



City of
Saskatoon
Office of the City Clerk

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June 3, 2014

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

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

Dear Commission Members:

**NOTICE OF MEETING
MUNICIPAL PLANNING COMMISSION**

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

DATE: Tuesday, June 10, 2014

TIME: 12:00 Noon

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

A copy of the agenda is attached.

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

Yours truly,

Elaine Long, Secretary
Municipal Planning Commission

EL:sj

Attachment

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

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

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AGENDA

(OPEN TO THE PUBLIC)

MUNICIPAL PLANNING COMMISSION

TUESDAY, JUNE 10, 2014, AT 12:00 NOON, COMMITTEE ROOM "E"

GROUND FLOOR, SOUTH WING, CITY HALL

1. Minutes - of meeting held on May 20, 2014.

2. Proposed Stonebridge Neighbourhood Concept Plan Amendment and Proposed Rezoning from R1A to R2 and RMTN Stonebridge Common/Dickson Crescent
(Files: CK 4351-014-010, CK 4131-27 and PL 4350-Z16/13)

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

- 1) that the proposed Stonebridge Neighbourhood Concept Plan amendment as outlined in the report of the General Manager, Community Services Department, dated May 20, 2014, be approved; and

- 2) that the proposed amendment to Zoning Bylaw 8770 to rezone the properties identified in the map attached to the report of the General Manager, Community Services Department, dated May 20, 2014, from an R1A – One-Unit Residential District to an RMTN - Townhouse Residential District and R2 - One and Two-Unit Residential District, be approved.

Attached is a report of the General Manager, Community Services Department, dated May 20, 2014, regarding an application from Dundee Developments for a minor amendment to the Stonebridge Neighbourhood Concept Plan to accommodate one-unit dwellings along Dickson Crescent; and for an amendment to the Zoning Bylaw to rezone properties from R1A to RMTN and R2.

3. Proposed Aspen Ridge Concept Plan
(Files: CK 4131-32 and PL 4131-41)

RECOMMENDATION: that a report be submitted to City Council at the time of the public hearing recommending that the proposed Aspen Ridge Concept Plan, as outlined in the report of the General Manager, Community Services Department, dated May 20, 2014, be approved.

Attached is a report of the General Manager, Community Services Department, dated May 20, 2014, regarding an application from Saskatoon Land for the proposed Aspen Ridge Concept Plan.

4. Amendments to Official Community Plan Bylaw 8769 and
Zoning Bylaw 8770
Aspen Ridge Neighbourhood
(Files: CK 4351-014-011, CK 4131-32 and PL 4115-OCP09/14,
PL 4115-OCP 30/14, PL 4350-Z10/14)

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

- 1) that the proposed amendment to Official Community Plan Bylaw 8769 – Land Use Map to redesignate the properties identified in the Location Plan – Official Community Plan Amendment – Land Use Map attached to the report of the General Manager, Community Services Department, dated May 20, 2014, be approved;
- 2) that the proposed amendment to Official Community Plan Bylaw 8769 – Phasing Map to reclassify the properties identified in the Location Plan – Official Community Plan Amendment – Phasing Map attached to the report of the General Manager, Community Services Department, dated May 20, 2014, be approved; and

- 3) that the proposed amendment to Zoning Bylaw 8770 to rezone the properties identified in the Location Plan – Zoning Bylaw Amendment attached to the report of the General Manager, Community Services Department, dated May 20, 2014, be approved.

Attached is a report of the General Manager, Community Services Department, dated May 20, 2014, regarding proposed amendments to Official Community Plan Bylaw 8769 and Zoning Bylaw 8770 to allow for development consistent with the proposed Aspen Ridge Neighbourhood Concept Plan.

5. Proposed Amendments to the Official Community Plan Bylaw 8769, Zoning Bylaw 8770 and Pleasant Hill Village Enhanced Concept Plan
(Files: CK 4351-014-012, CK 4131-31 and PL 4350-Z6/14, PL 4115-OCP5/14, PL 951-232)

RECOMMENDATION: that the report of the General Manager, Community Services Department, dated May 20, 2014, be submitted to City Council recommending:

- 1) that the advertising to amend the Pleasant Hill Village Enhanced Concept Plan, Official Community Plan Bylaw No. 8769, and Zoning Bylaw No. 8770, as outlined in the above noted report, be approved;
- 2) that the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed amendments;
- 3) that the City Solicitor be requested to prepare the required bylaws to amend Official Community Plan Bylaw No. 8769, and Zoning Bylaw No. 8770;
- 4) that at the time of the public hearing, City Council consider the Administration's recommendation to amend the Pleasant Hill Village Enhanced Concept Plan to change Parcels A and CC from "Low-Density Housing" to "Medium-Density Housing";

- 5) that at the time of the public hearing, City Council consider the Administration's recommendation to amend Official Community Plan Bylaw No. 8769 - Pleasant Hill Land Use Policy Map to redesignate the properties identified in the amendment attached to the report of the General Manager, Community Services Department, dated May 20, 2014; and
- 6) that at the time of the public hearing, City Council consider the Administration's recommendation to amend Zoning Bylaw No. 8770 to rezone the properties identified in the amendment attached to the report of the General Manager, Community Services Department, dated May 20, 2014.

Attached is a report of the General Manager, Community Services Department, dated May 20, 2014, regarding proposed amendments to the Pleasant Hill Village Enhanced Concept Plan, Official Community Plan Bylaw 8769 and Zoning Bylaw 8770 which are associated with the continued implementation of the Pleasant Hill Village Redevelopment Project.

6. North Downtown Master Plan – Interim Report No. 2
(Files: CK 4130-13, CP 4100-24 and LA 4100-2)

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Corporate Performance Department, dated May 30, 2014, providing the status of the North Downtown Master Plan project.

7. 2014 Proposed Budget
Municipal Planning Commission
(File No. CK. 1704-5)

RECOMMENDATION: that a proposed budget of \$5,000 for the Municipal Planning Commission be approved for inclusion in the 2015 Business Plan and Budget for review at the appropriate time.

All advisory committees are required to submit proposed budgets for consideration by the appropriate standing committee prior to placement in the 2015 Business Plan and Budget document.

The Municipal Planning Commission received \$5,000 in 2014, which represented a \$1,000 increase over 2013, to provide for more educational opportunities for Commission members, through attendance at local, provincial and national conferences and workshops.

8. Fredericton 2014 CIP/API Conference
People Matter
July 9-12, 2014
(File No. CK. 175-16)

RECOMMENDATION: that the information be received.

The Commission has a budget of \$5,000 for attendance at conferences. In the past, Commission members have attended national and provincial conferences.

The Canadian Institute of Planners Conference is being held in Fredericton, New Brunswick from July 9 to 12, 2014. For more information, the following is the link to the conference website www.cip-icu.ca.

A copy of this information was sent to Commission members by email on May 23, 2014, to allow everyone time to consider whether you are interested in attending this conference or the Saskatchewan conference which is normally held in the fall, for discussion at this meeting.

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

RECOMMENDATION: that the information be received.

The Chair will provide an update on the following items, previously considered by the Commission, and which were considered by City Council at its meeting held on May 20, 2014.

- a) Discretionary Use Application – Private School
819 29th Street West – B2 District (Basement)
Applicant: Dance Ink Ltd.

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- b) Proposed Brighton Neighbourhood Concept Plan
Applicant: Dundee Developments
- c) Proposed Official Community Plan Amendment – Land Use Policy Map
Brighton Neighbourhood
- d) Proposed Zoning Bylaw Amendment – Rezoning of Properties
from DREC1, DAG1, DAG2, DCR3, and DM3 Districts to an FUD District
Brighton Neighbourhood

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

The next meeting of the Commission is scheduled for Tuesday, June 24, 2014, at 12:00 noon in Committee Room “E”, Ground Floor, South Wing, City Hall.

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: May 20, 2014
SUBJECT: Proposed Stonebridge Neighbourhood Concept Plan Amendment and Proposed Rezoning from R1A to R2 and RMTN – Stonebridge Common/Dickson Crescent
FILE NO.: CK. 4351-014-010, x CK 4131-27 and PL. 4350 – Z16/13

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

- 1) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed Stonebridge Neighbourhood Concept Plan amendment be approved; and
- 2) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone the properties identified in the attached map from an R1A – One-Unit Residential District to an RMTN-Townhouse Residential District and R2 – One and Two-Unit Residential District, be approved.

TOPIC AND PURPOSE

Dundee Developments has submitted an application for a minor amendment to the Stonebridge Neighbourhood Concept Plan (see Attachment 1). The amendment is required, as Dundee Developments has proposed zoning to accommodate one-unit dwellings along Dickson Crescent, rather than low-density multiple-unit residential. In addition, Dundee Developments has submitted an application to rezone the properties identified on the attached map from an R1A – One-Unit Residential District to RMTN – Townhouse Residential District and R2 – One and Two-Unit Residential District (see Attachment 2).

REPORT HIGHLIGHTS

1. A minor Stonebridge Neighbourhood Concept Plan (Concept Plan) amendment and rezoning is proposed for the properties east of Dickson Crescent to provide for 14 lots intended for one-unit dwellings.
2. The proposed rezoning to RMTN is consistent with the approved Concept Plan.

STRATEGIC GOAL

Under the Strategic Goal of Quality of Life, this report supports the long-term strategy to encourage a mix of housing types across the city.

BACKGROUND

The Concept Plan was approved by City Council in 2005 and provides a wide range of housing options, as well as neighbourhood commercial services. The subject sites are currently zoned R1A – One-Unit Residential District, which was the zoning applied to the area at the inception of the Concept Plan to identify general land use in the neighbourhood.

REPORT

Concept Plan

A minor Concept Plan amendment is required for the properties east of Dickson Crescent. This proposed amendment results in a modest decrease in density and will provide 14 lots intended for one-unit dwellings, compared to approximately 20 lots for low-density multiple-unit residential in the form of street townhouses. The proposed amendment is maintaining the residential character of the block and is generally consistent with the approved Concept Plan.

These proposed amendments will accommodate a variety of residential housing options in the Stonebridge neighbourhood.

Official Community Plan Bylaw No. 8769

This area is identified as “Residential” on the Official Community Plan (OCP) – Land Use Map. This application is consistent with that designation.

Comments From Other Divisions

No concerns were identified through the administrative referral process.

Please refer to Attachment 3 for complete comments.

OPTIONS TO THE RECOMMENDATION

City Council could choose to deny this rezoning application. This option would preclude the implementation of the Concept Plan.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

A public information meeting was held on May 1, 2014, to provide information on this application and an amendment to the Concept Plan relating to the proposed school site. The meeting was held to provide residents the opportunity to hear details of the proposals and for the applicant to obtain public input.

Public notices were distributed to the Stonebridge neighbourhood notifying residents of the public information meeting. The Community Association and Ward Councillor were also notified. The Ward Councillor and 34 residents attended the meeting. No specific comments or concerns were received regarding this proposed rezoning.

COMMUNICATION PLAN

Public hearing notices will be mailed to all property owners within 75 metres (246 feet) of the subject site for notification of the public hearing date. Aside from this, no further consultation is planned beyond the stakeholder involvement noted above.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

This application relates to a private development in which a CPTED review is not required.

PUBLIC NOTICE

Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify all property owners within a 75 metre (246 feet) buffer of the proposed site of the public hearing date by letter. A notice will be placed in The StarPhoenix two weeks prior to the public hearing. Notice boards will be placed on the site. The property owners affected by this rezoning will also be notified in writing.

ATTACHMENTS

1. Proposed Stonebridge Neighbourhood Concept Plan Amendment
2. Location Map
3. Comments From Other Divisions

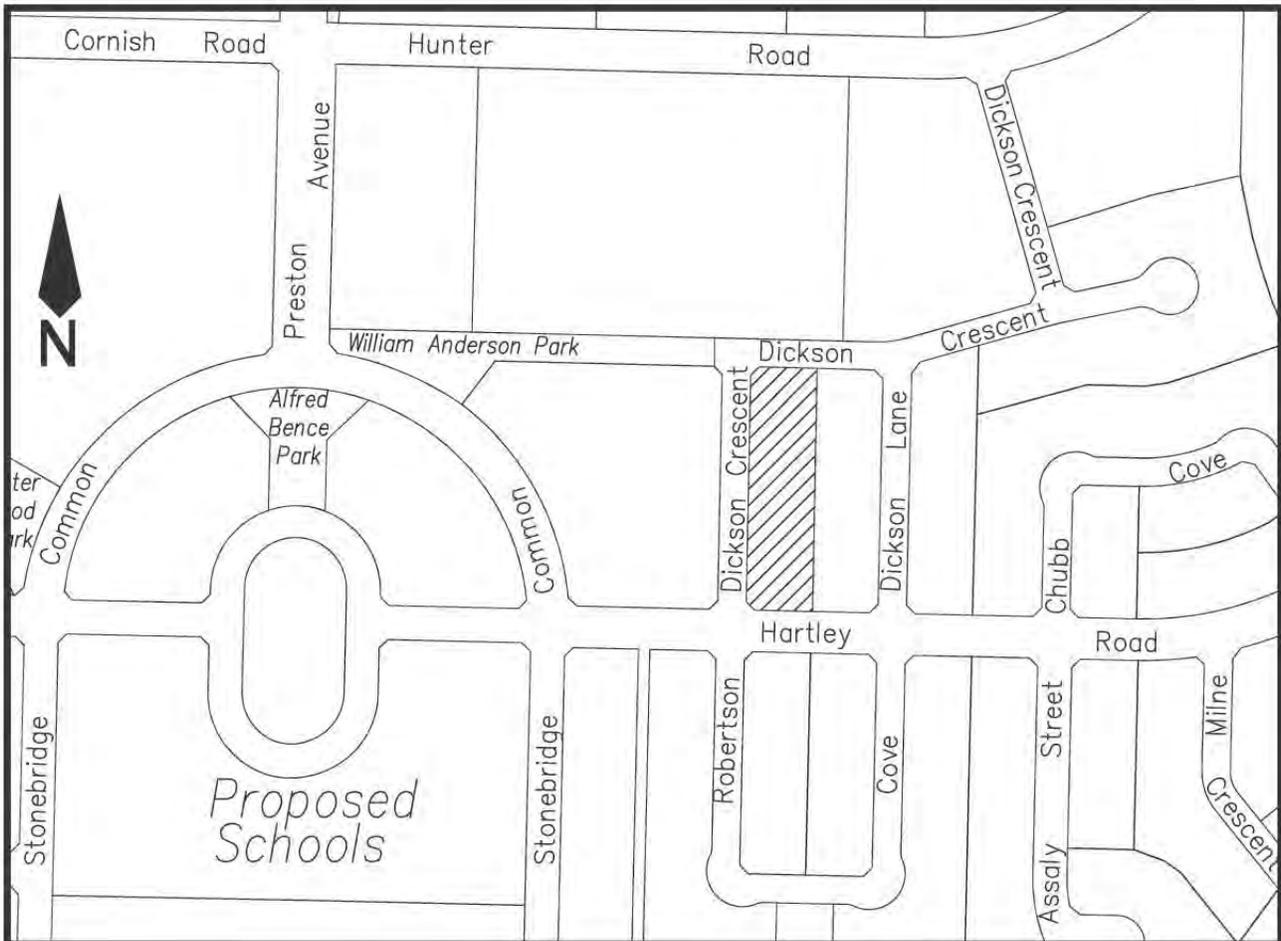
Written by: Melissa Austin, Planner

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

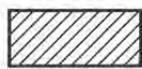
Approved by: “Randy Grauer”
Randy Grauer, General Manager
Community Services Department
Dated: “May 29, 2014”

Approved by: “Randy Grauer”
For Murray Totland, City Manager
Dated: “May 29, 2014”

Proposed Stonebridge Neighbourhood Concept Plan Amendment



**PROPOSED CONCEPT PLAN AMENDMENT
STONEBRIDGE**

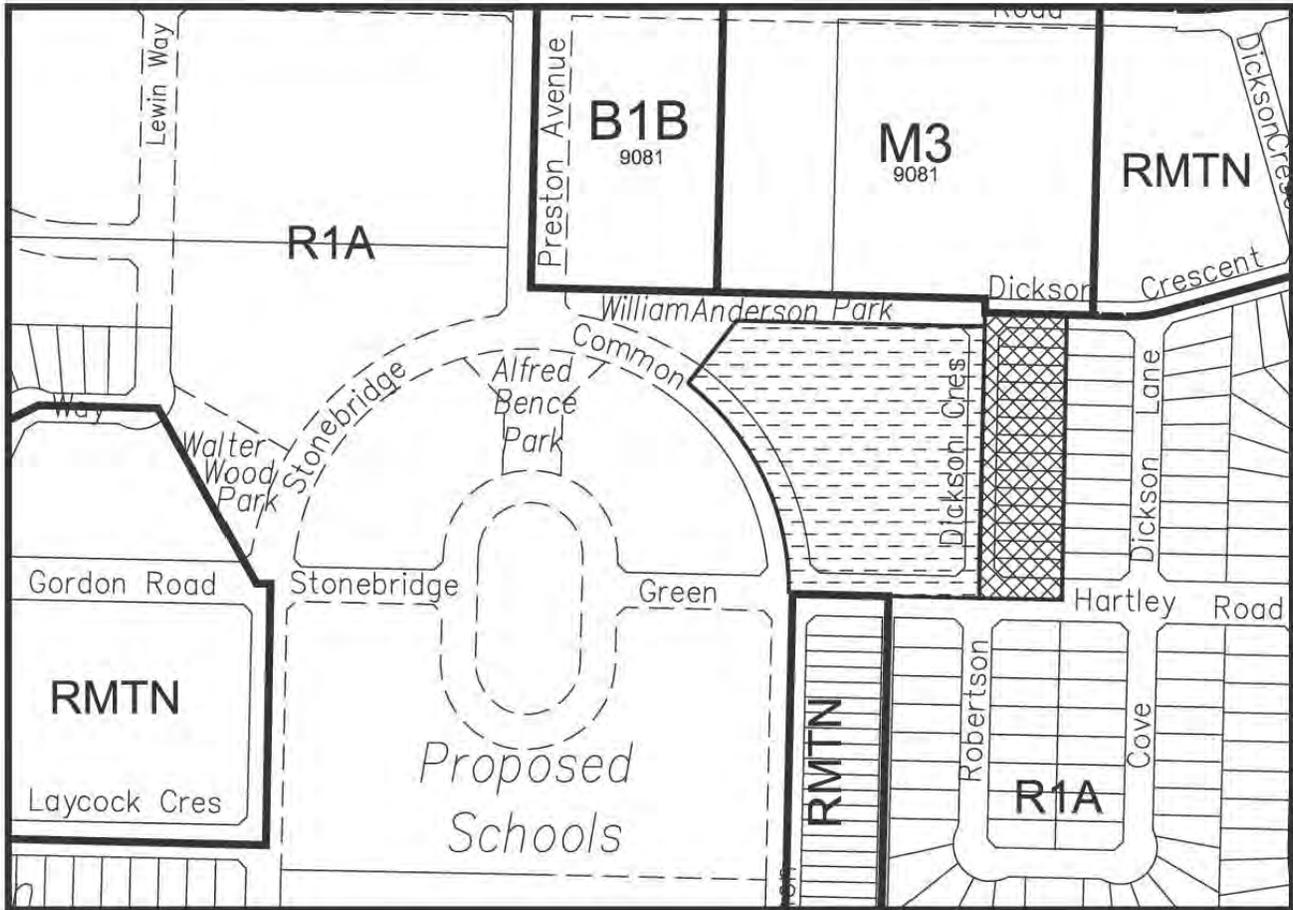


From Low Density Multi-Unit Residential
to Low Density Residential

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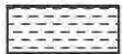
Location Plan



PROPOSED ZONING AMENDMENT



From R1A to R2



From R1A to RMTN



File No. RZ16-2013

Comments From Other Divisions

Transportation and Utilities Department

The proposed Zoning Bylaw No. 8770 amendment, as noted, is acceptable to the Transportation and Utilities Department with the following comment:

1. Rolled curb is required on the east side of Dickson Crescent and a vertical curb is required on the west side of Dickson Crescent.

Saskatoon Transit Division

Saskatoon Transit has no easement requirements regarding the referenced properties.

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: May 20, 2014
SUBJECT: Proposed Aspen Ridge Concept Plan
FILE NO.: CK. 4131-32 and PL. 4131-41

RECOMMENDATION: that a report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed Aspen Ridge Concept Plan be approved.

TOPIC AND PURPOSE

The purpose of this report is to consider an application from Saskatoon Land for the proposed Aspen Ridge Concept Plan (Concept Plan).

REPORT HIGHLIGHTS

1. The proposed Concept Plan is consistent with the approved University Heights Sector Plan and will accommodate the development of the next University Heights neighbourhood. Upon completion, the neighbourhood will be home to approximately 12,500 residents.
2. No development applications will be considered for lands abutting the Perimeter Highway until the status of the Perimeter Highway is determined. Similarly, the lands designated as Urban Holding will be considered in a future Concept Plan amendment, once the Perimeter Highway Validation Study is complete.
3. The proposed Concept Plan supports the principles of Growing Forward! Shaping Saskatoon.

STRATEGIC GOAL

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

BACKGROUND

During its October 7, 2013 meeting, City Council approved the amended University Heights Sector Plan. The vision for the sector is to develop interconnected, human-scale neighbourhoods featuring a variety of housing forms and a mixture of land uses, along with a high-quality employment area and vibrant village and district centre, while illustrating a conservation theme of preserving and integrating existing natural features along the way.

REPORT

Proposed Concept Plan

The proposed Concept Plan, outlined in Attachment 1, is the next neighbourhood to be developed in the University Heights sector. The proposed residential neighbourhood, including a District Village, consists of a total land area of 639 acres (258 hectares). Upon completion, the neighbourhood will be home to approximately 12,500 residents. The Quick Facts Sheet, regarding the proposed neighbourhood has been included in Attachment 2.

The neighbourhood boundaries include the Evergreen neighbourhood to the east, University of Saskatchewan lands on the south, the proposed Perimeter Highway on the east, and the Northeast Swale on the north.

The neighbourhood has been designed to be walkable with amenities and recreational spaces close to homes. It will include a variety of housing, such as one-unit dwellings, townhouses, multiple-unit dwellings, and mixed-use development combining residential with retail and office space. Elements of the neighbourhood will include:

- a) a complete streets design concept for McOrmond Drive;
- b) a village square;
- c) a multi-use greenway abutting the Northeast Swale; and
- d) a linear park system.

Perimeter Highway

The Province of Saskatchewan is undertaking The Saskatoon Perimeter Highway Validation Study (Validation Study). The purpose of the Validation Study is to assess the current approved location of the Perimeter Highway. To accommodate the ongoing study, the Concept Plan has included the following:

1. The lands located along the eastern edge of the neighbourhood and which abut the Perimeter Highway are proposed to be low-density residential. No development applications will be considered for these lands until the status of the Perimeter Highway is determined. Should the Perimeter Highway location be confirmed, the developer will be able to proceed with the proposed development as shown on the Concept Plan. However, should it be determined that the Perimeter Highway be relocated, a Concept Plan amendment will be brought forward to address the proposed changes.
2. The lands located in the south-east corner of the neighbourhood will be designated as Urban Holding. When the Validation Study is complete and an appropriate use for these lands is determined, a Concept Plan amendment will be brought forward to address the proposed changes.

Growing Forward! Shaping Saskatoon

A report was presented to the Growing Forward! Shaping Saskatoon Steering Committee (Steering Committee). Due to the proximity of Aspen Ridge to the

Evergreen neighbourhood, the proposed Concept Plan was presented to the Steering Committee, together with the proposed Evergreen Concept Plan amendment for the District Village. The report identifies how the proposed Concept Plan meets the principles of the Growing Forward! Shaping Saskatoon initiative. The report is included in Attachment 3.

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

- a) higher density land uses along transit corridors;
- b) all collector roadways built to support transit;
- c) a District Village to provide employment opportunities within walking distance for residents of both the Aspen Ridge and Evergreen neighbourhoods;
- d) a variety of residential land uses from one-unit to multi-unit residential to promote affordability; and
- e) a greenway along those portions of the neighbourhood that abut the Northeast Swale.

OPTIONS TO THE RECOMMENDATION

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

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The primary financial obligations for the development of the Aspen Ridge neighbourhood are outlined in Attachment 4.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Comments from Other Divisions and Agencies

Comments from external and internal stakeholders were solicited through the review process. Comments noted by other divisions or agencies, with respect to the proposed Concept Plan, are included in Attachment 5.

Public Engagement

A public open house was held on March 18, 2014. A total of 899 public notices were mailed out to notify residents within the subject area and the surrounding property owners. The Willowgrove/University Heights and the Silverspring Community Associations were also notified. The Ward Councillor was in attendance and 53 people attended the public open house. The Community Engagement Project Summary has been included in Attachment 6.

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

- a) ensuring bike lanes are developed in a way that is safe and accessible; and

Approved by: "Jeff Jorgenson"
Jeff Jorgenson, General Manager
Transportation and Utilities Department
Dated: "May 29, 2014"

Approved by: "Randy Grauer"
Randy Grauer, General Manager
Community Services Department
Dated: "May 29, 2014"

Approved by: "Murray Totland"
Murray Totland, City Manager
Dated: "June 2, 2014"

ASPEN RIDGE



NEIGHBOURHOOD CONCEPT PLAN
JUNE 2014

ASPEN RIDGE NEIGHBOURHOOD CONCEPT PLAN

Prepared by

Saskatoon Land

in conjunction with

Victory Majors Investments Corporation

and

Cindercrete Products



June 2014

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- 3 Land Use Concept Plan
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- 5 Transportation Plan
- 6 Transportation Dimension Plan
- 7 Transit Plan
- 8 Storm Water Drainage Plan
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- 10 Water Distribution Plan
- 11 Proposed Phasing

SUPPORTING DOCUMENTATION

Appendix - available for download: <http://bit.ly/AspenRidgeNCP>

- A University Heights Sector Plan
- B Vegetation and Wildlife Survey of the Northeast Swale Near Saskatoon
- C Northeast Swale Development Guidelines (2012)
- D Natural Area Screening
- E Phase I Environmental Site Assessment
- F Phase II Hydro-Geotechnical
- G Heritage Conservation Branch Confirmation
- H Aspen Ridge Roundabout and Multi-Way Boulevard
Concept Evaluation
- I Traffic Impact Assessment
- J Pedestrian Walking Distances

EXECUTIVE SUMMARY

The Aspen Ridge Neighbourhood Concept Plan is the first step in the process of building the next neighbourhood within the University Heights Suburban Development Area. The Concept Plan has been developed by Saskatoon Land on behalf of the Ownership Group.

The neighbourhood has been designed in the “Urban Village” model in order to achieve the development of a neighbourhood that:

1. Represents the City’s design philosophy as outlined in the City of Saskatoon’s Official Community Plan Bylaw No. 8769;
2. Encompasses the goals identified within the City of Saskatoon’s Strategic Plan (2013-2023) and Growing Forward! Shaping Saskatoon: A Bridging Document For...the Growth Plan to Half a Million;
3. Represents leadership in the realm of environmentally sustainable development;
4. Recognises and incorporates the benefits of Crime Prevention Through Environmental Design Strategies;
5. Contains a variety of positive lifestyle amenities;
6. Contains the framework to satisfy a variety of lifestyle choices and economic means; and
7. Enhances quality of life through creating a strong sense of place where people will choose to live their lives and contribute to their community.

NEIGHBOURHOOD QUICK FACTS

GROSS LAND AREA: **638.71 acre (258.49 ha)**

PROJECTED POPULATION (MAXIMUM BUILD-OUT): **12,544 persons**

PROJECTED ELEMENTARY SCHOOL POPULATION (MAXIMUM BUILD-OUT): **1,715 students**

NEIGHBOURHOOD GROSS DENSITY: **8.93 units per acre / 48.53 persons per hectare**

NEIGHBOURHOOD NET DENSITY (DENSITY OF SALEABLE LAND): **14.30 units per acre / 77.74 persons per hectare**

ESTIMATED TOTAL NUMBER OF DWELLING UNITS: **5,702 units**

2,177 SINGLE-UNIT DWELLINGS

3,525 MULTI-UNIT DWELLINGS

TOTAL NEIGHBOURHOOD RESIDENTIAL UNIT SPLIT: **38.18% single-unit** and **61.82% multi-unit**

NEIGHBOURHOOD PARK: **38.96 acre (15.77 ha)**

17 ACRES OF CORE PARK (6.88 HA)

18.59 ACRES OF LINEAR PARK (7.52 HA)

2.42 ACRES DIVIDED BETWEEN 3 POCKET PARKS (0.98 HA)

0.95 ACRES OF VILLAGE SQUARE (0.38 HA)

THE PERCENTAGE OF NEIGHBOURHOOD PARK DEDICATION INSIDE OF THIS NEIGHBOURHOOD IS **6.1%**.

TOTAL DEVELOPABLE NEIGHBOURHOOD FRONTAGE: **33,250.52 metres**



The Purpose of the Concept Plan

The Aspen Ridge Neighbourhood Concept Plan (NCP), and its supporting documentation, establishes a conceptual framework for the proposed development. The NCP identifies the pattern of land uses, how the neighbourhood integrates with surrounding natural areas, and the configuration of services such as roads, water distribution, the sanitary sewer system, the storm water management system, and the park system.

This Neighbourhood Concept Plan will:

1. Provide City Council, Civic Administration, utility agencies, school boards, and other stakeholders with the neighbourhood layout to enable for the timely planning and provision of services;
2. Establish land use patterns and development density for the neighbourhood;
3. Establish a transportation system that will provide for convenient and safe vehicular, transit, pedestrian and cyclist movement in the neighbourhood; and
4. Establish an open space framework that connects to the adjacent developed areas.

INTRODUCTION

This report will introduce Aspen Ridge, the next neighbourhood in the University Heights Suburban Development Area. The neighbourhood area is located on 638.71 acres (258.49 hectares) of land in Saskatoon's northeast.

The neighbourhood lands were annexed into Saskatoon in different years. On May 30, 2000 the City annexed a portion of the University Heights Suburban Development Area to allow for future residential growth including Evergreen and the western tip of Aspen Ridge, west of Range Road 3045. The remainder of the neighbourhood was annexed on August 1, 2010, with the most recent expansion of the City Limits.

The University Heights Sector Plan was originally adopted by Saskatoon City Council on May 25, 1987, with the most recent amendments to the plan approved by City Council on October 7, 2013. The revised document provides the new boundaries and planning framework for the future development of two new neighbourhoods, as well as an employment and industrial park, in northeast Saskatoon. Aspen Ridge will be the first of two neighbourhoods to be developed within the new boundaries. Given the strong demand for housing and the rapid build-out of the Evergreen neighbourhood, the timely completion of planning, engineering and design of Aspen Ridge is essential to meet future housing demand in this area.

Approval of the Aspen Ridge Concept Plan will enable the Ownership Group to proceed with detailed engineering, design, servicing, and sale of lands in this neighbourhood.

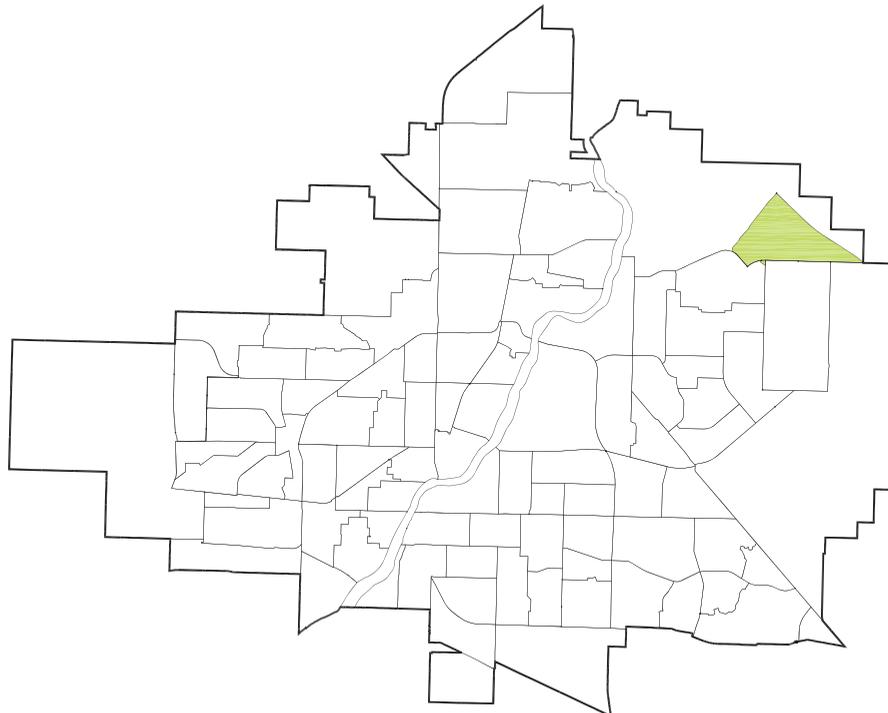


Image 1: Location Map

LEGISLATION

OFFICIAL COMMUNITY PLAN BYLAW NO. 8769

The City of Saskatoon's Official Community Plan Bylaw No. 8769 (OCP) is a broad range of planning statements that provide the policy framework to define, direct, and evaluate development in the City of Saskatoon, ensuring that development takes place in an orderly and rational manner.

A portion of the area that comprises this neighbourhood is currently in the OCP "Phasing Map" as Phase II. Phase II indicates areas suitable for development beyond the next five years but within the scope of the OCP. An application will be made for an OCP Phasing Map amendment to include these areas within Phase I. Including these lands within Phase I of the OCP Phasing Map will bring the land within this neighbourhood into the immediate development stream.

ZONING

The neighbourhood is currently divided between two separate zoning districts, Future Urban Development (FUD) as part of the City of Saskatoon Zoning Bylaw No. 8770, and Future Growth Sector Overlay District (FG) as part of the Corman Park-Saskatoon Planning District Zoning Bylaw No. 23/10. Prior to legal subdivision, appropriate Zoning Bylaw amendments will be required.

UNIVERSITY HEIGHTS SECTOR PLAN

Prepared by the Future Growth Section of Planning and Development, the University Heights Sector Plan (see Appendix A) represents the long range planning goals and identifies key land uses, transportation and servicing components that will need to be addressed in detail during the concept plan process for the University Heights Suburban Development Area. The University Heights Sector Plan was approved by City Council on October 7, 2013.

MEEWASIN VALLEY AUTHORITY CONSERVATION ZONE

A portion of the neighbourhood is within Meewasin Valley Authority (MVA) jurisdiction. The MVA jurisdiction boundary is shown on Figure 1. The jurisdiction boundary was determined in 1979 by incorporating the University of Saskatchewan Lands and other City and Provincially owned lands at that time. The MVA has recently endorsed The Northeast Swale Resource Management Plan (2013) to assist with the integration of the Swale into an urban area and to encourage responsible stewardship of the Northeast Swale. This plan was reviewed and considered in the development of the Aspen Ridge Neighbourhood Concept Plan. As per an amendment to the MVA's Development Review Bylaw in November 2013, the Aspen Ridge neighbourhood is exempt from the MVA's Development Review process.

STRATEGIC PLAN (2013-2023) & GROWING FORWARD! SHAPING SASKATOON

The recently adopted City of Saskatoon Strategic Plan (2013 – 2023) and the current initiative Growing Forward! Shaping Saskatoon: A Bridging Document...For the Growth Plan to Half a Million identifies the goals for Saskatoon as it grows towards a population of 500,000. These goals are used to evaluate decisions to ensure actions align with the priorities contained within these guiding documents.

This report will demonstrate how the priorities and goals, identified within the Strategic Plan (2013 – 2023) and the Growth Plan to Half a Million are being met in the proposed Aspen Ridge NCP. Highlights include:

- incorporation of a “main street”-style mixed-use,
- transit friendly arterial street design,
- increased internal and external connectivity, and
- the inclusion of medium-density, mixed-use development

“Planning integrated communities is a new route for Saskatoon, and will require a period of adjustment for not only the City’s Administration, but also for the community, and the development industry. This period is an opportunity to bring forward ideas, solutions and innovations that will help guide the City towards a new model of growth.”

Growing Forward! Shaping Saskatoon: A Bridging Document...For the Growth Plan to Half a Million

BACKGROUND

LOCATION

Aspen Ridge is located within the University Heights Suburban Development Area. The neighbourhood is bound on the southwest by the Evergreen neighbourhood, on the northwest by the Northeast Swale, on the south by the University of Saskatchewan's Kernen Crop Research Farm and management lands, and on the northeast by the proposed Provincial Perimeter Highway (Perimeter Highway) (see Figure 1).

The neighbourhood is approximately 638.71 acres (258.49 hectares) in area, predominantly in Sections 17-37-4-W3M and SE 18-37-4-W3M.

LAND OWNERSHIP

Figure 2 illustrates the existing land ownership within the neighbourhood boundary. Saskatoon Land owns 68.47% of the land within the neighbourhood. Two private interests own the remaining 27.96%. These percentages do not include the existing roadways which currently comprise 3.57% of the land within the existing neighbourhood boundary. With the roadways allocated out according to ownership percentage, Saskatoon Land owns approximately 71% of the total land within the neighbourhood, with the remaining 29% being privately owned. Image 2 provides a brief overview of the ownership areas.

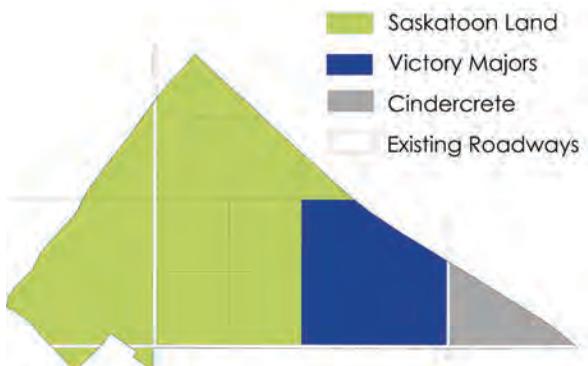


Image 2: Ownership

EXISTING LAND USES

The current land use is primarily agricultural, composed of cultivated cropland and three rural residences. Within the neighbourhood boundary there is some uncultivated land in the form of an aspen bluff in Section SE 17-37-4-W3M and a mostly dry drainage channel which flows to the Northeast Swale in a south to north direction. The drainage channel will be incorporated into the neighbourhood as a linear park. A portion of it will be dedicated as landscaped drainage parcels.

ADJACENT LAND USES

To the south of the neighbourhood, across Township Road 372, are the University of Saskatchewan agricultural research and management lands. These University lands are the Kernen Crop Research Farm land and the Kernen Prairie. The Kernen Prairie consists of 320 acres of uncultivated natural prairie grassland. Adjacent to these lands is the SuperDARN (Dual Auroral Radar Network) which is an international radar network for studying the upper atmosphere and ionosphere to research and track weather patterns in space. There is no plan for the University of Saskatchewan to discontinue their research operations in these locations.

To the southwest, the neighbourhood boundary is delineated by Fedoruk Drive. Beyond Fedoruk Drive is the neighbourhood of Evergreen. The east portion of Evergreen bordering Fedoruk Drive is single family development zoned R1A. The District Village is located in the area surrounding the intersection of Fedoruk Drive and McOrmond Drive. The District Village will be zoned to allow for commercial and mixed-use commercial/residential development that will serve the retail needs of Evergreen, Aspen Ridge and the surrounding neighbourhoods.

Adjacent Land Uses continued...

The neighbourhood is bound to the northeast by the location of the Perimeter Highway. The Perimeter Highway is a project of the Saskatchewan Ministry of Highways and Infrastructure and, at present, they have not indicated a time line for the development of the Perimeter Highway. Just beyond the proposed Highway is Cindercrete Products.

The northwest edge of the neighbourhood is delineated by the Northeast Swale, hereafter referred to as the “Swale”. The Swale contains remnants of native prairie that are of unique ecological, hydrological, and hydro-geological significance. Several studies have been conducted on the Swale, including the Northeast Swale Development Guidelines (2012) conducted by Stantec Consulting Ltd. Their findings are provided in the next section.

THE NORTHEAST SWALE

Historically, the Northeast Swale has been described as a channel scar with sloughs remnant from glacial times. Today, the Swale is considered a valuable ecological, hydrological, and hydro-geological amenity. As development continues in the city’s northeast, the impact of development on the Swale and vice versa is an important factor in urban development. The Swale provides unique opportunities and constraints to development in this area. While its boundaries limit growth in the area, it also may serve as a potential amenity for any adjacent developments. Desire to retain the natural integrity of the Swale was identified by a number of local organizations and City of Saskatoon departments, including the Ownership Group and the Meewasin Valley Authority (MVA). As such, this valued amenity is being retained and integrated into the Aspen Ridge neighbourhood design.

Many studies have been conducted that examine the ecological, hydrological and historical characteristics of the Swale. In 2001, Delaney completed the study “Vegetation and Wildlife Survey of the Northeast Swale

Near Saskatoon” (see Appendix B). This study and a further study by Stantec Consulting Ltd. in 2002 (Development Guidelines and the Northeast Swale (2002), provided insight into the significance of the Swale and identified guidelines for development around the Swale. Since 2002, growth in the University Heights development area has increased rapidly and, as a result, the City of Saskatoon and the Meewasin Valley Authority determined a need to update the guidelines set out in the 2002 document. . In October 2012, Stantec Consulting Ltd. provided the City with a draft set of revised guidelines for development within and surrounding the Swale that replaces the 2002 guidelines. These guidelines, the “Northeast Swale Development Guidelines (2012)” were approved by City Council on October 7, 2013 (see Appendix C). The overall goal of the guidelines is “to provide direction for the minimization of disturbance of the Swale, while meeting transportation, utility, storm water management, and other community needs”*. The “North East Swale Development Guidelines (2012)” have been followed in development of the Aspen Ridge neighbourhood design.

A significant finding in the study of the Swale is that it lies directly above the Forestry Farm Aquifer. As such, parts of the Swale have been identified as unserviceable due to the depth of less than six metres of cover over the aquifer. Much of this unserviceable area is also identified as Class 4 (semi-permanent) wetlands. The depth of the cover over the aquifer and the classification of the wetlands within the Swale were important elements in determining the boundaries of the Swale. Additional considerations in determining the guidelines for development surrounding the Swale included historical land uses, how to separate inappropriate land uses from the Swale, where to locate appropriate connections to the Swale, and how to best manage storm water runoff to avoid adversely impacting the Swale.

*Northeast Swale Development Guidelines (2012), Stantec Consulting Ltd.

THE GREENWAY

Through the North East Swale Development Guidelines (2012), the concept of The Greenway was developed. The Greenway is a transitional zone between the development bordering the Swale and the Swale, meant to help ensure neighbouring development is compatible with the desire to preserve the Swale. The main purpose of the Greenway is to protect the Swale and accommodate drainage. In addition it provides the opportunity for trail linking future neighbourhoods and providing access to trails and interpretive areas that could potentially be built within the Swale. The Greenway includes the following zones: Transition Zone, Trail Zone, and Ecological Buffer Zone.

The Ecological Buffer Zone and the Transition Zone of the Greenway will both be seeded with plants native to the Swale. In order to limit runoff into the Swale, an engineered Storm Water Management Zone will be incorporated into the Greenway. The Storm Water Management Zone will include a portion of the Ecological Buffer Zone, as well as all of the Trail Zone and Transition Zone (see Image 3). The Storm Water Management Zone is designed to catch all overland flow from the development backing the Swale and direct it to the forebay located northeast of McOrmond Drive (see Page 32). During either a storm event or a major storm event, the Storm Water Management Zone will take approximately three hours for the majority of the flow to drain from the Greenway. This will result in this area functioning like a linear park, with residents being able to walk through the engineered drainage swale to access the Trail Zone. If needed, at major access points,

small pedestrian bridges or boardwalks will be considered to aid in crossing the Transition Zone of the Storm Water Management Zone.

