

Varsity View Local Area Plan Meeting #12
Topics: Public Works & Infill Development
Wednesday, February 16, 2011
Brunskill School Library
101 Wiggins Avenue South
7:00 pm

Attendees: Marianne Amos, Charlie Clark, Barb Giles, Anne Hardy, Susan Hatfield, Brenda O'Connor, James Perkins, Paige Goebel, Cathy Watts, Diana Pitoulis, Will Robbins, Nancy Johnson and Dylan Czarnecki – Community Consultants, Wade Gasmol – Manager, Public Works Branch, Tim Steuart – Manager, Development Review Section, Mark Emmons – Planner, Shirlene Palmer – Recording Secretary

1. Welcome & Introductions

Meeting called to order at 7:05 p.m.

Mark Emmons introduced himself and noted Paula Kotasek is unable to attend tonight as she is at a City Park LAP Rezoning Open House.

The purpose of tonight's meeting is to:

- Learn more about the City of Saskatoon Public Works Branch
- Discuss infill development

Mark thanked the Community Association for having us the same night as their meeting. He noted Mark Kelleher, BlackRock Developments, will return at the next meeting to discuss his revised plan. James noted Mark really listened to the concerns of adjacent neighbours and the neighbourhood. This is a great example of how ideally the City would like to see developers and neighbourhoods work together and not always need the City to be involved as much.

Mark thanks Nancy Johnson for all her work and wished her luck in her new position. He welcomed Dylan Czarnecki who will be taking over for Nancy in Community Development as the Community Consultant for Varsity View.

2. Agenda & Ground Rules

Through this Local Area Plan we have created Foundations for Success (or ground rules) to specify how meetings will be conducted. It ensures that group members feel comfortable in sharing their concerns, opinions and ideas with the group.

1. Listen to each other with respect
 2. One person speaks at a time and no side conversations
 3. Everyone has an equal voice
 4. Let everyone speak
 5. Stay focused
 6. Speak loudly
- Cathy Watts reminded members to join the community in Jane's Walk on May 7 & 8. Jane Jacobs was an American-born Canadian writer and activist with primary interest in communities and urban planning and decay. There are some interesting tours that can be done in Varsity View. Her idea is to walk through the urban forest, walk through

President Murray Park and go to the top of Luther Towers and talk about the trees. If you have an idea, come and tour people. There will be walks about past, present and future. Volunteers are needed to help on these walks or if you have an idea of your own. For more information check on the internet for Jane's Walk.

3. Infrastructure & Public Works Wade Gasmu, Manager Public Works Branch

Questions:

- **Will you be discussing what is planned in regards to sewer line replacement with the federal funding as it runs out this year?**

Wade noted he does not have much information on this, but there are no large plans in the works currently as the time is running out to make use of that funding.

The Public Works Branch is comprised of three sections, each with a manager who reports daily to Wade:

❖ ROADWAYS SECTION

- provides services for the operation and preservation of all roadway assets, including roads, sidewalks, interchange structures, river bridges, lanes and pathways. In so doing, the Section manages annual programs for sidewalk maintenance, lanes and earth-street maintenance, drainage, snow and ice control, earth dump sites, and roadway preservation programs.

Main Programs

- **Snow & Ice Operations**
 - Plow snow from streets and sidewalks based on Priority System.
 - Removal of snow windrows only from Priority streets.
 - Residential streets are plowed only if 4in – 6in ruts exist throughout entire block. Note on-street parking will be compromised.
 - Sidewalk Clearing Bylaw (No. 8463)
 - Residential Sidewalks must be cleared within 48 hours from the end of a winter storm
 - Public Works & Parks Branch staff clears sidewalks that are adjacent to City property.
 - 24 hour, 7 days a week coverage throughout the winter.
 - Sand streets based on priority system
 - Sand residential streets / intersections when unsafe conditions exist.
- **Paved Streets**
 - Maintain all paved streets and paved lanes so they are in a safe driving condition.
 - Activities include:
 - Pothole repairs
 - Excavation restoration
 - Crack filling
 - Repair of dips and other paved street failures

Paved Street Condition Rating (for Capital Reconstruction Programs)

- City of Saskatoon has developed a condition rating program for paved streets.
- Local (Residential), Collector, Arterial streets are rated on a 3 year cycle.
- Expressways are rated on a 1 to 2 year cycle.
- Condition rating information determines what streets qualify for treatment.

