



**PUBLIC AGENDA
MUNICIPAL PLANNING COMMISSION**

**Tuesday, May 30, 2017, 12:00 p.m.
Committee Room E, Ground Floor, City Hall
Members:**

- Ms. J. Braden, Chair (Public)**
- Dr. C. Christensen, Vice-Chair (Public)**
- Councillor M. Loewen**
- Mr. N. Anwar (Public)**
- Ms. D. Bentley (Public)**
- Mr. S. Betker (Public)**
- Ms. D. Fracchia (Public)**
- Mr. J. Jackson (Public)**
- Mr. S. Laba (Saskatoon Public Schools)**
- Mr. J. McAuliffe (Saskatoon Greater Catholic Schools)**
- Mr. R. Mowat (Public)**
- Ms. S. Smith (Public)**
- Mr. G. White (Public)**

Pages

1. CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

That the agenda be approved as presented.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

Recommendation

That the minutes of Regular Meeting of the Municipal Planning Commission held on April 25, 2017 be adopted.

5. UNFINISHED BUSINESS

6. COMMUNICATIONS

6.1 Planning + Design - Spring/Summer 2017 Edition [File No. CK 175-16]

A copy of the above-noted publication will be distributed at the meeting.

Recommendation

That the information be received.

7. REPORTS FROM ADMINISTRATION

7.1 Proposed Concept Plan for Brighton Village Official Community Plan Amendment and Proposed Zoning Bylaw Amendment: Direct Control District 8 [File No. CK 4351-017-005, x4110-46 and PL 4350-Z25/16] 4 - 58

Recommendation

That the Municipal Planning Commission recommend to City Council at the time of the public hearing:

1. That the proposed Concept Plan for Brighton Village be approved;
2. That the Official Community Plan Bylaw No. 8769 be amended to add the proposed Direct Control District 8;
3. That Zoning Bylaw No. 8770 be amended to add the proposed Direct Control District 8;
4. That the proposed amendment to Official Community Plan Bylaw No. 8769 Land Use Map, to redesignate land from “Residential” to “Direct Control District,” as outlined in the May 30, 2017 report of the General Manager, Community Services Department, be approved; and
5. That the proposed amendment to Zoning Bylaw No. 8770 to rezone land from RM3 - Medium Density Multiple-Unit Dwelling District and B1B(H) - Neighbourhood Commercial - Mixed Use District with the Holding Symbol “H” to DCD8 - Direct Control District 8, as outlined in the May 1, 2017 report of the General Manager, Community Services Department, be approved.

7.2 Proposed Rezoning - From FUD to RMTN1, RM3 and B4MX - Aspen Ridge Neighbourhood [File No. CK 4351-017-004 and PL 4350-Z1/17] 59 - 63

Recommendation

That the Municipal Planning Commission recommend to City Council at the time of the public hearing that the proposed amendment to Zoning Bylaw No. 8770 to rezone land in the Aspen Ridge neighbourhood, as outlined in the May 30, 2017 report of the General Manager Community Services Department, be approved.

7.3 Growth Plan to Half a Million - Corridor Planning Program [File No. CK 4350-66, x4110-2 and PL 4110-78-1] 64 - 93

Recommendation

That the Municipal Planning Commission recommend to City Council at the time of the public hearing that the proposed amendments to Official Community Plan Bylaw No. 8769 to add a new Corridor Planning Program policy framework, as outlined in the May 30, 2017 report of the General Manager, Community Services Department, be approved.

7.4 Meadowgreen Local Area Plan [File No. CK 4000-18 and PL 4110-76] 94 - 255

Recommendation

That the May 30, 2017 report of the General Manager, Community Services Department be received as information.

7.5 Assessment and Taxation Presentation

The Administration will provide a presentation.

Recommendation

That the information be received.

8. REPORTS FROM COMMISSION

8.1 Update on the Items Previously Considered by the Commission and Considered by City Council at its meeting on May 23, 2017 [File No. CK. 175-16] 256 - 256

Recommendation

That the information be received.

8.2 Bus Tour Planning

The Municipal Planning Commission at its meeting on February 28, 2017 made the following resolution:

"That the Commission revisit the bus tour planning in May 2017."

The Commission is requested to plan the 2017 bus tour.

Recommendation

1. That the date be selected by the Committee;
2. That the bus be booked by the Committee Assistant; and
3. That the route be planned with the assistance of the Administration.

9. ADJOURNMENT

Proposed Concept Plan for Brighton Village Official Community Plan Amendment and Proposed Zoning Bylaw Amendment: Direct Control District 8

Recommendation

That a report be forwarded to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendations:

1. That the proposed Concept Plan for Brighton Village be approved,
2. That City Council consider the Administration's recommendation that the Official Community Plan Bylaw No. 8769 be amended to add the proposed Direct Control District 8;
3. That Zoning Bylaw No. 8770 be amended to add the proposed Direct Control District 8;
4. That the proposed amendment to Official Community Plan Bylaw No. 8769 Land Use Map, to redesignate land from "Residential" to "Direct Control District," as outlined in this report, be approved; and
5. That the proposed amendment to Zoning Bylaw No. 8770 to rezone land from RM3 - Medium Density Multiple-Unit Dwelling District and B1B(H) - Neighbourhood Commercial - Mixed Use District with the Holding Symbol "H" to DCD8 - Direct Control District 8, as outlined in this report, be approved.

Topic and Purpose

The purpose of this report is to consider an application that was submitted by Dream Development to consider a Concept Plan for Brighton Village, a neighbourhood mixed use development as outlined in the Brighton Neighbourhood Concept Plan and amend the Official Community Plan Bylaw No. 8769 and Zoning Bylaw No. 8770 to provide for development of Brighton Village under a Direct Control District. Direct Control District 8 has been drafted to accommodate this proposed development.

Report Highlights

1. The Brighton Neighbourhood Concept Plan (Concept Plan) (see Attachment 1), was approved by City Council during its May 20, 2014 meeting. The overall Concept Plan envisioned a village centre, which would be a mixed-use development that would provide for the daily goods and services of the residents, as well as an incorporated residential component to provide a supporting population to create a vibrant place to live.
2. To meet the objectives of Brighton Village, a new Direct Control District is proposed to implement the cohesive, multi-use development as identified in the Concept Plan.

Proposed Concept Plan for Brighton Village Official Community Plan Amendment and Proposed Zoning Bylaw Amendment: Direct Control District 8

3. The proposed Official Community Plan Bylaw No. 8769 amendment will add Direct Control District 8 and re-designate the lands from “Residential” to “Direct Control District” (see Attachment 2).
4. The proposed Zoning Bylaw No. 8770 amendment to change the subject land’s zoning designation from RM3 District and B1B(H) District to Direct Control District 8 is consistent with the Concept Plan (see Attachment 2).

Strategic Goal

This zoning amendment supports the Strategic Goal of Sustainable Growth. Brighton was designed as a “complete community” neighbourhood that features employment opportunities, main streets, suburban centres, greater connectivity, and accommodates a variety of land uses and housing styles.

Background

During its May 20, 2014 meeting, City Council approved the detailed Brighton Neighbourhood Concept Plan, which provided a plan for a village centre that would incorporate a variety of uses in order to function as the heart of the neighbourhood. The village centre is to provide for the daily goods and services of this neighbourhood’s residents, as well as for those residents in the future neighbourhood to the east.

Report

Proposed Brighton Village Concept Plan

The proposed Brighton Village Concept Plan, outlined in Attachment 3, is a multi-use development bounded by McOrmond Drive to the east and Brighton Circle to the west. The development is comprised of two large blocks separated by Brighton Common.

The Concept Plan includes new housing that will provide 200 to 300 dwelling units, more than 3,500 square metres of retail space, more than 10,000 square metres of office space, as well as:

- a) convenient access to transit, neighbourhood amenities, and services;
- b) design that is sensitive to the scale of the neighbourhood;
- c) provision of space for public gatherings and activities;
- d) pedestrian-oriented development;
- e) appropriate parking, including below grade parking structures; and
- f) a diverse mix of land uses.

Key design principles of the Brighton Village Concept Plan include:

- A. **Creation of a Neighbourhood Gateway**
The development will be a vibrant, multi-use destination for the neighbourhood that will provide a strong sense of arrival. The street leading into the area is curvilinear in design, will be tree-lined, and will contain a central, park-like space which will accommodate key water features and a neighbourhood entrance sign.

Proposed Concept Plan for Brighton Village Official Community Plan Amendment and Proposed Zoning Bylaw Amendment: Direct Control District 8

The area will provide residents with accessible employment, housing, commercial amenities, and public space for community events. The design calls for the creation of a precinct of streets and blocks that are dense, diverse, compact, and walkable.

B. Creation of a Primary Office Building and Plaza

A primary office building is incorporated as part of Brighton Village. This office building is 5,574 square metres (60,000 square feet) in size and will include an adjacent community plaza which may be used for retail, recreation, and community uses. The proposed plaza will incorporate seasonal recreation activities for nearby residents, such as a winter skating rink and a summer water feature. The plaza is expected to function as a community gathering space and focal point for visitors.

C. Creation of a Community Destination

A series of mixed-use buildings are proposed to form a walkable crescent that creates a sense of enclosure for the two gateway development blocks. Brighton Village will be developed with innovative designs for pedestrian crosswalks, parking lots, and public space.

The development provides for a variety of land uses, including multi-unit, residential development that is vertically integrated and will support a wide range of neighbourhood commercial amenities within the area. A mix of neighbourhood retail, restaurants, personal services, and other uses will serve the adjacent residents. Proposed tree plantings and generous sidewalk dimensions will create an attractive, walkable street frontage.

D. Cohesive Design

Dream Development is proposing to incorporate sustainable building design and contemporary architecture to ensure compatibility between individual buildings and the adjacent residential neighbourhood.

Proposed Direct Control District 8

Section 63 of the *Planning and Development Act, 2007*, states that a property may be designated and zoned as a Direct Control District if the municipality has an approved official community plan containing guidelines respecting the development of areas designated, and if City Council considers it desirable to exercise particular control over the use and development of land or buildings within that area.

The implementation of a Direct Control District for the area is appropriate given the unique context of the area, the proposed development forms, and the variety of potential uses.

Proposed Concept Plan for Brighton Village Official Community Plan Amendment and Proposed Zoning Bylaw Amendment: Direct Control District 8

Official Community Plan Amendment

Section 18.2 of the Official Community Plan Bylaw No. 8769 would be amended to add the purpose of the Direct Control District 8. The provisions of Direct Control District 8 are outlined below:

The purpose of the Direct Control District 8 (DCD8) is to create a mixed-use village centre in the Brighton neighbourhood. The primary focus of the Village Centre is to provide a wide variety of residential and commercial uses that will serve the needs of the neighbourhood. The development of the Village Centre will serve as a gateway into Brighton and include features to increase pedestrian use and comfort, human-scale buildings, architectural integrity, high quality materials, and demonstrated environmental sustainability.

An amendment to the Official Community Plan – Land Use Map is also required to redesignate the subject land from “Residential” to “Direct Control District” in order to accommodate the proposed rezoning (see Attachment 2).

Zoning Bylaw Amendment

The Zoning Bylaw No. 8770 would be amended to add the new Direct Control District 8 (see Attachment 4), and to change the zoning designation of Brighton Village sites from RM3 and B1B(H) Zoning Districts to Direct Control District 8 (see Attachment 2).

The proposed Direct Control District 8 would establish regulations that will facilitate a mixed use village, providing a wide variety of residential and commercial uses that will serve the needs of the neighbourhood (see Attachment 4). The key regulations of the Direct Control District 8 are as follows:

- A. Permitted Uses
Provide for a variety of uses within different zones of the development, including institutional, recreational, cultural, commercial/retail, office, and residential development. Each zone will outline development standards to guide different forms of development.
- B. Building Form and Massing
Building height and setback restrictions will ensure that impacts on adjacent residential properties are minimized while accommodating higher density development.

The regulations will provide for the highest density development to be located closest to McOrmond Drive. A minimum building setback of 4.5 metres will be required along McOrmond Drive and three metres for all other yards abutting a street.

Proposed Concept Plan for Brighton Village Official Community Plan Amendment and Proposed Zoning Bylaw Amendment: Direct Control District 8

C. Landscaping and Signage

Consistent landscaping treatments will unify the development sites, screen utilities and outdoor storage, buffer or separate different uses, and beautify open space. Provisions for signage on the site prohibit the use of portable signs, billboards, superboards, or electronic message centres, including mobile message centres.

D. Parking

The following parking requirements will apply:

- i) multi-unit residential market housing: 1.5 spaces per dwelling unit, and one space per dwelling unit for units with a floor area up to 56 m²;
- ii) commercial and offices uses: one space per 50 m² of gross floor area; and
- iii) cultural and recreational facilities: an appropriate number of spaces as verified by a report from a qualified engineer.

Regulations will require that 55% of all off-street parking must be underground, enclosed, covered or within permitted buildings.

Reduced parking requirements may be considered where a parking study has been prepared by a qualified engineer indicating that a lesser rate may be appropriate.

E. Bicycle Parking

Bicycle parking requirements are established to ensure that bicycle parking is available to residents and employees.

F. Approval Process

Section 15(2) of the *Planning and Development Act, 2007* provides City Council with the authority to delegate to the Development Officer the responsibility to exercise or carry out any or all of the powers and duties conferred or imposed on City Council regarding approval of plans and drawings in a direct control district.

Subject to City Council approving the Concept Plan for Brighton Village, the Administration recommends delegating approval of plans and drawings for any development in the DCD8 to the Development Officer. Should City Council delegate approval, any plans or drawings approved by the Development Officer would have to be consistent with the approved Concept Plan for Brighton Village and the regulations contained within the Zoning Bylaw.

As noted, a rezoning from RM3 – Medium Density Multiple-Unit Dwelling District and B1B(H) - Neighbourhood Commercial – Mixed-Use District with the Holding Symbol “H” to DCD8 – Direct Control District 8, is proposed. The RM3 and the B1B(H) zoning designations were applied to facilitate subdivision of the sites for future development.

Proposed Concept Plan for Brighton Village Official Community Plan Amendment and Proposed Zoning Bylaw Amendment: Direct Control District 8

Rezoning the sites to Direct Control District 8 will provide for site servicing and development of the sites.

Comments from Other Divisions

No concerns were received through the administrative referral process that would prevent the proposed amendments from proceeding to the public hearing (see Attachment 6).

Options to the Recommendation

City Council could choose to deny the proposed Concept Plan and amendments; however, such a decision would maintain the current land use and zoning designations.

Public and/or Stakeholder Involvement

This phase of Brighton is in the early stages of development and there is no established resident population or alternate land owners in the immediate area to consult. Further, this proposal is consistent with the approved Concept Plan, for which there was extensive public and stakeholder consultation.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice, pursuant to Public Notice Policy No. C01-021 is required. A notice will be placed in the Saskatoon StarPhoenix two weeks prior to the public hearing date at City Council.

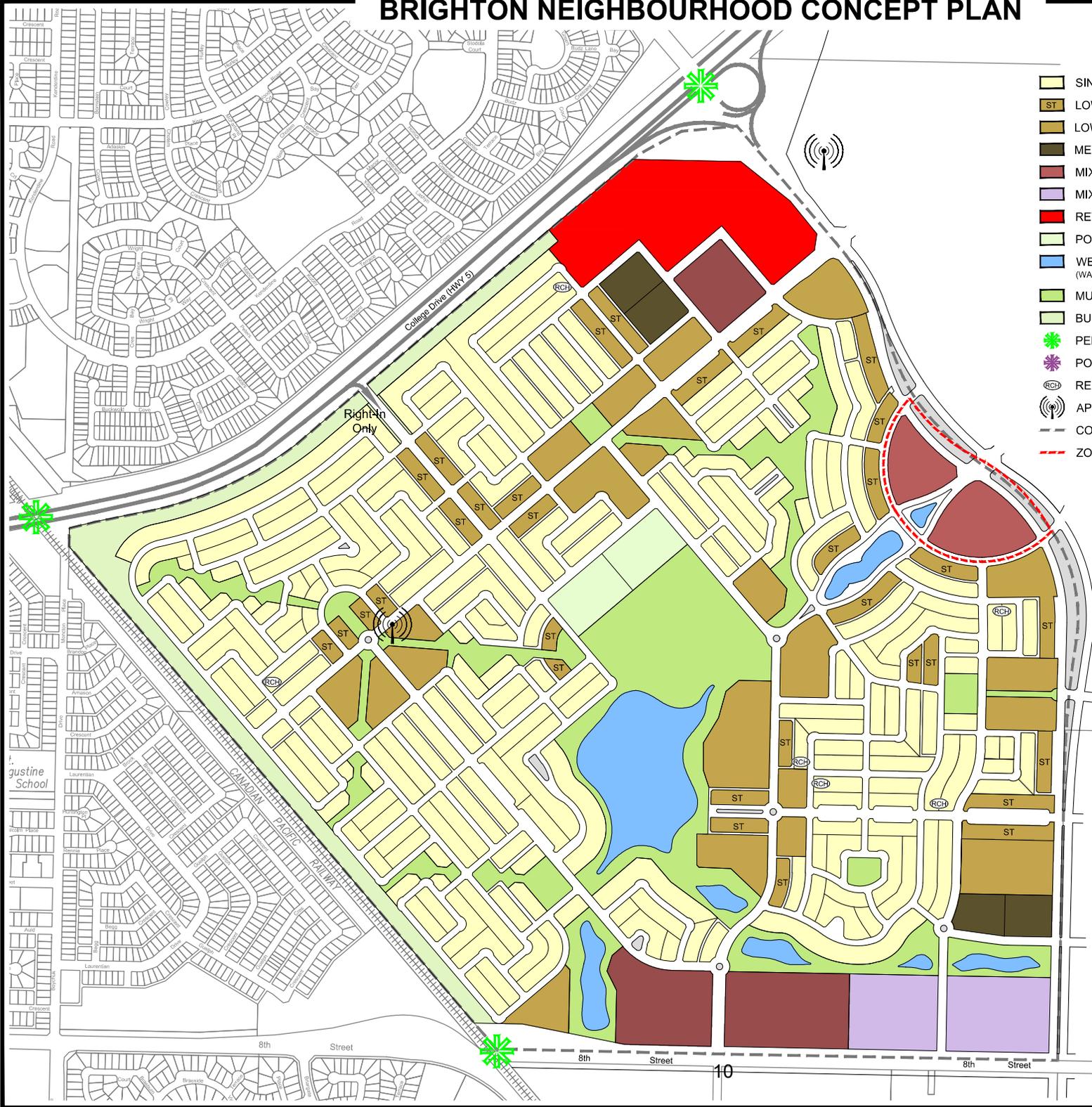
Attachments

1. Brighton Neighborhood Concept Plan Map
2. Location Maps
3. Brighton Village Concept Design
4. Direct Control District 8
5. Comments from Other Divisions

Report Approval

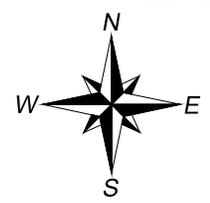
Written by: Jason Sick, Planner, Planning and Development
Reviewed by: Lesley Anderson, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2017/PD – Proposed Official Community Plan Amendment and Proposed Zoning Bylaw Amendment: Direct Control District 8/gs



- SINGLE UNIT/SEMI UNIT DETACHED DWELLINGS
- LOW DENSITY STREET TOWNHOUSING MULTI-UNIT DWELLINGS
- LOW DENSITY GROUP TOWNHOUSING MULTI-UNIT DWELLINGS
- MEDIUM DENSITY MULTI UNIT DWELLINGS
- MIXED USE 1 - RESIDENTIAL/RETAIL/INSTITUTIONAL
- MIXED USE 2 - OFFICE/RETAIL
- RETAIL
- POTENTIAL SCHOOL SITE
- WETLAND COMPLEX (WATER LEVEL VARIES)
- MUNICIPAL RESERVE
- BUFFER STRIP
- PEDESTRIAN LINKAGE
- POSSIBLE ACCESS (UNDER REVIEW)
- RESIDENTIAL CARE HOME
- APPROXIMATE CELL TOWER LOCATION
- CONCEPT PLAN BOUNDARY
- ZONING AMENDMENT AREA

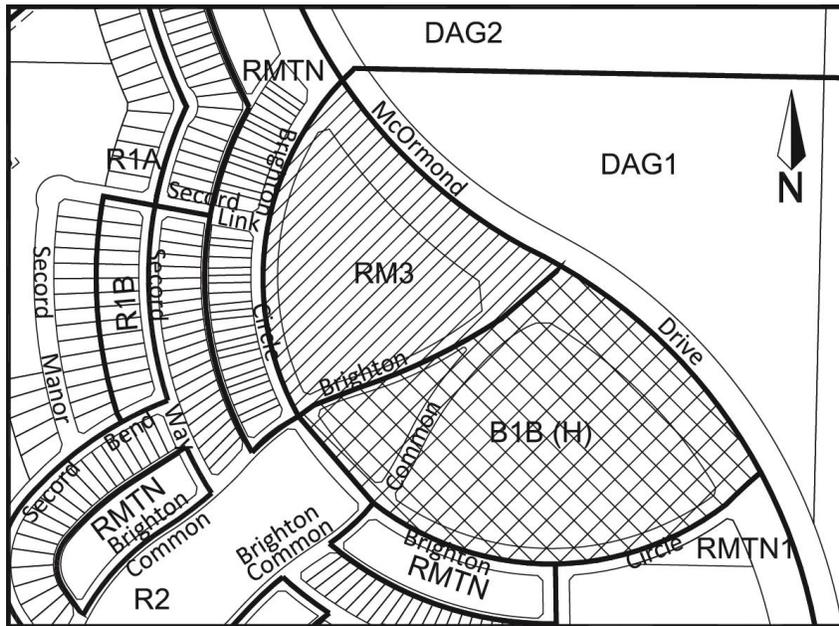
**ORIGINAL BRIGHTON
CONCEPT PLAN
APPROVED MAY 20, 2014**



NOTE: The information contained on this map is for reference only and should not be used for legal purposes. All proposed line work is subject to change. This map may not be reproduced without the expressed written consent of the Regional Planning, Mapping & Research Section.

DRAWING NOT TO BE SCALED
May 4, 2017

Location Maps



PROPOSED ZONING AMENDMENT

-  From RM3 to DCD
-  From B1B(H) to DCD

File No. RZ25-2016



**PROPOSED OFFICIAL COMMUNITY PLAN AMENDMENT
LAND USE MAP**

-  From Residential to Direct Control District

File No. OCP24-2016

BRIGHTON VILLAGE CONCEPT DESIGN

8 DECEMBER 2016



KPMB

Brighton Village Design Principles

1. Create an Identifiable Place
2. Create a Gateway
3. Create a Sustainable Design Exemplar for the Dream Office Building
4. Reinforce a Vibrant Brighton Crescent with Destination and Neighbourhood Retail
5. Maximize the Experience of the Brighton Entrance Driveway and Sequence
6. Create a Visible Sign
7. Develop a Coherent Language of Design
8. Incorporate Innovative Community Programming
9. Enhance the Pedestrian Experience

Brighton Village Design Principles

1. Create an Identifiable Place

Located in the rapidly growing Brighton neighbourhood, Brighton Village will be a vibrant destination for living, working, and community events.

The urban design vision calls for the creation of a precinct of streets and blocks that create an exemplary model for urbanization that is dense, diverse, compact, and walkable.

The design of the village and the individual buildings will incorporate sustainable design strategies that will be energy efficient, and fully integrated at multiple scales.

The village will create a gateway to the larger subdivision while establishing a distinct sense of identity and a strong sense of arrival.

The vision reinforces the design of the public realm. Including two crescent streets, as well as two minor radial streets that create a set of six development parcels.

2. Create a Gateway

The two gateway sites accommodate two contemporary buildings that are shaped to respond to the curvilinear geometries of the surrounding streets.

Individually, and together, these two buildings will be visually prominent and act as a landmark.

3. Create a Sustainable Design Exemplar for the Dream Office Building

The larger building accommodates 60,000 sf. for the Dream offices, presentation and community information centres. The tilted and curving ends of the building create a dynamic form lifted above a high, open ground floor.

The sustainable building design creates a supportive and healthy workplace in a light-filled, loft environment. One level of underground parking is proposed in combination with surface parking to accommodate staff, clients, and visitors.

The Dream building will have a civic presence complemented by a free-standing pavilion which can be used for retail, recreational and community uses. A small community plaza is proposed with a skating rink and summer water feature to provide seasonal activity for residents, especially families with children. It is anticipated that this public amenity will function as a gathering place and focal point for visitors.

The parking lot is laid out to reinforce the curving streetscape, and enhanced by high quality paving and trees. The lot can be cleared for community-based activities like a farmer's market.

4. Reinforce a Vibrant Brighton Crescent with Destination and Neighbourhood Retail

A series of mixed use buildings are proposed to form a walkable crescent that creates a sense of enclosure for the two gateway development blocks. The tree planting on the crescent will be incorporated with generous sidewalk dimensions and strong retail frontages at the base of the buildings to create identifiable attractors that address the street.

Parking is screened behind these retail and restaurant frontages in surface parking lots that are located in the centre of the development blocks.

Multi-unit residential development is vertically integrated with some of the retail components to create a mixed-use environment.

5. Maximize the Experience of the Brighton Entrance Driveway and Sequence

The grand entrance driveway into Brighton Village and Neighborhood is curvilinear and elegant in plan. The tree lined drive will reinforce the geometry and define the central park-like space which will accommodate key water features that serve the neighbourhood.

6. Create a Visible Sign

A low sign is proposed to mark the axis and entrance to Brighton. The sign should be illuminated at night.

7. Develop a Coherent Language of Design

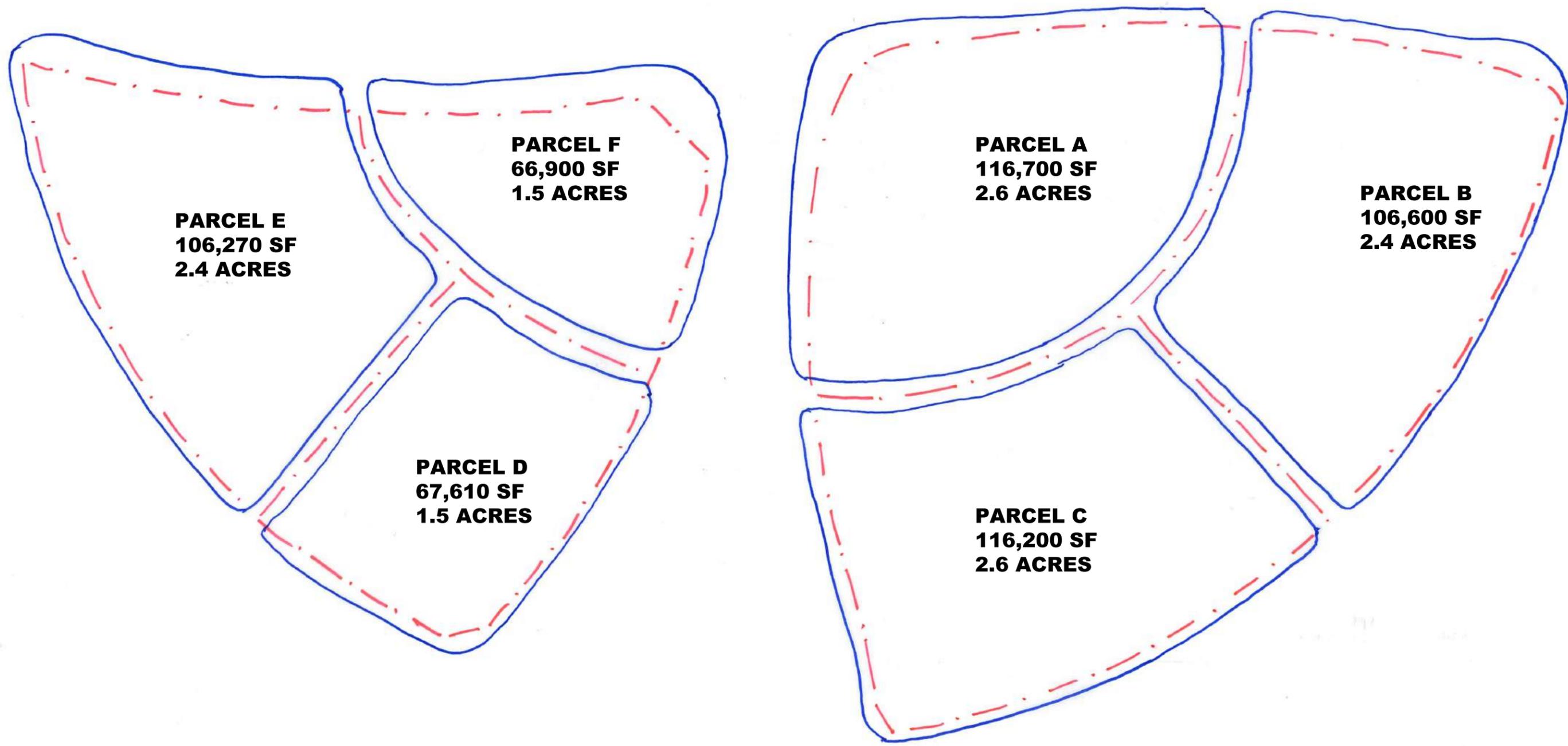
The plan calls for the modulation of scale and character of contemporary urban buildings serving a range of uses. The material palette will include masonry, wood, zinc, and glass. The rhythms, scale and proportion of the individual buildings will be developed to ensure that there is compatibility between individual buildings and a coherent language for Brighton Village.