The Trail Zone will contain a multi-purpose trail that, once complete, will run the length of the northwest edge of Aspen Ridge. The Trail Zone is four metres wide, which will allow for the development of a multi-use path, providing the potential for wider lanes for cyclists and pedestrians. The final layout and location of the trail, including how it will terminate at the Perimeter Highway and Fedoruk Drive, will be dependent the location and construction time line of trails with the Swale. Once the MVA has determined their plans for trails and interpretive sites within the Swale, discussions regarding development of the Greenway trail will begin between the Aspen Ridge Ownership Group, the MVA, and the City of Saskatoon. As there is a signalized intersection just south of the Greenway at McOrmond Drive, it is likely that this intersection will be used as a crossing point for the Greenway trail (instead of providing a separate pedestrian cross at the edge of the Swale).

The 15 metre Ecological Buffer Zone is a natural transition between developed area and the Swale. This area will be widened to 20 metres in areas where the slope towards the Swale is greater than five percent. These buffer widths were determined to be the appropriate widths needed to mitigate any negative impacts that development could have on the area. Upon subdivision, the Greenway will be dedicated as Municipal Reserve, a Municipal Utility Parcel, Buffer, and/or Environmental Reserve depending on its characteristics and further discussions with the City of Saskatoon.

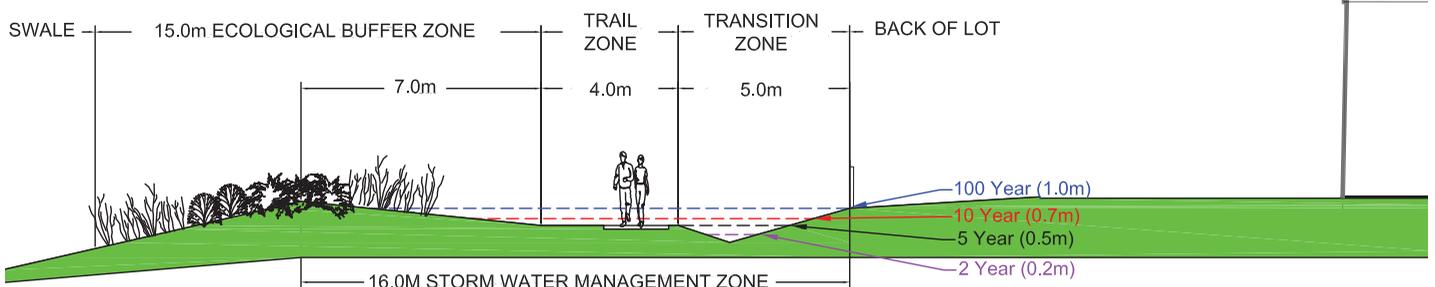


Image 3: Cross Section of Greenway

The Greenway continued...

In Aspen Ridge the slope towards the Swale is less than five percent for all areas adjacent to the Swale that are southwest of McOrmond Drive. This section of the Ecological Buffer Zone is 15 metres wide. Northeast of McOrmond Drive, the majority of the Greenway has a slope greater than five percent. This entire section of the Ecological Buffer Zone is 20 metres wide (see Image 4).

Vehicle access has not been provided from local or collector streets to the Swale. One vehicle crossing has been identified within the neighbourhood (McOrmond Drive), and another identified to the west of the neighbourhood (Lowe Road / Range Road 3050). The Swale can be accessed by several pedestrian and cycling linkages from the neighbourhood to the Greenway (see Figure 4) promoting pedestrian and cycling activities and enhancing connectivity to the Swale. In the future, there is also the opportunity for a multi-purpose trail that could connect to surrounding neighbourhoods, and eventually the MVA trail system. In addition to access from linear parks to the Greenway, lots backing onto the Greenway will have access to the Greenway via gates in their back fences. A “see through” metal fence will be constructed in all rear or side yards that interface with any park or other open space system including the Greenway and drainage areas.

Information about the Greenway, the Swale, and the native plants existing in both, will be provided to all those who purchase a lot backing onto the Swale. This will include information on the value of the Swale, the function of the Greenway, and how it relates to adjacent development. It will also identify the differences between a naturalized area like the Greenway and standard, irrigated linear and pocket parks that will exist throughout Aspen Ridge.

The Swale is a valued amenity and a significant marketing feature for this neighbourhood and will provide opportunities for interesting pedestrian linkages to the Meewasin Valley river trail system. The Greenway provides an ideal access point to the Swale, while also providing a needed buffer between residential development and the Swale.

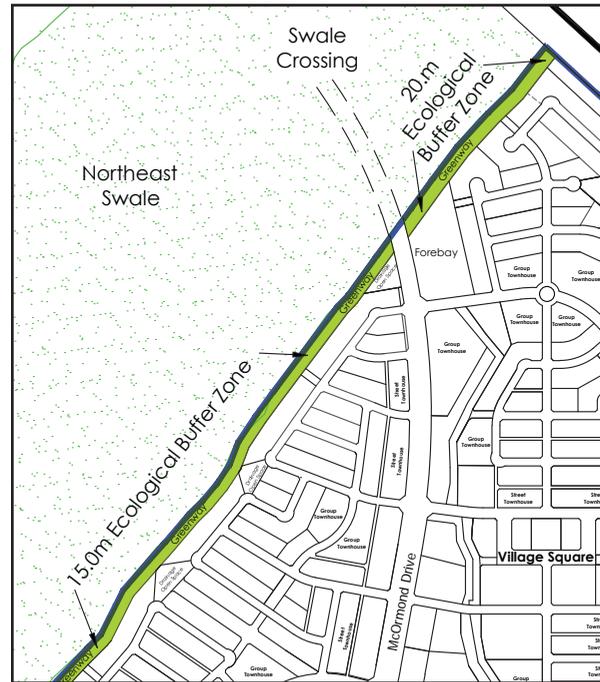


Image 4: Greenway Ecological Buffer Zones

SITE PHYSICAL CHARACTERISTICS

Aspen Ridge is located within the Elstow Plain and Saskatoon Plain of the Moist Mixed Grassland Ecoregion. Topography of the region can be described as gently rolling, with higher elevations near the southeast corner of the neighbourhood that gently decrease toward the northwest boundary bordered by the Swale (see Figure 2).

The majority of the land has been used for agriculture and has been cultivated. Uncultivated lands occur within isolated pockets located just east of the centre of the neighbourhood, as well as in wet, natural drainage areas directly adjacent to the Swale. These uncultivated lands are characterized by slightly higher moisture content. Vegetation in these areas commonly consists of sedges and trembling aspen; those areas with higher salinity are characterized by salt-tolerant grasses. Soils within the region can be described as loamy, containing a mixture of sand, silt and clay.

A review of the Saskatchewan Conservation Data Centre (SKCDC) database revealed no rare

Site Physical Characteristics continued...

or endangered plant or animal species in the neighbourhood area. However, three rare plants and many signs of wildlife were identified within the Swale. Evidence of several bird species as well as mule deer and white-tailed deer were present within the neighbourhood and the Swale boundaries. The Natural Areas Screening conducted by Stantec Consulting Ltd. in 2012 (see Appendix D), concluded by stating that emphasis should be placed on the protection of the lands within the Swale and that the protection of the isolated natural areas within the neighbourhood would add little benefit to the Swale.

PHASE I ENVIRONMENTAL ANALYSIS

A Phase I Environmental Site Assessment (ESA) was completed for the neighbourhood site (see Appendix E). The environmental assessment was undertaken by Stantec Consulting Ltd. The assessment identified few concerns and concluded that the site is of low overall environmental concern.

Concerns identified in the ESA included a number of aboveground storage tanks, some with evidence of petroleum hydrocarbon (PHC) staining, as well as minor PHC staining on some surficial soils. In addition, various storage containers (such as oil, gas, paint, and herbicides) alongside solid wastes were observed in dumping areas on the rural residences contained within the neighbourhood area. Ozone depleting substances were also identified at two of the rural residences. Based on the age of the buildings, it is possible that lead paint, asbestos, and polychlorinated biphenyls exist on some of the buildings on the land. The Ecolog Environmental Risk Information Services database identified a 100 litre pesticide spill and an 113,550 litre anhydrous ammonia tank, which was formerly located in the area.

To address the concerns raised, solid waste identified on site will be disposed of or recycled at an appropriate facility. Oil containers will be

disposed of at a registered facility. Prior to existing buildings being demolished, a hazardous materials assessment will be conducted. Soil sampling will be done to characterize and delineate the areas where PHC staining has been observed, where the pesticide spill was reported, where the former anhydrous ammonia tank was located and where hazardous wastes were observed in the dumping areas. Appropriate action will be undertaken after soil sampling is completed and prior to development occurring on these sites.

PHASE I & II HYDRO-GEOTECHNICAL ANALYSIS

Based on extensive studies completed in this area in the study of the Northeast Swale, consultants were able to complete a Phase I Hydro-Geotechnical “desktop analysis” of the neighbourhood site. From the Phase I analysis, it was determined that additional groundwater and soil condition testing is required. A Phase II Hydro-Geotechnical Analysis was conducted by Clifton Associates Ltd. (see Appendix F). Based on the information provided from the consultants it is concluded that the majority of Aspen Ridge does not have any water table issues that could impact land use. A small area at the northwest corner of the Aspen Ridge may have some groundwater table issues. These issues will be resolved by either raising the grades or installing sub-drainage pipes. This appropriate measure will be determined at the detailed design stage.

HISTORICAL RESOURCES

Confirmation was received from the Heritage Conservation Branch of the Government of Saskatchewan that no known historical sites are located within the boundaries of the proposed neighbourhood (see Appendix G). Given that much of the development area has been cultivated, the existence of any historical sites is highly unlikely.



THE NEIGHBOURHOOD CONCEPT

The Urban Village

The design of the neighbourhood is modelled as a sustainable urban village neighbourhood that will appeal to a variety of people by offering to fulfill a variety of lifestyle choices.

Care has been taken to interface the mixed format of housing choices, open spaces, neighbourhood commercial, the McOrmond Drive multi-way boulevard, and the District Village commercial, in a sensitive and harmonious manner.

THE VILLAGE CENTRE

Functioning like the downtown of a neighbourhood, the Village Centre contains a Village Square, neighbourhood conveniences, and a relative concentration of medium-density housing. The Village Centre helps to define a neighbourhood by strongly contributing to a sense of place and helps to promote a sense of community; it offers neighbourhood residents a neighbourhood destination point. It is located at the relative centre of the neighbourhood near the core park.

THE VILLAGE SQUARE

Located in the Village Centre, the Village Square is slightly smaller than one acre in size. In comparison to parks, the Village Square is a more urban landscaped space with at least 25% of the landscaping being “hard landscape” such as paving stones, concrete, and fixed planters. The hard landscaping will be similar to recently developed Village Squares in Willowgrove and Hampton Village. A place maker such as a gazebo, fountain, sculpture, small amphitheatre or other monument will be constructed in the Village Square. It will serve as an informal meeting place and pedestrian destination point surrounded by neighbourhood convenience commercial and medium-density residential. The Village Square will be used for a variety of informal or formal neighbourhood events including, but not limited to, public meetings; children, adult, or family activities; or simply as a place to sit and have a cup of coffee on a nice day. The Village Square will be designated as part of the Municipal Reserve park dedication.

“New neighbourhoods will be designed to accommodate all aspects of our daily lives, including offering more sources of employment. Throughout the community, people will have better transportation choices, including rapid transit.”

Growing Forward! Shaping Saskatoon: A Bridging Document...For the Growth Plan to Half a Million

THE VILLAGE CENTRE NEIGHBOURHOOD COMMERCIAL

Located in the Village Centre, adjacent to the Village Square, two mixed-use commercial sites are envisioned as small scale neighbourhood convenience type services such as a coffee shop, convenience stores, small scale retail, and small scale professional services. The buildings are envisioned to have up to two floors of residential above the commercial. This will enhance the uniqueness and the viability of the residential neighbourhood and its commercial services.

These buildings will have no minimum setback requirement and will front onto both a wide sidewalk and the Village Square (see Image 5). Parking to serve the businesses will be both angle parking on the wide 30 metre one-way street that surrounds the Village Square on three sides, and off-street surface or underground parking. For illustration purposes, though at a much smaller scale, the neighbourhood convenience commercial development will be more reminiscent of an area like the Broadway Commercial District than of a more vehicle oriented commercial district like the 8th Street commercial corridor.

A unique feature of the Village Square design in Aspen Ridge is the location of the mixed-use commercial sites. In similar developments in Saskatoon, village squares have been surrounded on all four sides with streets, with the mixed-use sites located across the street from the square. In Aspen Ridge the mixed-use sites are attached to the Village Square, providing the opportunity for development contained on those sites to directly interface with the Square. An example of a similar development is the Saskatoon Farmers' Market at River Landing (i.e. the Market building is directly attached to the Market Square, instead of being separated by a roadway). This design provides unique opportunities for development on the sites and reduces the interaction between the Square the surrounding streets, creating a more

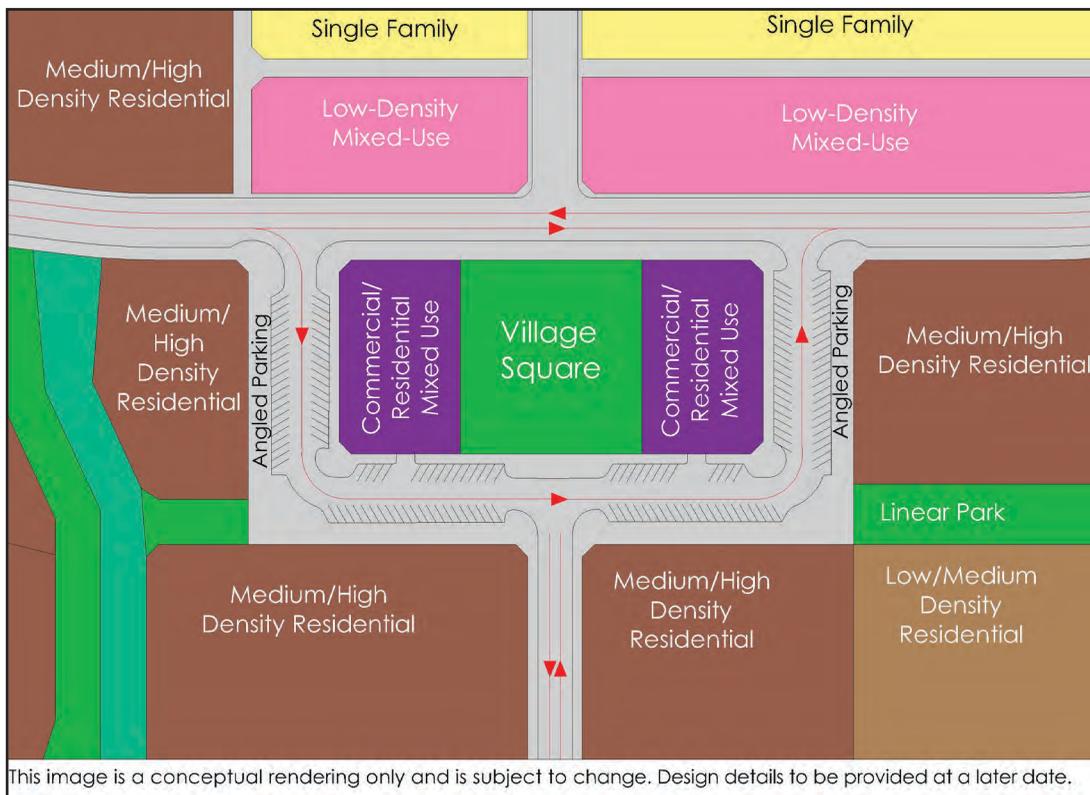


Image 5: Village Square Layout Concept

The Village Centre Neighbourhood Commercial continued...

pedestrian focused plaza. The design will require builders to be creative with how loading bays and parking amenities are designed and how deliveries are made to the buildings.

These sites will be sold through a Request for Proposal process, allowing the Ownership Group to ensure development on the sites is of a high quality and aligns with the vision for the area. In addition, developments will be required to meet architectural controls laid out by Saskatoon Land (see Architectural Controls section).

THE DISTRICT VILLAGE

Aspen Ridge is unique in that the District Village extends into the neighbourhood from the Evergreen neighbourhood. A District Village was identified in the University Heights Sector Plan as a commercial, institutional and high-density housing area that would serve adjacent neighbourhoods within the University Heights Suburban Development Area, as well as users of the McOrmond Drive arterial roadway. The District Village was shown to be located in the southwest corner of Aspen Ridge at the intersection of two arterial roads – Fedoruk Drive and McOrmond Drive. It is intended to serve the needs of several neighbourhoods similar to a Suburban Centre.

SUSTAINABLE GROWTH

PRIORITIES FOR THIS TERM (4 YEARS)

Create “complete community” neighbourhoods that feature employment opportunities, main streets, suburban centres and greater connectivity, both internally and externally.

Strategic Plan (2013-2023)

The District Village continued...

The Ownership Group envisions the District Village as a mixed-use area with a mix of large format commercial and “main street” style mixed-use commercial. However, including this District Village in the neighbourhood requires special treatment in order to properly interface the larger commercial sites with the residential character of the neighbourhood and an arterial roadway.

The Ownership Group’s solution is to propose a new mixed-use zoning district and new roadway cross sections. The proposed zoning district will allow a greater mix of land uses and promote a pedestrian friendly environment while serving as a transitional interface between higher intensity uses in the District Village along McOrmond Drive, and the surrounding residential land uses. Examples of land uses that could be provided in the District Village are: retail shops, restaurants, lounges and pubs, spas, hair salons, veterinary clinics, medical clinics, grocery stores, gas bars, and public service centres such as a municipal library or a fire hall. The District Village area has the highest density in the neighbourhood. The new zoning district is discussed in more detail in the New Mixed-Use Zoning Districts section.

The new roadway cross section is a multi-way boulevard consisting of four standard driving lanes, two bike lanes, two service lanes, two parking lanes, and two sidewalks, all separated by five strategically placed medians. The multi-way boulevard creates a pedestrian, business, and neighbourhood friendly space along the service lanes, while allowing the arterial roadway geometrics to move traffic through the area unencumbered. The multi-way boulevard is discussed in the McOrmond Drive Multi-Way Boulevard section.

URBAN HOLDING

An opportunity for commercial development has been included in the southeast corner of Aspen Ridge, directly adjacent to the Perimeter Highway. The area will be designated Urban Holding until the exact location of the Perimeter Highway is determined. If the Perimeter Highway is built in its currently proposed location, this site could be appropriate for commercial. If so, development of this site could serve residents of the University Heights Sector and portions of the Holmwood Sector, as well as those using the Perimeter Highway. A recent retail forecast undertaken by Colliers International indicated that based on moderate growth rates, an additional 2,000,000 square feet of retail space is required by 2017. The addition of this commercial area could assist in meeting future retail demand and would be complementary to the construction of the Perimeter Highway and the future access to Aspen Ridge from Blackley Road. Further study and appropriate amendments to the Sector Plan and Concept Plan will be required prior to any development decisions being made for this area.

McORMOND DRIVE MULTI-WAY BOULEVARD

McOrmond Drive is proposed to extend through Aspen Ridge and connect with the proposed North Commuter Parkway. To appropriately interface this roadway with the surrounding residential neighbourhood, new roadway cross sections have been proposed for McOrmond Drive. Within the boundaries of Aspen Ridge, portions of McOrmond Drive will function as a multi-way boulevard, incorporating “main street” style high-density mixed-use and transit supportive development, while maintaining its functionality as an arterial roadway. A multi-way boulevard is a roadway that separates high volumes of traffic from the pedestrian environment through the use of access lanes and landscaped boulevards. As shown in Images 6 to 10, this type of street design accommodates many transportation options, making it a “complete street” and aligning with the goals of the Growth Plan to Half a Million and the Strategic Plan.

As this type of roadway cross section is a new concept for Saskatoon, the Ownership Group has hired Stantec Consulting Ltd. to develop a detailed proof of concept for how the multi-way boulevard will function throughout the neighbourhood. This includes information on the typical roadway cross sections, access lane entrances and exits, and transit bays*. This report is attached as an Appendix I.

MOVING AROUND
Improved streetscapes, interconnected streets and well-planned neighbourhoods encourage walking and cycling.

Strategic Plan (2013-2023)

* The report also contains information on the viability of two lane roundabouts on McOrmond Drive, but it has been determined that they are not appropriate and have not been included as part of the neighbourhood design.



Legend:

-  Segment 1
-  Segment 2
-  Segment 3

Image 6: Multi-Way Blvd Segment Overview

Multi-Way Boulevard: Segment 1

Throughout Aspen Ridge, the cross section for McOrmond Drive will change, depending on the surrounding land uses. The roadway will have three distinct cross sections, all of which will maintain space for a central thoroughfare featuring two lanes of traffic in each direction. The first section of McOrmond Drive, from Fedoruk Drive to the first intersection (see Figure 5) is a fifty metre cross section that accommodates four lanes of unencumbered traffic, two bike lanes, two access lanes, two parking lanes, and a sidewalk on either side of the road (see Images 7 and 8). Separating the various modes of transportation are five strategically placed landscaped boulevards.

One of the unique aspects of this road cross section is the inclusion of one-way access lanes, separated from the central thoroughfare by landscaped medians. These access lanes provide for local traffic, parking and a pedestrian-oriented street. The medians separating the central thoroughfare from the access lane will each include a grade separated bike lane, as well as having space for snow storage. The exact widths of the boulevards, sidewalks, bike lanes in the access lanes will be determined at the detailed design stage to ensure there is appropriate space for each use. Access to these lanes will be via entrances/exits off McOrmond Drive or via local or collector roadways intersecting from the east or west (see Image 8). McOrmond Drive access points will be located immediately prior to and past each intersection.

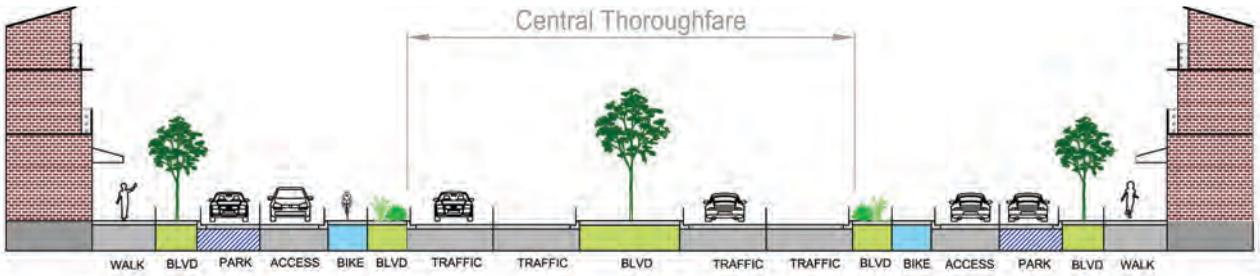
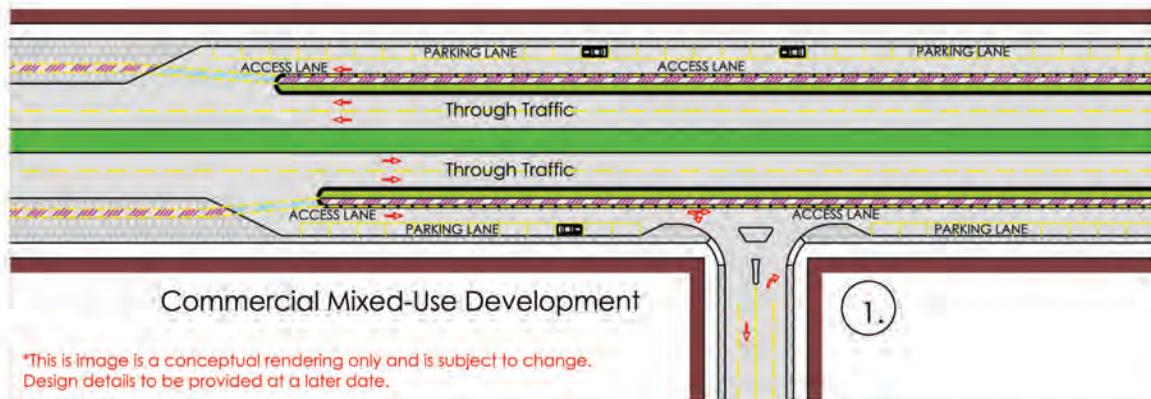


Image 7: Segment 1: 50.0m Right-of-Way



Legend:

-  At Grade Bike Lane
 -  5.0m Boulevard
 -  Grade Separated Bike Lane
 -  2.0m Boulevard
1. Conceptual rendering of typical Local/Collector Road and Access Lane intersection

Image 8: Conceptual Rendering of Multi-Way Blvd Segment 1

McOrmond Drive Multi-Way Boulevard continued...

The parcels adjacent to this section of McOrmond Drive are proposed to be Medium-Density Mixed-Use. In this section, buildings will be permitted to front onto the service lanes. In some cases, site access via curb cuts could be allowed here, but builders may be encouraged to provide vehicle access via lane ways or adjacent local or collector streets. This allows site design to be oriented primarily toward pedestrians with buildings being street-oriented and parking located in rear or side yard.

Multi-Way Boulevard: Segment 2

From the second intersection to the third intersection, the roadway cross section will be reduced to 44 metres (see Image 9). The reduction in width is due to the removal of the access lanes. In the place of the access lanes, parallel parking will be provided on the central thoroughfare and wider boulevards with separated bike and pedestrian paths will be provided adjacent to it.

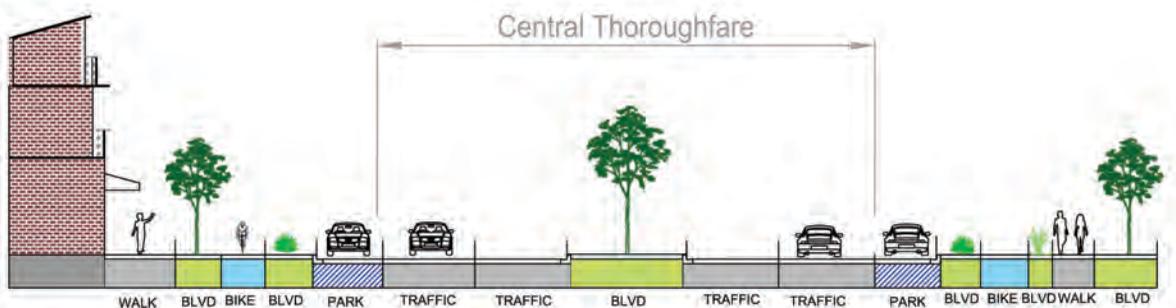


Image 9: Segment 2: 44.0m Right-of-Way

Multi-Way Boulevard: Segment 3

The final section of McOrmond Drive within Aspen Ridge, from the third intersection to the Swale will transition into a 32 metre wide Arterial Parkway-style road, beginning a transition to the roadway cross section outlined in the North Commuter Parkway Project Functional Planning Study (2012) and the North East Swale Development Guidelines (2012). This cross section will consist of two lanes of traffic each direction flanked by boulevards on either side, each including separate bike and pedestrian lanes (see Image 10).

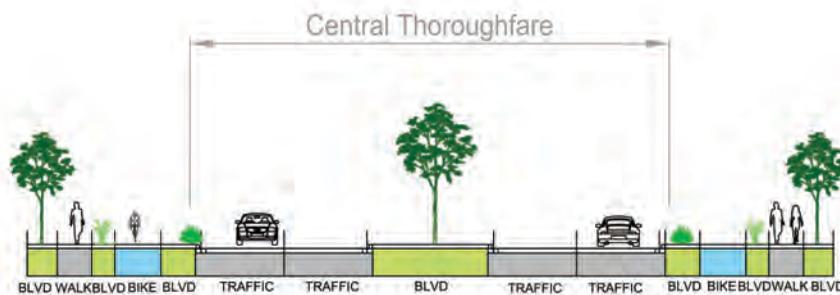


Image 10: Segment 3: 32.0m Right-of-way

NEW MIXED-USE ZONING DISTRICTS

In order to accommodate the McOrmond Drive extension and to achieve a style of development that fits with the vision outlined in the City of Saskatoon's Strategic Plan and the Growth Plan to Half a Million, two new zoning districts have been proposed by Saskatoon Land. The first district is intended to be used along the McOrmond Drive arterial roadway and within the District Village area of Aspen Ridge and Evergreen. The second district is intended to be used in the Village Centre, as a transition between the mixed-use and medium-density land uses and the surrounding low density residential developments.

"Higher density residential uses and mixed-use area should be concentrated along routes to support frequent transit service. The model of Transit-Oriented Development (TOD) will prove valuable to define this development type in Saskatoon"

Growing Forward! Shaping Saskatoon: A Bridging Document...For the Growth Plan to Half a Million

NEW MEDIUM-DENSITY MIXED-USE DISTRICT

The intent of the Medium-Density Mixed-Use District is to accommodate a broad range of uses including medium- to high-density residential, commercial, and institutional uses in a manner that promotes retail and service based uses at grade level. This district also promotes a compact, pedestrian oriented built form that encourages densification along transit corridors, alternative modes of transportation, and better integration between neighbourhoods at the Suburban Development Area (SDA) level. The ideal application of the district would be along arterial roadways that link neighbourhoods together and in District Village and Suburban Centre areas.

The uses permitted in the district provide a variety of different land use opportunities that assist in making communities more sustainable. Greater opportunities would exist for employment within the SDA and the range of services allowed could meet the daily and weekly convenience needs of its residents. Concentrating densities along these corridors and linkages also increases the population, providing the opportunity for public transit to reach more people.

The development standards contained in these districts support the "complete streets" main street concept by incorporating the following:

- Building placements are restricted via a maximum front yard setback provision in order to create a pedestrian oriented streetscape;
- Front yard off-street parking is prohibited to better facilitate a pedestrian scale environment, contributing to more cycle friendly and walk-able developments;
- Incentives for including mixed-use residential development by offering off-street parking reductions;
- A higher degree of landscaping required to further enhance street appeal. Flexibility is also provided for in terms of allowances for soft and hard landscaping; and
- The maximum allowable building height for residential uses, offices and mixed-use developments is 22 metres. This would allow for up to seven building storeys which would assist in creating more efficient opportunities for transit, while still maintaining a pedestrian oriented streetscape.

New Medium-Density Mixed-Use District continued...

The intent of these development standards is to expand upon what is currently allowed in District Village-type areas in Saskatoon, while also ensuring that the form of the development fits with the vision being discussed as part of the City of Saskatoon Strategic Plan and the Growth Plan to Half a Million.

The characteristics outlined in this district parallel the concepts of Transit-Oriented Development. In this respect, the uses and standards contained in this district would facilitate linkages between neighbourhoods and would better facilitate the integration of neighbourhoods within an SDA. In doing so, access to transit is maximized through the allowance of a broad range of high-density and intensive uses in close proximity to major transit routes.

NEW LOW-DENSITY MIXED-USE DISTRICT

The second new zoning district proposed, a Low-Density Mixed-Use District, is intended to integrate a predominance of lower-density housing with complementary and supporting land uses. The proposed district encourages a range of lower-density residential, institutional and service based uses, with limited opportunity for commercial uses in a manner sensitive to the streetscape and surrounding residential uses.

In addition to multi-unit dwellings and live-work units, permitted uses include low-density housing forms, such as single family dwellings, two-unit dwellings and semi-detached dwellings. Community and institutional uses including medical clinics, offices, residential care homes and personal service trades are also permitted at a smaller scale. Conventional development standards are relaxed in order to facilitate development in a highly urban form, complementary to the streetscape.

This district provides an alternative to the conventional street townhouse housing form through allowances for mixed-use developments and reduced setbacks which contributes toward creating a pedestrian friendly streetscape. Typically, the low-density mixed-use district will be clustered around neighbourhood Village Centre areas or District Commercial areas located along the periphery of a neighbourhood. The Low-Density Mixed-Use district will help transition between non-residential and residential areas and will facilitate pedestrian travel between non-residential and residential uses.

Saskatoon Land applied to Planning and Development to have the new districts reviewed and approved by City Council. A public hearing at City Council for the Medium-Density Mixed-Use district is anticipated in the first half of 2014. The Low-Density Mixed-Use district will be brought forward at a later date.

If these new zoning districts are not approved by the City of Saskatoon, appropriate existing zoning districts will be chosen for each parcel that is currently listed as Mixed Use. Medium Density Mixed Use parcels will be zoned as either a Commercial or an Institutional district and Low Density Mixed Use parcels will be zoned as RMTN.

THE RESIDENTIAL CHARACTER

This neighbourhood will contain a range of housing forms. The design of this neighbourhood facilitates the following housing forms: single-unit detached with no lanes, single-unit detached with lanes (detached garage), residential care homes – type II, street townhouses, dwelling group townhouses, medium-density apartments, and housing above neighbourhood and District Village commercial. The variety of housing forms in this neighbourhood will fulfill the demand for a wide range of lifestyle choices and offer the opportunity for different levels of housing affordability including entry-level market housing.

This neighbourhood is approximately 62% multi-unit dwellings and roughly 38% single-unit dwellings resulting in a neighbourhood density of 8.93 dwelling units per acre. In comparison with currently built neighbourhoods, City Park has a density of 8.5 units per acre, and Nutana has a density of 7.5 units per acre. The neighbourhood is also estimated to contain approximately 1,359 jobs*. This density of residents and jobs supports the City's goal, as expressed in the OCP, of achieving a compact urban form "...to build a fiscally, socially, and environmentally sustainable community...".

The District Village being located within the boundaries of this neighbourhood helps to achieve this level of density, while also providing amenities needed to meet residents' day to day needs. In all cases, different forms of housing have been sensitively interfaced so as to mitigate conflicts between the different housing forms and to maximize the market potential of the different forms of housing. Table 1 provides a detailed breakdown of the housing mix and the expected population in the neighbourhood.

* This estimate is based on the methodology used by the City of Saskatoon in the University Heights Sector Plan. The methodology assumes an average of 5 jobs per hectare in primarily residential areas, 16.25 jobs per hectare in District Village areas, and 45 jobs per hectare in employment areas (i.e. District Commercial).

Land Use	Ac	Ha	%	Frontages (m)	Units per acre (upa)	Units	People per Unit	Population	Elementary Student Population 0.48 SU and 0.19 MU	Residents & Jobs per hectare**
RESIDENTIAL										
Single-Unit Detached Dwellings	159.33	64.48	24.95%	16,700.23	8	1,275	2.8	3,569	612	322
Single-Unit Detached Dwellings with Lanes	82.02	33.19	12.84%	8,140.68	11	902	2.8	2,526	433	166
Low-Density Street Townhousing	11.57	4.68	1.81%	1,182.44	20	231	2.2	509	44	23
Low-Density Group Townhousing	41.16	16.66	6.44%	2,172.50	20	823	2.8	2,305	156	83
Medium-Density Multi-Unit Dwellings	35.24	14.26	5.52%	2,139.32	40	1,410	1.6	2,255	268	71
MIXED-USE*										
Medium-Density Mixed-Use Commercial/Residential	34.04	13.77	5.33%	2,144.66	30	1,021	1.3	1,327	194	224
Low-Density Mixed-Use Commercial/Residential	2.66	1.08	0.42%	284.65	15	40	1.3	52	8	5
DISTRICT COMMERCIAL (URBAN HOLDING)	24.66	9.98	3.86%	189.04						449
ELEMENTARY SCHOOLS / COMMUNITY CENTRE	8.01	3.24	1.25%	297.00						16
Totals	398.69	161.35	62.42%	33,250.52		5,702		12,544	1,715	1359
PARK										
Neighbourhood Core Parks	17.00	6.88	2.66%							
Linear Parks	18.59	7.52	2.91%							
Pocket Parks	2.42	0.98	0.38%							
Village Square	0.95	0.38	0.15%							
District Park	0.00	0.00	0.00%							
Total Park	38.96	15.77	6.10%							
OPEN SPACE										
Drainage Parcels	11.53	4.67	1.80%							
Buffer and Berms	17.40	7.04	2.72%							
The Greenway	10.79	4.37	1.69%							
Total Open Space	39.72	16.07	6.22%							
ROADS										
Arterial Roads	17.19	6.96	2.69%							
Collector Roads	24.37	9.86	3.82%							
Local Roads	91.18	36.90	14.28%							
Lanes	8.77	3.55	1.37%							
Perimeter Highway Interchange	19.83	8.03	3.10%							
Total Roads	161.34	65.29	25.26%							
Grand Total	638.71	258.49	100%	33,250.52						

Neighbourhood Density (units per gross acre)	8.93	
(persons per gross hectare)	48.53	
Population	12,544	
Neighbourhood Residential Unit Split	Single Unit 38.18%	Multi-Unit 61.82%
Employment	1,359	

*UPA values used for Mixed Use Commercial/Residential are estimates for the entire area and may vary from site to site depending on market demand.
** Employment was calculated using estimates used by the City of Saskatoon in the University Heights Sector Plan. See Page 19 (The Residential Character) for more information

Table 1: Land Use Calculations

QUALITY OF LIFE
Our neighbourhoods are "complete communities" that offer a range of housing options, employment opportunities, art, culture and recreational facilities and other amenities.

Strategic Plan (2013-2023)

REAR LANES AND DETACHED GARAGES

As with other new neighbourhoods in Saskatoon, this neighbourhood contains a proportion of housing with paved lanes. Both single-unit and street townhouses will have rear lane access. 41.43% of the single-unit houses in this neighbourhood will have rear lane access. Almost all street townhousing in this neighbourhood will have rear lane access. Single-unit and street townhousing with rear lanes offers a lifestyle choice that includes a streetscape with no front attached garages. Off-street parking and garages are accessed from rear lanes.

RESIDENTIAL CARE HOMES – TYPE II PRE-SCHOOLS, AND CHILD CARE CENTRES

Sites within the Aspen Ridge neighbourhood have been pre-designated for development as Residential Care Homes - Type II, Pre-Schools, and Child Care Centres (RCH). A Residential Care Home – Type II is a care home in which the number of residents under care is more than five, and no more than fifteen. A Child Care Centre is a child care facility having more than eight resident and non-resident children. A Pre-School is a facility which provides a part-time program for pre-school aged children. The locations of sites for these uses have been spread throughout the neighbourhood (see RCH sites on Figure 3) and among various phases of development. In general, these locations are adjacent to collector streets on corner lots in order to provide access to transit service, and to mitigate any potential parking conflicts. Pre-designated lots will be offered for sale separately by tender as potential Residential Care Homes – Type II, Pre-Schools, and Child Care Centres. If not purchased for these uses, the subject lots will be returned to inventory and sold as typical single-unit lots.

LAND PRE-DESIGNATION PROGRAMS FOR ATTAINABLE AND ENTRY LEVEL HOUSING

To meet the objectives of the City's Housing Business Plan, multi-unit parcels within the neighbourhood may be selected and pre-designated for affordable, purpose built rental and entry level housing.

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

Purpose built rental housing must remain in the rental market for at least fifteen years. It is not targeted at any particular income group and is rented for full market rates. Entry-level housing is attainable by households with incomes just above the limits for affordable housing. Households with annual incomes of up to \$80,000 are typically in the entry-level market. Entry level housing is sold at price points that are attainable to this income group.

Pre-designated parcels are sold through a Request for Proposals (RFP) process to the builder whose proposal best meets the City's objective for the site (affordable, purpose built rental or entry level housing). The sale price of pre-designated parcels is fixed by City Council at fair market value and the

Land Pre-Designation Programs for Affordable and Entry Level Housing continued...

parcel is removed from the open tender process. If after an adequate period of time, the City fails to receive suitable proposals, the sites are returned to Saskatoon Land's inventory and sold through the standard tender process.

ARCHITECTURAL CONTROLS

As in other recent neighbourhoods that have been developed by Saskatoon Land, all multi-unit dwellings in Aspen Ridge on land sold by Saskatoon Land will be subject to the Architectural Controls for Multiple-Unit Dwelling Districts (2010). These architectural controls are currently being reviewed and expanded to also apply to mixed-use sites. Architectural controls help to strengthen the visual integrity of the neighbourhood, establish a sense of harmony between different housing forms, reinforce thematic elements for certain areas, and increase customer confidence. The intent is not to dictate architectural styles but rather to incorporate minimal mandatory design elements to ensure aesthetically pleasing neighbourhood streetscapes.

THE PARK SYSTEM

The allocation of parks in this neighbourhood is as follows: a 17 acre main core park and a combination of nearly 22 acres of linear park, Pocket Parks and the Village Square.

The design of park space is consistent with the City of Saskatoon Park Development Guidelines and will accommodate both passive and active programmed uses. The City of Saskatoon is currently advocating the development of naturalized parks and associated management plans. The provision of environmentally sustainable green spaces can serve as venues to increase our citizens' appreciation, understanding and enjoyment of nature. Through biodiversity preservation they also provide an important contribution toward our city's natural heritage values. The Ownership Group is open to the idea of the inclusion of naturalized parks within Aspen Ridge if the City of Saskatoon proposes them.

The entire park system in this neighbourhood has been carefully configured to facilitate the connectivity of a system of neighbourhood pedestrian and cyclist trails thus maximizing the neighbourhood pedestrian and cyclist experience. All of the pedestrian trails eventually lead to the Village Square, District Village, core park, and the designated possible elementary school/community centre locations. The trails also connect to the Greenway and the Northeast Swale, which has the potential to include a trail system connecting to an extension of the trails adjacent to the South Saskatchewan River, as well as to other neighbourhoods adjacent to the Swale.

Additional open space in the neighbourhood has been provided in the form of an overland drainage system described under the heading "Landscaped Drainage Parcels".

MUNICIPAL RESERVE DEDICATION

As per the Planning and Development Act, 2007, 10% of the gross land area of this neighbourhood is dedicated to Municipal Reserve (MR). As per City of Saskatoon Administration Policy A10-017 *Park Development Guidelines*, 6.1% of this dedication is remaining within the neighbourhood in the form of Neighbourhood Core, Linear, Pocket and Village Square Parks.

The remaining 3.9% of the dedication is accounted for in the University Heights Sector Plan. Some has already been distributed within the University Heights Suburban Centre. More is to be distributed as District Park and Multi-District Park throughout the areas within the Sector that have yet to be developed. No location for District or Multi-District Park is being made available in Aspen Ridge. The Ownership Group will work with City of Saskatoon administration to determine the appropriate means to ensure this land dedication occurs.

TOTAL NEIGHBOURHOOD AREA	638.71 ACRES
Municipal Reserve Dedication Required (10%)	63.87 acres
Dedication Within the Neighbourhood (6.1%)	38.96 acres
Dedication Outside the Neighbourhood (3.9%)	Sector Plan Designation
Total Municipal Reserve Provided	38.96 acres

Table 2: Municipal Reserve Calculations

LANDSCAPED DRAINAGE PARCELS

The areas shown on Figure 3 as Landscaped Drainage Open Space are adjacent to linear parks and are considered part of the pedestrian connectivity system but will be legally subdivided as parcels rather than Municipal Reserve. The entire linear park system facilitates overland storm event drainage. These “drainage park” parcels will receive similar landscaping treatment as the linear park dedicated (MR) areas. The Ownership Group will provide the funds to landscape the drainage parcels from a fine-grade-and-seed standard to a linear park standard in order that the entire system appears seamless and is landscaped to a common linear park standard. Image 11 provides an example of a typical cross section of a linear park that also includes a Landscaped Drainage Parcel.

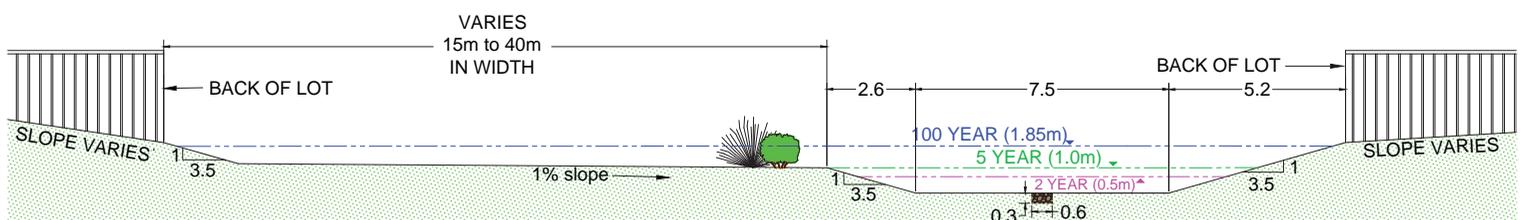


Image 11: Typical Linear Park & Landscaped Drainage Parcel Cross Section

Landscaped Drainage Parcels continued...