Paved Streets Maintenance Treatments (from Condition Rating Program)

- From the information gathered from Condition Rating:
 - Preservation Programs
 - Micro-Surfacing (\$7/m²)
 - Ultra Thin Overlays – under 25mm (\$13/m²)
 - Crack Sealing
 - Restoration Programs
 - Profile Correction (blade level) (\$15/m²)
 - Resurfacing - 50 to 100mm (\$42/m²)
- From the information gathered from Condition Rating:
 - Rehabilitation
 - Reconstruction (\$80/m²)
 - Deep Patching (\$100/m²)
 - **Earth Streets (Gravel Lanes)**
 - The City of Saskatoon has approximately 400km's of gravel lanes to maintain.
 - Goal - every lane will be graded once annually, sometimes more often based on traffic loading.
 - Capital Project (~ \$700K) program to re-gravel lanes based on inspection.
 - Boundary Roads
 - **Sidewalks**
 - Maintain City sidewalks in a safe condition for pedestrian traffic and to reduce personal injuries.
 - Activities include:
 - Replacement
 - Asphalt Overlay
 - Lip Grinding
 - Magcrete
 - Mudjacking

Sidewalk Condition Rating

- City of Saskatoon has developed a condition rating methodology for sidewalks
- Sidewalks to be condition rated on a 5 year cycle
- Condition rating information determines which sidewalks qualify for treatment

Sidewalk Treatment Strategies (From Condition Rating)

- Lip Grinding (\$10/panel)
 - Program is scheduled by sector or complaint
 - Grind lips up to 1"
 - Majority of the lips result from longitudinal cracking or tree roots
 - Purpose is to eliminate a safety hazard.

- Magcrete (\$40/panel)
 - Product the City of Saskatoon uses to repair small concrete defects
 - Use as a fillet for lips that are less than an inch
 - Patch isolated defects within a sidewalk panel
- Asphalt Overlay (\$46/panel)
 - Asphalt overlays will be done on sidewalk panels that are a safety concern and restricted to less than 10% of the block.
 - Asphalt fillets are used in areas where there is extensive tree route problems.
 - Can be used in fall as a temporary repair until concrete can be placed following year.
- Mudjacking (\$69/panel)
- Replacement (\$220/panel)
- **Street Cleaning/Sweeping**
 - Clean the sand and debris from the streets
 - Prevents material from entering the storm sewer system, which eventually enters the river.
 - Reduces dust
 - Safer streets for cyclists, pedestrians and motorists.
 - 3 main components to the Sweeping Program:
 1. Pre-sweep - Consists of the cleaning of all collectors and arterials as soon as the snow clears from the streets.
 2. Area sweep - Consists of the cleaning of all streets within the city, by neighborhood, except for areas with high concentration of on street parking.
 3. Lettered sweep - Specific areas posted 'no parking'. These areas generally have high concentration of on-street parking.

The plan every year is to complete the entire sweeping program by the middle of June. This can be prolonged due to inclement weather and equipment breakdowns.

❖ **WATER & SEWER SECTION**

- Provides maintenance programs for all facets of the underground and surface water and sewer systems. This involves the monitoring, inspection and maintenance of all hydrants, valves, building connections, watermains, sanitary and storm sewer mains throughout the City.

Main Programs

- Watermains Maintenance, Hydrants, Water Connection Services, Sewer mains Maintenance, Sewer Inspections, Sewer Connection Services, Storm Sewer Maintenance, and Drainage

What happens when a watermain breaks?