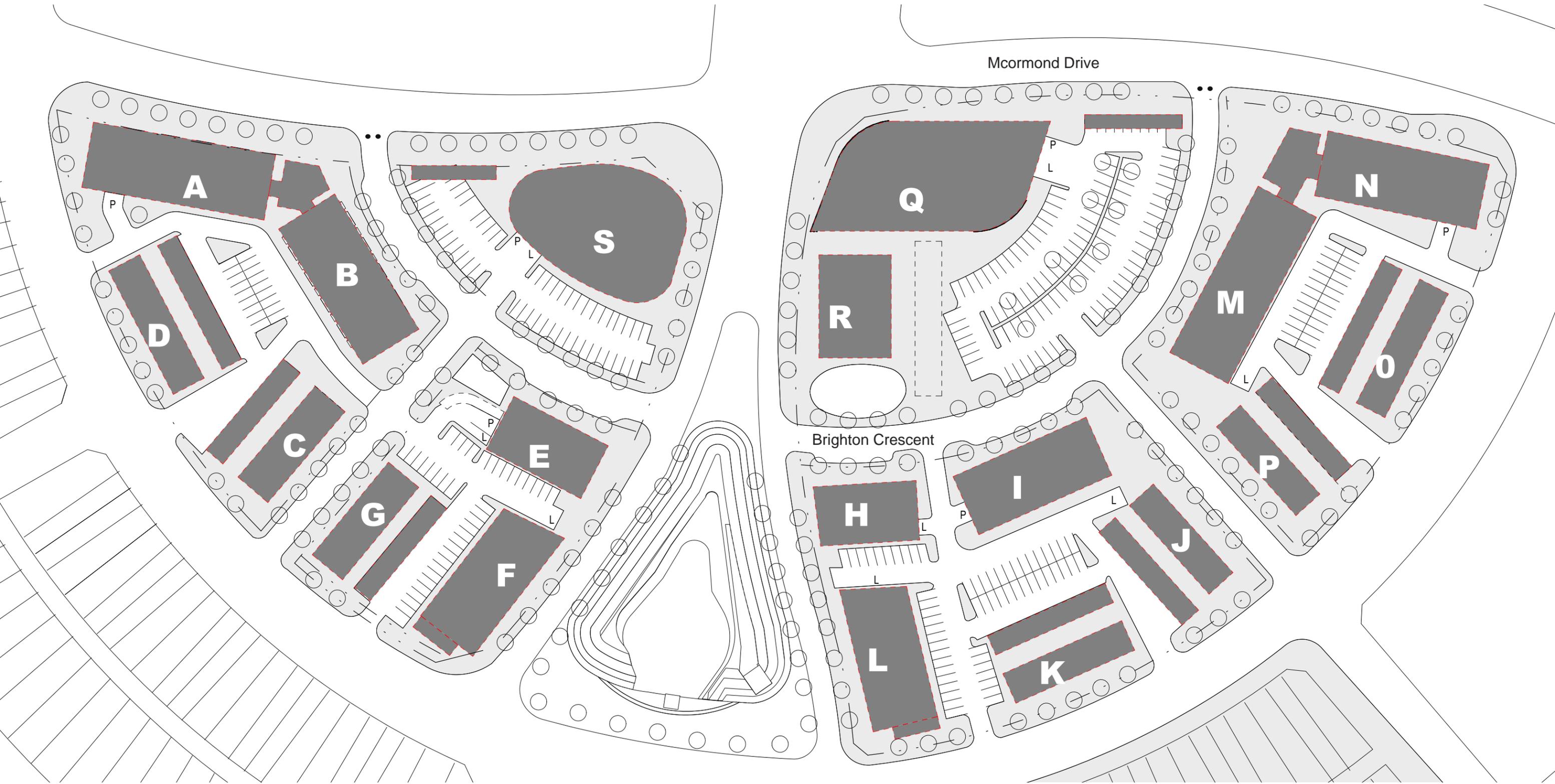
8. Incorporate Innovative Community Programming

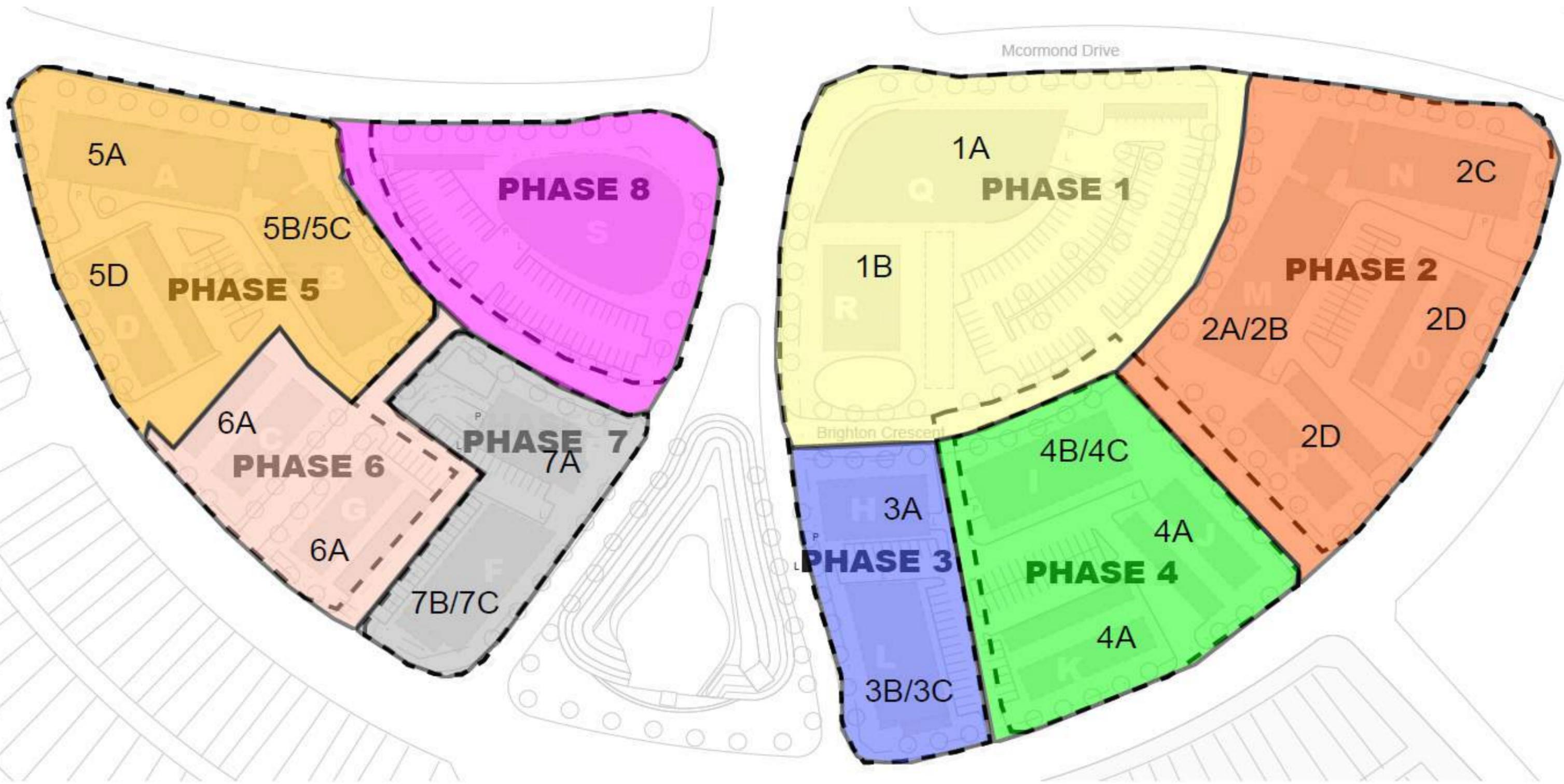
The concept calls for innovative learning and play spaces for children incorporated with the Dream Building and the Community Building.

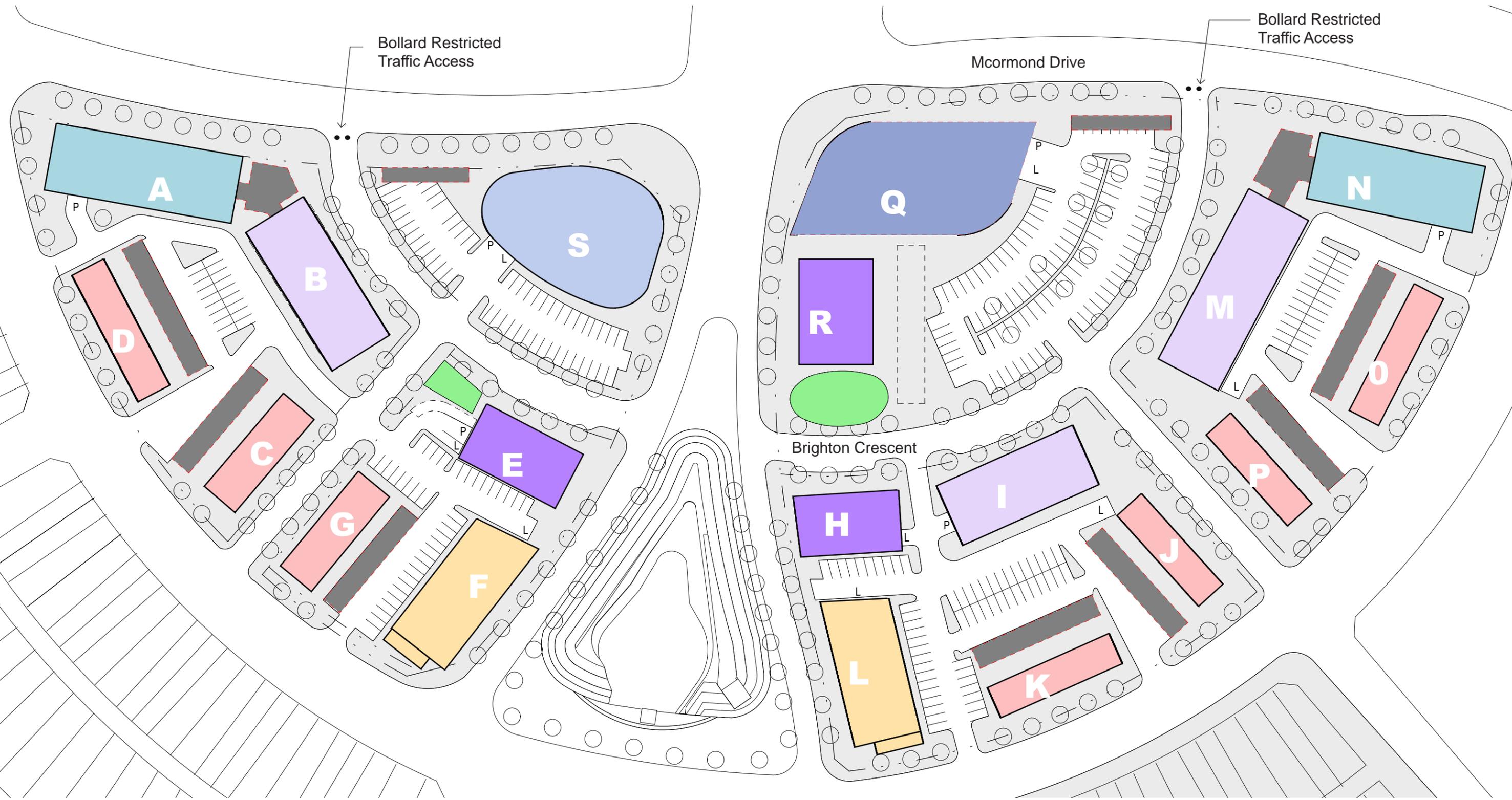
9. Enhance the Pedestrian Experience and Public Realm

Develop innovative designs for pedestrian crosswalks, parking lots, and public spaces.







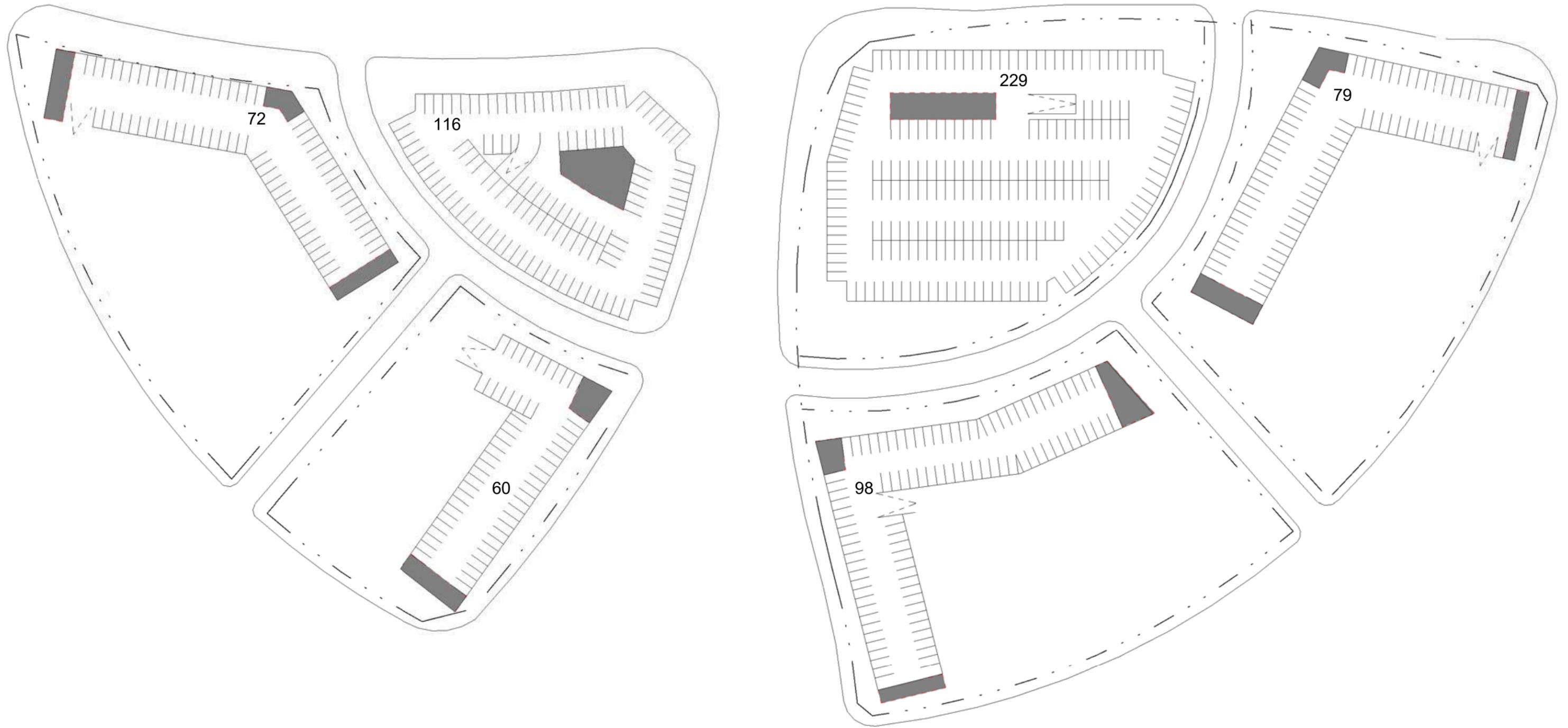


- 2 STOREY TOWNHOMES
- 1 STOREY RETAIL + 3 STOREY MULTI-UNIT RESIDENTIAL
- 2 STOREY LIVE/WORK + 2 STOREY MULTI-UNIT RESIDENTIAL

- 3 STOREY MULTI-UNIT RESIDENTIAL
- RETAIL
- OFFICE

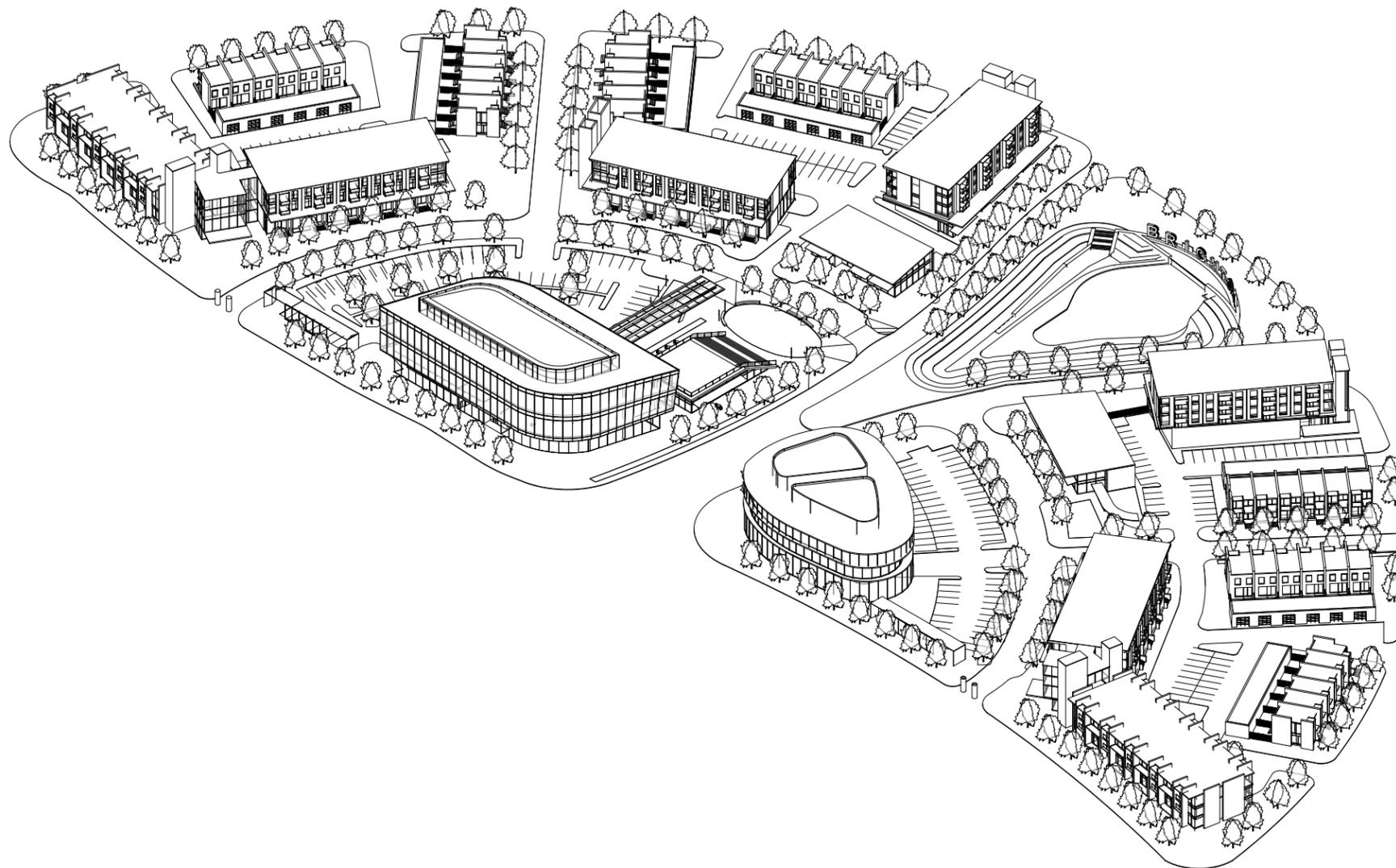
- FLEX-SPACE
- COMMUNITY PUBLIC SPACE





BRIGHTON STATISTICS

TYPE	AREA	UNITS
RESIDENTIAL		
TOWNHOMES	64,400 SF	42
LIVE/WORK	63,000 SF	28
MULTI FAMILY	186,000 SF	164
TOTAL	313,400 SF	234
RETAIL	38,200 SF	
OFFICE	111,000 SF	
PARKING		
BELOW GRADE PARKING:	654	
SURFACE PARKING:	317	
PRIVATE GARAGE:	42	
TOTAL	1,013	



BUILDING STATISTICS

BUILDING	TYPE	AREA/FLOOR	# FLOORS	TOTAL AREA	TOTAL UNITS	PARKING	
A	MULTI FAMILY	12,000 SF	3	36,000 SF	30	72 BELOW GRADE 24 SURFACE	
B	LIVE/WORK MULTI FAMILY	10,500 SF 10,500 SF	2 2	21,000 SF 21,000 SF	10 20		
C	TOWNHOME	4,600 SF	2	9,200 SF	6	6 GARAGES	
D	TOWNHOME	4,600 SF	2	9,200 SF	6	6 GARAGES	
E	RETAIL	6,200 SF	1	6,200 SF		20 BELOW GRADE 22 SURFACE	
F	RETAIL MULTI FAMILY	9,500 SF 9,500 SF	1 3	9,500 SF 28,500 SF	24	40 BELOW GRADE 17 SURFACE	
G	TOWNHOME	4,600 SF	2	9,200 SF	6	6 GARAGES	
H	RETAIL	6,000 SF	1	6,000 SF		20 BELOW GRADE 30 SURFACE	
I	LIVE/WORK MULTI FAMILY	9,000 SF 9,000 SF	2 2	18,000 SF 18,000 SF	8 16	30 BELOW GRADE	
J	TOWNHOME	4,600 SF	2	9,200 SF	6	6 GARAGES	
K	TOWNHOME	4,600 SF	2	9,200 SF	6	6 GARAGES	
L	RETAIL MULTI FAMILY	9,500 SF 9,500 SF	1 3	9,500 SF 28,500 SF	24	40 BELOW GRADE 44 SURFACE	
M	LIVE/WORK MULTI FAMILY	12,000 SF 12,000 SF	2 2	24,000 SF 24,000 SF	10 20	79 BELOW GRADE 26 SURFACE	
N	MULTI FAMILY	10,000 SF	3	30,000 SF	30		
O	TOWNHOME	4,600 SF	2	9,200 SF	6	6 GARAGES	
P	TOWNHOME	4,600 SF	2	9,200 SF	6	6 GARAGES	
Q	OFFICE	20,000 SF	3	60,000 SF		108 SURFACE 229 BELOW GRADE	4/1000 SF - 240 REQUIRED
R	RETAIL	7,000 SF	1	7,000 SF			
S	FLEX SPACE	17,000 SF	3	51,000 SF		54 SURFACE 116 BELOW GRADE	4/1000 SF - 204 REQUIRED
				462, 600 SF	234	1,013	









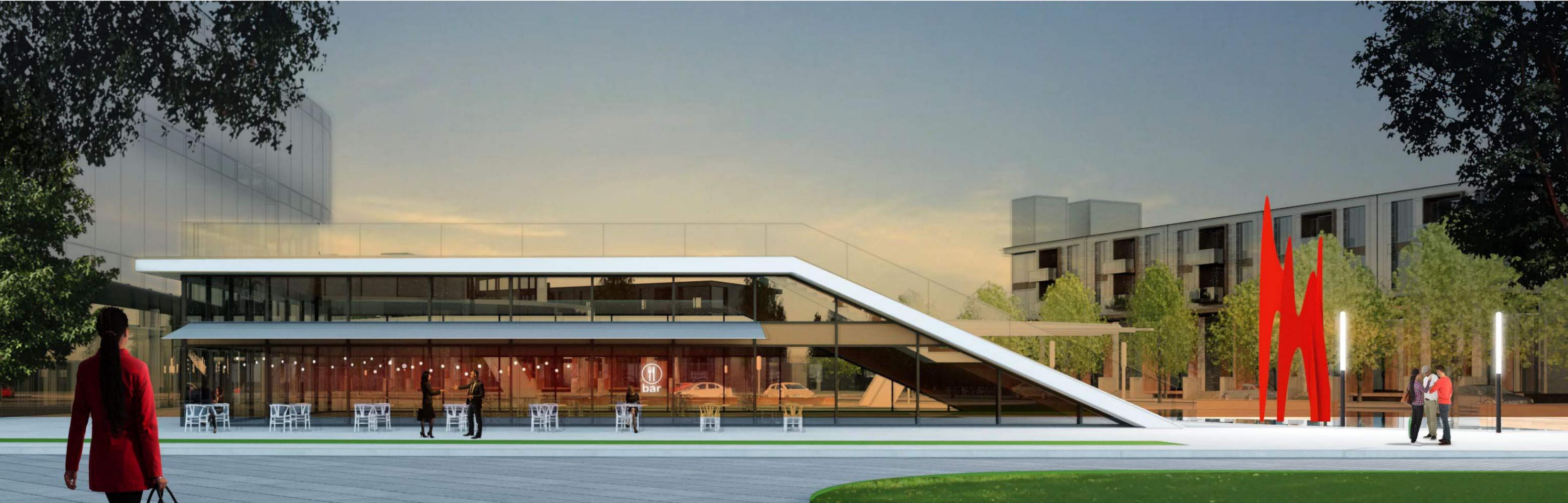




























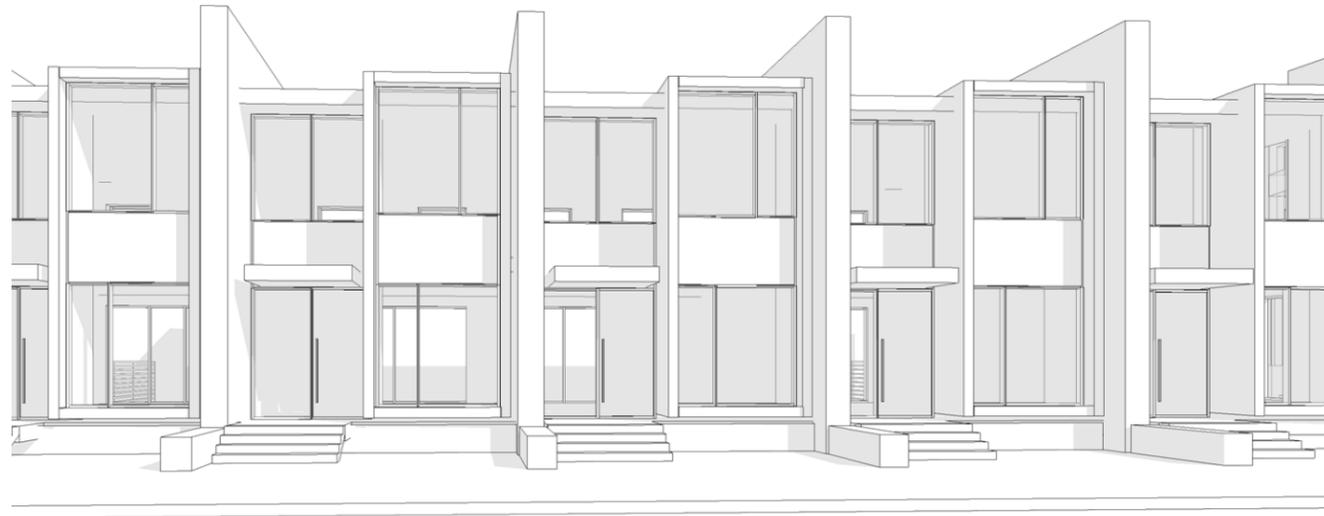








Brighton Village Design Principles
ARCHITECTURAL GUIDELINES



CONTEMPORARY MODERN

Key Features

- Flat roof
- Vertical proportions
- Simplicity of form, repetition
- Large expanses of glazing
- Marriage of indoor and out
- Horizontal projecting roofs and canopies
- Clarity of material surfaces, stone, brick, metal, wood, glass.
- Crisp detailing
- Partially raised porches on stone foundations
- No ornament

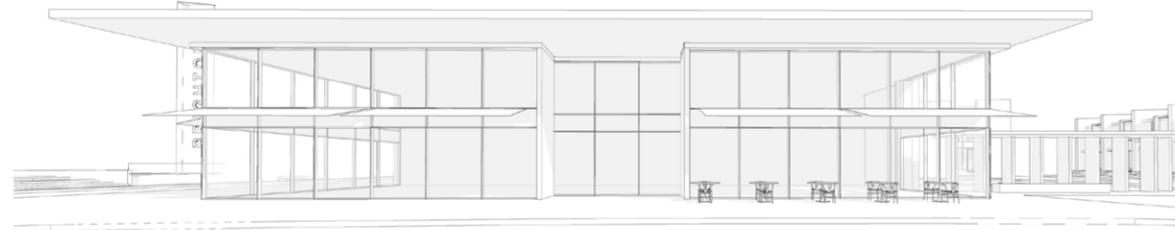


CONTEMPORARY CRAFTSMAN

Key Features

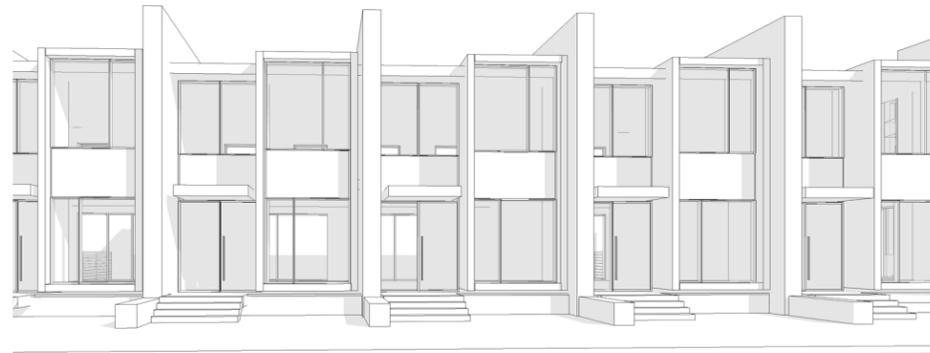
- Low-pitched or flat roofs.
- Horizontal proportions
- Multiple roof planes, exposed rafters.
- Extended eaves.
- Expressed bay windows.
- Divided window panes.
- Wood or stone siding such as horizontal wood slats, wood shingles, cut stone.
- Full or partial width front porches.
- Stone covered exposed foundation walls and porch supports.
- Trellised porches or balconies.
- Ornamental metals.