The entire system promotes the efficient and sustainable use of land:

- Often in neighbourhood development, a land “bowl” – dry pond – is set aside to accommodate excess storm water from major storm events. Often such land is seeded to grass and remains relatively unused until major storm events. In this case, land that is not needed to accommodate storm water in normal precipitation conditions, can be used for recreation and alternative transportation connectivity – pedestrian and cyclist movement. It becomes a neighbourhood amenity as well as a necessary utility.
- The landscaped drainage parcels and the dedicated linear park system act as a drainage bioswale. In normal precipitation conditions some of the water from lots is drained into this system and is absorbed by the ground cover. Any excess water that is not absorbed is conveyed to catch basins and removed via an underground storm drainage system (described on Page 26). If required additional drainage structures (french drains) will be built.

The total area in this neighbourhood dedicated to drainage parcels is 11.53 acres (1.8% of the total neighbourhood area).

INTEGRATED ELEMENTARY SCHOOLS AND COMMUNITY CENTRE SITE

The integrated elementary schools and community centre sites are located in the centre of the neighbourhood adjacent to the core park. The eight acre site is designed to accommodate two elementary schools and a community centre (see Image 12). The community centre will either stand alone, be integrated with one elementary school, or be integrated with both elementary schools. The Ministry of Education and local school boards, in cooperation with the City of Saskatoon and developers, will decide whether schools are built and, if so, on the eventual configuration of the site. If schools are to be built, the school boards must perform Traffic Impact Studies for the school sites and the community centre. The studies must address mitigation of site-specific safety, operational and design issues.

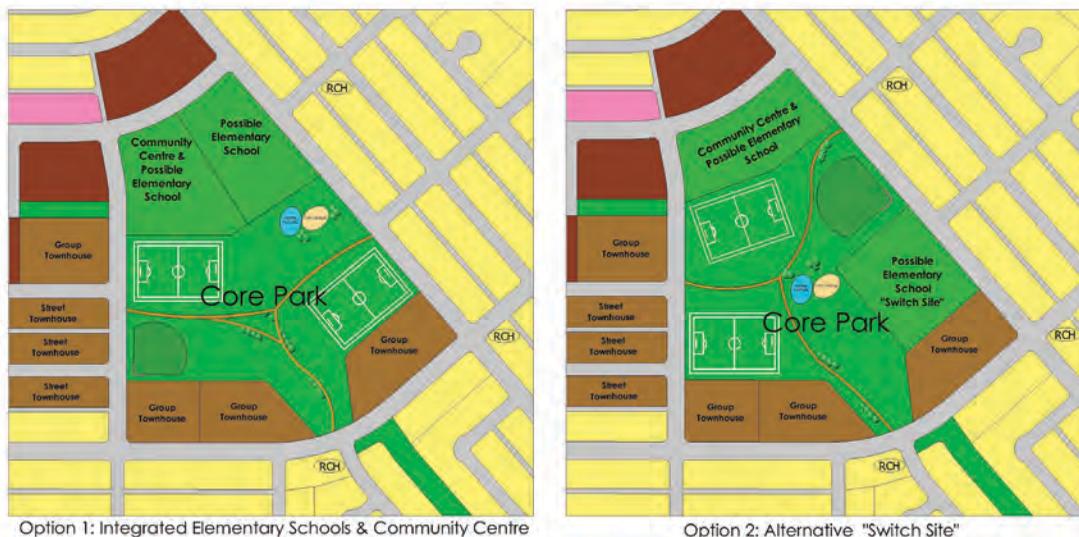


Image 12: Possible School Site & Community Centre Parcel Configurations

Park designs are conceptual only and will be finalized at the detailed design stage.

Integrated Elementary Schools and Community Centre Site continued...

If it is decided to not have an integrated site, an alternative four acre “switch site” is designated on the east side of the core park, south of the integrated elementary schools and community centre site (see Figure 3). If this occurs, each school, including the school with the community centre, will occupy four acres. As shown in Image 12, use of the “switch site” would also result in a different configuration of the school site located on the north edge of the core park. This configuration is required to ensure the core park design meets the requirements laid out in the City of Saskatoon Park Development Guidelines.

If the decision is made to not build schools in Aspen Ridge, a community centre may be built in this location. In this case, a portion of the eight acres allocated for school sites will be developed as a community centre, and the remaining as medium-density residential. In the event that a community centre is not built, the eight acres allocated for school sites will be developed as medium-density residential. In either of these scenarios, the portion of the eight acres that is developed as medium-density residential would be divided proportionally amongst the Ownership Group based on overall ownership percentage. Any changes that occur will be subject to appropriate community consultation.

SUSTAINABLE NEIGHBOURHOOD DESIGN ELEMENTS

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

THE NEIGHBOURHOOD LAYOUT

The Neighbourhood Concept Plan includes a number of elements and design features intended to enhance the sustainability of the neighbourhood while maximizing lifestyle opportunities.

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

The range of housing forms within the neighbourhood is intended to facilitate a sustainable neighbourhood life cycle that can meet the basic housing requirements of individuals and families at different stages in their lives, including varying income levels and household size.

The District Village mixed-use area, with its range of housing choices with relatively higher densities along McOrmond Drive, results in a neighbourhood with a high population density similar to Saskatoon's core neighbourhoods. This relatively higher-density aligns with the City-wide strategy to encourage more sustainable and compact development.

Neighbourhood-wide amenities (i.e. core park, schools, and commercial sites) have been located in centralized and higher-density areas in order to provide convenient access to the majority of the neighbourhood via the linear park system, sidewalks along local streets, and the neighbourhood collector streets. The neighbourhood has also been designed to promote pedestrian and cyclist access to the proposed Northeast Swale trail along the northwestern edge of the neighbourhood, potentially linking neighbourhood trails to the city-wide Meewasin Valley Authority trail system.

The linear park system offers the following sustainable advantages:

- The pedestrian trail network and links to external trail systems offer attractive alternatives to vehicular use;
- Dark-sky compliant, LED street lighting will be provided along all streets and in all parks in order to enhance visibility;
- It allows for some lot drainage to be absorbed into the ground and plantings during normal precipitation, rather than conveying it out of the neighbourhood; and,
- Areas of potential pedestrian and vehicle conflicts have been avoided, thus encouraging pedestrian movement.

The design and orientation of streets within the neighbourhood has taken into account access to passive and active solar energy solutions (see "Solar Analysis" on page 27).

ENVIRONMENTAL LEADERSHIP STRATEGIES FOR THE LONG TERM (10 YEARS)

Improve the quality and reduce the quantity of storm water run-off that is going into the river.

Strategic Plan (2013-2023)

THE BUILT ENVIRONMENT

The Ownership Group will explore methods to promote the construction of environmentally sustainable buildings. There are two main ways this goal may be achieved.

Firstly, the Ownership Group may benefit from registered programs that are already in place whereby existing agencies manage and certify buildings based on tangible sustainable building practices. Saskatoon Land will explore the feasibility of offering incentives to lot purchasers to adopt registered programs in their building process and share this information with the Ownership Group.

Some examples of existing registered programs are:

- Energy Star qualified homes;
- R-2000 certified homes;
- LEED rating for multi-unit, institutional, commercial, and mixed-use buildings – this system of certification currently exists; and
- LEED rating for single family homes – “LEED for Homes in Canada” is a rating system that has recently been developed.

Secondly, there are non-registered sustainable building practices that lot purchasers may adopt. Saskatoon Land will explore opportunities to promote sustainable building practices outside of registered programs and share this information with the Ownership Group. Some examples include:

- Building systems that take advantage of passive and active solar gain;
- Alternative energy systems, i.e. district heating and co-generation;
- Permeable paving materials for driveways, walkways, and patios;
- Sustainable landscaping for public open spaces and private yards;
- Water use reduction strategies;
- Waste reduction strategies; and
- Rainwater-capture systems.

A report outlining these opportunities in greater detail will be submitted to City Council with potential recommendations for implementation.

SOLAR ANALYSIS

The design and street orientation of the neighbourhood has taken access to solar radiation into account. Where feasible, blocks have been designed in either an east-west or north-south orientation to provide future homeowners with the opportunity to use solar radiation for heating, lighting, and electricity generation. Overall, 41% of single family lots in the neighbourhood will be oriented east-west or north-south. In addition to the orientation of single family lots, builders also have the potential to orient units in group townhouse sites to capture solar radiation.

NEIGHBOURHOOD SAFETY CONSIDERATIONS

Neighbourhood safety has been a major consideration throughout the evolution of this neighbourhood design. Crime Prevention Through Environmental Design (CPTED) principles were applied where relevant to this stage of development – the Concept Plan. Some of the safety considerations that are incorporated into the design of this neighbourhood are, but not limited to, the following:

- The modified grid street layout provides for shorter street blocks, open sight lines, easier way finding, and a street layout that is less confining.
- The multi-unit residential sites located in the Village Centre will ensure a large population living in the vicinity of the Village Square and commercial businesses resulting in a considerable number of “eyes on the street” during evening hours.
- Mixed-use zoning, rather than commercial zoning, will allow developers to build residential units above businesses to

Neighbourhood Safety Considerations continued...

- further encourage natural surveillance and territoriality as the residents develop a sense of ownership and responsibility for the area.
- Straight sightlines were provided in back lanes in order to enhance visibility. In the three situations where a “T” lane intersection is required, 4 metre (13 foot) corner-cuts were incorporated which increases the intersection visibility by a minimum of 145 square feet and provides unobstructed sightlines in any direction of between 13 and 28 metres (43 and 92 feet). With the corner cuts, the lane at the intersections expands from 6 metres (20 feet) to over 14 metres (46 feet). In the three situations where the lanes are curved, the sightlines in the curved parts of these lanes are: 50 metres (164 feet), 66 metres (217 feet), and 68 metres (223 feet). Please see Figure 6 for sightline distances.
 - Street lighting will be provided along all streets and in all parks in order to enhance visibility.
 - As necessitated by the Park Development Guidelines, the core park and pocket parks are designed to contain 100% visibility of the site interior from the surrounding streets.
 - Corner cuts were provided to fencing adjacent to park entry points to enhance visibility.
 - All pocket parks are surrounded by single-unit homes or townhouses in order to enhance natural surveillance and cohesion.
 - In most cases, higher-density development is located adjacent to the core parks to provide more opportunities for natural surveillance.
 - In all cases except for school sites, residential land uses are adjacent to all parks in order to strengthen neighbourhood cohesion.
 - School sites are visible from surrounding residential development, the streets that they front on to and the streets interfacing with the park.
 - A “see through” metal fence will be constructed in all rear or side yards that interface with any park or other open space system like drainage areas, buffer areas or berm areas.
 - Roadways and trail networks were designed with pedestrian connectivity in mind to the extent that the need for traditional pedestrian walkways was eliminated. No traditional pedestrian walkways are included in this neighbourhood. Pedestrian connectivity is provided through a system of linear park connections, drainage allocation connections, and critical roadway (sidewalk) design.
 - All street corners with sidewalks will have wheelchair accessible ramps, and all multi-use trails will be graded to ensure cohesion.
 - At full build-out, the neighbourhood will have a relatively high-density in comparison to existing Saskatoon neighbourhoods which should increase local community capacity to support schools, businesses, and organized activities.
 - Areas of potential pedestrian and vehicle conflicts were limited. The areas where unavoidable pedestrian and vehicle interface will exist have been identified and traffic calming measures will be implemented during the roadwork design and construction phases.
 - Street lighting will be positioned adjacent to planned permanent transit stops.
 - As the neighbourhood is developed, neighbourhood safety will be continuously reviewed. Some of the elements that will be assessed during later stages in the neighbourhood’s development are, but not limited to: park development, Village Square development, entry treatments, signage, and providing safety suggestions to homeowners through Saskatoon Land’s lot information packages.

INFRASTRUCTURE

TRANSPORTATION

The neighbourhood road layout is designed to connect with the City's existing road network and the proposed road layout in the University Heights Sector Plan. As shown on Figure 5, the three arterial roads that will access the neighbourhood will be the extension to McOrmond Drive from the southwest, Fedoruk Drive from the west, and the upgrade of Blackley Road in the southeast.

The extension of McOrmond Drive through the neighbourhood is designed with a 50 metre right-of-way that will provide room for four lanes of traffic, a five metre centre median, two service lanes, two parking lanes, two bicycle lanes and a sidewalk on either side. The right-of-way will transition down to a 44 metre right-of-way, and finally a 32 metre right-of-way as it progresses through the neighbourhood (see Page 14 for more information on the multi-way boulevard). McOrmond Drive enters the neighbourhood from the southwest corner and gently curves through the neighbourhood, crossing the Northeast Swale at the north periphery of the neighbourhood. Beyond the Northeast Swale, McOrmond Drive will connect through future neighbourhoods to the North Commuter Parkway, linking the neighbourhood to the Marquis Industrial area.



Image 13: Possible Roadway Extensions

"The current Infrastructure Services Design and Development Standards Manual provides a one-size-fits-all solution for street design – every arterial street looks the same and provides limited access. New street standards will be explored so that the street design matches the traffic demand and the land use context. Where appropriate, buildings may front onto arterial streets and will be designed to provide a human-scaled environment."

Growing Forward! Shaping Saskatoon: A Bridging Document...For the Growth Plan to Half a Million

Fedoruk Drive will provide access from the west – from Silverspring and Central Avenue.

At some point in the future, the upgrade of Blackley Road from the Holmwood Sector will provide access to the neighbourhood from the south.

Two additional potential access points to the neighbourhood have been included on the northeast side of the neighbourhood (see Image 13). Discussions are currently under way with regard to the location of the Perimeter Highway. There is the potential the highway location could move further to the northeast. To accommodate this potential relocation, Aspen Ridge was designed to allow for the neighbourhood to be expanded. Two roadways on the east side of the neighbourhood have been designed as collector width roadways to allow for the neighbourhood

Transportation continued...

to be expanded. If these two additional roadways are not needed as collectors, they will be built as either 16 metre or 18 metre local streets, depending on what is needed. The residual right-of-way will be added to the adjacent lots. Due to this potential of the Perimeter Highway moving, the final configuration of all lots directly backing onto the Perimeter Highway will not be determined until the Perimeter Highway alignment is confirmed (see Figure 3).

For an illustration of all roadway systems see Figure 5. The collector roadway system is evenly distributed throughout the neighbourhood as it loops to collect and distribute local street traffic volumes and buses. The collector roadway system has a right-of-way of 22 metres and generally has a paved surface of 12.2 metres. Major local streets have a right-of-way of 18 metres with a 10 metre paved surface. Minor local streets have a right-of-way of 16 metres with a 10 metre paved surface. Culs-de-sac, which are, in every case, less than 150 metres in length, have a right-of-way of 15 metres and a 9 metre paved surface. All streets will have an urban curb-and-gutter cross section with storm water drainage provisions. All local streets will have an attached curb and sidewalk. All collector streets will have a separate sidewalk and curb which provides boulevard space between the curb and sidewalk for pedestrian and traffic separation.

The pattern of local streets in the neighbourhood varies and includes traditional grid patterns, modified grid patterns, and typical suburban curvilinear patterns. This varied street pattern facilitates a mixed housing style development which will satisfy a multitude of lifestyle choices and contribute greatly to the provision of a sustainable neighbourhood.

A Traffic Impact Assessment (TIA) of Aspen Ridge was conducted by Stantec Consulting Ltd. The study showed the roadway network to be capable of handling the volumes of traffic generated by Aspen Ridge at full build-out with a forecast scenario of 400,000 population. The TIA has been included as Appendix I.

“Arterial roadways no longer exclusively form the edges of neighbourhoods. Some arterials are the “main streets” of neighbourhoods, providing efficient movement of traffic and a mix of land uses, opportunities and experiences.”

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ROUNDABOUTS

The proposed neighbourhood design contains one modern roundabout. This single lane roundabout is proposed on the northernmost collector in the neighbourhood and is surrounded by four group townhouse sites (see Figure 5). Single lane roundabouts have been used effectively in recent neighbourhood developments.

As well as helping move cars through the neighbourhood efficiently, the roundabout will be designed to accommodate cyclists, pedestrians, and transit. Particular attention will be paid to ensure the roundabout provides pedestrians and cyclists with safe crossing points.

PUBLIC TRANSIT

The neighbourhood layout will facilitate the provision of efficient public transit. The McOrmond Drive multi-way boulevard is designed to facilitate rapid transit. Higher-density residential and mixed-use commercial sites are focused along McOrmond Drive, which helps to provide the necessary population density to support rapid transit. Additionally, as illustrated in Figure 7, collector roadways in the neighbourhood provide options for a looping transit route that may circulate through the neighbourhood. In order to establish long term ridership in the neighbourhood, it is suggested that transit routes be extended into the early phases of neighbourhood development.

PEDESTRIAN AND CYCLIST MOVEMENT

As shown in Figure 4, the proposed design for Aspen Ridge has an extensive internal pedestrian and bicycle movement network. The street and sidewalk layout has been designed to promote connectivity while minimizing automobile traffic on local streets and incorporating a grid pattern into parts of the neighbourhood. The neighbourhood also features linked linear parks, pocket parks, the Village Centre, and the core park which are situated to provide pedestrian links. The connectivity created by the block layout, and the linear, pocket, and core parks is intended to increase the number of biking and walking routes available and shorten walking distances and times throughout the neighbourhood. Appendix J illustrates estimated walking times between proposed possible school sites, the Village Square, and the District Village, and the rest of the neighbourhood.

The neighbourhood also contains two major pedestrian and cyclist links to adjacent areas, the McOrmond Drive multi-way boulevard and the Greenway. The McOrmond Drive multi-way boulevard includes dedicated bike lanes and wide sidewalks that link the District Village, the Village Centre, the linear park network, and the Greenway. The Greenway runs the complete length of the northwest edge of the neighbourhood and is designed to be able to eventually link into the MVA trail network, as well as existing and future adjacent neighbourhoods trail networks. Pedestrian and cyclist access from east-west across McOrmond Drive will be accommodated at the major intersections.

MID-BLOCK CROSSINGS AND ENHANCED PEDESTRIAN CROSSINGS

There are four mid-block crossings within the neighbourhood, the locations of which are shown on Figure 4. Three of the mid-block crossings are on local roads, with two crossings linking linear parks and the third linking a linear park to the neighbourhood school sites and core park. The fourth crossing is on a collector roadway at an entrance to the school sites and core park. Traffic calming measures may include bulbing, amber flashing beacons, textured crosswalks, pedestrian actuated signals, or plantings to help direct movement and enhance pedestrian safety. Exact configuration will be determined during the detailed design phase.

Six additional locations could include enhanced pedestrian crossings. Though each of these is located at an intersection, each has been identified as a location where additional pedestrian amenities could be appropriate to ensure safe, connected pedestrian network exists. As shown on Figure 4, three of the enhanced pedestrian crossings are located where the linear park network crosses collector roadways and three are located by the Village Square. These crossings may include corner bulbing, centre pedestrian islands, textured crosswalks, amber flashing beacons, or pedestrian actuated signals. Exact configuration will be determined during the detailed design phase.

MOVING AROUND

Our transportation network includes an accessible and efficient transit system and a comprehensive network of bike routes. People still use cars, and also rely on options such as public transit, walking and cycling.

Strategic Plan (2013-2023)

PEDESTRIAN WALKWAYS

Recently, walkways have created problems for nearby and adjacent homeowners which has prompted the City to entertain a number of walkway closures. In this neighbourhood, roadways and trail networks were designed with pedestrian connectivity in mind to the extent that the need for traditional pedestrian walkways was eliminated. Pedestrian connectivity is provided through a system of linear park connections, pocket parks, drainage allocation connections, and roadway (sidewalk) design.

The linear park system is an average of 30 metres wide with no entry point narrower than 15 metres. The drainage allocation connections are necessary to accommodate overland storm event drainage. These drainage allocation connections will be landscaped to a linear park standard and used to enhance pedestrian connectivity. There are two of these locations in this neighbourhood and are marked as "PL" on Figure 4. These drainage connections are also 15 metres or greater in width.

BUFFERS AND SOUND ATTENUATION EARTH BERMS

The neighbourhood will be buffered along the Provincial Perimeter Highway by a 30 metre buffer strip. The buffer strips will be developed with a berm, fine grade and seed and shelter belt plantings. A small buffer will be included along a section of Fedoruk Drive south of the proposed single-unit detached residential sites.

On the south side of Aspen Ridge, the neighbourhood is bordered by University of Saskatchewan – East Management Area, which includes the Kernen Prairie and agricultural research lands. The Ownership Group worked with the University of Saskatchewan to develop an appropriate interface with these lands. The portion of the neighbourhood adjacent to the

agricultural lands will be buffered by an 18 metre wide roadway. The section adjacent to the Kernen Prairie will be developed as extra deep residential lots. These lots will have a minimum depth of 45 metres, 8 metres deeper than comparable lots in the neighbourhood. This added depth will help ensure development is sufficiently separate from the Prairie and will limit direct access to the Prairie, helping preserve it as a natural area. It will also provide adequate space for the construction of a concrete swale for drainage, if it is required.

The Northeast Swale will be buffered from the neighbourhood by the Greenway.

SANITARY SEWER

The Aspen Ridge sanitary system consists of gravity local mains and trunks which convey the sewage flow to a lift station that will be constructed northwest of the neighbourhood. The general sanitary drainage pattern is from the southeast to the northwest. The lift station is planned to service 13,000 people with the flexibility of being expanded to service about 10,000 more people if additional areas are developed to the north of the neighbourhood or if population densities are increased. The lift station would pump sewage flow via a force main along the west edge of the neighbourhood and Fedoruk Drive, as shown in Figure 9, to the city sanitary system at the intersection of Central Avenue and Somers Road.

WATER SUPPLY

Potable water will be supplied to the neighbourhood from 1050 mm and 600 mm primary water mains along McOrmond Drive and Fedoruk Drive, as shown in Figure 10. The 1050 mm will be extended up McOrmond Drive and then be directed northeast via a collector roadway for water supply in future neighbourhoods. A 600 mm main will be extended into the rest of the length of McOrmond Drive and eventually will be connected to the 600 mm main in Central

Water Supply continued...

Avenue to complete the looping requirements for the entire University Heights Sector. A 300 mm major local main, connected to the primary water mains at few locations, will follow the collector network, as shown in Figure 10. The internal water network will consist of 150 mm to 250 mm local mains under the internal road design that meets City of Saskatoon's servicing guidelines for appropriate fire flow and water pressure requirements.

WATER RESERVOIR

A future 7.54 acre (3 hectare) water reservoir site has been designated along the south edge of the Evergreen neighbourhood adjacent to, and on the east side of, McOrmond Drive. This water reservoir will be required to supply the eventual increased demand for potable water by both the University Heights Sector, including Aspen Ridge, and the Northeast Sector.

STORM WATER DRAINAGE AND SEDIMENT CONTROL

This neighbourhood has a storm water management system that consists of on street drainage, back of lot drainage, linear park drainage, culverts, and swales including the Greenway at the west edge of the neighbourhood. The whole system is connected by an underground storm drainage system. During normal precipitation conditions, rainwater that doesn't get absorbed by open spaces is channelled overland to catch basins, to an underground storm drainage system of pipes and eventually to a forebay that will be located northwest of the neighbourhood.

Sediment basins will be included at the outlets of all pipes that discharge into the storm water ponds. The sediment basins will allow sediment in storm water to settle while it is stored in the ponds prior to being released into the Swale drainage system. The main purpose of the forebay is to provide physical and biological treatment to enhance the quality of the storm flow before it drains into the Northeast Swale and eventually the river. The forebay also attenuates the peak flow for the purpose of providing a slower drainage rate into the Northeast Swale.

SHALLOW UTILITIES

Shallow utilities include electricity, natural gas, street lighting, telephone, and cable television. The respective service providers, SaskPower, SaskEnergy, Saskatoon Light and Power, SaskTel, and Shaw Cable, will extend these services into this neighbourhood. Suitable easements will be granted prior to titles being transferred from the existing owner.

The neighbourhood is within the SaskPower electrical franchise area. As with all new neighbourhoods, Saskatoon Light and Power will be responsible for all of the street and park lighting in this neighbourhood. Any relocation of existing utilities will be discussed with the appropriate agency prior to the subdivision stage.

Existing overhead power lines along the Range Road 3045 and Agra Road allowances will require relocation to accommodate planned development. Further discussions with SaskPower are required to facilitate the relocation of these lines. This will occur prior to the subdivision stage.

"All developments should strive to use green infrastructure for storm water management to the greatest extent possible"

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Shallow Utilities continued...

SaskTel has tentatively proposed two locations for cell phone towers within the neighbourhood, one in the Urban Holding area in southeast corner of the neighbourhood, and the other in the linear park located directly adjacent to McOrmond Drive (see Figure 3). Both of these locations are acceptable to the Ownership Group, though they are both tentative, proposed locations. SaskTel will begin the process of attempting to secure these locations over the coming months.

SOLID WASTE & RECYCLING

The garbage and recycling collection for all residential single-unit lots will be from the front street including those lots with rear lanes. All multi-unit sites, other than the street townhousing sites, will be required to have their own waste disposal collection bins on site.

FIRE & PROTECTIVE SERVICES

It has been determined by Fire and Protective Services that the planned neighbourhoods in the University Heights Sector will be out of the 4-minute response benchmark for services from Station No. 9 (Attridge Drive). The existing Station

No. 9 and Stations No. 5 (Sutherland), No. 6 (Taylor Street and Acadia Drive), and proposed No. 10 (Lakewood Suburban Centre) could provide the required 8-minute response for full first alarm assignment for structural fires in this area under optimum conditions.

Saskatoon Land is currently working with Fire and Protective Services to select an appropriate site for a future fire station to service the University Heights Sector's future needs. The site for the future fire station is currently planned to be in University Heights – Neighbourhood 3. This fire station will provide fire protection to Aspen Ridge. It was previously planned for a fire station to be located in the area of the intersection of Fedoruk Drive and McOrmond Drive. This would have had an overlap of the 4-minute response time with Station No. 9. As such University Heights – Neighbourhood 3 is a more appropriate location.

SNOW STORAGE

Adequate snow storage space will be provided on each side of the road within the right-of-way for stacking snow from the road surface. Central and service road medians will also be used for storage along the Multi-Way boulevard and at entry ways.

PLAN IMPLEMENTATION

NEIGHBOURHOOD PHASING STRATEGY

Development in this neighbourhood is planned to begin in the southwest part of the neighbourhood, and proceed northeast as development occurs and infrastructure servicing is extended. Initial infrastructure development will include a lift station and a portion of a forebay directly adjacent to where McOrmond Drive enters the Northeast Swale. This will allow for the area of the neighbourhood on the west side of the McOrmond Drive extension to begin being developed.

During the build-out of the neighbourhood, evolving market and servicing considerations may necessitate changes to the phasing strategy and plan. See Figure 11 for a tentative phasing strategy for Aspen Ridge.

As discussions are currently under way with regard to the location of the Perimeter Highway, all lots directly adjacent to the proposed highway location will be in the final phase of development for Aspen Ridge. As noted on Figure 3, the final configuration of these lots will not be determined until the Perimeter Highway alignment is confirmed.

THE APPROVAL PROCESS

The Aspen Ridge Neighbourhood Concept Plan was prepared in order to obtain City Administration's and City Council's support for the Ownership Group to develop the next neighbourhood in the University Heights Suburban Development Area.

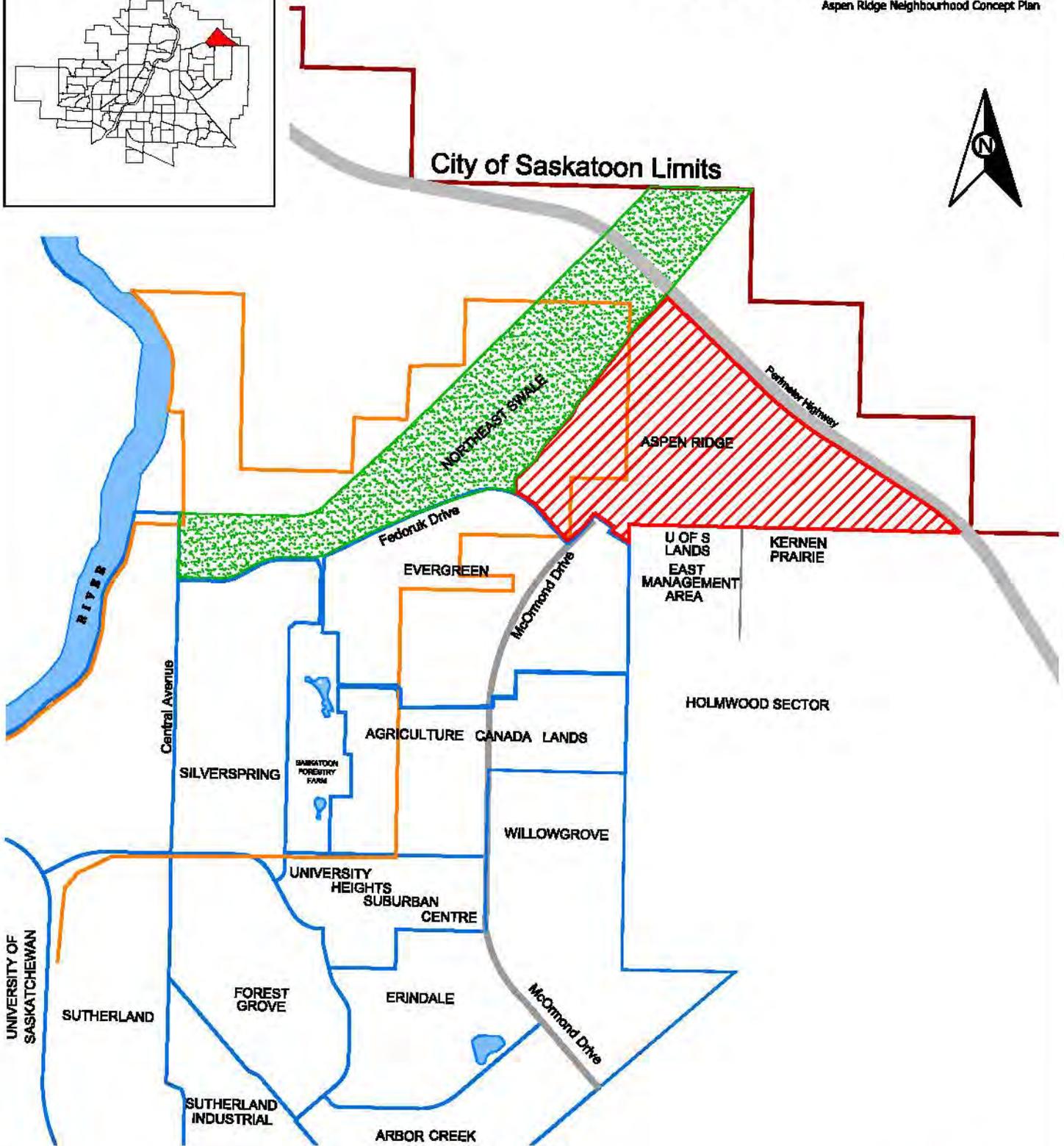
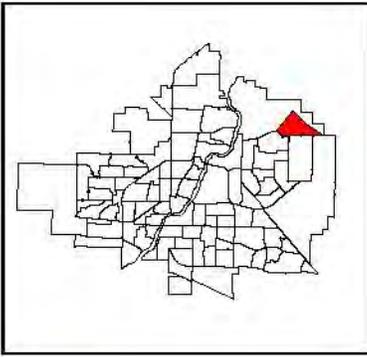
The process of approval for the Neighbourhood Concept Plan begins with submission to Planning and Development. Planning and Development will undertake the following:

- Circulation to Stakeholders for comment;
- Report to the Municipal Planning Commission;
- Report to the Planning and Operations Committee; and
- Public Hearing of City Council.

Two open houses were held for Aspen Ridge, one in conjunction with the University Heights Sector Plan on March 6, 2013, and one specific to Aspen Ridge, presented by Planning and Development, on March 18, 2014.

Location Plan - Figure 1

Aspen Ridge Neighbourhood Concept Plan



Scale: N.T.S.

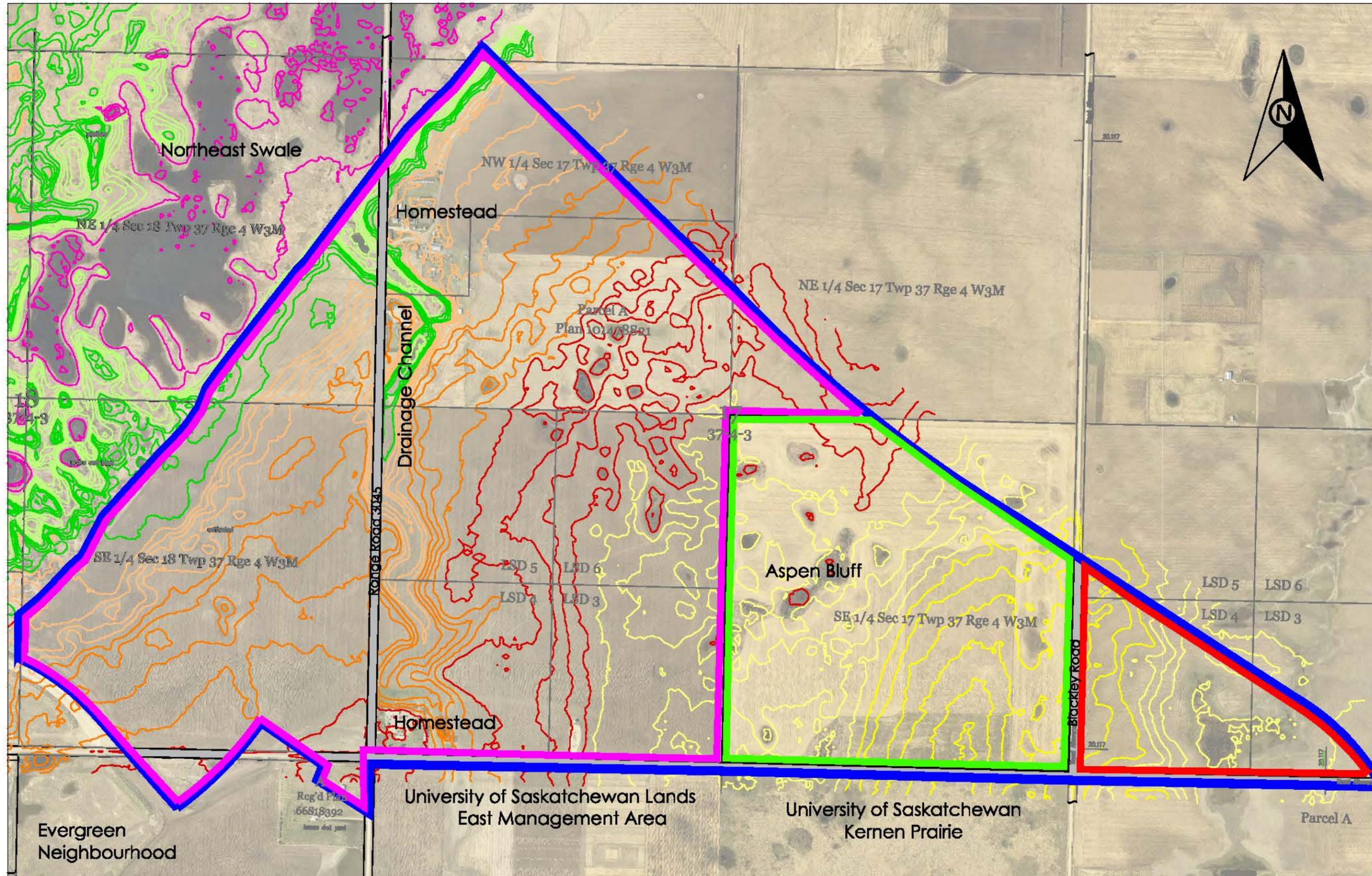
Legend

- Neighbourhood Boundary Meewasin Valley Authority Jurisdiction City Limits



Existing Use & Ownership Plan

Figure - 2
Aspen Ridge Neighbourhood Concept Plan



Legend

- █ Neighbourhood Boundary
- █ COS Ownership
- █ Victory Majors
- █ Cindercrete
- █ Existing Right of Way

LIDAR Elevations

█	510.0 - 512.75
█	508.0 - 509.75
█	506.0 - 507.75
█	504.0 - 505.75
█	502.0 - 503.75
█	500.0 - 501.75
█	498.0 - 499.75
█	496.0 - 497.75
█	494.0 - 495.75
█	492.0 - 493.75
█	490.0 - 491.75
█	488.0 - 489.75
█	469.0 - 487.75



Land Use Concept Plan

Figure - 3

Aspen Ridge Neighbourhood Concept Plan



Legend

- Single-Unit Detached
- Low-Density Multi Unit
- Low/Med Density Multi Unit
- Medium-Density Multi Unit
- Medium-Density Mixed-Use
- Low-Density Mixed-Use
- Park
- Landscaped Drainage Open Space
- Greenway
- Buffer
- Elementary Schools/Community Centre
- Urban Holding Area
- Northeast Swale Preserved Land
- Possible Roadway Extension
- Neighbourhood Boundary
- RCH Possible Residential Care Home Site
- Possible Cell Tower Location
- Final configuration to be determined once the Perimeter Highway alignment is confirmed

Note: This map is conceptual and may change.

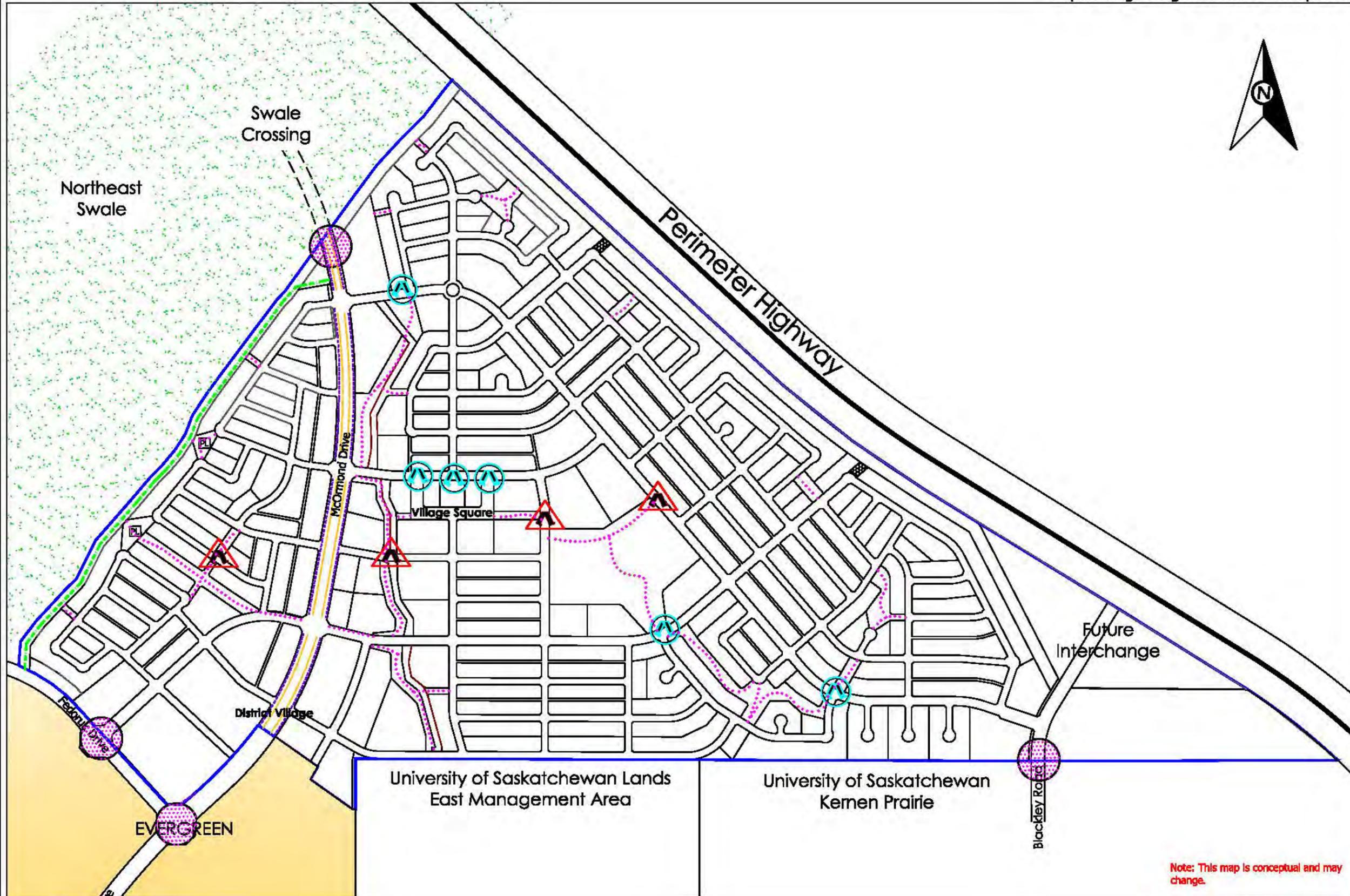


Active Transportation Plan

Figure - 4
Aspen Ridge Neighbourhood Concept Plan

Legend

-  Neighbourhood Boundary
-  Mid Block Crossing
-  Enhanced Pedestrian Crossing
-  Entry Points
-  Pedestrian Link
-  Neighbourhood Path
-  Multi Use Trails
-  Dedicated Bike Lane
-  Multi-Way Sidewalk
-  Possible Roadway Extension



Note: This map is conceptual and may change.



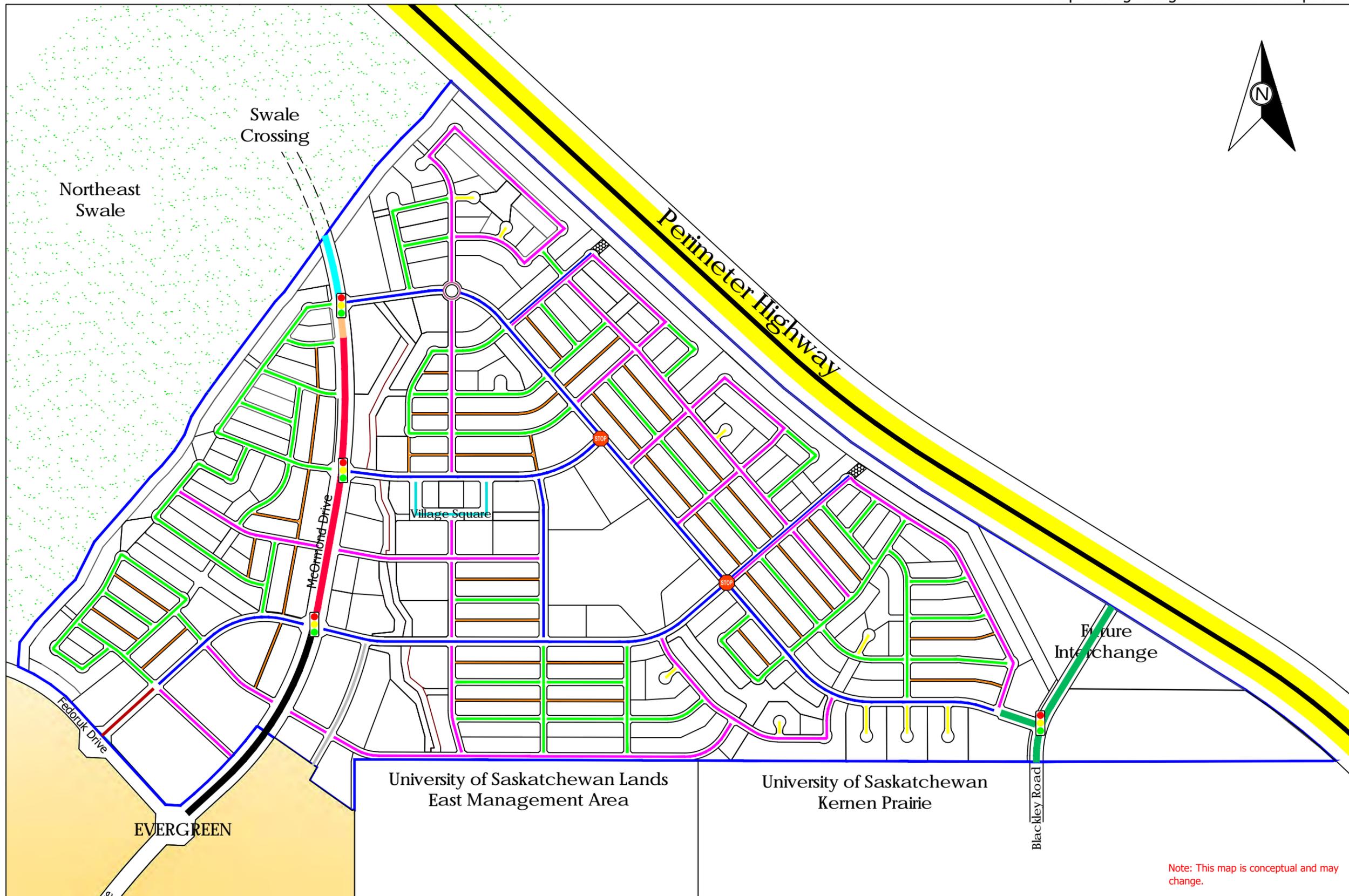
Transportation Plan

Figure - 5

Aspen Ridge Neighbourhood Concept Plan

Legend

-  Arterial "B" 35m Right of Way
-  Arterial "B" 40m Right of Way
-  Arterial "B" 44m Right of Way
-  Arterial "B" 50m Right of Way
-  Arterial "C" 32m Right of Way
-  Collector "A" 30m Right of Way
-  Collector "A" 22m Right of Way
-  Local "A" 20m Right of Way
-  Local "A" 18m Right of Way
-  Local "B" 16m Right of Way
-  Local "C" 15m Right of Way
-  Lane
-  Local 22m Right of Way/
Possible Future Access
-  Village Square (One Way Street)
-  Single Lane Roundabout
-  Signalized Intersection
-  All Way Stop
-  Possible Roadway Extension
-  Neighbourhood Boundary
-  Perimeter Highway



Note: This map is conceptual and may change.