- Depending when the break occurs, a crew is dispatched to perform the repair
- Watermain may be turned off. If main is expected to be off for more than 8 hours, water trailer is provided to ensure homes have access to water
- Crew excavates where the break is anticipated
- After repair is made, the water is flushed tested to ensure the quality is safe.
- Excavation is backfilled to surface with gravel.

- Asphalt is placed when available. Depends on classification of the street, weather, and availability of crews.
- Sewer Connection Services - cleaning
 - When sewer connection begins to prohibit discharging to sewer system
 - Emergency sewer cleaning service
 - 7 days /week
 - 7:30 am to 11:30 pm service times
- Sewer Connection Services – cleaning

Activities include:

 - Power Auger
 - CCTV Video Inspection
 - Herbicidal Root Treatment
 - Sewer Taping is only performed in extreme circumstances
- Water & Sewer Connection Repair/Replacement

When a failure occurs on your connection, several options arise:

 - Where did the failure occur
 - What failed? Water or sewer connection?
 - Is the water service connection made of lead
- If failure is on private property side property owner has the responsibility of repairing – private contractor is used.
- If failure is on City side City will repair or arrange repair with private contractor
- Option to replace the entire connection
- Cost is split with the City to replace entire connection.
 - ~ \$1600 cost for property owner for sewer connection replacement only.
 - ~ \$2000 cost for property owner for water & sewer connection replacement.
- Costs are currently being reviewed.
- Failure on lead water connection:
 - Must replace water connection
 - Resident is supplied with either a temporary water connection or a Brita water filter till the replacement can be made.

❖ **SUPPORT SERVICES SECTION**

- Provides general support to the Branch, other City Departments and the public. Dispatch Services, Stores, and Building and Ground maintenance are also included in this section.

Some facts about Saskatoon:

- We have 3,325 lane km of paved streets.
- We have 1,300 km of sidewalks.
- We have 450 km of back lanes (400km gravel).
- We have 1095 km of water mains
- 11,700 valves, 6,000 hydrants
- We have 950 km of sanitary sewers
- We have 600 km of storm sewers
- 16,900 manholes
- 10,850 catch basins (water drains on streets)

Questions:

- **What is a curbsto**

A water service shutoff valve located in a water service pipe near the curb and between the water main and the building.

Comments:

- For years we had issues with root damage and after we replaced the sewer connections during our re-landscaping we have had no trouble.
- An issue in the back alleys is the grader goes down and it causes more trouble than help as there is so little gravel it just pushes it to the side and then there is no drainage, may need new gravel.

Wade stated only the lanes that require grading should be done. If they need to be rebuilt this should be noted when staff from department do their assessment. If all lanes that need to be rebuilt were done it would take 20 years because of budget constraints. Sometimes adding more gravel will not work and they must be excavated. If there is an issue in your lane, please feel free to contact Wade and he will send someone to look at. They try to put about \$100,000 per ward, if possible.

Questions:

- **Why is asphalt not acceptable for repair of sidewalks?**
From his understanding, Wade thinks it is more the public is not a fan of it. They feel it just looks like a bandage fix and does not last very long.
- **Is there a standard alley width? Some alleys are very narrow due to the backyards spilling out into it.**
Wade stated it depends on the area of the city. In Varsity View, the alleys would all have the same standard width, but when they are grading alleys they focus on the actual road as some people have flowerbeds, etc. planted at the rear of their property and they sometimes spill into the technical lane space, so the City workers don't want the ruin them.

Comments:

- Previously the area of Copeland Crescent has been noted as deteriorating and needs to be addressed.

Questions:

- **Are any Varsity View roads on the list for repair this year?**
Wade noted he was not sure and would need to check the list.

Councillor Clark noted that last year four sections in Varsity View were completed and since this is a very underfunded part of the overall City budget, not sure when more will be done in area.

- **What is the cost of a watermain break?**
Wade noted it depends on what is required, but it would typically be about \$10,000.

