugoslavian), Jerry and Olga Wachniak (Ukrainian), Peter Manyk (Ukrainian), Novakowski (Ukrainian), Bill Honoroski (Ukrainian), Zook (Ukrainian), Frank Saccucci (Italian), Saverio Lorenzo (Italian)

Ave W S – Armando and Rocchina Frassetto (Italian), Krowchuk (Ukrainian), M. Gionnotta (Italian), Lydia Simicic (Croatian), Yee (Chinese), Kautzmann (German), Skorlatowki (Ukrainian), Kiryakos (Syrian), Joe Moreira (Portuguese), Manny Fuguerido (Portuguese), Massonuc (Portuguese)

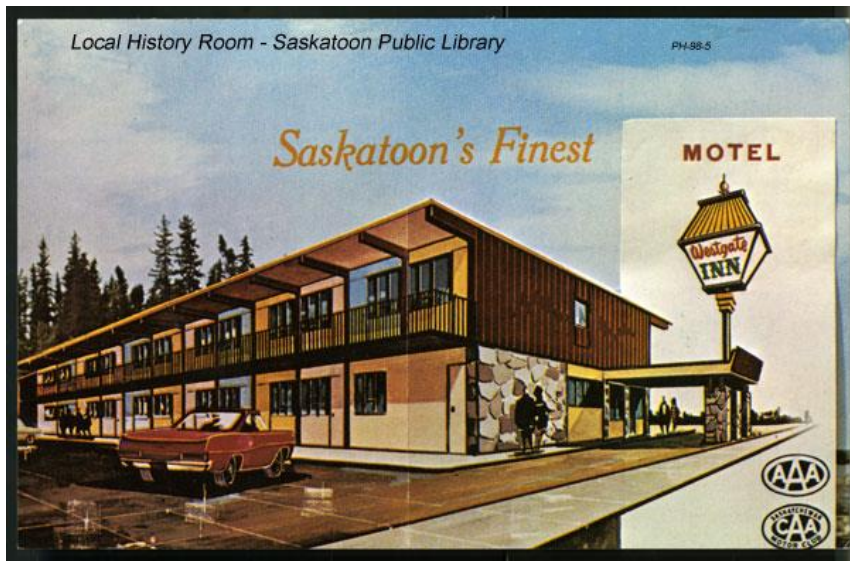
Businesses

Meadowgreen is primarily a residential neighbourhood; however, there are some longstanding businesses in the area. The Westgreen Village Mall, located at 501 Avenue W South, has been open since 1979. The first four businesses which opened in the strip mall in 1979 were Westgreen Medical clinic, Westgreen Drug Mart, Westgreen Village Hair Stylists, and Salntonis Restaurant¹⁴. While the business names in this mall have changed over the years, the types of businesses have remained relatively constant. There has almost always been a confectionary and a laundromat in the strip mall¹⁵.

There is also a commercial strip along 22nd Street at the northern edge of Meadowgreen. 22nd Street is a main commercial corridor that connects to downtown. The Meadowgreen segment of 22nd Street includes a variety of businesses, such as:

¹⁴ Henderson Directories Limited, *Henderson's Saskatoon Directory 1979*, Winnipeg: Henderson Directories Limited, 1979.

¹⁵ Peter Kozakavich, interview with Adriana Atcheson, phone interview, Saskatoon, December 6, 2014.



Westgate Inn Motel postcard from the 1960s
 (credit: Photograph PH-98-5 by Joe Fartak
 courtesy Saskatoon Public Library – Local History Room)

Petro-Canada gas bar, Westgate Inn, Bridge's Ale House & Eatery, Live Well Chronic Disease Management, Skunk Funk, Yung's Nails & Spa, Touch of Ukraine Restaurant, Aaron's, Brothers grocery, Mega Pawn, SARCAN Recycling, Partsource, and Ruckers Arcade.

Many business names have changed over the years, such as Bridge's Ale House & Eatery was formerly the Bar K in the late-1970s and 1980s, as well as the Red Lion prior to that. Other commercial properties have changed uses, like the country kitchen restaurant that previously occupied Aaron's location, Partsource used to be Consumer Distributing, and SARCAN was formerly a Safeway grocery store.

A businesses in Meadowgreen that served the community for a significant number of years was Anne's Grocery & Confectionary, established at 321 Avenue W South in 1950¹⁶. It was originally called Anne's Grocery & Lunch bar, but was soon changed to Anne's Grocery & Confectionary. The business closed in 1981¹⁷.

Another business that has since closed, but served Meadowgreen for decades is West Point Grocery. It was established at 309 Avenue W South in 1937¹⁸. The grocery store moved to 311 Avenue W South in 1939¹⁹. In the 1950s, the business became Harry's General Store, and in the 1960s it became Kowbel's General Store²⁰. In the 1990s, the business changed

¹⁶ Henderson Directories Limited, *Henderson's Saskatoon Directory 1979*, Winnipeg: Henderson Directories Limited, 1979.

¹⁷ Henderson Directories Limited, *Henderson's Saskatoon Directory 1981*, Winnipeg: Henderson Directories Limited, 1981.

¹⁸ Henderson Directories Limited, *Henderson's Saskatoon Directory 1937*, Winnipeg: Henderson Directories Limited, 1937.

¹⁹ Henderson Directories Limited, *Henderson's Saskatoon Directory 1939*, Winnipeg: Henderson Directories Limited, 1939.

²⁰ Henderson Directories Limited, *Henderson's Saskatoon Directory 1955*, Winnipeg: Henderson Directories Limited, 1955; Henderson Directories Limited, *Henderson's Saskatoon Directory 1969*, Winnipeg: Henderson Directories Limited, 1969.

again to Donald's General Store, before finally closing in 1994²¹. While this grocery/general store had many different owners and names over the years, it was an important and longstanding store in the area.

As well, there are several former gas stations that were located in Meadowgreen and nearby the neighbourhood, which include Texaco, Shell, and Esso stations.

Parks

Meadowgreen has five parks; Cahill Park, Dutchak Park, Kate Waygood Park, Meadowgreen Park, and Peter Pond Park. For information about these parks, refer to **Section 2 – Parks**.



Chanh Tam Buddhist Temple

Religion

The Chanh Tam Buddhist Temple was established in Meadowgreen in the 1990s. The temple was founded by the Saskatoon Vietnamese community. It is used for religious gatherings, and to provide a venue to host short and long term visits by monks and nuns.

The place of worship is located in what was originally a single-story bungalow home, which the Vietnamese community remodeled to become a place of worship.

The temple is a member of the Union of Vietnamese Buddhist Churches of Canada.

²¹ Henderson Directories Limited, *Henderson's Saskatoon Directory 1994*, Winnipeg: Henderson Directories Limited, 1994.



Our Lady of Czestochowa Church

Our Lady of Czestochowa Church at 301 Avenue Y South was built in 1965 and serves the Polish Catholic community in Saskatoon and area.

The church is believed to be the only Saskatoon Catholic church still providing service in Polish.

A statue of Pope John Paul II is installed on an elevated concrete base in the front yard of the church, near 20th Street. The plaque notes the Polish Catholic Association funded the statue in celebration of Pope John Paul II visiting Canada in 1984, which made him the first Polish pope to travel to Canada.



Pope John Paul II statue at Our Lady of Czestochowa Church



Plaque at Our Lady of Czestochowa Church

Another place of worship that serves the neighbourhood is the Meadowgreen House for All Nations, which was established in 2010.

The Meadowgreen House for All Nations also provides English language education in their Westgreen Village Mall location at 501 Avenue W South.

1 Land Use & Housing



The north half of Meadowgreen is comprised of 1950s and 1960s one-unit housing on grid pattern streets with rear lanes, while the south half was built out during the late 1970s and 1980s, with a significant concentration of multiple-unit dwellings, along with one-unit housing on curvilinear streets. While there are contrasts, when considering the separation of land uses, Meadowgreen is a healthy, stable neighbourhood.

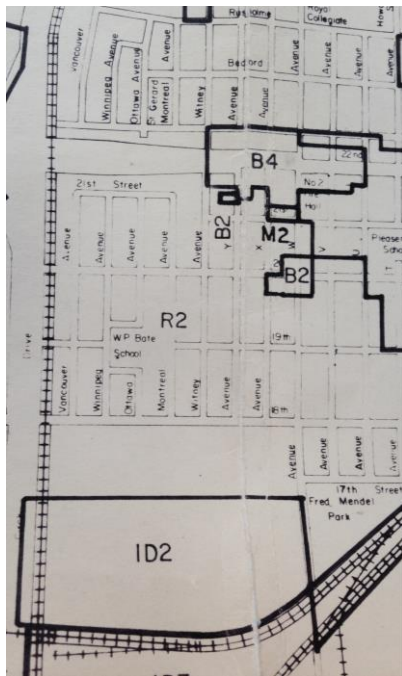
Meadowgreen has a relatively low homeownership rate, compared to the Saskatoon average. Homeownership tends to foster more commitment to the long-term success of a neighbourhood.

Land Use & Housing Goals

The following land use and housing goals were identified by the Meadowgreen LAP Committee:

1. Increase homeownership rates in Meadowgreen.
2. Encourage renters living in Meadowgreen to establish long-term roots in the neighbourhood by promoting homeownership programs.
3. Take appropriate steps to protect W.P. Bate School as a vital community facility.

History

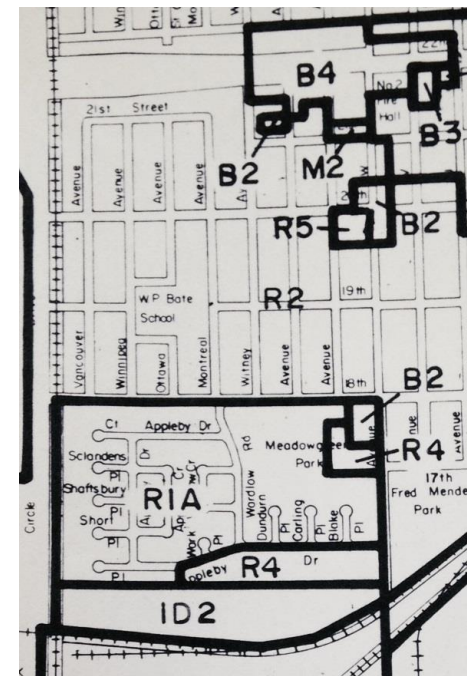


1972 Zoning Map

Meadowgreen was built in two phases. The first occurred in the north half of the neighbourhood, where a grid pattern street layout is lined with one-unit dwellings and rear lanes, with some commercial land use in the northeast. South of 18th Street was built in the second phase of the neighbourhood, where the streets are curvilinear and include many culs-de-sacs, along with a concentration of multiple-unit residential buildings.

As of 1930, there were only about 40 houses between 22nd Street and 18th Street. By the 1950s, this number had significantly grown.

The houses between 18th Street and 22nd Street were mostly built before 1970. Up until the 1970s,



1977 Zoning Map



1955 Meadowgreen aerial photo
(credit: City of Saskatoon Archives)

the undeveloped land nearest to the railway tracks at the south end of what is now Meadowgreen was zoned as ID2, a light industrial zoning district. This area remained undeveloped, until being rezoned for one-unit housing, multiple-unit dwellings, and a small pocket of commercial.

The homes in the southern portion of Meadowgreen were generally built after 1970. The majority of homes in the second phase were built between 1976 and 1977²². The multiple-unit dwellings on Appleby Drive were also built in 1978. A portion of this later development was built by Meadowgreen Estates Ltd, a development company from Edmonton, Alberta²³. The neighbourhood was named for this development company. Until the 1990s, the area north of 18th Street was known as the West Pleasant Hill neighbourhood. At that point, the land was consolidated to become the expanded Meadowgreen neighbourhood.

The building of the apartments in Meadowgreen occurred during a larger Saskatoon apartment boom during the 1970s. In 1977, the City of Saskatoon issued permits for 3,200 apartment units across the city, which equated to a 32% increase in Saskatoon apartments. One reason for the apartment boom was a federal tax incentive program that intended to address the chronically low vacancy rates in the rental market. As of 1978, Meadowgreen's 622 apartment units accounted for 4.4% of the multiple-unit dwellings in Saskatoon at the time²⁴.

²² Henderson Directories Limited. Henderson's Saskatoon Directory 1977.

²³ City of Saskatoon Archives. Agreements, 1088-1530, July 6, 1976.

²⁴ City of Saskatoon. Development Plan Bylaw (No. 6771), May 9, 1998.

There were also plans in the 1980s to build housing in the most southern portion of Meadowgreen, which was zoned for light industrial use at the time. One proposal included high rise apartments, while another proposal suggested this land would be suitable for use as a mobile home park²⁵. None of these proposals were ever developed. Eventually, Kate Waygood Park would be built in the 2010s, across the entire south end of the neighbourhood.

As of 2014, there were 1,719 dwelling units in Meadowgreen²⁶. Nearly all housing that currently exists in Meadowgreen was built prior to 1991. ~15% were built prior to 1961, ~58% between 1961 and 1980, ~21% between 1981 and 1990, with the remaining portion built since then²⁷.



530 and 526 Appleby Place in February 1977, under construction (credit: Photograph CP-7393-B by Creative Professional Photographers courtesy Saskatoon Public Library – Local History Room)



530 and 526 Appleby Place in February 2017, 40 years after construction

²⁵ Saskatoon Public Library – Local History Room. Subdivisions M-N, Saskatoon Star-Phoenix article, May 13, 1986.

²⁶ City of Saskatoon. Neighbourhood Profiles, December 2015.

²⁷ Ibid.

MEADOWGREEN LOCAL AREA PLAN

EXISTING ZONING MAP



- ONE AND TWO UNIT RESIDENTIAL DISTRICT
- MOBILE HOME, TOWNHOUSE, AND MULTIPLE UNIT DWELLING DISTRICT
- LOCAL AND COMMUNITY INSTITUTIONAL SERVICE DISTRICT
- COMMERCIAL DISTRICT
- LIGHT INDUSTRIAL DISTRICT
- HEAVY INDUSTRIAL DISTRICT
- NEIGHBOURHOOD BOUNDARY



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Overview of Land Use and Zoning Policies

Every parcel of land in Saskatoon has been assigned a land use policy district under the Official Community Plan (OCP) Bylaw (No. 8769) and a zoning designation under the Zoning Bylaw (No. 8770). These two bylaws regulate development throughout the city. The land use policy district identifies the general type of land use appropriate for a particular site, such as: Residential, Arterial Commercial, District Commercial, etc. The zoning district establishes more specific development regulations related to: permitted uses, building setbacks, parking requirements, minimum/maximum standard, etc.

The following zoning district designations are applied to properties in Meadowgreen:

R1A – One-Unit Residential District

The purpose of the R1A District is to provide for residential development in the form of one-unit dwellings as well as related community uses²⁸. The residential area south of 18th Street, which is the newer portion of the neighbourhood, is zoned R1A. These crescents and cul-de-sacs do not have rear lanes.

R2 – One and Two-Unit Residential District

The purpose of the R2 District is to provide for residential development in the form of one and two-unit dwellings as well as related community uses²⁹. R2 is the predominant zoning district in Meadowgreen. Aside from the northeast corner, where pockets of other zoning districts exist, all properties between 18th Street and 22nd Street are zoned R2. These grid pattern streets have rear lanes and a number of walkways to assist pedestrians and cycling. The majority of properties in Meadowgreen are two 25-foot wide lots combined to create a 50-foot wide site, with either one-unit housing or a two-unit duplex. There are also many properties that are wider than 50 feet, such as on Montreal Avenue, where several 60 to 75-foot properties exist. There is potential for some of these properties to be subdivided in the future to create two one-unit dwelling sites.

²⁸ City of Saskatoon. Zoning Bylaw (No. 8770).

²⁹ *ibid.*

RM1 – Low Density Multiple-Unit Dwelling District

The purpose of the RM1 District is to provide for residential development in the form of one to four-unit dwellings, while facilitating certain small and medium scale conversions and infill developments, as well as related community uses³⁰. A small pocket of five RM1 properties exists on Avenue Y, north of 21st Street. These are residential structures comprised of four units each.

RM4 – Medium/High Density Multiple-Unit Dwelling District

The purpose of the RM4 District is to provide for a variety of residential developments in a medium to high density form as well as related community uses³¹. The multiple-unit dwellings on Appleby Drive, as well as the multiple-unit dwellings on 17th Street and Avenue X, are zoned RM4. There are also two RM4 properties at the corner of Witney Avenue and 20th Street. Currently, the corner site is a single-unit home and the adjacent property is vacant, but utilized for parking purposes by Our Lady of Czestochowa Catholic Church. It is possible a future multiple-unit dwelling project may someday be built on these properties, as permitted by the RM4 zoning district.

RM5 – High Density Multiple-Unit Dwelling District

The purpose of the RM5 District is to provide for a variety of residential developments, including those in a high density form, as well as related community uses, and certain limited commercial development opportunities³². The only RM5 zoned property is the five-storey McAskill Manor, a Saskatchewan Housing Corporation seniors home, located at 2315 20th Street West.

M2 – Community Institutional Service District

The purpose of the M2 District is to facilitate a moderate range of institutional and community activities, as well as medium density residential uses, that are generally compatible with residential land uses, and capable of being located in a

³⁰ Ibid.

³¹ Ibid.

³² Ibid.

neighbourhood setting subject to appropriate site selection³³. The only M2 property in Meadowgreen is located at 135 Avenue W South, which is a 16-unit apartment building.

B2 – District Commercial District

The purpose of the B2 District is to provide an intermediate range of commercial uses to serve the needs of two to five neighbourhoods³⁴. Westgreen Village Mall at the corner of Avenue W and 18th Street is zoned B2. This mall contains a convenience store and laundromat, as well as the Meadowgreen House For All Nations that provides a variety of services, such as English language education for newcomers to Canada. There are also residential units located above the mall.

The only other property in Meadowgreen that is zoned B2 is the former gas station that was located at the corner of 20th Street and Avenue W. The gas station at 239 Avenue W South closed in 1998 and has remained a vacant site following demolition, due to site contamination. See **Vacant Lots and Brownfield Development** in this chapter for more information.

B4 – Arterial and Suburban Commercial District

The purpose of the B4 District is to facilitate arterial and suburban commercial development providing a wide range of commercial uses serving motor vehicle oriented consumers³⁵. A pocket of B4 zoned properties is located in the northeast corner of the neighbourhood, along the 22nd Street corridor. A variety of business types are present along this portion of 22nd Street, including: gas station, motel, pub, personal services, restaurant, grocery store, home furnishings and electronics retailer, auto parts store, and games arcade.

Overall, the current zoning designations appear to be serving their intended purposes. No zoning changes are being proposed for Meadowgreen. See **Growth Plan To Half A Million** in this chapter for noted potential development opportunities in Meadowgreen that private property owners may choose to pursue in the future.

³³ Ibid.

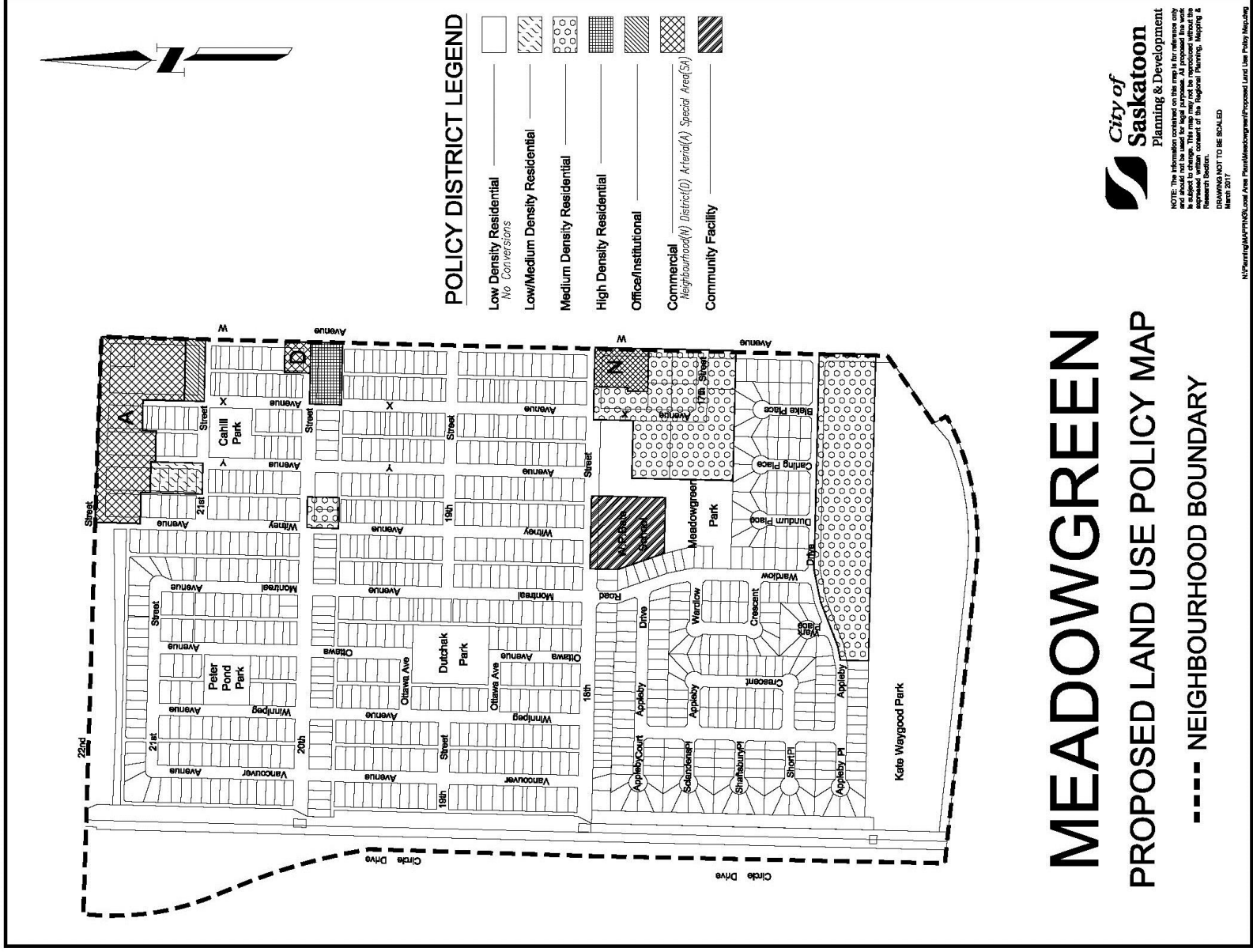
³⁴ Ibid.

³⁵ Ibid.

While no zoning changes are being proposed in the Meadowgreen LAP, a land use recommendation has been identified regarding W.P. Bate School. During the creation of the Meadowgreen LAP, it was repeatedly noted by local stakeholders that the school is a vital and extremely well-utilized community facility for the Meadowgreen neighbourhood. Residents say the community needs more available indoor spaces for community purposes because W.P. Bate School is typically fully booked, so it is imperative to protect existing community spaces.

It is unlikely the Saskatoon Public School Division would close W.P. Bate School at any point in the future; however, designating the property as a Community Facility is proposed. The Community Facility Policy District is intended to ensure in-depth consideration be given to the continued use of a building for institutional, recreational, residential, educational, or other community purposes, and that it is retained as a community focal point, if possible. While this designation does not guarantee the current use will never change, it does ensure that discussions will occur and efforts are made to avoid the loss of the facility for the neighbourhood, if the use was proposed to change.

RECOMMENDATION 1.1 – PROPOSED MEADOWGREEN LAND USE POLICY MAP DESIGNATING W.P. BATE SCHOOL AS COMMUNITY FACILITY: *That the Community Services Department, Planning & Development Division, add the Proposed Meadowgreen Land Use Policy Map to the Official Community Plan No. 8769 that designates W.P. Bate School as a Community Facility.*



POLICY DISTRICT LEGEND

- Low Density Residential
No Conversions
- Low/Medium Density Residential
- Medium Density Residential
- High Density Residential
- Office/Institutional
- Commercial
Neighbourhood(N) District(D) Arterial(A) Special Area(SA)
- Community Facility

MEADOWGREEN

PROPOSED LAND USE POLICY MAP

----- NEIGHBOURHOOD BOUNDARY



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March 2017

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Growth Plan to Half a Million

The City of Saskatoon Growth Plan to Half a Million was approved in principle by City Council in 2016. This plan will guide growth in the city for decades to come. The plan is about making choices to proactively manage the changes associated with growth, creating a city that is vibrant and attractive to future generations. It includes the following focus areas: corridor growth, transit, core area bridges, employment areas, active transportation, and financing growth³⁶.

22nd Street is among the major corridors where the Growth Plan to Half a Million will encourage additional development. Intensifying land use and increasing development density will better utilize existing major corridors throughout Saskatoon, which can help provide suitable transit ridership support to allow for improved service through increased frequency. Developing along and near existing corridors allows the interior of residential neighbourhoods to generally remain lower density. Properties near corridors like 22nd Street are expected to be rezoned eventually to promote higher intensity uses.