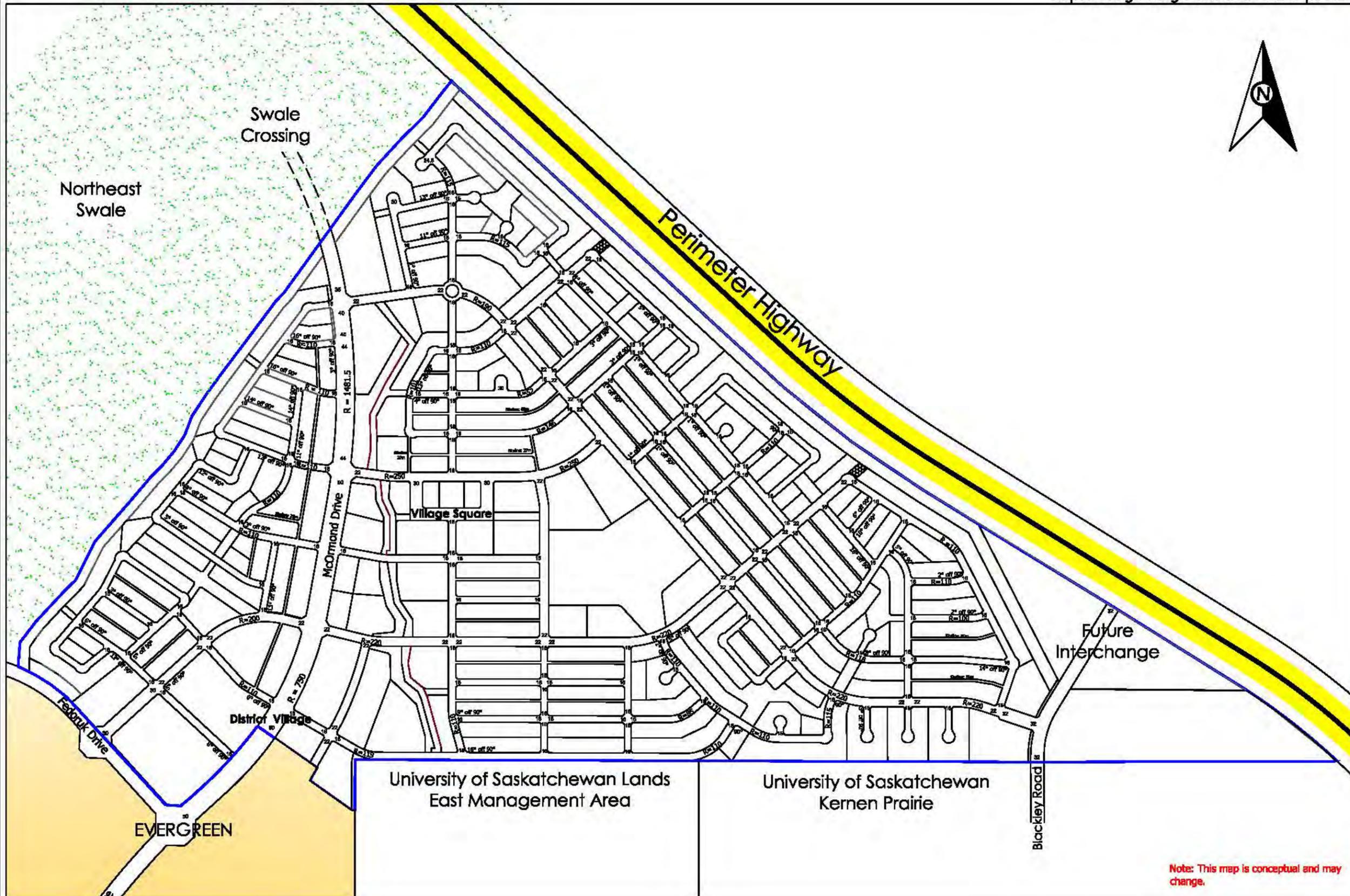


Transportation Dimension Plan

Figure - 6
Aspen Ridge Neighbourhood Concept Plan

Legend

-  Neighbourhood Boundary
-  Perimeter Highway
-  Possible Roadway Extension



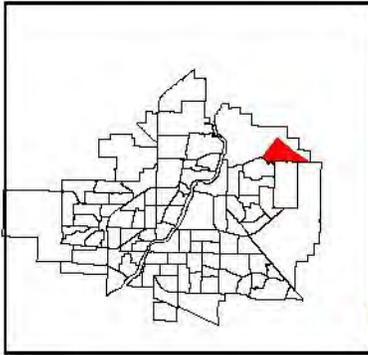
In all instances distances between intersections meet City of Saskatoon separation standards.

Note: This map is conceptual and may change.



Transit Plan - Figure 7

Aspen Ridge Neighbourhood Concept Plan



City of Saskatoon Limits



Legend

Transit Route #?



Park



Transit Route #70



Scale: N.T.S.



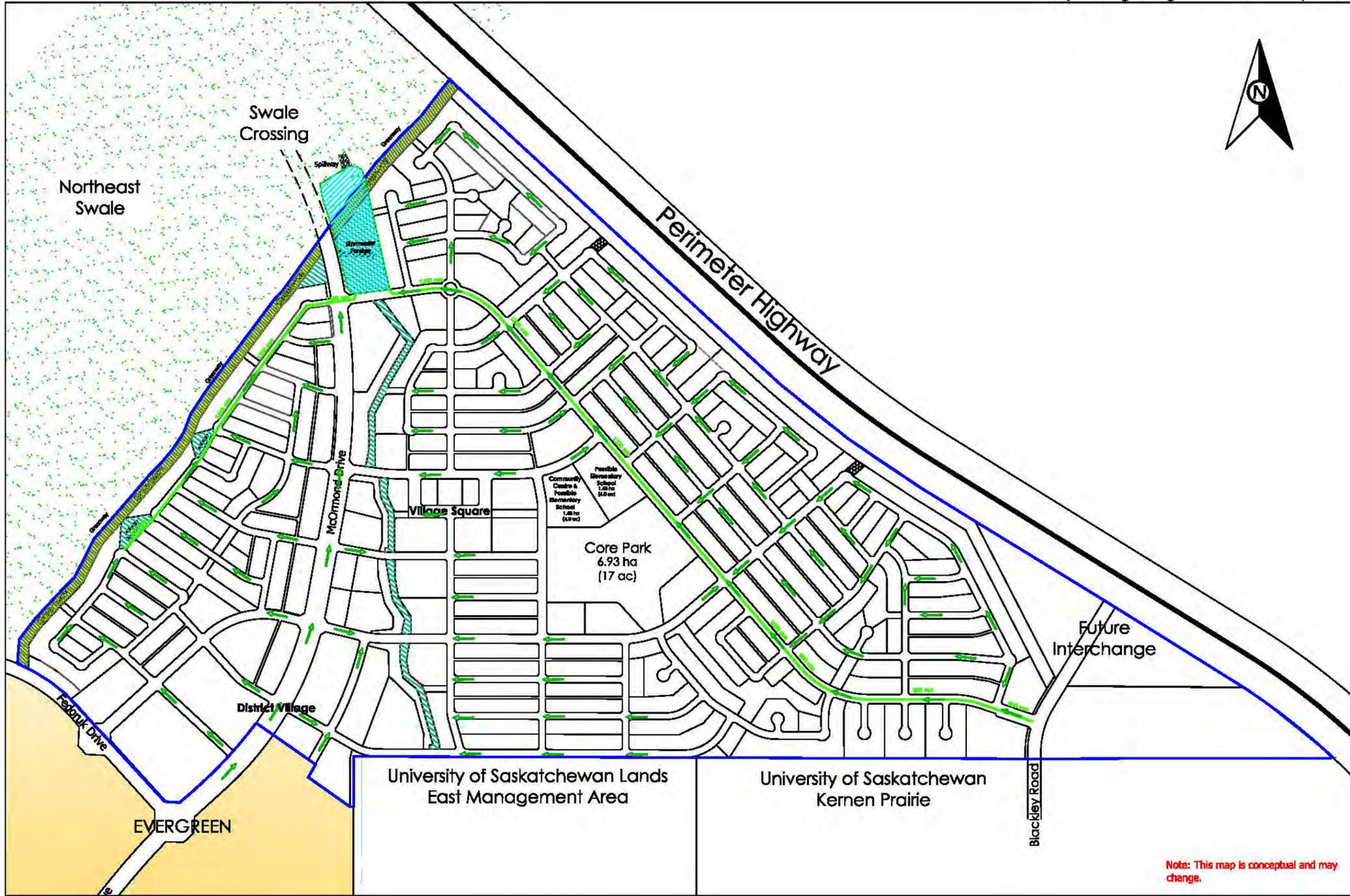
Note: This map is conceptual and may change.

Storm Water Drainage Plan

Figure - 8
Aspen Ridge Neighbourhood Concept Plan

Legend

-  Neighbourhood Boundary
-  Storm Sewer
-  Stormwater Forebay
-  Greenway
-  Drainage Parcel
-  Over Land Flow Route
-  Possible Future Roadway Extension



Note: This map is conceptual and may change.

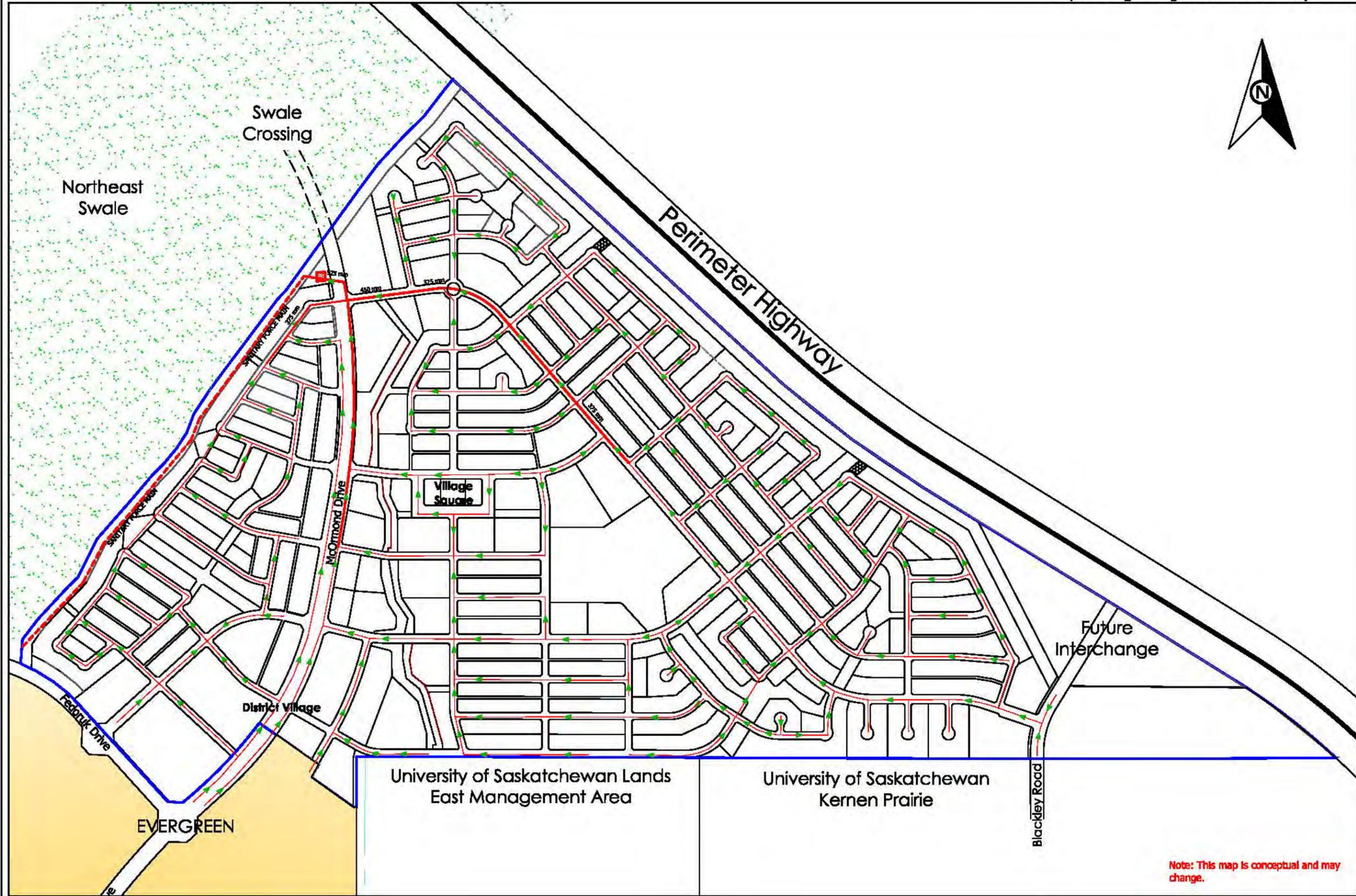


Sanitary Sewer Collection Plan

Figure - 9
Aspen Ridge Neighbourhood Concept Plan

Legend

-  Neighbourhood Boundary
-  Sanitary Sewer Trunk
-  Sanitary Sewer Local
-  Force Main
-  Lift Station
-  Flow Direction
-  Possible Future Roadway Extension



Note: This map is conceptual and may change.

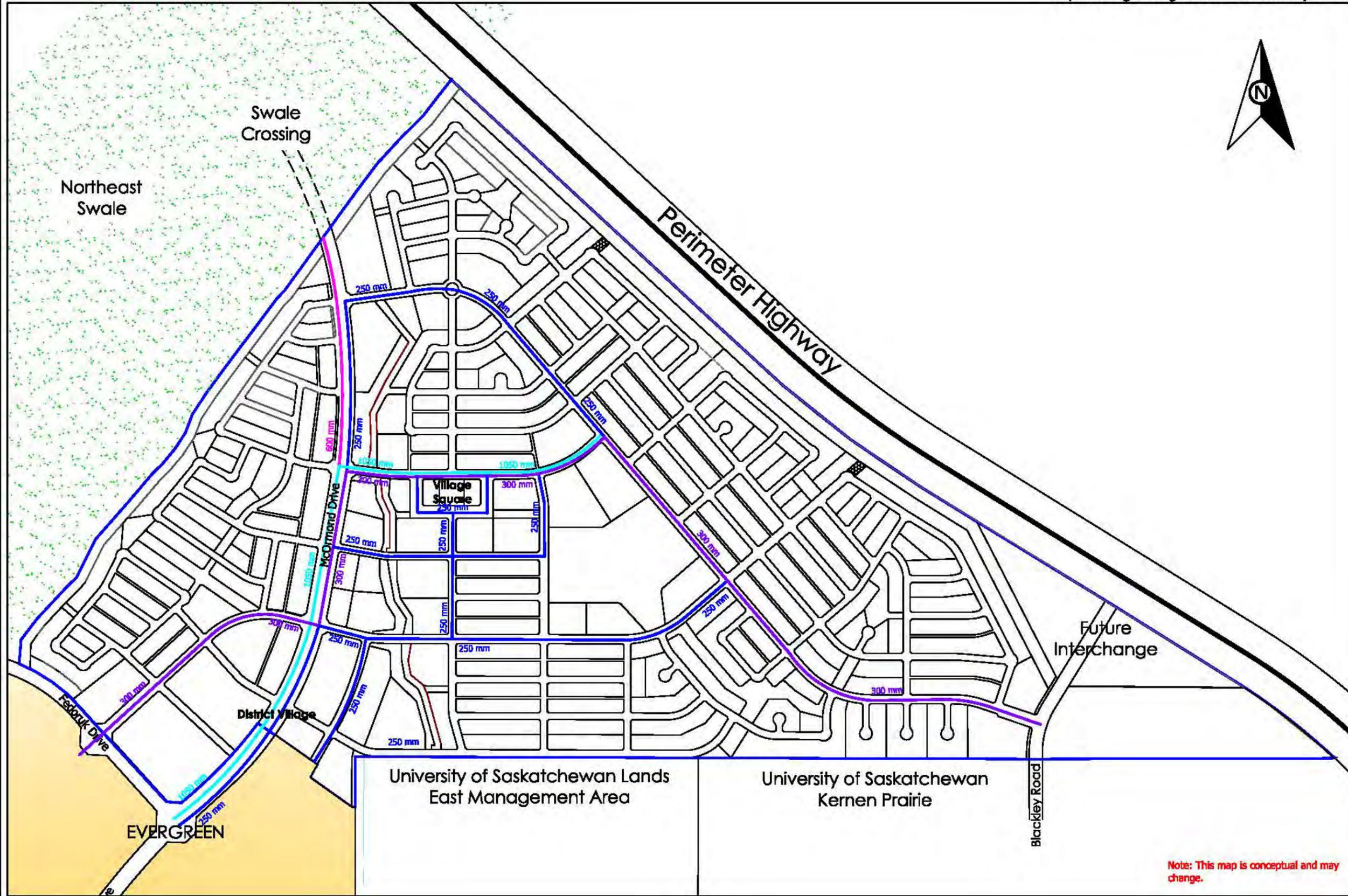


Water Distribution Plan

Figure - 10
Aspen Ridge Neighbourhood Concept Plan

Legend

-  Neighbourhood Boundary
-  1050 mm Pipe
-  600 mm Pipe
-  300 mm Pipe
-  250 mm Pipe
-  Possible Future Roadway Extension



Note: This map is conceptual and may change.



Proposed Phasing

Figure - 11

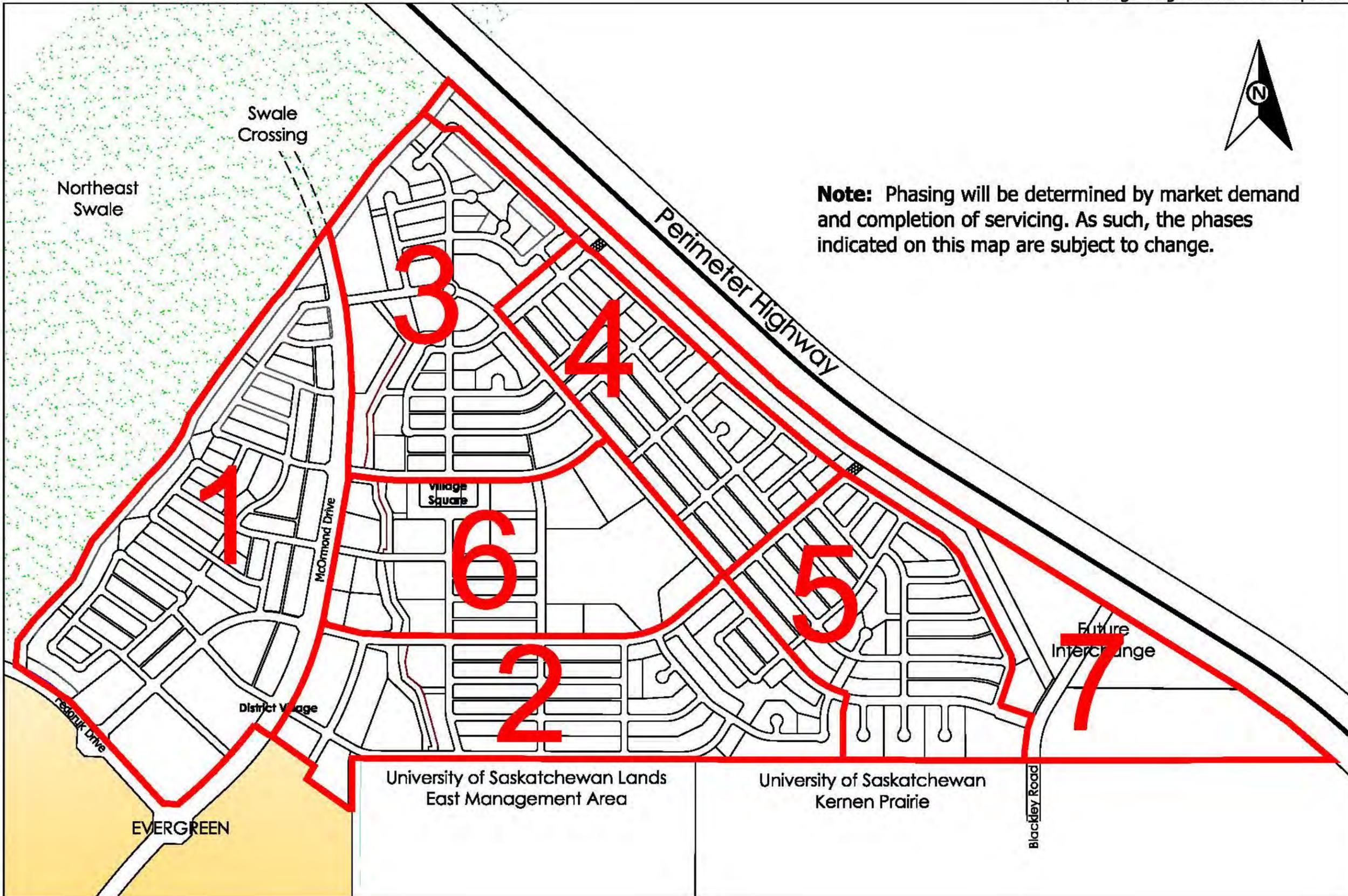
Aspen Ridge Neighbourhood Concept Plan

Legend

-  Neighbourhood Boundary
-  Possible Future Roadway Extension



Note: Phasing will be determined by market demand and completion of servicing. As such, the phases indicated on this map are subject to change.



ASPEN RIDGE Neighbourhood Quick Facts

GROSS LAND AREA	638.71 ac (258.49 ha)
PROJECTED POPULATION (MAXIMUM BUILD OUT)	12,544 persons
NEIGHBOURHOOD GROSS DENSITY	8.93 units per acre
NEIGHBOURHOOD NET DENSITY (DENSITY OF SALEABLE LAND)	14.30 units per acre
PROJECTED ELEMENTARY SCHOOL POPULATION (MAXIMUM BUILD OUT)	1,715 students (peak enrolment)
ESTIMATED TOTAL NUMBER OF UNITS	5,702 units Single unit dwellings: 2,177 units Multi-unit dwellings: 3,525 units
TOTAL NEIGHBOURHOOD RESIDENTIAL UNIT SPLIT	Single Unit (lots): 38% Multi-Units: 62%
NEIGHBOURHOOD PARK	38.96 ac (15.77 ha) 17 acres of Core Park (6.88 ha) 18.59 acres of Linear Park (7.52 ha) 2.42 acres divided between 3 Pocket Parks (0.98 ha) 0.95 acres of Village Square (0.38 ha)

* With the exception of Gross Land Area and Neighbourhood Park areas, all above noted values are estimates based on past development and population trends.

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

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

Application of Growing Forward, Shaping Saskatoon Principles

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

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

FINANCIAL OBLIGATIONS

A report titled “Financing Growth in the University Heights Sector” report from the General Manager, Corporate Services Department was presented to City Council on October 7, 2013. This report identified the required infrastructure in the University Heights Sector and the appropriate funding sources.

Of particular note, the report does state that the Meewasin trails will require funding. As outlined on page 6 of the Concept Plan document (Attachment 1), once the Meewasin Valley Authority has determined their plans for trails and interpretive sites within the Swale, discussions regarding the development of the Greenway trail will begin between the Aspen Ridge Ownership Group, the Meewasin Valley Authority and the City of Saskatoon.

In addition to items outlined in this report, the financial obligations specific to the Aspen Ridge neighbourhood are as follows:

Summary

Item	Financial Implication
Arterial Roadways	The City will fund up to our normal Class “A” arterial standard. No funding will be allocated for items detailed below.
Signing and Signals	The City will work to maximize the utilization of funding provided from the traffic signal levy collected within the Aspen Ridge neighbourhood. Additional signals required, however, must be funded by the Developer.
Central Avenue Power Lines	The City will, with the cooperation of the developer, endeavour to use our best commercial efforts to collect and then reimburse the developer for costs attributable to adjacent land owners at the time of future development.
East / West Local Roadway abutting University of Saskatchewan	The neighbourhood design will result in the single frontage cost being absorbed within the City’s land holdings.

Detailed Description

Arterial Roadways

- The development of the Evergreen neighbourhood and the Aspen Ridge neighbourhood will necessitate the need for the construction of a number of arterial roadways including Fedoruk Drive, the twinning of McOrmond Drive as well as Central Avenue. The City will fund up to our normal Class “A” arterial standard. No funding will be allocated for:
 - If McOrmond Drive is modified to include a centre swale, the submitted design will require additional information which should indicate how this design is an improvement on our current design.
 - No portion outside of the bike lanes shown on cross section 1-3 will be funded from the arterial road reserve. The Developer will be required to fund this portion.

Power lines and/or Utility Relocation

- The City is not responsible for the removal of existing power lines and/or other utilities to facilitate the development of neighbourhoods. The Silverspring neighbourhood was developed by the City and the full cross section of the arterial roadway was delayed at that time until further traffic warranted construction. The Developer has requested that the City accumulate and hold the non-standard expenses and charge future developers for the cost. We will, with the cooperation of the developer, endeavour to use our best commercial efforts to collect and then reimburse the developer for costs attributable to adjacent land owners at the time of future development however, we will not “hold” expenses on behalf of the Developer.

Signing and Signals

- A reserve has been established for the installation of traffic signalization for residential neighbourhoods. Normally, two pedestrian corridors and two signalized intersections are funded from the reserve. This submission indicates additional intersections along McOrmond Drive. If traffic control signalization is required for additional intersections in the future they must be funded by the Developer. The City will work to maximize the utilization of funding provided from the traffic signal levy collected within the Aspen Ridge neighbourhood. Additional signals required, however, must be funded by the Developer.

East / West Local Roadway abutting University of Saskatchewan

- The neighbourhood design will result in the single frontage cost being absorbed within the City’s land holdings.

Comments from Other Divisions and Agencies

Agency	Comment	Response
Shaw Cable Systems	Shaw Cablesystems has reviewed the revised concept plan for the Aspen Ridge neighbourhood and has no objections to or concerns.	None required
SaskTel	We support the proposed concept plan submission provided to SaskTel dated October 21st 2013. Regarding comments on page 30, we appreciate having the relocation of existing utilities noted. We also appreciate having the tentative cell phone towers noted with comments from the Land Branch.	None required
SaskEnergy	<p>After reviewing the revised Neighborhood submission and based on our past experiences with Rosewood, Willowgrove, Stonebridge and Hampton Village, SaskEnergy has a few concerns. The specific concerns consist of land acquisition and construction of a future regulator station, pipeline right-of-way and system isolation zones.</p> <p>Primarily, SaskEnergy requires a District Regulator Station (DRS) to be built within the area to serve the new growth. One suitable site was chosen based on the City's plans to start from the edge of Evergreen and work to the north and west. The selection criteria included; an accessible pipeline right-of-way (ROW) to feed the Station with a 830 kPa feeder main, 24/7 vehicle/person access, and the use of public drainage and/or municipal buffer space to mitigate the use of residential lots. The proposed site allows this station to serve Evergreen, Aspen Ridge, backfeed Willowgrove and later serve the future University Heights Neighborhood to the north-west. The proposed location for the DRS and feeder mains are indicated on the attached map.</p> <p>Secondly, Pipeline ROW's are a significant area of concern. As the development can change over its servicing period, concerns about lot, block, and roadways ROW's may result in a major impact on pipeline routing. SaskEnergy tries to anticipate and mitigate potential routing problems, but in past neighborhoods, changes in lot and block orientations have caused either dead-ends or the need to run the gas mains in the roadway ROW's. Installing mains in the roadway ROW's can be very constricting and costly. In the past, the utilities have voiced concerns regarding lack of boulevard space for even two utilities. The provision of 2.5m wide green spaces within boulevards, or allowing parallel installation under proposed sidewalks will create sufficient space to install and maintain our facilities.</p>	SaskEnergy comments have been noted.

Agency	Comment	Response
SaskEnergy (con't)	<p>To a lesser degree, SaskEnergy develops isolation zones in order to valve off and localize system failures to an area or allow for scheduled maintenance while maintaining system integrity. These zones depend on pipeline routing and may be affected when subdivision plans are changed as stated above. SaskEnergy hopes that the City will address the concerns of a future regulator station, pipeline routing and system isolation zones during the approval process. SaskEnergy also requests that the City review and approve in principal our preliminary plans to install the new University Heights DRS and feeder mains. The Feeder mains are planned for Summer/Fall of 2013 and the DRS for Spring/Summer 2014.</p>	
SaskPower	<p>Please see the following comments with respect to the electrical servicing of the proposed Aspen Ridge subdivision. This is the second round of comments.</p> <ul style="list-style-type: none"> • Presently there is an overhead single phase distribution line that runs north-south through the subdivision that will have to be removed or relocated. There are also four rural services that will need to be removed prior to construction. You are already aware of these locations. • SaskPower intends to install its main three phase overhead distribution in the back lane, west of McOrmond Road, up to north end of the development. SaskPower will require a 2.0m easement along the properties adjacent to the back lane where the overhead distribution line is located. This easement request has been made through Altus Geomatics for Phase 1 of the subdivision. • SaskPower intends to install three phase overhead distribution along the south side of the roadway that extends past the Village Square and schools. Space will be required in the right-of-way for this infrastructure. • SaskPower intends to install three phase overhead distribution along the berm in between the subdivision and the future perimeter highway. • There will be multiple underground distribution take-off points from the overhead distribution lines. The underground distribution will then extend throughout the subdivision for servicing the properties. Please see the attached map for reference. • SaskPower will request suitable easements for routing distribution lines and for installing and maintaining facilities, prior to the titles being transferred from the City of Saskatoon. • SaskPower will be installing padmount switching cubicles thought the subdivision. The locations are indicated on the attached map. 6.0m x 6.0m easements will be required where this infrastructure is located. 	No response required.

Agency	Comment	Response
SaskPower (con't)	<ul style="list-style-type: none"> You have also been in contact with Conrad Sigurdson at SaskPower with respect to providing SaskPower a corridor in order to relocate the transmission line that presently runs along Lowe Road. Please continue to coordinate this with Conrad. 	
Saskatoon Light and Power	<p>Reference to your letter dated October 21, 2013 on the above, this is to provide you with our comments as follows:</p> <ul style="list-style-type: none"> Aspen Ridge Neighbourhood is not within the area where SL&P provides the electrical distribution and services. No easements will be requested. The street lighting will be provided by SL&P. There will be multiple locations where SL&P will take an electrical service point from SASKPOWER for the community lighting system. Locations will be determined once more detailed is available. These service points are expected to be located on roadway right-of-ways and no easements will be required. Please refer to attached comments by SL&P lighting and Drafting Superintendent respecting roadway, parks and pathway lighting. The parks and pathway lighting will be provided by City's Infrastructure Services-Parks Branch. 	None Required.
Saskatoon Transit	Transit has no comments or issues with the revised plan.	None Required
Transportation and Utilities	<p>During the review and later construction of the Evergreen neighbourhood a plan was devised to relocate the 138kv powerline that bisects the neighbourhood onto the closed portion of Range Road 3045 before proceeding west on Fedoruk to link up with Lower Road. One of the long term solutions to avoid this rerouting again in the future for UH#3 was to create a 20m right of way / easement along the south portion of Aspen Ridge and route the line along the proposed perimeter highway. Although other options may be pursued in the future, if the east / west provision is not recognized, including the creation of a north / south utility corridor through UH#3, this particular option will not be available.</p>	Acknowledged by Developer. May need to be revisited if Perimeter Highway is relocated.
Transportation and Utilities <i>Water and Sewer</i>	<p><i>Comments dated April 16, 2014</i></p> <ul style="list-style-type: none"> The depth of the drainage parcel in the linear park has changed during the design process with the 5 year and 100 year flood event depths to be 1m and 1.85m respectively. The cross-section of the drainage parcel becomes larger close to culverts. The linear park system is a bit different than the conventional ones. There will not be catch basins in the linear parks, but the flow will drain directly to the forebay via the linear park. Figure 10 does not show the extension of the 1050 primary watermain to the north of the neighbourhood. 	Saskatoon Land has been working directly with the Transportation and Utilities Department to address their concerns and requirements.

Agency	Comment	Response
<p>Transportation and Utilities</p> <p><i>Water and Sewer (con't)</i></p>	<p><i>Comments dated December 5, 2013</i></p> <ul style="list-style-type: none"> • Sanitary Sewers – The design for sanitary sewer trunks has changed as per the attached layout plan. • Watermains – No comments. • Storm Sewers – A new cross-section design for McOrmond Drive is being proposed for storm water management. <p>The incorrect image numbers are referenced on pages 13 and 14, and the Image 10 cross-section width totals 43.8 metres not 44.0 metres.</p>	
<p>Transportation and Utilities</p> <p><i>Transportation</i></p>	<p><i>Comments dated January 17, 2014</i></p> <p>Functional Plan of McOrmond Drive – Transportation Division is not confident that sufficient right-of-way has been set aside for McOrmond Drive or the collector streets that form intersections with McOrmond Drive. Transportation Division is willing to undertake this task, however, additional information will be needed from the developer with respect to traffic volumes at the collector / McOrmond intersections. Transportation Division’s functional design will be limited to the arterial portion of the roadway up to and including the right-side curb of the roadway; and the design layout of collector roadways approximately 100m from McOrmond Drive. The design of all aspects of the service roads including the cycling lane and sidewalks will be the responsibility of the developer.</p> <p>Our comments in regard to the discrepancies in the TIS still remain and need to be reconciled. In its current form it does not inspire confidence that it was properly undertaken. Transportation Division representative would appreciate an opportunity discuss these items with the developer’s consultant.</p> <p>As per our previous memo, an analysis of the traffic conditions at 400,000 population is also requested as confidence is needed that McOrmond Drive will continue to operate acceptably as growth continues in the University and Holmwood sectors.</p> <p><u>R-O-W Sizing</u> A 32m r-o-w will be required for the collector roadway from Blackley Road to the first local street intersection to provide the appropriate transitional road from the arterial street to collector street (Item 3.c).</p>	<p>The Developer has been working directly with the Administration to address their concerns and requirements.</p> <p>Requirements related to the development of a functional plan will be implemented as the functional plan is developed.</p> <p>The TIS has been updated to reflect this comment.</p>

Agency	Comment	Response
<p>Transportation and Utilities</p> <p><i>Transportation (con't)</i></p>	<p><u>Additional Information</u> Transportation Division had requested a variety of additional information and it is still required. However, it is not required prior to approval of the Neighborhood Concept Plan. The following information will be required on a neighbourhood wide basis prior to the approval of any subdivision within the neighbourhood. The following information needs to be submitted and approved by Transportation Division:</p> <ul style="list-style-type: none"> • A Right-of-Way closure plan of all existing public right-of-way within the neighbourhood and showing the maintenance of public access during the construction of the neighbourhood. • A transit infrastructure plan showing the roads that may have local transit vehicle service (collector network) and through transit service (arterial network). • A Curb-Type plan for all streets in the neighbourhood. <p><i>Transportation Comments on the Aspen Ridge Traffic Impact Study (TIS) - December 5, 2013</i></p> <ul style="list-style-type: none"> • The proposed intersections, recommended plan for each intersection, and proposed signal timing plans do not meet the minimum standards set-out in the Canadian Capacity Guide for Signalized Intersections, nor City of Saskatoon (City) standard practice. The TIS must be revised to meet contemporary engineering practice and standards. City of Saskatoon standard practice for arterial intersections includes: <ul style="list-style-type: none"> • Left-turn bays provided on all approaches, to separate the movements and meet the expected queue lengths; • Clearance interval calculated using ITE formula (City standard: minimum All-red = 1.5s, minimum Amber = 3.5s); • Minimum acceptable green interval 10s; • Provision of pedestrian phases, walk intervals minimum 5-7s, pedestrian clearance estimated with a 1.2 m/s walking speed. Pedestrian intervals must be included in signal phasing; • Dual left turns receive a fully protected phase; and • Left turns typically operate in protected/permissive mode for arterials with operating speeds <= 60 km/hr; protected/prohibited mode for higher speeds or crossing 3 or more opposing lanes. 2. • The TIS does not include any analysis of the recommended plan. The recommendations must be supported by analysis. • In reviewing the Synchro files provided, there appears to be some inconsistency between what is described in the report and what is shown in the files (e.g. recommended lane configuration vs. Modelled); this should be reconciled to 	<p>This information will be required to be completed to the satisfaction of the Transportation Division prior to the Planning and Development Division accepting a subdivision application for the lands.</p>

Agency	Comment	Response
<p>Transportation and Utilities</p> <p><i>Transportation (con't)</i></p>	<ul style="list-style-type: none"> • match the recommended plan. • A functional plan for the entire corridor is required. • Traffic volumes projected for McOrmond Drive include “background traffic” at the forecast scenario of 300,000 population. No analysis is provided for the forecast scenario of 400,000 population, despite the higher traffic volumes on the arterial as shown in the report. The TIS must incorporate analysis that the recommended plan will continue to operate at the higher forecast volumes. <p><i>Comments dated December 5, 2013</i></p> <p>1. Figure 4:</p> <ul style="list-style-type: none"> • Intersection of greenway and McOrmond Drive on the north edge of the neighbourhood appears to be a mid-block crossing – this will need special consideration as a trail crossing a 4-lane arterial road is likely to require an active pedestrian corridor. • How does the proposed greenway terminate at the north end (at Perimeter Highway)? • How does the proposed greenway terminate at the south end (at Fedoruk Drive)? • The north section of McOrmond Drive is proposed to have a signalized intersection with the north collector access, a southbound left turn bay will be required (thus a 5 metre wide median will be necessary); the transition to the narrow road cross section must be planned in detail. • The proponent must demonstrate that Saskatoon Transit has approved this bus stop plan; stops must be integrated into the active transportation plan. • The proposed bus stops along McOrmond Drive must be included in the road’s functional plan, as they control the placement of the service lanes. <p>2. Page 26:</p> <ul style="list-style-type: none"> • Collectors with separate walk and curb will require concrete pads the length of each bus stop in the boulevard between the curb and walk, vertical curb shall be required at each transit stop. • A plan showing vertical and rolled curb for all streets is required to clarify zoning. • The concept plan must be revised to show signalized intersections along McOrmond Drive instead of roundabouts. <p>3. Figure 5:</p> <ul style="list-style-type: none"> • Arterial “B”, at the north end of McOrmond Drive, will require a centre median to permit the development of a southbound left turn bay. 	

Agency	Comment	Response
<p data-bbox="186 233 380 296">Transportation and Utilities</p> <p data-bbox="186 331 380 394"><i>Transportation (con't)</i></p>	<ul style="list-style-type: none"> <li data-bbox="415 233 1192 327">• Arterial “C” at the southeast edge of the neighbourhood – provide ROW for the development of an arterial “B” cross section in the future. <li data-bbox="415 338 1214 464">• The intersection of the collector with the extension of Blackley Road – set aside adequate ROW for the provision of a signalized intersection; to be provided at developer’s expense when required. <li data-bbox="415 474 1127 537">• Verify the offset intersections on the plan meet COS separation standards. <li data-bbox="415 548 1227 674">• The intersection of 2 collector roadways in the south east area of the plan – proposed traffic operation/control must be specified (all-way stop or roundabout may be appropriate, the developer to propose). <li data-bbox="415 684 1203 779">• 4 “T” lane intersections are shown, 1 includes a significant skew, appropriate engineering drawings for the evaluation of that intersection are required. <li data-bbox="415 789 1170 852">• The provision of Collector “A” for all streets identified as collector is accepted. <li data-bbox="415 863 1179 957">• The school sites must be evaluated according to the ITE Guidelines – School Site Planning, Design and Transportation a response is required. <li data-bbox="415 968 1175 1031">• At the Village Square, a north/south pedestrian crossing and opening is required; bulbing may be appropriate. <p data-bbox="407 1052 574 1083">4. Page 14:</p> <ul style="list-style-type: none"> <li data-bbox="415 1094 1198 1157">• The City of Saskatoon median opening policy will apply to centre and flanking medians. <li data-bbox="415 1167 1214 1419">• Transportation is not convinced that the proposed zoning and absence of regulation will produce an active complete street as desired by the developer for McOrmond Drive. In particular, the developer has proposed very weak regulations of driveway crossings to the service lanes. A discussion is required with the intent to develop a plan to ensure the street is active and remains oriented towards all users. <li data-bbox="415 1430 1187 1493">• The narrow 2m flanking median may not be adequate for snow storage without impacting the adjacent bike lane. <li data-bbox="415 1503 1219 1566">• A functional plan for the entire length of McOrmond Drive is required. <p data-bbox="407 1577 1219 1661">The staging plan appears to be adequate; arterial and collector roads must be in place and operations ahead of residential lot development.</p>	

Agency	Comment	Response
Canada Post	<p>Thank you for allowing us to comment on the proposed Neighbourhood Concept Plan for the Aspen Ridge area in Saskatoon. Mail delivery to all new subdivisions in Saskatoon, including Aspen Ridge is via Community Mail Boxes (CMB), or Lock Box Assemblies (LBA).</p> <p>Community Mail Box locations will be determined once detailed plans are received</p> <p>If the development includes plans for a multi-unit building(s) with a common indoor entrance, the developer must supply, install and maintain the mail delivery equipment (LBA) within these buildings to Canada Post's specifications.</p>	None Required
Greater Saskatoon Catholic School Board	My only comment on this is around the switch site should the school divisions not build joined facilities. The site on the south of the park has only one street adjacent to it. This is due to the RMTN1 site directly south of the site. Our school division would prefer these parcels to be reversed. I brought this up in discussion and understand there are planning restrictions however I would like this re-examined.	The best switch site possible was determined based on requirements from the various agencies for the Core Park.
Saskatoon Public School Division	A Collector A for the 2 streets to the front and side of the school sites, which is approx. 12.3 metres in road width (as I understand that it allows for parking/stopping on both sides of 2 lanes of traffic – 2.5 plus 3.65 plus 3.65 plus 2.5 equals 12.3).	Collector width roads have been provided for on all sides of the school site.
Saskatoon Police Service	The Saskatoon Police Service has no further comments or objections to the above proposed concept plan.	None required.
Fire Department	Fire has no additional comments.	None required.
Environmental and Corporate Services Division	<p>General Comments:</p> <p>The Concept Plan for Aspen Ridge demonstrates a continuing improvement on the environmental performance of new neighbourhoods. In particular, planning approaches and design elements that support the conservation goals established for the Northeast Swale are a positive step. The additional emphasis on density and pedestrian amenities to create greater parity among transportation mode options is also extremely positive.</p>	None required.