Comments:

- The sidewalk on the last block of Clarence Avenue on the west side just before College Drive is very narrow due to the grass growing over and then when there is snow piled

up it is even more narrow. There is also a hedge and a little cement wall which makes it a real blind spot. Overall, it is a very dangerous area for pedestrians.

- The redevelopment on the riverbank now has a barrier that diverts pedestrians and cyclists out of the way, but many just climb over it which is dangerous.

Wade noted this barrier was put up as part of the redevelopment due to some close calls as it was a dangerous area for pedestrians and cyclists to cross because it's a blind spot for vehicles.

Questions:

- **What is the wait time to have water and sewer replaced as I know someone who has been waiting for four years?**

Wade noted he is not sure of what the wait time is, but it shouldn't be four years. He took the address (204 Clarence Ave S) and will check on what is happening with this site.

Comments:

- If you have your sewer replaced and you can't pay full amount upfront, the City will add it to your taxes over a number of years, similar to a short-term loan.

Councillor Clark noted last year a policy was brought in that if an entire block is dug up and you have lead connections, it is mandatory to replace them at that time.

Questions:

- **Why are cars not towed away when snow routes are plowed?**

Wade noted only if a snow route clearing is declared are vehicles required to be moved. He noted they are looking at how this system can work better, as now if declared it will be done within 72 hours, which is a long time to not park your vehicle in certain areas. Hoping to look at somehow clearing snow 24 hours after declared.

Mark thanked Wade for coming out. As manager of Public Works, he is responsible for addressing a lot of the main issues and problems that face citizens in the City.

4. Infill Development

Tim Steuart, Manager Development Review Section

Tim stated it is nice to be at the Varsity View LAP meeting to talk about planning in general and issues significant in Varsity View.

The concept of infill development can be broken down into two categories with two sub-categories for each.

Major & Strategic Infill

- Major infill is where you have a large greenfield or brownfield site within the boundaries of the City which provides an opportunity for redevelopment. A prime example is College Quarter. Other examples in Saskatoon include the City Yards and the University's endowment lands. In other cities, examples include the redevelopment of out dated shopping centres or former industrial or institutional sites.

- Strategic infill could include something like the identification of transit corridors on major arterial streets and the establishment of zoning regulation which would encourage higher density developments along that corridor.

Gentrification & One-off Type Infill

- The two sub-categories would break down into the type of redevelopment which would need a zoning change (such as Mark Kelleher's proposal on Main Street) and the type of redevelopment which meets existing zoning requirements (such as tear down an old house and build a new one).

Infill development is important and will play a significant role in the ongoing growth and development of the City. Growth projections show by 2025 at a 1% growth rate, which is similar to our long-term average growth rate, Saskatoon's population will be about 250,000 people, an increase of about 25,000 from today. At a 2% growth rate, we'd be at about 300,000 people in 15 years, an increase of about 75,000 from what we have today.

The City is undertaking a long term future growth plan which is looking at a 75-year timeframe, taking us to a population of 500,000 people. We have identified an urban footprint of what Saskatoon would look like. This includes the build-out of the University Heights sector, the build-out of a new sector east of the City and a new sector to the northeast of the City.

However, if we can do major infill development over time on appropriate lands in the core of the city we may not need to develop portions of these lands in the 75-year plan.

When thinking about infill development, there are many important considerations to keep in mind. Here are some of them:

1. Saskatoon is a growing and vibrant community. We have to accommodate the construction of about 2,000 dwellings units each and every year. Not to mention land for industrial, commercial and institutional uses. This used to be 1,000 units per year. However, our new reality is about 2,000 units per year. We must be prepared for this every year as we can't realistically say Saskatoon will have no more growth.
2. Housing affordability is a huge issue. Stats from 2005 to 2010 show the average house price in Saskatoon has more than doubled. Changes to current regulation and the adoption of any new regulations may impact affordability. Affordability will also impact housing types. There will be more demand for secondary or garage suites, apartment-style buildings, and there will be demand for increased densities.
3. Sustainability is becoming an increasingly important issue. It is important to better utilize existing infrastructure. It is important to create developments that offer transportation alternatives.
4. It is important to provide a greater choice in housing options. Not too many years ago, buyers had the choice of building a new one-unit dwelling in a new neighbourhood or buying an existing one-unit dwelling in an existing neighbourhood. There is nothing wrong with either of these choices. The problem has been that there aren't enough choices. We have an increasingly diverse population and this population wants to make housing choices related to their lifestyle. This is going to lead to opportunities for development types and forms that we haven't generally seen in Saskatoon.
5. Density in Saskatoon has historically been equated with bad design. We need to change this perception. Developers aren't talking about the plain Jane four-storey walk-up apartments of the 1970s or the barracks of a decade ago. New infill development,