*Trinity Bellwoods Townhomes, Urban Capital Property Group
and Shram Homes, Richard Wengle Architect.*



RETAIL GUIDELINES

- Flat roof
- Simplicity of form, repetition
- Large expanses of glazing
- Horizontal projecting roof canopies and retractable awnings
- Clarity of material surfaces, metal, wood, glass
- Clear articulation of retail entrances
- Crisp detailing
- No ornament



TOWNHOME GUIDELINES

- Flat roof
- Vertical proportions
- Simplicity of form, repetition
- Large expanses of glazing
- Marriage or indoor and out
- Horizontal projecting roofs and canopies
- Clarity of material surfaces, stone, brick, metal, wood, glass.
- Crisp detailing
- Partially raised porches on stone foundations
- No ornament



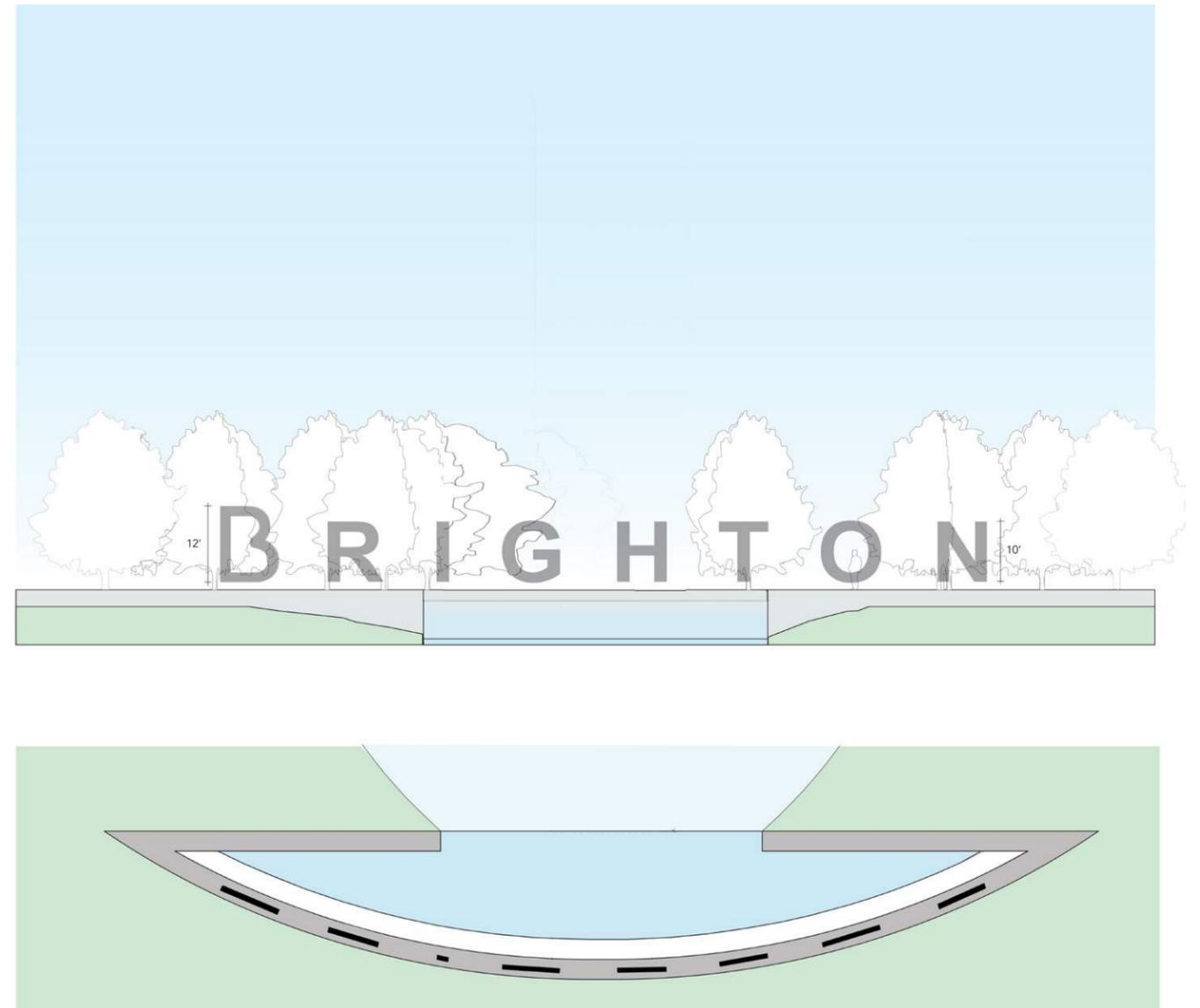
OFFICE GUIDELINES

- Flat roof
- Simplicity of form, repetition
- Large expanses of floor to ceiling glazing and spandrel at edge of floor slabs
- Operable windows for natural ventilation
- Clarity of material surfaces, metal, wood, glass
- Flexible office space
- Interconnecting stair
- Green Roof
- Transparency



RESIDENTIAL GUIDELINES

- Flat roof
- Vertical proportions
- Simplicity of form, repetition
- Large expanses of glazing
- Projecting balconies
- Lobby articulated as glazed volume with canopy
- Marriage or indoor and out
- Horizontal projecting roofs and canopies
- Clarity of material surfaces, stone, brick, metal, wood, glass.
- Crisp detailing
- Partially raised porches on stone foundations
- No ornament



13.8 Direct Control District 8

13.8.1 Purpose

The Direct Control District 8 (DCD8), as shown on the Direct Control District 8 - Map No. 1, and known as the Brighton Village Centre, is envisioned as a mixed use village, providing a wide variety of residential, commercial and institutional uses that will serve the needs of the Brighton neighbourhood. The development of the Brighton Village Centre will serve as a gateway into the Brighton Neighbourhood and include features to increase pedestrian use and comfort, human-scale buildings, architectural integrity, high quality materials, and demonstrated environmental sustainability. This zoning district provides development regulations and guidelines to implement the development as envisioned in the Brighton Neighbourhood Concept Plan and the Brighton Village Concept Design.

13.8.2 Objectives

The development of the Brighton Village Centre will establish a vibrant 'Village Centre' that provides residents of the Brighton neighbourhood with a destination for living, working and community events;

- (1) create a gateway to the neighbourhood and establish a distinct sense of place and identity;
- (2) provide for a mix of uses in a dense, diverse, compact and walkable form which will result in an urban environment which is compatible and integrated with the residential neighbourhood;
- (3) promote sustainable development that is to be energy efficient and integrated;
- (4) provide areas for innovative learning spaces, play spaces and public activities;
- (5) ensure that site design and features are complementary to the setting and architecture of the Brighton Neighbourhood; and,
- (6) provide a desirable destination for the community.

13.8.3 Permitted Uses

The DCD 8 is divided into zones of development as shown on DCD8 – Development Zone Boundaries Map No. 2. The permitted uses and specific development standards and guidelines for each zone are provided in the following table:

Zone 1			
Category	Uses	Regulations	Guidelines
Offices	Offices and Office Buildings.		Offices should be located above the first floor where possible.
Commercial	Retail Stores, Restaurants and Lounges, Photography Studios, Personal Service Trades, Bakeries, Small Animal Grooming, Temporary Farmers Markets, Street Vendors and Concessions on private property.	Retail uses within mixed-use buildings shall not exceed 465 square metres each. No more than three freestanding commercial buildings are permitted in Zone 1. Freestanding commercial buildings shall not exceed 700 square metres each.	Retail uses within mixed-use buildings should be located at grade level where possible.
Institutional	Community Centres, Childcare Centres, Pre-Schools, Financial Institutions, Public Libraries, Medical/Dental/Optical Clinics, Art Galleries and Museums.		
Recreational	Commercial Recreation Uses, Playgrounds, Public Halls.	Commercial Recreation Uses within a mixed-use building shall be located at grade and shall not exceed 465 square metres each.	

Zone 2			
Category	Uses	Regulations	Guidelines
Commercial	Retail Stores, Restaurants and Lounges, Photography Studios, Personal Service Trades, Bakeries, Small Animal Grooming.	Commercial uses within a mixed-use building shall be located at grade level and shall not exceed 465 square metres each.	
Institutional	Childcare Centres, Pre-Schools, Financial Institutions, Medical, Dental and Optical Clinics, private schools, Art Galleries and Museums.	Institutional uses within a mixed-use building shall be located at grade level and shall not exceed 465 square metres each.	
Offices	Offices.	Office uses within a mixed-use building shall be located at grade level.	
Residential	Multiple Unit Dwellings, Dwelling Units or Multiple Unit Dwellings in conjunction with and attached to any other permitted use.		

Zone 3			
Category	Uses	Regulations	Guidelines
Commercial	Retail, Personal Service Trades, Home Based Businesses.	Commercial Uses within mixed-use buildings shall be located at grade level	
Offices	Offices.	Offices uses within a mixed-use building shall be located at grade level.	
Residential	Multiple Unit Dwellings, Live/Work Units, dwelling units or multiple unit dwellings in conjunction with and attached to any other permitted use.		

Zone 4			
Category	Uses	Regulations	Guidelines
Commercial	Home-Based Businesses.		
Residential	Multiple Unit Dwellings, Townhouses.		

13.8.4 Building Form and Massing

- a) Maximum Building Height
 - i) The maximum height of any building, or portion thereof, for each zone identified on the DCD8 – Development Zone Boundaries Map No. 2, shall not exceed the following:
 - Zone 1 – 20 meters and 4 storeys
 - Zone 2 – 17 metres and 4 storeys
 - Zone 3 – 17 meters and 4 storeys
 - Zone 4 – 10 metres
- b) Gross Floor Space Ratio
 - i) The gross floor space ratio shall not exceed 2.5:1.
- c) Vehicular drive-throughs are not permitted
- d) More than one principal building shall be permitted on a site in the DCD8.

13.8.5 Orientation and Building Setback

- a) Building Setbacks
 - i) A 4.5 metre setback is required along McOrmond Drive; and,
 - ii) A 3.0 metre setback is required for all other side yards abutting a street.
- b) Building Orientation
 - i) Buildings located adjacent to a street shall have their principal entrances fronting the street whenever possible and contain elements of an active frontage, which shall create a

functional pedestrian-oriented relationship between the building and the street.

- ii) For corner sites, all street facing façades shall incorporate elements of an active building frontage.
- iii) Buildings fronting a street shall incorporate architectural features that provide visual interest along the streetscape and reduce the perceived massing of the building.
- iv) Building design, form, and massing must complement and reflect the Brighton Neighbourhood setting.

13.8.6 Parking and Off Street Loading

a) Parking Standards

- i) The following parking requirements will apply:
 - a. Multi unit residential developments:
 - i. 1.5 spaces per dwelling unit.
 - ii. 1.0 spaces per dwelling unit for dwelling units with a floor area of 56 square metres or less.
 - b. Recreational facilities - a report from a qualified Engineer shall be required to verify number of spaces required.
 - c. All other institutional, commercial and office uses - 1 space per 50 square metres of gross floor area.
- ii) 55% of all required parking spaces shall be underground, enclosed, covered or within permitted buildings. Any above grade parking structure shall:
 - a. Be screened with architectural treatments on all street-facing façades, and those façades that can be viewed from a public street, regardless of setback distance. Architectural treatments may include architectural screening or cladding resembling a building façade and are subject to the satisfaction of the Development Officer.
 - b. Have active frontages and must provide for permitted uses along a minimum of 75% of the ground floor along the building's street-facing frontage where immediately adjacent to a public street.

- iii) Surface parking areas shall be suitably screened from streets and adjacent properties.
- iv) Reduced parking requirements may be considered where a parking study has been prepared by a qualified Engineer indicating that a lesser rate may be appropriate.

b) Loading Requirements

One loading space shall be provided for:

- i) Each principal building that has a primary use that is not residential and has gross floor area greater than 2,000 square metres; or,
 - ii) A freestanding commercial building.
- c) Bicycle Parking

A minimum of one bicycle parking space shall be provided for every 300 square metres of gross floor area devoted to commercial, institutional or office use. These bicycle parking spaces shall be provided in locations on the site which are readily visible, well-lit and in close proximity to building entrances.

13.8.7 Outdoor Storage

- a) No goods, commodities, or other forms of materials shall be stored outdoors.

13.8.8 Landscaping and Signage

- a) Landscaping
 - i) A landscaped strip of not less than 3.0 metres in width throughout, lying parallel to and abutting the front site line and a flanking street shall be provided.
 - ii) Interior of sites shall be landscaped to improve the appearance of the area, unify the development sites in the Brighton Village Centre, screen parking and facilities such as utilities or outdoor storage areas, and beautify open spaces.

- iii) Landscaping of traffic islands and other interior areas shall be provided on the site whenever possible and to the satisfaction of the Development Officer.
- b) Signage
- Signage Group No. 3 of Appendix A - Sign Regulations will govern the use of signs in the DCD8, with the following exceptions:
- i) A neighbourhood entry sign, as shown in the Brighton Village Concept Plan, will be permitted subject to a maximum height of 3.5m and a maximum length of 25m.
 - ii) No electronic message centres, or electronic message centres (mobile) will be permitted; and
 - iii) No more than two portable signs will be permitted in the DCD8 subject to the regulations for portable signs contained in Sign Group No. 1 of Appendix A - Sign Regulations.

13.8.9 Linkages

- a) Provision for Accessible Design

All uses and development of the land should make provision for the ease of access and circulation for people with disabilities.

- b) Linkage with Adjacent Developments

Development shall, insofar as possible, integrate and link development features such as walkways and amenity spaces to adjacent developments. Features such as lighting, landscaping, fencing, walkway materials and the like should complement and be consistent with adjacent developments.

Whenever possible, development should contribute towards the concept of “walkable urbanism”, both within the development and on adjacent main public roadways (such as access from the street and pedestrian friendly facades).

- c) Pedestrian Routes

The Brighton Village Centre is designed to be pedestrian focused, providing access throughout and connecting to the adjacent neighbourhood. A key element is the provision of an interior

gateway into the neighbourhood – a tree-lined boulevard with active business uses that creates a sheltered path system that is well lit, active, safe and attractive.

Other pedestrian routes through the Brighton Village Centre will take advantage of existing tree-lined corridors, or will be developed in this manner.

13.8.10 Safety and Security

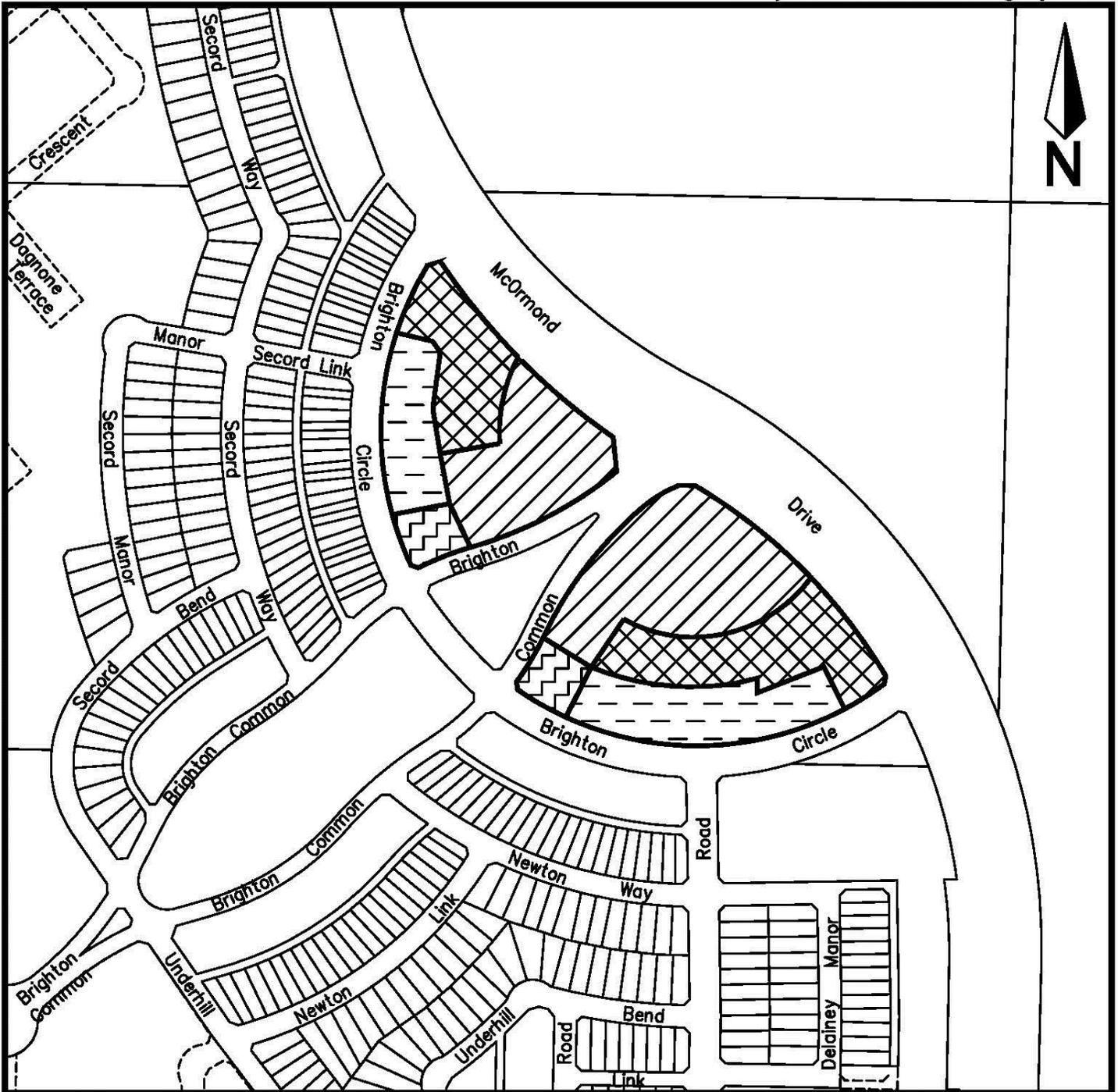
The Brighton Village Centre should be designed to be safe and secure for all people. The following measures are encouraged to achieve this objective:

- i) ensure good open sight lines for all public pathways, rear lanes, and building access points;
- ii) ensure good street and building lighting including building access, service areas, garbage disposal, parking areas and lanes; and,
- iii) All development proposals shall include a CPTED (Crime Prevention Through Environmental Design) review.

13.8.11 Approval Process

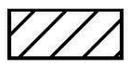
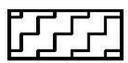
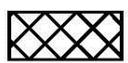
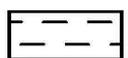
- i) Pursuant to Section 66 of the Planning and Development Act, 2007, City Council delegates approval of all applications for DCD8 approval to the Development Officer, subject to compliance with all requirements of this bylaw.
- ii) Council of The City of Saskatoon is bound by the conditions for approval and appeal as stated in Section 65 and 67 of *The Planning and Development Act, 2007*, and must render a decision 60 days after receipt of a complete application for approval.

Attachments – Map 1 – Direct Control District No. 8
Map 2 – DCD8 Development Zone Boundaries



DCD8 DEVELOPMENT ZONE BOUNDARIES

MAP 2

-  Zone 1
-  Zone 2
-  Zone 3
-  Zone 4



**Comments from Other Divisions
Regarding Proposed Concept Plan for Brighton Village Official Community Plan
Amendment and Proposed Zoning Bylaw Amendment: Direct Control District 8**

Transportation and Utilities Department

The proposed rezoning, as noted in the report, is acceptable to the Transportation and Utilities Department, with the following comments:

1. Driveway access will not be permitted from McOrmond Drive.
2. The Saskatoon Water Division has reviewed this proposal and the accompanying calculations based on the detailed breakdown of types of development and using relevant City of Saskatoon standard densities for sanitary flow rate calculations. There is no significant change in total sanitary flows produced in the Brighton Village Centre, therefore, Saskatoon Water has no issues with this application.

Proposed Rezoning – From FUD to RMTN1, RM3, and B4MX - Aspen Ridge Neighbourhood

Recommendation

That a copy of this 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 amendment to Zoning Bylaw No. 8770 to rezone land in the Aspen Ridge neighbourhood, as outlined in this report, be approved.

Topic and Purpose

An application has been submitted by Saskatoon Land proposing to rezone land in the Aspen Ridge neighbourhood from FUD – Future Urban Development District to RMTN1 – Townhouse Residential District 1; RM3 – Medium-Density, Multiple-Unit Dwelling District; and B4MX – Integrated Commercial Mixed-Use District. The rezoning is necessary to implement the Aspen Ridge Neighbourhood Concept Plan for the area outlined in this report.

Report Highlights

1. The rezoning will accommodate development of group and street townhouse-style residential; medium-density, multi-unit residential; and mixed-use commercial.
2. The proposed zoning amendments provide for pedestrian-oriented, street-fronting, mixed-use development on McOrmond Drive and adjacent streets.
3. The proposed rezoning is consistent with the Aspen Ridge Neighbourhood Concept Plan (Concept Plan).

Strategic Goal

This rezoning supports the City of Saskatoon's Strategic Goal of Sustainable Growth. Aspen Ridge, a neighbourhood in the early stages of development, was designed as a "complete community" that includes a District Village area accommodating commercial, institutional, and medium- to high-density residential uses.

Background

The Concept Plan was approved by City Council on June 23, 2014 (see Attachment 1). Included in the Concept Plan was a District Village, located in the southwest corner of the Aspen Ridge neighbourhood and extending into the adjacent Evergreen neighbourhood. The District Village accommodates commercial, institutional, and residential uses.

Proposed Rezoning – From FUD to RMTN1, RM3, and B4MX - Aspen Ridge Neighbourhood

In conjunction with the adoption of the Concept Plan, the lands in question were designated as “Residential” and “District Village Commercial” on the Official Community Plan – Land Use Map.

Report

Concept Plan

The Concept Plan identifies lands within this area for development as:

- a) low/medium-density, multi-unit (group and street townhouse);
- b) medium-density, multi-unit; and
- c) medium-density, mixed-use.

The vision for the District Village includes street-fronting, mixed-use development that fronts and interfaces with streets in the area to create a pleasant and pedestrian-oriented streetscape.

As part of this vision, McOrmond Drive has been designed to transition to a “complete street” design as it travels from the Evergreen neighbourhood into the Aspen Ridge neighbourhood. A complete street design appropriately accommodates multiple users – pedestrians, cyclists, transit, and vehicles – in a safe and comfortable environment that is also designed to foster a sense of place.

Zoning Bylaw Amendment

The subject lands are proposed to be rezoned from FUD – Future Urban Development District to:

- a) RMTN1 – Townhouse Residential District 1;
- b) RM3 – Medium-Density, Multiple-Unit Dwelling District; and
- c) B4MX – Integrated Commercial Mixed-Use District.

These proposed zoning designations are consistent with the uses identified for these lands on the Concept Plan, as well as the land use designation on the Official Community Plan – Land Use Map.

See Attachment 2 for a map showing the proposed application of these zoning districts.

Comments from Other Divisions

No comments or concerns were identified through the administrative referral process.

Options to the Recommendation

City Council could choose to deny this application. This option is not recommended as this application facilitates the initial stages of the implementation of the approved Concept Plan.

Proposed Rezoning – From FUD to RMTN1, RM3, and B4MX - Aspen Ridge Neighbourhood

Public and/or Stakeholder Involvement

Extensive public consultation was undertaken during the development of the Concept Plan. As this application is consistent with the Concept Plan, no further consultation was conducted.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Public Notice Policy No. C01-021. 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. A notice will be placed in The StarPhoenix two weeks prior to the public hearing.

Attachments

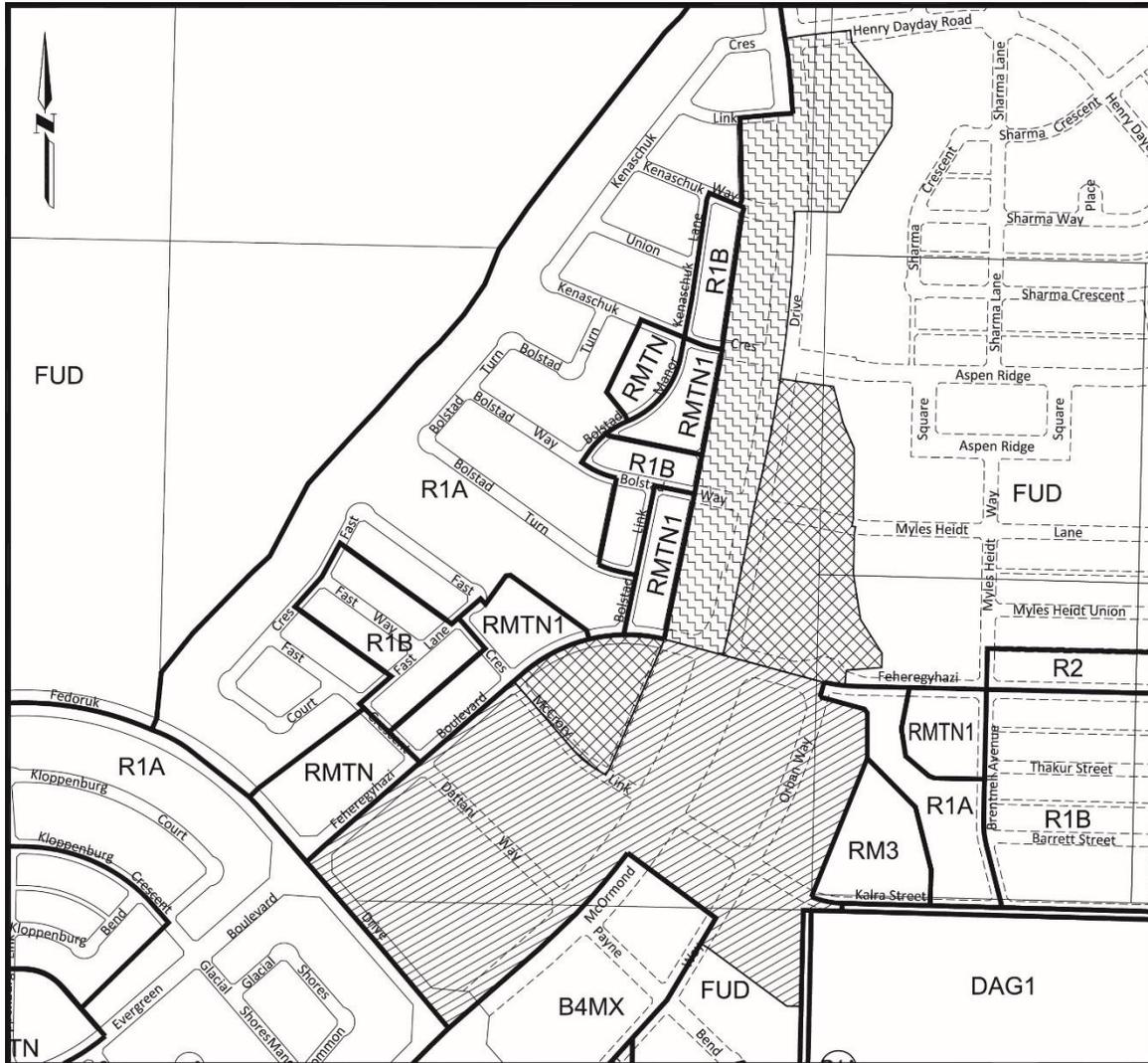
1. Aspen Ridge Neighbourhood Concept Plan
2. Location Map

Report Approval

Written by: Jason Sick, Planner, Planning and Development
Reviewed by: Lesley Anderson, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S:\Reports\2017\PD\MPC – Proposed Rezoning – From FUD to RMTN1, RM3, and B4MX – Aspen Ridge Neighbourhood\ks

Location Map



ZONING AMENDMENT



From FUD to RMTN1



From FUD to B4MX



From FUD to RM3



Growth Plan to Half a Million – Corridor Planning Program

Recommendation

That a copy of this report be forwarded to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendments to Official Community Plan Bylaw No. 8769 to add a new Corridor Planning Program policy framework, as outlined in this report, be approved.

Topic and Purpose

This report provides an overview of the draft Corridor Planning Program Policy framework as the first step in implementing the Corridor Growth Core Initiative of the Growth Plan to Half a Million.

Report Highlights

1. The intent of the Corridor Planning Program is to implement the Corridor Growth Core Initiative (Corridor Growth) to enable the balanced approach to growth, as outlined in the Growth Plan to Half a Million (Growth Plan).
2. The Corridor Planning Program will be established as an amendment to Official Community Plan Bylaw No. 8769, including a framework of objectives and policies that are intended to guide future detailed land-use activities along the City of Saskatoon's (City) major transportation corridors.
3. A summary of the results of the online Corridor Planning Program questionnaire suggests significant support for the draft policy framework, including several recommended policy framework additions and revisions.

Strategic Goals

The implementation of the Corridor Planning Program supports the City's Strategic Goals of Sustainable Growth and Moving Around by providing the process by which detailed land use and transportation activities can occur to establish a new model for growth in a sustainable and fiscally-responsible manner. The Corridor Planning Program also incorporates an integrated approach to transportation, servicing, transit, and land use, while increasing and encouraging infill development along corridors to balance growth between infill and greenfield development.

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

Background

The Growth Plan was approved, in principle, by City Council in April 2016, establishing a new approach to the growth and evolution of the City over the coming decades. As part of this new approach, the three Core Initiatives - Corridor Growth, Transit, and Core Bridges - were identified to provide focus and greater direction on the integration of land use and movement throughout the City.

The Growth Plan also outlines the vision for rebalancing the future growth of the City through targets of 50% infill and 50% greenfield development, provides an overview of the Corridor Growth Core Initiative, and identified that a report outlining the Corridor Planning Program would be presented in early 2017.

A report was presented to the Standing Policy Committee on Planning, Development and Community Services (Committee) on April 3, 2017, outlining the key aspects of the Corridor Planning Program, including the policy development process, a draft policy framework, and public engagement/input approach through an online questionnaire. This report provides an overview of the proposed Official Community Plan (OCP) Corridor Planning Program policy framework (see Attachment 1) and results of the online questionnaire (see Attachment 2).

Report

Corridor Planning Program

In order to reduce the outward expansion of the City and provide housing and amenities close to employment areas, encouraging growth and redevelopment along the City's major corridors is essential.

The Corridor Planning Program is one component of a larger Corridor Growth portfolio, which includes additional programs and projects aimed at providing long-term direction and opportunities to achieve the growth targets outlined in the Growth Plan. It will also provide strong linkages to the design and construction of the BRT system and associated elements, such as station design and land use intensification at key station locations.

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

Proposed Official Community Plan Amendment

The first step in working toward the balanced approach to growth is to establish a policy framework under which detailed land use planning for the City's major corridors can occur. To enable this work, a set of draft OCP policies has been prepared (see

Attachment 1), similar in scope and context to the current Local Area Planning program in the OCP.

The structure of the draft policy framework includes a list of issues for corridor growth derived from the Growth Plan Technical Report (February 2016). The list is intended to provide focus for the long-term objectives, in order to achieve the key aspects of the Corridor Growth Core Initiative. The four objectives are comprised of components that support a variety of growth-related aspects, including:

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

Building on these objectives, the draft policies provide a greater level of detail on the actions and issues that will be incorporated into the Corridor Planning Program, including a commitment to engage with local residents, business owners, and other stakeholders.