Agency	Comment	Response
<p>Environmental and Corporate Services Division (con't)</p>	<p>Urban Village: Improvements in the planning approach to the urban village concept are also evident in this Concept Plan. The emphasis on pedestrian rather than vehicular access to the square is a supportive principle. Past Request For Proposals on parcels associated with the village and square have produced good results and our Division has confidence this tool will continue to do so for the Aspen Ridge neighbourhood. It is noted that the south-facing portion of the square is proposed for parking and loading functions. This southern access provides significant opportunities for the development of micro-climates in winter and shoulder seasons, improving the pedestrian environment outside traditional months and further improving the viability of retail or other commercial uses at that location. A reconsideration of the orientation for vehicular access is recommended to take advantage of the benefits available from solar access.</p> <p>Multi-Way Boulevard: Demonstrating the 'complete street' concept is important and the efforts described in the Concept Plan are appreciated. The right-of-way cross-section for segment 1 includes access lanes adjacent to the parking lanes on each side of the central thoroughfare. Is the purpose of this is to allow speeds to remain at 50km/hr through this zone? The additional materials, additional land, and additional embodied energy involved in providing such an elaborate roadway cross-section may not provide enough realizable value and it is recommended that consideration of the costs and benefits of this aspect be reconsidered. The recognition of the distinct needs of the various modes of transportation (vehicle, bicycle, pedestrian) is positive. For true 'completeness' where transit is intended on the cross-section should also be indicated.</p> <p>Mixed Use Zoning Districts: These new zoning designations have the potential to facilitate both direct and indirect sustainability advantages for the neighbourhood. Good idea.</p> <p>Rear Lanes: The introduction of back lanes into neighbourhoods builds the expectation for the provision of civic services such as garbage and recycling collection from the rear of properties. If this is anticipated, it is recommended that lane construction standards match the requirements for the collection vehicles involved in providing these services and that property development guidelines recognize placement and access to carts and bins for various waste materials. Conversely, neighbourhood and residential marketing should</p>	<p>This will be taken into consideration when the sites are sold.</p> <p>The central throughfare will be 50km/hr. Adjacent lanes will have lower speeds.</p> <p>Saskatoon Land is confident in the value of this cross section.</p> <p>Transit has been considered.</p> <p>None required.</p> <p>Lanes will be designed to accommodate the anticipated land use.</p>

Agency	Comment	Response
<p>Environmental and Corporate Services Division (con't)</p>	<p>make clear what service expectations residents may reasonably have (as the concept plan currently does).</p> <p>Park System: The noted preferences for naturalized landscapes and planned emphasis of connectivity are very positive features of the plan.</p> <p>Landscape Drainage Parcels: Research from other communities indicates it is desirable to minimize the use of vast dry ponds and expansive detention areas for storm water and maximize the use of more channelized drainage swales or 'rain gardens'. This is a more sustainable landscape approach and allows for the selection of species appropriate to wetter conditions. Vast areas that are only periodically wet are susceptible to weed and other noxious plant growth when disturbed by storm events. Swales, conversely, are purpose-built for such events. The Environmental & Corporate Initiatives Division applauds the efforts of Saskatoon Land to facilitate an improved built-environment within the Aspen Ridge neighbourhood. We would be pleased to provide any desired technical assistance in further exploring these opportunities.</p>	<p>None required.</p> <p>Overland storm drainage will be accommodated in the swales that follow the natural contours, rain gardens and forebay. Appropriate plantings will be determined at detailed design.</p>
<p>Recreation and Sport / Community Development</p>	<p>The plan and the overall neighbourhood concept and planning being used in this neighbourhood look very good.</p> <p>The only suggestion would be to keep linear parks as wide open as possible. By keeping trees and pathways to the perimeter, open space can be used for practice and informal play of activities such as soccer and Frisbee.</p> <p>The Core Park does meet the current minimum for the park development guidelines, but with the oddly shaped parcel, it makes it difficult to accommodate all the activities that are generally desired in a core park.</p> <p>The opening between the two proposed multi-unit sites – we mentioned in our last go around of comments – but this area does not appear to have changed. With the schools on the far north side of park now – if this opening is lined up between the two parcels, this then would act very much like a natural pathway and will likely create a north-south desire line to the school sites in the north, bisecting the park. This again might create some challenges in park design and location of sports fields.</p>	<p>None Required. Comments have been noted and considered in the plan design. The park layout will be determined at the detailed design stage.</p>

Agency	Comment	Response
<p>Parks Division</p>	<p>Multi-Way Boulevard: <i>If</i> these areas are to be irrigated, typically centre median, boulevard plantings and associated irrigation systems are installed at the time of road construction phase – <i>before</i> the adjacent (typically commercial) parcels are developed. From our experience this approach always results in extensive tree and irrigation damage from developers. Parks is requesting that very serious future consideration be given to reversing this schedule, i.e. installing all plant material and irrigation <i>after</i> an area is built out. If shallow utilities are proposed within the boulevards, either the width of these areas will need to be increased or tree plantings eliminated.</p> <p>Landscaped Drainage Parcel: The reconfigured Landscaped Drainage Parcel design is a great improvement over the original proposal. However, there is still a note that states: ‘If required additional drainage structures (French drains) will be built.’ If required – which business unit would be responsible for the operational maintenance of these structures?</p> <p>Land currently requires these areas to be irrigated. Will this continue to be a requirement?</p> <p>The Neighbourhood Layout: With respect to ‘<i>It allows for some lot drainage to be absorbed into the ground and plantings...</i>’ as an advantage of the linear park system, the following should be noted. Drainage from private property onto linear parks is an ongoing maintenance issue that persists years after the completion of the park/subdivision construction. This situation is exacerbated by walk-out basement type house designs. If this type of lot drainage is maintained through to the final design stages of Aspen Ridge the development costs of the adjacent parks will have to be increased to mitigate the erosion damage.</p> <p>Buffers and Sound Attenuation Earth Berms: Parks and Construction Services have collaborated on an earth berm design that will ensure continued effective landscape maintenance. The design parameters, i.e. the required berm width that should be incorporated. As an example, a buffer of 28.5 meters (between ROW and P/L) is required for a for a 2.5 metre high berm.</p> <p>Snow Storage: In future definitive phases the median/boulevard design must be developed with consideration for the required snow storage capacity and proposed plant material with respect to surface material, plant species, and spacing between plants and plant</p>	<p>Details of irrigation and planting will be determined at the detailed design stage / subdivision stage.</p> <p>French drains will be included within the drainage parcels, not the MR.</p> <p>This will be determined during detailed design.</p> <p>Discussions with Water and Wastewater are underway with regards to sump pump and roof discharge drainage issues.</p> <p>No response required.</p> <p>No response required.</p>

Agency	Comment	Response
	<p>placement relative to the median/boulevard edge.</p> <p>Sanitary Sewer Collection Plan: Figure 9 depicts a sanitary sewer trunk passing through the linear park system. When available, Parks will need to know the depth of the trunk and location of associated structures within the MR that would affect design.</p> <p>Stormwater Drainage Plan: How does the forebay drain into the NE Swale at the Greenway?</p>	<p>No response required.</p> <p>The design of the trail will take into consideration the forebay.</p>
CPTED	The Committee was very supportive of the plan and felt that the neighbourhood safety and the principles of CPTED had been incorporated.	None required.
Meewasin	The proposed NE Swale boundary is acceptable and in fact, we understand it slightly increases the total area of the swale.	None required.



Community Engagement Summary

Project Name: Public Open House and Shaping Saskatoon
Proposed Aspen Ridge Neighbourhood Concept Plan
Applicant: Saskatoon Land
File: PL. 4131-41

Project Description

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

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

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

Community Engagement Strategy

Purpose	To inform and consult. Participants were provided an overview of the proposal and an opportunity to ask questions of both City staff and the developer. Written comments were accepted at the open house and on Shaping Saskatoon for 2 weeks following the open house.
How information will be used	Comments gathered from the open house and on Shaping Saskatoon will be used to inform the decision making process about the proposal.
Tools used	Information boards were presented at the public open house and were posted on Shaping Saskatoon. Participants were given the opportunity to discuss the proposal with City staff and the developer. Comment sheets were provided at the open house. Comments could also be provided on Shaping Saskatoon for two weeks following the open house. Individuals could also provide comments to the Planning and Development Division directly (contact information was included on the public notices and on Shaping Saskatoon).



Notification	899 public open house notices outlining the details of the proposal were sent to property owners as well as neighbouring property owners using Canada Post Admail as well as addressed mail. The open house and Shaping Saskatoon website was also advertised in the Star Pheonix for two weeks prior to open house.
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Summary of Community Engagement Feedback

Public Open House Attendees: 53 signed in

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

- Exciting to see the plans for the North-east.
- Give consideration to style of housing (not like Stonebridge where nothing but roof tops from the Highway).
- Why is there no buffer between the roads and the residences abutting the Kernan Prairie. Needs same rules as the Swale.
- Greenway should be wider.
- Need architectural controls for outdoor lighting. (Swale and Kernan Prairie considerations)
- Pocket parks are a waste of space. Parks are adhoc.
- Speed of development will outstrip the ability to protect the swale from damage. Need to fast-track protection of natural areas.
- Location of bike-lane a concern. Should be between sidewalk and tree-ed boulevard. Also need to consider snow removal on bike-lanes. Eliminate right turn on red for pedestrian / bike safety. Need safe connectivity between neighbourhoods for cycling and walking. Encourage focus on active transportation – need access to services (destinations).
- McOrmond not wide enough for future LRT. Need BRT in place. Need to provide more frequent bus service.
- Need to consider roads in and out of neighbourhood – prevent bottlenecks.
- Need to consider appropriate access to the Perimeter Highway.
- Need to consider dark sky lighting compliance.

Next Steps

Action	Anticipated Timing
Planning and Development Report prepared and presented to Municipal Planning Commission (MPC). MPC reviews the proposal and recommends approval or denial to City Council.	May 20 th
Public Notice – report prepared and Public Hearing date set. The University Heights Community Associations, Community consultant, and the Ward Councillor will be provided with direct notice of the Public Hearing.	June 7 th

Shaping Saskatoon



Public Hearing – Public Hearing conducted by City Council, with the opportunity provided for interested persons or groups to present. The proposal is considered together with the reports of the Planning and Development Division, MPC and any written or verbal submissions received by City Council.	June 23 th
Council Decision – may approve or deny the proposal.	June 23 th

Prepared by:

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

Attachments: Notice of Public Open House

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: May 20, 2014
SUBJECT: Amendments to Official Community Plan Bylaw No. 8769 and Zoning Bylaw No. 8770 – Aspen Ridge Neighbourhood
FILE NO.: CK. 4351-014-011, PL. 4115-OCP09/14, PL. 4115-OCP 30/14, and PL. 4350-Z10/14

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

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

TOPIC AND PURPOSE

The purpose of this report is to amend Official Community Plan Bylaw No. 8769 (OCP) - Land Use Map and Phasing Map, and the Zoning Bylaw No. 8770 (Zoning Bylaw) to allow for development consistent with the proposed Aspen Ridge Neighbourhood Concept Plan (Concept Plan).

REPORT HIGHLIGHTS

1. The proposed amendments to the OCP – Land Use Map and Phasing Map, and the Zoning Bylaw will accommodate the development of the Aspen Ridge neighbourhood in a manner that is consistent with the proposed Concept Plan.
2. The proposed OCP – Land Use Map amendment will redesignate the lands to “Residential,” “District Commercial (DVC),” and “Urban Holding.”
3. The proposed OCP – Phasing Map amendment will reclassify the lands from “Phase II” to “Phase I”.
4. The proposed Zoning Bylaw amendment will rezone the lands to “FUD – Future Urban Development.”

STRATEGIC GOAL

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

BACKGROUND

At its October 7, 2013 meeting, City Council approved the amended University Heights Sector Plan. The vision for the sector is to develop interconnected, human-scale neighbourhoods featuring a variety of housing forms and a mixture of land uses, along with a high-quality employment area and vibrant mixed-use suburban centre, while illustrating a conservation theme of preserving and integrating existing natural features along the way.

Aspen Ridge is the next neighbourhood to be developed within the University Heights sector. Saskatoon Land is the lead developer for the Aspen Ridge neighbourhood.

REPORT

Concept Plan

During its June 23, 2014 meeting, City Council will consider an application from Saskatoon Land to approve the Concept Plan. The proposed amendments to the OCP - Land Use Map and Phasing Map and the Zoning Bylaw will accommodate the development of the proposed Aspen Ridge neighbourhood in a manner that is consistent with the Concept Plan.

OCP – Land Use Map Amendment

The OCP – Land Use Map amendment will redesignate the lands identified in Attachment 1 to “Residential,” “District Commercial (DVC),” and “Urban Holding.” The Aspen Ridge neighbourhood will mainly be comprised of residential uses and will include a District Village; however, as the neighbourhood is developed, further amendments may be necessary to fully implement the neighbourhood Concept Plan.

OCP – Phasing Map Amendment

The OCP – Phasing Map amendment will reclassify the lands identified in Attachment 2 from “Phase II” to “Phase I”.

Zoning Bylaw Amendment

The Zoning Bylaw amendment will initially rezone the lands identified in Attachment 3 to “FUD – Future Urban Development.” Future amendments to the zoning districts for various types of residential, commercial, and mixed-use developments will be brought forward as the neighbourhood is developed.

OPTIONS TO THE RECOMMENDATION

City Council could deny the proposed OCP – Land Use Map and Phasing Map amendments and the Zoning Bylaw amendment. This option would preclude the implementation of the Concept Plan and delay development within the Aspen Ridge neighbourhood.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

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

PUBLIC AND/OR STAKEHOLDER INVOLVEMENTComments from Other Divisions and Agencies

Consultation with other divisions and agencies occurred through the circulation of the Concept Plan. Comments from other divisions and agencies are included in the companion report from the General Manager, Community Services Department, Proposed Aspen Ridge Concept Plan, dated May 2, 2014.

Public Engagement

A public open house was held on March 20, 2014, for the proposed Concept Plan amendment. The proposed OCP – Land Use Map and Phasing Map were also presented at the public open house. The Community Engagement Project Summary has been included in Attachment 4. It has been noted that there were no significant

objections received from the open house engagement that would prevent proceeding to the public hearing stage.

COMMUNICATION PLAN

At its May 20, 2014 meeting, City Council considered a report from the General Manager, Community Services Department, for approval to advertise the proposed amendments to the OCP and Zoning Bylaw. Public hearing notices will be advertised two weeks prior to City Council's meeting date. No further consultation is planned beyond the stakeholder involvement noted above.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

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

PUBLIC NOTICE

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

ATTACHMENTS

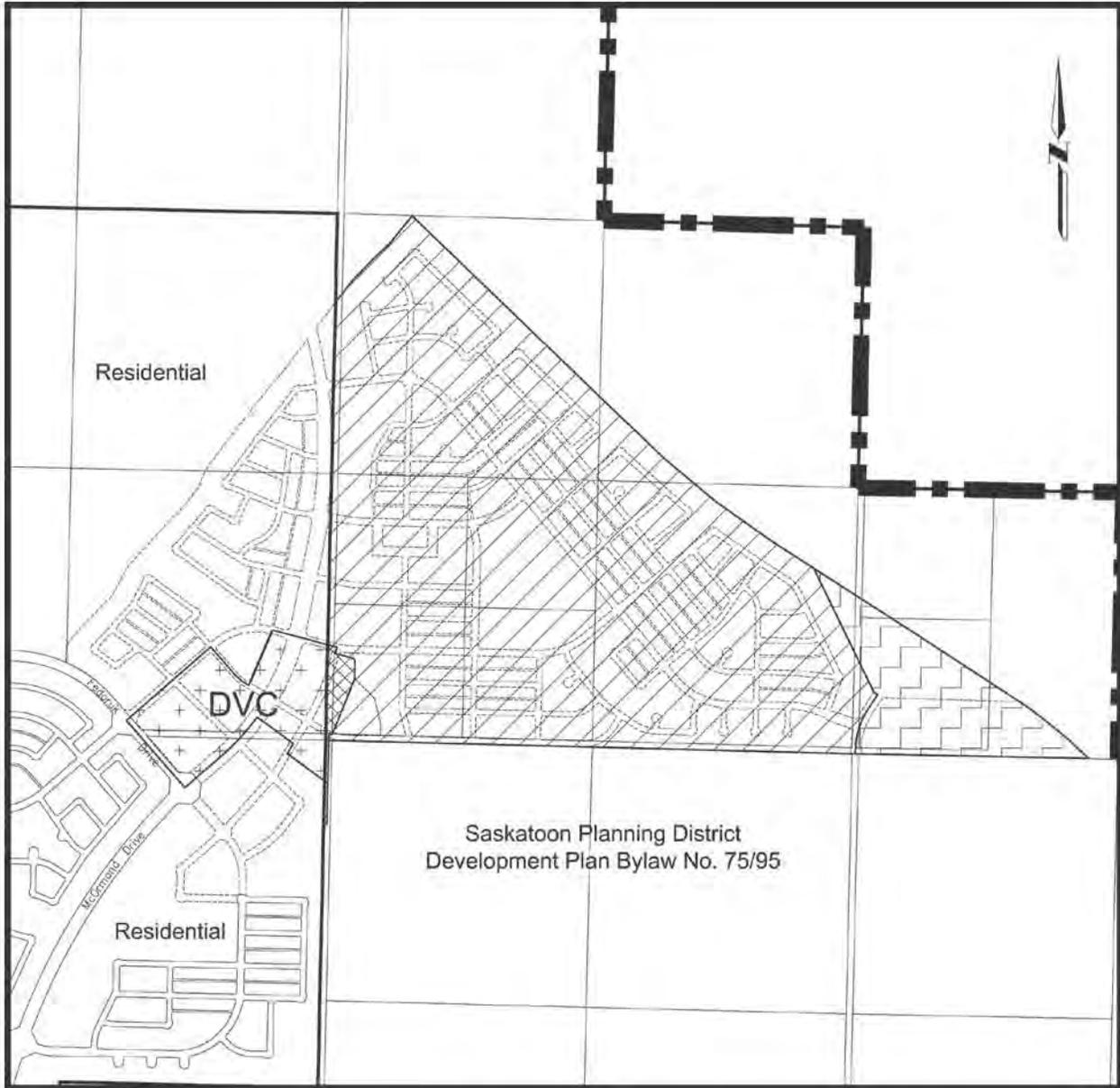
1. Location Plan – OCP - Land Use Map Amendment
2. Location Plan – OCP - Phasing Map Amendment
3. Location Plan – Zoning Bylaw Amendment
4. Community Engagement Summary

Written by: Christine Gutmann, Senior Planner

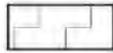
Reviewed by: “Alan Wallace”
 Alan Wallace
 Director of Planning and Development

Approved by: “Randy Grauer”
Randy Grauer, General Manager
Community Services Department
Dated: “May 29, 2014”

Approved by: “Randy Grauer”
For Murray Totland, City Manager
Dated: “May 29, 2014”



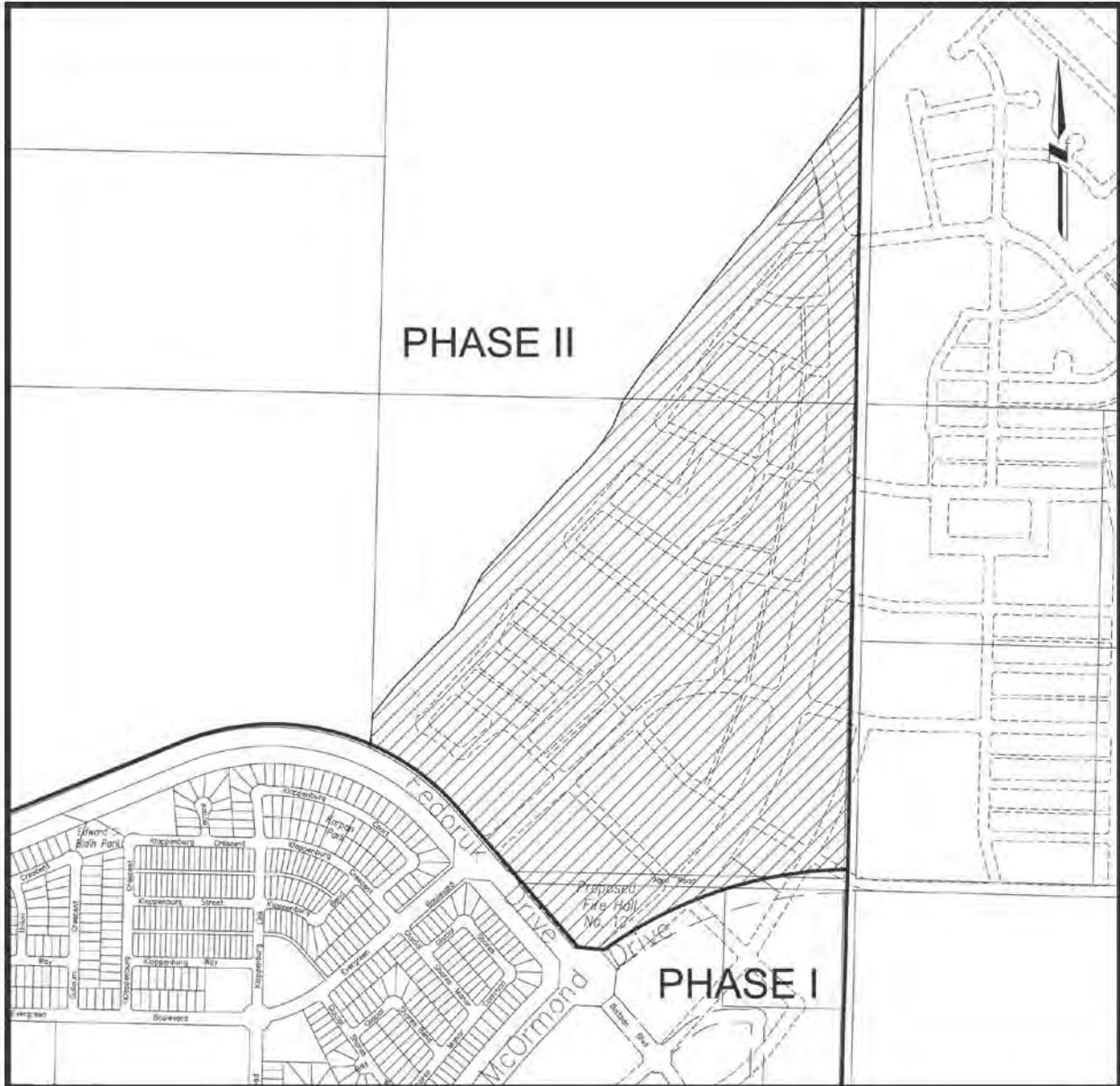
OFFICIAL COMMUNITY PLAN AMENDMENT LAND USE MAP

-  From Saskatoon Planning District Development Plan Bylaw No. 75/95 to Residential
-  From Saskatoon Planning District Development Plan Bylaw No. 75/95 to District Commercial (DVC*)
-  From Saskatoon Planning District Development Plan Bylaw No. 75/95 to Urban Holding Area
-  From Residential to District Commercial (DVC*)

*DVC = District Village Commercial

N:\Planning\MAPPING\Official Comm Plan\2014 OCP's\OCP09_14.dwg

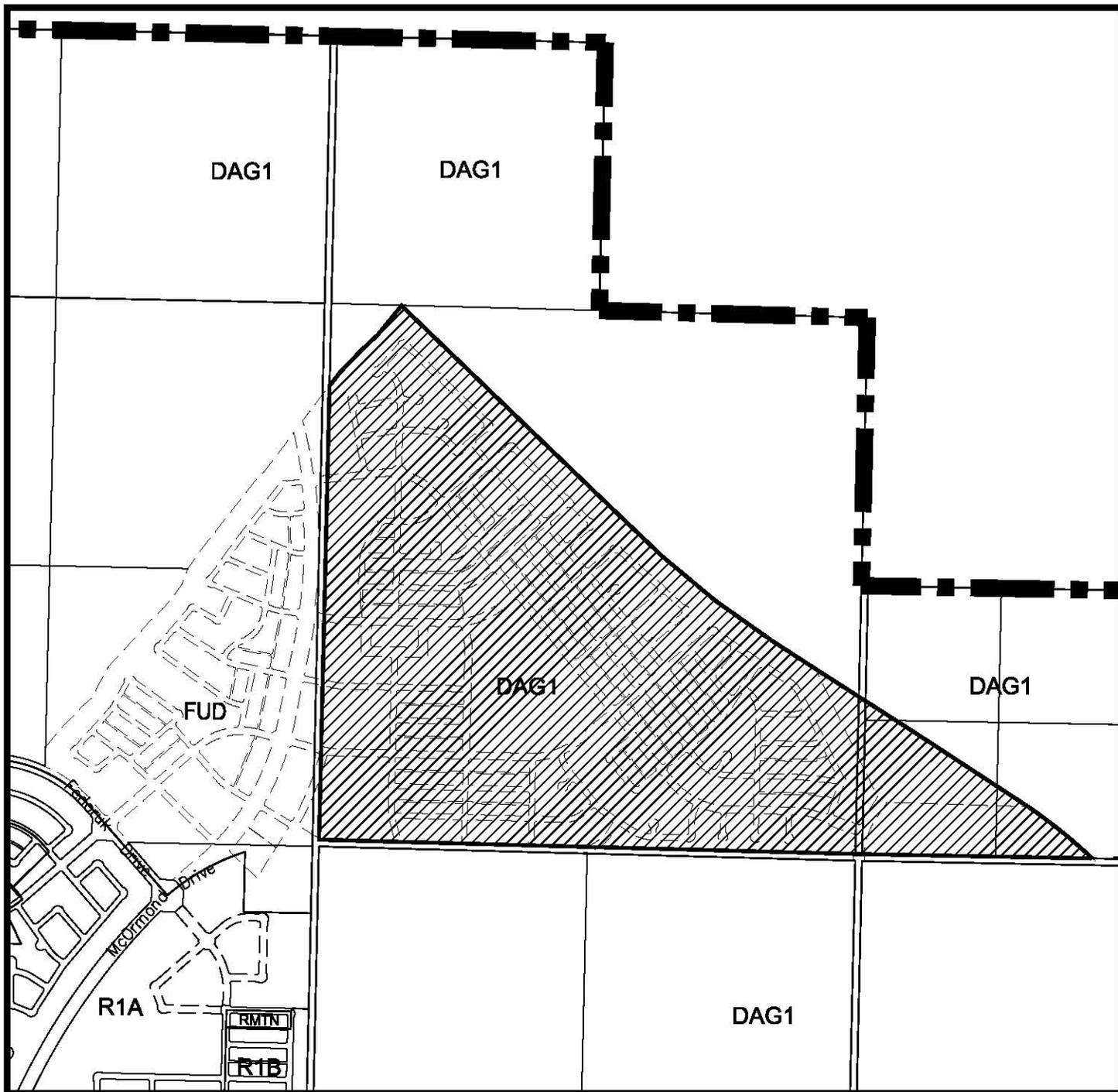




OFFICIAL COMMUNITY PLAN AMENDMENT PHASING MAP

 From Phase II to Phase I





ZONING AMENDMENT



From DAG1 to FUD



Community Engagement Summary

Project Name: Public Open House and Shaping Saskatoon
Proposed Aspen Ridge Neighbourhood Concept Plan
Applicant: Saskatoon Land
File: PL. 4131-41

Project Description

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

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

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

Community Engagement Strategy

Purpose	To inform and consult. Participants were provided an overview of the proposal and an opportunity to ask questions of both City staff and the developer. Written comments were accepted at the open house and on Shaping Saskatoon for 2 weeks following the open house.
How information will be used	Comments gathered from the open house and on Shaping Saskatoon will be used to inform the decision making process about the proposal.
Tools used	Information boards were presented at the public open house and were posted on Shaping Saskatoon. Participants were given the opportunity to discuss the proposal with City staff and the developer. Comment sheets were provided at the open house. Comments could also be provided on Shaping Saskatoon for two weeks following the open house. Individuals could also provide comments to the Planning and Development Division directly (contact information was included on the public notices and on Shaping Saskatoon).



Notification	899 public open house notices outlining the details of the proposal were sent to property owners as well as neighbouring property owners using Canada Post Admail as well as addressed mail. The open house and Shaping Saskatoon website was also advertised in the Star Pheonix for two weeks prior to open house.
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Summary of Community Engagement Feedback

Public Open House Attendees: 53 signed in

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

- Exciting to see the plans for the North-east.
- Give consideration to style of housing (not like Stonebridge where nothing but roof tops from the Highway).
- Why is there no buffer between the roads and the residences abutting the Kernan Prairie. Needs same rules as the Swale.
- Greenway should be wider.
- Need architectural controls for outdoor lighting. (Swale and Kernan Prairie considerations)
- Pocket parks are a waste of space. Parks are adhoc.
- Speed of development will outstrip the ability to protect the swale from damage. Need to fast-track protection of natural areas.
- Location of bike-lane a concern. Should be between sidewalk and tree-ed boulevard. Also need to consider snow removal on bike-lanes. Eliminate right turn on red for pedestrian / bike safety. Need safe connectivity between neighbourhoods for cycling and walking. Encourage focus on active transportation – need access to services (destinations).
- McOrmond not wide enough for future LRT. Need BRT in place. Need to provide more frequent bus service.
- Need to consider roads in and out of neighbourhood – prevent bottlenecks.
- Need to consider appropriate access to the Perimeter Highway.
- Need to consider dark sky lighting compliance.

Next Steps

Action	Anticipated Timing
Planning and Development Report prepared and presented to Municipal Planning Commission (MPC). MPC reviews the proposal and recommends approval or denial to City Council.	June 10 th
Public Notice – report prepared and Public Hearing date set. The University Heights Community Associations, Community consultant, and the Ward Councillor will be provided with direct notice of the Public Hearing.	June 7 th

Shaping Saskatoon



<p>Public Hearing – Public Hearing conducted by City Council, with the opportunity provided for interested persons or groups to present. The proposal is considered together with the reports of the Planning and Development Division, MPC and any written or verbal submissions received by City Council.</p>	<p>June 23rd</p>
<p>Council Decision – may approve or deny the proposal.</p>	<p>June 23rd</p>

Prepared by:

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

Attachments: Notice of Public Open House

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: May 20, 2014
SUBJECT: Proposed Amendments to the Official Community Plan Bylaw No. 8769, Zoning Bylaw No. 8770, and Pleasant Hill Village Enhanced Concept Plan
FILE NO.: CK. 4351-014-012, PL. 4350 – Z6/14, PL. 4115 – OCP5/14, PL. 951-232

RECOMMENDATION: that a copy of this report be submitted to City Council recommending:

- 1) that the advertising to amend the Pleasant Hill Village Enhanced Concept Plan, Official Community Plan Bylaw No. 8769, and Zoning Bylaw No. 8770, as outlined in this report, be approved;
- 2) that the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed amendments;
- 3) that the City Solicitor be requested to prepare the required bylaws to amend Official Community Plan Bylaw No. 8769, and Zoning Bylaw No. 8770;
- 4) that at the time of the public hearing, City Council consider the Administration's recommendation to amend the Pleasant Hill Village Enhanced Concept Plan to change Parcels A and CC from "Low-Density Housing" to "Medium-Density Housing," be approved;
- 5) that at the time of the public hearing, City Council consider the Administration's recommendation to amend Official Community Plan Bylaw No. 8769 - Pleasant Hill Land Use Policy Map to redesignate the properties identified in the attached amendment, be approved; and
- 6) that at the time of the public hearing, City Council consider the Administration's recommendation to amend Zoning Bylaw No. 8770 to rezone the properties identified in the attached amendment be approved.

TOPIC AND PURPOSE

The purpose of this report is to consider a request from the Neighbourhood Planning Section for amendments to the Pleasant Hill Village Enhanced Concept Plan (Concept Plan), Official Community Plan Bylaw No. 8769 (OCP), and Zoning Bylaw No. 8770 (Zoning Bylaw). These amendments are associated with the continued implementation of the Pleasant Hill Village Redevelopment Project.

REPORT HIGHLIGHTS

1. Amendments to the Concept Plan are required in order to ensure that the Zoning Bylaw and the Concept Plan are consistent.
2. Amendments to the Pleasant Hill Land Use Policy Map are required to update the map to prepare for the development of Parcels A, CC, and F in the Pleasant Hill Village Redevelopment Project.
3. Zoning Bylaw amendments for Parcels A and CC are proposed in order to enhance the development potential for these sites. Additional requirements will be placed on the sites through the Request for Proposal (RFP) process to ensure any new development is consistent with the intent of the overall project.
4. The next steps in the Pleasant Hill Village Redevelopment Project will involve the development and issuance of an Expression of Interest (EOI) and RFP for the development of these new parcels.

STRATEGIC GOAL

This project supports the City of Saskatoon's (City) Strategic Goal of Quality of Life through its ten-year strategy to:

“Ensure that policies encourage a mix of housing types across the city (ie: ownership versus rental).”

The Pleasant Hill neighbourhood has a large concentration of rental housing that the ownership element of this project helps to balance.

BACKGROUND

The Pleasant Hill Village Redevelopment Project commenced in autumn of 2006. One of the fundamental objectives of the Pleasant Hill Village Redevelopment Project was to offer home ownership opportunities in a neighbourhood where rental occupancy rates were high. Pleasant Hill Village is intended to attract families who want to live in a new home, in a community with a new school and wellness centre, daycare, a new seniors' residence, and surrounded by new and attractive park space.

At its July 16, 2007 meeting, City Council adopted a Concept Plan for the Pleasant Hill Village containing five residential development sites, a new park, and a new school site. At the same meeting, City Council approved that the developable sites A through E, identified on the Concept Plan, be disbursed through an EOI, followed by an RFP for each site.

Expanded Concept

During its July 13, 2009 meeting, City Council approved the purchase of the Olfert Trucking Site at 412 and 422 Avenue P South and 413 Avenue O South. At its August 17, 2009 meeting, City Council approved the purchase of the property at 408 Avenue P South. These sites were formally added to the project through City Council's adoption of the Enhanced Concept Plan during its November 30, 2009 meeting. At that time, the Administration reported that an RFP would be developed for the sale of Parcel F.

REPORT

In order to proceed to the next stage of the Pleasant Hill Village Redevelopment Project, amendments to the Concept Plan, OCP, and Zoning Bylaw, are required to permit the development of the remaining parcels.

A subdivision application and road closure plan is underway to formally create Parcels A and CC. In addition, the north-south laneway adjacent to Parcel A and the new park will be closed and consolidated with these parcels in order to create larger sites. Parcel A will increase from 0.41 to 0.46 acres with this change. As land use and zoning designations typically extend to the mid-point of the right-of-way, amendments are required for these former laneways to be consistent with the development parcels once consolidated.

Amendments to the Concept Plan

Amendments to the Concept Plan are required to redesignate Parcels A and CC from "Low-Density Residential" to "Medium-Density Residential (see Attachment 1). This will align the Concept Plan with the land use and zoning designations being proposed in this report. This amendment will also update the Concept Plan with the newest site boundaries.

In addition, the location for the pedestrian activated crosswalk on Avenue P will also be changed. The Transportation and Utilities Department has reviewed the location options and recommends locating the crosswalk to align with 19th Street to the west of Avenue P, and the green linkage on the east of Avenue P. This change should conclude the mapping changes needed for this redevelopment project.

Amendments to OCP Bylaw No. 8769

The proposed amendments to the OCP - Pleasant Hill Land Use Policy Map (see Attachment 2) will reflect the new boundaries of the sites in the area and show the placement of the school, park, roads, and parcels, as shown in the approved Concept Plan. The following amendments are required:

- a) Parcel A from “Low/Medium-Density Residential” to “Medium-Density Residential”;
- b) Parcel CC from “Community Facility” to “Medium-Density Residential”;
- c) St. Mary’s Wellness and Education Centre site from “Low/Medium-Density Residential” to “Community Facility”;
- d) redesignate a portion of Parcel MR2 from “Community Facility” to “Low/Medium-Density Residential”;
- e) laneway on the western edge of Parcel A from “Low-Density Residential - No Conversions” to “Medium-Density Residential” on the north end and “Low-Density Residential - No Conversions” to “Low/Med Density Residential” on the south end;
- f) laneway parcel on the north edge of Parcel CC from “Office/Institutional” and “Community Facility” to “Medium-Density Residential”; and
- g) laneway parcel extending north from Parcel CC from “Office/Institutional” and “Community Facility” to “Low/Med Density Residential”.

Amendments to the Zoning Bylaw

The proposed amendments to the Zoning Bylaw are as follows (see Attachment 3):

- a) Parcel A from “RM1 – Low-Density, Multiple-Unit Dwelling District” to “RM3 – Medium-Density, Multiple-Unit Dwelling District”;
- b) Parcel CC from “R2 – One and Two-Unit Residential District” to “RM3 - Medium-Density, Multiple-Unit Dwelling District”;
- c) laneway on the western edge of Parcel A from “R2 – One and Two-Unit Residential District” to “RM3 – Medium-Density, Multiple-Unit Dwelling District”;
- d) laneway to the east of Parcel CC from “RM1 – Low-Density, Multiple-Unit Dwelling District” to “RM3 – Medium-Density, Multiple-Unit Dwelling District”;
- e) portion of laneway parcel on the north edge of Parcel CC from “M1 - Local Institutional Service District by Agreement” to “RM3 – Medium-Density, Multiple-Unit Dwelling District”; and
- f) laneway extending north from Parcel CC from “M1 - Local Institutional Service District by Agreement” and “R2 – One and Two-Unit Residential District” to “RM1 – Low-Density, Multiple-Unit Dwelling District”.

The rezoning of Parcels A and CC will allow for ownership condominium units at a density similar to existing developments at Parkview Green and the Cenith Solar Village. Through the future RFP for the development of these sites, the Administration will place further requirements on the site to ensure ground-oriented units that respond to the original intent of the Concept Plan.

Next Steps in the Pleasant Hill Village Redevelopment Project

The next stage of the Pleasant Hill Village Redevelopment Project will involve the release of three sites for new development. These sites; Parcels A, CC, and F, will be made available through a process that will include the issuance of an EOI, followed by an RFP.

Should the amendments in this report be approved, the Administration will collaborate with members of the community to develop the EOI and RFP for site development and evaluate the resulting proposals. Upon conclusion of consultation with this group, the RFP will be brought forward to City Council for endorsement, prior to issuance.

Other upcoming actions include the relocation of the pedestrian crosswalk on Avenue P and continued park space development to complete Phase II. The Administration will also begin exploring options with the community for the “Art Space” identified in the 19th Street cul-de-sac.

OPTIONS TO THE RECOMMENDATION

City Council could choose to not adopt the recommendations. This option is not recommended as this proposal is consistent with the Pleasant Hill Local Area Plan (LAP) and the goals of the approved Concept Plan. Further direction on the development of the remaining three sites would be required.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications at this time. When the RFP is brought forward to City Council for endorsement, further information related to the financial implications of the sale of the parcels will be presented.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The community has been consulted regularly on the status of the plan implementation throughout the Pleasant Hill Village Redevelopment Process. The Administration has attended regular meetings of the Pleasant Hill Community Association, St. Mary's School, and Pleasant Hill School Parent Councils.

In addition, an open house was held to inform the community of the amendments outlined in this report and the continued implementation of the Concept Plan. The open house is summarized in Attachment 4. The public meeting was held at Columbian Place at 1407 20th Street West on April 29, 2014.

The amendments were circulated to all internal and external agencies as per standard practice. One comment was received regarding current easements that exist between Columbian Place and Cenith Solar Village. The easement will continue to exist.

COMMUNICATION PLAN

Public hearing notices will be mailed to those who signed in at the public information meeting and provided their addresses. Aside from this, no further consultation concerning these amendments is planned beyond the stakeholder involvement noted above.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review was conducted on the Concept Plan on October 7, 2009. Overall, there was conformance between the Concept Plan and CPTED principles. Details of future development proposals will undergo a further review once the specific plans are completed and received. Currently the CPTED Review Committee has been sent a summary of the changes and their rationale for review and comment.

PUBLIC NOTICE

Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify the Pleasant Hill Community Association and the Community Consultant of the public hearing date by letter. A notice will be placed in The StarPhoenix two weeks prior to the public hearing. Notice boards will also be placed on the site. The property owners affected by this rezoning will also be notified in writing.