especially where density is being increased, has to be respectful of its context and has to fit with and, hopefully, enhance the built character of the neighbourhood.

6. The Planning and Development Act. Current architectural design powers are very cumbersome and bureaucratic. We have ideas how to handle these issues in a better way, but we haven't been successful to date in having the Act amended to include this powers, so we will try to make the tools we have work for us.

Gentrification or one-off infill developments, with respect to the type of redevelopment which meets existing zoning requirements and probably most affects Varsity View, the City has put into the zoning bylaw a number of requirements that address infill issues, including:

- Requirements which address site width in the subdivision of lots
- Requirements which address consistent front yard setback requirements (vary by no more than 3.0 metres)
- Requirements which address building height in established neighbourhoods (7.5 metres vs 10 metres)
- Provisions for secondary suites which allowed for the safe legalization of many existing suites

The City realizes although the above is a start, there is much more that needs to be done with respect to infill development. Currently, the City is going through a very extensive community-based visioning process known as Saskatoon Speaks. The information from that process will provide us with input and ideas on a variety of topics, including infill development.

We have established an administrative working group to begin addressing infill development issues and prepare an initial draft set of infill development guidelines. The issues being reviewed will include, but are not be limited to:

- Garden/garage suites
- Development standards for secondary suites
- Development standards that relate to the build's context, including the relationship and impacts on adjacent dwellings of elements, such as building height, roof orientation, windows and door locations. We also want to look at the context of front garages and front driveways relative to prevailing development patterns.
- The possible provision of four-unit row houses on corner sites, subject to design controls.

The "Breathing New Life into Older Neighbourhoods: Guidelines for Shaping Healthy Urban Growth" with Harold Madi presentation brought some intriguing ideas forward. One being the preparation of fairly detailed infill design guidelines, which would be voluntary, but would provide guidance to developers, as well as the idea of having a City resource available to provide deign advice and assistance to builders.

Comments:

- Developers are looking for ideas when they are coming into the neighbourhood and city. They want to be successful.

Tim noted there are a lot of very successful, significant developers that are looking for a better way to infill into the neighbourhood, so it is done properly.

Questions:

➤ **What is the next step for garage suites?**

Tim noted we need to put together a set of rules or guidelines and fine tune them for any new developments and come up with a way to do it. This process has begun with Saskatoon Speaks. For example, orientation of windows and doors to fit appropriately with neighbouring homes.

Comments:

- As a community, we rejected the idea of garage suites, but it may have not been presented completely to us. It needs to be beneficial to the neighbourhood. The way it is built, the materials used, the roof type, etc. It doesn't have to be expensive, it is about the design and the surface you use on the outside.

Questions:

➤ **When designing a new neighbourhood, what is the density target?**

Tim noted typically in the early 1980s or 1990s and even into the 2000s, our neighbourhoods had populations of approximately 5,000 and there were about 4 dwelling units per acre, but this density is too low to be sustainable and does not fully utilize the land. Generally, this density does not generate enough school age kids to warrant a school for one issue. The next neighbourhoods we developed, such as Willowgrove, where there were 7,000 to 11,000 people and density has grown to 5.6 to 5.8 dwelling units per acre and the newest ones would be Evergreen and Kensington, which will be 8 or 9 dwelling units per acre and will be the densest neighbourhoods in the city. These neighbourhoods have a lot of linkages, linear paths for pedestrians and cyclists for shorter routes and to connect the entire neighbourhood.