Corridor Planning Questionnaire Summary

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

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

As part of the analysis of the responses, 20 categories were defined to better understand the types of issues that are important aspects of the Corridor Planning Program. The description and examples of comments from each are included in the Questionnaire Summary (see Attachment 2).

Options to the Recommendation

City Council could choose not to amend the OCP as recommended. If this option is chosen, further direction would be required on the desired approach for implementing the Corridor Growth objectives of the Growth Plan.

Public and/or Stakeholder Involvement

Public involvement in the preparation of the proposed Corridor Planning Program policy framework has occurred through an online questionnaire, which was open for responses from March 20 to April 11, 2017. A total of 988 responses were received, including 649 comments and suggestions, in addition to the formal questions. A summary of the questionnaire results is included as Attachment 2.

Communication Plan

The Growth Plan Engagement Guidelines have been prepared to align internal and external expectations and to present the City's intended project by project approach towards growth engagement. The Corridor Planning Program engagement plan is in the process of being updated to reflect a new, two-phased approach for implementing the Corridor Planning Program.

Policy Implications

In order to begin the implementation of the Corridor Growth Core Initiative outlined in the Growth Plan, an amendment to Official Community Plan Bylaw No. 8769 will be required to include the Corridor Planning Program policy framework, as outlined in this report.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Follow-up is not required.

Public Notice

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

Once this report has been considered by the Municipal Planning Commission, the proposed amendments to Official Community Plan Bylaw No. 8769 will be advertised in accordance with Public Notice Policy No. C01-021. A notice will be placed in The StarPhoenix, at least two weeks prior to the June 26, 2017 public hearing date.

Attachments

1. Proposed Amendments to Official Community Plan Bylaw No. 8769
2. Corridor Planning Program Policy Framework Engagement Summary Report

Report Approval

Written by: Jim Charlebois, Senior Planner, Corridor Planning/Long Range Planning

Reviewed by: Lesley Anderson, Director of Planning and Development

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

S/Reports/2017/PD/MPC – Growth Plan to Half a Million – Corridor Planning Program/ks

Proposed Amendments to Official Community Plan Bylaw No. 8769

Create a new Section 21, as outlined below, and renumber the subsequent sections accordingly:

21.0 Corridor Planning Program

21.1 Intent:

The Corridor Planning Program provides a framework within which detailed land-use planning activities will occur along the City's major transportation corridors as a means of providing a balanced approach to growth, as outlined in the Growth Plan to Half a Million. Corridor growth areas are intended to accommodate a mixture of residential, commercial, and institutional uses that are oriented towards the street at a pedestrian scale, with active building frontages.

21.2 Issues:

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

21.3 Objectives:

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

21.4 Policies:

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



CORRIDOR PLANNING PROGRAM

Policy Framework Engagement Summary Report

May 2017

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1 BACKGROUND

1.1 WHAT, WHY and HOW?

What?

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

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

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

Why?

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

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

How?

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

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

1.2 How Did We Get Here?



2 QUESTIONNAIRE STRUCTURE

2.1 Analysis Category Descriptions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3 FEEDBACK RESULTS

3.1 Demographic Profile Summary

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

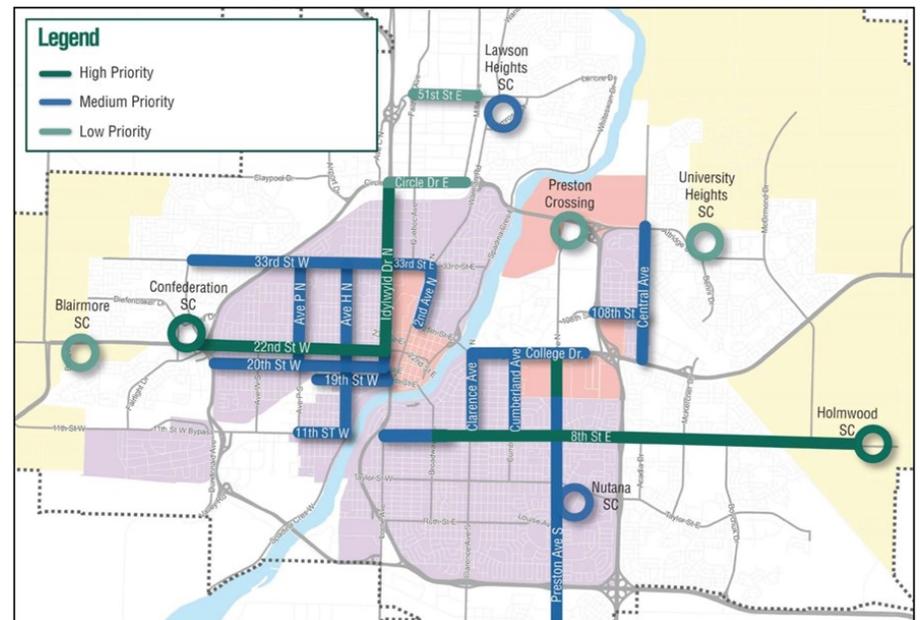
- 988 total questionnaire responses
- 956 (96.76%) of responses were from residents of Saskatoon.

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

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

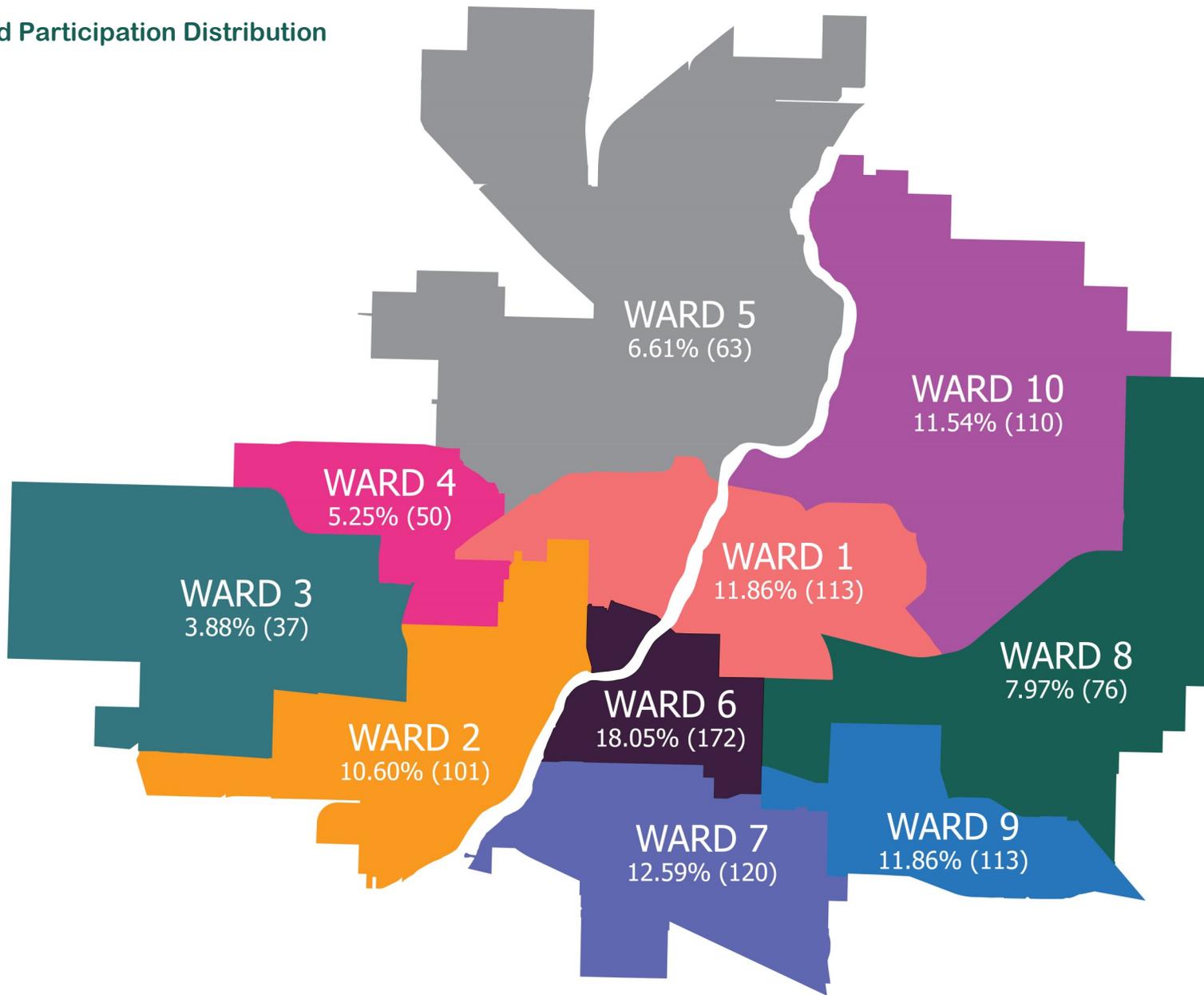
There were 69 people who answered the question about which major corridor their business was located. If we change the answer to show that 69 of the business owners are located on a major corridor, that changes the breakdown to 18.4% of business owners were located on a major corridor (69), and 81.6%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

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



Growth Plan to Half a Million—Corridor Priorities map

3.1a) Ward Participation Distribution

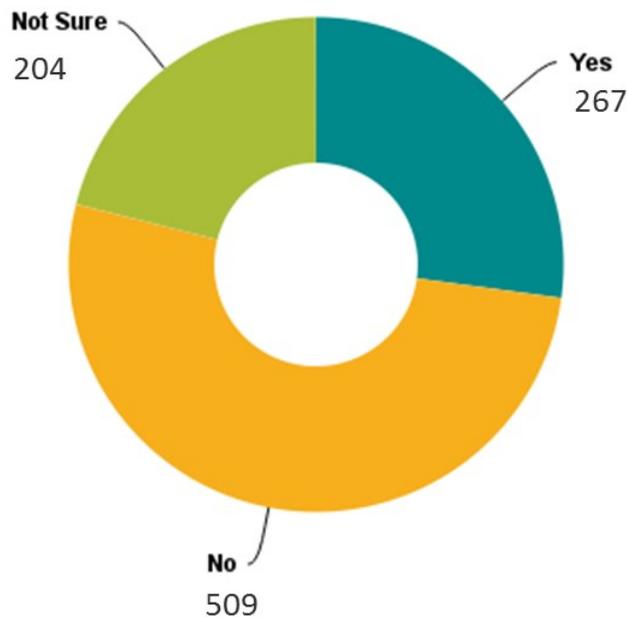


3.2 Engagement Profile

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

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

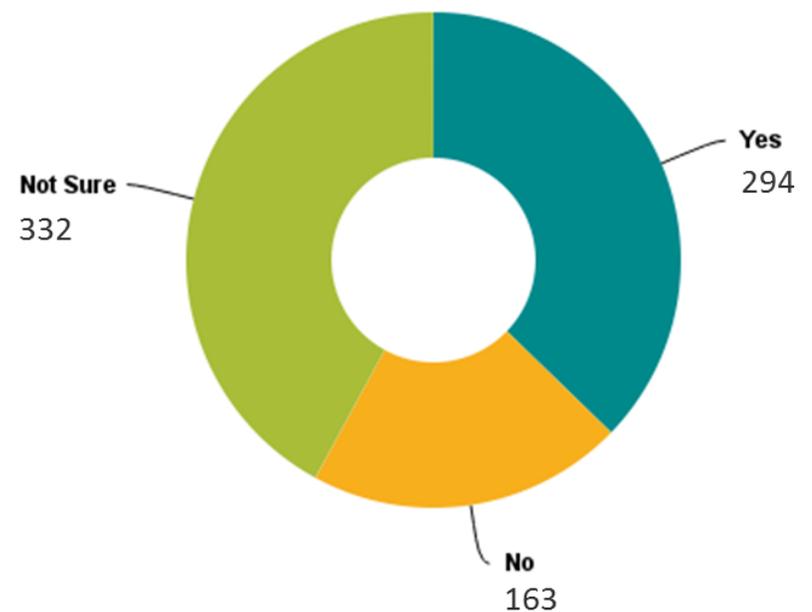
- 983 responses



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

- Yes—219 responses
- No—759 responses

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



3.3 Issues

3.3a) Question 9

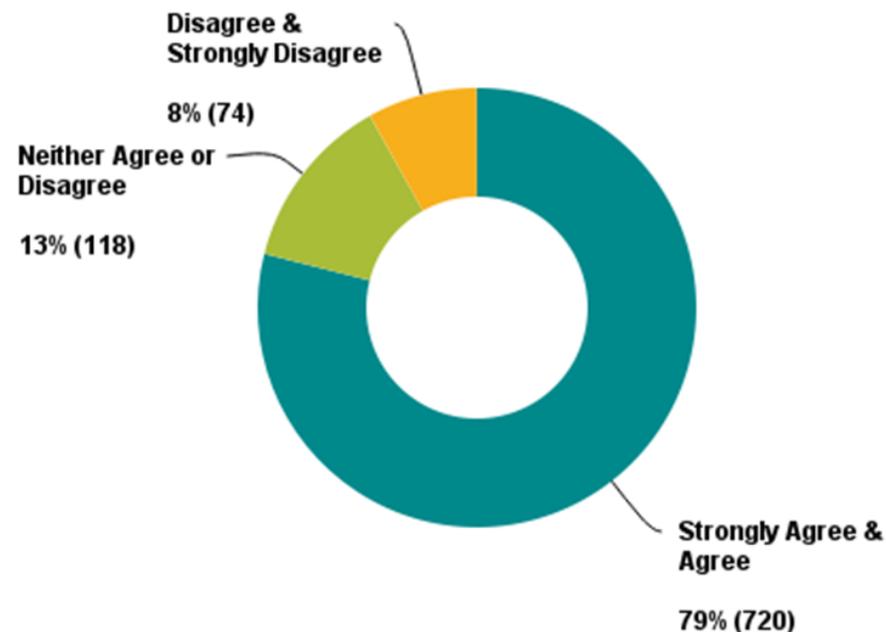
In your opinion, do you think that the identified Issues represent the elements that need to be addressed by the Program?

Issues

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

3.3b) Level of Support

- 912 responses
- 76 skipped
- 195 additional comments



3.3c) Selected Comments

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

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

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

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

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

3.3d) Ideas to Carry Forward

- Land use mix
- Cycling and walking infrastructure

3.4 Objectives

3.4a) Question 10

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

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

Objectives

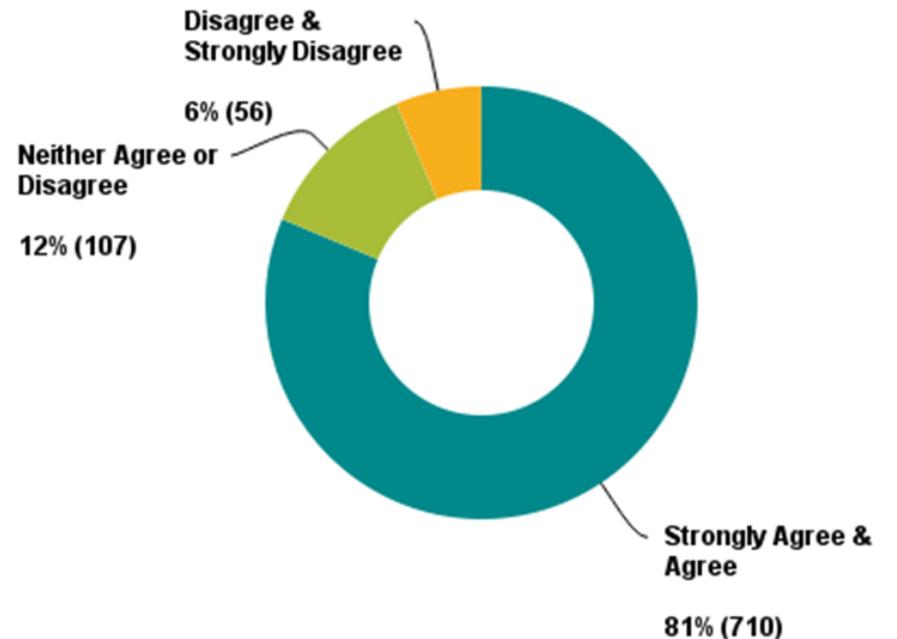
- To provide a mix of land uses that provide a balance of employment opportunities along major corridors to address city-wide and adjacent residential neighbourhood employment needs;
- To provide a mix of land uses and densities that support and encourage the use of the Bus Rapid Transit service and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

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

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

3.4b) Level of Support

- 873 responses
- 115 skipped
- 149 additional comments



3.4c) Selected Comments

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

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

3.4d) Ideas to Carry Forward

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

3.5 Policies

3.5a) Question 11

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

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

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

Policies

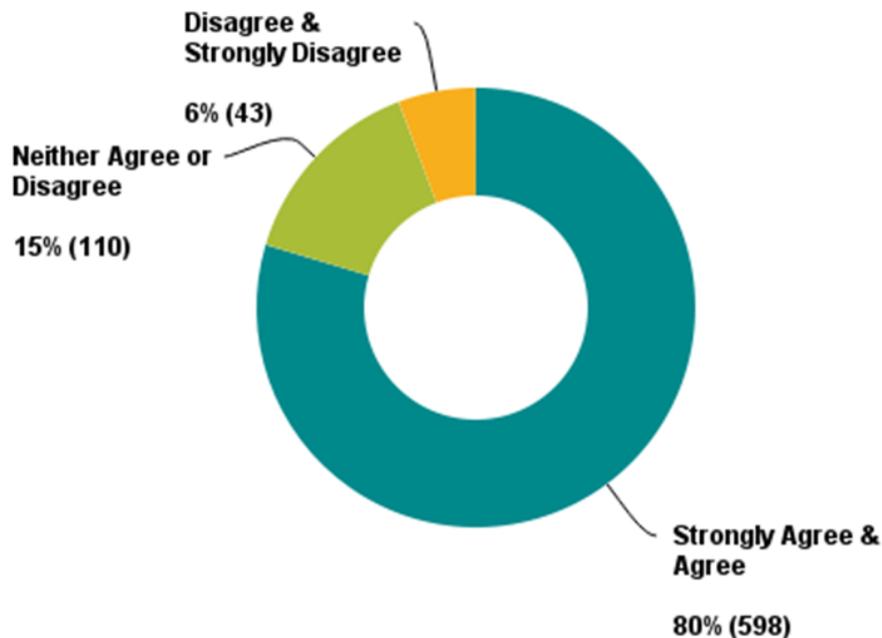
- The City will encourage a mix of land uses and densities along its major transportation corridors to provide employment opportunities, commercial services, amenities and other uses that support surrounding neighbourhoods and that help to create vibrant and walkable (or pedestrian-friendly) urban corridors.

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

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

3.5b) Level of Support

- 751 responses
- 237 skipped
- 134 additional comments



3.5c) Selected Comments

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

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

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

3.5d) Ideas to Carry Forward

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

3.6 Additional Selected Comments

3.6a) Question 12

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

- Considering winter in the Corridor Planning Program in some way could be useful, and go a long way to improving the livability of the corridor during the winter season.*
- I think it is important to understand the role corridors play in heavy haul and logistics for business.*
- Always need to consider sound. Having built structures and vegetation to break up sound is a great way to allow residential, business, and transport to be in close proximity for ease of delivering services. Having an infill home that is attached should also not be a negative and should be reflected in decreased taxes or other incentive.*
- Focus on complete streets to connect riders, walkers, and cyclists -and auto as well. Look at the sidewalk connection to the corridor-do they need improvements? How are people going to access the corridor? Use pilot projects along the corridor to gain data and feedback.*
- In order to maximize space, I think building vertically provides many benefits. The ability to have businesses on the ground floor and living space above that ensures a mix of densities. A lot*

of space used in many of these corridors are going to parking lots. These are not attractive visually, nor are they the most efficient use of space.

- The share of new suburban development should drop to 25%. Any new development must achieve 30+ dwelling units per acre across entire new neighbourhoods and not a patch work of single detached and multi-unit. Density along corridors should increase dramatically from here. Consider Form Based Code rather than traditional zoning. Road diets, even along corridors. To make the places vibrant and attractive enough to warrant density, vehicle traffic has to be decreased significantly. An alternative and robust set of alternative modes needs to be in place citywide to lessen the reliance on cars.*
- Not being an expert, but we live in one of the sunniest and windiest places that I know of. How about using the technology available to use these natural resources.*
- If the city focuses on managing where business is located, i.e., locations with numerous business entities, then it is easier to push towards focused transit to those areas at peak times for employees. It would reduce the need for car travel to work. Employing parking lots or transit hubs from neighbourhoods that are quick and easy to manage, plus allowing for other modes of transport to these locations will be essential. If the zoning is changed for businesses in areas that realistically could be multi-unit residential, then you can increase the population density on existing infrastructure.*

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

3.6b) Ideas to Carry Forward

- Winter City / 4 season designs
- Renewable energy sources
- Goods movement



4 REVISED CORRIDOR PLANNING POLICY FRAMEWORK

4.1 Policy Framework Revisions

Based on the feedback received from the Corridor Planning questionnaire, highlighted in each of the preceding *Ideas to Carry Forward* sections, the following additions, highlighted in **bold text** or deletions, indicated by a ~~strike through~~, have been made to the draft Corridor Planning Policy framework.

Intent:

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

Issues:

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

Objectives:

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

Policies:

- i) The City will encourage a mix of land uses and densities along its major transportation corridors to provide employment

- opportunities, commercial services, **housing options**, amenities, and other uses that support surrounding neighbourhoods and that help to create **year-round** vibrant and **accessible walkable** ~~(or pedestrian friendly)~~ urban corridors.
- ii) The City will encourage, through **the** Corridor Planning process, the building densities necessary to support the establishment and use of a Bus Rapid Transit system and other multi-modal transportation options.
 - iii) The City will engage with residents and stakeholders **at each phase of the** Corridor Planning process in order to identify issues, opportunities, and solutions that are reflective of community needs, while striving to encourage infill development to provide a balanced approach to growth.
 - ~~iv) The City will prepare evaluation criteria to assist with determining the priorities for future corridor planning locations.~~
 - v) The City will strive to maximize the use of existing water and sanitary service infrastructure and will assess the impacts of increasing density on the capacity of the system. Necessary infrastructure upgrades and replacement cost estimates will be identified through each Corridor Planning process, along with potential financial strategies to address the estimated costs.
 - vi) The City will encourage the use of **renewable energy sources and** sustainable building technologies, materials, and practices to help reduce energy consumption, greenhouse gas emissions, and the long-term maintenance requirements for the City's

waste management infrastructure and facilities.

- vii) The Corridor Planning Program will **incorporate transit oriented development design principles**, including street-level analysis of the existing built form and public realm ~~into each corridor planning process~~ to identify potential form and character guidelines and strategies for new development. Components may include, but are not limited to:
 - a) building scale and massing elements;
 - b) streetscape design elements and landscaping;
 - c) **universal accessibility**;
 - d) **four-season** environmental considerations and strategies;
 - e) shadow-cast studies and strategies; and
 - f) building and public realm materials.

4.2 What's Next?

This revised draft Corridor Planning Policy framework has been included as attachments to reports to the Standing Policy Committee on Planning, Development and Community Services (May 29, 2017) and the Municipal Planning Commission (May 30, 2017) as part of the Official Community Plan bylaw approval process.

It is anticipated that the Official Community Plan amending bylaw will be included on a Council agenda for approval in the summer

**For more information on Corridor Growth, please visit:
www.saskatoon.ca**

Meadowgreen Local Area Plan

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to present the Meadowgreen Local Area Plan and provide an overview of the strategies and recommendations contained in the report.

Report Highlights

1. Local Area Plans (LAP) rely upon the involvement of local stakeholders. The Meadowgreen LAP is the result of input from more than 90 neighbourhood residents and stakeholders.
2. Key Meadowgreen LAP recommendations relate to renaming a park and historical park signage, transit routing and improved bus shelters, and neighbourhood safety measures to address incivil behaviour and conduct safety audits.
3. Implementation of the 25 Meadowgreen LAP recommendations will be coordinated by the Neighbourhood Planning Section. These recommendations cover a wide variety of topics affecting the neighbourhood.

Strategic Goals

The Meadowgreen LAP supports the City of Saskatoon's (City) Strategic Goals of Quality of Life, Moving Around, and Environmental Leadership. The goal of Quality of Life is supported through recommendations relating to neighbourhood safety, building communities, and promoting the history and heritage of the area. The goals of Moving Around and Environmental Leadership are addressed through recommendations related to transit and improvements to the City's supports for brownfield redevelopment.

Background

An LAP is a community-based approach to developing comprehensive neighbourhood plans. It enables residents, business owners, property owners, community groups, and other stakeholders direct input into determining the future of their neighbourhood. An LAP is a highly adaptable process that allows stakeholders to discuss issues important to the neighbourhood. The LAP program is administered by the Neighbourhood Planning Section, Planning and Development Division. Once completed, an LAP establishes the vision and sets goals to guide the growth and development of a neighbourhood. It also identifies specific recommendations for improvements within a neighbourhood. LAPs have short- and long-term recommendations, with implementation to begin immediately.

Report

Local Area Plan Involvement

The Meadowgreen LAP process began with a neighbourhood survey and introductory public meeting to identify issues within the neighbourhood. Area stakeholders were part of an LAP Committee, and a series of topic-specific meetings were held. A draft report was created, circulated to the Administration for comment, and then returned to the LAP Committee for final review during an open house held on April 5, 2017. More than 90 local stakeholders contributed to the development of the Meadowgreen LAP. See Attachment 1 for the Meadowgreen LAP Final Summary Report, which provides an overall summary and outlines all recommendations.

The Meadowgreen LAP contains a total of 25 recommendations related to the following topics:

- a) Land Use and Housing (3 recommendations);
- b) Parks (2);
- c) Building Community (3);
- d) Municipal Services (3);
- e) Transit and Bus Stops (4);
- f) Traffic (1); and
- g) Neighbourhood Safety (9).

Meadowgreen Local Area Plan Recommendations

A list of key Meadowgreen LAP recommendations are as follows:

- a) renaming a park and historical park signage;
- b) transit routing and improved bus shelters to encourage ridership; and
- c) neighbourhood safety measures to address incivil behaviour and conduct safety audits.

All 25 recommendations are defined in detail, and additional information is provided in the full Meadowgreen LAP report, which is included as Attachment 2.

Local Area Plan Implementation

Approval of the Meadowgreen LAP will require a commitment to implement the 25 recommendations. A total of 579 recommendations have resulted from the approval of LAPs for the following areas: Airport Business Area, Caswell Hill, City Park, King George, Nutana, Pleasant Hill, Riversdale, Sutherland, Warehouse District, West Industrial, Westmount, Varsity View, and Mayfair/Kelsey-Woodlawn. The Neighbourhood Planning Section is responsible for coordinating the implementation of LAP and Safety Audit report recommendations.

As of April 2017, 401 of 579 recommendations have been completed. A methodology has been developed to prioritize the recommendations that have not yet been completed. Each recommendation is evaluated using a number of criteria, including input from the community, a time frame for completion, current administrative programs and related projects, and the level of resources required for completion.

Public and/or Stakeholder Involvement

The Meadowgreen LAP is the result of input from more than 90 neighbourhood residents and stakeholders, along with contributions from approximately 50 members of the Administration. In addition, 13 topic meetings, a neighbourhood safety survey, a safety audit of Meadowgreen Park, and an open house were held. Additional details of stakeholder involvement are included in the Meadowgreen LAP report.

Communication Plan

The Meadowgreen Community Association and the Community and Recreation Group of Meadowgreen will receive an invitation to the Standing Policy Committee on Planning, Development and Community Services and City Council meetings, when the Meadowgreen LAP will be considered. Should the Meadowgreen LAP be adopted, future correspondence and progress reports will be provided to the Meadowgreen Community Association and the Community and Recreation Group of Meadowgreen, keeping them informed of the implementation. Although the LAP Committee will not meet regularly, a contact list will be maintained. The LAP program provides an annual report to both City Council and the community associations on the status of recommendations within each LAP neighbourhood. Additional meetings will be conducted to gather input on implementation of recommendations (i.e. proposed land use changes), when appropriate, and to keep the community informed of the implementation activities.

Financial Implications

LAPs are created within the operating budget of the Neighbourhood Planning Section, Planning and Development Division. Implementation of LAP recommendations are undertaken through Capital Budget Project No. 2034. Annually, the amount of \$210,000 funds two full-time staff members within the Planning and Development Division, and supports the implementation of LAP recommendations. As appropriate and available, other departments support certain operating and capital investments needed to implement LAPs.

If approved, the Meadowgreen LAP recommendations will be added to the implementation schedule and prioritized for completion over several years. Any additional financial impact resulting from the adoption of the Meadowgreen LAP would be the subject of a further report.

Safety/Crime Prevention Through Environmental Design (CPTED)

The Neighbourhood Safety Group of the Neighbourhood Planning Section participated in the LAP process and contributed to the Neighbourhood Safety section of the Meadowgreen LAP report.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

City Council receives an annual report from the Planning and Development Division, which includes an LAP implementation update.

Public Notice

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

Attachment

1. Meadowgreen Local Area Plan Final Summary Report – June 26, 2017
2. Meadowgreen Local Area Plan Final Report – June 26, 2017

Report Approval

Written by: Mark Emmons, Senior Planner, Planning and Development

Reviewed by: Lesley Anderson, Director of Planning and Development

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

S/Reports/2017/PD/MPC – Meadowgreen Local Area Plan/lc



Meadowgreen Local Area Plan Final Summary Report

Community Services Department, Planning & Development | June 26, 2017

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Please note: This *Summary Report* is comprised of excerpts from the *Meadowgreen Local Area Plan Final Report*. Refer to the *Final Report* to review the full content of each section.

Local Area Planning

Local Area Planning is a community-based approach to developing comprehensive neighbourhood plans. The Local Area Planning process enables residents, business owners, property owners, community groups and other stakeholders to set objectives and policies that guide the growth and development of their neighbourhood and City as a whole. These stakeholders are invited to work with each other, to create a Local Area Plan (LAP) that sets out a vision, identifies neighbourhood issues (including safety concerns), and outlines goals and strategies to ensure the long-term success of their neighbourhood.

Once completed, the recommendations for improvements and enhancements in the neighbourhood are implemented with ongoing partnerships with community and municipal stakeholders.