The following are potential development opportunities in the Meadowgreen neighbourhood that were identified during the creation of the Meadowgreen LAP. These are not proposed changes and are not necessarily supported by the Meadowgreen LAP Committee, but it is possible that private property owners may pursue these opportunities in the future:

- The R2 zoned properties in the 100 block of Avenue X South and 100 block of Avenue Y South are surrounded by higher intensity land uses, including RM1, M2, and B2 zoning districts. These parcels may be suitable for low-to-medium density residential use. The parcels located south of the B2 zoning district may also have potential for commercial uses.
- In addition to the potential for additional commercial land use south of the B2 zoned properties on 22nd Street, there may be a need in the future for more neighbourhood-based commercial businesses. It is possible that one of the other corner sites at Avenue W and 18th Street, where Westgreen Village Mall occupies the southwest corner, may someday also be suitable for commercial use. The type of businesses that the Meadowgreen LAP Committee identified as suitable for the area include neighbourhood-based services with daytime business hours, such as: hair salon, ice cream shop, neighbourhood grocer, offices, medical offices, non-24-hour coffee shop, and small retail.

³⁶ City of Saskatoon. Growth Plan to Half a Million Summary Report.

The Meadowgreen LAP Committee noted their concern about the impact of alcohol and gambling in the community, so would not support any application for additional liquor licenses or video lottery terminals in Meadowgreen.

- At the corner of 20th Street and Witney Avenue, there are two properties zoned RM4. 2517 20th Street currently has a one-unit dwelling, while 2515 20th Street is utilized for parking purposes by Our Lady of Czestochowa Catholic Church. This zoning would permit a medium-to-high density residential project
- There are numerous R2 zoned residential properties in Meadowgreen of 60 to 75 feet that may be suitable for subdivision, in order to allow for two single-unit dwellings. Wide properties located on corners in Meadowgreen may be suitable for 4-unit developments, but would require a rezoning and public consultation process.
- The B2 zoned former gas stations located at 239 Avenue W South in Meadowgreen and 302 Avenue W South in Pleasant Hill are privately owned and will need to be remediated before the sites can be redeveloped.

Vacant Lots and Brownfield Development

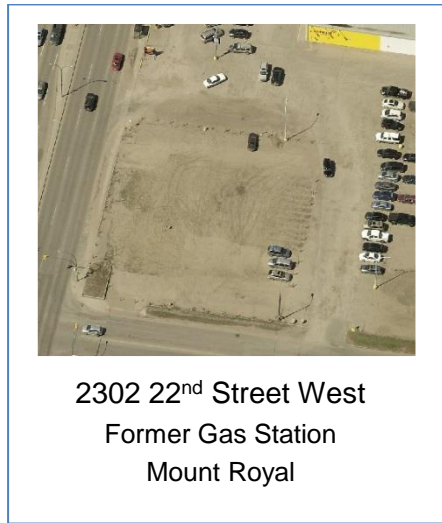
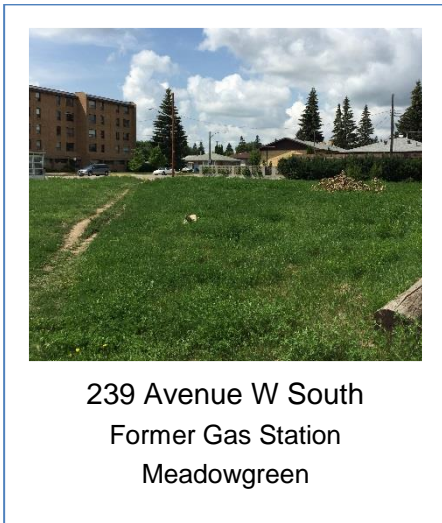


Site of former gas station at 239 Avenue W South

Vacant lots within a city have the potential to become a problem. If vacant for long periods of time, the site may become overgrown with grass and weeds, or become illegal dumping grounds; both of which can negatively affect neighbouring properties. In most cases, vacant lots occur because buildings, whether dilapidated or not, are demolished and the property owner either has no immediate plan to redevelop the site, does not have the resources to pursue redevelopment, or is waiting for suitable market conditions to maximize the investment. Sometimes, the redevelopment investment must include soil remediation, which is costly. It is important to promote the development of these vacant sites, as having a large number of vacant lots within a neighbourhood can begin to overshadow the positive aspects of a community.

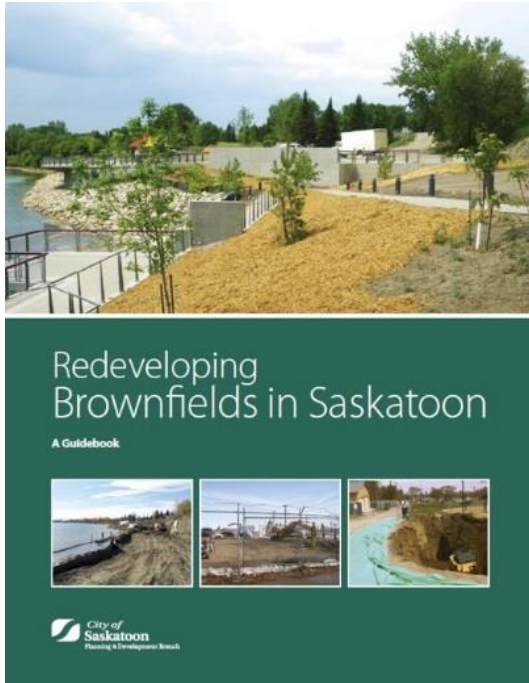
As of 2017, the City of Saskatoon has noted only five currently vacant lots in the Meadowgreen neighbourhood. However, one of the vacant Meadowgreen sites is of particular significance and there are two other large vacant properties adjacent to the neighbourhood, as well. Prior to becoming vacant, gas stations operated at each of these three locations. The large vacant commercial sites are located at:

- 239 Avenue W S (Meadowgreen; NW corner of 20th Street and Avenue W)
- 302 Avenue W S (Pleasant Hill; SE corner of 20th Street and Avenue W)
- 2302 22nd Street W (Mount Royal; NW corner of 22nd Street and Avenue W)



These particular sites are considered brownfields. Brownfields are “abandoned, vacant, derelict, or underutilized commercial or industrial property where past actions have resulted in actual or perceived contamination and where there is an active potential for redevelopment”.³⁷ Examples of brownfields include sites previously used for gas stations, rail yards, or dry cleaners. It is possible that some sites may be demolished and decommissioned with environmental remediation completed,

³⁷ National Round Table on the Environment and Economy, *Cleaning Up the Past, Building the Future: A National Brownfield Redevelopment Strategy for Canada*. 2003.



but there may still be some risk associated with the site if any contamination remains. Some brownfields may remain underdeveloped simply because of the stigma of previous industrial activity on the site, and may not necessarily be contaminated.

The West Industrial Local Area Plan, adopted by City Council in 2004, included a recommendation to create a brownfield redevelopment plan. The result of this recommendation was the creation of *Redeveloping Brownfields in Saskatoon: A Guidebook*, which was developed in 2009 by a consultant who worked with a range of civic departments, developers, environmental consultants, business improvement districts, government agencies and other local stakeholders. Some rules and regulations regarding contaminated sites have changed over the last few years, and as a result, certain portions of the guidebook have become somewhat outdated. It would be beneficial if the guide could be updated, and the relevant information provided to the owners of the vacant brownfields in the neighbourhood and surrounding area in order to promote redevelopment.

The City of Saskatoon also administers a Vacant Lot and Adaptive Reuse (VLAR) Incentive Program to further encourage redevelopment of existing vacant sites and the reuse of vacant buildings in established neighbourhoods by providing financial and tax-based incentives to owners of eligible properties. City Council approved the program in 2011 to address chronically vacant sites, and since then the City has supported redevelopment projects by providing over \$1,500,000 in VLAR incentives, and there has been over \$77,000,000 of private investment within the established neighbourhoods of Saskatoon as a result. The amount of the incentive is calculated through an evaluation system, based on points linked to policy objectives identified in the City's Official Community Plan. Under the program, applicants are given a choice between a cash grant or a five-year tax abatement.

RECOMMENDATION 1.2 – UPDATE THE “REDEVELOPING BROWNFIELDS IN SASKATOON” GUIDEBOOK: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Corporate*

Performance Department, Corporate & Environmental Initiatives Division complete an update of the “Redeveloping Brownfields in Saskatoon: A Guidebook” to reflect the changes to regulations in the province, and subsequently provide the guidebook and information about the Vacant Lot and Adaptive Reuse Incentive Program to owners of the brownfield sites in and around Meadowgreen to promote redevelopment.

Housing Programs

The current homeownership rate for Meadowgreen is 52.8%, which is significantly lower than Saskatoon’s overall rate of 66.3%³⁸. The following compares the rate of homeownership in Meadowgreen to nearby neighbourhoods³⁹.

Homeownership Rates

Meadowgreen	52.8%
Montgomery Place	97.2%
Mount Royal	60.4%
Pleasant Hill	28.5%
Westmount	64.2%
Saskatoon	66.3%

Mortgage Flexibilities Support Program

To increase affordable home ownership opportunities in Saskatoon, the Mortgage Flexibilities Support Program was created by the City of Saskatoon, Canada Mortgage and Housing Corporation, and the Saskatchewan Housing Corporation.

Only homes in designated projects qualify for this program. Private home builders provide new units that can be sold at prices that households with incomes below the maximum income limits can afford.

³⁸ City of Saskatoon. Neighbourhood Profiles 14th Edition – December 2015.

³⁹ Ibid.

- The current maximum income limits are \$78,400 for households with dependents and \$70,900 for households without dependents.
- The program provides a 5% down payment grant to finance the purchase of a new home for households below the specified maximum income limit.

Secondary Suite Program

The City of Saskatoon will rebate fees for building and plumbing permits, along with a portion of the Legalizing an Existing Suite Occupancy Fee for completed secondary suites. The City of Saskatoon encourages the creation of new secondary suites, garden and garage suites, as well as the legalizing of existing secondary suites.

Equity Building Program

The Equity Building Program is offered in partnership with Affinity Credit Union and assists households with incomes up to \$84,000 with the purchase of an entry-level home. Eligible households receive a down payment loan for up to 5% of the purchase price of a home in any city neighbourhood. The down payment loan must be repaid over a five year period and home buyers must be currently renting in Saskatoon.

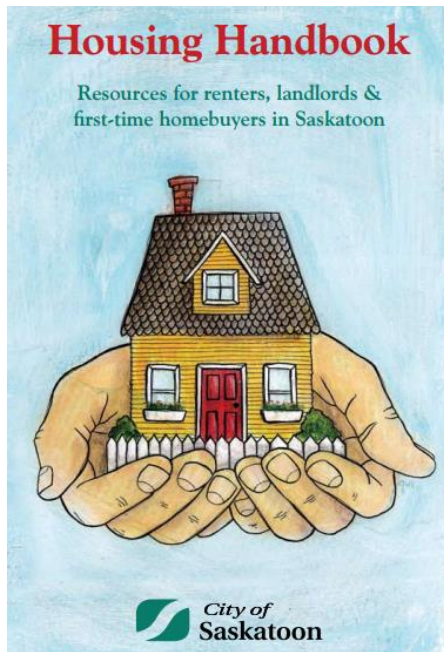
Meadowgreen is one of the most popular neighbourhoods in Saskatoon for utilizing the Equity Building Program. A total of 7 homeowners in Meadowgreen borrowed a down payment from the City of Saskatoon to purchase their home between 2011 and 2014.

Habitat For Humanity – Meadowgreen Home Builds

There were 16 single family homes built by Habitat For Humanity along 18th Street between 2005 and 2008. These sites were pre-designated by the City for affordable housing, and made available to Habitat for Humanity through a request for proposal process. The developments qualified for financial assistance from the City under the Land Cost Reduction Program. The City provided a cash grant totalling 10% of the total project cost, as well as a five-year abatement of the incremental increase in property taxes.

Habitat For Humanity homes mean a real change for families. A Habitat For Humanity mortgage will never be more than 30% of the family's income. This ensures that families are able to afford their mortgage.

Housing Handbook



Housing Handbook

The best resource available for information about housing in the City of Saskatoon is the Housing Handbook. Housing bylaws in Saskatoon and the rights and responsibilities of renters and landlords are explained in the handbook.

The Housing Handbook includes sections on homeownership and contact information for agencies and organizations that operate affordable, transitional, emergency, and seniors rental housing.

RECOMMENDATION 1.3 – PROMOTE HOUSING HANDBOOK AND HOMEOWNERSHIP SUPPORT PROGRAMS IN MEADOWGREEN: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section distribute information to Meadowgreen residents promoting the Housing Handbook and housing programs that provide support to individuals pursuing homeownership.*

2 Parks



The recreational opportunities provided by access to nearby park space is important to the quality of life for citizens. This includes both passive and active recreation, as well as programmed and non-programmed activities.

Meadowgreen has five parks of varying sizes that each offer a variety of amenities for users. There have also been several recent upgrades within Meadowgreen parks and known additional renovations planned for the near future are noted.

This chapter provides an overview of the existing parks in Meadowgreen and details the opportunities for recreation accessible by local residents.

Parks Goals

The following parks goals were identified by the Meadowgreen LAP Committee:

1. Improve the utilization of existing neighbourhood park space.
2. Address issues of nuisance and litter in parks.
3. Celebrate historical figures of significance to Meadowgreen by honouring them in neighbourhood parks.

Meadowgreen Parks



Meadowgreen Park

Meadowgreen has five parks and 37 acres of park space⁴⁰. The parks are well spaced across Meadowgreen, which is not always typical in older Saskatoon neighbourhoods.

The parks vary in size from small 1.5-acre pocket parks to a large 25.4-acre multi-use sports complex. Meadowgreen's parks offer a mix of programmed/non-programmed activity space, as well as active and passive recreation opportunities.

For neighbourhood safety-related information regarding the parks of Meadowgreen, refer to **Section 7 – Neighbourhood Safety**.

⁴⁰ City of Saskatoon. Neighbourhood Profiles – 15th Edition – December 2016.

Cahill Park



Cahill Park play structure installed in 2015

Cahill Park is located at 215 Avenue X South, bordered by Avenue Y and 21st Street. This park has a very long history, especially considering the relative age of the neighbourhood of Meadowgreen.

Cahill Park is named for Frank S. Cahill, a prominent businessman and real estate developer in Saskatoon's early years. He donated the land for the creation of this park. Cahill donated the land in 1914, but it was not laid out and named until 1961. This land was designated as one of Saskatoon's parks prior to the surrounding area being incorporated into the city limits. The entire 1.5 acres Cahill donated were used for this park⁴¹. Cahill also offered to donate 1,000 acres of land in the area for the province's new university that was proposed to be built in Saskatoon,

but the University of Saskatchewan was ultimately located on the east side of the river⁴². When Cahill moved to Quebec in the 1910s, he would be elected as a member of parliament from 1917 until 1930.

The play structure in Cahill Park was upgraded in 2015. Other amenities include benches, bike rack, pathways, and ball diamond backstop with player benches.

For neighbourhood safety-related information regarding the parks of Meadowgreen, refer to **Section 7 – Neighbourhood Safety**.

⁴¹ Henderson Directories Limited, *Henderson's Saskatoon Directory 1933*, 1933.

⁴² Saskatoon StarPhoenix, *Colourful Beginnings*, October 6, 2006.

Peter Pond Park



Peter Pond Park

Peter Pond Park is located at 342 Ottawa Avenue South, between 20th and 21st Street. Established in the 1950s, this park contains a play structure, swing sets, pathway, benches, and basketball court. In 2017, the City of Saskatoon Parks Division plans to resurface portions of the existing asphalt deck. It is also expected that the City of Saskatoon Recreation Facilities Section will be installing new timber edging in the near future around the play area.

The 1.5-acre park is named after Peter Pond, an early Saskatchewan explorer and cartographer. Pond was born in the United States in 1740. In the 1760s, he entered the fur trade, and spent many years trading with First Nations

people across Canada. Pond drew maps in his travels, and they were regarded as among the best in existence at the time⁴³. While Pond was a notable explorer, he has no connection to the Saskatoon area.

It is suggested that consideration be given to renaming Peter Pond Park in honour of an individual who made valued contributions to Saskatoon.

As the first settler to own the land that would become the northern half of Meadowgreen, Dr. John Henry Charles Willoughby has a strong connection to the neighbourhood. Former City Councillor Dr. Willoughby is one of Saskatoon's most well-known early figures. His many accomplishments are detailed in the **Meadowgreen History** section. There is a crescent named for him in Wildwood, but it is not believed that re-naming this neighbourhood park would lead to confusion. According to the City of Saskatoon Naming of Civic Property and Development Areas Policy (C09-008),

⁴³ Pete and Mabel Russell, *The Parks and Recreation Facilities of Saskatoon*, 1994.

duplicate naming can be approved in the case of former City of Saskatoon elected officials. It is also proposed that the title “Dr.” be included in the naming. This would require an exception because titles are not typically included in the naming of civic property; however, there are examples of existing Saskatoon parks that include “Dr.” in the name. It is suggested that an exception be made to recognize Dr. Willoughby with a park naming that includes his medical title, in order to acknowledge his role as Saskatoon’s 1st doctor and that his home would eventually become St. Paul’s Hospital.

RECOMMENDATION 2.1 – RE-NAMING OF PETER POND PARK: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section submit a request to the Naming Advisory Committee to consider re-naming Peter Pond Park to “Dr. Willoughby Park”, in honour of Dr. John Henry Charles Willoughby.*



Peter Pond Park

RECOMMENDATION 2.2 – HISTORICAL PARK SIGNAGE: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Heritage & Design Coordinator install park signage at Cahill Park to recognize Mr. Cahill’s historical connection to Meadowgreen as an early landowner and donor of the parcel that became Cahill Park. If Peter Pond Park is renamed for Dr. John Henry Charles Willoughby (Recommendation 2.1), similar signage should be placed at Dr. Willoughby Park recognizing his significant contributions to Saskatoon and connection to Meadowgreen as the first settler to own the land that became the northern half of Meadowgreen.*

For neighbourhood safety-related information regarding the parks of Meadowgreen, refer to **Section 7 – Neighbourhood Safety**.

Kate Waygood Park

Kate Waygood Park is located at 907 Avenue W South, which is at the south end of Meadowgreen. The park stretches across the entire neighbourhood from Circle Drive to Avenue W. The 25.4-acre park was developed in phases to accommodate the construction of the Circle Drive South Project that was completed in 2013⁴⁴. Two baseball diamonds with player benches and bleachers, as well as a community garden, are located in the park. From Avenue W, vehicles are able to enter the parking lot, which was expanded in 2015. In 2017, two soccer pitches will begin use, after providing the turf an opportunity to sufficiently grow for suitable grass thickness and durability. These pitches are a significant distance from the parking lot, at approximately 600m. The Parks Division has restricted vehicle access with bollards, but park users may attempt to bypass the obstructions. Additional methods to discourage vehicle access may be required.

The Meadowgreen Community Garden, named Good Earth Family Garden, was established in 2014. In its initial year, the community garden received a substantial grant, shed, and equipment from Fiskars. Fiskars is a company that specializes in yard and garden equipment, which also awards grants and provides other support to community gardens across North America.

The park is named in honour of Kate Waygood, who served for 24 years as a Saskatoon city councillor. She was first elected Ward 6 councillor in 1979 and re-elected in the following seven elections, before choosing to step down from municipal politics in 2003. A high school geography teacher prior to coming to Saskatoon, Waygood has served on many civic committees and community boards, along with being particularly active in protecting and preserving heritage in Saskatoon⁴⁵.



Meadowgreen Community Garden signage

⁴⁴ City of Saskatoon Archives, Reference Inquiry #2014-397.

⁴⁵ Jen Pederson and Jeff O'Brien, *A Seat on Council: The Aldermen, Councillors and Mayors of Saskatoon*, 2015.



Kate Waygood Park

Waygood is Saskatoon's longest serving female city councillor and a Meadowgreen park named in her honour is appropriate given that the ward in which Meadowgreen is located has been represented on City Council by a female politician since 1994. Pat Lorje served Ward 2 as city councillor for 22 years from 1979 until 1991 and 2006 until 2016, when Hilary Gough was elected to a 4-year term in the civic election.

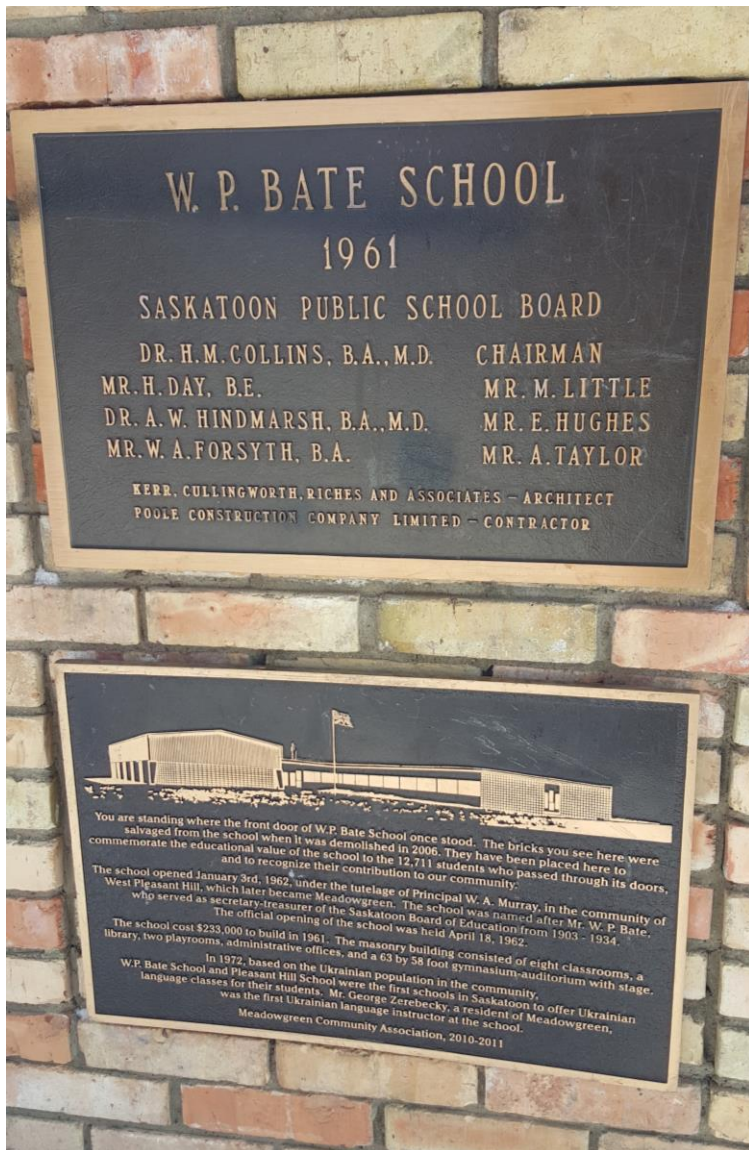
For neighbourhood safety-related information regarding the parks of Meadowgreen, refer to **Section 7 – Neighbourhood Safety.**

Dutchak Park

Dutchak Park is located at 342 Ottawa Avenue South, near 19th Street. A unique aspect of the surrounding streets that bound the park space is that because of the L-shaped design of Ottawa Avenue on the north and south ends of the park, Ottawa Avenue runs east-west across the northern border, as well as east-west across its southern border. The west and east boundaries of the park are defined by the adjacent back lanes, behind homes on Winnipeg Avenue and Montreal Avenue.

The amenities of this 3.0-acre park include a play structure, bike rack, benches, picnic table, and pathways. The park is named for Michael Dutchak, who made important contributions to the emergency service industry in Saskatchewan. Specifically, Dutchak developed an ambulance service system across much of the province.⁴⁶

⁴⁶ Vivian Nemish, News Optimist. <http://www.newsoptimist.ca/province-honours-pioneer-in-saskatchewan-ems-industry-1.1571201>, August 4, 2011.



W.P. Bate School monument in Dutchak Park

W.P. Bate School

The original W.P. Bate School opened on January 2, 1962. It was built on the corner of 19th Street West and Ottawa Avenue in the northern portion of Dutchak Park. The public school was named after William Pope Bate, who arrived in Saskatoon in 1886 and was secretary-treasurer of the Saskatoon School Board for 32 years.

W.P. Bate School was rebuilt a few blocks away in Meadowgreen Park to replace the original school and reopened in 2006. The new building is a 38,000 square foot building, which is a combined elementary school and community centre. The facility is an important hub for the neighbourhood.

A monument utilizing W.P. Bate School bricks was built and funded by the Meadowgreen Community Association on the site of the original school. The inscription provides details of the school and notes it, along with Pleasant Hill School were the first two Saskatoon schools to offer Ukrainian language classes.



Original W.P. Bate School in 1962

(credit: Photograph B-10340 by Leonard A. Hillyard courtesy Saskatoon Public Library – Local History Room)

For neighbourhood safety-related information regarding the parks of Meadowgreen, refer to **Section 7 – Neighbourhood Safety**.