Mark noted the Land Branch objectives are to try to design new neighbourhoods a person could live their entire life in if they wish. This range includes affordable multiple-unit rentals, townhouses, condominiums, single-unit housing, and senior care homes. They want to develop a sense of community in their neighbourhood.

Comments:

- It would be nice to see in new neighbourhoods where you wouldn't have to drive to get your groceries, go to a restaurant or pub, almost like a village square.

Mark noted this can not always happen as a certain amount of activity or population is required for a commercial property to be viable and remain open. This isn't always possible.

Questions:

- **Harold Madi's presentation talked about neighbourhoods being flexible. It doesn't seem that crescents or courts are flexible for the future. If more density is required, it is more difficult to do so with these types of layouts. Wouldn't it be easier to build on the old grid style design? Does the City look at this?**

Tim noted the City doesn't look at potential future redevelopments of increased density when developing street networks. It is more as Mark stated to try to incorporate all requirements of people's lives from first home to seniors home. Along with this thinking, we make sure there is better connectivity throughout the area.

- **If there is a worry about Saskatoon's footprint getting too large, has the City thought of giving some type of incentives to developers if they build inside an**

older neighbourhood instead of into a newer neighbourhood? For example, in Calgary the cost is higher if you build in new neighbourhoods rather than infill in existing neighbourhoods.

Tim noted this may be something to look at. He clarified some growth is required in new neighbourhoods, but currently 80% is in new neighbourhoods, while the rest is infill. The City would like to see this number changed dramatically. In the new neighbourhoods, the developers are responsible for paying for the installation of direct services, such as utilities, system of levees, sewer trunks, etc.

Comments:

- Varsity View has an intertwined relationship with the University and one of the lowest home owner rates of approximately 40%. We are always concerned when there is a shift in rental properties and now there will be a concern with garden/garage suites to create additional rental properties. There is also the concern of invisible infill (inside existing single-unit housing to create multi-unit properties), such as granny suites. We are only one of 46 Community Associations and at times are standing alone on issues. We urge the City to talk to the older existing neighbourhood Community Associations, as they will be the ones to be affected the most if these garage/garden suites are allowed.
- Think it is important to look at what is and isn't allowed when it comes to the size of garages to the house. The garage being too large is unsightly at times and this will likely be even more of an issue if garage suites are allowed.
- It is important to not only look at infill development issues, but also the preservation of trees as they are part of the neighbourhood too. It seems that the new houses being built are right up to the property lines and may even be larger than they should be and this causes many issues including bad air flow, view and light for neighbours. It changes the character of the houses around it. You will ultimately run into a solid line of houses and then you may have commercial zoning butting right up against residential.

Tim noted the trees are taken care of. The City now has a requirement that if a developer must take a tree down, they have to pay for the value of the tree, which is significant. For some of the larger trees, it can be \$25,000, so developers will work around them, if at all possible. There may be trees on the property that come down, but it is the hope of the City that new landscaping will address this.

Tim noted density is a perception. The building setbacks or side yards have not been reduced in the zoning bylaw, even though it may look like it, but it is possible the roof pitches are different or smaller houses are being bought and torn down to build larger ones.

- It is important to remember also to take into consideration what is behind or beside new taller buildings as not great for the residences around it to have a huge building blocking out an existing house.

Tim noted this is looked at as there are height restrictions for various zoning. It is also important to look at areas, such as College Drive, where new single-unit houses most likely will not be built because the street is very busy, so they lend themselves to higher density buildings, such as condos or apartment-style buildings.

- Building guidelines would be good, even if they are voluntary as this would be beneficial to developers. If you have a pretty clear idea of what fits the neighbourhood, it would be helpful for all.
- A lot of these high density buildings have no yard to speak of for young children to play in. Who knows if families will want to live in these? Maybe should include more open space.