ATTACHMENTS

1. Pleasant Hill Concept Plan Amendment Map
2. Amendment to the Official Community Plan – Land Use Map
3. Amendment to the Zoning Bylaw Map
4. Community Engagement Project Summary

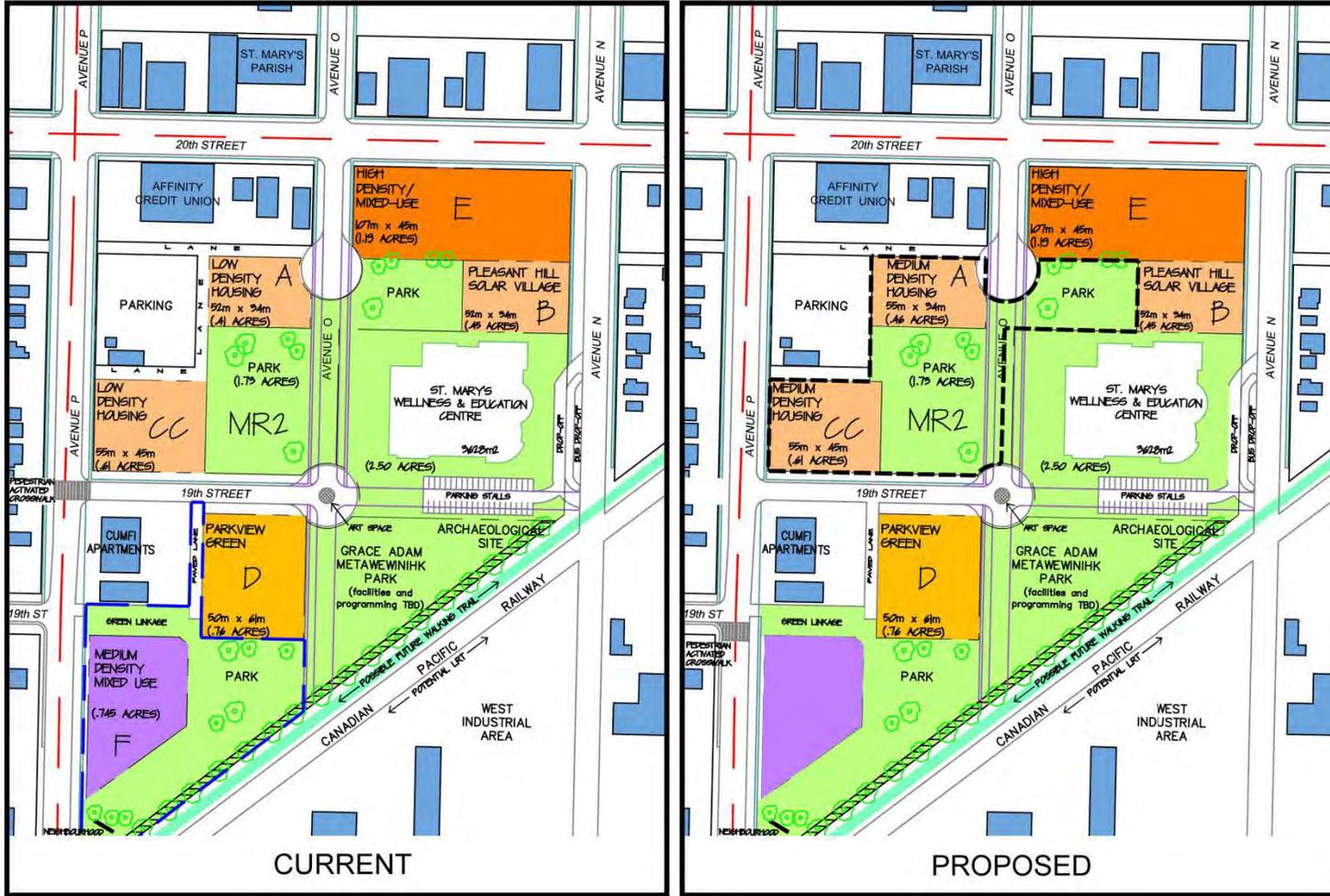
Written by: Keith Folkersen, Planner

Reviewed by: "Alan Wallace"
Alan Wallace
Director of Planning and Development

Approved by: "Randy Grauer"
Randy Grauer, General Manager
Community Services Department
Dated: "May 29, 2014"

Approved by: "Randy Grauer"
For Murray Totland, City Manager
Dated: "May 29, 2014"

Pleasant Hill Concept Plan Amendment Map

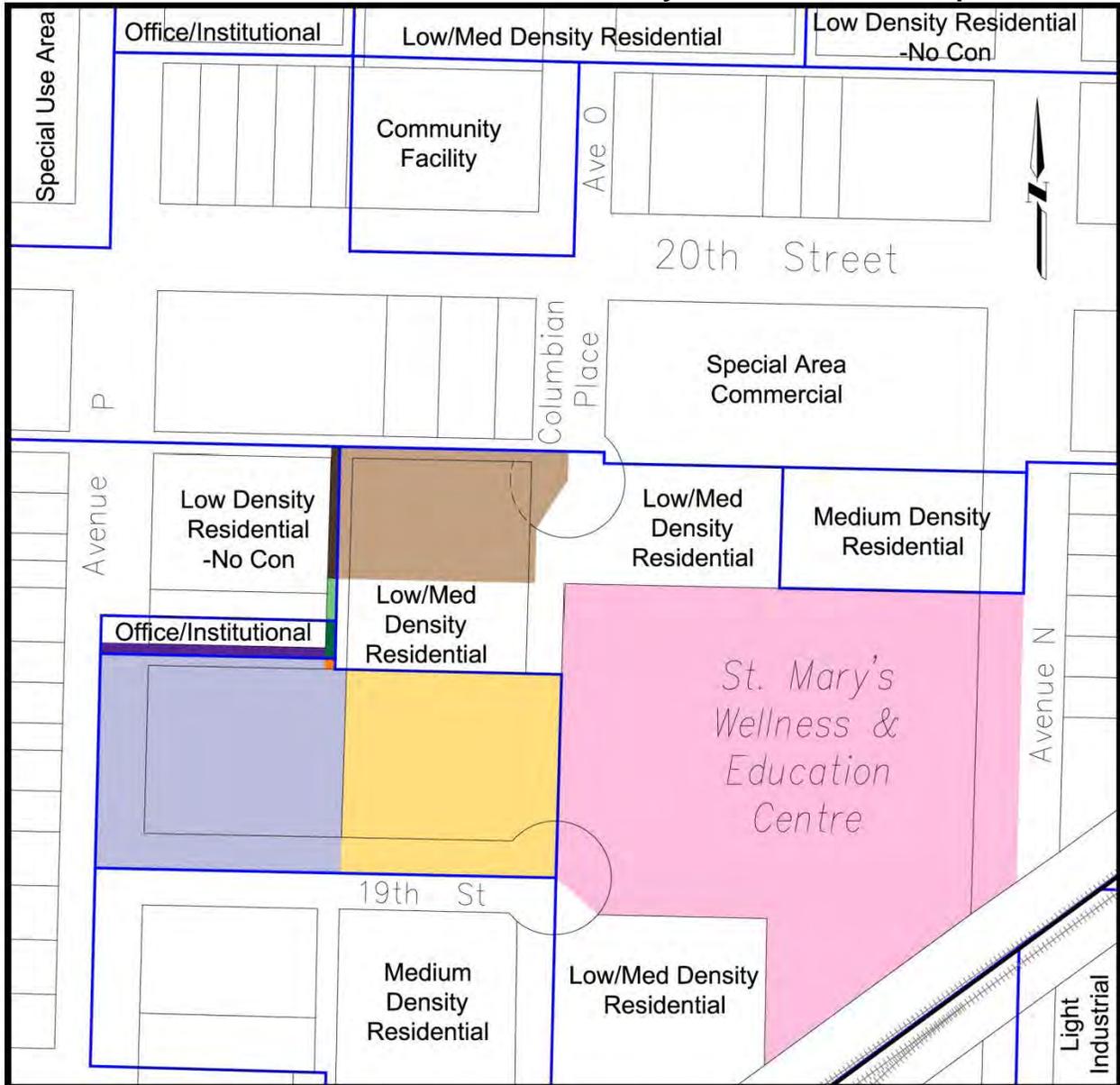


PLEASANT HILL CONCEPT PLAN AMENDMENT

-- AMENDMENT BOUNDARY



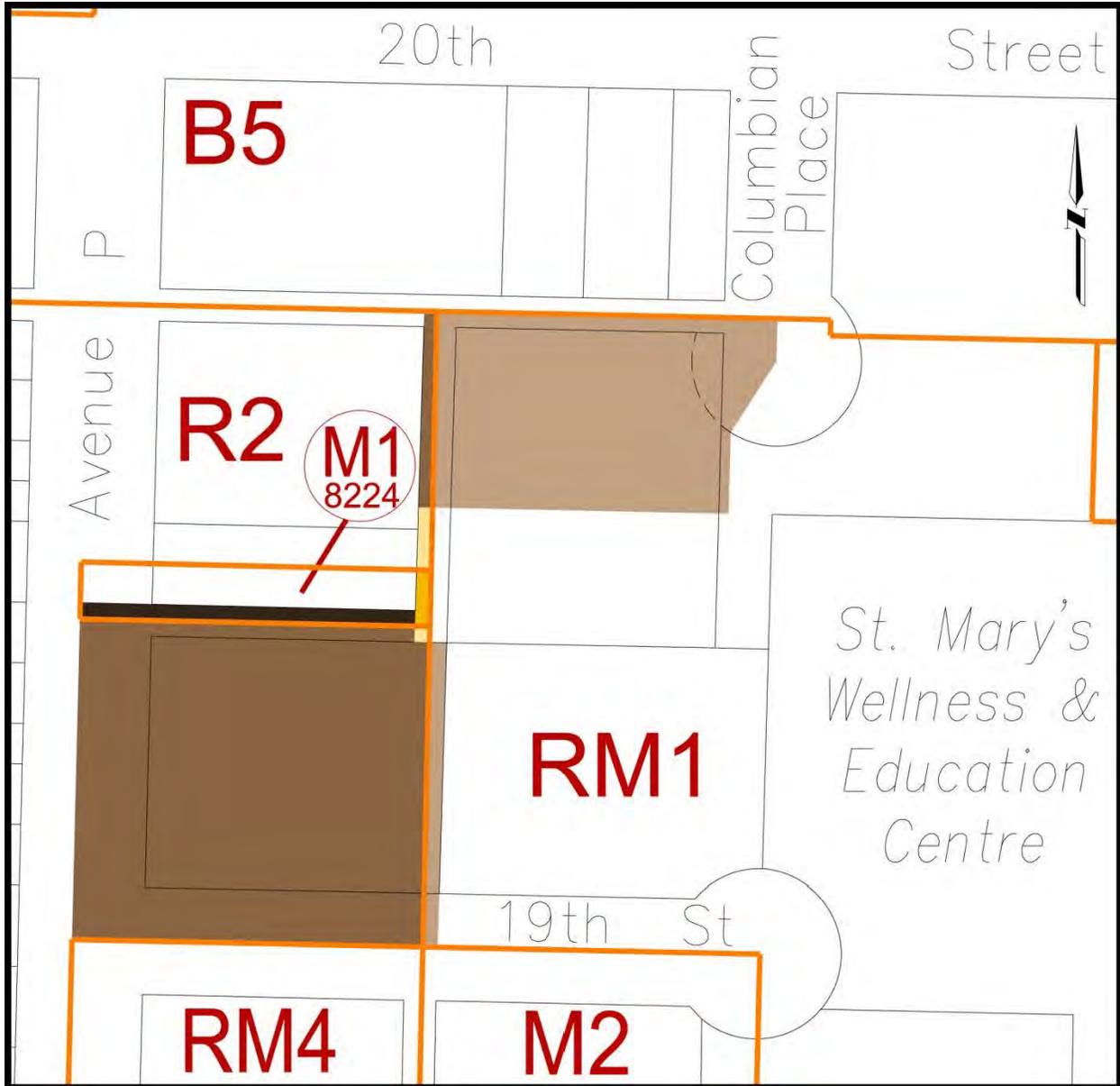
Amendment to the Official Community Plan – Land Use Map



AMENDMENT TO THE OFFICIAL COMMUNITY PLAN
PLEASANT HILL LAND USE POLICY MAP

-  From Low/Med Density Residential to Community Facility
 -  From Low/Med Density Residential to Medium Density Residential
 -  From Low Density Residential - No Con to Medium Density Residential
 -  From Office/Institutional to Medium Density Residential
 -  From Community Facility to Medium Density Residential
 -  From Community Facility to Low/Medium Density Residential
 -  From Office/Institutional to Low/Medium Density Residential
 -  From Low Density Residential - No Con to Low/Medium Density Residential
 -  From Community Facility to Low/Medium Density Residential
-  Existing OCP Boundaries

Amendment to the Zoning Bylaw Map



ZONING AMENDMENT

-  From M1 by Agreement to RM3
-  From R2 to RM3
-  From RM1 to RM3
-  From M1 by Agreement to RM1
-  From R2 to RM1
-  Existing Zoning Boundary

Project Name: Public Information Meeting for Various Amendments – Pleasant Hill Village Rezoning, Land Use Map Amendments and Enhanced Concept Plan Amendments

Applicant: City of Saskatoon
File: PL 4350 – Z06/14, PL 4350 – Z06/14, PL 4350 – Z06/14,

Community Engagement Project Summary

Project Description

A public information meeting was held regarding proposed Zoning Bylaw Map Amendments, Official Community Plan Land Use Map Amendments and Enhanced Concept Plan Amendments in the Pleasant Hill Village. The purpose of the amendments are to allow for the implementation of the approved Pleasant Hill Village Enhanced Concept Plan .

Community Engagement Strategy

- Purpose: To inform and consult. Residents were provided with an overview of the City's proposal and provided the opportunity to ask questions and provide comments in an open house format.
- What form of community engagement was used: Public Information meeting, with an opportunity to listen to and speak directly with City staff in an open house format. City staff also provided overview of the amendment processes, and the next steps complete with display boards.
- Level of input or decision making required from the public – comments and opinions were sought from the public.
- Who was involved
 - Internal stakeholders: The standard referral process was implemented. The following Departments were contacted for comments: Transportation and Utility Services, Saskatoon Light and Power, Saskatoon Transit, Planning and Development, Recreation and Sport, Environmental and Corporate Initiatives, Parks, Fire, Police. The Ward Councillor and the Community Consultant were also contacted.
 - External stakeholders: Pleasant Hill Community Association, SaskPower, SaskEnergy, SaskTel, the Province of Saskatchewan, Canada Post, and other partners were contacted in addition to mail-outs to residents. Eleven people signed in at the meeting, 9 of whom were not City Councillors or staff. There were approximately 1-5 people who did not sign the sign-in sheet.

Summary of Community Engagement Input

- Key milestones, significant events, stakeholder input

This community engagement initiative provided interested & concerned individuals with an opportunity to learn more about the proposed use and to provide perspective and comments which will be considered by municipal staff in further analysis of this project.

Notification Processes

Notification Method /Date Issued	Details	Target Audience / Attendance	Attendance / Contact
Public Information Meeting notice April 10, 2014	214 public meeting notices outlining the details of the proposal were sent to registered property owners. Letters along with the public meeting notice were also sent to the Community Association, Ward Councillor and Community Consultant.	As per public notice policy, notices were sent to property owners within a 200 meter radius of subject site (increased from standard of 75 meters). Select streets we believed might be affected were also targeted for the mail-out.	1 message was received by a resident who thought we were getting rid of the park and requesting we put in a basketball court. The parks plan was shared with the applicant and they were invited to attend the April 29 th meeting.
Public Information Meeting April 29, 2014 4:00pm-7:00pm	An open house was held, with display boards explaining proposed changes. Additional display boards showed upcoming site park improvements, steps in the site RFP process, and highlights of the City's new Junction Improvement Strategy.	Concerned members of the Community and surrounding area. Members of the schools and Community Association. An emphasis for this meeting was to target those who had not yet seen the latest version of the plan by going to the residents at Columbian Place.	Approximately 12-16 members of the general public attended

- Analysis of the feedback received, provide a brief summary of the comments to capture the flavour of the feedback received:
 - A comment was received that persons visiting Columbian Place are parking in the new Avenue O cul-de-sac in a manner which inhibits traffic circulation in a space that receives a high volume of visitor traffic. Rather than parallel parking, visitors are parking nose-in at an angle. It was claimed that Columbian Place has raised this issue with visiting family members, to no avail. It was suggested that the City add

- parking signage stating 'parallel parking only' and if the problem persists, that parking enforcement may be necessary.
- A comment was received asking that benches and a table be added to the park design opposite the community garden.
- One individual requested that new housing on Parcels CC and F should not have the same appearance of recent developments elsewhere in the city, which is a 5-6 floor high-rise complex aimed at rental.
- Impact of community engagement on the project/issue:
 - the feedback at the meeting will provide MPC and Council with opinions and comments of the surrounding community.
- How will input be used to inform the project/issue:
 - Input received from the community will be used to measure the support of the neighbourhood for this proposal and to highlight any major concerns.
- Any follow up or reporting back to the public/stakeholders
 - Participants at the meeting were advised that they will receive direct notice of the Public Hearing if they provided their name and mailing address on the sign in sheet.

Next Steps

Action	Anticipated Timing
Planning and Development Report prepared and presented to Municipal Planning Commission. MPC reviews proposal and recommends approval or denial to City Council.	June 10, 2014
City Council – approval for advertising of the amendments	June 23, 2014
Public Notice - report prepared and Public Hearing date set. Pleasant Hill Community Association, Community Consultant, Ward Councillor as well as all participants at Public Meeting will be provided with direct notice of Public Hearing, as well as all residents who were notified previously. A notification poster sign will be placed on site.	June 24 to July 15
Public Hearing – Public Hearing conducted by City Council, with opportunity provided for interested persons or groups to present.	July 16, 2014

Attachments

Notice of Public Information Meeting
Attendance Sheet

Completed by: Keith Folkersen
Date: April 30, 2014

Please return a copy of this summary to

Lisa Thibodeau, Community Engagement Consultant
Communications Branch, City Manager's Office
Phone: 975-3690 Fax: 975-3048 Email: lisa.thibodeau@saskatoon.ca

TO: Secretary, Municipal Planning Committee
FROM: General Manager, Corporate Performance Department
DATE: May 30, 2014
SUBJECT: North Downtown Master Plan – Interim Report #2
FILE NOS: CK. 4130-13, CP.4100-24 and LA.4100-2

RECOMMENDATION: that the information be received.

TOPIC AND PURPOSE

This report outlines the status of the North Downtown Master Plan (the Plan) project as a draft master plan nearing completion. The Bridge Park concept is described through project goals, marketability, business case, implementation, and community engagement.

REPORT HIGHLIGHTS

- 1) The Plan is substantially complete. The concept is based on a Bridge Park that spans the railway to reconnect the city, its transportation patterns, and its green spaces.
- 2) A market and financial analysis informs the design, and the feedback from local and national developers suggested that the Bridge Park would provide the kind of major public amenity necessary to stimulate positive growth.
- 3) Funding the project through an Area Revitalization Program is being considered.
- 4) The steps to complete the Plan include a final community engagement event, technical feedback, a presentation to the Municipal Planning Commission, and then to City Council for approval in June.

STRATEGIC GOALS

The Plan supports a notable number of the City of Saskatoon's (City) Strategic Goals across the full spectrum of categories (Attachment 1).

BACKGROUND

On July 18, 2012, City Council accepted the Terms of Reference for the Plan which established the following vision:

“The North Downtown is an environmentally sustainable, complete community. It is a vibrant, people-friendly neighbourhood that is easy to get around, supports living and working for people of all ages and enhances the city's green space network. The built heritage of the site, dating from Saskatoon's inception, provides the foundation for this new, unique and desirable district within the city.”

An interim report outlining the status of the Plan at the mid-way point, including community engagement feedback and design options, was received by the Executive Committee on May 12, 2013.

REPORT

Completing the North Downtown Master Plan

The Plan is substantially complete and is ready for the formal planning review process. The Plan articulates a phased redevelopment of the site including streets, green spaces, infrastructure, development parcels, community identity and a set of built-form guidelines. Implementation is anticipated over 25 years. The vision to convert this brownfield to a vital community is founded upon the goals of marketability, connections, inscribed history, open space network, a vibrant mix of uses, sustainability, liveable density, diverse districts and embracing winter.

Market and Financial Analysis

A preliminary market and financial analysis was carried out by Coriolis Consulting Corp. The report provided expert analysis of the demand for multi-family units and office space in the city and broader study area. The financial viability of different types and forms of development was also examined. The project vision and objectives were assessed against data drawn from local, regional, and national markets, helping to create some of the first principles for design specific to density, building materials, land use and phasing. Furthermore, it introduced the importance of making a unique neighbourhood with amenities and quality urban space, in order to create an attractive choice for customers looking for multi-family residential product.

Local Developers Contribute to Shaping the Plan

The project places an emphasis on community consultation, and feedback from developers was sought to ensure that the Plan's vision and direction are sound and marketable (Attachment 2). Effectively, this emphasis helped define this project as more than a master plan, but also a preliminary development plan geared toward implementation. Local developers and realtors were consulted at three key stages, in parallel with the Community Conversation milestones.

Market-sounding: How Would the Plan Perform Relative to the National Market?

Following the preparation of the draft plan in July 2013, a market-sounding with national developers was held to gain feedback from those familiar with ambitious brownfield redevelopments (Attachment 3). The purpose of the meeting was first to draw from their experience and get their opinion on the potential for success of the Plan. Secondly, it provided soft marketing for the site to familiarize this group with the project and timing with the hopes of nurturing future investment interest.

Bridge Park Amenity

In the interim report, two options were outlined. One option proposed medium densities across the new neighbourhood and a central park concept. The other option was the Bridge Park concept that tackles the problem of bridging the CP line with a combination of a park and traffic bridge through the creation of a land bridge. At the Community

Conversations in March, a clear preference for the Bridge Park option was stated by all of the groups consulted. Following the meetings in March, the Bridge Park option was developed further and its potential as a successful development assessed. The Plan's big moves include a park that bridges the gap, a pattern of rail history, and a new kind of urban neighbourhood (Attachment 4). The Plan projects a population of approximately 7,600 people and a neighborhood density of 36 units per acre (Attachment 5).

The Bridge Park is the recommended option for many reasons, building on the preference stated at the Community Conversations in March. The Bridge Park creates a catalyst for positive growth and development in the North Downtown and the adjacent areas. Its amenities create benefits not just to the neighbourhood in which it is situated, but to the broader city as a whole. The strengths of the Bridge Park can be understood through its ability to meet a broad variety of the City's Strategic Goals and the specific goals of the Growth Plan to 500,000 people. Furthermore, the Bridge Park models the principles for success set out by developers based on the creation of value through public investment in amenities and a high-quality urban realm.

Completing the Plan

The steps to complete the Plan include a final community engagement event in early June, further technical feedback, a presentation to the Municipal Planning Commission, and a report to City Council in June. This report recommends proceeding through this process with the Bridge Park Plan.

OPTIONS TO THE RECOMMENDATION

Option 1: Remove the Bridge Park

A simplified "break even" plan providing for a more traditional neighbourhood-scaled park has been prepared (Neighbourhood Park Concept – Attachment 6). This option theoretically covers the costs of development with revenues, but it has been identified by developers that this modest option may not create enough amenities to draw customers to this redevelopment. The Neighbourhood Park Concept is also more limited in how it addresses the Strategic Plan in comparison with the preferred option and is not recommended.

Option 2: Reject the North Downtown Master Plan and Subdivide the Area for Sale as Industrial Land

A second option would be to sell the land under its existing zoning, without further city-site development (Base Condition – Attachment 6). Because of the land economics on this site, in this scenario it is most likely that the developer would place new industrial uses on the industrial-zoned property, as that would provide the highest return on investment. This option is not recommended because it does not support the goals set out in the City's Strategic Plan.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

As this work evolved, cost estimates and analysis of potential revenues were prepared for the Bridge Park, the more modest Neighbourhood Park, and the sell-as-is options (Attachment 6). The Bridge Park business case currently shows that a public investment or a new approach to financing city-building is required.

Financial Analysis: Bridge Park

Net Revenues	\$ 72M
Total Costs	\$ 130M
Revenues Less Costs	\$ (58M)

Financing the Project through an Area Revitalization Program

Opportunities exist to use an Area Revitalization Program for the Plan area. This is a financing model where future tax revenues from the redevelopment are directed toward the costs of public amenities and infrastructure. The project attracts private investment to the area and as the tax base increases, the additional monies are used to pay down the debt. In Calgary, a program was created called the Community Revitalization Levy, which was used to borrow \$240M to fund its East Village Project.

An initial analysis of an Area Revitalization Program for the North Downtown found that the project would have the ability to pay for itself if the program was established for a 25 - 30 year period and the neighbourhood redevelopment moved ahead as anticipated. When the loan from the program is fully paid out, an additional \$7M - \$8M would be added to the annual tax revenue from this redeveloped area. Further detail on the Area Revitalization Program will be brought forward with the completed Master Plan.

The 2014 Capital Budget provided funding for the investigation of financing options for the Plan, including examination of a Land Development Corporation. An Area Revitalization Program and implementation through a Land Development Corporation are complementary approaches which will be further reported on later this year.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

On January 20, 2013, the Plan process began the first Community Conversations to gather a broad spectrum of feedback (Attachment 7). A final community engagement event is planned for early June, where the Plan will be presented for information. Developers, Stakeholders and the Public will be invited to attend a presentation of the completed plan by the consultant, review presentation panels, and to provide feedback. The stages of implementation work following the completed Master Plan will be communicated at this time.

COMMUNICATION PLAN

Communications, in alignment with the community engagement, will continue. Community events will be advertised across a broad range of media, and regular updates to the City's website will continue as the project reaches major milestones.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The Master Plan will be presented to City Council in June 2014. Further information on the Financing Report will be brought forward following the approval of the Master Plan, prior to the end of the year.

ENVIRONMENTAL IMPLICATIONS

Sustainability is a key driver for this project. The Plan will create a new neighbourhood which is ecologically sustainable, as well as a vibrant and liveable place – a demonstration project for a bold new direction in Saskatoon's planning, policy and urban development. Innovative approaches to planning and development introduced in the Plan will direct growth sustainably, illustrating best practice to the public and the private sectors.

PRIVACY IMPLICATIONS

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED Review Report was issued in September 2013. There were six recommendations, all of which would be directly addressed during the implementation stages of the project.

PUBLIC NOTICE

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

ATTACHMENTS

1. The Strategic Alignment
2. Local Developers and Realtors Engagement and Feedback
3. Developers External to Saskatoon
4. The Preferred Plan
5. Development Statistics: Full Build-out
6. Preliminary Financial Analysis by Coriolis Consulting Corp. (Excerpt)
7. Community Conversations: Themes Common to All Groups

Written by: Jeanna South, Special Projects Manager, Environmental and Corporate Initiatives

Reviewed by: Brenda Wallace, Director of Environmental and Corporate Initiatives, Corporate Performance Department

Approved by: “Marno McInnes” for
Catherine Gryba, General Manager
Corporate Performance Department
Dated: June 3, 2014

Approved by: “Murray Totland”
Murray Totland, P. Eng., MBA
City Manager
Dated: June 4, 2014

The Strategic Alignment

The Master Plan Goals

Cohesive City

Connect the site to the surrounding city grid and to the River with the 'Park Bridge' Connection for all Modes.

A Green Network

The 'Park Bridge' becomes a city-wide destination, creating a more comprehensive open space network for the city using the site to connect key open spaces.

Heritage + Identity

Draw out the distinctive nature of the historic warehouse district and showcase the unique elements of the rail yards to capture a sense of the site's past and future.

Sustainable Site Systems

District energy utility + stormwater strategy.

Employment + Vitality

Build on existing industrial businesses to introduce a new mix of uses that weaves industry with commercial and live/work. Open space + amenities increase appeal and vibrancy, 'Park Bridge' enhances appeal to district or city-wide use.

Connect To Transit

Utilize existing transit infrastructure to capitalize on central location, and enhance service levels with increased connectivity. Improved connections and new transit route through site, with enhanced connections through the park.

Manage The Car

Ensure that cars and parking are dealt with to benefit liveability, walkability, business activity, and visual enjoyment. The "Park Once" strategy provides a place to park, but also encourages walking to destinations once parked. Amenities include on-street and structured parking.

Recognizable 'Place' on Day One

Ensure the first phase of development is a memorable place with real people appeal. The Grocery store and the beginning of the CN Linear Park are initiatives early in the development. The first phase of the 'Park Bridge' would be completed within the first decade of development.

Embrace The Winter City

Celebrate all aspects of Saskatoon's winter ensuring places and activities that take full advantage of the unique possibilities of winter weather. The 'Park Bridge' offers enhanced winter activities for city-wide use, plus CN corridor active transportation and parklets.

The Strategic Directions

Asset and Financial Stability

- Funding strategies for new capital expenditures.
- Alternate sources of revenue for operations.
- Increased revenue sources and reduced reliance on property taxes.

Quality of Life

- A mix of housing types.
- The Municipal Culture Plan in action.
- Affordable housing options.
- Community-building.
- Winter city.
- Age-friendly initiatives.
- Expenditures toward amenities in neighbourhoods.
- Refocus on primary services.

Environmental Leadership

- New sources of green energy.
- Clean soil.
- Leader in Cold Climate Energy Efficiency.
- Access to ecological systems and spaces.
- Better quality storm water in reduced amounts going into the river.
- No need for a new landfill.
- Conventional energy sources replaced with green energy technologies.

Sustainable Growth

- Integrated growth related to transportation, servicing, transit and land use.
- The City Centre is a cultural and entertainment district.
- Infill development and corridors balance growth.
- Heritage buildings and historical landmarks preserve neighbourhood character.
- "Complete communities" feature employment opportunities, main streets and greater connectivity.
- Liveable density.
- Design guidelines promote infill development.
- Commercial, industrial and residential areas include parks, paths and routes.
- Growth is integrated in relation to transportation, servicing, transit, and land use.

Moving Around

- The transportation network is practical and useful for vehicles, buses, bikes and pedestrians.
- Roads, streets, sidewalks and bridges are in working order and in a good state of repair.
- People and goods flow in and around the city.
- Rapid mass transit corridors guide investment and decision-making.
- Curb, sidewalk and facility accessibility increased.

Economic Diversity

- A business-friendly environment where the economy is diverse.
- Investment in infrastructure to attract new businesses and workers to the city.
- Corporate offices and other major developments/projects in the city.

The project supports the Strategic Goal of Environmental Leadership by: improving the quality and reducing the quantity of storm water run-off going into the river; creating new sources for green energy; addressing soil quality issues on CCity-owned properties; improving access to ecological systems and spaces; and becoming a recognized leader in cold-climate energy efficiency.

The Plan supports strategies for Sustainable Growth through an integrated approach to growth related to transportation, servicing, transit and land use. It aims to establish the City Centre as a cultural and entertainment district with employment, corporate offices, and store-front retail, and preserve the character for heritage buildings and historical landmarks.

Economic Diversity and Prosperity will be addressed through planning and investment in infrastructure needed to attract and support new businesses and skilled workers to the City in the City Centre.

The vision and goals for the project were drawn from, and have a strong alignment with, the Strategic Plan, the City Centre Plan, and the objectives for the Growth Plan to 500,000.

Local Developers and Realtors

Meeting One

Participants: Developers and Realty Management firms with interests in Saskatoon

Where: City Hall Committee Room E

When: 2:30-4:00 p.m., 24 January 2013

Framework: The development community in Saskatoon were eager and thoughtful participants. At this initial meeting a comprehensive presentation was delivered by the design team followed by a facilitated discussion.

Findings:

Cost: Price of land, zoning and clear direction will determine the developers that participate.

Smaller parcels aimed at smaller developers and builders should be made available.

Relationship with Downtown: A fine balance needs to be struck so that North Downtown does not compete, nor is seen to be competing with downtown. This is especially applicable to office buildings ("High density office towers are not a good fit!") and residential towers. Developers felt that those should be downtown, while North Downtown focuses on 5-6 stories and a different product.

Phasing: If towers are considered, they should be built in the second or third generation of development. There should be incentives to attract pioneer buyers and First Home Buyers.

Quality: Keep costs down and quality high; architectural guidelines should be rigorous, consistent and clear.

Amenities: There is a market for this type of development; "The reason Riversdale is so attractive is that Broadway became too expensive, and there were amenities like the Farmers' Market that made it attractive". Amenities need to be in place in order to attract buyers. The question "Where can I go within 10 minutes?" should be able to be answered.

Parking: Saskatoon was considered to be a 'car oriented' city. Parking is important to anyone moving into the downtown and North Downtown.

Following this initial meeting, the project team had in-depth conversations with several of the developers.

Meeting Two

Participants: Developers and Realty Management firms with interests in Saskatoon

Where: Committee Room A City Hall

When: 10:00 a.m.-12:00 p.m., 22 March 2013

Framework: The developers returned for another round table discussion. The design team presented the new option, which had incorporated many of the suggestions made in the previous consultations.

Findings:

Mixed use planning: Participants cautioned a conservative approach to mixed use planning citing several examples of mixed use retail/housing that has not been successful in Saskatoon. They suggested including more retail along green space, suggesting this would create a demand for upscale retail. Light industrial dependent of the rail would not likely find the site attractive due to lack of spur line, access and anticipated costs. Light industrial along CPR tracks would only reinforce the existing unattractive character of this area.

Factors for success/Phasing: Developers felt that success was dependent on the City's investment in the public realm and amenities. As well, they suggested that incentives be provided to early adopters—those businesses, like a grocery store, or developers that took a risk to begin the process. Early phases should be anchored around the amenities to give certainty to first buyers. Creating a buzz through 3-4 storey mixed use, diverse and synergistic uses would be welcome. Consideration should be given to creating momentum in the first phase of the project with 5 or 6 developers working simultaneously and drawing attention to a North Downtown under transformation. Architectural controls were endorsed as a way of keeping standards high and 'keeping the free riders' from building sub-standard product.

Make the area a destination: Participants wanted high quality, unique retail to make the area destination for shoppers. Having a distinctive identity will set the area apart and attract consumers in both the retail and residential sectors. Taking full advantage of the spur line leading to Midtown Plaza could create a 'funky' low rise street. They suggested combining the two options, suggesting that the land bridge is a signature element that masks the rail and creates housing and development frontage onto a green space. It also creates a good opportunity to keep large trucks and delivery services off of the streets by putting deliveries and garbage removal services underground. A future LRT station could reinforce this amenity.



Figure 3.4 - An example of an appropriate high-rise building typology for the development

Housing product: High rises around the parks were seen to be problematic due to cost and perceived lack of uptake in the early stages of the plan. Consideration for different residential occupants: townhouse forms will attract young families if there are public amenities and green space. Participants wanted there to be consideration of the needs of various types of residential occupants; for example, family units need extra space and places for children to play, while young professionals look for a vibrant economic and social area.

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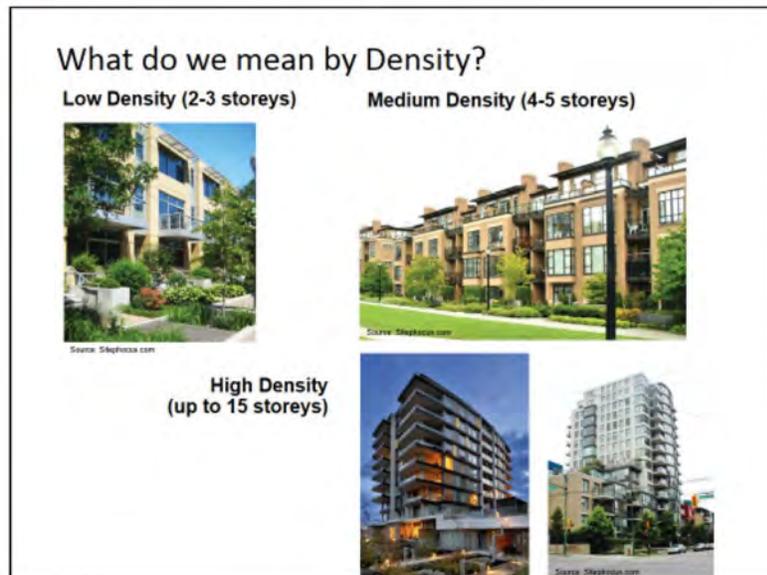


Figure 3.5 - The concept of density was made explicit during presentations with examples of different types of housing that have create highly livable neighbourhoods in other cities

Developers External to Saskatoon

Participants: Representatives from Harvard Development (Regina), Bluetree Homes (Vancouver), Brookfield (Toronto), Kilmer Brownfield Management (Toronto) and Harris Consulting (Vancouver); Jeanna South, Frank Long, Linda Andal (City of Saskatoon); and members of the consultant team – Joyce Drohan, Catarina Gomes (Perkins+Will), Blair Erb (Coriolis) and Troy Smith (Group2).

Where: Teleconference

When: July 2013

Framework: Each participant received an information package before the meeting including an overview of the preferred direction as presented to the public in June 2013 and a few questions for consideration.

Findings:

These questions guided the discussion and led to the following recommendations:

Phase 1 Success

- Attract a food retailer with a recognizable brand that is looking for an urban opportunity
- Start development at the edge of the neighbourhood that is closest to existing neighbourhoods to create a contiguous urban fabric
- Invest in ground-oriented housing, student housing and in the re-use of existing buildings in the first stages
- Deliver the project in complete phases, so open space and community amenities go hand-in-hand with housing – amenities will be key to attracting buyers to this site
- Connectivity across the tracks is essential to success of this project

Delivering Amenities, Services and Parking

- Enhance the social capital of Saskatoon i.e. promote connection among people in ways that are familiar to Saskatonians
- Invest in a community hub that can include any combination of: school, seniors centre, senior transition housing, daycare and community centre
- Promote use and connect to amenities already available in the downtown
- Create a hub of activity, potentially around the John Deere Building
- Reduce overall parking requirements and surround above grade parking with veneer uses. Look into visitor parking within walking distance and not always under the building.

Phasing, Housing Choice and Affordability

- Implement the plan in 5-year increments. Keep it flexible to adapt to a changing market
- Investigate the potential for tax increment financing (TIF) to lessen the cost of development early on
- Look for opportunities to partner with private parties to achieve some of the amenities
- Look into the feasibility of seniors housing given its proximity to downtown amenities, and student housing to support SIAST
- Three and four-storey buildings will likely be feasible in the first stages

Adjacent Communities

The project team, and particularly the project manager paid special attention to those communities and residences directly adjacent to the site. Separate meetings were held with each of the surrounding communities with special attention being paid to the potential impact of the development on their neighbourhood.

5 THE PREFERRED PLAN

This chapter describes the preferred plan starting with the big ideas that drive it. Building on these, the various layers of the concept are presented including street design and movement networks, the overall approach to green space design and community arts and cultural programming. The chapter concludes with the more technical aspects related to municipal engineering.

5.1 The Big Ideas

Saskatoon is at a crossroads in its evolution as an urban centre and the North Downtown site is key to this. The ‘Big Ideas’ that drive the plan are aimed at taking full advantage of this large, mostly open site to create an exceptional new piece of the city that all Saskatonians can enjoy, especially through a rich network of open spaces. The underlying ideas also capture the city’s goal to create a new kind of urban community for Saskatoon benefiting from a highly livable form as well as from renewable energy. The ideas are as follows:

A Park That Bridges the Gap

Reconnecting the city and providing a unique new identity for Saskatoon, a destination park is proposed to span the wide gap of the CPR corridor. Not only will this link the two sides of the site in a robust and compelling way but also, it will create a generous, seamless open space through which all modes of movement – pedestrians, bicycles and vehicles – can move easily, a key tenet of the City’s Strategic Plan. Paths and streets extending from the land bridge into the surrounding neighbourhoods provide access to this remarkable new public amenity for all residents in the City Centre. Finally, the area below the park could accommodate much-needed parking and sustainable infrastructure facilities like the District Energy Centre – resulting in a highly memorable public space with energy and revenue-generating potential.



Figure 5.1 - A new bridge park will be a remarkable new public open space amenity for all residents in the City Centre

Pattern of Rail History

The vast rail yards that once occupied the site are long gone but vestiges of this richly active past are retained and enhanced as part of the plan. The CN Spur Line becomes a linear greenway connecting directly to the City Centre through a series of diverse landscape experiences; the ongoing repurposing of historic buildings in the warehouse district is complemented by new forms and creates opportunities for remaining buildings, like the John Deere, to become landmarks within the North Downtown fabric. The Mills provide a prominent northerly anchor for honouring the site's industrial history – tied intimately to the railway.

A New Kind of Urban Neighbourhood

The plan draws from the scale of the surrounding older city neighbourhoods in order to create a new residential community in the heart of the city. The new urban fabric is enlivened and given character through key districts that reflect the unique characteristics of the immediate area like the Mills and Warehouse Districts.

A “courtyard” type of building is introduced to ensure that green and open space and natural day light are integrated into each parcel especially on the multi-family housing sites. The result is a new kind neighbourhood unlike anything else in Saskatoon, which provides an exceptional living environment and creates a highly memorable place in the Downtown.

This kind of urban living will likely be most attractive to generation Y and seniors. These two demographic groups are drawn to areas where there is easy access to cultural and community activities within walking distance or short transit ride, have smaller households and less need for private outdoor space, all characteristics that are present in the North Downtown.

5.2 Streets and Movement

5.2.1 Approach

Mixing residential and employment is the prime catalyst for creating a dynamic and inclusive neighbourhood along with supporting commercial activities at different times of the day and week. It will provide strong synergies by balancing transportation demands over the day; creating opportunities for people to live close to where they work; and, minimizing new transportation and parking infrastructure through more efficient use.

The benefits of this approach are already visible in other major Canadian cities, including Toronto, Calgary and Vancouver, which have become much more pedestrian and cycling oriented in the central areas.

Permeability is one of the key transportation themes for the North Downtown. The new grid of walkways, bicycle routes, and streets will extend out to the neighbouring communities, making the Plan fully inclusive and accessible. Critical to this approach will be the interfaces with Idylwyld Drive, 2nd Avenue, 33rd Street, and 25th Street, and in particular how safe and direct pedestrian and cyclists connections can be achieved without overly encouraging vehicle through movements, which is a major concern for the community.

New streets will be designed to discourage non-local vehicle movements through the use of 4-way stop controls, street parking, crosswalks, etc., which will contribute to slowing vehicles down. Monitoring and reviewing changes to transportation patterns in the area, as the development builds-out, will be important feedback for the neighbouring community and will guide the need for new transportation infrastructure, including traffic calming measures. It will also help the City grow more comfortable with the positive potential dynamics that such new communities contribute to lowering transportation demands and creating dynamic neighbourhoods.

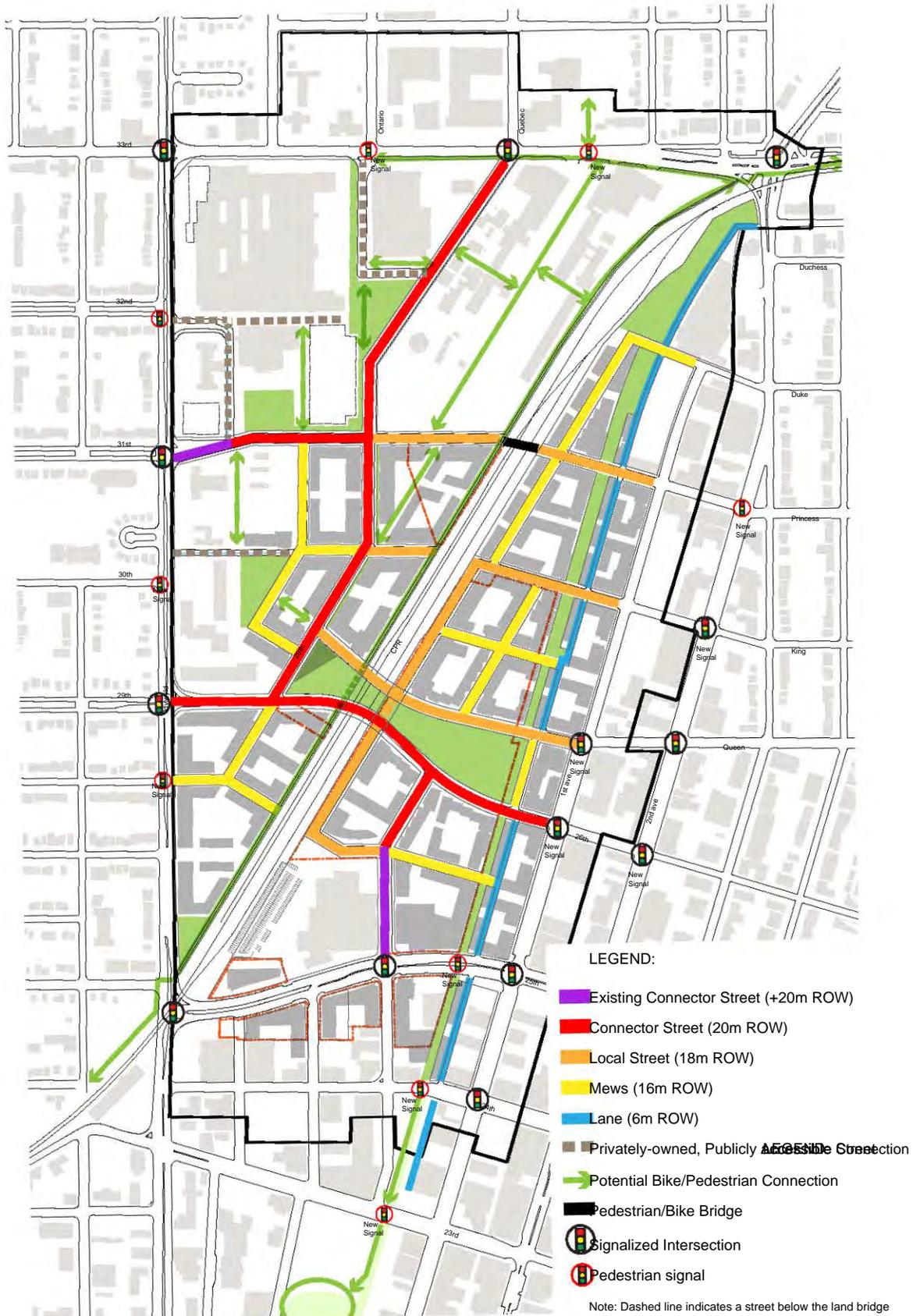


Figure 5.5 - Street Family



Figure 5.6 - Connector street example at UniverCity in Burnaby, BC

5.2.2 Family of Streets

The Plan relies on an interconnected street system that balances the travel demands of pedestrians, cyclist and vehicles to create a safe, walkable and inviting urban environment. The grid pattern of streets provides for great mobility and dispersal of vehicle movements especially east-west through the introduction of two bridges extending 26th Street and Queen Street to the west side of the CPR tracks. Both streets rise at a gentle 5% slope from the east, and land at a slope no greater than 7.5% on the west side. An accessible path in the park would allow people of all ages and abilities to move from one side to the other with ease while enjoying this great new amenity.

The grid pattern of streets, together with short development blocks and frequent intersections will encourage mobility for pedestrians and cyclists. The directionality of the streets suggests the long-term possibility to stitch them across the tracks should that opportunity arise in the future.