Meadowgreen Park



Meadowgreen Park

Meadowgreen Park is located at 2515 18th Street West, adjacent to W.P. Bate School. Meadowgreen Park opened in 1976⁴⁷, decades prior to the new school being built. This 5.5-acre park contains a paddling pool, basketball court, pathways, and outdoor rink.

The skating rink was built by the Meadowgreen Community Association more than 30 years ago and continues to maintain the rink. The group has substantially renovated the rink three times since 1985. The Meadowgreen Paddling Pool was built in 1981⁴⁸. The City of Saskatoon provides summer playground programming at the facility.

In 2016, the Parks Division renovated existing flower beds in Meadowgreen Park by planting new perennials and shrubs.

For neighbourhood safety-related information regarding the parks of Meadowgreen, refer to **Section 7 – Neighbourhood Safety**.

⁴⁷ City of Saskatoon Archives, Reference Inquiry #2014-397.

⁴⁸ City of Saskatoon Archives, Contracts, 1041-855, contract, 1981.



Meadowgreen Park basketball court



Summer playground program at Meadowgreen Park

Other Recreation Space

- The apartment complex on Appleby Drive has basketball and tennis courts, along with a play structure for the use of tenants.
- Fred Mendel Park is a 12.9-acre park located on the east side of Avenue W, south of 17th Street, in Pleasant Hill. The park contains two baseball diamonds and the Fred Mendel Dog Park. For more information about the Fred Mendel Dog Park, refer to **Section 4 – Municipal Services**.
- William A. Reid Park is a 37.7-acre park located on the west side of Circle Drive, on Pandygrasse Road. The park contains four baseball diamonds with a permanent washroom structure.
- Gordie Howe Management Area is located south of Meadowgreen and contains many baseball diamonds, along with the Clarence Downey Speed Skating Oval, Saskatoon Minor Football Field, Kinsmen Arena, and Holiday Park Golf Course and a driving range.

3 Building Community



Every Local Area Plan has a main theme and for the Meadowgreen LAP it is building community connections. This section identifies opportunities to strengthen those connections.

Meadowgreen is a neighbourhood of contrasts; homeowners and renters, long-time residents and new residents, a community group with indoor programming and a community group with outdoor programming, the older grid streets and the newer crescent streets, families in single-unit housing and families in multi-unit housing, and English as mother tongue and other languages as mother tongue. Residents have indicated there is a strong interest in bringing people together for the shared goal of building community.

Building Community Goals

The following building community goals were identified by the Meadowgreen LAP Committee:

1. Ensure that new Meadowgreen residents feel welcomed in the community.
2. Identify opportunities to promote intercultural community building.
3. Encourage all Meadowgreen residents to establish a strong connection to the local community and become long-term residents of the neighbourhood.
4. Build upon the pride that Meadowgreen residents have for the neighbourhood.
5. Create additional opportunities for youth activities and programming.

Newcomers and Diversity

The City of Saskatoon Neighbourhood Profiles measures “ethnic diversity” by summing the neighbourhood portion of the percentage of the total population that is a visible minority, of aboriginal identity, speaks a non-official language at home, and has a non-official language as their mother tongue⁴⁹. According to this calculation, Meadowgreen has the highest rate of ethnic diversity among all Saskatoon neighbourhoods with a rate of 1.68, compared to the overall city rate of 0.61⁵⁰. Approximately 57% of Meadowgreen residents identify English as their mother tongue, while the remaining 43% cite one of more than 45 other languages, such as Tagalog, Ukrainian, Arabic, and Sino-Tibetan⁵¹. High rates of ethnic diversity can create challenges, but it also presents opportunities for the neighbourhood to celebrate its uniqueness and instill pride in the diversity that exists among residents.

A key challenge that comes with high rates of ethnic diversity is communication. It was noted during discussions with the Meadowgreen LAP Committee that a language barrier sometimes exists when interacting with other residents in the neighbourhood. An example of the language barrier inhibiting a sense of community is that the Meadowgreen Community Association would like to welcome participation in the organization by all local residents, but does not have the resources to translate information for non-English speakers about events, programming, and the local community.

⁴⁹ City of Saskatoon. Neighbourhood Profiles – 15th Edition, December 2016.

⁵⁰ Ibid.

⁵¹ Ibid.

RECOMMENDATION 3.1 – ADDRESSING CHALLENGES OF LANGUAGE BARRIER IN MEADOWGREEN: *That the Community Services Department, Recreation & Community Development Division meet with the Community & Recreation Group of Meadowgreen, as well as the Meadowgreen Community Association, to discuss and provide advice to the neighbourhood organizations in addressing the issue of language barriers in the Meadowgreen community that create communication challenges when promoting local programming and events.*



Representing community diversity (credit: <http://livingworkshop.weebly.com/blog/building-community>)

The City of Saskatoon and other local organizations focus great effort on helping newcomers settle in our city. The City of Saskatoon’s website includes an accessibility feature that will translate the content on any page to a variety of other languages, including Arabic, Chinese (Simplified), Chinese (Traditional), French, Ukrainian, and Urdu. The website also has useful information to assist newcomers, as well as links to information about cultural diversity and race relations to encourage all residents to respect and value others.

With funding support from Citizenship and Immigration Canada, along with the Province of Saskatchewan, the City of Saskatoon created a document titled “Taking Stock for Taking Action: Capacity for Newcomer Settlement and Integration in Saskatoon”. It is an excellent overview of the challenges and proposed strategies in helping newcomers settle in the city. It clearly states the city-wide issue as: “Saskatoon has hundreds of initiatives to offer newcomers, to meet their social, economic and civic integration needs, and we need to organize in a way that will result in a better use of resources. We need a model where a newcomer

only has to reach out to one initiative to be connected to all the services available.”⁵² Among the issues examined are: settlement, housing, health, economic integration supporting employment and/or creating businesses, education, Aboriginal community, and policing and justice.



Representing community diversity (credit: http://ghlc.ca/wp-content/uploads/2015/03/community_2.jpg)

Following through on the recommendations identified in “Taking Stock for Taking Action” would significantly benefit newcomers and provide assistance in establishing a connection to the community, which would benefit the entire city. In Meadowgreen, it was noted by members of the Meadowgreen LAP Committee that local residents truly want newcomer families to feel welcomed in the neighbourhood and that there is a strong desire to encourage long-term residency in Meadowgreen. The sense is that more focus is required on promoting the positive benefits of building a

connection to the community. Newcomers to Canada face significant challenges in re-establishing their lives in a brand new city and country. For many newcomers, they have fled their former country in search of freedom and safety. It is important that newcomers are not shunned if they are not ready to actively participate in the community. Instead, we need to be supportive and help newcomers understand the local community wants to connect with them because getting to know your neighbours improves everyone’s quality of life.

Programs and policies have been developed by the City of Saskatoon to encourage community discussion about addressing racism, as well as to support groups at risk of discrimination. The City of Saskatoon Race Relations policy vision statement reads: “The City of Saskatoon will work with community organizations, business and labour, all orders of government, and other stakeholders to create an inclusive community, where ethno-cultural diversity is welcomed and valued, and where everyone can live with dignity and to their full potential, without facing racism or discrimination.”⁵³

⁵² City of Saskatoon. Taking Stock for Taking Action: Capacity for Newcomer Settlement and Integration in Saskatoon.

⁵³ City of Saskatoon. Race Relations: City Policy.

In 1990, City Council proclaimed March as Cultural Diversity and Race Relations Month, which is an annual celebration that continues in Saskatoon. The “Living In Harmony” awards program recognizes local organizations and individuals for their efforts in promoting intercultural harmony through community initiatives.

The City of Saskatoon Urban Aboriginal Leadership Program helps individuals in unlocking their personal potential and developing into Aboriginal role models through the:

- Aboriginal Lifeguard Program;
- Adult & community leadership development;
- Recruitment of summer program staff;
- Atoske Skills & Employment Summer Training Camp; and
- Yearly youth leadership summits

This program provides support for Urban Aboriginals in becoming leaders and encourages participants to make a difference in the community, such as through participation on local boards and committees.

Neighbourhood Pride and Connecting with People



Cultural dancers performing at the annual Meadowgreen Fair

“Communities grow stronger when citizens regularly and persistently do a variety of simple things together that give them chances to connect with others, build trust and get involved in doing things together.”⁵⁴

The Meadowgreen Community Association (MCA) and Community & Recreation Group of Meadowgreen (CRGM) provide important

⁵⁴ John O’Brien. <http://www.inclusion.com/>

contributions to the neighbourhood through programming and events. These are opportunities for inclusion and participation by residents of the neighbourhood, which help build connections to the community. The MCA was founded in 1985 and former City Councillor Moe Nault was the 1st president of the group. Among the contributions the MCA contributes to the neighbourhood are organizing the annual Meadowgreen Fair, creating the MCA newsletter, organizing spring and fall community clean-ups, providing comments to City Council on proposed local land use applications and developments, maintaining the outdoor rink, and outdoor soccer programming. Key contributions by the CRGM are mainly indoor programming opportunities at W.P. Bate School, such as youth sport and language offerings.

The City of Saskatoon website provides many ideas for groups seeking to organize programming or events. Some examples of the useful information available include: the process for applying to temporarily close a residential street for a block party is detailed; a multi-cultural activities guide suggesting programming related to sports, culture, and recreation, along with tips for community associations; and contact information for local agencies⁵⁵. These resources, combined with the numerous agencies that work in the field of diversity and inclusion, provide building blocks for creating community connections among neighbourhood residents.

RECOMMENDATION 3.2 – BUILDING COMMUNITY AMONG ALL RESIDENTS OF MEADOWGREEN: *That the Community Services Department, Recreation & Community Development Division and the Planning & Development Division, Neighbourhood Planning Section, meet with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to discuss existing documents and services offered by the City of Saskatoon and other organizations that can assist a neighbourhood in identifying opportunities to encourage residents to establish a strong connection to the local community and celebrate diversity, as well as to ensure newcomers feel welcomed.*

⁵⁵ City of Saskatoon. Community Activities From Around The World. https://www.saskatoon.ca/sites/default/files/documents/community-services/community-development/Activities_web.pdf



Meadowgreen neighbourhood signage

Another opportunity to encourage connections and pride in belonging to the community is through entrance signage that establishes a sense of place. Currently, Meadowgreen has entrance signs at the corner of Avenue W and 20th Street, as well as at the south end of the neighbourhood on Avenue W. These signs were created by the MCA and include the neighbourhood motto: “Meadowgreen... a safe, spirited & diverse community”.

It was noted that the MCA has saved bricks from the original W.P. Bate School for future neighbourhood entrance signs. The LAP Implementation budget could contribute towards developing neighbourhood entrance signage for Meadowgreen; however, additional funds would also need to be raised by the community via donation and/or sponsorship. The MCA has noted a strong interest in leading this community project.

RECOMMENDATION 3.3 – MEADOWGREEN NEIGHBOURHOOD ENTRANCE SIGNAGE: *That the Community Services Department, Recreation & Community Development Division and the Planning & Development Division, Neighbourhood Planning Section, work with residents of Meadowgreen to design and install new neighbourhood entrance signage at appropriate locations in the south and north ends of the neighbourhood that re-purposes bricks from the original W.P. Bate School.*

Youth

W.P. Bate School is always a hub of activity and not just during school hours. Seasonally, the basketball court and paddling pool are well utilized, as is the outdoor rink. On a consistent basis, the gymnasium and community room inside the school are fully booked for programming.

Community members have noted there is a need for a new indoor facility in the Meadowgreen area, especially for youth programming. It has been suggested by the Meadowgreen LAP Committee that a new centre could be primarily intended to support youth activities by providing opportunities for indoor recreation, arts, and cultural programming. This is not envisioned to be a large facility or full leisure facility. Instead, a smaller facility is viewed as a more manageable and cost-effective investment, providing valuable space in a neighbourhood lacking available indoor community space.

If the City of Saskatoon considered establishing an indoor facility in the Meadowgreen area, a possible location could be the vacant lot at the corner of Avenue W and 20th Street, which was formerly a gas station and is currently an undeveloped brownfield lot. Detailed studies would be necessary to determine the environmental challenges in re-developing this site and its suitability for a City-owned drop-in centre. As well, a thorough assessment would be required to confirm the local need for additional indoor space.

4 Municipal Services



Cities provide important municipal services that affect the quality of life of all residents. These civic services are provided by many different departments and work units within the municipal structure. The programs and services are regularly assessed to identify opportunities for improvements and optimize available funding for the benefit of citizens.

During community engagement for the Meadowgreen LAP, a variety of municipal services were discussed. This chapter highlights topics impacting Meadowgreen, such as:

- Street paving,
- Street sweeping,
- Walkways,
- Dog parks,
- Property maintenance, and
- Recycling and waste reduction.

Municipal Services Goals

The following municipal services goals were identified by the Meadowgreen LAP Committee:

1. Encourage neighbourhood pride among residents in keeping properties neat and maintained.
2. Educate residents about existing waste reduction and diversion programs.
3. Address identified drainage and ponding issues in the northwest area on Meadowgreen.

Streets



Residential street in Meadowgreen

The City of Saskatoon's Roadways & Operations Division is responsible for the Building Better Roads program, which began in 2014. The initiative includes the Road Maintenance, Snow & Ice Management, and Street Cleaning & Sweeping programs. For 2017, Building Better Roads has budgeted more than \$61 million to address road conditions across the city, including street sweeping, pothole patching, sidewalk rehabilitation, back lane upgrades, road construction and repair, as well as snow and ice management.

There is an unpaved street segment on 19th Street, between Vancouver Avenue and Winnipeg Avenue. This street will be paved in 2017. A major resurfacing project on Avenue W, between 11th Street and 22nd Street, is scheduled for 2017 and 2018. The City's Roadway Preservation Plan identifies two planned phases for resurfacing this arterial street, totaling approximately 5.9 km. The segment between 18th Street and 22nd Street is scheduled to be resurfaced in 2017, with the remaining portion between 11th Street and 18th Street to be completed in 2018. As well, 20th Street, between Vancouver Avenue and Avenue W, is scheduled to be resurfaced in 2017.⁵⁶

⁵⁶ City of Saskatoon. Projected 2017-2019 Roadway Preservation Plan.

While every neighbourhood in Saskatoon is swept in the spring, fall street sweeping occurs only in areas with the highest risk for heavy leaves and debris that collect and cause drainage issues in the spring. It was noted by local residents during the development of the Meadowgreen LAP that the northwestern portion of the neighbourhood has significant accumulation of leaves in fall. The issue is reported to cause spring drainage problems on 21st Street, between Vancouver Avenue and Montreal Avenue. This is due to the mature tree canopy and U-shaped street design that keeps leaves within the immediate area.

RECOMMENDATION 4.1 – FALL STREET SWEEPING ON 21ST STREET: *That the Transportation & Utilities Department, Roadways & Operations Division consider the feasibility of adding 21st Street, between Vancouver Avenue and Montreal Avenue, to the annual fall street sweeping program.*

During preliminary discussions with the Roadways & Operations Division, it was noted that the 2017 fall street sweeping plan was approved by City Council in 2016; however, this portion of 21st Street could be assessed to determine whether it should be included in the 2018 fall street sweeping plan that is expected to be presented to City Council in late-2017.

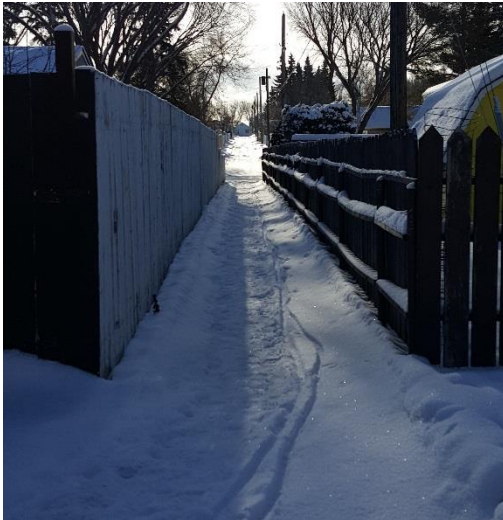


Accumulation of leaves on 21st Street, between Vancouver Avenue and Montreal Avenue

Walkways

In the northwest corner of the Meadowgreen neighbourhood is a walkway north of 21st Street, between Ottawa Avenue and Montreal Avenue. The walkway is approximately 6 feet wide and connects 21st Street to the rear lane. Residents living near the walkway noted it is a well utilized pedestrian/cyclist pathway and provides important access to 22nd Street without having to travel south to 20th Street. An adjacent property owner said he typically runs his snow blower down the walkway in the winter time to keep it open and accessible for users. However, the walkway has only a grass/dirt base and it was reported that mud puddles develop at both ends of the path when rainwater ponds.

RECOMMENDATION 4.2 – CONDUCT ASSESSMENT OF 21ST STREET WALKWAY: *That the Transportation & Utilities Department, Transportation Division conduct an assessment of the walkway north of 21st Street, between Ottawa Avenue and Montreal Avenue, and consider opportunities to upgrade the base material and address ponding issues related to poor drainage at both ends of the walkway.*



The walkway north of 21st Street is utilized by pedestrians and cyclists year round

Dog Parks



Fred Mendel Park Dog Park on Avenue W



Dog park signage with posted rules for users



Dog bag dispenser and community notice board

The City of Saskatoon recognizes off-leash dog walking as a recreational activity that contributes to a healthy lifestyle. Dog parks have been designated in various City-owned underutilized open spaces across the city.

In 2016, the City's ninth dog park was established in Pleasant Hill's Fred Mendel Park, which is on the east side of Avenue W, across from Meadowgreen. The location was selected because of the high visibility, availability of on-street parking along Avenue W, and relative underutilization of this portion of Fred Mendel Park.

The 1.22-acre dog park is fully fenced, with two access gates and a maintenance access gate. There are two garbage bins and dog bag dispensers, along with a community notice board and hooks that users can utilize to hang any lost items that are found in the area.

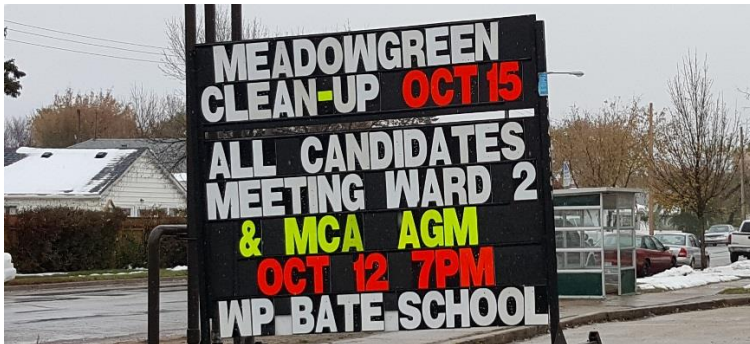
The City has developed a program to encourage dog park users to feel a sense of ownership and responsibility for the area. Through the Dog Park

Ambassador program, volunteers work closely with the City’s Animal Services Coordinator in the education, promotion, and continuous improvement of dog parks⁵⁷.

Property Maintenance

The Saskatoon Fire Department is responsible for conducting building inspections under the Fire and Protective Services Bylaw (No. 7990), as well as responding to property maintenance complaints under the Property Maintenance and Nuisance Abatement Bylaw (No. 8175).

The response to property maintenance complaints is based on the assigned priority level and the date the complaint was received:



The Meadowgreen Community Association organizes community clean-ups

- **Priority 1** – A direct risk, exposing the public to an unacceptable risk of injury. e.g. fire alarm, dead tree, electrical services in disrepair.
- **Priority 2** – A limited risk to an unacceptable risk of injury to persons, or related to a building exposed to an unacceptable risk to cause damage. e.g. ponding of water, graffiti vandalism.
- **Priority 3** – A negligible risk of injury to persons or causing damage to a building, but otherwise create a nuisance. e.g. junk vehicles, long grass.⁵⁸

Meadowgreen is generally a well-cared for community, although there are issues related to property maintenance, such as graffiti vandalism and garbage in rear lanes. The Meadowgreen Community Association has been working to clean up the neighbourhood’s rear lanes by typically undertaking two community clean-ups per year. The City of Saskatoon Recreation & Community Development Division and Saskatoon Fire Department assist community associations from across the city in

⁵⁷ City of Saskatoon. <https://www.saskatoon.ca/services-residents/pet-licensing-animal-services/dog-parks>

⁵⁸ Saskatoon Fire Department. Meadowgreen LAP meeting notes.

organizing community clean-ups. Once a community association has selected a clean-up date and identified a suitable location for waste drop-offs, the Recreation & Community Development Division arranges for dumpsters to be provided and periodically picked up throughout the day. Community association organizers acknowledge one of the most common issues faced is a lack of available pick-up trucks to haul large items to the drop-off location, like furniture and mattresses.

Recycling and Waste Reduction

The City of Saskatoon is committed to protecting the environment and the Environmental & Corporate Initiatives Division continues to develop new programs, as well as expand existing programs that focus on recycling and waste reduction. Some examples of current programs and services that reduce waste that would otherwise go to the landfill include: city-wide residential blue cart recycling and multi-unit recycling, recycling depots, seasonal subscription-based green cart yard and food waste program, compost depots, home compost support, and eight annual hazardous household waste collection days.



Meadowgreen Recycling Depot

The Meadowgreen Recycling Depot is located at the corner of 22nd Street and Witney Avenue. This large facility is one of four collection depots across the city and serves the southwest area of Saskatoon. Accepted materials at the recycling depot are the same as the residential blue cart program, which includes: paper/cardboard, plastic containers, foil and cans, and household glass.

In Spring 2017, a report was submitted by the Corporate Performance Department to the Standing Policy Committee on Environment, Utilities and Corporate Services that recommended preparing a Request For Proposals for the design and construction of Recovery Park, which is a proposed facility that would be built near the landfill and could replace the operations of some existing City of Saskatoon waste management programs. The report notes that if the facility is built, it is likely the Meadowgreen Recycling Depot would be closed immediately upon the opening of Recovery Park, given the proximity between the locations. If the Meadowgreen Recycling Depot is approved for closure in the future, the Planning & Development Division will work with other civic departments to engage the community in discussing potential options for the redevelopment of the site.

During the creation of the Meadowgreen LAP, several Meadowgreen residents shared complaints about the current recycling depot, such as: noise from early morning pick-ups, not enough pick-ups that lead to overflowing bins, and waste piled up near bins or blowing around. At the time, it was not known the Meadowgreen Recycling Depot may be closed in the near future, but the following are ideas suggested by Meadowgreen residents to address recycling depot issues: adjusting the morning pick-up time to avoid disturbing neighbours, decreasing the size of the depot, having additional pick-ups/depot clean-ups, installing signage with a map directing users to other nearby drop-off locations for their various waste materials (such as SARCAN for electronics, the compost depot, and landfill for other waste).

Among the initiatives the City of Saskatoon is involved with is a partnership with the Saskatchewan Waste Reduction Council (SWRC) to provide a \$20 rebate to Saskatoon residents purchasing rain barrels or composting bins. One rain barrel rebate and one compost bin rebate is available annually per household⁵⁹. The SWRC also provides composting workshops and home visits from “compost coaches” to help Saskatoon residents set up composting systems or troubleshoot an existing system⁶⁰. As well, the SWRC manages and staffs a transportable recycling education unit that travels to events across Saskatoon to encourage recycling and waste reduction. The Let’s Roll! recycling trailer is a partnership between the City of Saskatoon, Loraas Recycle, Cosmopolitan Industries, and the SWRC.

⁵⁹ Saskatchewan Waste Reduction Council. <http://www.saskwastereduction.ca/rebate-form>

⁶⁰ Saskatchewan Waste Reduction Council. <http://www.saskwastereduction.ca/events/Saskatoon-composting-events>

RECOMMENDATION 4.3 – DISTRIBUTE RECYCLING AND WASTE REDUCTION PROGRAM INFORMATION TO

MEADOWGREEN RESIDENTS: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Corporate Performance Department, Environmental & Corporate Initiatives Division work with the Meadowgreen Community Association to identify the current recycling and waste reduction programs offered by the City of Saskatoon and Saskatchewan Waste Reduction Council that may be of interest to Meadowgreen residents and request that the Meadowgreen Community Association consider promoting these programs in a future edition of their newsletter.*

5 Transit & Bus Stops



Public transit is a valuable civic service that helps to promote sustainability by:

- reducing roadway congestion;
- removing the necessity for citizens to own an automobile; and
- giving citizens an affordable option to travel around the city.

This chapter examines the current public transit service provided in Meadowgreen and identifies opportunities for potential system improvements.

In a neighbourhood with a large concentration of new Canadians, it is especially important for citizens of Meadowgreen to have access to a transit system that continues to encourage ridership.

Transit and Bus Stop Goals

The following transit and bus stop goals were identified by the Meadowgreen LAP Committee:

1. Increase transit ridership in Meadowgreen.
2. Ensure that Saskatoon Transit continues to be a safe mode of transportation for everyone.
3. Identify opportunities to increase transit service levels in Meadowgreen.
4. Improve the experience of transit riders waiting at Meadowgreen bus stops.