Established neighborhoods within the City are identified through strategic selection. LAPs are applied to specific areas of the City to:

- Maintain the quality, safety and viability of the area;
- Guide and prioritize the expenditure of public funds on community improvements and infrastructure;
- Encourage the renewal, rehabilitation or redevelopment of private and public properties;
- Resolve situations where the policies of the Official Community Plan do not accurately reflect the individual needs of an area; and
- Provide the basis for amendments to the City of Saskatoon's Official Community Plan and Zoning Bylaw.



Meadowgreen Local Area Planning Process

The Meadowgreen LAP process began with a neighbourhood survey and introductory public meeting to identify issues in the neighbourhood. Area stakeholders were asked to participate on the Meadowgreen LAP Committee, and a series of topic-specific meetings were held.

A draft report was created, circulated to City of Saskatoon Administration for comment, and then returned to the LAP Committee and neighbourhood for final review during an Open House held on April 5, 2017. More than 90 local stakeholders contributed to the development of the Meadowgreen LAP.

The study area of the Meadowgreen LAP followed the neighbourhood boundaries, which are:

- 22nd Street (north)
- Avenue W (east)
- Railway tracks (south)
- Circle Drive (west)

The Meadowgreen LAP contains a total of 25 recommendations related to the following topics:

- Land Use & Housing (3);
- Parks (2);
- Building Community (3);
- Municipal Services (3);
- Transit & Bus Stops (4);
- Traffic (1); and
- Neighbourhood Safety (9).



Meadowgreen LAP Contributors

Community Members

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Desmond Bird
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Hilary Gough

Pat Lorje

Open Door Society (interpreters)

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Saskatoon Police Service

Staff Sgt. A.J. Chevli
Cst. D. Gee
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Meadowgreen LAP Vision & Goals

Community Vision

Meadowgreen is home to a culturally diverse and accepting population that values the relationship between established residents and newcomers. It is a place where hardworking people take pride in their neighbourhood. Meadowgreen offers affordability and safety for current and future residents, while the down-to-earth nature of the community makes it a welcoming place for families.

Our location is easily accessible to downtown and all other areas of Saskatoon, as well as within convenient proximity to local recreational facilities, shopping, and multiple options for local health care. The existing greenspace in the area provides the potential for beautiful, fully developed park spaces.

W.P. Bate School is at the heart of this neighbourhood and is the community gathering place. It is where people feel connected within their neighbourhood, and also feel connected to the greater city as a whole.

Meadowgreen will continue to be a safe, spirited, and diverse neighbourhood.

Current State & Goals

The following are a sampling of general statements made by members of the Meadowgreen LAP Committee asked to identify current positive aspects of the neighbourhood:

- Meadowgreen is an extremely diverse community.
- Meadowgreen is a safe neighbourhood.
- Meadowgreen is a family oriented community and has quite a few families that have emigrated from other countries and made their home here.
- Meadowgreen is a community that has had recent investment in its school and some parks.
- Meadowgreen is culturally diverse and growing.

The following general goals were identified by the Meadowgreen LAP Committee to guide the Local Area Plan process:

- Meadowgreen will become one of the safest, crime-free areas to live in.
- Meadowgreen will be a place where people from many different cultural backgrounds live harmoniously and thrive together.
- Meadowgreen will be a beautiful, integrated, safe community where all are welcome.
- Meadowgreen will become a better middle class neighbourhood that good people are proud to live in.
- Meadowgreen will be safer, with good traffic and pedestrian connections to central Saskatoon and other areas.

Meadowgreen History

Meadowgreen is a relatively new addition to the city of Saskatoon. This land was formerly part of the Rural Municipality of Cory, prior to being annexed by the City of Saskatoon in January, 1955. Meadowgreen was built in two phases. The first occurred in the north half of the neighbourhood, where a grid pattern street layout is lined with one-unit dwellings and rear lanes, with some commercial land use in the northeast. South of 18th Street was built in the second phase of the neighbourhood, where the streets are curvilinear and include many culs-de-sacs, along with a concentration of multiple-unit residential buildings.

As of 1930, there were only about 40 houses between 22nd Street and 18th Street. By the 1950s, this number had significantly grown. The houses between 18th Street and 22nd Street were mostly built before 1970, while homes in the southern portion of Meadowgreen were built after 1970.

The neighbourhood was named for Meadowgreen Estates Ltd., the development company that built a portion of this later development. Until the 1990s, the area north of 18th Street was considered to be West Pleasant Hill. At that point, the land west of Avenue W was consolidated to become the expanded Meadowgreen neighbourhood.



1 Land Use & Housing

Overview

The north half of Meadowgreen is comprised of 1950s and 1960s one-unit housing on grid pattern streets with rear lanes, while the south half was built out during the late 1970s and 1980s, with a significant concentration of multiple-unit dwellings, along with one-unit housing on curvilinear streets. While there are contrasts, when considering the separation of land uses, Meadowgreen is a healthy, stable neighbourhood.

Meadowgreen has a relatively low homeownership rate, compared to the Saskatoon average. Homeownership tends to foster more commitment to the long-term success of a neighbourhood.

Goals

1. Increase homeownership rates in Meadowgreen.
2. Encourage renters living in Meadowgreen to establish long-term roots in the neighbourhood by promoting homeownership programs.
3. Take appropriate steps to protect W.P. Bate School as a vital community facility.

Recommendations

- 1.1 **PROPOSED MEADOWGREEN LAND USE POLICY MAP DESIGNATING W.P. BATE SCHOOL AS COMMUNITY FACILITY:** *That the Community Services Department, Planning & Development Division, add the Proposed Meadowgreen Land Use Policy Map to the Official Community Plan No. 8769 that designates W.P. Bate School as a Community Facility.*



- 1.2 UPDATE THE “REDEVELOPING BROWNFIELDS IN SASKATOON” GUIDEBOOK:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Corporate Performance Department, Corporate & Environmental Initiatives Division complete an update of the “Redeveloping Brownfields in Saskatoon: A Guidebook” to reflect the changes to regulations in the province, and subsequently provide the guidebook and information about the Vacant Lot and Adaptive Reuse Incentive Program to owners of the brownfield sites in and around Meadowgreen to promote redevelopment.*
- 1.3 PROMOTE HOUSING HANDBOOK AND HOMEOWNERSHIP SUPPORT PROGRAMS IN MEADOWGREEN:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section distribute information to Meadowgreen residents promoting the Housing Handbook and housing programs that provide support to individuals pursuing homeownership.*



2 Parks

Overview

The recreational opportunities provided by access to nearby park space is important to the quality of life for citizens. This includes both passive and active recreation, as well as programmed and non-programmed activities.

Meadowgreen has five parks of varying sizes that each offer a variety of amenities for users. There have also been several recent upgrades within Meadowgreen parks and known additional renovations planned for the near future are noted.

This chapter provides an overview of the existing parks in Meadowgreen and details the opportunities for recreation accessible by local residents.

Goals

1. Improve the utilization of existing neighbourhood park space.
2. Address issues of nuisance and litter in parks.
3. Celebrate historical figures of significance to Meadowgreen by honouring them in neighbourhood parks.



Recommendations

- 2.1 RE-NAMING OF PETER POND PARK:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section submit a request to the Naming Advisory Committee to consider re-naming Peter Pond Park to “Dr. Willoughby Park”, in honour of Dr. John Henry Charles Willoughby.*
- 2.2 HISTORICAL PARK SIGNAGE:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Heritage & Design Coordinator install park signage at Cahill Park to recognize Mr. Cahill’s historical connection to Meadowgreen as an early landowner and donor of the parcel that became Cahill Park. If Peter Pond Park is renamed for Dr. John Henry Charles Willoughby (Recommendation 2.1), similar signage should be placed at Dr. Willoughby Park recognizing his significant contributions to Saskatoon and connection to Meadowgreen as the first settler to own the land that became the northern half of Meadowgreen.*



3 Building Community

Overview

Every Local Area Plan has a main theme and for the Meadowgreen LAP it is building community connections. This section identifies opportunities to strengthen those connections.

Meadowgreen is a neighbourhood of contrasts; homeowners and renters, long-time residents and new residents, the older grid streets and the newer crescent streets, residents in single-family housing and residents in multi-family housing, and English as mother tongue and other languages as mother tongue. Residents have indicated there is a strong interest in bringing people together for the shared goal of building community.

Goals

1. Ensure that new Meadowgreen residents feel welcomed in the community.
2. Identify opportunities to promote intercultural community building.
3. Encourage all Meadowgreen residents to establish a strong connection to the local community and become long-term residents of the neighbourhood.
4. Build upon the pride that Meadowgreen residents have for the neighbourhood.
5. Create additional opportunities for youth activities and programming.



Recommendations

- 3.1 ADDRESSING CHALLENGES OF LANGUAGE BARRIER IN MEADOWGREEN:** *That the Community Services Department, Recreation & Community Development Division meet with the Community & Recreation Group of Meadowgreen, as well as the Meadowgreen Community Association, to discuss and provide advice to the neighbourhood organizations in addressing the issue of language barriers in the Meadowgreen community that create communication challenges when promoting local programming and events.*
- 3.2 BUILDING COMMUNITY AMONG ALL RESIDENTS OF MEADOWGREEN:** *That the Community Services Department, Recreation & Community Development Division and the Planning & Development Division, Neighbourhood Planning Section, meet with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to discuss existing documents and services offered by the City of Saskatoon and other organizations that can assist a neighbourhood in identifying opportunities to encourage residents to establish a strong connection to the local community and celebrate diversity, as well as to ensure newcomers feel welcomed.*
- 3.3 MEADOWGREEN NEIGHBOURHOOD ENTRANCE SIGNAGE:** *That the Community Services Department, Recreation & Community Development Division and the Planning & Development Division, Neighbourhood Planning Section, work with residents of Meadowgreen to design and install new neighbourhood entrance signage at appropriate locations in the south and north ends of the neighbourhood that re-purposes bricks from the original W.P. Bate School.*



4 Municipal Services

Overview

Cities provide important municipal services that affect the quality of life of all residents. These civic services are provided by many different departments and work units within the municipal structure. The programs and services are regularly assessed to identify opportunities for improvements and optimize available funding for the benefit of citizens.

During community engagement for the Meadowgreen LAP, a variety of municipal services were discussed. This chapter highlights street paving, street sweeping, walkways, dog parks, property maintenance, and recycling and waste reduction.

Goals

1. Encourage neighbourhood pride among residents in keeping properties neat and maintained.
2. Educate residents about existing waste reduction and diversion programs.
3. Address identified drainage and ponding issues in the northwest area on Meadowgreen.



Recommendations

- 4.1 FALL STREET SWEEPING ON 21ST STREET:** *That the Transportation & Utilities Department, Roadways & Operations Division consider the feasibility of adding 21st Street, between Vancouver Avenue and Montreal Avenue, to the annual fall street sweeping program.*
- 4.2 CONDUCT ASSESSMENT OF 21ST STREET WALKWAY:** *That the Transportation & Utilities Department, Transportation Division conduct an assessment of the walkway north of 21st Street, between Ottawa Avenue and Montreal Avenue, and consider opportunities to upgrade the base material and address ponding issues related to poor drainage at both ends of the walkway.*
- 4.3 DISTRIBUTE RECYCLING AND WASTE REDUCTION PROGRAM INFORMATION TO MEADOWGREEN RESIDENTS:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Corporate Performance Department, Environmental & Corporate Initiatives Division work with the Meadowgreen Community Association to identify the current recycling and waste reduction programs offered by the City of Saskatoon and Saskatchewan Waste Reduction Council that may be of interest to Meadowgreen residents and request that the Meadowgreen Community Association consider promoting these programs in a future edition of their newsletter.*



5 Transit & Bus Stops

Overview

Public transit is a valuable civic service that helps to promote sustainability by reducing roadway congestion, removing the necessity for citizens to own an automobile, and giving citizens an affordable option to travel around the city.

This chapter examines the current public transit service provided in Meadowgreen and identifies opportunities for potential system improvements.

In a neighbourhood with a large concentration of new Canadians, it is especially important for citizens of Meadowgreen to have access to a transit system that continues to encourage ridership.

Goals

1. Increase transit ridership in Meadowgreen.
2. Ensure that Saskatoon Transit continues to be a safe mode of transportation for everyone.
3. Identify opportunities to increase transit service levels in Meadowgreen.
4. Improve the experience of transit riders waiting at Meadowgreen bus stops.



Recommendations

- 5.1 TRANSIT ROUTE 10 ADJUSTMENT:** *That Saskatoon Transit consider the feasibility of rerouting “Route 10 Pleasant Hill – City Centre” to mirror the route of “Route 2 Meadowgreen – City Centre”, doubling the frequency of Monday-to-Saturday daytime transit service within the Meadowgreen transit loop that serves portions of Avenue W, Appleby Drive, Wardlow Road, 18th Street, and Winnipeg Street.*
- 5.2 SHELTER WITH BENCH FOR BUS STOP #4014 ON AVENUE W NEAR 20TH STREET:** *That Saskatoon Transit consider the feasibility of installing a shelter with bench to Bus Stop #4014, located near the intersection of Avenue W and 20th Street, adjacent to the McAskill Manor seniors housing complex.*
- 5.3 SASKATOON TRANSIT RIDER ASSISTANCE TEXT LINE:** *That Saskatoon Transit consider the development of a cell phone text line, where riders can send a text message to a Transit Supervisor to give notification of safety concerns or request assistance, without needing to draw attention to themselves by speaking out loud to report a safety issue. Promotional materials for safety feature to clearly note that riders should continue using 9-1-1 in emergencies.*
- 5.4 UNIQUE MEADOWGREEN BUS STOP:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and Saskatoon Transit meet with Meadowgreen transit riders to discuss the feasibility and interest in replacing one or more local bus stops with a creative design that incorporates unique features and represents the Meadowgreen neighbourhood.*



6 Traffic

Overview

As is common among many residential neighbourhoods in Saskatoon, the majority of traffic concerns in Meadowgreen tend to involve pedestrian safety and speeding on local streets.

Implementation of the Meadowgreen Neighbourhood Traffic Review report approved by City Council in 2016 has resulted in most of the identified local traffic concerns already having been addressed, with the remaining items from that report requiring additional funding in order to install a pedestrian signal and several blocks of sidewalk.

This chapter provides an overview of the improvements that have already been installed or planned for future installation, and also recommends additional traffic improvements.

Goals

1. Improve pedestrian safety in Meadowgreen.
2. Install sidewalks/pathways where none exist along pedestrian corridors.
3. Discourage speeding on local streets.
4. Enhance the ability for vehicles to enter and exit the neighbourhood, while also reducing shortcutting by non-Meadowgreen residents.



The Meadowgreen Neighbourhood Traffic Review community engagement process resulted in the Meadowgreen Traffic Management Plan being adopted by City Council in 2016. The plan identifies a number of specific locations to install traffic calming devices and signage.

The Meadowgreen Traffic Management Plan includes:

Item	Location	Recommendation	Status
1	Witney Ave & 19 th St	Change east-west yield to north-south stop	Completed Spring 2016. Added hazard boards to improve visibility.
2	Witney Ave & 20 th St	4-way stop	Completed Spring 2016. Added hazard boards to improve visibility.
3	Ave X between 2 nd driveway south of 22 nd St to 125 Ave X	Install parking restrictions on west side	Completed Spring 2016.
4	21 st St & Ave W	Add hazard boards to stop signs & enhance pedestrian signs	Completed Spring 2016.
5	21 st St & Ave Y	Change yield signs to stop signs	Completed Spring 2016.
6	Witney Ave & 20 th St	Median islands	Installed temporarily in Spring 2016 with additional 4-way Stop signs. May become permanent in 2017.
7	18 th St & Ave Y	Install curb extension (southeast corner) & median island (east side)	Installed temporarily in Spring 2016. May become permanent by 2021*.
8	Witney Ave & 21 st St	Install curb extension (northeast corner)	Installed temporarily in Spring 2016. May become permanent by 2022*.
9	Ave W - north of 18 th St	Install bus shelter	Bus stop moved to south side of 18 th St and shelter installed in 2016.
10	Ave W & 18 th St	Install active pedestrian corridor across Avenue W (south side)	On pedestrian device list as Priority 1. Projected timeframe 1 to 5 years.
11	18 th St - Ave W to Vancouver Ave	Install sidewalk on north side (with priority for area in front of school - Ave X to Montreal Ave)	On sidewalk retrofit list as Priority 1. Projected timeframe 5+ years.
12	21 st St between Witney Ave & Ave W	Install sidewalk on south side	On sidewalk retrofit list as Priority 1. Projected timeframe 5+ years.

* Assuming average future funding levels and subject to funding being approved by Council.

Recommendation

6.1 REVIEW OF 22ND STREET & WITNEY AVENUE INTERSECTION AND 22ND STREET & AVENUE W INTERSECTION:

That, as part of the 22nd Street Bus Rapid Transit Functional Planning Study, the Transportation & Utilities Department, Transportation Division and the Community Services Department, Planning & Development Division, Long Range Planning Section include an analysis of the 22nd Street & Witney Avenue intersection and the 22nd Street & Avenue W intersection to identify opportunities to improve pedestrian safety and traffic flow in/out of Meadowgreen.



7 Neighbourhood Safety

Overview

A positive perception of safety within a community allows citizens to live, work, shop, and play without an undue fear of becoming a victim of crime. This section of the Meadowgreen LAP includes perceptions held by neighbourhood residents and businesses, statistics and reported crime data, survey results, and some safety audits conducted by the youth in the community. These results have been analyzed, collated, and balanced and used to create LAP recommendations specific to neighbourhood safety. These recommendations will help address crime, perceptions of crime and the identified concerns of the community.

Goals

1. Improve safety in parks during the day and at night.
2. Address incivilities associated with patrons of liquor licensed businesses in the area and specifically on 20th Street West.
3. Improve perceptions of safety into the future, for all residents, particularly related to the safety of newcomers.

Recommendations

7.1 21st STREET WEST – NORTH BACK LANE (2700, 2800, and 2900 BLOCKS): *That the Community Services Department, Planning & Development Division work with the Community Services Department, Parks Division and the Transportation & Utilities Department, Construction & Design Division to improve the 21st Street West back lane of the 2700, 2800, and 2900 blocks; help increase residents' feelings of safety; and, educate residents on their responsibility for keeping back lanes neat and tidy.*



- 7.2 INCIVILITIES STRATEGY:** *That the Community Services Department, Planning & Development Division include Meadowgreen in the development of an initiative or program to educate bar owners, patrons, and residents in the Meadowgreen neighbourhood on their responsibilities and safety issues arising outside of liquor licensed establishments.*
- 7.3 CITIZEN AND/OR PARK PATROL:** *That the Community Services Department, Recreation & Community Development Division, and Saskatoon Police Service, work with the Meadowgreen Community Association to encourage the establishment of a Citizen Patrol and/or Park Patrol in the neighbourhood as a whole or in selected parks.*
- 7.4 KATE WAYGOOD PARK SAFETY AUDIT:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of Kate Waygood Park with a major focus on the east end of the park. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*
- 7.5 DUTCHAK PARK SAFETY AUDIT:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of Dutchak Park. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*
- 7.6 PETER POND PARK AND CAHILL PARK SAFETY AUDITS:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of Peter Pond Park and Cahill Park. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*



- 7.7 NORTH-SOUTH PATHWAY SAFETY AUDIT:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of the north-south pathway between the west side of the neighbourhood and Circle Drive West. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*
- 7.8 DISTRIBUTE NEIGHBOURHOOD SAFETY MATERIALS:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to identify a convenient location in the neighbourhood to make the “Safe at Home” booklet and the “Porch Light Initiative” brochure available to residents.*
- 7.9 DISTRIBUTE THE REDUCING GRAFFITI IN OUR COMMUNITY BROCHURE:** *That the Community Services Department, Planning & Development Division distribute the Reducing Graffiti in our Community brochure to help educate business owners on existing programs to combat graffiti vandalism.*



Implementation & Priorities

Implementation

Local Area Plan (LAP) reports are long-term plans that take many years to be fully implemented. An LAP sets out a vision and goals to guide growth and development of a neighbourhood. They also specify recommendations, with each intended to address a particular issue and improve the neighbourhood. Some recommendations may be implemented in the short-term, while others may take a longer period of time.

Since the late-1990s, the City of Saskatoon Planning & Development Division has been creating and implementing LAPs, with City Council endorsing the plans. Great strides have been made to improve these neighbourhoods by allocating resources for the implementation of the recommendations in the report, working with City Administration, with LAP communities, and facilitating collaborative action from government and non-government programs and service providers.

Each year, budgets from many City of Saskatoon departments are utilized to support capital investments needed to implement the recommendations of a LAP. City Council has been very supportive of the Local Area Planning Program and continues to approve significant amounts of capital funds to implement needed improvements in the LAP neighbourhoods.

Local Area Planners are the liaisons between the community and City Administration to ensure the priorities laid out in each LAP are reflected in the funding of projects. The interdepartmental cooperation begins in the early stages of the LAP process, when key City Administrators provide insight and expertise by engaging in discussion with the LAP Committee on identified issues. These same key City Administrators are often involved in approving certain commitments to implement recommendations from the LAP.

It is a goal of the Local Area Planning Program to report to the LAP neighbourhoods and to City Council on an annual basis to provide a status update on the implementation of recommendations from each LAP. Additional public meetings may also be needed to keep the community abreast of implementation activities or to gather input on implementation activities. Articles about Local Area Planning activities may also be published in Community Association newsletters. The Local Area Planning website at www.saskatoon.ca/lap posts Implementation Status Reports, which are updated annually.

Continued community involvement in the implementation of LAPs is essential to successful outcomes, and it is imperative to extend a central role to local residents, Community Associations, LAP Committees, and other stakeholders. Community Associations and LAP Committees have an important role in providing local perspective, advice, guidance and input on the implementation of recommendations, and commenting on development proposals in their neighbourhoods to ensure they are consistent with the goals of the LAP.

Priorities

At the Meadowgreen LAP Open House held April 5, 2017, attendees identified the recommendations considered to be top priorities by the community. This does not necessarily mean implementation of these recommendations will occur immediately or first, due to other factors that may affect timing, but is an opportunity for the community to identify the recommendations that are believed to have the greatest potential for a significant positive impact on the neighbourhood.

The following recommendations were identified as top priorities:

- 1.1 PROPOSED MEADOWGREEN LAND USE POLICY MAP DESIGNATING W.P. BATE SCHOOL AS COMMUNITY FACILITY**
- 2.1 RE-NAMING OF PETER POND PARK**
- 3.1 ADDRESSING CHALLENGES OF LANGUAGE BARRIER IN MEADOWGREEN**
- 3.2 BUILDING COMMUNITY AMONG ALL RESIDENTS OF MEADOWGREEN**
- 3.3 MEADOWGREEN NEIGHBOURHOOD ENTRANCE SIGNAGE**
- 5.1 TRANSIT ROUTE 10 ADJUSTMENT**



The Neighbourhood Safety recommendations were prioritized separately because the Neighbourhood Planning Section has a Neighbourhood Safety Implementation Planner tasked with managing the implementation of safety recommendations from LAPs and related reports.

The following table shows the prioritization of Neighbourhood Safety recommendations (with 1 being highest priority):

Recommendation	Priority
RECOMMENDATION 7.1 – 21 ST STREET WEST - NORTH BACK LANE (2700, 2800, AND 2900 BLOCKS)	5
RECOMMENDATION 7.2 – INCIVILITIES STRATEGY	3
RECOMMENDATION 7.3 – CITIZEN AND/OR PARK PATROL	3
RECOMMENDATION 7.4 – KATE WAYGOOD PARK SAFETY AUDIT	5
RECOMMENDATION 7.5 – DUTCHAK PARK SAFETY AUDIT	4
RECOMMENDATION 7.6 – PETER POND PARK AND CAHILL PARK SAFETY AUDITS	2
RECOMMENDATION 7.7 – NORTH-SOUTH PATHWAY SAFETY AUDIT	4
RECOMMENDATION 7.8 – DISTRIBUTE NEIGHBOURHOOD SAFETY MATERIALS	5
RECOMMENDATION 7.9 – DISTRIBUTE THE REDUCING GRAFFITI IN OUR COMMUNITY BROCHURE	1



Meadowgreen Local Area Plan Final Report

Community Services Department, Planning & Development | June 26, 2017

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Executive Summary

Local Area Planning is a community-based approach to developing comprehensive neighbourhood plans. It enables residents, business owners, property owners, community groups and other stakeholders direct input into determining the future of their community. During the development of a Local Area Plan (LAP), participants work with each other to create a vision, identify issues, develop goals, and outline strategies to ensure the long-term success of their neighbourhood. Once completed, a LAP sets out objectives and policies that guide the growth and development of a neighbourhood or selected area. The LAP program is administered by the Planning & Development Division, Neighbourhood Planning Section. It also identifies specific recommendations for improvements within a neighbourhood. LAPs have short-, medium-, and long-term recommendations.

The Meadowgreen LAP is the result of input from more than 90 neighbourhood residents and stakeholders, along with contributions from approximately 50 members of City Administration. A total of 25 recommendations are contained in the Meadowgreen LAP related to: Land Use and Housing, Parks, Building Community, Municipal Services, Transit and Bus Stops, Traffic, and Neighbourhood Safety. The Neighbourhood Planning Section is responsible for coordinating the implementation of LAP and Safety Audit recommendations.

At the Meadowgreen LAP Open House held April 5, 2017, attendees identified the recommendations considered to be top priorities by the community. This does not necessarily mean implementation of these recommendations will occur immediately or first, due to other factors that may affect timing, but is an opportunity for the community to identify the recommendations that are believed to have the greatest potential for a significant positive impact on the neighbourhood.

The following recommendations were identified as top priorities:

- 1.1 PROPOSED MEADOWGREEN LAND USE POLICY MAP DESIGNATING W.P. BATE SCHOOL AS COMMUNITY FACILITY**
- 2.1 RE-NAMING OF PETER POND PARK**

3.1 ADDRESSING CHALLENGES OF LANGUAGE BARRIER IN MEADOWGREEN

3.2 BUILDING COMMUNITY AMONG ALL RESIDENTS OF MEADOWGREEN

3.3 MEADOWGREEN NEIGHBOURHOOD ENTRANCE SIGNAGE

5.1 TRANSIT ROUTE 10 ADJUSTMENT

The Neighbourhood Safety recommendations were prioritized separately because the Neighbourhood Planning Section has a Neighbourhood Safety Implementation Planner tasked with managing the implementation of safety recommendations from LAPs and related reports.

The following table shows the prioritization of Neighbourhood Safety recommendations (with 1 being highest priority):

Recommendation	Priority
RECOMMENDATION 7.1 – 21 ST STREET WEST - NORTH BACK LANE (2700, 2800, AND 2900 BLOCKS)	5
RECOMMENDATION 7.2 – INCIVILITIES STRATEGY	3
RECOMMENDATION 7.3 – CITIZEN AND/OR PARK PATROL	3
RECOMMENDATION 7.4 – KATE WAYGOOD PARK SAFETY AUDIT	5
RECOMMENDATION 7.5 – DUTCHAK PARK SAFETY AUDIT	4
RECOMMENDATION 7.6 – PETER POND PARK AND CAHILL PARK SAFETY AUDITS	2
RECOMMENDATION 7.7 – NORTH-SOUTH PATHWAY SAFETY AUDIT	4
RECOMMENDATION 7.8 – DISTRIBUTE NEIGHBOURHOOD SAFETY MATERIALS	5
RECOMMENDATION 7.9 – DISTRIBUTE THE REDUCING GRAFFITI IN OUR COMMUNITY BROCHURE	1

Thank you to the Meadowgreen Local Area Plan Committee for your dedication and to everyone who contributed to this report, your efforts have been very much appreciated!

Summary of Recommendations

1 – Land Use

- 1.1 **PROPOSED MEADOWGREEN LAND USE POLICY MAP DESIGNATING W.P. BATE SCHOOL AS COMMUNITY FACILITY:** *That the Community Services Department, Planning & Development Division, add the Proposed Meadowgreen Land Use Policy Map to the Official Community Plan No. 8769 that designates W.P. Bate School as a Community Facility.*
- 1.2 **UPDATE THE “REDEVELOPING BROWNFIELDS IN SASKATOON” GUIDEBOOK:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Corporate Performance Department, Corporate & Environmental Initiatives Division complete an update of the “Redeveloping Brownfields in Saskatoon: A Guidebook” to reflect the changes to regulations in the province, and subsequently provide the guidebook and information about the Vacant Lot and Adaptive Reuse Incentive Program to owners of the brownfield sites in and around Meadowgreen to promote redevelopment.*
- 1.3 **PROMOTE HOUSING HANDBOOK AND HOMEOWNERSHIP SUPPORT PROGRAMS IN MEADOWGREEN:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section distribute information to Meadowgreen residents promoting the Housing Handbook and housing programs that provide support to individuals pursuing homeownership.*

2 – Parks

- 2.1 **RE-NAMING OF PETER POND PARK:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section submit a request to the Naming Advisory Committee to consider re-naming Peter Pond Park to “Dr. Willoughby Park”, in honour of Dr. John Henry Charles Willoughby.*
- 2.2 **HISTORICAL PARK SIGNAGE:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Heritage & Design Coordinator install park signage at Cahill Park to recognize Mr. Cahill’s historical connection to Meadowgreen as an early landowner and donor of the parcel that became Cahill Park. If Peter Pond Park is renamed for Dr. John Henry Charles Willoughby (Recommendation 2.1),*

similar signage should be placed at Dr. Willoughby Park recognizing his significant contributions to Saskatoon and connection to Meadowgreen as the first settler to own the land that became the northern half of Meadowgreen.