The Plan purposefully adopts new categories of streets as an indication of a new way of approaching street design. Narrow rights-of-way and lane widths, abundant on-street parking and street trees as well as frequent intersections all contribute to slow vehicles down and create a safer environment for pedestrians and cyclists

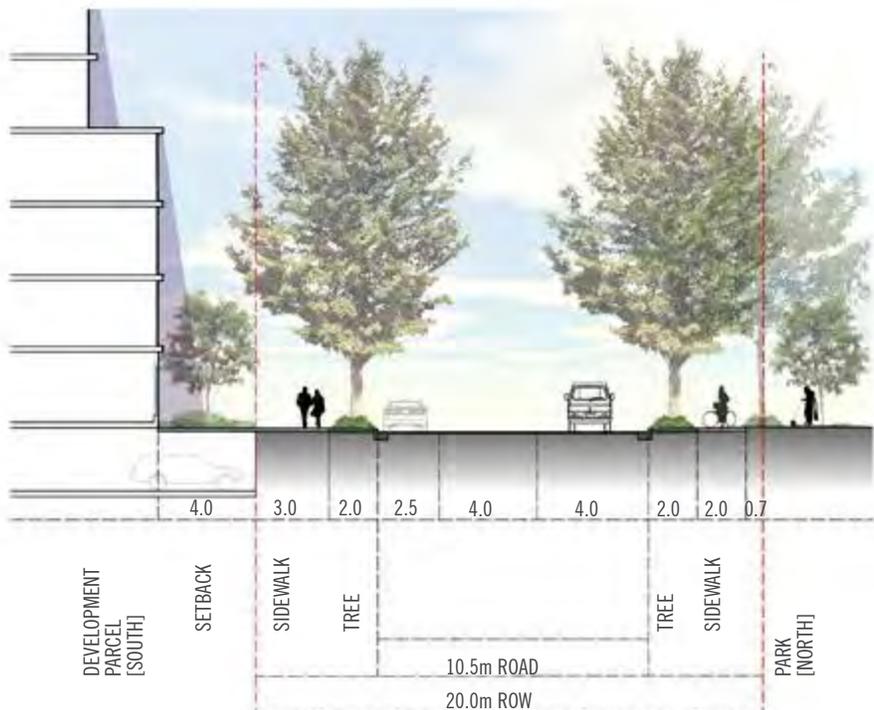


Figure 5.7 - Connector Street - South side of park

Connector Streets

Connector Streets are the main links to the surrounding neighbourhoods and designed to support local transit. The connector street flanking the south side of the Park includes parallel parking on the development side and generous sidewalks lined with large deciduous trees. Cyclists will be encouraged to use the paths in the park given the roadway will be shared with buses. The connector street linking to SIAST accommodates parallel parking on both sides of street and promotes the shared use of the roadway by vehicles and cyclists. Large deciduous trees bring shade and greenery to this street, and further separate pedestrians from vehicles. As a way to encourage cross-country skiing, the Plan allows for a surface right-of-way along the east side of the street, designed as a continuous grassy strip that extends through several blocks.



Figure 5.9 - Connector street key map

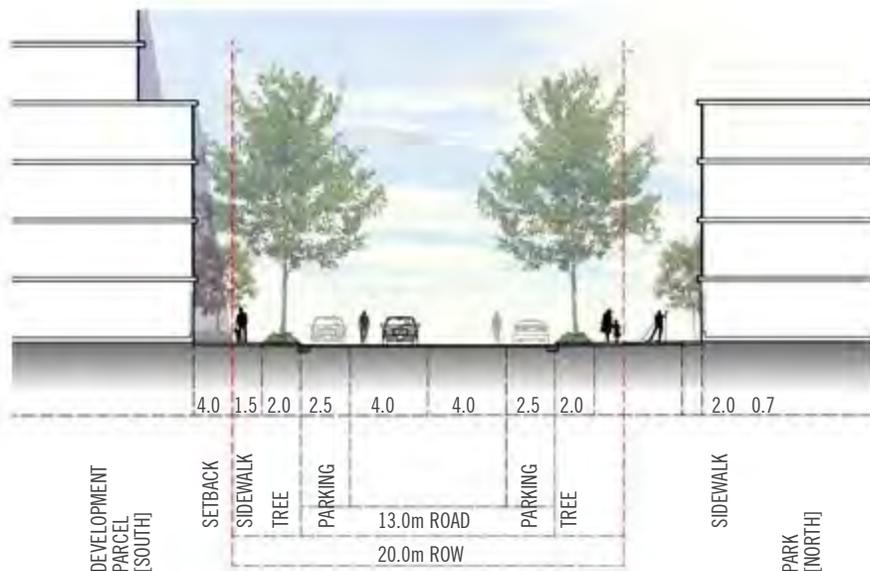


Figure 5.8 - Connector Street - Link to SIAST

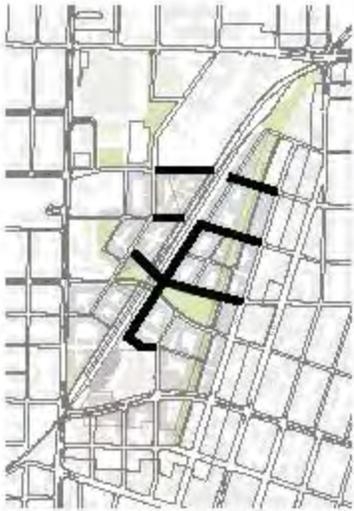


Figure 5.10 - Local street key map

Local Streets

Local Streets are essentially for access to buildings within the North Downtown, including to the potential parking garage (and District Energy Plant) located under the park. Mostly, they will look residential in nature with narrow lanes, curb-side parking on the development side along with smaller deciduous trees and rain gardens along the sidewalks.

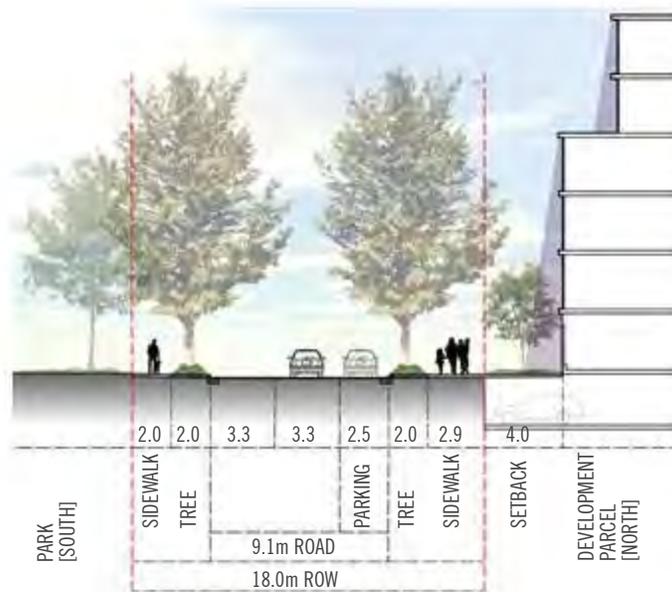


Figure 5.11 - Local Street - North side of Bridge Park



Figure 5.13 - Local street example

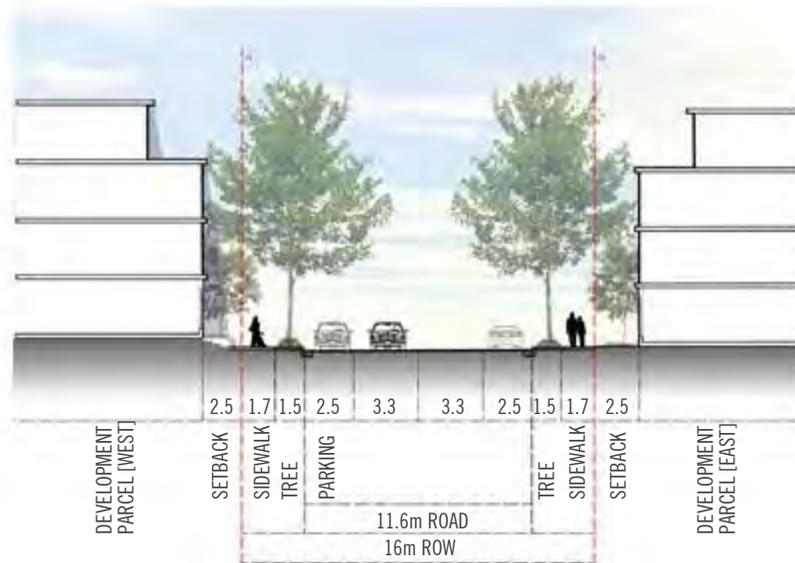


Figure 5.12 - Local street - Typical section

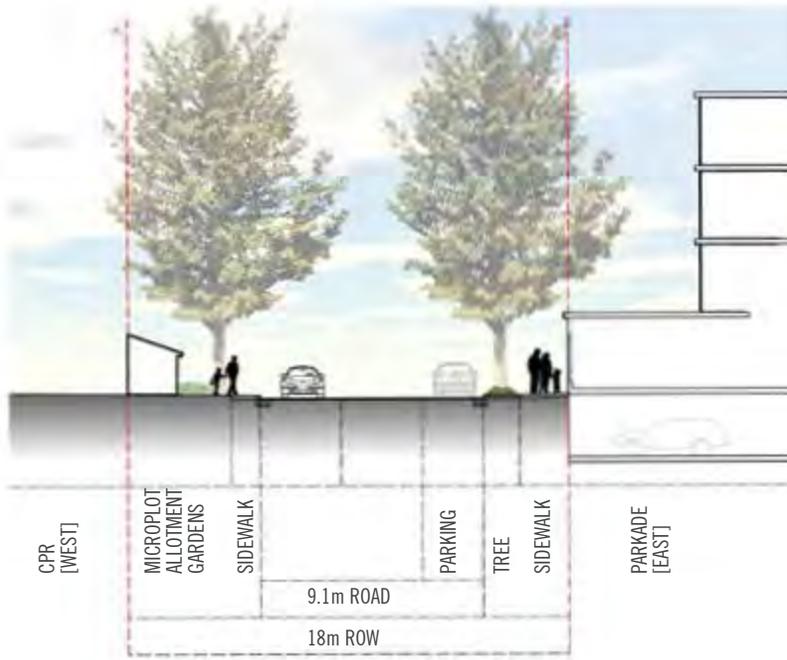


Figure 5.14 - Local street - East side of CPR

Mews

Mews are a quiet and narrow form of local streets and will feel even more intimate. Cyclists will share the street with slow moving cars while pedestrians can enjoy a quaint street where residents are invited to occupy stoops, terraces and front gardens. Street parking would be located in pockets with curb bulges at intersections, allowing priority for pedestrians.

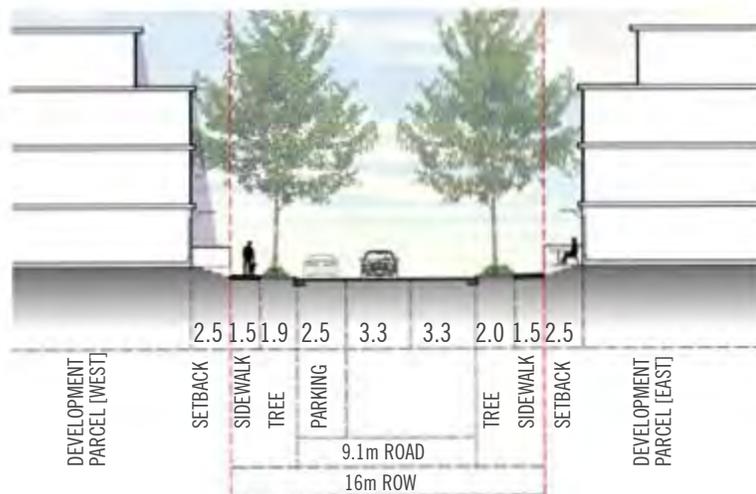


Figure 5.15 - Mews - Typical Section



Figure 5.16 - Mews key map



Figure 5.17 - Mews fronting east side of Bridge Park

Mews Fronting the Bridge Park

Flanking the east side of the Bridge Park, these mews will be a sun filled place for cafes, restaurants and other neighbourhood amenities. Slow moving cars allow for frequent and safe crossing between the two sides of the street.

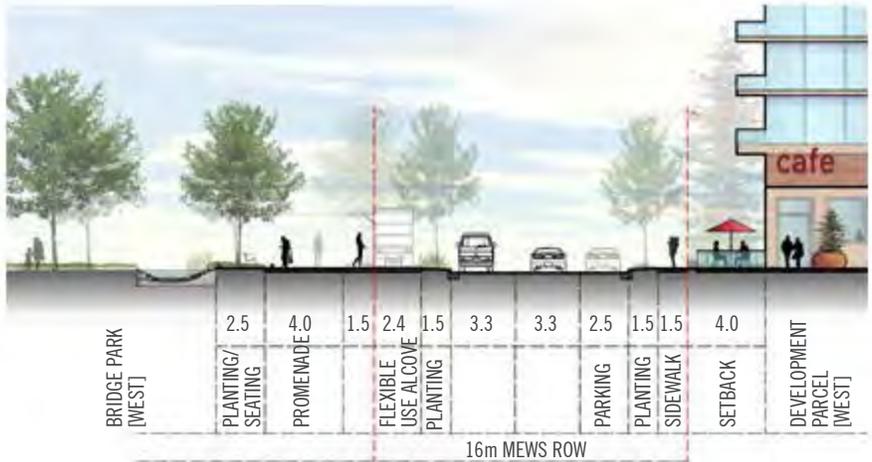


Figure 5.18 - Mews fronting the Bridge Park



Figure 5.20 - Mews precedent in Vancouver's Olympic Village



Figure 5.19 - Generous seating faces Jamison Park in Portland, Oregon

Laneways

Laneways enable access to parking, garbage and loading to existing development facing 1st Avenue and to the new townhouses facing the Greenway. They will reduce the need for driveways along 1st Avenue, enabling a better pedestrian environment along this street.

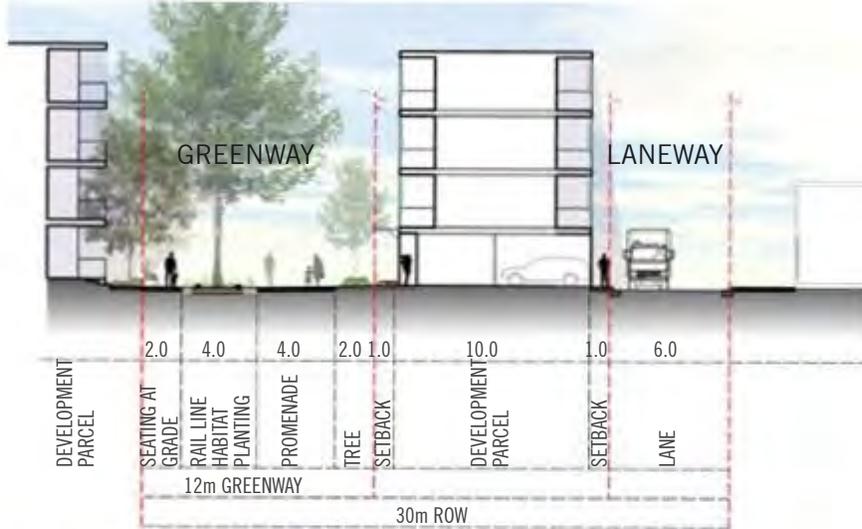


Figure 5.21 - Laneway section



Figure 5.22 - Access to parking tucked under development in Seattle, WA

Privately-owned, publicly accessible connections

Privately-owned, publicly accessible connections will be essential for people and vehicles to access Idylwyld Drive and 33rd Street through very large existing development blocks.



Figure 5.23 - Laneway key plan

5.2.3 Cycling Network

Cyclists of all abilities will be accommodated in the City Centre through a combination of facilities: separated routes, street bike lanes, and slow-moving local streets. It will create a network of options to cater for both commuters and recreational users alike and will connect through to the adjacent neighbourhoods together with the downtown core.

Prominent among the separated facilities will be the north-south bicycle route following the decommissioned CN Spur Line along with the one running along the west side of the CPR corridor (see Condition C, Figure 6.6 on page 157). These routes will provide important stepping points for communities in the north of the City in accessing the downtown core.

Interlaced with these will be new east-west routes connecting between the Caswell Hill and City Park neighbourhoods (and onward to the Spadina Trail). The Bridge Park will provide the southern connection across the CPR while a future pedestrian / bicycle bridge connection could provide a northern crossing (along 31st / Princess alignment) should it be desirable to supplement the existing 33rd Street multi-use path.

Crossing treatments at minor and major streets will be an important design consideration and in particular to have features which prioritize and support walking and cycling activities.



Figure 5.24 - Raised crossings along Forsythe Way in Boston

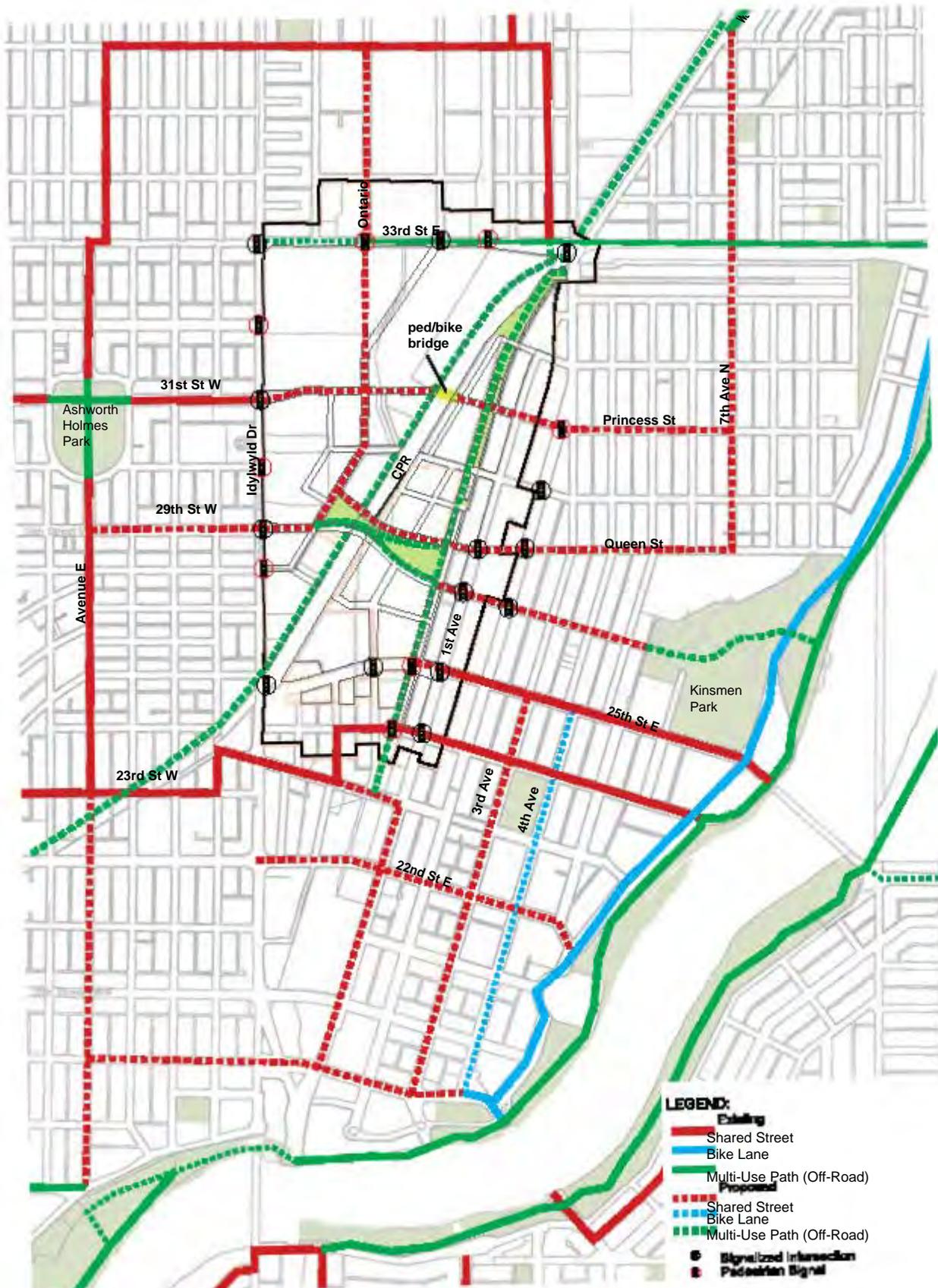


Figure 5.25 - Cycling network

5.2.4 Transit Network

With North Downtown's close proximity to the downtown core, there is already existing strong transit network of routes serving the site. Most future residents will be 400-metres from a service or 5-minute walk away from a bus stop. Future route options through the site can be provided along the Connector Streets, including the east-west route linking the two sides of the neighbourhood, should this be desirable.

Idylwyld Drive is expected to continue to be the main bus corridor for the area given its directness and concentration of routes. Future rapid transit is expected to operate on this corridor. Therefore the focus for Idylwyld Drive should be aimed at enhancing the pedestrian environment for passengers on this street, through improving crosswalks, public realm, and waiting areas.

5.2.5 Parking Management

Parking bylaws are inherently based on providing parking for each individual building, but for mixed use communities the opportunity exists for sharing to encourage better and more flexible use of the available supply, which in turn can lower demands by 10% to 20% depending on the land use composition mix and availability street parking supply. Appendix B draws upon the examples of other Prairie cities to present a recommendation for minimum and maximum parking rates for each of the main land uses within the North Downtown.

Opportunities also assist for Transportation Demand Management (TDM) measures, e.g. ride-share, car sharing vehicles, subsidized transit, high quality bicycle parking, etc., to further support lower parking demands, and provide improved choice for future residents, employees and visitors.

Street parking would be controlled (either pay meters or time-restricted) and it is expected that some form of charging mechanism would be in place for off-street employee and commercial parking.

Land Use	Parking Rates	
	Minimum	Maximum
Office	1.5 spaces/100 square meters	2.5 spaces/100 square meters
Commercial	2.0 spaces/100 square meters	3.0 spaces/100 square meters
Residential	0.8 spaces/unit	1.2 spaces/unit
Residential Visitor	0.05 spaces/unit	0.15/unit

Figure 5.26 - Recommended parking rates for Saskatoon North Downtown

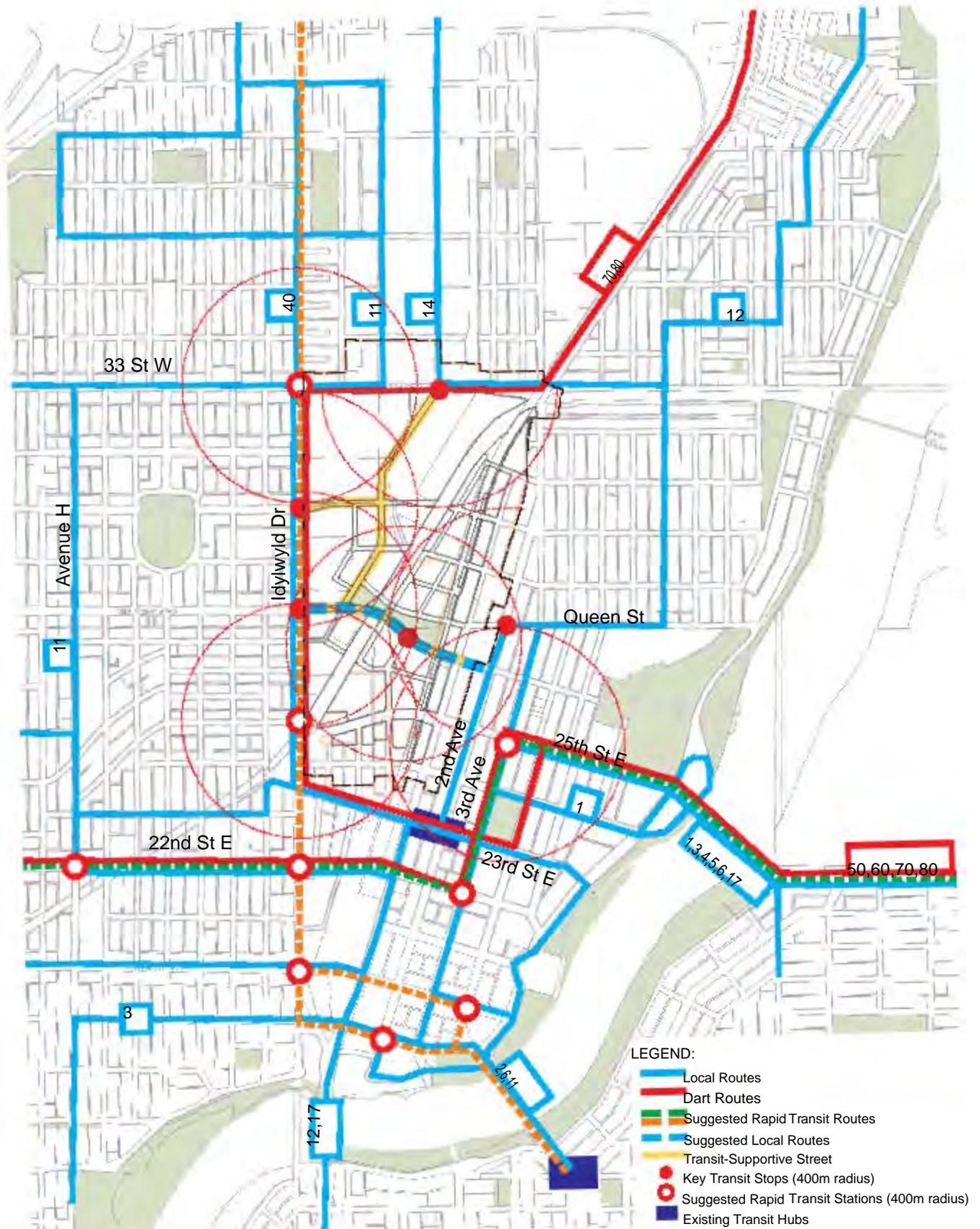


Figure 5.27 - Transit network

5.3 Green Network

5.3.1 Principles and Intent



Figure 5.28 - Creating a cohesive green network

The development of this significant site at the heart of Saskatoon presents a unique opportunity to connect existing green spaces to create a network of public open spaces. Located between the Henry Kelsey and Pierre Radison Parks and the Ashworth Holmes Parks to the west, the riverfront to the east and Woodlawn Cemetery to the north, there is great potential to extend past site boundaries and create meaningful linkages to significant existing parks.

On site, the open spaces will provide a variety of spaces and experiences. Green space is available at a variety of scales, from interior courtyards on development parcels to neighbourhood parks. Layering of program elements for public art, play, habitat, and urban agriculture with storm water management ensures that spaces will be dynamic and multifunctional.

Saskatoon is a city that embraces its winter season. The landscape plan allows for a wide range of uses at all times of the year, and provides winter protection for both special events and daily use by pedestrians.

The landscape plan responds to existing conditions and character. Significant heritage buildings and landscapes (The Mills, The John Deere Building, CN rail line) are given treatment that suits their scale and prominence. Important existing views to downtown are preserved or enhanced.

All open space development on site will employ best management practices in sustainability.

“The more successfully a city mingles everyday uses and users in its everyday streets, the more successfully people thereby enliven and support well-located parks that give back grace and delight to their neighborhoods instead of vacuity.”

- Jane Jacobs
The Death and Life of Great American Cities

5.3.2 Complete Network

The open space network includes streets, parks, and the greenway along the old CN spur line.

Streets with generous boulevards and tree plantings are planned to connect with existing tree-lined streets at adjacent Caswell Hill and City Park neighbourhoods. These neighbouring streets are seen as having a high landscape value, and provide a strong precedent for development in the North Downtown.

A new above grade vehicular and pedestrian connection across the site is created through the addition of a district park that bridges over the CPR Rail Line at the block between Queen Street and 26th Street. Mending the current break in the street network, this major move re-connects the previously separated halves of this site and adjacent communities.

Neighbourhood parks are planned at key locations. A pocket park at the Harry Bailey Aquatic Centre allows for programmed outdoor recreational activities. A park at SIAST could be programmed for use by students and include skateboarding and small court sports such as basketball. Neighbourhood parks east of Victory Church and at Idylwyld and 26th Street would provide play opportunities for young children in nearby developments.

The inactive CN Rail Spur running parallel to 1st Avenue is given new life as a greenway which is described in more detail later on.



Figure 5.30 - Winter scene in Oslo, Norway



Figure 5.29 - Site green network

5.3.3 Bridge Park

The Bridge Park addresses the most significant challenge of the site. Connecting both sides of the site and joining them to the larger street network, the Bridge Park creates a safe and efficient way for both vehicles and pedestrians to pass over the tracks. A parkade is proposed beneath the bridge allowing the City to meet demand for parking in the downtown core, and to generate income.

Located at the heart of North Downtown, this elevated park accentuates already significant views to the south east and will itself be an iconic structure and identity-giving space for the development. Protection from winter winds is provided by adjacent buildings on the north and west side of the park. This large, high amenity green space will be a tremendous addition to the development.

WEST SLOPE



UPPER PARK TERRACE



EAST SLOPE



Figure 5.31 - Bridge Park precedents



Figure 5.32 - Bridge Park illustrative plan



Figure 5.34 - Community garden plan

5.3.4 Greenway

The existing 1.5 kilometer long CN Rail Spur will become a linear park system with connections to Woodlawn Cemetery to the north and to TCU Place to the south. Varying in width from 60 meters to 12 meters wide, the greenway accommodates a variety of uses.

The northern section of the greenway will have a more natural character, and become more urban as it extends south. Programmed spaces will include a dog park, community garden, nature play, a tot lot and a series of warming huts to offer shelter in the winter.



Figure 5.35 - Section B - Community Garden

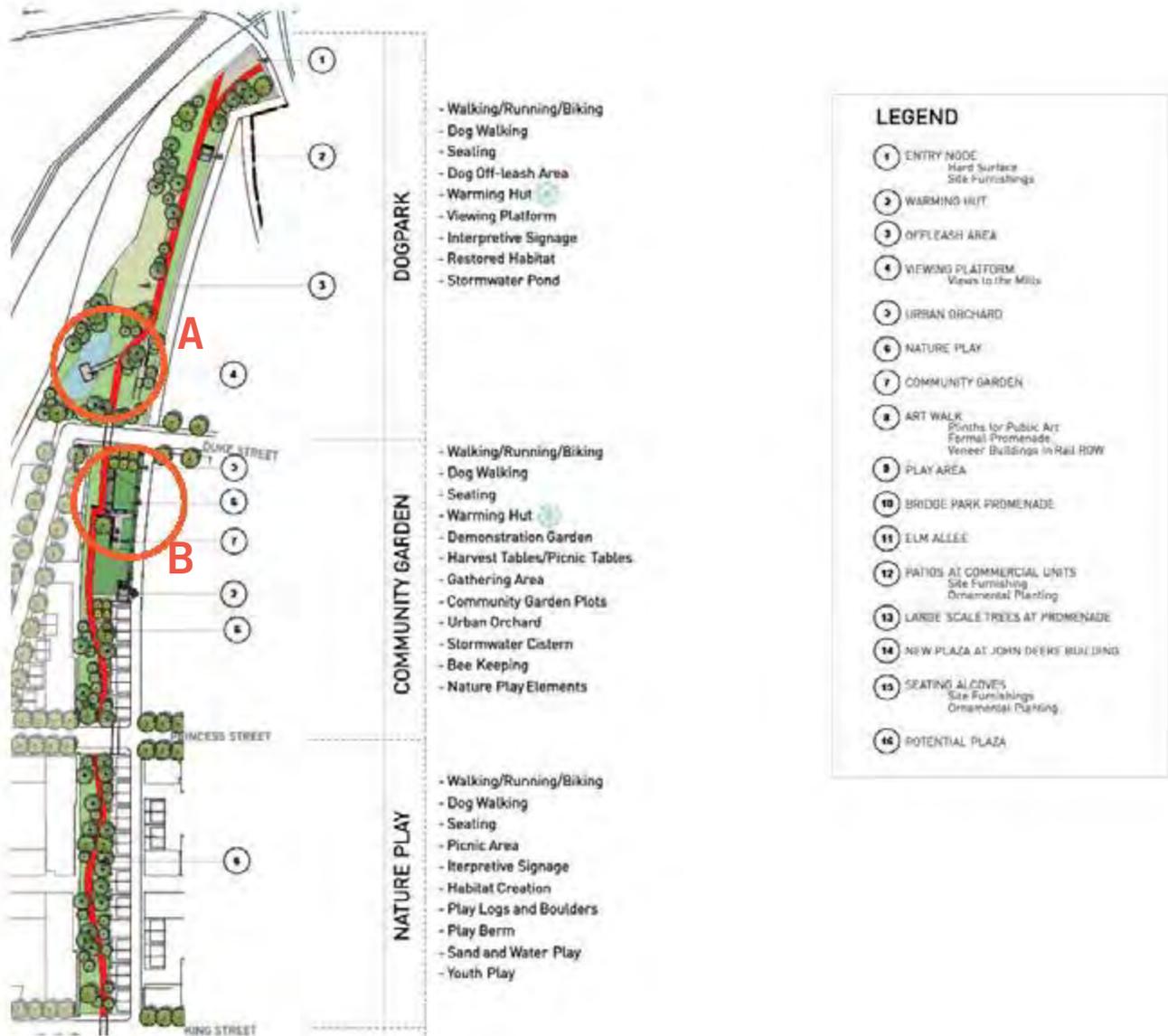


Figure 5.36 - Greenway plan - north section

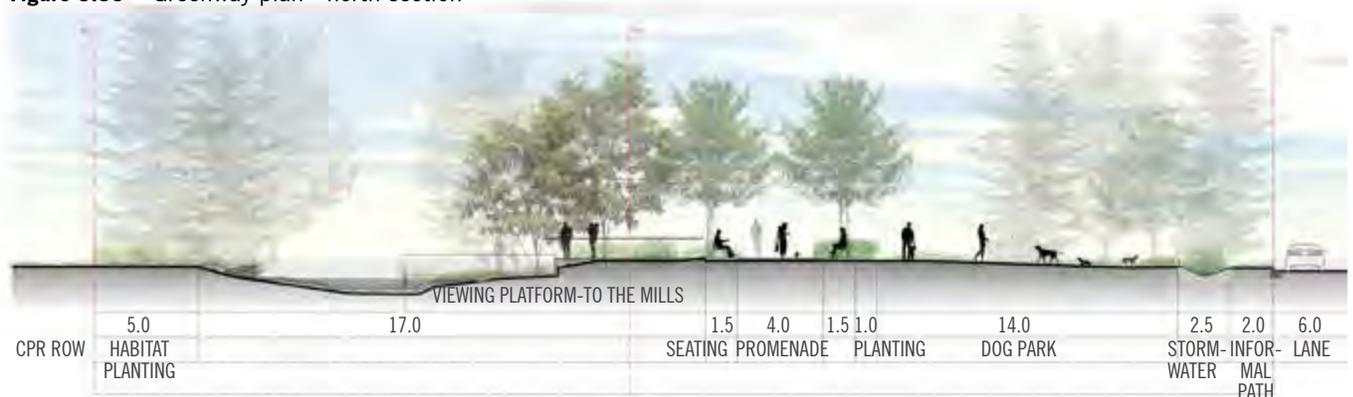


Figure 5.37 - Section A - Dog park

Narrowing to accommodate townhouses south of the community garden, the greenway becomes a 12m wide promenade for pedestrians and cyclists. Throughout, the rail line will be remembered in site details; sections of rail line may be left in place or recalled in paving patterns.



Figure 5.38 - View of Greenway looking south



Figure 5.39 - Greenway plan - mid section

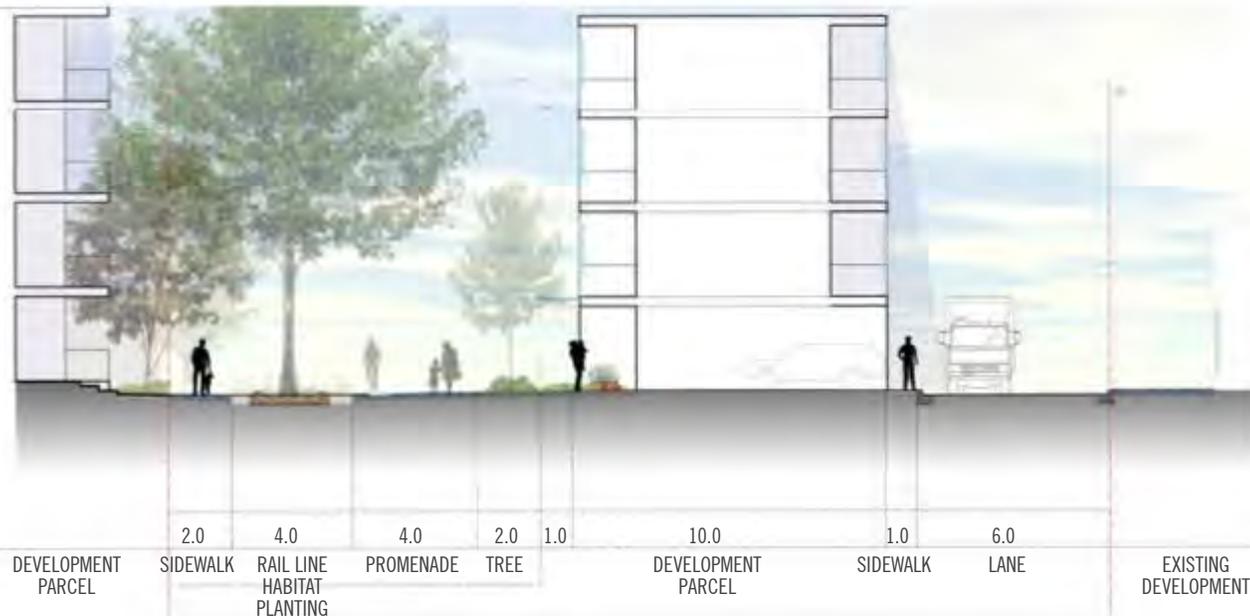


Figure 5.40 - Section C - Promenade

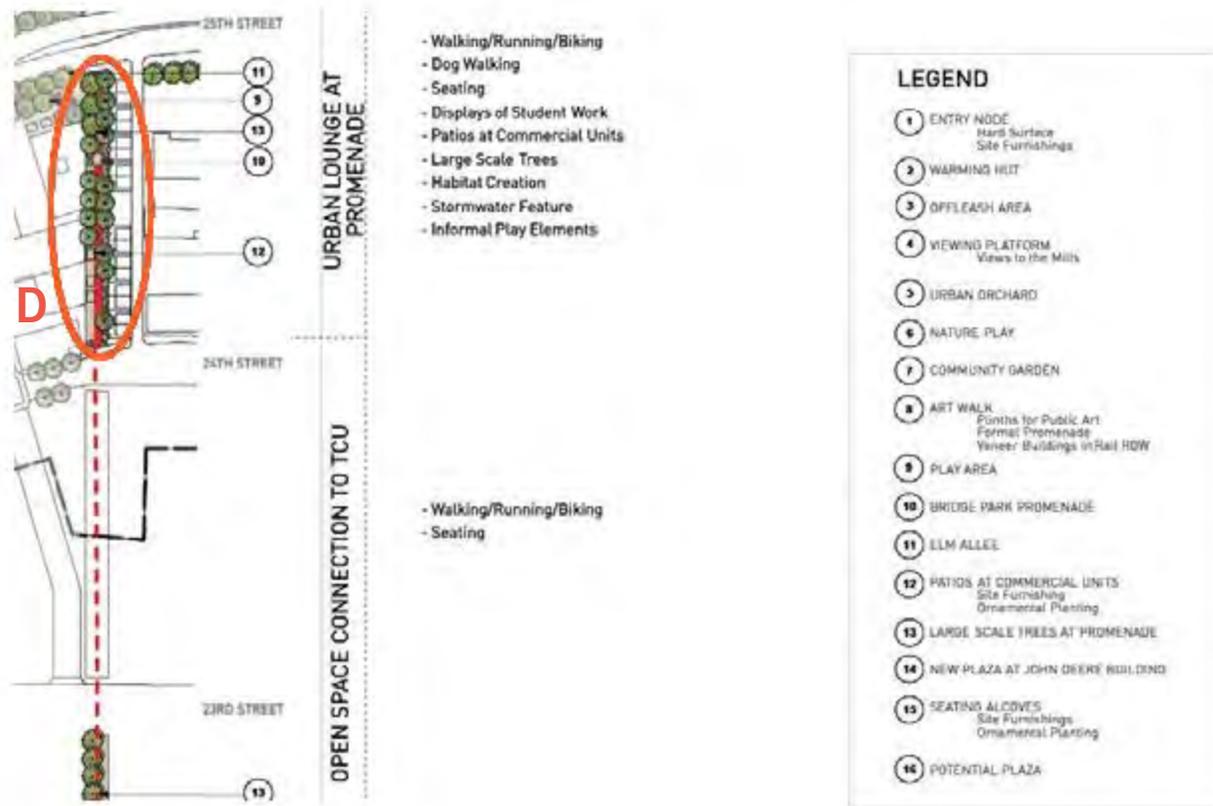


Figure 5.41 - Greenway plan - south section

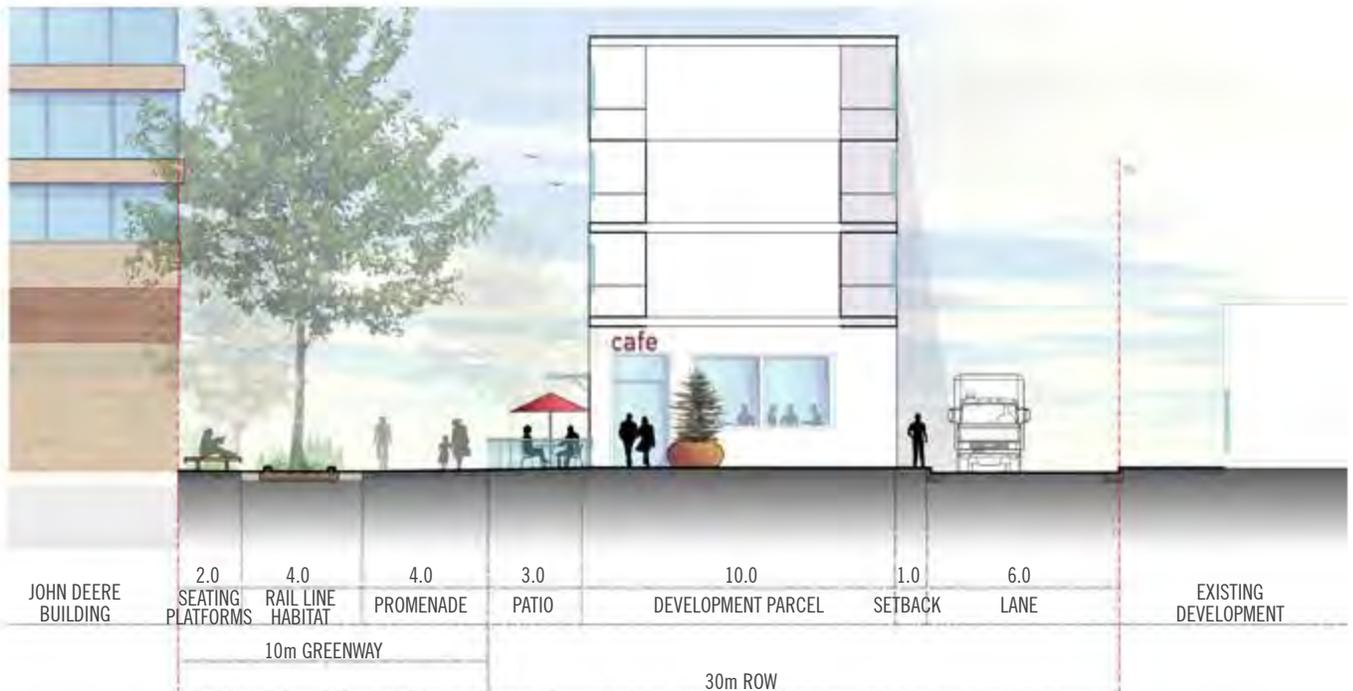


Figure 5.42 - Section D - John Deere Block



Figure 5.43 - Play areas geared to winter activities

5.3.5 Play Areas

Play areas are incorporated throughout the neighbourhood at differing scales and are seen as an important part of the open space network.