Current Transit Routes Serving Meadowgreen

Saskatoon Transit is a division within the City's Transportation & Utilities Department that provides an environmentally friendly and safe mode of transportation for citizens. The Saskatoon transit system includes: 28 routes, approximately 1,600 bus stops, and around 9,000,000 rides annually⁶¹.



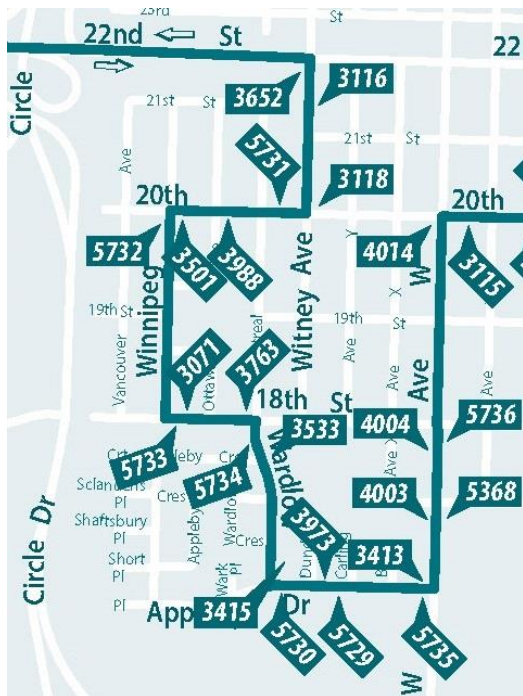
Route 2 bus at City Centre Terminal

A key to the successful implementation of Saskatoon's Growth Plan To Half A Million are recommendations related to transit improvements and, specifically, the development of a Bus Rapid Transit (BRT) system targeting major transportation corridors that would benefit from increased transit frequency. BRT systems increase transit frequency to better serve areas of high density employment and housing, as well as major destinations/hubs. In 2016, Saskatoon Transit began developing a BRT system by increasing transit frequency during peak periods on 8th Street. It is anticipated that 22nd Street will be included in future transit frequency increases, which will benefit many neighbourhoods bordering that major corridor, including Meadowgreen. Currently, the following routes travel along 22nd Street, which is the northern boundary of Meadowgreen: "Route 5 McCormack – City

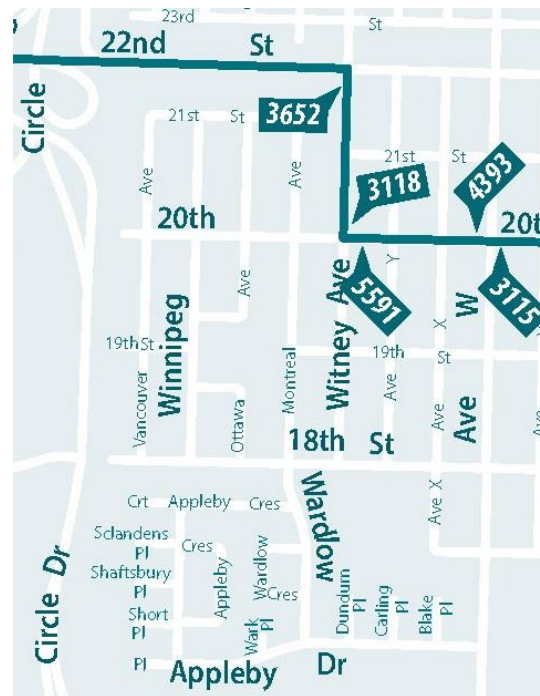
⁶¹ Saskatoon Transit <https://transit.saskatoon.ca/about-us>

Centre”, “Route 60 Confederation”, and “Route 65 Kensington – City Centre”. The internal streets of Meadowgreen are served by “Route 2 Meadowgreen – City Centre” and “Route 10 Pleasant Hill – City Centre”, which both travel primarily via 20th Street (see Appendix 1 and Appendix 2 for full route map and schedule).

Meadowgreen Transit Route Improvements



Meadowgreen segment of Route 2



Meadowgreen segment of Route 10

adding transit service to 20 bus stops in Meadowgreen. Currently, both of these routes provide 30 minute frequency and connect the City Centre Terminal to the Confederation Terminal. The two routes are identical with the exception of the Meadowgreen loop.

A key opportunity to improve transit service in Meadowgreen would be to adjust “Route 10 Pleasant Hill – City Centre” to mirror “Route 2 Meadowgreen – City Centre” by including the Route 2 Meadowgreen transit loop. This would double the bus frequency service for Meadowgreen on Monday to Friday from early morning until evening, as well as on Saturdays from late-morning until evening, without affecting the bus timing schedule or requiring additional resources.

This proposal would eliminate transit service to only two bus stops (Bus Stop #4393 and Bus Stop #5591), while



Bus shelter on Avenue W at 18th Street

across from McAskill Manor; however, Bus Stop #4014 is an existing stop adjacent to the Avenue W side of the seniors housing complex and currently served by Route 2. This means the walking distance to the bus stop for McAskill Manor residents would be unaffected, while improving pedestrian safety for transit riders travelling from downtown or to Confederation Terminal because they would no longer need to cross 20th Street. It is proposed a shelter with bench be added to Bus Stop #4014 on Avenue W.

RECOMMENDATION 5.2 – SHELTER WITH BENCH FOR BUS STOP #4014 ON AVENUE W NEAR 20TH STREET: *That Saskatoon Transit consider the feasibility of installing a shelter with bench to Bus Stop #4014, located near the intersection of Avenue W and 20th Street, adjacent to the McAskill Manor seniors housing complex.*

It is noted that in order to install a transit shelter at this location, bushes that are on the McAskill Manor property would need to be removed. According to preliminary discussions with Saskatoon Transit, a cost-share agreement would likely be necessary, where McAskill Manor would be required to clear the bushes at their own cost, then Saskatoon Transit would install a concrete pad and bus shelter.

RECOMMENDATION 5.1 – TRANSIT ROUTE 10

ADJUSTMENT: *That Saskatoon Transit consider the feasibility of rerouting “Route 10 Pleasant Hill – City Centre” to mirror the route of “Route 2 Meadowgreen – City Centre”, doubling the frequency of Monday-to-Saturday daytime transit service within the Meadowgreen transit loop that serves portions of Avenue W, Appleby Drive, Wardlow Road, 18th Street, and Winnipeg Street.*

If Route 10 is rerouted to mirror Route 2, Bus Stop #4393 on the north side of 20th Street would be removed. This bus stop and shelter is located directly



Bus shelter on Avenue W at 18th Street

It was noted by the LAP Committee that Route 2 along Winnipeg Avenue includes a long stretch between bus stops in both directions between 18th Street and 20th Street. Unfortunately, it is very challenging to add bus stops in residential areas that have on-street parking; however, it is hoped that increasing the frequency of transit in Meadowgreen helps to alleviate this issue by providing better service to the entire neighbourhood.

A transit stop improvement occurred in 2016 that moved Bus Stop #5736 on the east side of Avenue W from north of 18th Street to the south side of 18th Street. The original placement of the stop removed access to on-street parking in front of the house adjacent to the bus stop.

The bus stop was moved to the south side of 18th Street, which is a more suitable location because the adjacent home is oriented toward 18th Street, which better accommodates the Avenue W bus stop. The new location also allowed Saskatoon Transit to install a bus shelter, which had been requested by local transit users during community engagement for the Meadowgreen LAP.

Saskatoon Transit Service Improvements

Saskatoon Transit continues to invest in fleet upgrades, with the goal to improve reliability and decrease the average age of buses, which lowers maintenance costs and helps to keep routes moving on time by avoiding breakdowns. Newer buses are also more comfortable for riders and demonstrates that Saskatoon Transit strives to provide high quality transit service.

Leveraging available federal funding programs that support transit infrastructure investments, Saskatoon Transit applied to the federal government for funding to assist in purchasing 15 new, low-floor buses and 5 Access Transit buses. These



Route 2 bus at City Centre Terminal

buses are expected to arrive in 2017 and will help to reduce the average age of Saskatoon Transit's fleet from 11.9 years to 7.3 years⁶².

In a move that utilizes available technology, Saskatoon Transit buses are now tracked in real time via GPS monitoring. Riders can download the Transit App to their cell phone or view real time information using Google Transit. These tools allow riders to easily plan their trips and have precise information about the location of the

bus they are waiting for. Transit route data and real time tracking information is available via open source to other app developers to encourage further app improvements by tech designers over time⁶³.

Saskatoon Transit Rider Safety and Security

Saskatoon Transit takes pride in ensuring the safety of riders and operators. There is a zero tolerance policy towards physical and/or verbal abuse towards anyone on the bus, including the driver. Anyone violating this policy will be immediately removed from the bus. Each bus also has a camera installed for the safety of everyone. If a safety situation arises, the transit operator is able to call for assistance from a transit supervisor or request police support, depending upon the severity of the issue.

⁶² City of Saskatoon News Release. "City Set To Improve Transit Fleet Age & Reliability With New Buses". July 21, 2016.

⁶³ City of Saskatoon News Release. "Saskatoon Transit Launces Real Time Transit Tracking". August 30, 2016.

The Meadowgreen LAP Committee suggested that Saskatoon Transit create a cell phone text line to report safety concerns or request assistance. It was noted that sometimes drivers might not notice an issue onboard the bus and the rider needing help either may not feel comfortable or may not be able to ask the driver for help verbally. Committee members said there are sometimes situations where a text message requesting assistance could be sent subtly, without escalating the safety issue. Text messages would be received by a Transit Supervisor, who would contact the driver via radio to bring attention to the issue. 9-1-1 would still be the appropriate number to call in case of emergency.

RECOMMENDATION 5.3 – SASKATOON TRANSIT RIDER ASSISTANCE TEXT LINE: *That Saskatoon Transit consider the development of a cell phone text line, where riders can send a text message to a Transit Supervisor to give notification of safety concerns or request assistance, without needing to draw attention to themselves by speaking out loud to report a safety issue. Promotional materials for safety feature to clearly note that riders should continue using 9-1-1 in emergencies.*

Activating Bus Stops



Baltimore, Maryland bus stop
(credit: www.urdesignmag.com)

The City of Saskatoon’s Growth Plan To Half A Million places a focus on encouraging transit ridership. There are many methods to increase the number of transit users. Ideas generally focus on: convenience of service, comfort for riders, and public perception.

Earlier in this chapter, recommendations were identified that will increase the convenience of service, by expanding bus frequency in the neighbourhood. Other recommendations are aimed at the comfort of riders when waiting for the bus, by proposing a shelter with bench near a seniors’ home, and the comfort of riders from a safety perspective, by suggesting a text line could be developed to provide assistance to riders.

The other method that transit improvements tend to focus on is public perception, which includes consideration of how existing riders perceive public transit, as well as how non-users view the civic service.



Repurposed bus used as shelter in Athens, Georgia
(credit: Christopher Fennell via www.treehugger.com)

The idea of “activating bus stops” refers to thinking beyond the basic bus stop typically comprised of a post and transit sign, with perhaps a small concrete pad. Examples of activated bus stops can be found in urban centres around the world. Bus stops upgraded in imaginative and creative ways can add colour and energy to the streetscape. Essentially, the bus stop becomes an expression of art that is both interesting and functional.

An example from Athens, Georgia repurposed a school bus frame to become a bus shelter. The artist utilized parts from several decommissioned buses to create the shelter, which includes seats from a bus repurposed as a bus shelter bench.

Bus stops can also be an opportunity to encourage local residents to take pride in their neighbourhood by creating something that represents the local area or is a point of pride among citizens.



“A Coming Together of Peoples” bus shelter mural
(credit: King County Metro)



“The Wetlands” bus shelter mural
(credit: King County Metro)

The above examples show a pair of bus stop shelters in Rainier Valley, Washington. The King County Metro Service has developed a bus shelter mural program that helps bus stops be colourful, welcoming additions to the streetscape⁶⁴. Some of the bus shelter installations are created by volunteers and others are commissioned art pieces that utilize various arts program funding. The bus stop titled “A Coming Together of Peoples” includes a detailed carving that was designed to reflect the multicultural community that lives in the area⁶⁵. The bus stop titled “The Wetlands” was designed by local students from a special needs class⁶⁶.

⁶⁴ King County Metro. <http://metro.kingcounty.gov/prog/sheltermural/>

⁶⁵ King County Metro. http://metro.kingcounty.gov/prog/sheltermural/sm_gallery.html

⁶⁶ Ibid



Bus stop swing in Charlotte, North Carolina
(credit: UNC Charlotte Urban Institute)

Bus stops can also incorporate fun activities to help riders pass the time while waiting for the bus to arrive. An example of this is the swing that Charlotte, North Carolina designed for installation at multiple locations along a transit corridor. The swing is both a unique and functional addition to the streetscape.

Transit riders from Meadowgreen could consider working together to create a bus stop unique to the neighbourhood. The group could determine whether there is interest in a mural-based project, a creative bus stop design, or a fun feature, such as a bus stop swing. A project like

this contributes to the sense of community, instills local pride, and gets citizens working with their neighbours toward a shared goal. Depending on the project details, it may be possible to apply for funding support from the Community Initiatives Fund, SaskCulture, or other grant programs. The LAP Implementation budget of the Neighbourhood Planning Section could also be among the funding sources to contribute to this community project.

RECOMMENDATION 5.4 – UNIQUE MEADOWGREEN BUS STOP: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and Saskatoon Transit meet with Meadowgreen transit riders to discuss the feasibility and interest in replacing one or more local bus stops with a creative design that incorporates unique features and represents the Meadowgreen neighbourhood.*

6 Traffic



As is common among many residential neighbourhoods in Saskatoon, the majority of traffic concerns in Meadowgreen tend to involve pedestrian safety and speeding on local streets.

Implementation of the Meadowgreen Neighbourhood Traffic Review report approved by City Council in 2016 has resulted in most of the identified local traffic concerns already having been addressed, with the remaining items from that report requiring additional funding in order to install a pedestrian signal and several blocks of sidewalk.

This chapter provides an overview of the improvements that have already been installed or planned for future installation, and also recommends additional traffic improvements.

Traffic Goals

The following traffic goals were identified by the Meadowgreen LAP Committee:

1. Improve pedestrian safety in Meadowgreen.
2. Install sidewalks/pathways where none exist along pedestrian corridors.
3. Discourage speeding on local streets.
4. Enhance the ability for vehicles to enter and exit the neighbourhood, while also reducing shortcutting by non-Meadowgreen residents.

Meadowgreen Traffic Management Plan

The Neighbourhood Traffic Management Program is operated by the City's Transportation Division and is designed to address local traffic concerns within neighbourhoods, such as speeding, shortcutting, and pedestrian safety. In 2013, the program was revised from the long-standing practice of addressing one-off traffic concerns to examining traffic concerns at a neighbourhood-wide level. The Transportation Division developed a community consultation program to provide an opportunity for stakeholders to identify local traffic concerns throughout their community and to discuss potential comprehensive solutions via the Neighbourhood Traffic Review process⁶⁷. The Transportation Division further examines each of the traffic concerns identified by gathering additional information as needed, including traffic/pedestrian/cyclist data, SGI reported accident information, best practices, and on-site observations. A proposed plan to address the traffic concerns is then presented to the community for comment and discussion, which results in appropriate modifications to the plan by the Transportation Division, before the plan is presented to City Council for approval.

The Meadowgreen Neighbourhood Traffic Review community engagement process resulted in the Meadowgreen Traffic Management Plan being adopted by City Council on February 29, 2016⁶⁸. The plan identifies a number of specific locations to install traffic calming devices and signage. Installation began in Spring 2016, with some traffic calming

⁶⁷ Meadowgreen Neighbourhood Traffic Review. January 14, 2016. https://www.saskatoon.ca/sites/default/files/documents/transportation-utilities/transportation/neighbourhood/20160210_meadowgreen_ntr.pdf

⁶⁸ Saskatoon Neighbourhood Traffic Reviews <https://www.saskatoon.ca/moving-around/driving-roadways/managing-traffic/traffic-studies/neighbourhood-traffic-reviews>

devices being placed at locations on a temporary basis to allow the Transportation Division to study its effectiveness in addressing the issue, before determining whether it should be installed permanently.

The Meadowgreen Traffic Management Plan includes:

Item	Location	Recommendation	Reason	Status
1	Witney Ave & 19 th St	Change east-west yield to north-south stop	Improve safety at intersection & discourage speeding on Witney Ave	Completed Spring 2016. Added hazard boards to improve visibility.
2	Witney Ave & 20 th St	4-way stop	Improve driver & pedestrian safety (visibility concerns due to parked cars & high collisions)	Completed Spring 2016. Added hazard boards to improve visibility.
3	Ave X between 2 nd driveway south of 22 nd St to 125 Ave X	Install parking restrictions on west side	Improve visibility for driveways	Completed Spring 2016.
4	21 st St & Ave W	Add hazard boards to stop signs & enhance pedestrian signs	Enhance visibility of stop signs & driver compliance; improve pedestrian safety	Completed Spring 2016.
5	21 st St & Ave Y	Change yield signs to stop signs	Enhance driver compliance	Completed Spring 2016.
6	Witney Ave & 20 th St	Median islands	Improve pedestrian safety & reduce speed	Installed temporarily in Spring 2016 with additional 4-way Stop signs. May become permanent in 2017.
7	18 th St & Ave Y	Install curb extension (southeast corner) & median island (east side)	Improve pedestrian safety & reduce speed near elementary school	Installed temporarily in Spring 2016. May become permanent by 2021*.
8	Witney Ave & 21 st St	Install curb extension (northeast corner)	Reduce speed & discourage shortcutting on Witney Ave	Installed temporarily in Spring 2016. May become permanent by 2022*.

9	Ave W - north of 18 th St	Install bus shelter	Improve comfort of transit riders waiting for bus	Bus stop moved to south side of 18 th St and shelter installed in 2016.
10	Ave W & 18 th St	Install active pedestrian corridor across Avenue W (south side)	Improve pedestrian safety	On pedestrian device list as Priority 1. Projected timeframe 1 to 5 years.
11	18 th St - Ave W to Vancouver Ave	Install sidewalk on north side (with priority for area in front of school - Ave X to Montreal Ave)	Improve pedestrian safety & connectivity on school route	On sidewalk retrofit list as Priority 1. Projected timeframe 5+ years.
12	21 st St between Witney Ave & Ave W	Install sidewalk on south side	Improve pedestrian safety near park	On sidewalk retrofit list as Priority 1. Projected timeframe 5+ years.

* Assuming average future funding levels and subject to funding being approved by Council.



New 4-way Stop installed at Witney Avenue and 20th Street intersection with temporary medians that will be considered for permanent installation



Looking west on 18th Street toward W.P. Bate School from proposed pedestrian signal location at Avenue W intersection

During the Meadowgreen Neighbourhood Traffic Review community consultation, numerous issues were identified regarding the intersections of 22nd Street and Witney Avenue, as well as 22nd Street and Avenue W. Some of the identified issues included: confusion as to whether any of the Witney Avenue or Avenue W lanes are left-turn only or right-turn only, difficulty turning left from 22nd Street, problems on Witney Avenue southbound when vehicles are turning into the gas station and a bus is parked at the transit stop across the street, and pedestrian crossing lights that are too short to safely cross 22nd Street. The solutions proposed by citizens for these intersections generally included: lane marking improvements, left-turn signals, additional turning lanes, and extended pedestrian crossing lights.

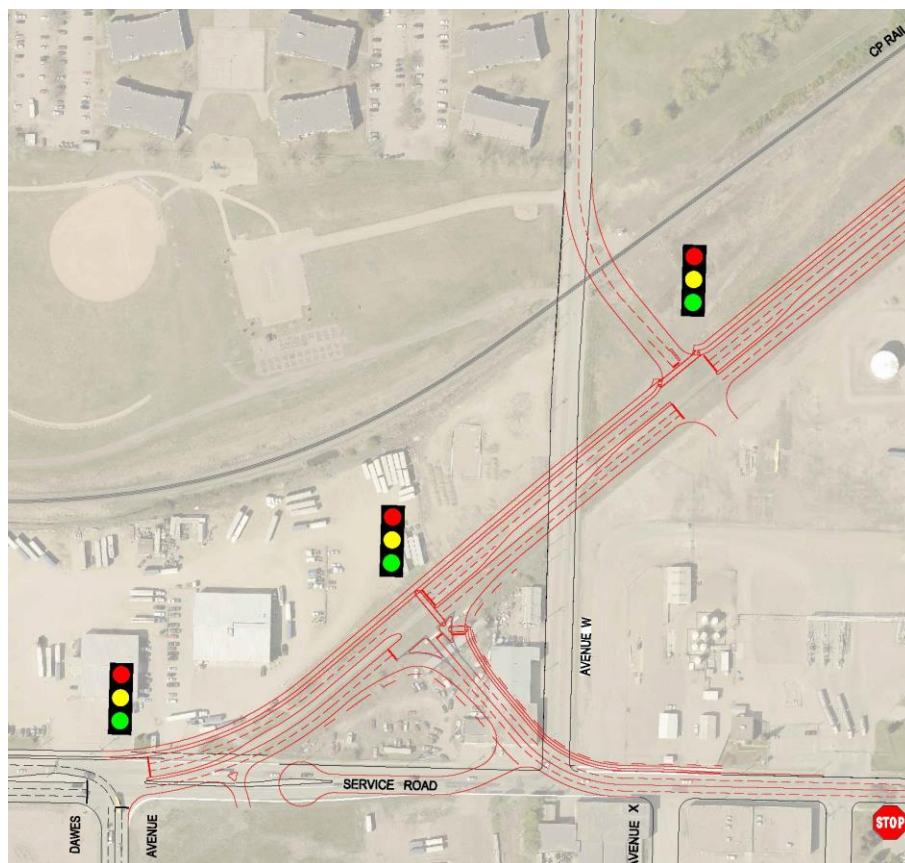
The Meadowgreen Neighbourhood Traffic Review report acknowledges that the issues with these two intersections are not addressed within the Meadowgreen Traffic Management Plan and states that “Through the Neighbourhood Traffic Reviews, the City is compiling a list of issues on arterial streets. The Transportation Division is working to prioritize the issues, identify the work requirements, and secure funding to complete these types of assessments.”⁶⁹

The mandate of the Neighbourhood Traffic Reviews is to focus on local roads and collector roads. This is due to the complexity of addressing arterial roadway issues that may require a corridor study or major intersection review, along with necessary additional stakeholder consultation, since even minor changes have the potential to create unintended impacts on another portion of the corridor.

RECOMMENDATION 6.1 – REVIEW OF 22ND STREET & WITNEY AVENUE INTERSECTION AND 22ND STREET & AVENUE W INTERSECTION: *That, as part of the 22nd Street Bus Rapid Transit Functional Planning Study, the Transportation & Utilities Department, Transportation Division and the Community Services Department, Planning & Development Division, Long Range Planning Section include an analysis of the 22nd Street & Witney Avenue intersection and the 22nd Street & Avenue W intersection to identify opportunities to improve pedestrian safety and traffic flow in/out of Meadowgreen.*

⁶⁹ Meadowgreen Neighbourhood Traffic Review. January 14, 2016. https://www.saskatoon.ca/sites/default/files/documents/transportation-utilities/transportation/neighbourhood/20160210_meadowgreen_ntr.pdf

Southwest Transportation Plan



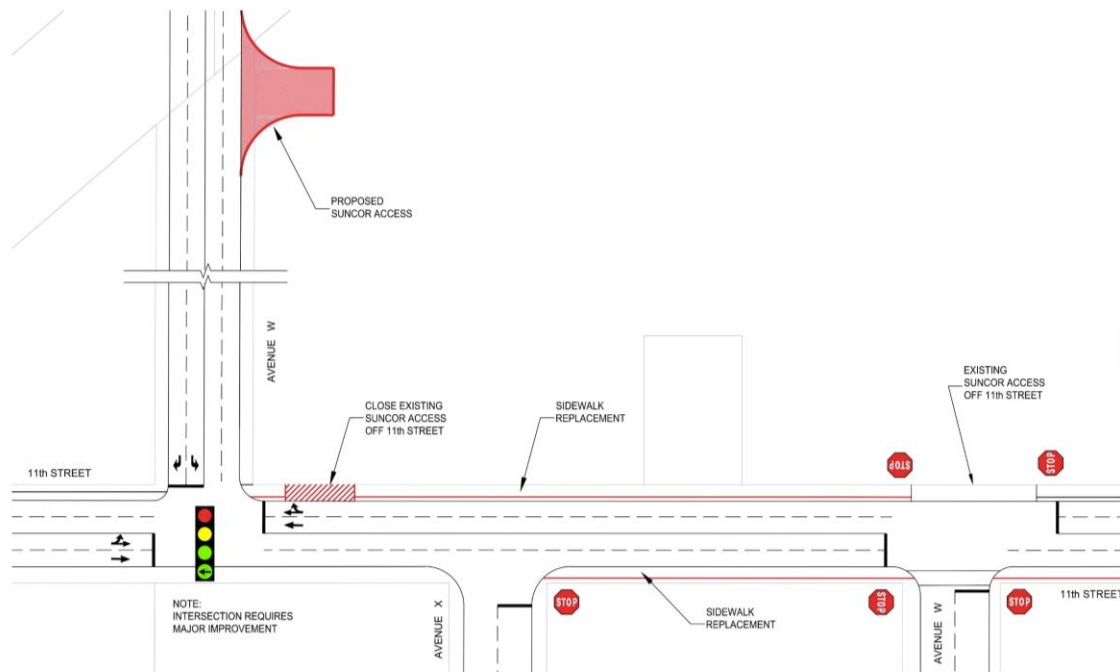
Proposed 17th Street extension and new Avenue W intersection to replace 11th Street intersection

11th Street currently terminates at Avenue P and the extension would deflect/extend the roadway along the south side of the railway tracks to intersect with Avenue W, rather than 11th Street and Avenue W.