3 – Building Community

- 3.1 ADDRESSING CHALLENGES OF LANGUAGE BARRIER IN MEADOWGREEN:** *That the Community Services Department, Recreation & Community Development Division meet with the Community & Recreation Group of Meadowgreen, as well as the Meadowgreen Community Association, to discuss and provide advice to the neighbourhood organizations in addressing the issue of language barriers in the Meadowgreen community that create communication challenges when promoting local programming and events.*
- 3.2 BUILDING COMMUNITY AMONG ALL RESIDENTS OF MEADOWGREEN:** *That the Community Services Department, Recreation & Community Development Division and the Planning & Development Division, Neighbourhood Planning Section, meet with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to discuss existing documents and services offered by the City of Saskatoon and other organizations that can assist a neighbourhood in identifying opportunities to encourage residents to establish a strong connection to the local community and celebrate diversity, as well as to ensure newcomers feel welcomed.*
- 3.3 MEADOWGREEN NEIGHBOURHOOD ENTRANCE SIGNAGE:** *That the Community Services Department, Recreation & Community Development Division and the Planning & Development Division, Neighbourhood Planning Section, work with residents of Meadowgreen to design and install new neighbourhood entrance signage at appropriate locations in the south and north ends of the neighbourhood that re-purposes bricks from the original W.P. Bate School.*

4 – Municipal Services

- 4.1 FALL STREET SWEEPING ON 21ST STREET:** *That the Transportation & Utilities Department, Roadways & Operations Division consider the feasibility of adding 21st Street, between Vancouver Avenue and Montreal Avenue, to the annual fall street sweeping program.*
- 4.2 CONDUCT ASSESSMENT OF 21ST STREET WALKWAY:** *That the Transportation & Utilities Department, Transportation Division conduct an assessment of the walkway north of 21st Street, between Ottawa Avenue and*

Montreal Avenue, and consider opportunities to upgrade the base material and address ponding issues related to poor drainage at both ends of the walkway.

- 4.3 DISTRIBUTE RECYCLING AND WASTE REDUCTION PROGRAM INFORMATION TO MEADOWGREEN RESIDENTS:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Corporate Performance Department, Environmental & Corporate Initiatives Division work with the Meadowgreen Community Association to identify the current recycling and waste reduction programs offered by the City of Saskatoon and Saskatchewan Waste Reduction Council that may be of interest to Meadowgreen residents and request that the Meadowgreen Community Association consider promoting these programs in a future edition of their newsletter.*

5 – Transit & Bus Stops

- 5.1 TRANSIT ROUTE 10 ADJUSTMENT:** *That Saskatoon Transit consider the feasibility of rerouting “Route 10 Pleasant Hill – City Centre” to mirror the route of “Route 2 Meadowgreen – City Centre”, doubling the frequency of Monday-to-Saturday daytime transit service within the Meadowgreen transit loop that serves portions of Avenue W, Appleby Drive, Wardlow Road, 18th Street, and Winnipeg Street.*
- 5.2 SHELTER WITH BENCH FOR BUS STOP #4014 ON AVENUE W NEAR 20TH STREET:** *That Saskatoon Transit consider the feasibility of installing a shelter with bench to Bus Stop #4014, located near the intersection of Avenue W and 20th Street, adjacent to the McAskill Manor seniors housing complex.*
- 5.3 SASKATOON TRANSIT RIDER ASSISTANCE TEXT LINE:** *That Saskatoon Transit consider the development of a cell phone text line, where riders can send a text message to a Transit Supervisor to give notification of safety concerns or request assistance, without needing to draw attention to themselves by speaking out loud to report a safety issue. Promotional materials for safety feature to clearly note that riders should continue using 9-1-1 in emergencies.*
- 5.4 UNIQUE MEADOWGREEN BUS STOP:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and Saskatoon Transit meet with Meadowgreen transit riders to discuss the feasibility and interest in replacing one or more local bus stops with a creative design that incorporates unique features and represents the Meadowgreen neighbourhood.*

6 – Traffic

- 6.1 REVIEW OF 22ND STREET & WITNEY AVENUE INTERSECTION AND 22ND STREET & AVENUE W INTERSECTION:** *That, as part of the 22nd Street Bus Rapid Transit Functional Planning Study, the Transportation & Utilities Department, Transportation Division and the Community Services Department, Planning & Development Division, Long Range Planning Section include an analysis of the 22nd Street & Witney Avenue intersection and the 22nd Street & Avenue W intersection to identify opportunities to improve pedestrian safety and traffic flow in/out of Meadowgreen.*

7 – Neighbourhood Safety

- 7.1 21ST STREET WEST – NORTH BACK LANE (2700, 2800, and 2900 BLOCKS):** *That the Community Services Department, Planning & Development Division work with the Community Services Department, Parks Division and the Transportation & Utilities Department, Construction & Design Division to improve the 21st Street West back lane of the 2700, 2800, and 2900 blocks; help increase residents’ feelings of safety; and, educate residents on their responsibility for keeping back lanes neat and tidy.*
- 7.2 INCIVILITIES STRATEGY:** *That the Community Services Department, Planning & Development Division include Meadowgreen in the development of an initiative or program to educate bar owners, patrons, and residents in the Meadowgreen neighbourhood on their responsibilities and safety issues arising outside of liquor licensed establishments.*
- 7.3 CITIZEN AND/OR PARK PATROL:** *That the Community Services Department, Recreation & Community Development Division, and Saskatoon Police Service, work with the Meadowgreen Community Association to encourage the establishment of a Citizen Patrol and/or Park Patrol in the neighbourhood as a whole or in selected parks.*
- 7.4 KATE WAYGOOD PARK SAFETY AUDIT:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of Kate Waygood Park with a major focus on the east end of the park. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*

- 7.5 DUTCHAK PARK SAFETY AUDIT:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of Dutchak Park. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*
- 7.6 PETER POND PARK AND CAHILL PARK SAFETY AUDITS:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of Peter Pond Park and Cahill Park. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*
- 7.7 NORTH-SOUTH PATHWAY SAFETY AUDIT:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of the north-south pathway between the west side of the neighbourhood and Circle Drive West. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*
- 7.8 DISTRIBUTE NEIGHBOURHOOD SAFETY MATERIALS:** *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to identify a convenient location in the neighbourhood to make the “Safe at Home” booklet and the “Porch Light Initiative” brochure available to residents.*
- 7.9 DISTRIBUTE THE REDUCING GRAFFITI IN OUR COMMUNITY BROCHURE:** *That the Community Services Department, Planning & Development Division distribute the Reducing Graffiti in our Community brochure to help educate business owners on existing programs to combat graffiti vandalism.*

Overview of Local Area Planning

What is Local Area Planning?

Local Area Planning is a community-based approach to developing comprehensive neighbourhood plans. It enables residents, business owners, property owners, community groups and other stakeholders direct input into determining the future of their community. During the development of a Local Area Plan (LAP), participants work with each other to create a vision, identify issues, develop goals, and outline strategies to ensure the long-term success of their neighbourhood. Once completed, a LAP sets out objectives and policies that guide the growth and development of a neighbourhood or selected area.

The scope of a LAP depends on the issues and opportunities identified by the stakeholders involved. Strategies generally focus on the following themes:

- Neighbourhood Identity
- Neighbourhood Heritage and Culture
- Industrial, Commercial and Residential Land Uses
- Economic Development
- Housing and Infill Development
- Municipal Services and Infrastructure
- Transportation and Parking
- Streetscapes
- Parks, Open Space and Recreation
- Neighbourhood Safety
- Neighbourhood Sustainability

Why Local Area Planning?

A core strategy of the City of Saskatoon's Strategic Plan is to "enable active, community-based participation in issue and problem identification and resolution". A commitment to fulfill this core strategy was originally demonstrated as far back as 1978 with *The Core Neighbourhood Study*, which was later updated and expanded during the *1991 Core Neighbourhood Study Review*.

In 1996, the City initiated Plan Saskatoon, which included a city-wide public participation process focused on updating the Development Plan (Official Community Plan) and Zoning Bylaw; Saskatoon's two main public policy tools used to manage growth and development. The Local Area Planning Program was created following expressed support by citizens during the Plan Saskatoon process for more active citizen involvement in long-term planning and development decisions affecting their community. Citizens also called for measures to enhance Saskatoon's central and intermediate neighbourhoods.

Neighbourhoods must be approved by City Council to participate in the development of a LAP. The Meadowgreen LAP is the City of Saskatoon's 14th LAP.

As determined by the City of Saskatoon's Official Community Plan, LAPs are applied to specific areas of the City to:

- Maintain the quality, safety and viability of the area;
- Guide and prioritize the expenditure of public funds on community improvements and infrastructure;
- Encourage the renewal, rehabilitation or redevelopment of private and public properties;
- Resolve situations where the policies of the Official Community Plan do not accurately reflect the individual needs of an area; and
- Provide the basis for amendments to the City of Saskatoon's Official Community Plan and Zoning Bylaw.

What are the Steps to Create a Local Area Plan?

Significant value is placed on active public participation in the Local Area Planning process. It has been determined that the more involved the public, the more sustainable and implementable the plan will be at both the community and municipal government level. The Local Area Planning process tries to build capacity among stakeholders so that they can collaboratively create a vision and goals for the neighbourhood, and make informed decisions that affect their neighbourhood.

Generally, the steps to create a LAP are:

- 1) **Neighbourhood Meeting and Forming a Local Area Plan Committee (LAPC)** – All residents, property owners, business owners, community groups and other stakeholders are invited to a meeting to discuss the Local Area Planning process. At that time, participants are asked to serve on a LAPC.
- 2) **Creating a Vision** – The LAPC envisions a positive future for their community. The vision creates a common base from which the community can work to create realistic goals and strategies for successful long-term planning.
- 3) **Discussing the Condition of the Community** – The LAPC discusses the condition of the community to help paint a picture of the community.
- 4) **Identifying Issues, Setting Goals and Outlining Strategies** – Information is gathered through surveys, research, presentations and participant observations about the neighbourhood. Based on these findings, the LAP Committee acquires an understanding of issues and the practicality of addressing them in the LAP, and sets goals and outlines strategies to ensure the long-term success of their neighbourhood. This information forms the basis of the LAP.
- 5) **Writing the LAP** – The Local Area Planner writes the LAP. City Administration and the LAP Committee review and endorse the LAP.
- 6) **Adopting the LAP** – Once general consensus is reached in support of the LAP, the report is presented to the Municipal Planning Commission and finally to City Council for adoption.
- 7) **Implementing the Strategies** – In order to achieve neighbourhood goals there needs to be participation by all stakeholders in implementing the plan.
- 8) **Monitoring, Evaluating and Updating the Plan** – All stakeholders have an opportunity to monitor improvements in their neighbourhood. City staff delivers an annual progress report to City Council and the Community Association or as required until all recommendations have been fulfilled.

Meadowgreen LAP Study Area

Study Area

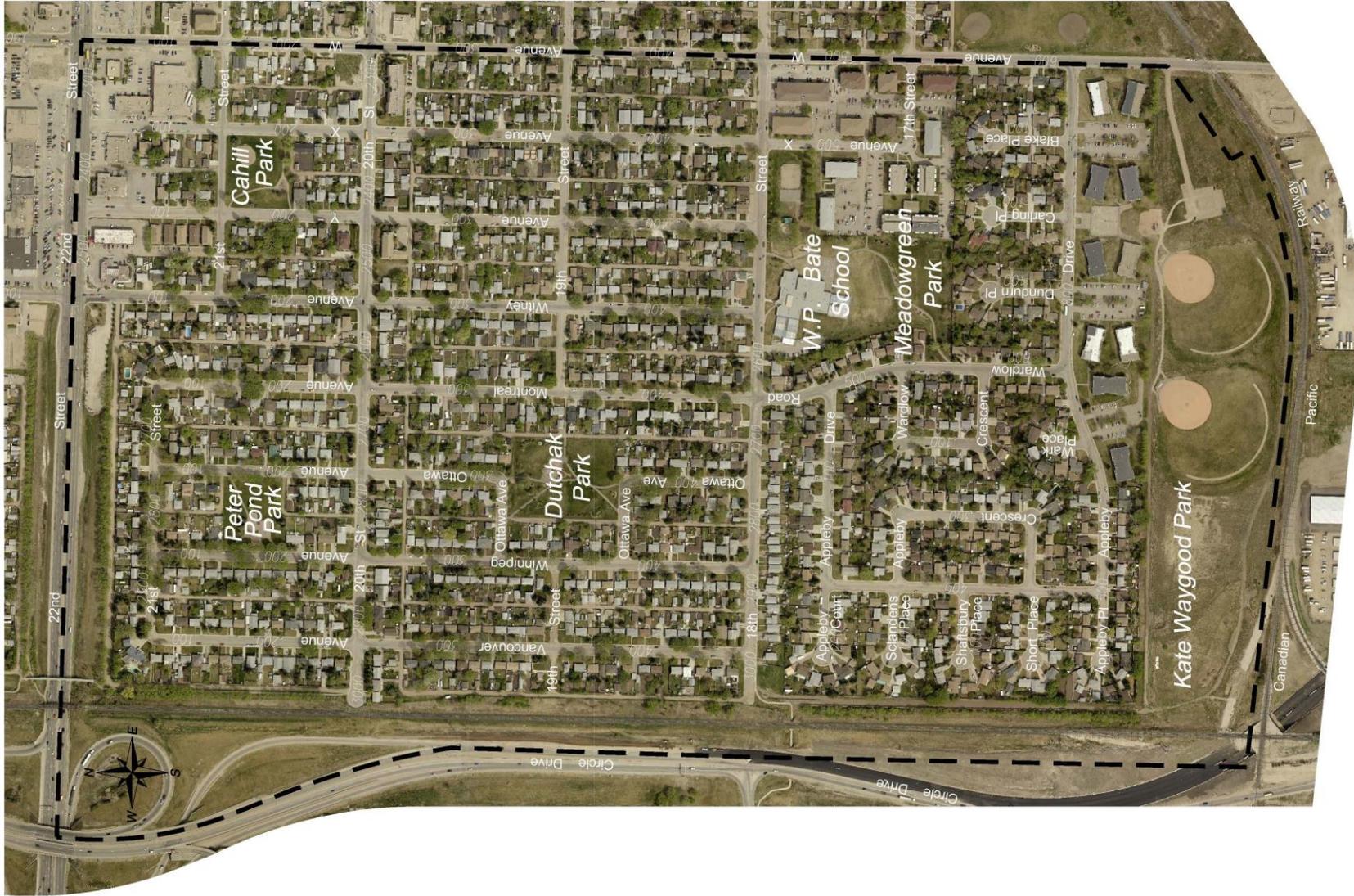
The study area of the Meadowgreen LAP followed the neighbourhood boundaries, which are:

- 22nd Street to the north
- Avenue W to the east
- Railway tracks to the south
- Circle Drive to the west

See **Appendix 1** for statistical information about Meadowgreen from the City of Saskatoon Neighbourhood Profiles.



Meadowgreen



--- NEIGHBOURHOOD BOUNDARY

Meadowgreen LAP Vision & Goals

Meadowgreen Community Vision

At the beginning of the Local Area Plan (LAP) process, the Meadowgreen LAP Committee worked together to create the following vision for their community:

“Meadowgreen is home to a culturally diverse and accepting population that values the relationship between established residents and newcomers. It is a place where hardworking people take pride in their neighbourhood. Meadowgreen offers affordability and safety for current and future residents, while the down-to-earth nature of the community makes it a welcoming place for families.

Our location is easily accessible to Downtown and all other areas of Saskatoon, as well as within convenient proximity to local recreational facilities, shopping, and multiple options for local health care. The existing greenspace in the area provides the potential for beautiful, fully developed park spaces.

W.P. Bate School is at the heart of this neighbourhood and is the community gathering place. It is where people feel connected within their neighbourhood, and also feel connected to the greater city as a whole.

Meadowgreen will continue to be a safe, spirited, and diverse neighbourhood.”

Meadowgreen Current State

The following are a sampling of the general statements made by members of the Meadowgreen LAP Committee when asked to identify current positive aspects of their neighbourhood:

- Meadowgreen is an extremely diverse community.
- Meadowgreen is a safe neighbourhood.
- Meadowgreen is a family oriented community and has quite a few families that have emigrated from other countries and made their home here.
- Meadowgreen is a community that has had recent investment in its school and some parks.
- Meadowgreen is home to a diverse group of people, looking for an affordable and safe place to live.
- Meadowgreen is culturally diverse and growing.

Meadowgreen Neighbourhood Goals

The following general goals were identified by the Meadowgreen LAP Committee to guide the Local Area Plan process:

- Meadowgreen will become one of the safest, crime-free areas to live in.
- Meadowgreen will be a place where people from many different cultural backgrounds live harmoniously and thrive together.
- Meadowgreen will be a beautiful, integrated, safe community where all are welcome.
- Meadowgreen will become a better middle class neighbourhood that good people are proud to live in.
- Meadowgreen will be safer, with good traffic and pedestrian connections to central Saskatoon and other areas.

Meadowgreen History



Meadowgreen in 1974 with undeveloped land south of 18th Street

(credit: Photograph CP-6872-5 by Creative Professional Photographers courtesy Saskatoon Public Library – Local History Room)

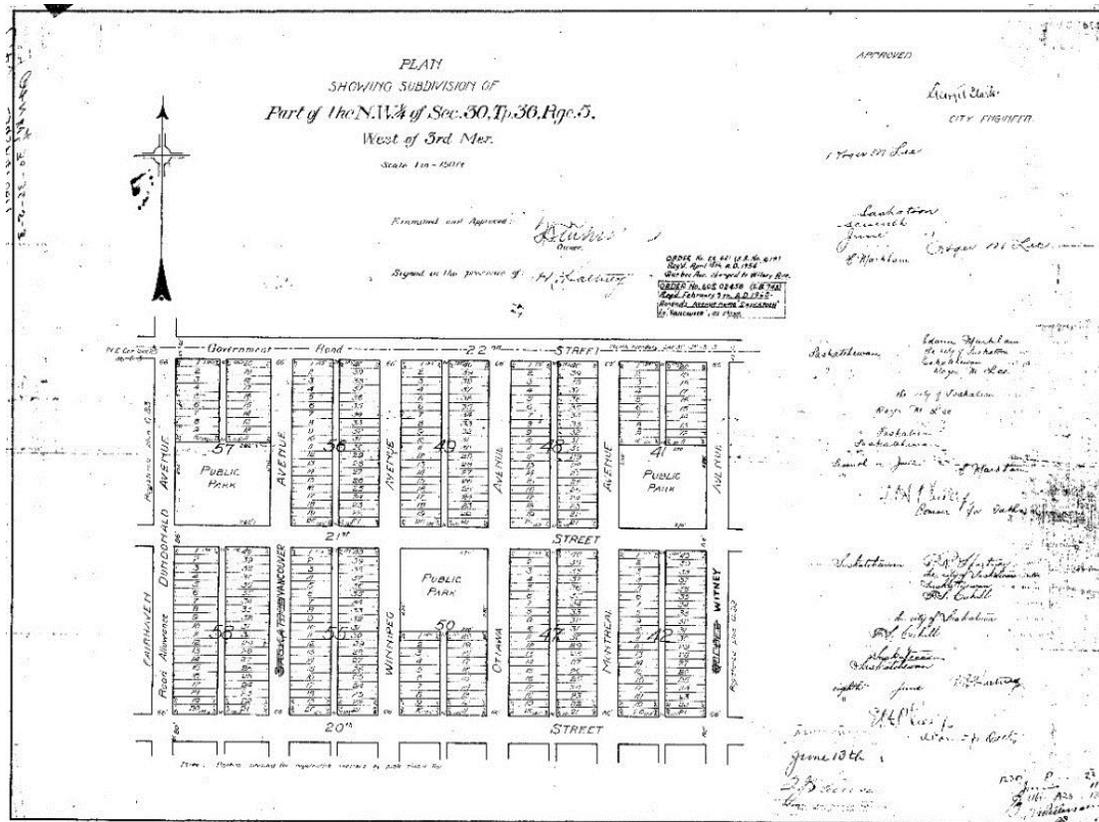
Meadowgreen is a relatively new addition to the city of Saskatoon. Even though people have been living in this area since before Saskatoon became a city, it was only in the 1980s that a portion of this area became known as Meadowgreen, while the north half remained West Pleasant Hill until the 1990s. This land was formerly part of the Rural Municipality of Cory, prior to being annexed by the City of Saskatoon in January 1955¹. While Meadowgreen is now far from being on the outskirts of Saskatoon, it was not long ago that this was the southwestern

end of the city. One resident of the area recalls catching gophers and going to the stockyards to help the men put cattle in the pens. It was common to see cattle roaming the streets when they escaped from the stockyards. Less than 60 years ago the area that would become Meadowgreen was only a handful of homes in an open field. This section provides background information about how Meadowgreen came to be the fully developed neighbourhood it is today.

¹ City of Saskatoon Archives, Reference Inquiry #2014-397.

Street Layout and Names

Northern Meadowgreen, between 22nd Street and 18th Street, is generally laid out in a traditional grid pattern, while the newer, southern section of the neighbourhood follows a curvilinear street pattern.



Plan of subdivision from 1960 for northern Meadowgreen
(credit: City of Saskatoon Archives)

The local street names have a variety of historical roots. Montreal, Ottawa, Winnipeg, and Vancouver avenues are named for the major hubs along the CNR mainline. This is appropriate, as the neighbourhood is bordered by train tracks on the west and south sides. The original name of Vancouver Avenue was intended to be Saskatoon Avenue, but was changed prior to construction. Also changed was Quebec Avenue to Witney Avenue. Witney Avenue was also originally Avenue Z. Several other street names are remnants from pre-World War I subdivisions that were never developed, including street names such as Wark Place, Short Place, and Appleby Place. The original meaning behind some of the street names is unknown².

² John Duerkop, *Saskatoon's History in Street Names*, Saskatoon, 2000.

Several streets in Meadowgreen are named for people and places with local and national significance. Blake Place is named after Edward Blake. Blake was a lawyer, the premier of Ontario from 1871 to 1872, and a federal cabinet minister from 1880 to 1887. He was a primary opponent to John A. Macdonald over the terms of building the Canadian Pacific Railway. Dundurn Place was named after a castle in Scotland. Schlanders Place was named after Fortay Maclure Schlanders, who was born in Scotland. He came to Saskatoon in 1908 and left in 1917. While his time in Saskatoon was brief, Schlanders was a prominent citizen, as commissioner of the Board of Trade and a member of the Saskatoon Club. Shaftsbury Place was named for the Earl of Shaftsbury³.

Homesteaders



Dr. John Henry Charles Willoughby

(credit: Photograph LH-3590 by Thompson and Son
courtesy Saskatoon Public Library – Local History Room)

The land that is known today as Meadowgreen was originally owned by two of Saskatoon's early settlers. These settlers were John Henry Charles Willoughby and Elisha Shelton Andrews.

Dr. John Henry Charles Willoughby homesteaded NW & NE 30-36-5 W3⁴, which is the north half of the section that would include part of Meadowgreen, along with part of Pleasant Hill, and is one of Saskatoon's most significant early settlers. Willoughby was Saskatoon's first physician, first postmaster, first storekeeper, first telephone company owner, and member of the first school board⁵.

Willoughby was born in Ontario in 1860. Following his medical training, he came to Saskatoon in 1883 with the first group of settlers. During the Northwest Resistance of 1885, he was the Deputy Purveyor General in the field hospital corps and would open a base

³ Ibid.

⁴ City of Saskatoon Archives, Reference Inquiry #2016-349.

⁵ Jen Pederson and Jeff O'Brien, *A Seat on Council: The Aldermen, Councillors and Mayors of Saskatoon*, 2015.

hospital in Saskatoon. He would leave for England to continue post-graduate work, before returning again to the prairies. Willoughby lived in Regina for a few years and entered politics, serving on council, then as mayor. He married Helen Gertrude Hilliard from Peterborough, Ontario in 1893. They had five children: Hilliard, Adelaide, Amelia, Clarice, and George⁶.

Willoughby and his family would return to Saskatoon in 1897 to homestead land that would eventually comprise a portion of Pleasant Hill and north Meadowgreen. Willoughby was a doctor in Saskatoon for approximately 20 years and the family home would later become St. Paul's Hospital. He opened Saskatoon's first business, a general store in a tent on Broadway Avenue⁷. He was a city councillor and had an unsuccessful mayoral bid, before returning again to elected office as a councillor⁸. Willoughby would also own *The Saskatoon Phenix* newspaper for a period of time⁹.

Willoughby retired from medicine in 1905 for health reasons. He started a brokerage business called the J.H.C. Willoughby-Sumner Company, which dealt in insurance, loans and general real estate. The company was very successful, eventually having offices in Toronto and London, England. Willoughby promoted building improvements in Saskatoon. He built several buildings, including the self-named Willoughby block located on 21st Street West. He returned to Ontario in 1912 and died in 1940¹⁰.

Willoughby was an accomplished individual who took on many roles to help the Saskatoon community develop.

⁶ Ibid.

⁷ N.F. Black, *The history of Saskatchewan*, Regina, 1913.

⁸ Local History Room, Biography clippings wild-wilm, Pg. 382 from *Who's Who in Western Canada*.

⁹ Jen Pederson and Jeff O'Brien, *A Seat on Council: The Aldermen, Councillors and Mayors of Saskatoon*, 2015.

¹⁰ Ibid.



**Capt Elisha Shelton Andrews
and Mary Ellen Thompson**
(credit: Photograph LH-1316 by Ralph Dill)

Captain Elisha Shelton Andrews homesteaded SW & SE 30-36-5 W3¹¹, which includes the land that eventually become south Meadowgreen and south Pleasant Hill. He received this land through a Military Bounty warrant, obtaining patent to both quarters in 1890. He was born in St. Andrews, New Brunswick. Andrews was a ship captain, as well as a farmer.

Andrews was hired by The Temperance Colonization Society to captain a ship named the *May Queen* from Medicine Hat to Saskatoon in 1884. This ship brought the first load of lumber to Saskatoon to begin building the city. Andrews did not plan to stay in Saskatoon, but was forced to stay for a significant amount of time to receive his payment from the temperance colony. Eventually, Andrews decided to stay in Saskatoon permanently¹².

Andrews built the first wooden house on the west side of Saskatoon. He fought in the Northwest Resistance. In 1885, he married Mary Ellen Thompson. Andrews sold his homestead in 1907 and moved to Victoria, then returned to Saskatoon five years later. Andrews stayed in Saskatoon until he died¹³.

¹¹ City of Saskatoon Archives, Reference Inquiry #2016-349.

¹² Local history room, Biography clippings ANDR-ANZ.

¹³ Ibid.

Residents

Meadowgreen has always been known for its high rate of ethnic diversity and has always been a neighbourhood that welcomes families from around the world. Thank you to Pat Tymchatyn (Ukrainian), George Zerebecky (Ukrainian), Cecilia Sousa (Portuguese), and Rocchina Frassetto (Italian) for compiling the following list of families these long-time residents recall moving to the area in the 1960s to 1980s:

20th Street West – Sikorski (Ukrainian), Neves (Portuguese), Bilecki (Hungarian), Marjorie and John Constantinoff (Bulgarian), Jose and Maria Apolonia (Portuguese), Mary and Paul Kuzminski (Ukrainian), Harry and Pauline (Lazarowich) Oleniuk (Ukrainian), Harry and Anne Andruchiw (Ukrainian), Leni and Karl Wedenig (German), John and Helen (Poluha) Matweko (Ukrainian), Mary and John Zabawsky (Ukrainian)

21st Street West – Nick and Berry Beallie (Ukrainian), Bill and Barbara Prokopchuk (Ukrainian), George and Gerry Zerebecky (Ukrainian), Ivan and Debbie Nahachewsky (Ukrainian), Alex Knihnitski and Marko Zerebecky (Ukrainian)

Vancouver Ave South – A. Pettettieri (Italian), D. Pellettieri (Italian), Coulic (Ukrainian)

Winnipeg Ave South – Peter Barboluk (Ukrainian), Michael and Lorraine (Bobowski) Sovyn (Ukrainian), Robert and Ksenia Hrycuik (Ukrainian)

Ottawa Ave South – Bartko (Ukrainian), Mitzie and Fayem Avdick (Portuguese), T. Messina (Italian)

Montreal Ave South – Alex and Alena Hnatiuk (Ukrainian), John and Helen Zazelenchuk (Ukrainian), Leon and Mary Zazelenchuk (Ukrainian), Fred and Sophie Kowal (Ukrainian), George Dwerenchuk (Ukrainian), Cisco and Brenda Ficko (Czech), Steve and Fern Pisis (Ukrainian), Remenda (Ukrainian), Luigi Di Santo (Italian), Ilko and Kateryna (Stetsyna) Strus (Ukrainian), Holoboff (Russian), Prystupa (Ukrainian)

Witney Ave South – D. Zelantini (Italian), Thiessen (German), Mah (Chinese), Steven & Jenny (Skorlatowski) Prebushewski (Ukrainian), Joe and Maria Sousa (Portuguese), Nakrayko (Ukrainian), Skakun (Ukrainian), Pocha (Ukrainian), Philepenko (Ukrainian), Poberznek (Ukrainian), Happy (Ukrainian), Ken and Audrey Stewart (Scottish), Thiessen (German)

Ave Y South – Kabatoff (Russian), Sikorski (Ukrainian), Lester (Ukrainian), Wasyl and Annie Lazarowich (Ukrainian), Drozda (Ukrainian), Fedeyko (Ukrainian)

Ave X South – Turleski (Polish/Ukrainian), Puderak (Ukrainian), Ilda and Jose M Sousa (Portuguese), Ed and Marcia Andrade (Portuguese), Jose and Maria Andrade (Portuguese), Anne Lischynski (Ukrainian), Manuel and Ines Moreira (Portuguese), Annie Tymchatyn (Ukrainian), John and Helen (Oleniuk) Krowchuk (Ukrainian), Kate Bohun (Osika) (Polish), Harbar (Ukrainian), Arpad Nagy (Hungarian), Malosovich (Yugoslavian), Jerry and Olga Wachniak (Ukrainian), Peter Manyk (Ukrainian), Novakowski (Ukrainian), Bill Honoroski (Ukrainian), Zook (Ukrainian), Frank Saccucci (Italian), Saverio Lorenzo (Italian)

Ave W S – Armando and Rocchina Frassetto (Italian), Krowchuk (Ukrainian), M. Gionnotta (Italian), Lydia Simicic (Croatian), Yee (Chinese), Kautzmann (German), Skorlatowki (Ukrainian), Kiryakos (Syrian), Joe Moreira (Portuguese), Manny Fuguerido (Portuguese), Massonuc (Portuguese)

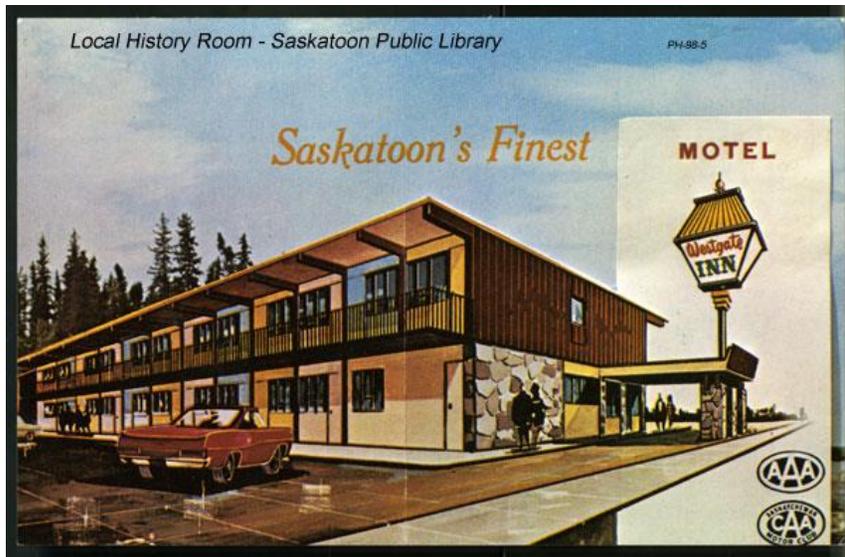
Businesses

Meadowgreen is primarily a residential neighbourhood; however, there are some longstanding businesses in the area. The Westgreen Village Mall, located at 501 Avenue W South, has been open since 1979. The first four businesses which opened in the strip mall in 1979 were Westgreen Medical clinic, Westgreen Drug Mart, Westgreen Village Hair Stylists, and Salntonis Restaurant¹⁴. While the business names in this mall have changed over the years, the types of businesses have remained relatively constant. There has almost always been a confectionary and a laundromat in the strip mall¹⁵.