Councillor Clark noted Broadway has been trying to work on guidelines for buildings as they back onto residential, but it can be difficult to achieve. If guidelines are going to improve an area, they cannot be too overwhelming.

Councillor Clark stated the way the City is looking at things is if there are certain areas or corridors designated for larger infill buildings, such as College or Clarence, then large buildings will not just be popping up all over the place.

Tim noted the BlackRock development is a prime example of how we want to see developments take place in the City.

Questions:

- **It seems the barrier is the Planning and Development Act for many things. What year is it from and why can't it be updated?**

Tim noted the current plan is from 2005 and the City has been trying to encourage the province to make additional changes to it, but we've been unsuccessful. The City of Saskatoon works with the developers, as well as the Community Associations, while Regina mainly works with only the developers, so more of a push from other stakeholders other than the City of Saskatoon may be beneficial.

- **There are some developments in the neighbourhood that don't seem to fit with current zoning. Can these areas be checked?**
 - **Clarence Avenue & 15th Street – small house was lifted and turned and larger house was then moved from University Drive, so now two houses on lot.**
 - **On Cumberland Avenue & Main Street at the NW corner, there are two houses attached by a breezeway.**
 - **On 14th or 15th Street, three houses east of Wiggins, the south side of building looks like it was knocked down to put up two suites.**

Tim noted these can be looked into, but if they are legally done and a permit has been granted, then an inspector has likely already confirmed the projects meet the bylaws.

Comments:

- Glad to hear City is working on guidelines for developers, so they can see what is required in infill spaces and what is acceptable and what is not acceptable.

Questions:

- **Since the issue of infill guidelines can play an important part of the Varsity View neighbourhood, can the LAP process be extended, so this can be looked at more closely to make sure the correct information is put into it?**

Mark noted the LAP process is currently in the community engagement & information gathering and is in the hands of the community. If the community wishes to extend this

process to gather more information, then that is not a problem. If there are additional topics that need to be covered or more discussion is required on a previous topic this can be done.

- **The “Breathing New Life into Older Neighbourhoods: Guidelines for Shaping Healthy Urban Growth” with Harold Madi workshop used Nutana as an area to review. Would it be possible to do this same workshop with Varsity View? This may help stakeholders to envision what they would like and not like for infill development, which would help with the LAP report.**

Councillor Clark noted the workshop focused on identifying the different areas in a neighbourhood and what makes them different. Then looking at a one block and describing the characteristics and if you were imagining infill on that street, what would be suitable. This exercise may help community to see what will and will not work.

Mark asked if everyone would be interested in doing this exercise for Varsity View, even if they had attended the Harold Madi one.

All attendees at the meeting agreed they wanted to do this exercise to help with the LAP. Infill housing is one of the most important issues facing the Varsity View community. It would be good to express what the community would like to ensure the quality of life in the neighbourhood remains the same.

It was agreed this exercise would be more efficient if it used Varsity View examples in the case studies, instead of Nutana. The LAPC was asked to please forward areas in Varsity View that would be good to review to Mark and he will arrange to have pictures taken of a few areas, as more than one may be able to be reviewed at the workshop.

It was agreed once the areas were picked, the addresses would be shared with the LAPC prior to the meeting to give them the opportunity to go visit the site to have a better idea of the streetscape when they come to the meeting.

James noted he has hard copies of the Harold Madi workshop booklet if anyone wishes one. He will share the presentation with Mark via PDF.

5. Closing Remarks

Mark thanked everyone for coming out. You are making your neighbourhood better for all. Your participation is critical to the success of this project.

Henry Lau is aiming to host the open house for the College Drive Master Plan in Brunskill School on the same night as our next LAP meeting in order to try to be conscientious of everyone’s time. This will give the Community Association members, the Local Area Plan Committee members, as well as any others in the neighbourhood who is interested in attending an opportunity to comment on the plan.

- 6. Next Meeting: March 16, 2011**
Topic: Smart Cities Healthy Kids, College Drive Master Plan, and BlackRock Developments

Meeting adjourned: 9:45 pm