Plans inside interior courtyards at private development parcels create opportunities for small scale play spaces. A tot lot is shown off the greenway south of King Street; micro-parks may be woven into the fabric of the community where spaces between parcels allow. Larger neighbourhood parks are spaced throughout the site to ensure that all residents have easy access to open space for play. All play areas should be integrated into the open space design and take on a natural character.

The Greenway may also be seen as a play area in itself, with opportunities for running and cycling. Warming huts along its length make it an attractive walking route in winter as well as summer.



Figure 5.44 - Water as an integral play element



LEGEND:
 Play Space
 Potential Open Space Connection

Figure 5.45 - Play areas diagram

5.3.6 Habitat

Areas for habitat have been incorporated at all green spaces. Continuous linkages of habitat are most advantageous to wildlife, and these have been provided through areas of native and ornamental plantings. Shrubs and trees with persistent fruits are to be used to provide birds with winter food source.



Figure 5.46 - Habitat zone diagram



Figure 5.47 - Restorative habitat example



Figure 5.48 - Ornamental and native plant habitat

LEGEND:

- Ornamental Landscape Habitat: *Gardens, Sports Fields, Lawn Areas*
- Restored Natural Habitat: *Prairie grassland, Meadow, Forest, Riparian Edge, Wetland*
- Mixed zone: Ornamental and Native Plant Habitat
- Potential Open Space Connection

5.3.7 Trees and Street Trees

Trees in the proposed parks and open spaces as well as in the new streets are a critical aspect of the North Downtown Master Plan. Sufficient and quality growing medium should be considered to ensure healthy and robust trees during detailed design of the parks, open spaces and streets. In street rights-of-way this may be achieved with the use of structural soil cells.



Figure 5.49 - Urban agriculture as an inclusive and educational element

5.3.8 Urban Agriculture

Urban agriculture was identified through public consultation as being important to Saskatonians. In response, opportunities to grown food have been included at various scales throughout the open space plan. Significant gardening space is provided at the community garden and allotment plots adjacent to the CPR rail line. Urban agriculture is incorporated into plans for the SIAST park, and Bridge Park.



Figure 5.50 - Urban agriculture diagram

5.3.9 Storm Water Management

Storm water management plans include spaces for snow storage, snow melt, and to retain rain water before it goes into the storm sewer system. Retention strategies include swales, dry ponds, storm water features and planted rain gardens.



Figure 5.51 - Storm water strategy diagram



Figure 5.52 - Storm water swale at Dockside Green in Victoria

5.4 Community, Arts and Culture

This section builds upon the six Key Directions represented within the City of Saskatoon Culture Plan 2011:

- Direction 1 Arts and Culture Sector: Build capacity within the cultural sector.
- Direction 2 Heritage: Ensure cultural heritage is conserved and valued.
- Direction 3 Youth: Cultivate conditions for youth and young professionals to thrive.
- Direction 4 Diversity: Value and celebrate diversity and strengthen opportunities for cultural interaction.
- Direction 5 Neighbourhoods: Support and enable cultural development at the neighbourhood level.
- Direction 6 City Centre: Develop the city centre as a cultural district.

Based on the directions outlined in the Culture Plan and the development of the master plan, five areas of cultural activity are planned for the North Downtown:

Creative Hub (Phase 1)

This hub builds upon the creative energy generated by the presence of the University of Saskatchewan Architecture School that may occupy the historic John Deere Building in the Warehouse District. The development of live/work/studios along the Greenway further encourages this type of enterprise through permanent locations for creative businesses and business owners. Opportunities for public art along the Greenway connecting to TCU Place to the south extend the focus on creativity from this hub south to the downtown.

Key Directions: 1, 2, 3, & 6

Street Plaza (Phase 2)

The secondary nature of the northern-most street flanking the Bridge Park provides the opportunity for this infrastructure element to function at specific times as a street plaza for community and civic events. A cultural building serves as an anchor at the west end of the Park, providing for amenities including washrooms and potentially an indoor environment to support winter activities.

Key Directions: 1, 3, 4, 5 & 6

Social Hub (Phase 2)

This component focuses on providing services for residents of the community with space available for programmed elements such as a daycare, seniors' centre, community kitchen and an adult learning centre. To contribute to the social vibrancy of the area it is key that this hub be located near the Bridge Park. Connecting the area to food production and preparation allows a contemporary realization of urban agriculture to tie back to the historical focus on the movement of wheat and other food staples.

Key Directions: 1, 2, 3, 4 & 5

Community Recreation Hub (Phase 2)

Existing recreation services provided at Harry Bailey Aquatic Centre will be further augmented to meet the needs of the existing communities to the north and west, SIAST students, faculty and staff as well as the new residents of North Downtown.

Key Directions: 1, 3 & 5

SIAST Public Space Node

The creation of a new face to SIAST at a central location within the campus provides additional opportunities to connect the North Downtown area to this important post-secondary institution that is an integral component of the master plan.

Key Directions: 1, 2, 3, 4 & 5



Figure 5.53 - Community and cultural zones

The diagram below suggests locations for public art, including temporary structures by the students of the future architecture school. Warming huts are also a great opportunity to engage the local design community in the creation of public arts installations.



Figure 5.56 - Location of Public Art, Warming Huts and Public Washrooms



Figure 5.54 - Warming huts for winter use



Figure 5.55 - Old tracks become part of the new surface treatment



Figure 5.57 - Public art installations enhance the quality and character of the public realm

5.5 Infrastructure

5.5.1 Storm Water Management

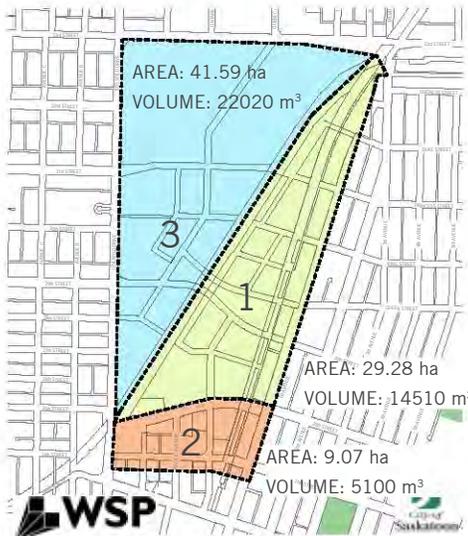


Figure 5.58 - Drainage areas

The proposed minor system for storm water management is shown on the Storm Sewer Concept plan on the opposite page. The minor system to drain the west catchment area makes use of existing storm sewers that discharge from the site via the 750mm storm trunk at Idylwyld Drive and 28th Street. The proposed development in the east of the CPR including Bridge Park will require demolition or abandonment of existing storm sewers and re-routing of existing minor system flows. However the overall outlet for the minor system east of the CPR will remain via a new connection to the 900mm storm trunk in 1st Avenue.

The City of Saskatoon Technical Steering Committee indicated that the existing storm sewers in the vicinity of this project area are near capacity and at risk to periodic surcharge during severe storms. Consequently, the final detailed design for storm water management in the North Downtown area will need to include storm water storage facilities capable of holding back the 1:100 year storm water flows. In order to evaluate the post-development storage requirements, the post development flow characteristics were estimated from the overall land use plan. The 1:100 year storm water accumulation for the post development condition was modelled using PCSWMM and the City of Saskatoon 1:100 year hyetograph. For this simulation, the area was divided into three catchment areas, one west of the CPR and two east of the CPR. A summary of the 100 year storm volume and delineation of these catchment areas is shown in the Drainage Areas diagram and summarized in the table below:

	AREA 1		AREA 2		AREA 3	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
1. Catchment Area (ha)	29.28	29.28	9.07	9.07	41.59	41.59
a. Greenspace (ha)	2.70	6.33	0.00	0.00	3.73	5.37
b. Hard Surface (ha)	26.58	22.95	9.07	9.07	27.86	36.22
2. Average Runoff Coefficient	0.89	0.81	0.95	0.95	0.89	0.87
3. 1:100 Year Intensity (mm/hr)	106.53	106.53	124.57	124.57	86.30	86.30
4. 1:100 Year Flow (m³/s)	7.72	7.02	2.98	2.98	8.90	8.90
Runoff Volume (m³)	N/A	14610	N/A	5100	N/A	22020

Figure 5.59 - Summary of the 100 year storm volume



Figure 5.60 - Storm Sewer Concept Plan

5.5.2 Potable Water

The proposed water distribution system is shown in Figure 5.55. This system shall be looped internally and connected to the 600mm located at 1st Avenue. Based on the various land uses proposed within this development area, the 220 L/s fire flow requirement will need to be met throughout all phases of development. Given the mixed-use nature of this development, the per-capita design flows for single family residential development as outlined in the City of Saskatoon Development Standards Manual would not be applicable in the North Downtown project area. Consequently, the following assumptions for water consumption were used for this study:

- Average Daily Demand = 230L/capita/day
- Peak Day Demand = 483 L/capita/day
- Peak Hour Demand = 736 L/capita/day

A summary of the estimated water consumption based on the population estimates contained within this report are as follows:

- Average Daily Demand = 2732 m3/day
- Peak Day Demand = 5737 m3/day
- Peak Hour Demand = 8743 m3/day

Additional details are shown on the table below:

Land Use	Parcel Area (ha)	Residential Population	Retail/Office Equivalent Population	Water Demand (m3/day)		
				Average Day	Peak Day	Peak Hour
Phase 1A-Mixed Use	1.21	174	679	196.17	411.96	627.75
Phase 1B-Mixed Use	1.25	200	533	168.53	353.91	539.30
Phase 1C-Mixed Use	0.79	84	264	80.13	168.28	256.43
Phase 2A-HD Res.	1.72	602	40	147.77	310.31	472.86
Phase 2B-Med/HD Res.	2.73	950	0	218.50	458.85	699.20
Phase 2C-Mixed Use	3.27	447	1325	407.58	855.91	1304.25
Phase 3-Med/HD Res	2.03	709	0	163.07	342.45	521.82
Phase 4-Mixed Use	16.45	4487	1384	1350.31	2835.66	4321.01
TOTAL FOR PROJECT AREA	29.44	7653	4226	2732	5737	8743

Figure 5.61 - Summary of project area water consumption

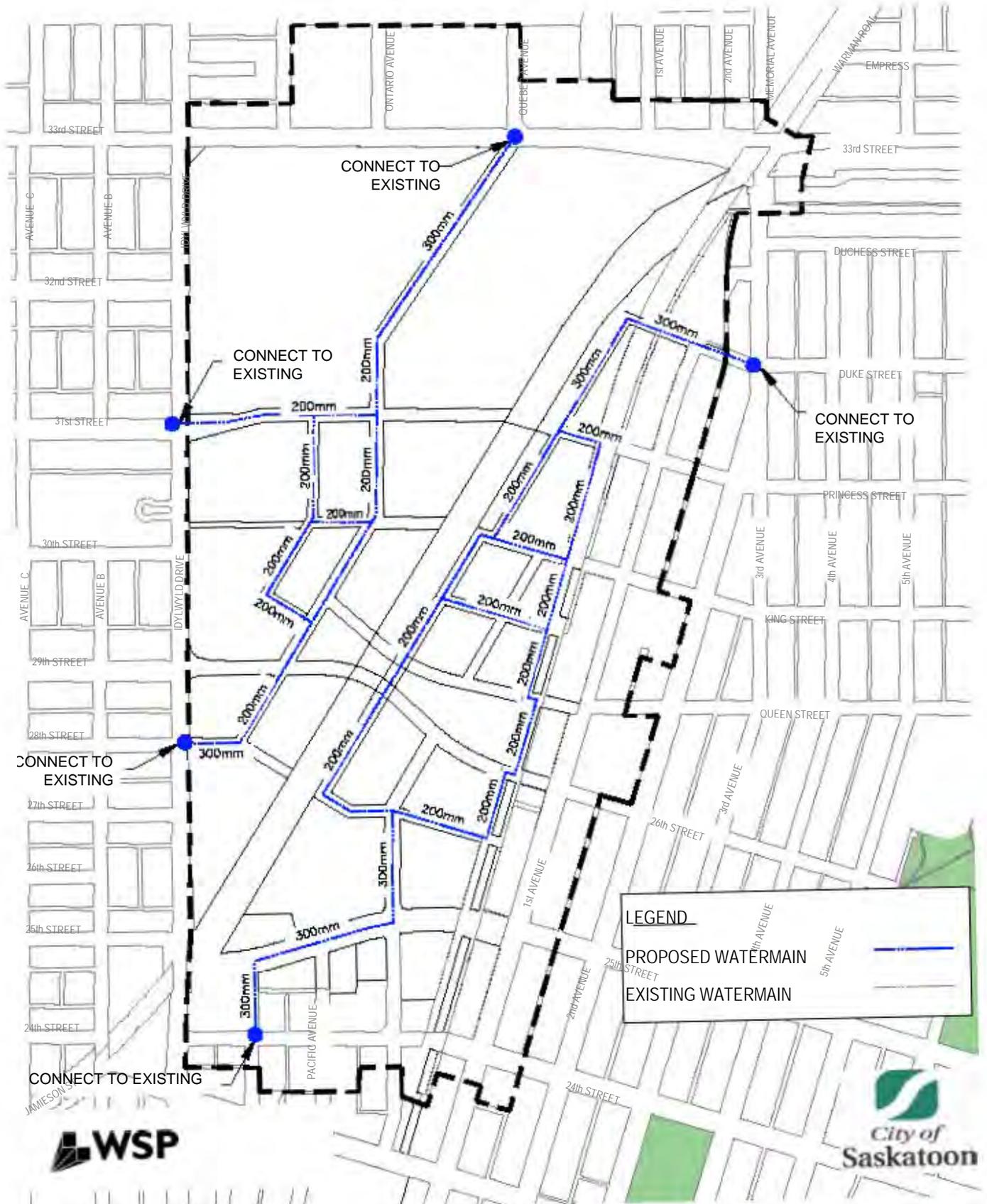


Figure 5.62 - Proposed water distribution diagram

5.5.3 Wastewater Collection System

The proposed wastewater collection system shown in Figure 5.57 conveys flows via the 750mm trunk sewer to the interceptor sewer near the river. As the City of Saskatoon is currently contemplating changes to their standard methods for calculating peak sewage flows, two approaches to this calculation were considered. The first of these is a standard Harmon calculation based on estimated population densities as outlined within this study. The second calculation method uses the proposed, “flow by building type” approach currently under development by Infrastructure Services. As the City has not confirmed this new approach as it pertains to mixed-use buildings, the estimated sewage flows were calculated using the traditional Harmon formula approach with an estimated average daily flow of 230L/capita/day.

The equivalent residential population of the multi-use development areas was provided in the development statistics table. For the office and retail contributions, equivalent populations were generated using projected floor space ratios and a rate of one person per 23 m². The table below summarizes the results of this calculation.

Land Use	Parcel Area (Ha)	Residential Population	Retail/Office Equivalent Population	Harmon Peaking Factor		I&I (L/s)	Combined Peak Flow (L/s)
				Residential	Commercial		
Phase 1A - Mixed Use	1.21	174	679	4.17	3.90	0.21	8.28
Phase 1B - Mixed Use	1.25	200	533	4.15	3.96	0.21	8.32
Phase 1C - Mixed Use	0.79	84	264	4.26	4.10	0.13	8.50
Phase 2A - HD Res	1.72	602	40	3.93	4.33	0.29	8.56
Phase 2B - Med/HD Res	2.73	950	0	3.81	0.00	0.46	4.28
Phase 2C - Mixed Use	3.27	447	1325	4.00	3.72	0.56	8.27
Phase 3 - Med/HD Res	2.03	709	0	3.89	0.00	0.34	4.24
Phase 4 - Mixed Use	16.45	4487	1384	3.29	3.70	2.80	9.79
TOTAL FOR PROJECT AREA	29.44	7653	4226	31.51	23.72	5.00	60.23

*Constants used for Harmon equation: F=230 L/capita/day, K=86400 s/day, I&I=0.17L/s/ha. Equivalent population for commercial based on floor area estimates and 1 person/23m².

Figure 5.63 - Summary of project area water consumption

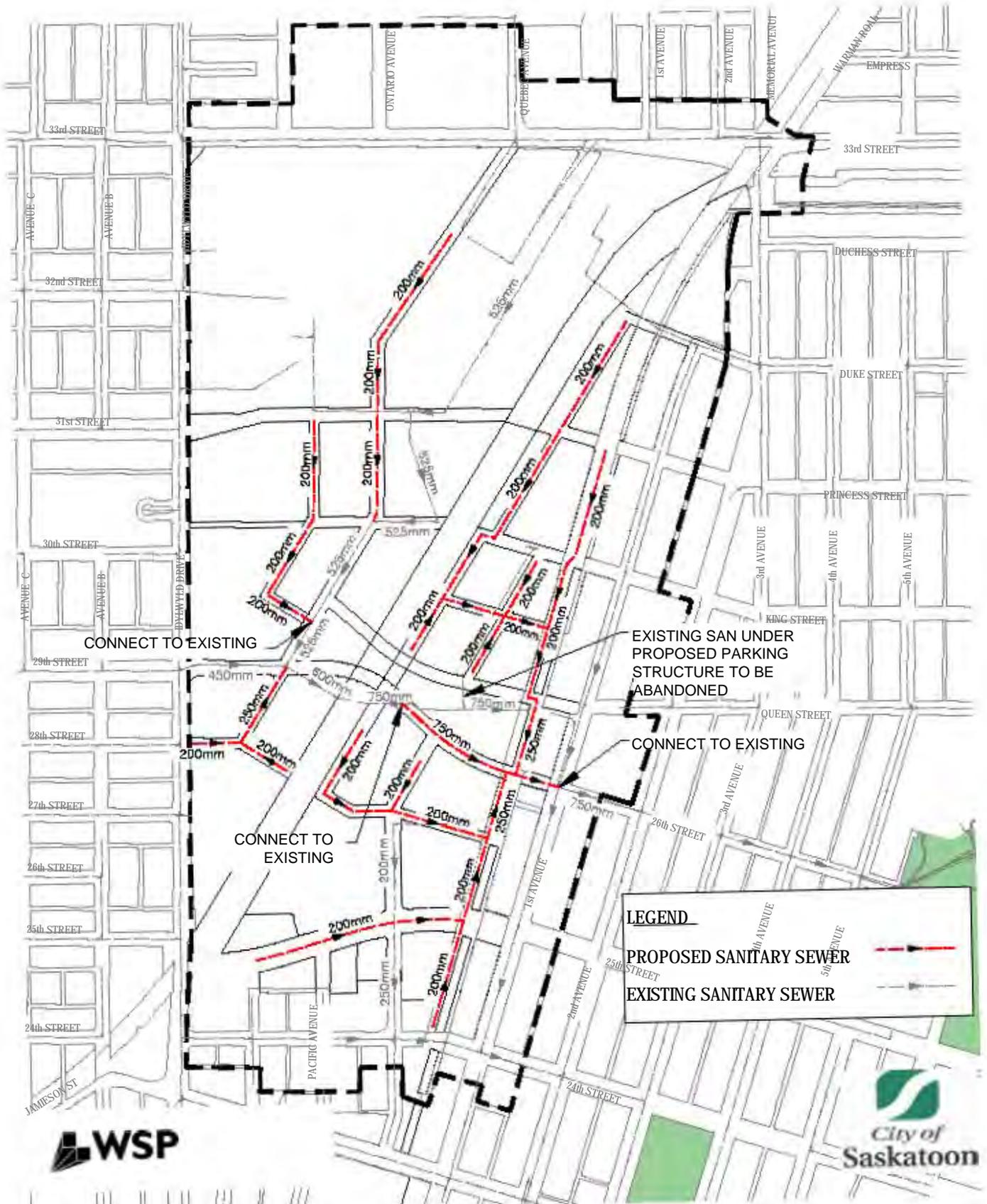


Figure 5.64 - Proposed waste water collection system

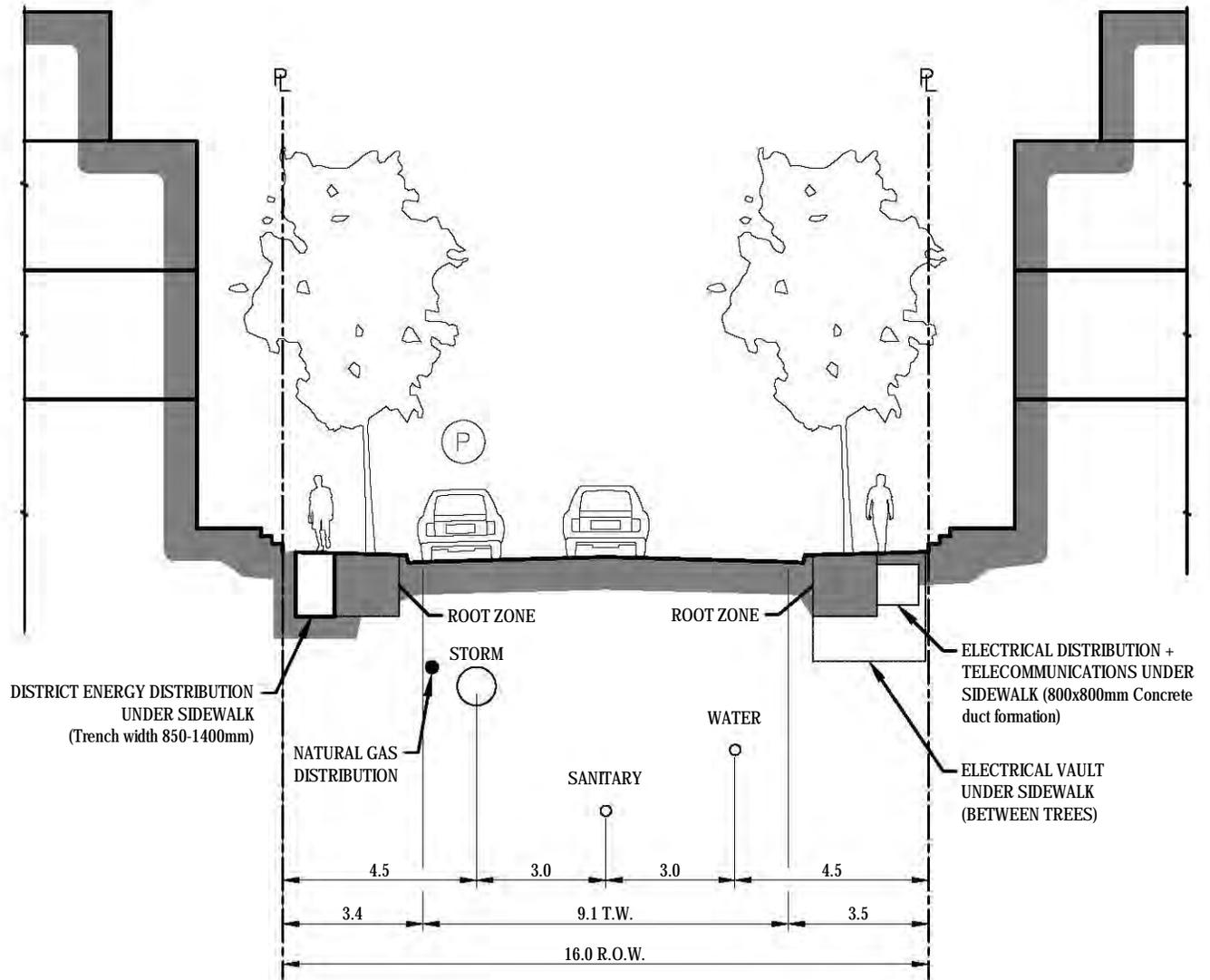
5.5.4 Electrical Considerations

Saskatoon Light & Power (SL&P) is undertaking a study of the Bulk Power System which includes all of the SL&P electrical transmission lines. The transmission line of particular interest regarding the North Downtown Master Plan is a proposal to extend a new transmission line between the North Central Electrical Substation (Princess Street and 1st Avenue) and the Avenue C Electrical Substation (Spadina Crescent and Avenue C). The study underway will be considering multiple options, provide planning level estimates and provide discussion regarding the other implications of the individual right of ways. More detailed analysis of these options will occur following the completion of this study and there will be further consultations. Given the Council vision to make Saskatoon's core area as viable and attractive as possible, including the North Downtown, only an underground transmission line should be considered.

Saskatoon Light & Power has begun an analysis of the two basic options to provide an electrical distribution system for the North Downtown area. One option is an under sidewalk vault concept which would include vaults located in larger buildings or structures. This is the preferred option from an urban design point-of-view which has been illustrated in the cross-section to the right.

The other concept would be to place pad-mount electrical utility equipment at grade level upon the property of a particular development. Saskatoon Light & Power is aware of the need to consider the aesthetics as well as the functionality of the distribution system. Individual developments will have to accept the specific electrical costs related to the specific development.

In addition, there are the offsite costs which must be apportioned reasonably to each development. This is complicated by the expectation that fully developing this area to the Master Plan occupation density could take a substantive period of time. At this time it is not possible to suggest which electrical distribution system concept will be recommended. In the future an electrical distribution system concept will be approved and it is expected to be applied throughout the area excepting servicing which has already occurred.



NOTE:

DEPTHS OF WATER/SEWER/STORM UTILITIES WILL VARY. MINIMUM DEPTH OF COVER BASED ON CONSTRUCTION DEVELOPMENT STANDARDS, AS FOLLOWS:

- STORM - 1.85m
- SANITARY - 2.90m
- WATER - 2.90m

Figure 5.65 - Preliminary location of underground services and utilities in the narrowest right-of-way proposed in the master plan (16.0 metres - Mews)

Development Statistics: Full Build-out

Residential Land Area: 31 ac

Mixed Use Land Area: 40 ac

Green Space: 11 ac

Public Utility: 2 ac

Total Number of Dwelling Units: 4,300

Population: 7,650



Comparison with New Greenfield Suburban

North Downtown

Residential Land Area: 31 ac

Total Units: 4300 units

Net Density: 51 upa

Population: 7650

Raw/Neighbourhood Density: 36 upa

Green Space: 9% of gross land area (11 ac)

Blairmore 2

Residential Land Area: 300 ac

Total Units: 4200 units

Net Density: 13 upa

Population: 9800

Raw/Neighbourhood Density: 8 upa

Green Space: 12% of gross land area (35 ac)

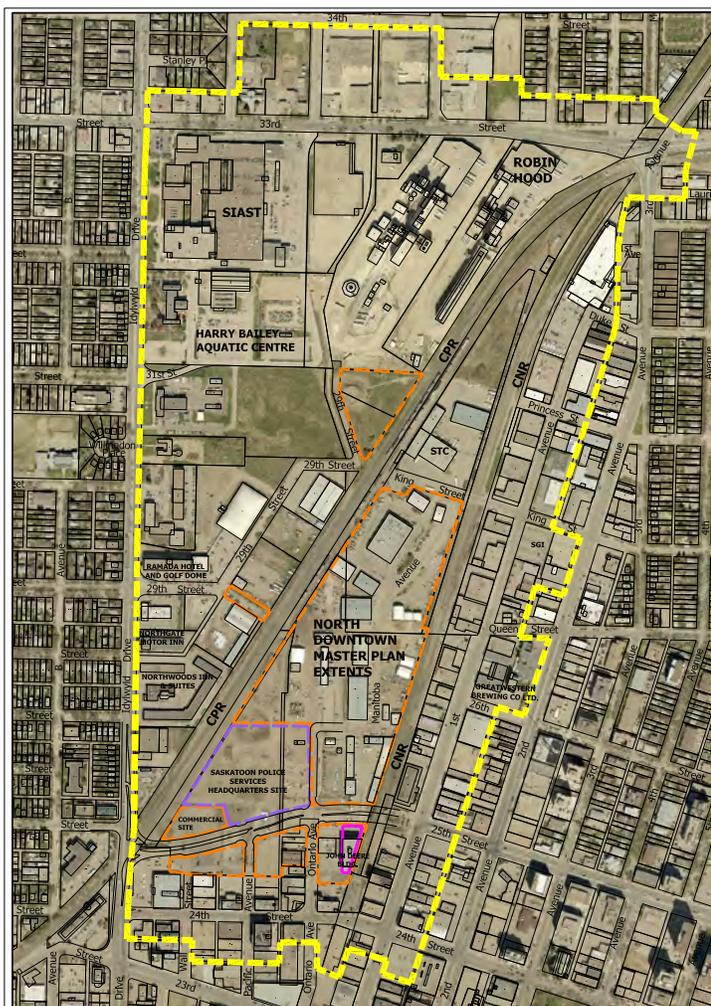
Current Population Estimate for the Central Industrial Area: 210

Preliminary Financial Analysis by Coriolis Consulting Corp. (excerpt)

1. Base Condition: Estimated Value of City-Owned Land under Existing Zoning

Exhibit 1: Estimated Value of City owned Land Under Existing Zoning

Industrial Lands	Estimated Land Area in Acres	Estimated Value Per Acre	Estimated Total Value
West of CPR - Industrial	3.0	\$400,000	\$1,200,000
North of 25th Street - Industrial	21.5	\$400,000	\$8,600,000
Total Value - Industrial	24.5	n/a	\$9,800,000
Less Demolition of Existing City Yards	n/a	n/a	\$500,000
Less Remediation	n/a	n/a	\$6,500,000
Net Value after Demolition and Remediation	n/a	n/a	\$2,800,000
RA1 Lands	Estimated Land Area in Acres	Estimated Value Per Acre	Estimated Total Value
North of 25th Street - RA-1	0.9	\$4,356,000	\$3,920,400
South of 25th Street - RA-1	3.6	\$4,356,000	\$15,681,600
Total South of 25th Street	4.5	n/a	\$19,602,000
Total Estimated Combined Value	Estimated Land Area in Acres	Estimated Value Per Acre	Estimated Total Value
Total Value of Industrial and RA1 Lands	29	n/a	\$22,402,000



Concepts Analyzed

This report summarizes the results of the analysis for two different concepts. The concepts share many similarities. However, a key difference between the two concepts is that one of the concepts includes the creation of a large park that spans the CP rail corridor which bisects the study area while the other does not. The inclusion of the larger park results in less developable land in this option. In addition (due to the different park locations), there are minor differences in road layouts between the two options.

2. Recommended Option: Bridge Park

1. Scenario 1 includes all of the estimated land development costs
2. Scenario 2, excludes specific land development costs which are not directly associated with developing the City's lands and could be viewed as items that benefit the surrounding property owners (as identified by the City). This includes the pedestrian and bicycle bridge that crosses the CP Rail corridor connecting 31st Street and Princess Avenue and the portion of the proposed greenway (including the associated land acquisition costs) that is located north of King Street (and is not adjacent to the City's property).

Exhibit 3: Summary of Financial Analysis for Option 2 - Bridge Park Concept

Summary of Land Development Revenues and Costs	Scenario 1: All Costs Included	Scenario 2: With Specific Costs Excluded
Gross Revenues Before Inflation	\$71,826,105	\$71,826,105
Inflation on Revenues	\$0	\$0
Commissions	\$0	\$0
Net Revenues	\$71,826,105	\$71,826,105
Land Acquisition	\$5,375,000	\$4,925,000
Land Development Costs	\$94,474,035	\$86,973,035
Soft Costs, Administration, Management, Taxes, Financing	\$19,157,522	\$17,814,827
Contingencies	\$10,835,583	\$9,295,283
Inflation on Costs	\$0	\$0
Total Costs	\$129,842,140	\$119,008,145
Revenues Less Costs	-\$58,016,035	-\$47,182,040



The "Bridge Park". This concept can be summarized as follows:

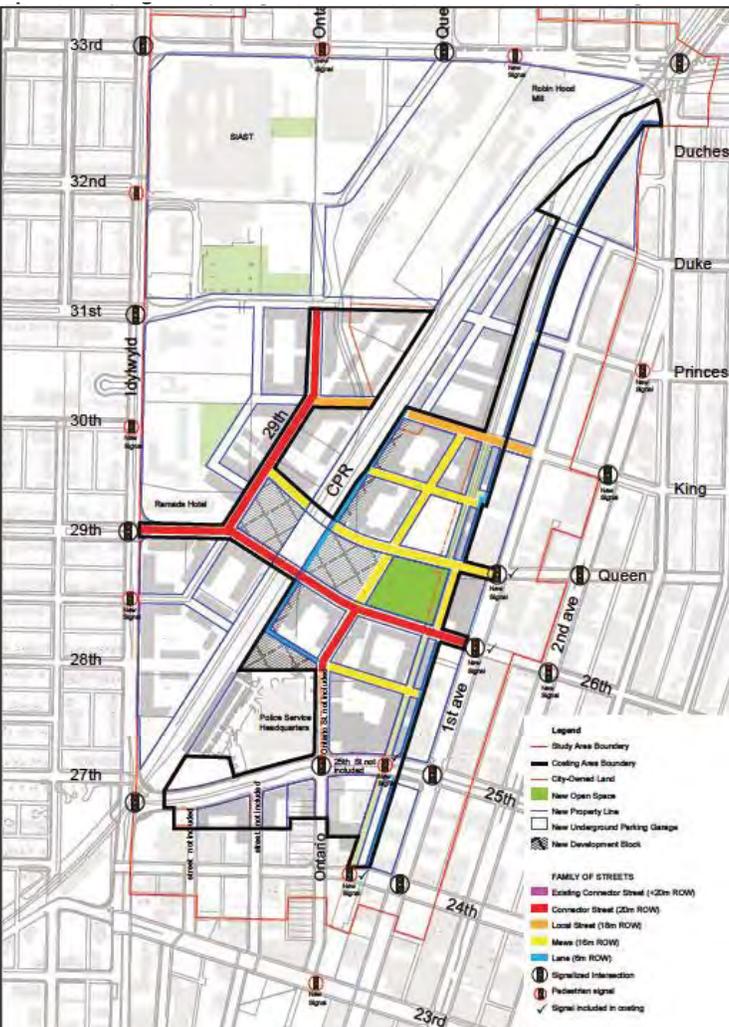
- The concept includes about 23.4 acres of developable land that is already owned by the City or assumed to be acquired as part of the land development process. This includes 7.3 acres identified for mixed-use development and about 16.1 acres identified for multifamily residential development.
- A large (about 5 acre) new elevated park (Bridge Park) spans the CP Rail corridor, connecting the existing and planned new neighbourhoods on each side of rail line.
- The concept includes twin bridges crossing the CP Rail corridor (forming part of Bridge Park), linking the east and west sides of the study area (and existing neighbourhoods).

3. Neighbourhood Park Concept

1. Scenario 1 includes all of the estimated land development costs
2. Scenario 2, excludes specific land development costs which are not directly associated with developing the City's lands and could be viewed as items that benefit the surrounding property owners (as identified by the City). This includes the pedestrian and bicycle bridge that crosses the CP Rail corridor connecting 31st Street and Princess Avenue and the portion of the proposed greenway (including the associated land acquisition costs) that is located north of King Street (and is not adjacent to the City's property).

Exhibit 2: Summary of Financial Analysis for Option 1 - Neighbourhood Park Concept

Summary of Land Development Revenues and Costs	Scenario 1: All Costs Included	Scenario 2: With Specific Costs Excluded
Gross Revenues Before Inflation	\$82,877,297	\$82,877,297
Inflation on Revenues	\$0	\$0
Commissions	\$0	\$0
Net Revenues	\$82,877,297	\$82,877,297
Land Acquisition	\$5,375,000	\$4,925,000
Land Development Costs	\$53,682,634	\$46,011,634
Soft Costs, Administration, Management, Taxes, Financing	\$13,324,604	\$11,948,759
Contingencies	\$9,185,138	\$7,593,838
Inflation on Costs	\$0	\$0
Total Costs	\$81,567,376	\$70,479,231
Revenues Less Costs	\$1,309,921	\$12,398,066



The "Neighbourhood Park". This option was evaluated as a lower cost alternative to the preferred concept that is the focus of the Master Plan report. It can be summarized as follows:

- The concept includes about 27.3 acres of developable land that is already owned by the City or assumed to be acquired as part of the land development process. This includes 7.3 acres identified for mixed-use development and about 20.0 acres identified for multifamily residential development.
- A new 2 acre neighbourhood park is located near the centre of the City's lands (between 26th Street and Queen Street) adjacent to a new north-south greenway (on the former CN rail spur).
- The concept includes a new bridge that crosses the CP Rail corridor, linking the east and west sides of the study area (and existing neighbourhoods).

3.4 Themes Common to All Groups

3.4.1 Connectivity: Connect Parts of the City Historically and Currently Divided

Connectivity was the strongest theme in all three phases. What had previously seemed an impossible dream—‘deal with the vast and gaping hole in the middle of the city by connecting the City from north to south, east to west’ emerged as a powerful unifying vision for the citizens of Saskatoon. People were excited by the potential of a Master Plan that could open up connections to the entire city that were previously unimaginable. Many stories were told of dodging the trains, or cycling convoluted routes to go what should be a very direct route. Opening access to the river with bike paths, walking trails and roadways was applauded and seen as essential for the area. Opportunities to plan and build strong and respectful linkages with the surrounding communities was a common message. It was the thrill of connectivity that led citizens to suggest a hybrid of the two proposed plans. Citizens wanted both the land bridge AND the greenway along the rail spur; incorporating both of these options ensures connection north and south, and east and west. The ability to connect with the downtown core was especially applauded at the June event when the Downtown Plan was being introduced at the same time.

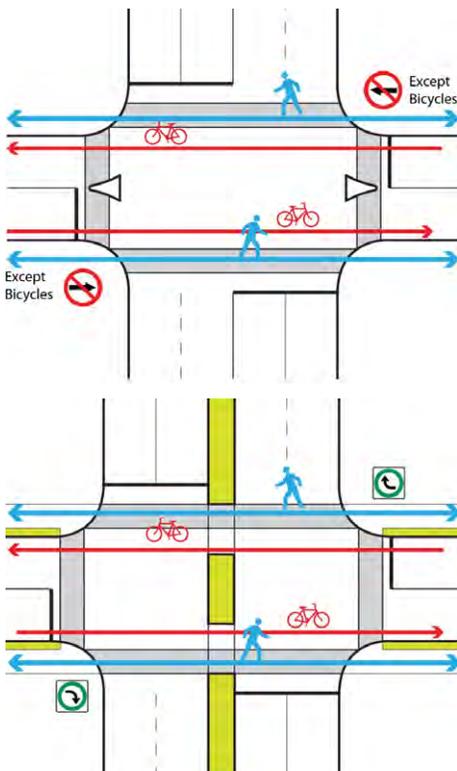


Figure 3.18 - Connecting streets strategies

3.4.2 Transportation

Closely linked to Connectivity was Transportation. Participants want linkages and transportation to include a variety of means, including foot traffic, cycling, LRT, transit, and other alternatives to automobiles. During the third round of consultations, people acknowledged that by the time the plan is implemented and developed, transportation modalities may look quite different than they do today. A common theme among participants focused on how public transportation would move people to and around the parks. While people championed the need for connectivity, there were also those who gave a thumbs down to any consideration of a road across the land bridge, preferring that it be left as one continuous park with pedestrian and cycling access only. Traffic on either side of the land bridge was seen as disruptive by some but endorsed by the majority. Beyond that, participants stressed that traffic flow around the parks and immediate communities would have to be carefully planned and developed, and were particularly concerned with Idylwyld traffic.

3.4.3 Green space and Trail System

Connectivity was very closely followed by park space, sports fields, treed trails, ponds and water features. The ability to connect with agricultural roots through local food production and community gardens was emphasized by all groups.

There was strong support for having green spaces and parks, especially near the downtown core. Participants encouraged expanding the idea of what the parks could be and what activities they could support (public gardens, sports, festivals, etc.). Many participants wanted recreational activities, such as running, cycling, and snowshoeing to be incorporated with the development of the parks. People suggested a skating loop around the land bridge park and alongside the rail spur pathway. Creating a vista and contemplative spaces within the parks, particularly the land bridge was encouraged.

Participants also wanted more green space and community gardens incorporated into the warehouse district; a small number gave a thumbs down to everyone being within 5 minutes access to green space “That’s too far. It should be less”, thus reinforcing the passion that participants have for the green space outlined in the plan. The idea for a fenced off leash area for dog walkers was applauded. “Fenced=Perfect! Thank you!”

3.4.4 Winter City

During the first two consultations, participants were adamant that the reality of a Saskatoon prairie winter be a serious consideration when developing the plan. Respondents noted that there are unique needs and challenges that come with being located in a northern climate faced with prolonged winters. Based on this feedback, the needs and challenges were more fully incorporated into the plan to reflect the reality of winter. Road, path and parking lot snow clearing considerations, climate oriented design, boulevards for snow storage, and winter specific infrastructure were presented in the final presentation. Warming huts along pedestrian and transit routes were encouraged.

This was met with resounding support, with participants citing the acknowledgement of winter as a critical factor as one of their favorite parts of the plan.

“F.L. Olmstead used a vista/path tactic in Central Park to allow the visitor to ‘see’ where they were or are going along the path. One bridge could easily see the other, offering the same type of experience”

“The land bridge is a fabulous idea but once you put cars on it, it singularly limits its function as pure bridge”



Figure 3.19 - The inclusion of areas for warming during winter months was an important concern

3.4.5 Parking

While people acknowledge that this project will become a reality in years to come, they tend to offer feedback through a present day lens. Participants call for parking propels present day transportation modalities—the car—into the future. While it is anticipated that cycling, pedestrian and transit will increase in Saskatoon over the next few years, participants cautioned the project team not to forget that Saskatoon is a car-oriented city. This orientation, coupled with the North Downtown becoming a destination demands that the site have parking for both residents and visitors. Participants emphasized the importance of the North Downtown as a gathering place, and suggested that there would have to be the parking capacity to enable the community to come together. Underground parking associated with the land bridge was seen as an innovative solution to the parking dilemma. One participant, who did view things in a futuristic light suggested that the team “take inspiration from the end scene of Mission Impossible Ghost Protocol and consider automated parking garage buildings which place parking upward vs. outward.” (The garage was built at the Canadian Motion Picture Park in Vancouver. (jerrygarret.wordpress.com/2011/12/22/where-was-that-parking-garage-in-mission-impossible-iv/))

3.4.6 Planning for an Attractive Sustainable Site

Participants were clear that the planning process is crucial to proper execution and development. They applauded the fact that they were being involved and consulted to provide their input. People were clear that planning should be proactive and forward thinking, always bearing in mind the future uses and needs of the community. There was strong support for mixed use planning, as well as high density planning. Participants saw this plan as an exciting opportunity to create a strong identity for the community.

3.4.7 Development and Architectural Guidelines

Participants were emphatic that the City demand high development and architectural guidelines for the North Downtown Development. Some participant's emphasized 'control' would be a stronger demand than 'guidelines'. People want to see "creative and beautiful architecture in housing, store fronts, play structures—everything. Everything needs to be approached with an eye to creating a pleasing aesthetic." There was a strong sentiment that Saskatoon has "just settled for whatever the developer wants to do" and "let's force policies and bylaws to avoid horrible buildings like the new Holiday Inn."

3.4.8 Mid to High Density

People expressed that "unless the development can reach a high enough residential threshold the project will not be successful." The proposal for a mid to high density development was also acknowledged by the participants as being "important if we want to keep our young people here, and attract young a savvy people to make a life in Saskatoon." This meant that a percentage of the properties needed to include attractive price points, and have range of options from townhouses to apartments. "Take advantage of sky space and build-up! If we want to be a big city we HAVE to build up." People also welcomed placing many properties on street level to encourage 'eyes on the street'.

3.4.9 Amenities

A local grocery store was frequently mentioned as the key to success in the North Downtown. Amenities and gathering spots such as coffee shops, bistros, shops and galleries were encouraged. Saskatoon's Broadway district was used as an example of a unique area that celebrated the local Saskatoon culture and created a vibrant community.

3.4.10 Let's Get Building

Participants were enthused by the North Downtown Master Plan and eager for it to be built sooner, rather than later. Many expressed that the "time is now. We should be fast-tracking this while the province is booming!"