There is also a commercial strip along 22nd Street at the northern edge of Meadowgreen. 22nd Street is a main commercial corridor that connects to downtown. The Meadowgreen segment of 22nd Street includes a variety of businesses, such as:

¹⁴ Henderson Directories Limited, *Henderson's Saskatoon Directory 1979*, Winnipeg: Henderson Directories Limited, 1979.

¹⁵ Peter Kozakavich, interview with Adriana Atcheson, phone interview, Saskatoon, December 6, 2014.



Westgate Inn Motel postcard from the 1960s
 (credit: Photograph PH-98-5 by Joe Fartak
 courtesy Saskatoon Public Library – Local History Room)

Petro-Canada gas bar, Westgate Inn, Bridge's Ale House & Eatery, Live Well Chronic Disease Management, Skunk Funk, Yung's Nails & Spa, Touch of Ukraine Restaurant, Aaron's, Brothers grocery, Mega Pawn, SARCAN Recycling, Partsource, and Ruckers Arcade.

Many business names have changed over the years, such as Bridge's Ale House & Eatery was formerly the Bar K in the late-1970s and 1980s, as well as the Red Lion prior to that. Other commercial properties have changed uses, like the country kitchen restaurant that previously occupied Aaron's location, Partsource used to be Consumer Distributing, and SARCAN was formerly a Safeway grocery store.

A businesses in Meadowgreen that served the community for a significant number of years was Anne's Grocery & Confectionary, established at 321 Avenue W South in 1950¹⁶. It was originally called Anne's Grocery & Lunch bar, but was soon changed to Anne's Grocery & Confectionary. The business closed in 1981¹⁷.

Another business that has since closed, but served Meadowgreen for decades is West Point Grocery. It was established at 309 Avenue W South in 1937¹⁸. The grocery store moved to 311 Avenue W South in 1939¹⁹. In the 1950s, the business became Harry's General Store, and in the 1960s it became Kowbel's General Store²⁰. In the 1990s, the business changed

¹⁶ Henderson Directories Limited, *Henderson's Saskatoon Directory 1979*, Winnipeg: Henderson Directories Limited, 1979.

¹⁷ Henderson Directories Limited, *Henderson's Saskatoon Directory 1981*, Winnipeg: Henderson Directories Limited, 1981.

¹⁸ Henderson Directories Limited, *Henderson's Saskatoon Directory 1937*, Winnipeg: Henderson Directories Limited, 1937.

¹⁹ Henderson Directories Limited, *Henderson's Saskatoon Directory 1939*, Winnipeg: Henderson Directories Limited, 1939.

²⁰ Henderson Directories Limited, *Henderson's Saskatoon Directory 1955*, Winnipeg: Henderson Directories Limited, 1955; Henderson Directories Limited, *Henderson's Saskatoon Directory 1969*, Winnipeg: Henderson Directories Limited, 1969.

again to Donald's General Store, before finally closing in 1994²¹. While this grocery/general store had many different owners and names over the years, it was an important and longstanding store in the area.

As well, there are several former gas stations that were located in Meadowgreen and nearby the neighbourhood, which include Texaco, Shell, and Esso stations.

Parks

Meadowgreen has five parks; Cahill Park, Dutchak Park, Kate Waygood Park, Meadowgreen Park, and Peter Pond Park. For information about these parks, refer to **Section 2 – Parks**.



Chanh Tam Buddhist Temple

Religion

The Chanh Tam Buddhist Temple was established in Meadowgreen in the 1990s. The temple was founded by the Saskatoon Vietnamese community. It is used for religious gatherings, and to provide a venue to host short and long term visits by monks and nuns.

The place of worship is located in what was originally a single-story bungalow home, which the Vietnamese community remodeled to become a place of worship.

The temple is a member of the Union of Vietnamese Buddhist Churches of Canada.

²¹ Henderson Directories Limited, *Henderson's Saskatoon Directory 1994*, Winnipeg: Henderson Directories Limited, 1994.

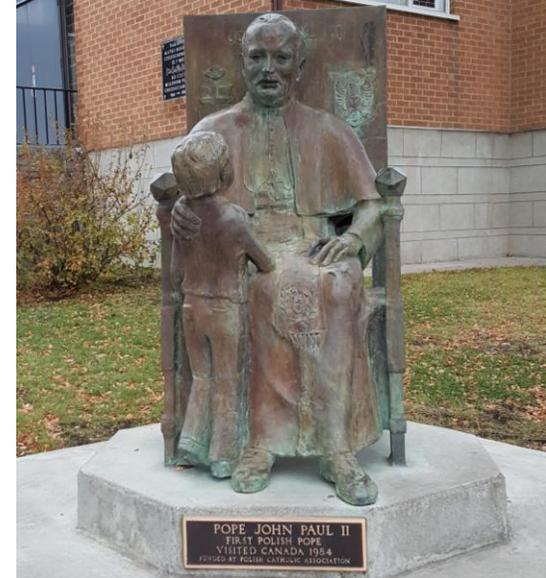


Our Lady of Czestochowa Church

Our Lady of Czestochowa Church at 301 Avenue Y South was built in 1965 and serves the Polish Catholic community in Saskatoon and area.

The church is believed to be the only Saskatoon Catholic church still providing service in Polish.

A statue of Pope John Paul II is installed on an elevated concrete base in the front yard of the church, near 20th Street. The plaque notes the Polish Catholic Association funded the statue in celebration of Pope John Paul II visiting Canada in 1984, which made him the first Polish pope to travel to Canada.



Pope John Paul II statue at Our Lady of Czestochowa Church



Plaque at Our Lady of Czestochowa Church

Another place of worship that serves the neighbourhood is the Meadowgreen House for All Nations, which was established in 2010.

The Meadowgreen House for All Nations also provides English language education in their Westgreen Village Mall location at 501 Avenue W South.

1 Land Use & Housing



The north half of Meadowgreen is comprised of 1950s and 1960s one-unit housing on grid pattern streets with rear lanes, while the south half was built out during the late 1970s and 1980s, with a significant concentration of multiple-unit dwellings, along with one-unit housing on curvilinear streets. While there are contrasts, when considering the separation of land uses, Meadowgreen is a healthy, stable neighbourhood.

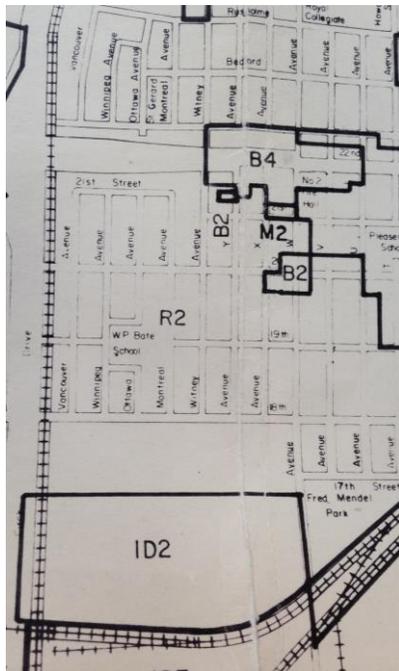
Meadowgreen has a relatively low homeownership rate, compared to the Saskatoon average. Homeownership tends to foster more commitment to the long-term success of a neighbourhood.

Land Use & Housing Goals

The following land use and housing goals were identified by the Meadowgreen LAP Committee:

1. Increase homeownership rates in Meadowgreen.
2. Encourage renters living in Meadowgreen to establish long-term roots in the neighbourhood by promoting homeownership programs.
3. Take appropriate steps to protect W.P. Bate School as a vital community facility.

History

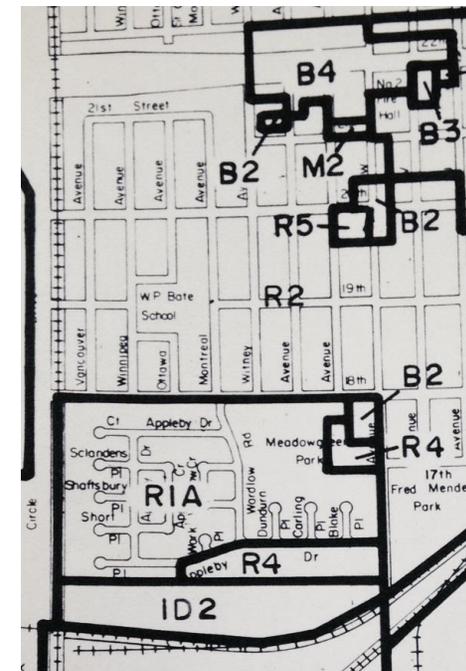


1972 Zoning Map

Meadowgreen was built in two phases. The first occurred in the north half of the neighbourhood, where a grid pattern street layout is lined with one-unit dwellings and rear lanes, with some commercial land use in the northeast. South of 18th Street was built in the second phase of the neighbourhood, where the streets are curvilinear and include many culs-de-sacs, along with a concentration of multiple-unit residential buildings.

As of 1930, there were only about 40 houses between 22nd Street and 18th Street. By the 1950s, this number had significantly grown.

The houses between 18th Street and 22nd Street were mostly built before 1970. Up until the 1970s,



1977 Zoning Map



1955 Meadowgreen aerial photo
(credit: City of Saskatoon Archives)

the undeveloped land nearest to the railway tracks at the south end of what is now Meadowgreen was zoned as ID2, a light industrial zoning district. This area remained undeveloped, until being rezoned for one-unit housing, multiple-unit dwellings, and a small pocket of commercial.

The homes in the southern portion of Meadowgreen were generally built after 1970. The majority of homes in the second phase were built between 1976 and 1977²². The multiple-unit dwellings on Appleby Drive were also built in 1978. A portion of this later development was built by Meadowgreen Estates Ltd, a development company from Edmonton, Alberta²³. The neighbourhood was named for this development company. Until the 1990s, the area north of 18th Street was known as the West Pleasant Hill neighbourhood. At that point, the land was consolidated to become the expanded Meadowgreen neighbourhood.

The building of the apartments in Meadowgreen occurred during a larger Saskatoon apartment boom during the 1970s. In 1977, the City of Saskatoon issued permits for 3,200 apartment units across the city, which equated to a 32% increase in Saskatoon apartments. One reason for the apartment boom was a federal tax incentive program that intended to address the chronically low vacancy rates in the rental market. As of 1978, Meadowgreen's 622 apartment units accounted for 4.4% of the multiple-unit dwellings in Saskatoon at the time²⁴.

²² Henderson Directories Limited. Henderson's Saskatoon Directory 1977.

²³ City of Saskatoon Archives. Agreements, 1088-1530, July 6, 1976.

²⁴ City of Saskatoon. Development Plan Bylaw (No. 6771), May 9, 1998.

There were also plans in the 1980s to build housing in the most southern portion of Meadowgreen, which was zoned for light industrial use at the time. One proposal included high rise apartments, while another proposal suggested this land would be suitable for use as a mobile home park²⁵. None of these proposals were ever developed. Eventually, Kate Waygood Park would be built in the 2010s, across the entire south end of the neighbourhood.

As of 2014, there were 1,719 dwelling units in Meadowgreen²⁶. Nearly all housing that currently exists in Meadowgreen was built prior to 1991. ~15% were built prior to 1961, ~58% between 1961 and 1980, ~21% between 1981 and 1990, with the remaining portion built since then²⁷.



530 and 526 Appleby Place in February 1977, under construction (credit: Photograph CP-7393-B by Creative Professional Photographers courtesy Saskatoon Public Library – Local History Room)



530 and 526 Appleby Place in February 2017, 40 years after construction

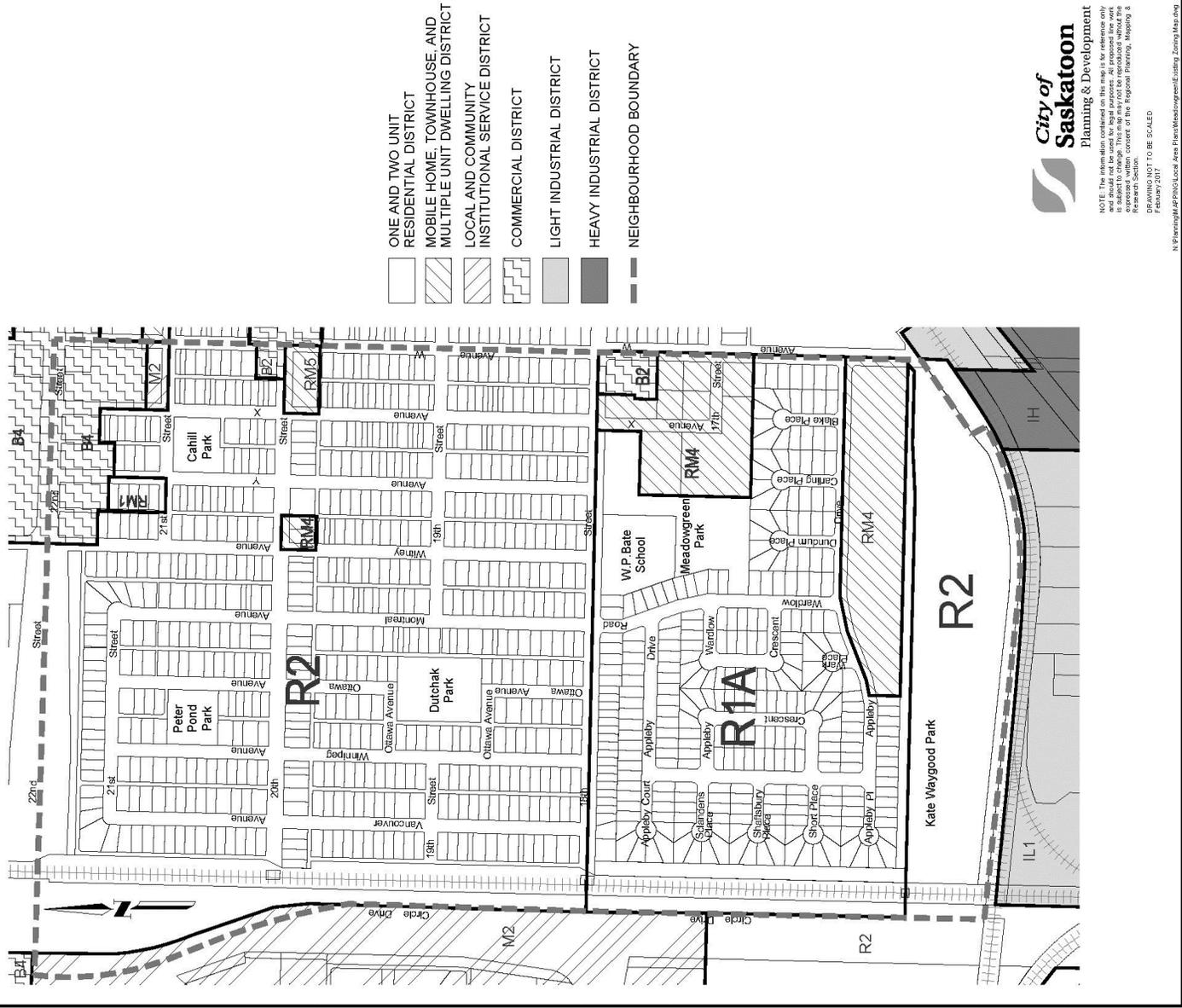
²⁵ Saskatoon Public Library – Local History Room. Subdivisions M-N, Saskatoon Star-Phoenix article, May 13, 1986.

²⁶ City of Saskatoon. Neighbourhood Profiles, December 2015.

²⁷ Ibid.

MEADOWGREEN LOCAL AREA PLAN

EXISTING ZONING MAP



Overview of Land Use and Zoning Policies

Every parcel of land in Saskatoon has been assigned a land use policy district under the Official Community Plan (OCP) Bylaw (No. 8769) and a zoning designation under the Zoning Bylaw (No. 8770). These two bylaws regulate development throughout the city. The land use policy district identifies the general type of land use appropriate for a particular site, such as: Residential, Arterial Commercial, District Commercial, etc. The zoning district establishes more specific development regulations related to: permitted uses, building setbacks, parking requirements, minimum/maximum standard, etc.

The following zoning district designations are applied to properties in Meadowgreen:

R1A – One-Unit Residential District

The purpose of the R1A District is to provide for residential development in the form of one-unit dwellings as well as related community uses²⁸. The residential area south of 18th Street, which is the newer portion of the neighbourhood, is zoned R1A. These crescents and cul-de-sacs do not have rear lanes.

R2 – One and Two-Unit Residential District

The purpose of the R2 District is to provide for residential development in the form of one and two-unit dwellings as well as related community uses²⁹. R2 is the predominant zoning district in Meadowgreen. Aside from the northeast corner, where pockets of other zoning districts exist, all properties between 18th Street and 22nd Street are zoned R2. These grid pattern streets have rear lanes and a number of walkways to assist pedestrians and cycling. The majority of properties in Meadowgreen are two 25-foot wide lots combined to create a 50-foot wide site, with either one-unit housing or a two-unit duplex. There are also many properties that are wider than 50 feet, such as on Montreal Avenue, where several 60 to 75-foot properties exist. There is potential for some of these properties to be subdivided in the future to create two one-unit dwelling sites.

²⁸ City of Saskatoon. Zoning Bylaw (No. 8770).

²⁹ *ibid.*

RM1 – Low Density Multiple-Unit Dwelling District

The purpose of the RM1 District is to provide for residential development in the form of one to four-unit dwellings, while facilitating certain small and medium scale conversions and infill developments, as well as related community uses³⁰. A small pocket of five RM1 properties exists on Avenue Y, north of 21st Street. These are residential structures comprised of four units each.

RM4 – Medium/High Density Multiple-Unit Dwelling District

The purpose of the RM4 District is to provide for a variety of residential developments in a medium to high density form as well as related community uses³¹. The multiple-unit dwellings on Appleby Drive, as well as the multiple-unit dwellings on 17th Street and Avenue X, are zoned RM4. There are also two RM4 properties at the corner of Witney Avenue and 20th Street. Currently, the corner site is a single-unit home and the adjacent property is vacant, but utilized for parking purposes by Our Lady of Czestochowa Catholic Church. It is possible a future multiple-unit dwelling project may someday be built on these properties, as permitted by the RM4 zoning district.

RM5 – High Density Multiple-Unit Dwelling District

The purpose of the RM5 District is to provide for a variety of residential developments, including those in a high density form, as well as related community uses, and certain limited commercial development opportunities³². The only RM5 zoned property is the five-storey McAskill Manor, a Saskatchewan Housing Corporation seniors home, located at 2315 20th Street West.

M2 – Community Institutional Service District

The purpose of the M2 District is to facilitate a moderate range of institutional and community activities, as well as medium density residential uses, that are generally compatible with residential land uses, and capable of being located in a

³⁰ Ibid.

³¹ Ibid.

³² Ibid.

neighbourhood setting subject to appropriate site selection³³. The only M2 property in Meadowgreen is located at 135 Avenue W South, which is a 16-unit apartment building.

B2 – District Commercial District

The purpose of the B2 District is to provide an intermediate range of commercial uses to serve the needs of two to five neighbourhoods³⁴. Westgreen Village Mall at the corner of Avenue W and 18th Street is zoned B2. This mall contains a convenience store and laundromat, as well as the Meadowgreen House For All Nations that provides a variety of services, such as English language education for newcomers to Canada. There are also residential units located above the mall.

The only other property in Meadowgreen that is zoned B2 is the former gas station that was located at the corner of 20th Street and Avenue W. The gas station at 239 Avenue W South closed in 1998 and has remained a vacant site following demolition, due to site contamination. See **Vacant Lots and Brownfield Development** in this chapter for more information.

B4 – Arterial and Suburban Commercial District

The purpose of the B4 District is to facilitate arterial and suburban commercial development providing a wide range of commercial uses serving motor vehicle oriented consumers³⁵. A pocket of B4 zoned properties is located in the northeast corner of the neighbourhood, along the 22nd Street corridor. A variety of business types are present along this portion of 22nd Street, including: gas station, motel, pub, personal services, restaurant, grocery store, home furnishings and electronics retailer, auto parts store, and games arcade.

Overall, the current zoning designations appear to be serving their intended purposes. No zoning changes are being proposed for Meadowgreen. See **Growth Plan To Half A Million** in this chapter for noted potential development opportunities in Meadowgreen that private property owners may choose to pursue in the future.

³³ Ibid.

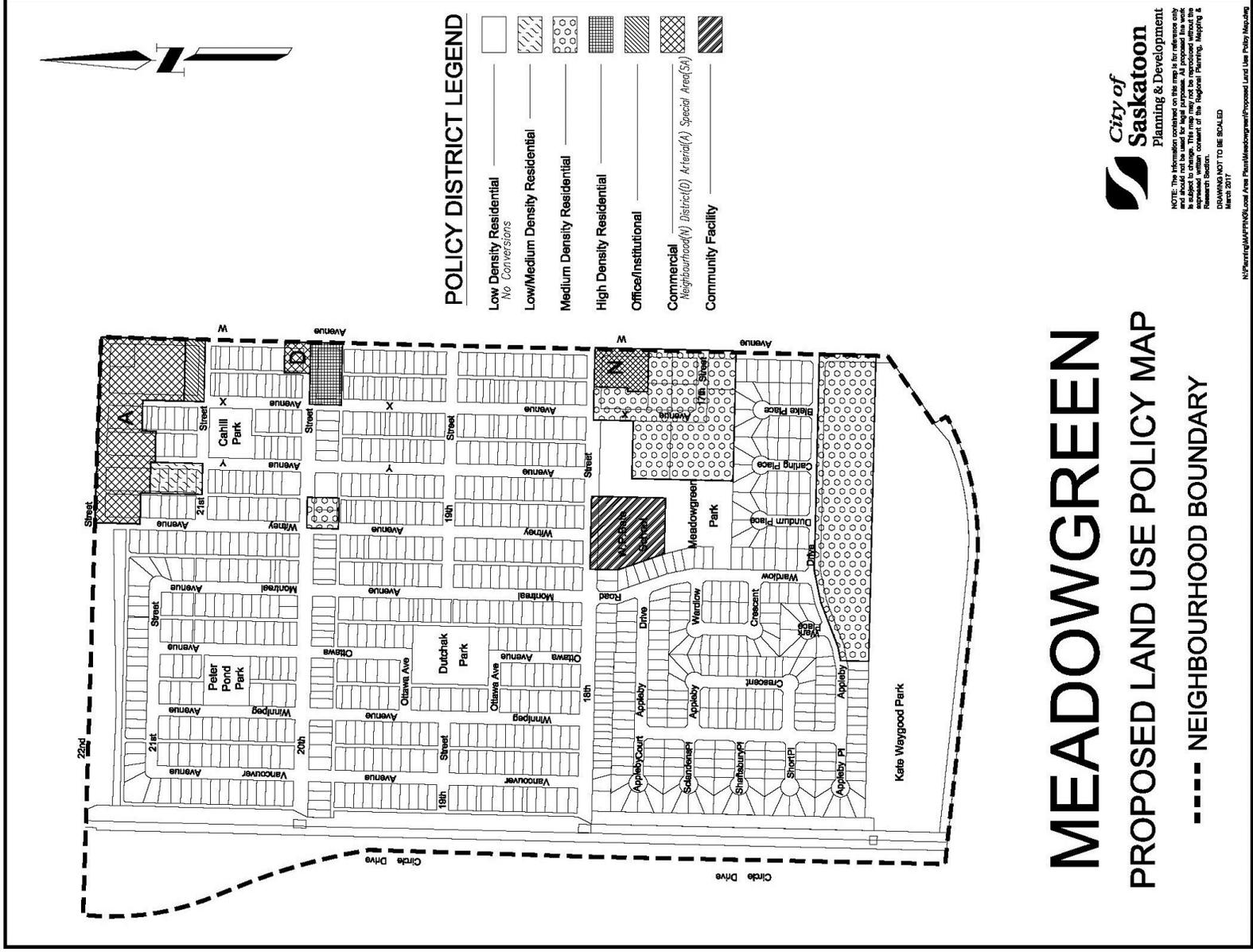
³⁴ Ibid.

³⁵ Ibid.

While no zoning changes are being proposed in the Meadowgreen LAP, a land use recommendation has been identified regarding W.P. Bate School. During the creation of the Meadowgreen LAP, it was repeatedly noted by local stakeholders that the school is a vital and extremely well-utilized community facility for the Meadowgreen neighbourhood. Residents say the community needs more available indoor spaces for community purposes because W.P. Bate School is typically fully booked, so it is imperative to protect existing community spaces.

It is unlikely the Saskatoon Public School Division would close W.P. Bate School at any point in the future; however, designating the property as a Community Facility is proposed. The Community Facility Policy District is intended to ensure in-depth consideration be given to the continued use of a building for institutional, recreational, residential, educational, or other community purposes, and that it is retained as a community focal point, if possible. While this designation does not guarantee the current use will never change, it does ensure that discussions will occur and efforts are made to avoid the loss of the facility for the neighbourhood, if the use was proposed to change.

RECOMMENDATION 1.1 – PROPOSED MEADOWGREEN LAND USE POLICY MAP DESIGNATING W.P. BATE SCHOOL AS COMMUNITY FACILITY: *That the Community Services Department, Planning & Development Division, add the Proposed Meadowgreen Land Use Policy Map to the Official Community Plan No. 8769 that designates W.P. Bate School as a Community Facility.*



POLICY DISTRICT LEGEND

- Low Density Residential
No Conversions
- Low/Medium Density Residential
- Medium Density Residential
- High Density Residential
- Office/Institutional
- Commercial
Neighbourhood(N) District(D) Arterial(A) Special Area(SA)
- Community Facility

MEADOWGREEN

PROPOSED LAND USE POLICY MAP

----- NEIGHBOURHOOD BOUNDARY



NOTE: The information contained on this map is for reference only and is subject to change. This map may not be reproduced without the expressed written consent of the Regional Planning, Mapping & Information Services Department.
DRAWINGS NOT TO BE SCALED
March 2017

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Growth Plan to Half a Million

The City of Saskatoon Growth Plan to Half a Million was approved in principle by City Council in 2016. This plan will guide growth in the city for decades to come. The plan is about making choices to proactively manage the changes associated with growth, creating a city that is vibrant and attractive to future generations. It includes the following focus areas: corridor growth, transit, core area bridges, employment areas, active transportation, and financing growth³⁶.

22nd Street is among the major corridors where the Growth Plan to Half a Million will encourage additional development. Intensifying land use and increasing development density will better utilize existing major corridors throughout Saskatoon, which can help provide suitable transit ridership support to allow for improved service through increased frequency. Developing along and near existing corridors allows the interior of residential neighbourhoods to generally remain lower density. Properties near corridors like 22nd Street are expected to be rezoned eventually to promote higher intensity uses.

The following are potential development opportunities in the Meadowgreen neighbourhood that were identified during the creation of the Meadowgreen LAP. These are not proposed changes and are not necessarily supported by the Meadowgreen LAP Committee, but it is possible that private property owners may pursue these opportunities in the future:

- The R2 zoned properties in the 100 block of Avenue X South and 100 block of Avenue Y South are surrounded by higher intensity land uses, including RM1, M2, and B2 zoning districts. These parcels may be suitable for low-to-medium density residential use. The parcels located south of the B2 zoning district may also have potential for commercial uses.
- In addition to the potential for additional commercial land use south of the B2 zoned properties on 22nd Street, there may be a need in the future for more neighbourhood-based commercial businesses. It is possible that one of the other corner sites at Avenue W and 18th Street, where Westgreen Village Mall occupies the southwest corner, may someday also be suitable for commercial use. The type of businesses that the Meadowgreen LAP Committee identified as suitable for the area include neighbourhood-based services with daytime business hours, such as: hair salon, ice cream shop, neighbourhood grocer, offices, medical offices, non-24-hour coffee shop, and small retail.

³⁶ City of Saskatoon. Growth Plan to Half a Million Summary Report.

The Meadowgreen LAP Committee noted their concern about the impact of alcohol and gambling in the community, so would not support any application for additional liquor licenses or video lottery terminals in Meadowgreen.

- At the corner of 20th Street and Witney Avenue, there are two properties zoned RM4. 2517 20th Street currently has a one-unit dwelling, while 2515 20th Street is utilized for parking purposes by Our Lady of Czestochowa Catholic Church. This zoning would permit a medium-to-high density residential project
- There are numerous R2 zoned residential properties in Meadowgreen of 60 to 75 feet that may be suitable for subdivision, in order to allow for two single-unit dwellings. Wide properties located on corners in Meadowgreen may be suitable for 4-unit developments, but would require a rezoning and public consultation process.
- The B2 zoned former gas stations located at 239 Avenue W South in Meadowgreen and 302 Avenue W South in Pleasant Hill are privately owned and will need to be remediated before the sites can be redeveloped.