The Southwest Transportation Plan (formerly the 11th Street Corridor Plan) is a project led by the Transportation Division that began by examining opportunities to improve traffic flow along 11th Street between Circle Drive South and Avenue H. The flow and function of 11th Street is extremely important to Meadowgreen residents because, while the south boundary of the neighbourhood is the railway tracks, the only south access point is Avenue W via 11th Street.

The 11th Street Corridor Plan was rebranded as the Southwest Transportation Plan following initial stakeholder feedback that resulted in an expansion of the project study area to include the 17th Street extension that was proposed in the West Industrial Local Area Plan, as a means of decreasing traffic volume along 11th Street and Avenue P.

17th Street currently terminates at Avenue P and the extension would deflect/extend the roadway along the south side of the railway tracks to intersect with



Proposed short-term improvement at Avenue W and 11th Street intersection

however, the addition of a traffic signal may result in an increase of cut-through traffic between 11th Street and 22nd Street.

The long-term plan, which would include the necessary design modifications for the 17th Street extension has an expected implemented time-frame of up to 10 years because of the significant cost involved.

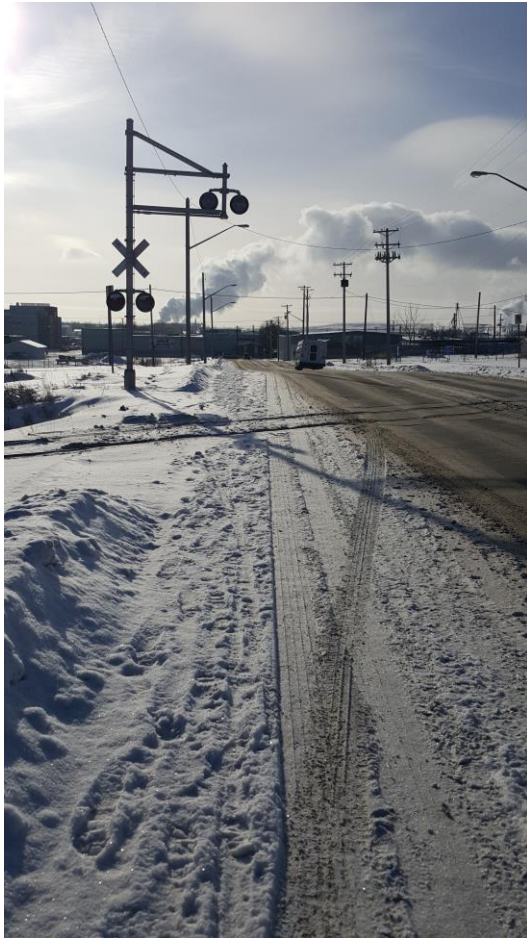
The portion of the long-term plan that most affects Meadowgreen is the new Avenue W intersection south of the railway tracks at the extended 17th Street. To assist with traffic flow, this intersection is proposed to have a traffic signal with a left-hand turn lane on 17th Street for vehicles entering Meadowgreen and a right-hand turn lane on Avenue W for vehicles exiting Meadowgreen.

The proposal includes a short-term plan and long-term plan.

The short-term plan has an expected implemented time-frame of up to 5 years.

The portion of the short-term plan that most affects Meadowgreen is the addition of a traffic signal at the Avenue W and 11th Street intersection.

This improvement would greatly benefit Meadowgreen residents and address issues entering/exiting the neighbourhood in the south;



Footprints in the snow, looking south along Avenue W

It is expected that the proposed 17th Street extension would also benefit Meadowgreen by reducing non-resident shortcutting along Avenue W because it will be faster to travel along the new roadway than on residential streets.

The Transportation Division is also proposing the addition of a formal pathway along Avenue W to connect between Meadowgreen and the 17th Street extension. Currently, Avenue W has sidewalk only as far south as Appleby Drive on the west side of the street and the sidewalk on the east side of the street ends farther north. There are many pedestrians that utilize Avenue W south of Meadowgreen and it would be beneficial to formalize a pathway to encourage pedestrians to stay off the roadway. It is possible the portion north of the railway tracks may be sidewalk, while the south portion of the pathway may be crusher dust.

In November 2016, the Transportation Division presented the draft Southwest Transportation Plan for comment and discussion at a community meeting for stakeholders from throughout the project study area. It is anticipated that a final plan will be brought forward to City Council in 2017.

7 Neighbourhood Safety



A positive perception of safety within a community allows citizens to live, work, shop, and play without an undue fear of becoming a victim of crime. This section includes perceptions held by neighbourhood residents and businesses, statistics and reported crime data, survey results, and some safety audits conducted by the youth in the community.

These results have been analyzed and used to identify recommendations intended to decrease the opportunity for crime to occur and increase residents' perceptions and feelings of their safety in the Meadowgreen neighbourhood.

This section has been contributed by the Neighbourhood Planning Section, Neighbourhood Safety Group.

Safety Goals

The Meadowgreen neighbourhood safety goals were formulated from the feedback, activities, and concerns of the Meadowgreen LAP, during the neighbourhood safety meetings and safety audits.

The main goals for the community are:

1. Improve safety in parks during the day and at night.
2. Address incivilities associated with patrons of liquor licensed establishments in the area and specifically on 22nd Street.
3. Improve perceptions of safety into the future, for all residents, particularly related to the safety of newcomers.



Safe Growth and Crime Prevention Through Environmental Design (CPTED)



The City of Saskatoon has adopted the philosophy of Safe Growth and uses the principles, strategies, and processes of Crime Prevention Through Environmental Design (CPTED) to achieve safety in all neighbourhoods. Public involvement and participation is critical for the effective mitigation of safety concerns. CPTED promotes the reduction of the opportunity for crime and the increase in perceptions of safety through modification of the built environment and management of space.

In Saskatoon, the application of CPTED and its principles are included in the City's Official Community Plan, which formalizes the inclusion of these principles in the approval of civic structures and developments. In recent years, CPTED reviews and safety audits have been conducted in various areas of the city, including buildings, streets, parks, and neighbourhoods.

See **Appendix 3** for CPTED definitions and an outline of its principles and strategies.

Perceptions of Safety

Perception of safety affects where, when and how people interact with and behave in their environment. This becomes a concern when an individual's perception of their personal safety causes them to change their behavior regardless of threat. Perceptions of safety can vary for a number of reasons. Perceptions are related to age, experience, or gender among other characteristics. For example, a 16 year old male will have a very different perception of his safety in an area than a 60 year old female. Neither may be absolutely correct, but their perceptions will colour how they interact with a space or whether they will even enter the space.

In conjunction with the LAP, Community Wide Safety Meetings were held on November 20, 2014 and November 4, 2015. Both events were held at W.P. Bate School and the data from these meetings was used to inform the neighbourhood's plan to improve safety in specific areas.

All residences and businesses in the Meadowgreen neighbourhood were notified and invited to both meetings. In total, this included 1,000 dwelling units that represent over 4,000 people. The purpose of this inaugural meeting was to identify the safety issues and concerns of the community.

At each meeting, community members in attendance completed a number of small group activities to identify safety issues and concerns in the neighbourhood. These included:

- Safe/Unsafe areas mapping activity;
- Nodes and Pathways mapping activity; and
- A safety survey.



Safe/Unsafe Mapping Activity

The Safe/Unsafe activity was a mapping exercise where participants identified locations in their community where they felt safe or unsafe.

Residents were asked to identify areas, blocks, parks, other land uses, or specific locations. This gives a more detailed picture of where residents feel safe and unsafe. In many cases, areas and sites were identified as being both safe and unsafe by different users. This is an expected result, as the same area can be perceived in different ways by different people and during different times of the day.

These indicated areas were then compared to the incidents of crime maps to see where the similarities and differences are and helps build a better picture of where crime is being reported and what the perceptions of safety are in the neighbourhood. It also allows for further analysis to look at why one block is perceived as unsafe and the next block is not.

See **Map 1: Safety Perception – Safe Areas Meadowgreen** and **Map 2: Safety Perception – Unsafe Areas Meadowgreen** for the results of these mapping activities.

The sites and areas identified as being safe are locations that the participants felt comfortable to be in and appear to be well used by the community. There was a general feeling of safety in Meadowgreen during the day and the group specifically mentioned W.P. Bate School and school grounds as being safe. In particular, the children's paddling pool was identified as being a 'safe site' and well used. The residents also indicated that most of the parks are safe in the day and early evening.

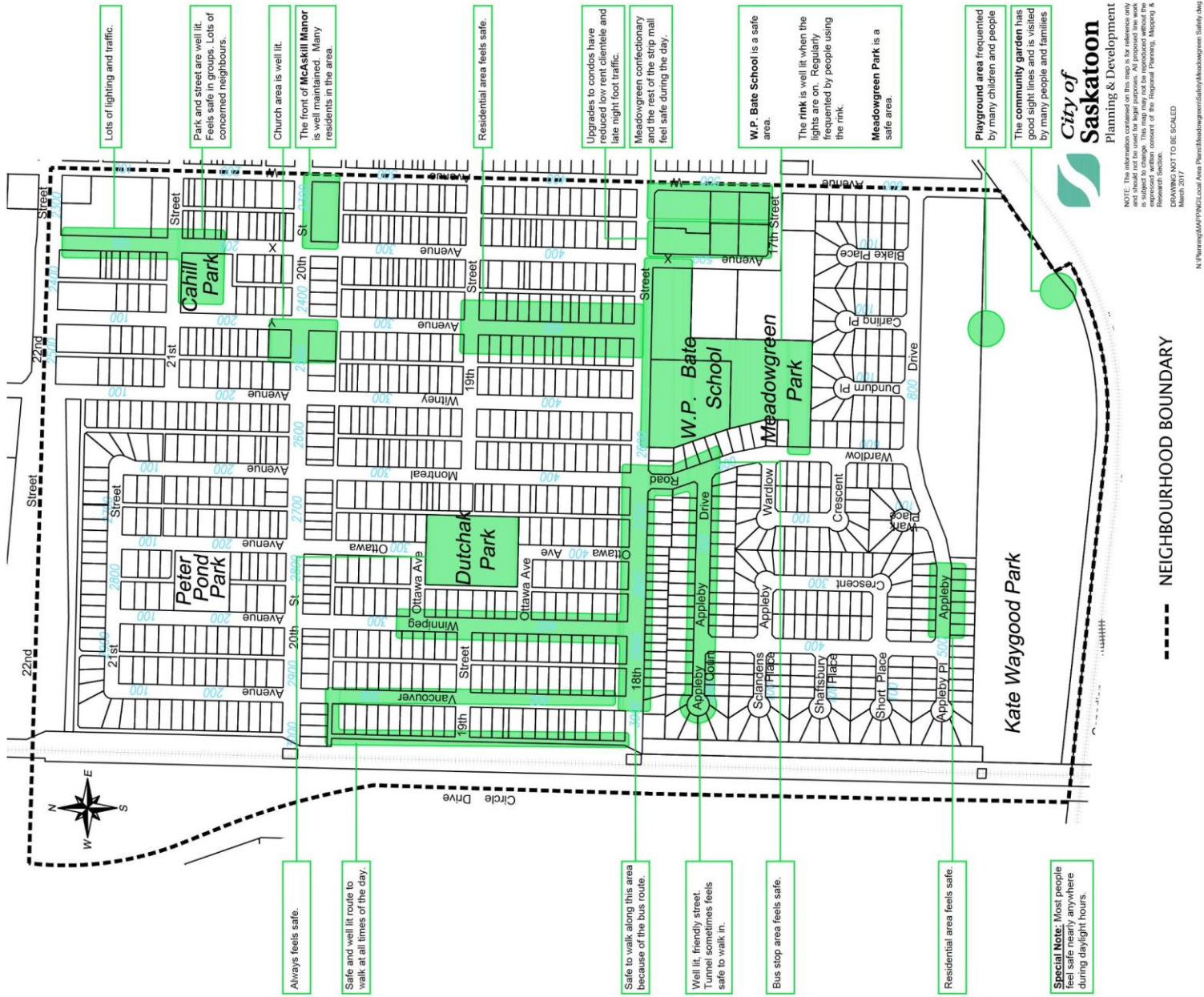
As is typical when considering perceptions of safety, the impressions of safety in Meadowgreen were influenced by time of day. The community identified the 'unsafe areas' as being risky at night, mostly due to reduced visibility and an inability to recognize people. Some of the areas have over grown trees that reduce visibility and were noted as common hangout areas.

Pedestrian traffic from the bars on the north border and through the lanes and streets were noted as 'unsafe areas', due to people wandering through day and night. There were a few site specific locations that were perceived as being unsafe. These include Avenue X and Y going north and south and 20th Street going east and west.

To help further define the areas and issues within the neighbourhood that are perceived to be unsafe, community members completed a safety survey to evaluate their perceptions of safety in different locations in the neighbourhood and at different times of the day. The survey was completed by about 20 community members during the meetings.

Meadowgreen Local Area Plan

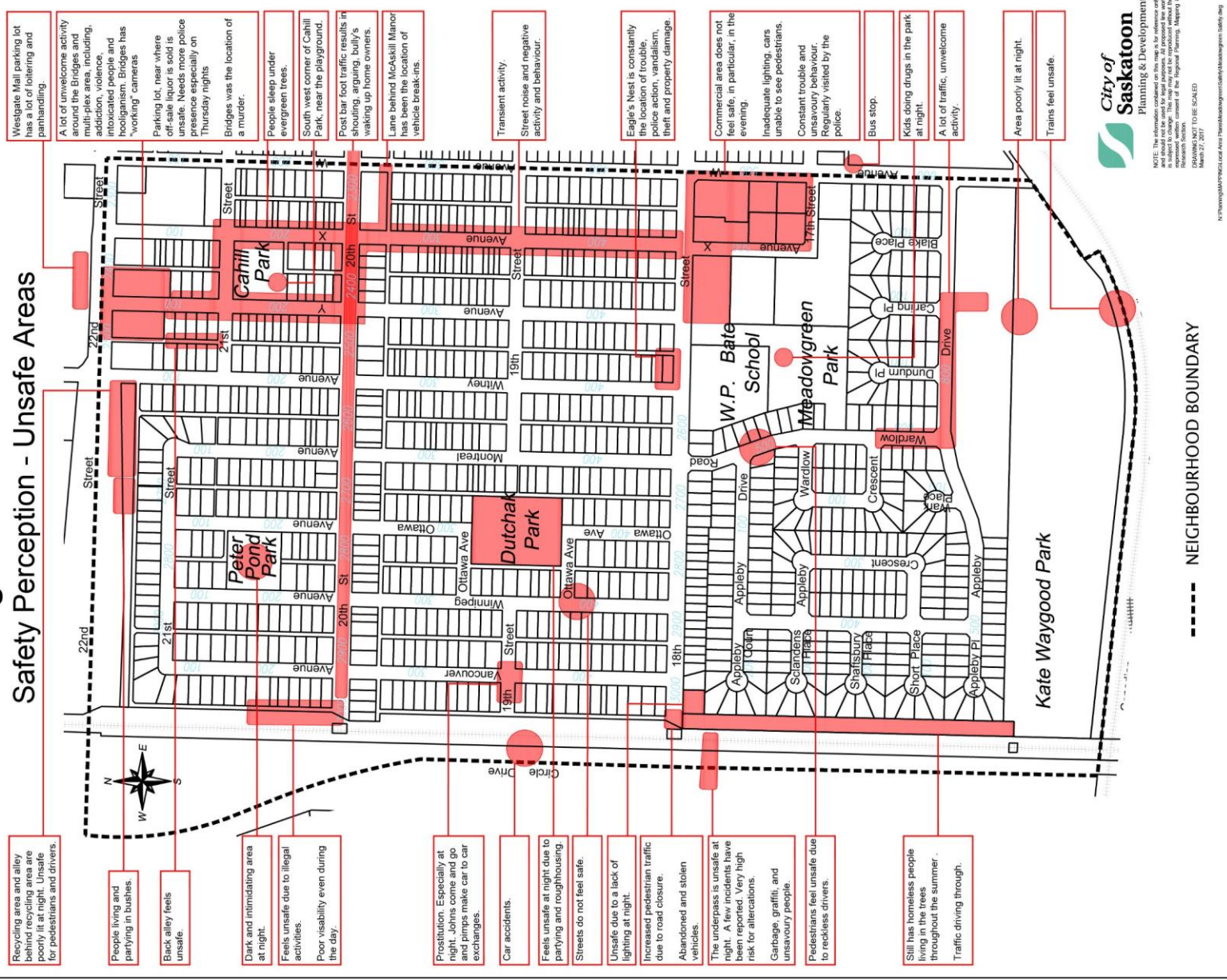
Safety Perception - Safe Areas



Map 1: Safety Perception – Safe Areas Meadowgreen

Meadowgreen Local Area Plan

Safety Perception - Unsafe Areas



City of Saskatchewan
 Planning & Development

NOTE: The address information on this map is for informational purposes only and should not be used for legal purposes. All proposed line work and boundaries are for informational purposes only. The information is based on the most current information available. The information is subject to change without consent of the Regional Planning, Mapping & Research Section.
 D:\E-SCALE
 March 27, 2017

Map 2: Safety Perception – Unsafe Areas Meadowgreen

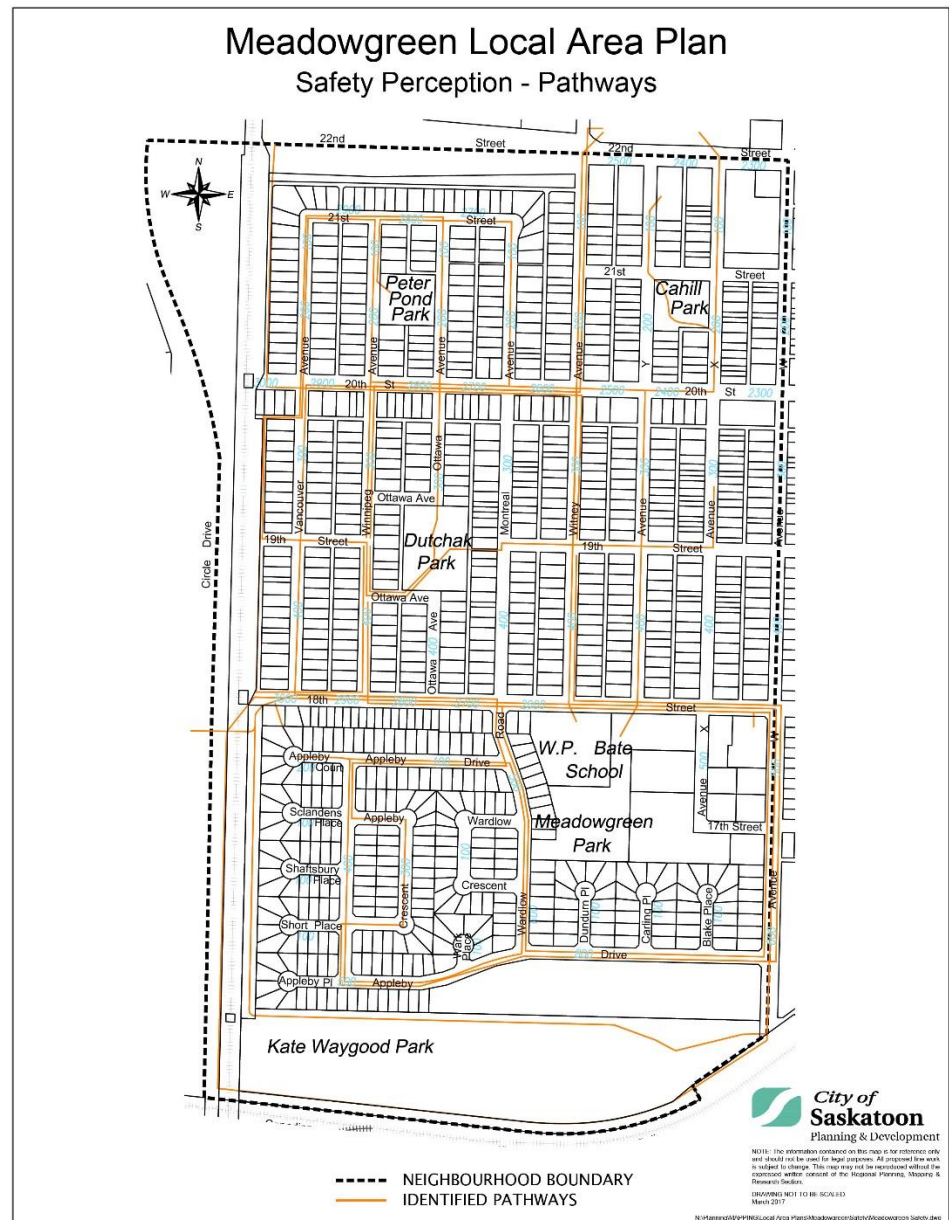
Map 3: Safety Perception – Pathways Meadowgreen

Nodes and Pathways

The second mapping activity was a nodes and pathways exercise where participants traced their typical walking routes around the neighbourhood and labeled the start and end points of each path (**Map 3: Safety Perception – Pathways Meadowgreen**).

The data collected from this exercise gives a picture of popular routes and destinations in the neighbourhood, and paths that are used less often or avoided.

This information provides insight into which areas are most activated with legitimate users. This is important because community members who are activating the street are able to observe, report, and prevent illegitimate and criminal activities.



Community Survey

There were a number of surveys conducted in the neighbourhood during the LAP process. An overall Community Survey was conducted in April 2014 prior to, and at, the Meadowgreen LAP launch meeting. This survey asked a number of questions related to quality of life, neighbourhood safety, and other issues.

According to the Community Survey, 74% of the participants live in Meadowgreen and 56% live and own property in the neighbourhood. The majority (30%) have lived in the neighbourhood for 5-10 years and the rest at either end of the spectrum with 15% at under 5 years and 11% at 40-50 years.

Of those surveyed, 50% felt that there was a moderately or quite strong sense of community in Meadowgreen and 70% are moderately to extremely proud to live in Meadowgreen. Respondents felt the parks in the neighbourhood were well maintained and landscaped, and had good playground equipment and a high level of safety. However, programming in parks was rated poorly by respondents.

The majority of respondents (78%) felt that it was safe or very safe to walk alone in a park during the day. 78% also felt this way along sidewalks in the neighbourhood. Even in the back lanes, the majority (67%) felt safe walking during the day. However, this changed when asked about evening perceptions as 67% did not feel safe in the parks alone at night and 81% did not feel safe in back lanes. Sidewalks were split in half with 48% feeling safe or very safe at night, and 49% feeling unsafe walking on the sidewalks alone at night.

Of the respondents surveyed, 41% had experienced a property related crime in the last 12 months, and the majority of these were vehicle related (break in or vandalism) and graffiti vandalism. 89% of respondents felt



Dutchak Park

that neighbourhood safety, as a topic or concern, was somewhat or very important to them in their neighbourhood.

A Neighbourhood Safety Survey was conducted as part of the safety discussion in Meadowgreen. This survey was specific to safety in the neighbourhood, asked more in-depth questions, and engaged more people. The survey was conducted at the safety meetings as well as by interviewing residents at the annual Meadowgreen Community Fair in 2015 and 2016.

The survey results showed that residents felt safe walking in the neighbourhood during the day (93%), less so in the evening (56%) and very few (26%) felt safe walking in the neighbourhood after 10 pm. Most of the reasons given were safety related. It was interesting to note that respondents were split evenly on whether they would let their children go to the park by themselves with slightly more disapproving in the evening. Safety and age of the children were the most common reasons stated.

When asked if they had noticed any illegal activity in the Meadowgreen neighbourhood, the respondents were almost evenly split with 48% having noticed something and 52% not. When asked what they noticed, the majority identified drug related, vandalism, and people fighting.

In addition, 30% of those responding had themselves, or someone they cared about, experience an incident in Meadowgreen that made them feel afraid or unsafe. Most of these experiences were related to theft, vandalism, intoxication and/or being approached for money.



Open House

An Open House was held on April 5, 2017 to encourage the Meadowgreen residents to review the draft LAP and recommendations to date. It afforded the residents an opportunity to identify any areas or concerns that might have been missed in the ongoing LAP Neighbourhood Safety meetings.

An area on the north edge of the neighbourhood was identified by residents who were unable to attend previous meetings. Residents feel that break and enters have risen, and that theft and graffiti vandalism is increasing. Residents also indicated that there appears to be people living in the bushes and trees along the back lane of 21st Street West. Further research through crime stats and site visits were undertaken and recommendations for further work were deemed appropriate.



21st Street back lane with the area of concern marked with red rectangle and a specific site marked with a green oval.

RECOMMENDATION 7.1 – 21st STREET WEST – NORTH BACK LANE (2700, 2800, and 2900 BLOCKS): *That the Community Services Department, Planning & Development Division work with the Community Services Department, Parks Division and the Transportation & Utilities Department, Construction & Design Division to improve the 21st Street West back lane of the 2700, 2800, and 2900 blocks; help increase residents' feelings of safety; and, educate residents on their responsibility for keeping back lanes neat and tidy.*

Crime Maps: Meadowgreen Crime Activity Profile

Crime statistics are an important tool in assessing neighbourhood safety. The statistics allow for trends in both the location and types of crimes to be observed and considered. In reviewing the statistics for reported crime in a neighbourhood, it is important to note that not all crimes are reported. The Crime Activity Profile for Meadowgreen includes crime maps and shows a selection of types of crime reported and location, as well as charts and graphs showing the number of crimes reported, recent trends, and comparisons with other neighbourhood.

Crime statistics are useful to review along with users' perceptions of safety. In some incidences, users' perception of personal safety could be low in an area, when the crime statistics indicate that there is very little criminal activity. Conversely, users may report feeling safe in an area in which a high number of crimes have been reported. Neither perception nor crime statistics have precedence over the other; they are two different measures and different pieces of a larger picture. Neighbourhood Safety considers perception and statistics together.

Overall, as the chart below shows, crimes against people are falling with a 20% drop from 2015 to 2016. Drug and liquor related incidents are also falling and dropped 50% over 2015. However, property crimes have risen with general property crime rising by 26% and more specifically an almost 50% rise in Break and Enters. According to Saskatoon Police Service, Break and Enters are increasing across the city, so it does not appear that Meadowgreen is being singled out.

	2012	2013	2014	2015	2016
Crimes Against the Person	121	117	103	101	80
Crimes Against Property	207	188	186	180	227
Break and Enter	35	30	40	33	50
Drug and Liquor Related	97	85	69	62	77

Meadowgreen selected incidents of reported crime by year

It is important to note that while the percent increase may seem high, the absolute number is not a big jump. For example, the 50% increase in Break & Enters is an increase of 16 incidents over the entire neighbourhood. This may also be an anomaly as previous years show a very consistent number of incidents.

DESCRIPTION	2012	2013	2014	2015	2016
CRIMES AGAINST THE PERSON					
Abduction	0	0	2	3	1
Assault	83	97	77	72	62
Harassment	5	4	8	8	5
Manslaughter	0	0	2	0	0
Murder	0	0	1	0	0
Robbery	7	4	5	5	2
Robbery - Armed	19	2	3	4	6
Sexual Assault	7	10	5	9	4
Stalking	0	0	0	0	0
	121	117	103	101	80
BREAK AND ENTER					
Business	3	0	4	1	0
Residence	26	23	32	17	47
Other	6	7	4	15	3
	35	30	40	33	50
CRIMES AGAINST PROPERTY					
Arson	3	6	4	4	1
Fraud	15	9	9	21	23
Mischief (including graffiti vandalism)	72	64	63	48	54
Possession of Stolen Property	10	7	7	19	20
Shoplifting over/under \$5000	19	9	3	4	6
Theft of Bicycle	1	8	3	3	0
Theft of License Plate	7	1	1	4	4
Theft of Vehicle	27	36	24	18	49
Theft Over \$5000	0	0	1	0	0
Theft Over \$5000 from Vehicle	0	0	0	0	0
Theft Under \$5000	30	24	44	30	47
Theft Under \$5000 from Vehicle	23	24	27	29	23
	207	188	186	180	227
DRUG AND LIQUOR RELATED					
Drug Possession	7	4	12	17	25
Drug Trafficking	5	1	2	3	3
Liquor in Motor Vehicle	4	3	3	0	1
Liquor in Place Other than Dwelling	7	2	0	0	0
Possession/Consumption of Liquor by a Minor	7	4	2	1	0
Public Intoxication (AGRA + SOPA)?	67	71	50	41	48
	97	85	69	62	77

Meadowgreen selected incidents of reported crime by year

The more detailed table to the left shows these larger categories broken down even further. These are not all the categories, but the main ones that affect perceptions of safety in a neighbourhood. This shows that the increases in reported Break & Enters are related to residences and not businesses or secondary buildings. Similarly, the increase in property crime seems to be related to theft of vehicles, which saw an increase of 31 incidents, as well as an increase in incidents of theft under \$5,000, which saw an increase of 17 incidents.

It is also interesting to note that while drug and liquor related incidents have fallen overall, the incidents of possession have risen slightly. Overall, in most subcategories shown, Crimes Against The Person have decreased with the exception of a small increase (+2) in armed robbery.

Crimes Against Property, however, appear to be rising over 2015. A closer look also shows that in previous years some subcategories were falling from highs in 2013 and 2014. As noted above, the majority of the increases in this category are related to the increase in incidents of vehicle theft and general theft under \$5,000.

Liquor and drug related incidents were also relatively high in the area and tend to be clustered in the northeast corner of the neighbourhood and in some of the residential areas. The geographic concentration can be seen clearly in **Map 4 of Attachment 4**.

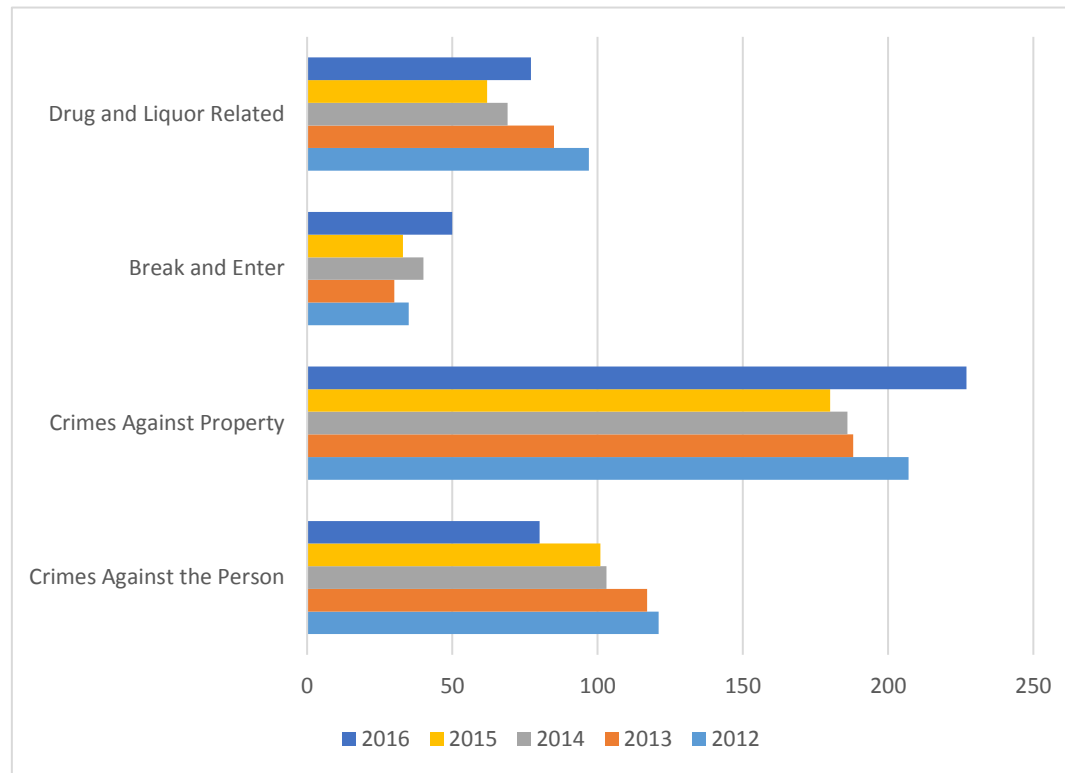
Geography is another important indicator for crime. Increases or decreases in numbers of or types of incidents of crime also tell part of the story. Certain land uses can be considered crime generators, especially when grouped together; thus having the potential of affecting the incidences of crime in a neighbourhood.

Meadowgreen has a mix of commercial uses including restaurants and pubs at the north end of the neighbourhood. For the most part these uses are located on the arterial roadways north of the neighbourhood. Even though these uses are on the outside of the neighbourhood, residents were concerned with the impact of intoxicated people walking through the neighbourhood and the impact of the liquor licensed establishments on the neighbourhood. This issue has been identified in a number of Local Area Plans and an incivilities strategy is being considered for the city.

Appendix 4 shows 2015 selected crime incidents for Meadowgreen and how and where they are clustered. The highest concentration of crime, both property and personal, occurs at the north east corner of the neighbourhood and along the arterial roadways of 22nd Street and Avenue W; on the neighbourhood boundary. Other areas with a concentration of incidents tended to be towards the perimeter of the neighbourhood on the south and around the higher densities of the multiple unit dwellings. Higher density land uses will produce higher numbers by virtue of the higher number of people living there. It does not mean they are inherently more dangerous.

The multiple-unit dwellings along Appleby Drive have recently been certified by the Crime Free Multi Housing Program and, according to the coordinator, are showing a significant drop in calls for service and incidents of crime. The apartment owners and operators are committed to improving the apartments and the neighbourhood. Since this is a recent change, it may not be represented substantially in the reported crime statistics for 2016.

For the most part, the Meadowgreen neighbourhood is showing a downward trend in incidents of crime, from 2012, with some spikes in 2016 that bear watching over the next year. Spikes are big increases or decreases from one year to the next and can be attributed to anomalies, such as one person operating in an area, or they can be the start of an upward or downward trend in the numbers of specific incidents of crime.

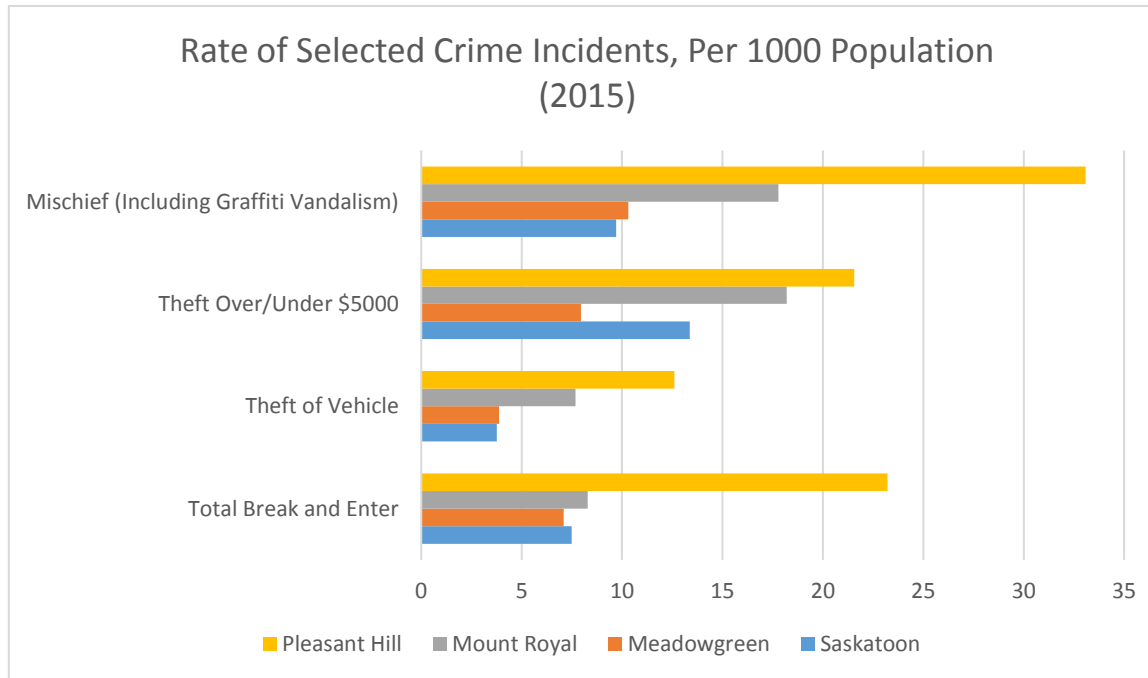


Meadowgreen selected incidents of reported crime by year

There may still be perceptions of a higher crime rate, or higher numbers of specific incidents. We know that not all crime is reported, so the perceptions of crime will be important to consider in any recommendations.

The following chart shows a comparison in incidents of crime for adjacent neighbourhoods. This helps put the rates in Meadowgreen in perspective and shows an area overview and Saskatoon as a whole. Compared to Saskatoon, the Meadowgreen rates are slightly higher for Mischief and Vehicle Theft but lower for total Break and Enters and significantly lower for theft Over/Under \$5000.

Compared to adjacent neighbourhoods, Meadowgreen has significantly lower rates than both Pleasant Hill and Mount Royal in all categories shown. Although Meadowgreen may have some specific challenges, as well as geographically specific issues around incidents of crime, along with recent increases of reported crimes in certain categories, the neighbourhood appears relatively stable. With a strong and cohesive community, it should be able to weather any future issues.



RECOMMENDATION 7.2 – INCIVILITIES STRATEGY: *That the Community Services Department, Planning & Development Division include Meadowgreen in the development of an initiative or program to educate bar owners, patrons, and residents in the Meadowgreen neighbourhood on their responsibilities and safety issues arising outside of liquor licensed establishments.*

Safety Audits

A safety audit is a highly flexible process that can be easily adapted to meet the needs of the community. Safety audits allow regular users of an area to identify places that make them feel unsafe.

Residents are considered “local experts” because they are most familiar with their neighbourhood and what happens on a day-to-day basis. Residents and Planners walk the neighbourhood areas of concern together to gain an understanding of the context of the area and where people feel safe and/or unsafe. It is helpful for all to visit various sites when they are perceived to be a problem. Change then becomes the responsibility of a group of people who care about the community, including audit participants, the community as a whole, and local government.



The goal of the safety audit is to identify areas that are perceived to be unsafe, then work with the community to improve safety, and perceptions of safety, in the neighbourhood. Reducing opportunities for crime and improving perceptions of safety in an area improves everyone’s personal safety. Ideally, residents, local businesses, and local government work together to find solutions to safety problems in the community, while using results of the safety audit as a tool or input into an overall risk assessment of the area.

A number of safety audits took place with 8 groups of children aged 3 – 13 years. The audits were facilitated by the Mennonite Central Committee Peace Camps and the Kids Club in the summer of 2015. The Peace Camp sessions included an educational session on the principles of CPTED as well as the audit walkabout.

Meadowgreen Park Youth Safety Audit

The Meadowgreen Park Youth Safety Audit was held in July 2015.

The group consisted of 9 youth aged 10-13 years and one adult.

This park serves the community by offering an area with benches, a picnic tables, a paddling pool, pathways, and plenty of green space. The park landscape has nice mature trees and well maintained lawn.

The following is a summary of the safety audit observations:

- General impressions were good, the park appeared fun, safe, a good place for kids, green and well maintained;
- Comments were given that the area is not well lit at night;
- Some hiding places identified behind the school with overgrown trees and shrubs;
- The park is big and if you yelled for help maybe no one would hear you;
- Overall impressions of maintenance were good, no graffiti vandalism that they could see, but no one knew who to call if something was broken;
- Suggested improvements to the area included soccer fields, volleyball, more lights and better signage of emergency numbers.

Most of the youth appreciated the park and the area around the school. The participants took great care in completing their safety audits and put a lot of thought into their responses. Many of the youth were familiar with the park but some were from outside the neighbourhood and were looking at Meadowgreen Park with new and fresh eyes.



Appleby Apartment Area Youth Safety Audit

The safety audit in this area was facilitated through the Mennonite Central Committee's (MCC) Kids Club. An apartment is set aside to provide programming for the children in the area and the MCC works with them on a weekly basis.

Most of these children are from refugee or immigrant families. There were about 25 children that participated and the ages ranged from 3 years to 10 years. The Kids Club has a specific age range but the leaders were flexible as some children bring younger siblings. Language was a barrier for some but there always seemed to be someone around to translate.

The children were grouped with a facilitator that explained the process and what we were going to do. Once we moved outside, many of the mothers were there and participated, even if they could not speak English. To accommodate the needs of the children, the facilitators documented what they said and the groups drew pictures to represent what they saw and what they wanted for the park.





The following is a summary of the safety audit observations as documented by the facilitators:

Places I Like

- The 'Park' -10 responses;
- Kids Club – 9 responses;
- Garden – 7 responses;
- Tennis Court – 5 responses.

Places I Don't Like

- Street – 3 responses;
- Parking Lot – 4 responses;
- Select apartment buildings – 3 responses;
- Garden – 3 responses.

For this group, the parking lots and streets were seen as unsafe. Some of the apartment buildings were identified and seemed to be because of who lived there and their attitudes towards the children.

RECOMMENDATION 7.3 – CITIZEN AND/OR PARK PATROL: *That the Community Services Department, Recreation & Community Development Division, and Saskatoon Police Service, work with the Meadowgreen Community Association to encourage the establishment of a Citizen Patrol and/or Park Patrol in the neighbourhood as a whole or in selected parks.*

RECOMMENDATION 7.4 – KATE WAYGOOD PARK SAFETY AUDIT: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of Kate Waygood Park with a major focus on the east end of the park. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*

RECOMMENDATION 7.5 – DUTCHAK PARK SAFETY AUDIT: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of Dutchak Park. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*

RECOMMENDATION 7.6 – PETER POND PARK AND CAHILL PARK SAFETY AUDITS: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of Peter Pond Park and Cahill Park. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*

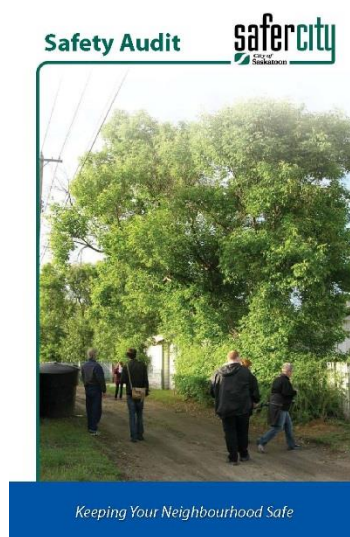
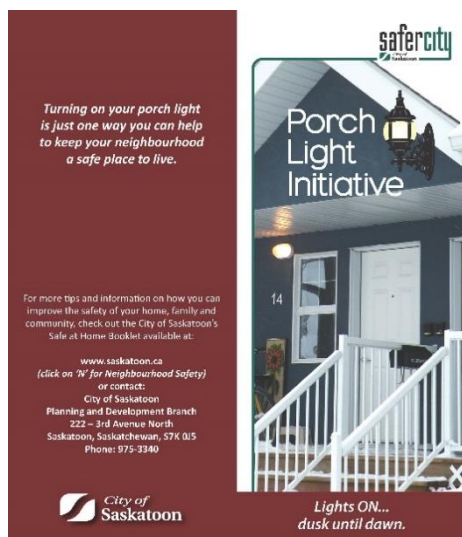
RECOMMENDATION 7.7 – NORTH-SOUTH PATHWAY SAFETY AUDIT: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of the north-south pathway between the west side of the neighbourhood and Circle Drive West. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*

Current Neighbourhood Safety Initiatives

The following existing initiatives address safety concerns and can be accessed by the neighbourhoods and are available online at <https://www.saskatoon.ca/neighbourhoodsafety>

The Graffiti Reduction Task Force: is a unique partnership between businesses, government, and non-government organizations, and has implemented a number of programs aimed at reducing the incidence of graffiti vandalism in the city. The Saskatoon Police Service also has an Anti-Graffiti unit. This unit is tasked with targeting the individuals engaged in graffiti vandalism. For more information on the Graffiti Management Program, clean up incentives and graffiti vandalism removal tips, refer to the City of Saskatoon website at www.saskatoon.ca or call 306-975-3383.

Neighbourhood Safety Resource Material: The Planning and Development Division, Neighbourhood Planning Section has produced a series of Safer City booklets that provide a number of strategies and guidelines to help improve safety in and around your home. For more information on Neighbourhood Safety material refer to the City of Saskatoon website at www.saskatoon.ca or call 306- 975-3340.

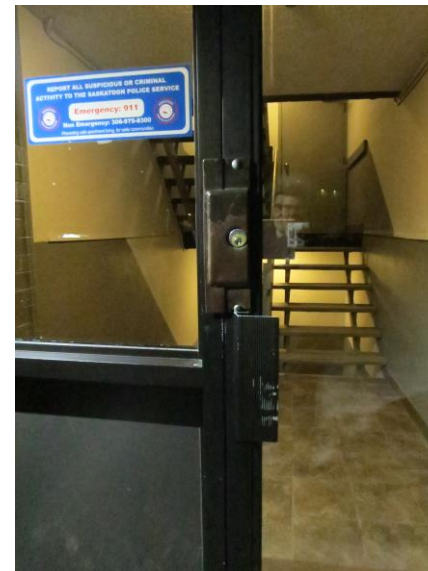


Crime Free Multi-Housing Program (CFMH): Is a strategy intended to encourage apartment owners, managers, and landlords to proactively approach crime reduction in and around housing units. It is specifically designed to assist owners, managers, residents, police, service providers and affiliated agencies to keep illegal and nuisance activity off rental property. The program offers training, advice, safety reviews of properties, and helps buildings set up safety socials for tenants.

The ten buildings on Appleby Drive were certified under the CFMH Program and, according to the program manager, incidents of crime have decreased significantly. An additional six buildings are currently being certified. This leaves only five additional buildings that could benefit from this program and the coordinator is working with the owners. This initiative is managed by the Saskatoon Police Service and receives funding from other City of Saskatoon departments. For more information on the Crime Free Multi-house Program refer to the Saskatoon Police Service website at www.police.saskatoon.sk.ca (click under “Programs and Services” and “Crime Free Multi-Housing”) or call 306-975-8385.



Saskatoon Crime Free Multi-Housing Logo



Appleby Apartments are now certified under the CFMH Program

Community Watch and Citizen Patrol: Community Watch is a crime prevention and crime interruption program where the Saskatoon Police Service partners with the community to make Saskatoon a safe place to live and work. Citizen Patrol gets neighbourhood residents more active in assisting in crime prevention and reporting suspicious activity. Volunteers have no policing powers and are non-confrontational, but they wear vests identifying themselves as Citizen Patrol. This is a visual deterrent to crime and nuisance behaviours.

Safer Communities and Neighbourhoods Act (SCAN): The *Safer Communities and Neighbourhoods Act* improves community safety by targeting and, if necessary, shutting down residential and commercial buildings that are habitually used for illegal activities. The legislation is able to address a wide variety of activities, such as public safety concerns related to fortified buildings. It promotes community safety by cleaning up properties that negatively affect the health, safety, or security of local residents in a neighbourhood. The Meadowgreen LAP Committee encourages residents to report suspicious activities at residences and businesses to the Safer Communities and Neighbourhood Investigation Unit at 1-866-51-SAFER (1-866-517-2337) or www.cpsp.gov.sk.ca/scan.

City of Saskatoon Property Maintenance & Nuisance Abatement Bylaw No. 8175: This bylaw requires property owners in the City of Saskatoon to maintain houses, buildings, and yards to an acceptable standard. Property owners are responsible for ensuring yards are kept free and clean from garbage and debris, junked vehicles, and excessive growth of grass and weeds. To report concerns, call the Safety and Property Maintenance Hotline at 306-975-2828.

Safe Bus Program: The Safe Bus Program was developed in partnership with Child & Youth Friendly Saskatoon. The Safe Bus program is designed to assist children, youth or adults that need immediate shelter or someone to contact emergency services. Persons in peril or in need of immediate shelter can safely flag down a bus or go to a parked bus for assistance.



All Saskatoon Transit buses are radio equipped with direct contact to Police, Fire and Emergency Medical Services. When approached by someone in need of assistance, bus operators will immediately contact Police Services and allow the person in peril to stay on the bus until help arrives. People asking for help do not need money to get on a Safe Bus. It will be easier to get an approaching bus operator's attention if you are at a bus stop, however, if a bus stop is not close by, people in need of assistance should stand on the sidewalk and hold their hand up as the bus approaches. The operator will recognize this as a sign of distress and stop to help. The City reminds all parents to tell their children to never step onto the roadway to flag down a bus as this is very dangerous.

RECOMMENDATION 7.8 – DISTRIBUTE NEIGHBOURHOOD SAFETY MATERIALS: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to identify a convenient location in the neighbourhood to make the “Safe at Home” booklet and the “Porch Light Initiative” brochure available to residents.*

RECOMMENDATION 7.9 – DISTRIBUTE THE REDUCING GRAFFITI IN OUR COMMUNITY BROCHURE: *That the Community Services Department, Planning & Development Division distribute the Reducing Graffiti in our Community brochure to help educate business owners on existing programs to combat graffiti vandalism.*

See **Implementation & Priorities** for the prioritization of Neighbourhood Safety recommendations from this section, as identified by the community at the Meadowgreen LAP Open House.

Implementation & Priorities

Implementation

Local Area Plan (LAP) reports are long-term plans that take many years to be fully implemented. An LAP sets out a vision and goals to guide growth and development of a neighbourhood. They also specify recommendations, with each intended to address a particular issue and improve the neighbourhood. Some recommendations may be implemented in the short-term, while others may take a longer period of time.

Since the late-1990s, the City of Saskatoon Planning & Development Division has been creating and implementing LAPs, with City Council endorsing the plans. Great strides have been made to improve these neighbourhoods by allocating resources for the implementation of the recommendations in the report, working with City Administration, with LAP communities, and facilitating collaborative action from government and non-government programs and service providers.

Each year, budgets from many City of Saskatoon departments are utilized to support capital investments needed to implement the recommendations of a LAP. City Council has been very supportive of the Local Area Planning Program and continues to approve significant amounts of capital funds to implement needed improvements in the LAP neighbourhoods.

Local Area Planners are the liaisons between the community and City Administration to ensure the priorities laid out in each LAP are reflected in the funding of projects. The interdepartmental cooperation begins in the early stages of the LAP process, when key City Administrators provide insight and expertise by engaging in discussion with the LAP Committee on identified issues. These same key City Administrators are often involved in approving certain commitments to implement recommendations from the LAP.

It is a goal of the Local Area Planning Program to report to the LAP neighbourhoods and to City Council on an annual basis to provide a status update on the implementation of recommendations from each LAP. Additional public meetings

may also be needed to keep the community abreast of implementation activities or to gather input on implementation activities. Articles about Local Area Planning activities may also be published in Community Association newsletters. The Local Area Planning website at www.saskatoon.ca/lap posts Implementation Status Reports, which are updated annually.

Continued community involvement in the implementation of LAPs is essential to successful outcomes, and it is imperative to extend a central role to local residents, Community Associations, LAP Committees, and other stakeholders. Community Associations and LAP Committees have an important role in providing local perspective, advice, guidance and input on the implementation of recommendations, and commenting on development proposals in their neighbourhoods to ensure they are consistent with the goals of the LAP.

Priorities of the Meadowgreen Community

At the Meadowgreen LAP Open House held April 5, 2017, attendees reviewed the draft report and identified the recommendations considered to be top priorities by the community. This does not necessarily mean implementation of these recommendations will occur immediately or first, due to other factors that may affect timing, but is an opportunity for the community to identify the recommendations that are believed to have the greatest potential for a significant positive impact on the neighbourhood.

The following recommendations were identified as top priorities:

- 1.1 PROPOSED MEADOWGREEN LAND USE POLICY MAP DESIGNATING W.P. BATE SCHOOL AS COMMUNITY FACILITY**
- 2.1 RE-NAMING OF PETER POND PARK**
- 3.1 ADDRESSING CHALLENGES OF LANGUAGE BARRIER IN MEADOWGREEN**
- 3.2 BUILDING COMMUNITY AMONG ALL RESIDENTS OF MEADOWGREEN**
- 3.3 MEADOWGREEN NEIGHBOURHOOD ENTRANCE SIGNAGE**
- 5.1 TRANSIT ROUTE 10 ADJUSTMENT**




The Neighbourhood Safety recommendations were prioritized separately because the Neighbourhood Planning Section has a Neighbourhood Safety Implementation Planner tasked with managing the implementation of safety recommendations from LAPs and related reports.

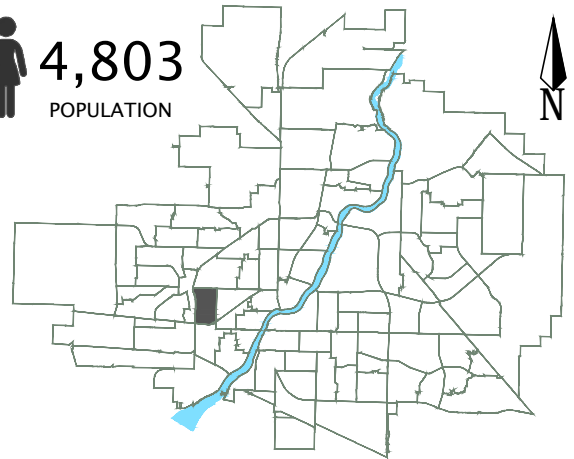
The following table shows the prioritization of Neighbourhood Safety recommendations (with 1 being highest priority):

Recommendation	Priority
RECOMMENDATION 7.1 – 21 ST STREET WEST - NORTH BACK LANE (2700, 2800, AND 2900 BLOCKS)	5
RECOMMENDATION 7.2 – INCIVILITIES STRATEGY	3
RECOMMENDATION 7.3 – CITIZEN AND/OR PARK PATROL	3
RECOMMENDATION 7.4 – KATE WAYGOOD PARK SAFETY AUDIT	5
RECOMMENDATION 7.5 – DUTCHAK PARK SAFETY AUDIT	4
RECOMMENDATION 7.6 – PETER POND PARK AND CAHILL PARK SAFETY AUDITS	2
RECOMMENDATION 7.7 – NORTH-SOUTH PATHWAY SAFETY AUDIT	4
RECOMMENDATION 7.8 – DISTRIBUTE NEIGHBOURHOOD SAFETY MATERIALS	5
RECOMMENDATION 7.9 – DISTRIBUTE THE REDUCING GRAFFITI IN OUR COMMUNITY BROCHURE	1

Community Quick Facts

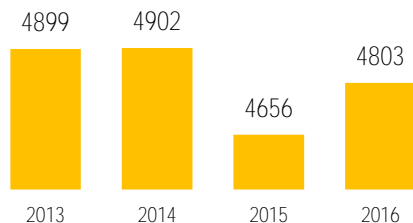
Homeownership	52.8%
Average Sale Price	\$247,567
Median Personal Income	\$28,740
Household Size	2.6
Municipal Ward	2

 **4,803**
 POPULATION



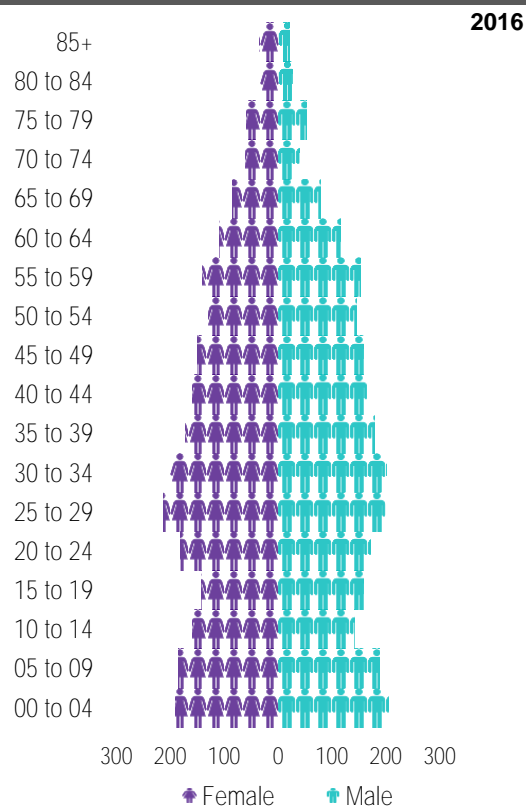
MEADOWGREEN

POPULATION



Source: eHealth Saskatchewan, 2016

Age Group



Source: eHealth Saskatchewan, 2016

Ethnic Diversity

* Higher number indicates greater diversity

Location	2011
Meadowgreen	1.68
Saskatoon	0.61

Source: 2011 National Household Survey

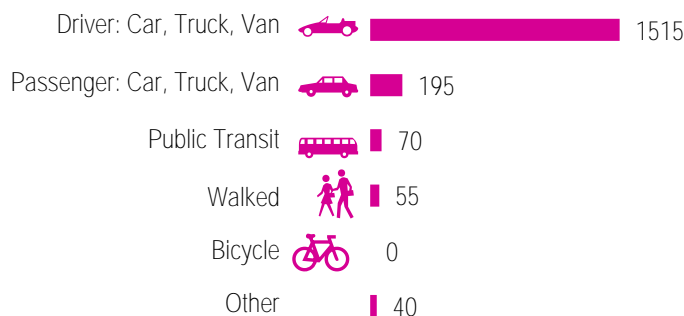
Mother Tongue

Top Languages	2011
English	2745
Tagalog (Pilipino, Filipino)	115
Ukrainian	100
Arabic	95
Sino-Tibetan languages, n.i.e.	90

Source: 2011 Census

Mode of Travel to Work

2011



Source: 2011 National Household Survey

Registered Vehicles

	2014	2015
Total (LV & PV)	2622	2548
LV - light vehicles (commercial & private)		
PV - private passenger vehicle		
Per Person	0.5	0.5
Saskatoon Per Person	0.8	0.8

Source: SGI

Education Level

	2011
No Certificate/diploma/degree	1070
High school certificate or equivalent	885
Apprentice/trades certificate/diploma	415
College/CEGEP/non-university cert./dipl.	560
University diploma or degree	425

Source: 2011 National Household Survey

Postsecondary Enrolment

	2013	2014	2015
Saskatchewan Polytechnic	146	148	128
University of Saskatchewan	71	72	70

Source: Saskatchewan Polytechnic Administrative Office and University of Saskatchewan Registrar's Office

Enrolment by School

	2013	2014	2015
P - Saskatoon Public School			
S - Greater Saskatoon Catholic Schools			
W. P. Bate School (p)	363	370	349

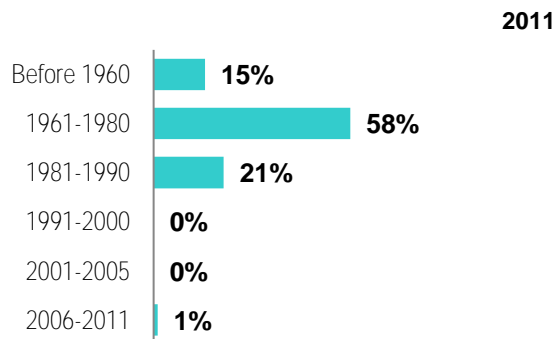
Source: Saskatoon Public School Division & Greater Saskatoon Catholic Schools

Household Structure

	2011
One-family households	905
Multiple-family households	35
Non-family households	555
Total lone-parent families	311
Total households	1595
Household size	2.6

Source: 2011 Census

Age of Dwelling



Source: 2011 National Household Survey

Housing Affordability

2015	Median Multiple
Saskatoon	4.55
Meadowgreen	4.13

Note: Median Multiple of 3.0 & under is rated as "affordable"

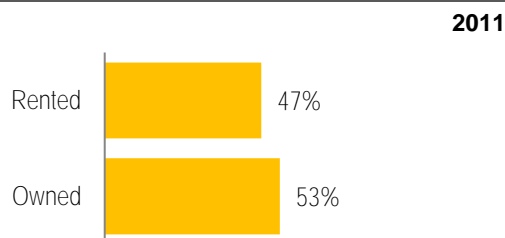
Source: City of Saskatoon, Assessment & Taxation and RBC Economics Research

Housing Costs

	2011
Average Owner's Major Payments	\$981
Average Gross Rent	\$884

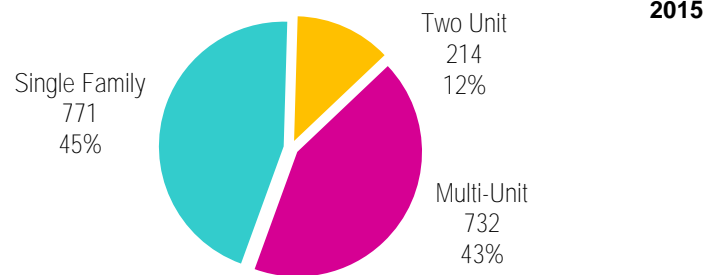
Source: 2011 National Household Survey

Housing by Tenure



Source: 2011 National Household Survey

Dwelling Unit Count



Total Dwellings	1717	
Neighbourhood Area	123.4 hectares	304.8 acres
Dwelling Units per Area	13.9 per hectare	5.6 per acre

Source: City of Saskatoon, Planning & Development

Real Estate Sales

2015	No. of Sales	Average Price
Condo Townhouse	0	\$ -
High Rise Apt Condo	0	\$ -
Low Rise Apt Condo	4	\$ 98,475
Semi-detached	0	\$ -
Semi-detached - two titles	5	\$ 318,000
Single Family Dwelling	27	\$ 256,611

Source: City of Saskatoon, Assessment & Taxation

Park Space

2016	Hectares	Acres
Total Park Area	15.0	37.0
Population per Park Area	321.1	129.9

Source: City of Saskatoon, Planning & Development

Park Type: N - Neighbourhood D - District MD - Multi-district
SU - Special Use I - Industrial

Cahill	N	0.6	1.5
Dutchak	N	1.2	3.0
Kate Waygood	N	10.3	25.4
Meadowgreen	N	2.2	5.5
Peter Pond	N	0.6	1.5

MEADOWGREEN

Voter Turn-out (%)

Civic	2003	38%
Civic	2006	25%
Federal	2006	48%
Provincial	2007	68%
Federal	2008	45%
Civic	2009	22%
Federal	2011	49%
Provincial	2011	52%
Federal	2015	55%
Civic	2016	20%

Licensed Home-Based Businesses

	2014	2015
Saskatoon	4341	4483
Meadowgreen	58	67

Source: City of Saskatoon, Business License Program

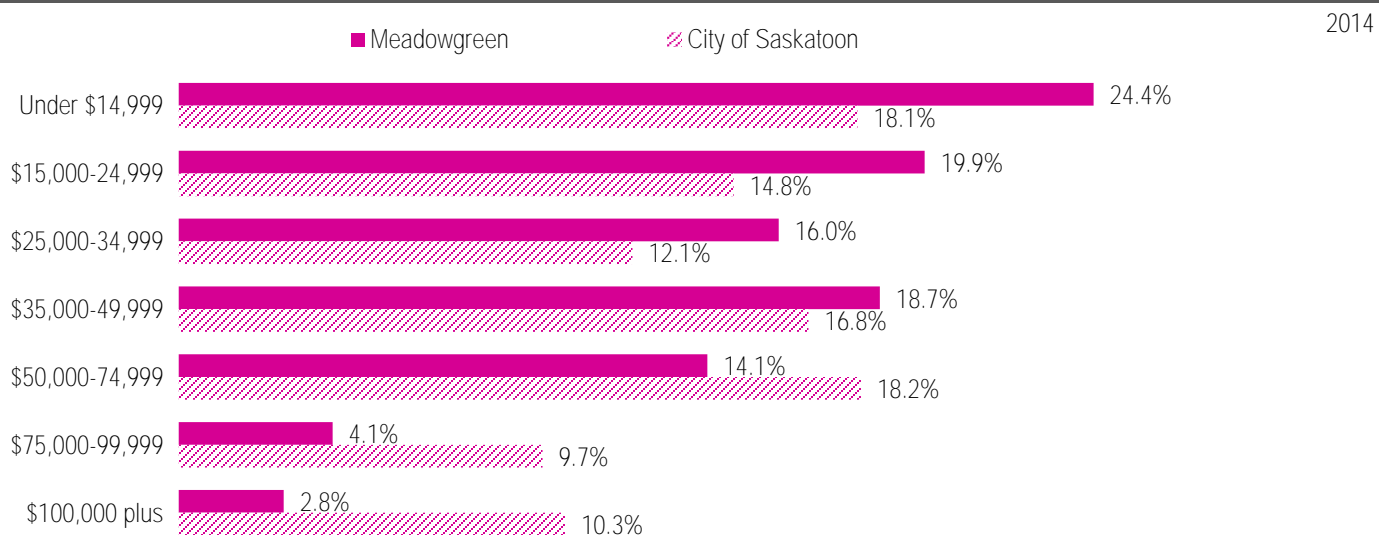
Labour Force

	Meadowgreen	Saskatoon
Labour Force Participation Rate	65.4%	73.3%
Economic Dependency Ratio	24.7%	12.5%
Median Total Income (personal)	\$28,740	\$39,190
Provincial Index of Median Income (base=100)	77.90	106.30
Canadian Index of Median Income (base=100)	87.60	119.50

Source: City of Saskatoon, City Clerk's office; Province of Saskatchewan, Chief Electoral Officer; and Elections Canada

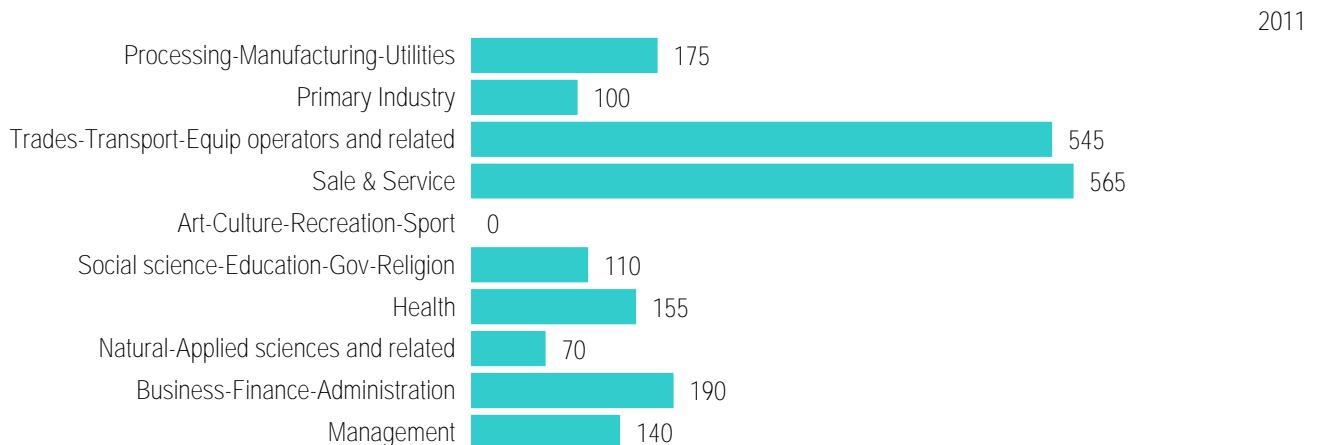
Source: Statistics Canada, Income Statistics Division, T1 Family File (T1FF) based on the final tax file, 2014

Personal Income



Source: Statistics Canada, Income Statistics Division, T1 Family File (T1FF) based on the final tax file, 2014

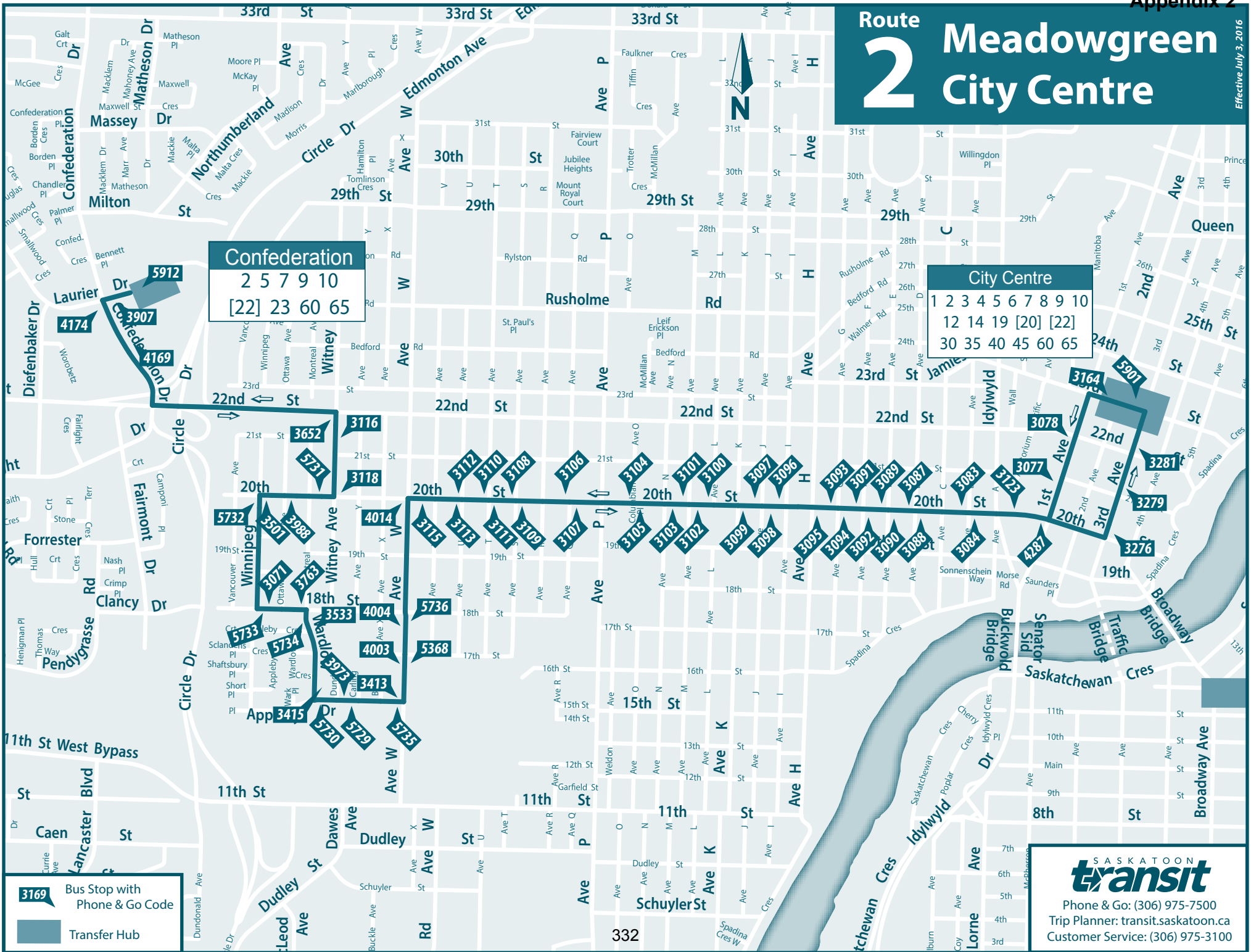
Major Occupation



Source: 2011 National Household Survey

Route 2 Meadowgreen City Centre

Effective July 3, 2016



Confederation									
2	5	7	9	10					
[22]	23	60	65						

City Centre									
1	2	3	4	5	6	7	8	9	10
12	14	19	[20]	[22]					
30	35	40	45	60	65				

3169 Bus Stop with Phone & Go Code


Transfer Hub

SASKATOON transit

Phone & Go: (306) 975-7500
 Trip Planner: transit.saskatoon.ca
 Customer Service: (306) 975-3100

2 Meadowgreen

Meadowgreen				City Centre			
CITY CENTRE	20TH STREET & AVENUE G	AVENUE W & 18TH STREET	CONFEDERATION TERMINAL (ARRIVE)	CONFEDERATION TERMINAL (DEPART)	20TH STREET & AVENUE W	20TH STREET & AVENUE H	CITY CENTRE
Monday to Friday							
				5:48 AM	5:58 AM	6:06 AM	6:14 AM
				6:18 AM	6:28 AM	6:36 AM	6:44 AM
6:16 AM	6:24 AM	6:32 AM	6:44 AM	6:45 AM	6:55 AM	7:02 AM	7:14 AM
6:46 AM	6:54 AM	7:02 AM	7:14 AM	7:15 AM	7:25 AM	7:32 AM	7:44 AM
7:16 AM	7:24 AM	7:32 AM	7:44 AM	7:45 AM	7:55 AM	8:02 AM	8:14 AM
7:46 AM	7:54 AM	8:02 AM	8:14 AM	8:15 AM	8:25 AM	8:32 AM	8:44 AM
8:16 AM	8:24 AM	8:32 AM	8:44 AM	8:45 AM	8:55 AM	9:02 AM	9:14 AM
and every 30 minutes until							
10:16 PM	10:24 PM	10:32 PM	10:44 PM	10:48 PM	10:55 PM	11:02 PM	11:14 PM
10:46 PM	10:54 PM	11:02 PM	11:14 PM	11:18 PM	11:25 PM	11:32 PM	11:44 PM
11:16 PM	11:24 PM	11:32 PM	11:44 PM	11:48 PM	12:05 AM	12:02 AM	12:14 AM
11:46 PM	11:54 PM	12:02 AM	12:14 AM	12:14 AM	12:25 AM	12:32 AM	12:39 AM G
12:17 AM	12:24 AM	12:31 AM	12:40 AM				G
Saturday							
				6:45 AM	6:55 AM	7:02 AM	7:14 AM
6:46 AM	6:54 AM	7:02 AM	7:14 AM	7:15 AM	7:25 AM	7:32 AM	7:44 AM
7:16 AM	7:24 AM	7:32 AM	7:44 AM	7:45 AM	7:55 AM	8:02 AM	8:14 AM
7:46 AM	7:54 AM	8:02 AM	8:14 AM	8:15 AM	8:25 AM	8:32 AM	8:44 AM
8:16 AM	8:24 AM	8:32 AM	8:44 AM	8:45 AM	8:55 AM	9:02 AM	9:14 AM
8:46 AM	8:54 AM	9:02 AM	9:14 AM	9:15 AM	9:25 AM	9:32 AM	9:44 AM
and every 30 minutes until							
10:16 PM	10:24 PM	10:32 PM	10:44 PM	10:48 PM	10:59 PM	11:07 PM	11:14 PM
10:46 PM	10:54 PM	11:02 PM	11:14 PM	11:18 PM	11:29 PM	11:37 PM	11:44 PM
11:16 PM	11:24 PM	11:32 PM	11:44 PM	11:48 PM	11:59 PM	12:07 AM	12:14 AM
11:46 PM	11:54 PM	12:02 AM	12:14 AM	12:14 AM	12:25 AM	12:32 AM	12:39 AM G
12:17 AM	12:24 AM	12:31 AM	12:40 AM				G
Sunday & Holidays							
				8:48 AM	8:59 AM	9:07 AM	9:14 AM
8:46 AM	8:54 AM	9:02 AM	9:14 AM	9:18 AM	9:29 AM	9:37 AM	9:44 AM
9:16 AM	9:24 AM	9:32 AM	9:44 AM	9:48 AM	9:59 AM	10:07 AM	10:14 AM
and every 30 minutes until							
8:16 PM	8:24 PM	8:32 PM	8:44 PM	8:48 PM	8:59 PM	9:07 PM	9:14 PM
8:46 PM	8:54 PM	9:02 PM	9:14 PM	9:14 PM	9:25 PM	9:32 PM	9:39 PM G
9:17 PM	9:24 PM	9:31 PM	9:40 PM				G

 Designated low floor service

G End of service, bus to garage

Route 10 Pleasant Hill City Centre

Effective July 3, 2016



Confederation
2 5 7 9 10
[22] 23 60 65

City Centre
1 2 3 4 5 6 7 8 9 10
12 14 19 [20] [22]
30 35 40 45 60 65

3169 Bus Stop with Phone & Go Code
Transfer Hub

SASKATOON transit
Phone & Go: (306) 975-7500
Trip Planner: transit.saskatoon.ca
Customer Service: (306) 975-3100

10 Pleasant Hill

Pleasant Hill				City Centre			
CITY CENTRE	20TH STREET & AVENUE G	20TH STREET & AVENUE Q	CONFEDERATION TERMINAL (ARRIVE)	CONFEDERATION TERMINAL (DEPART)	20TH STREET & AVENUE Q	20TH STREET & AVENUE H	CITY CENTRE
Monday to Friday							
	6:31 AM	6:39 AM	6:45 AM	6:58 AM	7:01 AM	6:45 AM	6:59 AM
	7:01 AM	7:09 AM	7:15 AM	7:28 AM	7:31 AM	6:50 AM	7:29 AM
	7:31 AM	7:39 AM	7:45 AM	7:58 AM	8:01 AM	7:14 AM	7:59 AM
	8:01 AM	8:09 AM	8:15 AM	8:28 AM	8:31 AM	7:18 AM	8:29 AM
	8:31 AM	8:39 AM	8:45 AM	8:58 AM	9:01 AM	7:44 AM	8:59 AM
	and every 30 minutes until						
	1:31 PM	1:39 PM	1:45 PM	1:58 PM	2:01 PM	6:45 AM	2:29 PM
	2:01 PM	2:09 PM	2:15 PM	2:28 PM	2:31 PM	6:50 AM	2:59 PM
	2:31 PM	2:39 PM	2:45 PM	2:58 PM	3:01 PM	7:14 AM	3:29 PM
	3:01 PM	3:09 PM	3:15 PM	3:28 PM	3:31 PM	7:18 AM	3:59 PM
	3:31 PM	3:39 PM	3:45 PM	3:58 PM	4:01 PM	7:44 AM	4:29 PM
	4:01 PM	4:09 PM	4:15 PM	4:28 PM	4:31 PM	8:14 AM	4:59 PM
	4:31 PM	4:39 PM	4:45 PM	4:58 PM	5:01 PM	8:18 AM	5:29 PM
	5:01 PM	5:09 PM	5:15 PM	5:28 PM	5:31 PM	8:44 AM	5:59 PM
	5:31 PM	5:39 PM	5:45 PM	5:58 PM	6:01 PM	8:48 AM	6:29 PM
	6:01 PM	6:09 PM	6:15 PM	6:28 PM	6:31 PM	9:14 AM	6:59 PM G
Saturday							
	11:01 AM	11:09 AM	11:15 AM	11:28 AM	11:31 AM	6:45 AM	11:59 AM
	11:31 AM	11:39 AM	11:45 AM	11:58 AM	12:01 PM	6:50 AM	12:29 PM
	12:01 PM	12:09 PM	12:15 PM	12:28 PM	12:31 PM	7:14 AM	12:59 PM
	12:31 PM	12:39 PM	12:45 PM	12:58 PM	1:01 PM	7:18 AM	1:29 PM
	1:01 PM	1:09 PM	1:15 PM	1:28 PM	1:31 PM	7:44 AM	1:59 PM
	1:31 PM	1:39 PM	1:45 PM	1:58 PM	2:01 PM	8:14 AM	2:29 PM
	2:01 PM	2:09 PM	2:15 PM	2:28 PM	2:31 PM	8:18 AM	2:59 PM
	2:31 PM	2:39 PM	2:45 PM	2:58 PM	3:01 PM	8:44 AM	3:29 PM
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	3:31 PM	3:39 PM	3:45 PM	3:58 PM	4:01 PM	9:14 AM	4:29 PM
	4:01 PM	4:09 PM	4:15 PM	4:28 PM	4:31 PM		4:59 PM
	4:31 PM	4:39 PM	4:45 PM	4:58 PM	5:01 PM		5:29 PM
	5:01 PM	5:09 PM	5:15 PM	5:28 PM	5:31 PM		5:59 PM
	5:31 PM	5:39 PM	5:45 PM	5:58 PM	6:01 PM		6:29 PM
	6:01 PM	6:09 PM	6:15 PM	6:28 PM	6:31 PM		6:59 PM G

Designated low floor service
G End of service, bus to garage

**APPENDIX A TO CITY OF SASKATOON ADMINISTRATIVE POLICY A09-034 – CPTED Review
Principles of Crime Prevention Through Environmental Design (CPTED):**

Natural Surveillance: is the concept of putting “eyes on the street”, making a place unattractive for potential illegitimate behaviour. Street design, landscaping, lighting and site design (i.e. neighbourhood layout) all influence the potential for natural surveillance.

Access Control: is controlling who goes in and out of a neighbourhood, park, building, etc. Access control includes creating a sense of “turf”, for legitimate users, while focusing on formal and informal entry and exit points.

Image: is the appearance of a place and how this is instrumental in creating a sense of place or territory for legitimate users of the space. A place that does not appear to be maintained or cared for may indicate to criminals that the place will not be defended and criminal activity in the area will be tolerated.

Territoriality: is the concept of creating and fostering places that are adopted by the legitimate users of the space (i.e. take ownership), making it less likely for people who do not belong to engage in criminal or nuisance behaviour at that location.

Conflicting User Groups: refers to instances where different user groups may conflict (e.g. a school near industrial development or a seniors centre near a nightclub). Careful consideration of compatible land uses can minimize potential conflicts between groups.

Activity Support: is the concept of filling an area with legitimate users (by facilitating or directly scheduling activities or events) so potential offenders cannot offend with impunity. Places and facilities that are underused can become locations with the potential for criminal activity.

Crime Generators: are activity nodes that may generate crime. For example, a 24 hour convenience or liquor store may not be a problem in itself but where it is located in the community may cause conflict or unforeseen secondary activity. The location of some land uses is critical to ensuring an activity does not increase the opportunities for crime to occur or reduce users and residents perceptions of their safety in the area.

Land Use Mix: is the concept that diversity in land uses can be a contributor or detractor for crime opportunities. Separating land uses (i.e. residential) from each other can create places that are unused during certain times of the day.

Movement Predictors: force people, especially pedestrians and cyclists, along a particular route or path, without providing obvious alternative escape routes or strategies for safety. Potential attackers can predict where persons will end up once they are on a certain path (e.g. a pedestrian tunnel or walkway).

Displacement: can be positive or negative so it is critical to understand how crime may move in time or space and what the impact may be. In general, the displacement that must be considered is:

Negative displacement – crime movement makes things worse;

Diffusion of benefits – displacement can reduce the overall number of crimes more widely than expected;

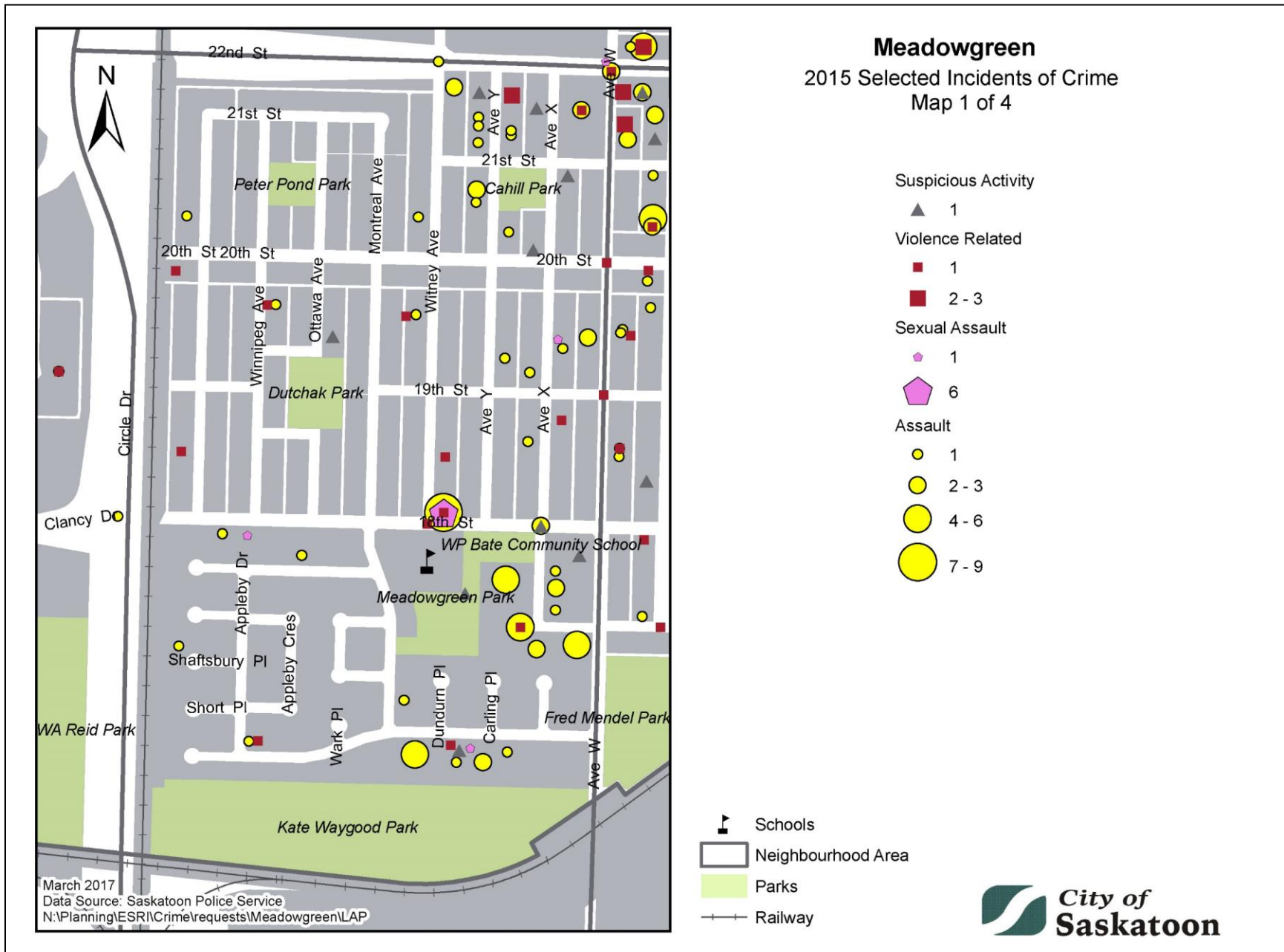
Positive displacement – opportunities for crime are intentionally displaced which minimizes the impact of the crime.

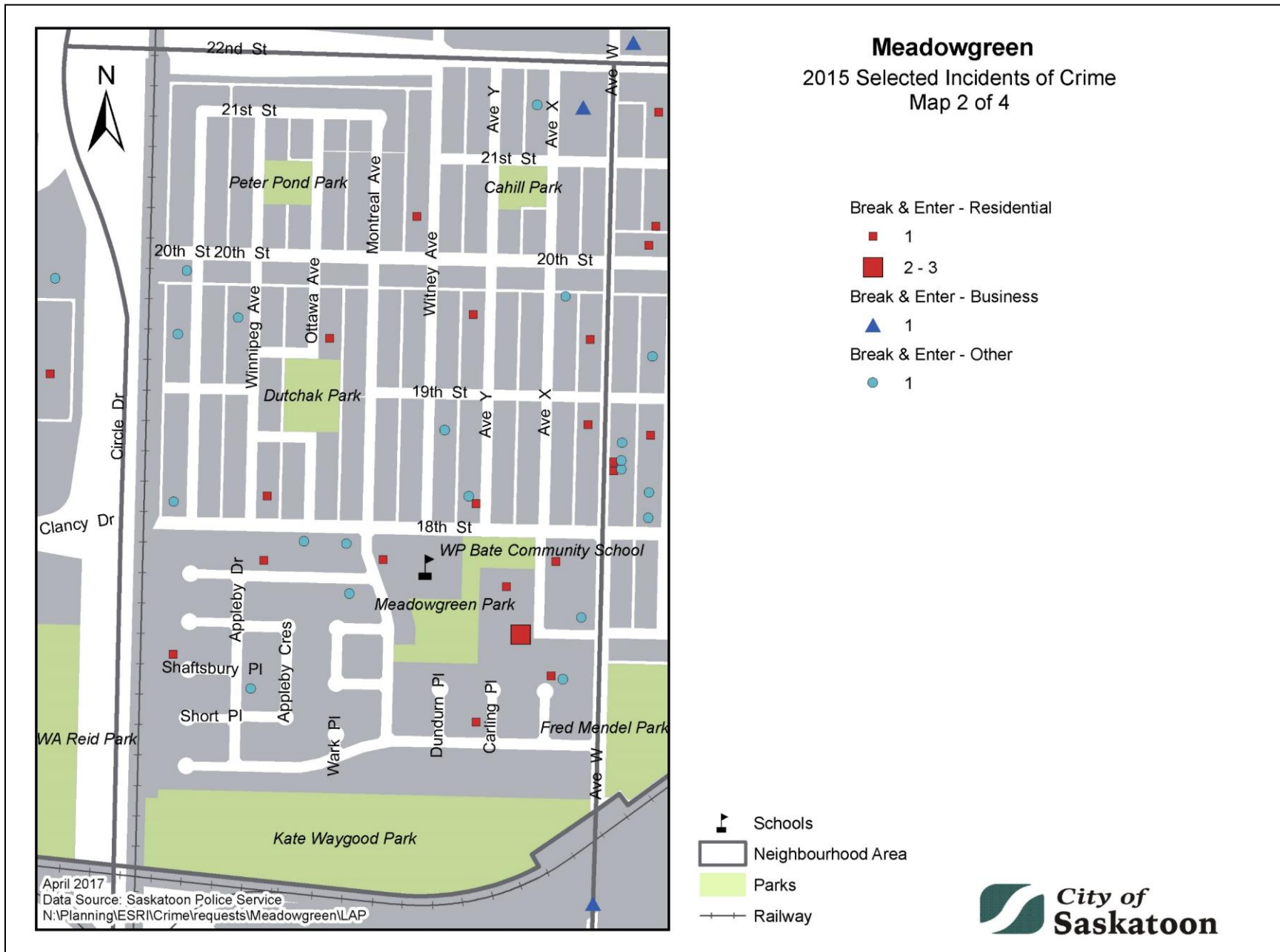
Cohesion: is the supportive relationships and interactions between all users of a place to support and maintain a sense of safety. Though not a specific urban design function, design can enhance the opportunity for positive social cohesion by providing physical places where this can occur, such as activity rooms, park gazebos, or multi-purpose rooms in schools and community centers. In some cases property owners or building managers can provide opportunities for social programming. This will increase the ability of local residents or users of a space to positively address issues as they arise.

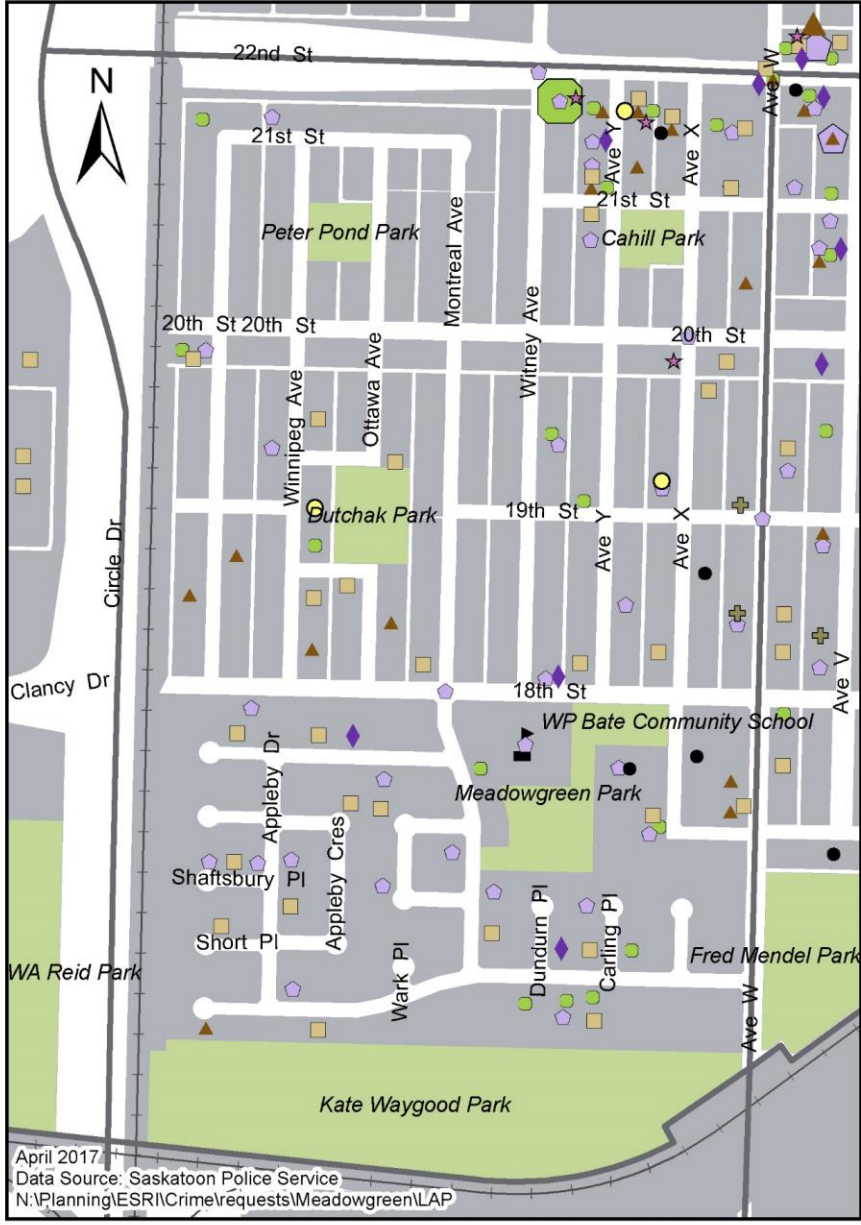
Connectivity: refers to the social and physical interactions and relationships external to the site itself. It recognizes that any given place should not operate in isolation from surrounding neighbourhoods and/or areas. Features such as walkways and roadways connecting a particular land use to the surrounding neighbourhoods and/or areas can accomplish this. Features such as centrally located community centers or program offices can also encourage activities to enhance this.

Capacity: is the ability for any given space or neighbourhood to support its intended use. For example, excessive quantities of similar land uses in too small an area, such as abandoned buildings or bars, can create opportunities for crime. When a place is functioning either over or under capacity, it can be detrimental to neighbourhood safety.

Culture: is the overall makeup and expression of the users of a place. Also known as “placemaking”, it involves artistic, musical, sports, or other local cultural events to bring people together in time and purpose. Physical designs that can encourage this include public multi-purpose facilities, sports facilities, and areas that local artists and musicians might use. Community memorials, public murals, and other cultural features also enhance this. These features create a unique context of the environment and help determine the design principles and policies that best support the well-being of all user groups and contribute to their cohesiveness.







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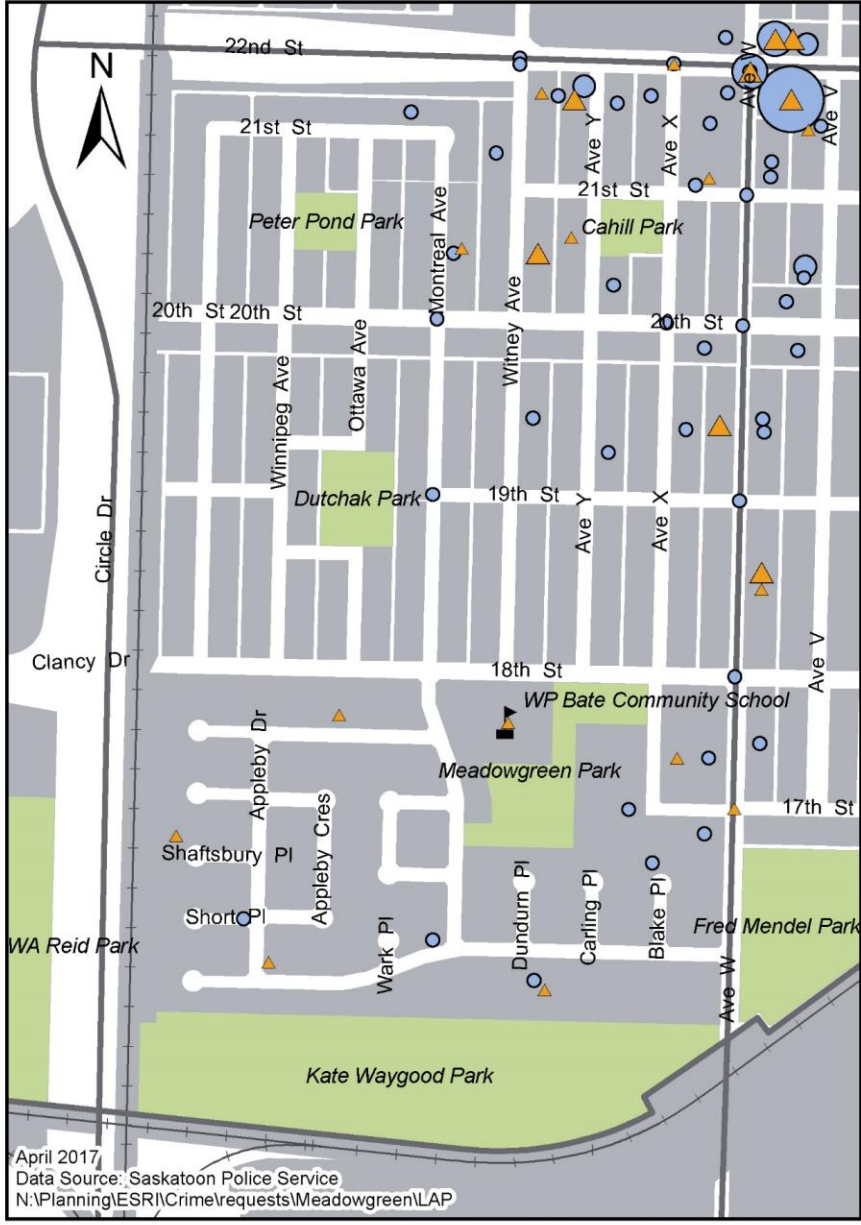
2015 Selected Incidents of Crime
Map 3 of 4

- Thrift under \$5000
 - 1 - 2
 - 11
- Thrift of Vehicle
 - ▲ 1
 - ▲ 3
- Thrift from a Vehicle
 - 1 - 2
- Thrift of Bike
 - 1
- Shoplifting
 - ★ 1 - 2
- Mischief Related
 - ◆ 1 - 2
- Mischief Under \$5000
 - ⬠ 1 - 2
 - ⬠ 3 - 4
- Arson
 - 1
- Graffiti Vandalism
 - ⊕ 1

- 🏫 Schools
- ▭ Neighbourhood Area
- 🌳 Parks
- 🚆 Railway

April 2017
Data Source: Saskatoon Police Service
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2015 Selected Incidents of Crime
Map 4 of 4

- Drug Related
 - ▲ 1
 - ▲ 2 - 3
- Liquor Related
 - 1 - 2
 - 3 - 5
 - 6 - 8
 - 27

- ▣ Schools
- ▭ Neighbourhood Area
- Parks
- +— Railway

April 2017
 Data Source: Saskatoon Police Service
 N:\Planning\ESRI\Crime\requests\Meadowgreen\LAP