Vacant Lots and Brownfield Development

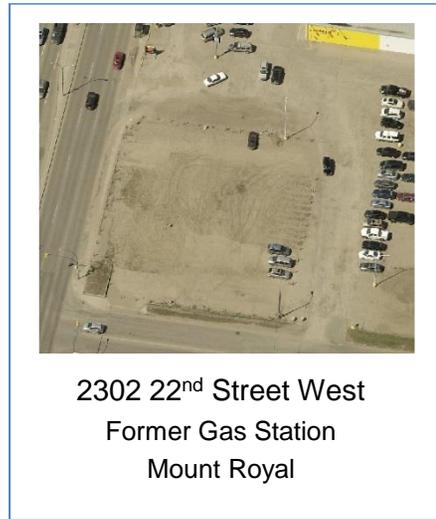
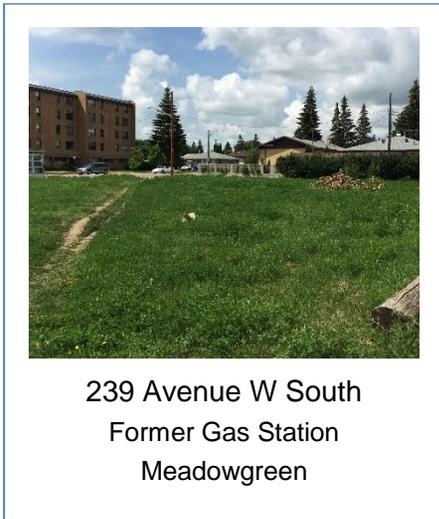


Site of former gas station at 239 Avenue W South

Vacant lots within a city have the potential to become a problem. If vacant for long periods of time, the site may become overgrown with grass and weeds, or become illegal dumping grounds; both of which can negatively affect neighbouring properties. In most cases, vacant lots occur because buildings, whether dilapidated or not, are demolished and the property owner either has no immediate plan to redevelop the site, does not have the resources to pursue redevelopment, or is waiting for suitable market conditions to maximize the investment. Sometimes, the redevelopment investment must include soil remediation, which is costly. It is important to promote the development of these vacant sites, as having a large number of vacant lots within a neighbourhood can begin to overshadow the positive aspects of a community.

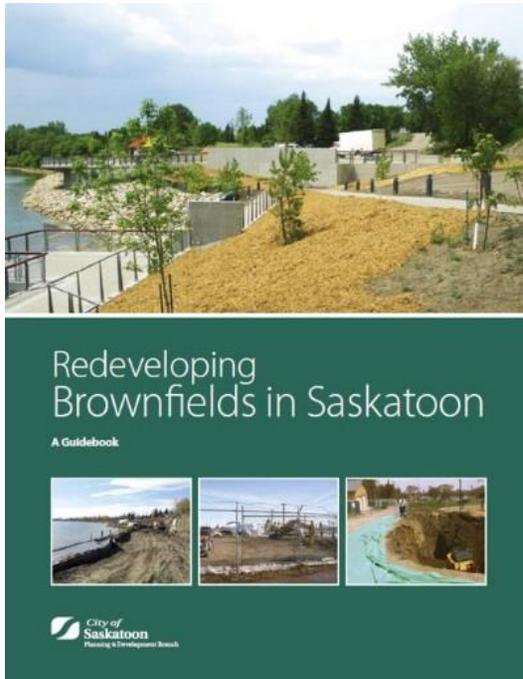
As of 2017, the City of Saskatoon has noted only five currently vacant lots in the Meadowgreen neighbourhood. However, one of the vacant Meadowgreen sites is of particular significance and there are two other large vacant properties adjacent to the neighbourhood, as well. Prior to becoming vacant, gas stations operated at each of these three locations. The large vacant commercial sites are located at:

- 239 Avenue W S (Meadowgreen; NW corner of 20th Street and Avenue W)
- 302 Avenue W S (Pleasant Hill; SE corner of 20th Street and Avenue W)
- 2302 22nd Street W (Mount Royal; NW corner of 22nd Street and Avenue W)



These particular sites are considered brownfields. Brownfields are “abandoned, vacant, derelict, or underutilized commercial or industrial property where past actions have resulted in actual or perceived contamination and where there is an active potential for redevelopment”.³⁷ Examples of brownfields include sites previously used for gas stations, rail yards, or dry cleaners. It is possible that some sites may be demolished and decommissioned with environmental remediation completed,

³⁷ National Round Table on the Environment and Economy, *Cleaning Up the Past, Building the Future: A National Brownfield Redevelopment Strategy for Canada*. 2003.



but there may still be some risk associated with the site if any contamination remains. Some brownfields may remain underdeveloped simply because of the stigma of previous industrial activity on the site, and may not necessarily be contaminated.

The West Industrial Local Area Plan, adopted by City Council in 2004, included a recommendation to create a brownfield redevelopment plan. The result of this recommendation was the creation of *Redeveloping Brownfields in Saskatoon: A Guidebook*, which was developed in 2009 by a consultant who worked with a range of civic departments, developers, environmental consultants, business improvement districts, government agencies and other local stakeholders. Some rules and regulations regarding contaminated sites have changed over the last few years, and as a result, certain portions of the guidebook have become somewhat outdated. It would be beneficial if the guide could be updated, and the relevant information provided to the owners of the vacant brownfields in the neighbourhood and surrounding area in order to promote redevelopment.

The City of Saskatoon also administers a Vacant Lot and Adaptive Reuse (VLAR) Incentive Program to further encourage redevelopment of existing vacant sites and the reuse of vacant buildings in established neighbourhoods by providing financial and tax-based incentives to owners of eligible properties. City Council approved the program in 2011 to address chronically vacant sites, and since then the City has supported redevelopment projects by providing over \$1,500,000 in VLAR incentives, and there has been over \$77,000,000 of private investment within the established neighbourhoods of Saskatoon as a result. The amount of the incentive is calculated through an evaluation system, based on points linked to policy objectives identified in the City's Official Community Plan. Under the program, applicants are given a choice between a cash grant or a five-year tax abatement.

RECOMMENDATION 1.2 – UPDATE THE “REDEVELOPING BROWNFIELDS IN SASKATOON” GUIDEBOOK: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Corporate*

Performance Department, Corporate & Environmental Initiatives Division complete an update of the “Redeveloping Brownfields in Saskatoon: A Guidebook” to reflect the changes to regulations in the province, and subsequently provide the guidebook and information about the Vacant Lot and Adaptive Reuse Incentive Program to owners of the brownfield sites in and around Meadowgreen to promote redevelopment.

Housing Programs

The current homeownership rate for Meadowgreen is 52.8%, which is significantly lower than Saskatoon’s overall rate of 66.3%³⁸. The following compares the rate of homeownership in Meadowgreen to nearby neighbourhoods³⁹.

Homeownership Rates

Meadowgreen	52.8%
Montgomery Place	97.2%
Mount Royal	60.4%
Pleasant Hill	28.5%
Westmount	64.2%
Saskatoon	66.3%

Mortgage Flexibilities Support Program

To increase affordable home ownership opportunities in Saskatoon, the Mortgage Flexibilities Support Program was created by the City of Saskatoon, Canada Mortgage and Housing Corporation, and the Saskatchewan Housing Corporation.

Only homes in designated projects qualify for this program. Private home builders provide new units that can be sold at prices that households with incomes below the maximum income limits can afford.

³⁸ City of Saskatoon. Neighbourhood Profiles 14th Edition – December 2015.

³⁹ Ibid.

- The current maximum income limits are \$78,400 for households with dependents and \$70,900 for households without dependents.
- The program provides a 5% down payment grant to finance the purchase of a new home for households below the specified maximum income limit.

Secondary Suite Program

The City of Saskatoon will rebate fees for building and plumbing permits, along with a portion of the Legalizing an Existing Suite Occupancy Fee for completed secondary suites. The City of Saskatoon encourages the creation of new secondary suites, garden and garage suites, as well as the legalizing of existing secondary suites.

Equity Building Program

The Equity Building Program is offered in partnership with Affinity Credit Union and assists households with incomes up to \$84,000 with the purchase of an entry-level home. Eligible households receive a down payment loan for up to 5% of the purchase price of a home in any city neighbourhood. The down payment loan must be repaid over a five year period and home buyers must be currently renting in Saskatoon.

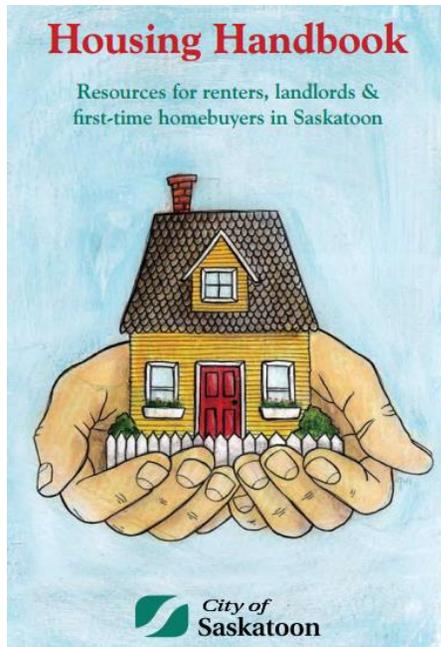
Meadowgreen is one of the most popular neighbourhoods in Saskatoon for utilizing the Equity Building Program. A total of 7 homeowners in Meadowgreen borrowed a down payment from the City of Saskatoon to purchase their home between 2011 and 2014.

Habitat For Humanity – Meadowgreen Home Builds

There were 16 single family homes built by Habitat For Humanity along 18th Street between 2005 and 2008. These sites were pre-designated by the City for affordable housing, and made available to Habitat for Humanity through a request for proposal process. The developments qualified for financial assistance from the City under the Land Cost Reduction Program. The City provided a cash grant totalling 10% of the total project cost, as well as a five-year abatement of the incremental increase in property taxes.

Habitat For Humanity homes mean a real change for families. A Habitat For Humanity mortgage will never be more than 30% of the family's income. This ensures that families are able to afford their mortgage.

Housing Handbook



Housing Handbook

The best resource available for information about housing in the City of Saskatoon is the Housing Handbook. Housing bylaws in Saskatoon and the rights and responsibilities of renters and landlords are explained in the handbook.

The Housing Handbook includes sections on homeownership and contact information for agencies and organizations that operate affordable, transitional, emergency, and seniors rental housing.

RECOMMENDATION 1.3 – PROMOTE HOUSING HANDBOOK AND HOMEOWNERSHIP SUPPORT PROGRAMS IN MEADOWGREEN: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section distribute information to Meadowgreen residents promoting the Housing Handbook and housing programs that provide support to individuals pursuing homeownership.*

2 Parks



The recreational opportunities provided by access to nearby park space is important to the quality of life for citizens. This includes both passive and active recreation, as well as programmed and non-programmed activities.

Meadowgreen has five parks of varying sizes that each offer a variety of amenities for users. There have also been several recent upgrades within Meadowgreen parks and known additional renovations planned for the near future are noted.

This chapter provides an overview of the existing parks in Meadowgreen and details the opportunities for recreation accessible by local residents.

Parks Goals

The following parks goals were identified by the Meadowgreen LAP Committee:

1. Improve the utilization of existing neighbourhood park space.
2. Address issues of nuisance and litter in parks.
3. Celebrate historical figures of significance to Meadowgreen by honouring them in neighbourhood parks.

Meadowgreen Parks



Meadowgreen Park

Meadowgreen has five parks and 37 acres of park space⁴⁰. The parks are well spaced across Meadowgreen, which is not always typical in older Saskatoon neighbourhoods.

The parks vary in size from small 1.5-acre pocket parks to a large 25.4-acre multi-use sports complex. Meadowgreen's parks offer a mix of programmed/non-programmed activity space, as well as active and passive recreation opportunities.

For neighbourhood safety-related information regarding the parks of Meadowgreen, refer to **Section 7 – Neighbourhood Safety**.

⁴⁰ City of Saskatoon. Neighbourhood Profiles – 15th Edition – December 2016.

Cahill Park



Cahill Park play structure installed in 2015

Cahill Park is located at 215 Avenue X South, bordered by Avenue Y and 21st Street. This park has a very long history, especially considering the relative age of the neighbourhood of Meadowgreen.

Cahill Park is named for Frank S. Cahill, a prominent businessman and real estate developer in Saskatoon's early years. He donated the land for the creation of this park. Cahill donated the land in 1914, but it was not laid out and named until 1961. This land was designated as one of Saskatoon's parks prior to the surrounding area being incorporated into the city limits. The entire 1.5 acres Cahill donated were used for this park⁴¹. Cahill also offered to donate 1,000 acres of land in the area for the province's new university that was proposed to be built in Saskatoon,

but the University of Saskatchewan was ultimately located on the east side of the river⁴². When Cahill moved to Quebec in the 1910s, he would be elected as a member of parliament from 1917 until 1930.

The play structure in Cahill Park was upgraded in 2015. Other amenities include benches, bike rack, pathways, and ball diamond backstop with player benches.

For neighbourhood safety-related information regarding the parks of Meadowgreen, refer to **Section 7 – Neighbourhood Safety**.

⁴¹ Henderson Directories Limited, *Henderson's Saskatoon Directory 1933*, 1933.

⁴² Saskatoon StarPhoenix, *Colourful Beginnings*, October 6, 2006.

Peter Pond Park



Peter Pond Park

Peter Pond Park is located at 342 Ottawa Avenue South, between 20th and 21st Street. Established in the 1950s, this park contains a play structure, swing sets, pathway, benches, and basketball court. In 2017, the City of Saskatoon Parks Division plans to resurface portions of the existing asphalt deck. It is also expected that the City of Saskatoon Recreation Facilities Section will be installing new timber edging in the near future around the play area.

The 1.5-acre park is named after Peter Pond, an early Saskatchewan explorer and cartographer. Pond was born in the United States in 1740. In the 1760s, he entered the fur trade, and spent many years trading with First Nations

people across Canada. Pond drew maps in his travels, and they were regarded as among the best in existence at the time⁴³. While Pond was a notable explorer, he has no connection to the Saskatoon area.

It is suggested that consideration be given to renaming Peter Pond Park in honour of an individual who made valued contributions to Saskatoon.

As the first settler to own the land that would become the northern half of Meadowgreen, Dr. John Henry Charles Willoughby has a strong connection to the neighbourhood. Former City Councillor Dr. Willoughby is one of Saskatoon's most well-known early figures. His many accomplishments are detailed in the **Meadowgreen History** section. There is a crescent named for him in Wildwood, but it is not believed that re-naming this neighbourhood park would lead to confusion. According to the City of Saskatoon Naming of Civic Property and Development Areas Policy (C09-008),

⁴³ Pete and Mabel Russell, *The Parks and Recreation Facilities of Saskatoon*, 1994.

duplicate naming can be approved in the case of former City of Saskatoon elected officials. It is also proposed that the title “Dr.” be included in the naming. This would require an exception because titles are not typically included in the naming of civic property; however, there are examples of existing Saskatoon parks that include “Dr.” in the name. It is suggested that an exception be made to recognize Dr. Willoughby with a park naming that includes his medical title, in order to acknowledge his role as Saskatoon’s 1st doctor and that his home would eventually become St. Paul’s Hospital.

RECOMMENDATION 2.1 – RE-NAMING OF PETER POND PARK: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section submit a request to the Naming Advisory Committee to consider re-naming Peter Pond Park to “Dr. Willoughby Park”, in honour of Dr. John Henry Charles Willoughby.*



Peter Pond Park

RECOMMENDATION 2.2 – HISTORICAL PARK SIGNAGE: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Heritage & Design Coordinator install park signage at Cahill Park to recognize Mr. Cahill’s historical connection to Meadowgreen as an early landowner and donor of the parcel that became Cahill Park. If Peter Pond Park is renamed for Dr. John Henry Charles Willoughby (Recommendation 2.1), similar signage should be placed at Dr. Willoughby Park recognizing his significant contributions to Saskatoon and connection to Meadowgreen as the first settler to own the land that became the northern half of Meadowgreen.*

For neighbourhood safety-related information regarding the parks of Meadowgreen, refer to **Section 7 – Neighbourhood Safety**.

Kate Waygood Park

Kate Waygood Park is located at 907 Avenue W South, which is at the south end of Meadowgreen. The park stretches across the entire neighbourhood from Circle Drive to Avenue W. The 25.4-acre park was developed in phases to accommodate the construction of the Circle Drive South Project that was completed in 2013⁴⁴. Two baseball diamonds with player benches and bleachers, as well as a community garden, are located in the park. From Avenue W, vehicles are able to enter the parking lot, which was expanded in 2015. In 2017, two soccer pitches will begin use, after providing the turf an opportunity to sufficiently grow for suitable grass thickness and durability. These pitches are a significant distance from the parking lot, at approximately 600m. The Parks Division has restricted vehicle access with bollards, but park users may attempt to bypass the obstructions. Additional methods to discourage vehicle access may be required.

The Meadowgreen Community Garden, named Good Earth Family Garden, was established in 2014. In its initial year, the community garden received a substantial grant, shed, and equipment from Fiskars. Fiskars is a company that specializes in yard and garden equipment, which also awards grants and provides other support to community gardens across North America.

The park is named in honour of Kate Waygood, who served for 24 years as a Saskatoon city councillor. She was first elected Ward 6 councillor in 1979 and re-elected in the following seven elections, before choosing to step down from municipal politics in 2003. A high school geography teacher prior to coming to Saskatoon, Waygood has served on many civic committees and community boards, along with being particularly active in protecting and preserving heritage in Saskatoon⁴⁵.



Meadowgreen Community Garden signage

⁴⁴ City of Saskatoon Archives, Reference Inquiry #2014-397.

⁴⁵ Jen Pederson and Jeff O'Brien, *A Seat on Council: The Aldermen, Councillors and Mayors of Saskatoon*, 2015.



Kate Waygood Park

Waygood is Saskatoon's longest serving female city councillor and a Meadowgreen park named in her honour is appropriate given that the ward in which Meadowgreen is located has been represented on City Council by a female politician since 1994. Pat Lorje served Ward 2 as city councillor for 22 years from 1979 until 1991 and 2006 until 2016, when Hilary Gough was elected to a 4-year term in the civic election.

For neighbourhood safety-related information regarding the parks of Meadowgreen, refer to **Section 7 – Neighbourhood Safety.**

Dutchak Park

Dutchak Park is located at 342 Ottawa Avenue South, near 19th Street. A unique aspect of the surrounding streets that bound the park space is that because of the L-shaped design of Ottawa Avenue on the north and south ends of the park, Ottawa Avenue runs east-west across the northern border, as well as east-west across its southern border. The west and east boundaries of the park are defined by the adjacent back lanes, behind homes on Winnipeg Avenue and Montreal Avenue.

The amenities of this 3.0-acre park include a play structure, bike rack, benches, picnic table, and pathways. The park is named for Michael Dutchak, who made important contributions to the emergency service industry in Saskatchewan. Specifically, Dutchak developed an ambulance service system across much of the province.⁴⁶

⁴⁶ Vivian Nemish, News Optimist. <http://www.newsoptimist.ca/province-honours-pioneer-in-saskatchewan-ems-industry-1.1571201>, August 4, 2011.



W.P. Bate School monument in Dutchak Park

W.P. Bate School

The original W.P. Bate School opened on January 2, 1962. It was built on the corner of 19th Street West and Ottawa Avenue in the northern portion of Dutchak Park. The public school was named after William Pope Bate, who arrived in Saskatoon in 1886 and was secretary-treasurer of the Saskatoon School Board for 32 years.

W.P. Bate School was rebuilt a few blocks away in Meadowgreen Park to replace the original school and reopened in 2006. The new building is a 38,000 square foot building, which is a combined elementary school and community centre. The facility is an important hub for the neighbourhood.

A monument utilizing W.P. Bate School bricks was built and funded by the Meadowgreen Community Association on the site of the original school. The inscription provides details of the school and notes it, along with Pleasant Hill School were the first two Saskatoon schools to offer Ukrainian language classes.



Original W.P. Bate School in 1962

(credit: Photograph B-10340 by Leonard A. Hillyard courtesy Saskatoon Public Library – Local History Room)

For neighbourhood safety-related information regarding the parks of Meadowgreen, refer to **Section 7 – Neighbourhood Safety**.

Meadowgreen Park



Meadowgreen Park

Meadowgreen Park is located at 2515 18th Street West, adjacent to W.P. Bate School. Meadowgreen Park opened in 1976⁴⁷, decades prior to the new school being built. This 5.5-acre park contains a paddling pool, basketball court, pathways, and outdoor rink.

The skating rink was built by the Meadowgreen Community Association more than 30 years ago and continues to maintain the rink. The group has substantially renovated the rink three times since 1985. The Meadowgreen Paddling Pool was built in 1981⁴⁸. The City of Saskatoon provides summer playground programming at the facility.

In 2016, the Parks Division renovated existing flower beds in Meadowgreen Park by planting new perennials and shrubs.

For neighbourhood safety-related information regarding the parks of Meadowgreen, refer to **Section 7 – Neighbourhood Safety**.

⁴⁷ City of Saskatoon Archives, Reference Inquiry #2014-397.

⁴⁸ City of Saskatoon Archives, Contracts, 1041-855, contract, 1981.



Meadowgreen Park basketball court



Summer playground program at Meadowgreen Park

Other Recreation Space

- The apartment complex on Appleby Drive has basketball and tennis courts, along with a play structure for the use of tenants.
- Fred Mendel Park is a 12.9-acre park located on the east side of Avenue W, south of 17th Street, in Pleasant Hill. The park contains two baseball diamonds and the Fred Mendel Dog Park. For more information about the Fred Mendel Dog Park, refer to **Section 4 – Municipal Services**.
- William A. Reid Park is a 37.7-acre park located on the west side of Circle Drive, on Pendency Road. The park contains four baseball diamonds with a permanent washroom structure.
- Gordie Howe Management Area is located south of Meadowgreen and contains many baseball diamonds, along with the Clarence Downey Speed Skating Oval, Saskatoon Minor Football Field, Kinsmen Arena, and Holiday Park Golf Course and a driving range.

3 Building Community



Every Local Area Plan has a main theme and for the Meadowgreen LAP it is building community connections. This section identifies opportunities to strengthen those connections.

Meadowgreen is a neighbourhood of contrasts; homeowners and renters, long-time residents and new residents, a community group with indoor programming and a community group with outdoor programming, the older grid streets and the newer crescent streets, families in single-unit housing and families in multi-unit housing, and English as mother tongue and other languages as mother tongue. Residents have indicated there is a strong interest in bringing people together for the shared goal of building community.

Building Community Goals

The following building community goals were identified by the Meadowgreen LAP Committee:

1. Ensure that new Meadowgreen residents feel welcomed in the community.
2. Identify opportunities to promote intercultural community building.
3. Encourage all Meadowgreen residents to establish a strong connection to the local community and become long-term residents of the neighbourhood.
4. Build upon the pride that Meadowgreen residents have for the neighbourhood.
5. Create additional opportunities for youth activities and programming.

Newcomers and Diversity

The City of Saskatoon Neighbourhood Profiles measures “ethnic diversity” by summing the neighbourhood portion of the percentage of the total population that is a visible minority, of aboriginal identity, speaks a non-official language at home, and has a non-official language as their mother tongue⁴⁹. According to this calculation, Meadowgreen has the highest rate of ethnic diversity among all Saskatoon neighbourhoods with a rate of 1.68, compared to the overall city rate of 0.61⁵⁰. Approximately 57% of Meadowgreen residents identify English as their mother tongue, while the remaining 43% cite one of more than 45 other languages, such as Tagalog, Ukrainian, Arabic, and Sino-Tibetan⁵¹. High rates of ethnic diversity can create challenges, but it also presents opportunities for the neighbourhood to celebrate its uniqueness and instill pride in the diversity that exists among residents.

A key challenge that comes with high rates of ethnic diversity is communication. It was noted during discussions with the Meadowgreen LAP Committee that a language barrier sometimes exists when interacting with other residents in the neighbourhood. An example of the language barrier inhibiting a sense of community is that the Meadowgreen Community Association would like to welcome participation in the organization by all local residents, but does not have the resources to translate information for non-English speakers about events, programming, and the local community.

⁴⁹ City of Saskatoon. Neighbourhood Profiles – 15th Edition, December 2016.

⁵⁰ Ibid.

⁵¹ Ibid.

RECOMMENDATION 3.1 – ADDRESSING CHALLENGES OF LANGUAGE BARRIER IN MEADOWGREEN: *That the Community Services Department, Recreation & Community Development Division meet with the Community & Recreation Group of Meadowgreen, as well as the Meadowgreen Community Association, to discuss and provide advice to the neighbourhood organizations in addressing the issue of language barriers in the Meadowgreen community that create communication challenges when promoting local programming and events.*



Representing community diversity (credit: <http://livingworkshop.weebly.com/blog/building-community>)

The City of Saskatoon and other local organizations focus great effort on helping newcomers settle in our city. The City of Saskatoon’s website includes an accessibility feature that will translate the content on any page to a variety of other languages, including Arabic, Chinese (Simplified), Chinese (Traditional), French, Ukrainian, and Urdu. The website also has useful information to assist newcomers, as well as links to information about cultural diversity and race relations to encourage all residents to respect and value others.

With funding support from Citizenship and Immigration Canada, along with the Province of Saskatchewan, the City of Saskatoon created a document titled “Taking Stock for Taking Action: Capacity for Newcomer Settlement and Integration in Saskatoon”. It is an excellent overview of the challenges and proposed strategies in helping newcomers settle in the city. It clearly states the city-wide issue as: “Saskatoon has hundreds of initiatives to offer newcomers, to meet their social, economic and civic integration needs, and we need to organize in a way that will result in a better use of resources. We need a model where a newcomer

only has to reach out to one initiative to be connected to all the services available.”⁵² Among the issues examined are: settlement, housing, health, economic integration supporting employment and/or creating businesses, education, Aboriginal community, and policing and justice.



Representing community diversity (credit: http://ghlc.ca/wp-content/uploads/2015/03/community_2.jpg)

Following through on the recommendations identified in “Taking Stock for Taking Action” would significantly benefit newcomers and provide assistance in establishing a connection to the community, which would benefit the entire city. In Meadowgreen, it was noted by members of the Meadowgreen LAP Committee that local residents truly want newcomer families to feel welcomed in the neighbourhood and that there is a strong desire to encourage long-term residency in Meadowgreen. The sense is that more focus is required on promoting the positive benefits of building a

connection to the community. Newcomers to Canada face significant challenges in re-establishing their lives in a brand new city and country. For many newcomers, they have fled their former country in search of freedom and safety. It is important that newcomers are not shunned if they are not ready to actively participate in the community. Instead, we need to be supportive and help newcomers understand the local community wants to connect with them because getting to know your neighbours improves everyone’s quality of life.

Programs and policies have been developed by the City of Saskatoon to encourage community discussion about addressing racism, as well as to support groups at risk of discrimination. The City of Saskatoon Race Relations policy vision statement reads: “The City of Saskatoon will work with community organizations, business and labour, all orders of government, and other stakeholders to create an inclusive community, where ethno-cultural diversity is welcomed and valued, and where everyone can live with dignity and to their full potential, without facing racism or discrimination.”⁵³

⁵² City of Saskatoon. Taking Stock for Taking Action: Capacity for Newcomer Settlement and Integration in Saskatoon.

⁵³ City of Saskatoon. Race Relations: City Policy.

In 1990, City Council proclaimed March as Cultural Diversity and Race Relations Month, which is an annual celebration that continues in Saskatoon. The “Living In Harmony” awards program recognizes local organizations and individuals for their efforts in promoting intercultural harmony through community initiatives.

The City of Saskatoon Urban Aboriginal Leadership Program helps individuals in unlocking their personal potential and developing into Aboriginal role models through the:

- Aboriginal Lifeguard Program;
- Adult & community leadership development;
- Recruitment of summer program staff;
- Atoske Skills & Employment Summer Training Camp; and
- Yearly youth leadership summits

This program provides support for Urban Aboriginals in becoming leaders and encourages participants to make a difference in the community, such as through participation on local boards and committees.

Neighbourhood Pride and Connecting with People



Cultural dancers performing at the annual Meadowgreen Fair

“Communities grow stronger when citizens regularly and persistently do a variety of simple things together that give them chances to connect with others, build trust and get involved in doing things together.”⁵⁴

The Meadowgreen Community Association (MCA) and Community & Recreation Group of Meadowgreen (CRGM) provide important

⁵⁴ John O’Brien. <http://www.inclusion.com/>

contributions to the neighbourhood through programming and events. These are opportunities for inclusion and participation by residents of the neighbourhood, which help build connections to the community. The MCA was founded in 1985 and former City Councillor Moe Nault was the 1st president of the group. Among the contributions the MCA contributes to the neighbourhood are organizing the annual Meadowgreen Fair, creating the MCA newsletter, organizing spring and fall community clean-ups, providing comments to City Council on proposed local land use applications and developments, maintaining the outdoor rink, and outdoor soccer programming. Key contributions by the CRGM are mainly indoor programming opportunities at W.P. Bate School, such as youth sport and language offerings.

The City of Saskatoon website provides many ideas for groups seeking to organize programming or events. Some examples of the useful information available include: the process for applying to temporarily close a residential street for a block party is detailed; a multi-cultural activities guide suggesting programming related to sports, culture, and recreation, along with tips for community associations; and contact information for local agencies⁵⁵. These resources, combined with the numerous agencies that work in the field of diversity and inclusion, provide building blocks for creating community connections among neighbourhood residents.

RECOMMENDATION 3.2 – BUILDING COMMUNITY AMONG ALL RESIDENTS OF MEADOWGREEN: *That the Community Services Department, Recreation & Community Development Division and the Planning & Development Division, Neighbourhood Planning Section, meet with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to discuss existing documents and services offered by the City of Saskatoon and other organizations that can assist a neighbourhood in identifying opportunities to encourage residents to establish a strong connection to the local community and celebrate diversity, as well as to ensure newcomers feel welcomed.*

⁵⁵ City of Saskatoon. Community Activities From Around The World. https://www.saskatoon.ca/sites/default/files/documents/community-services/community-development/Activities_web.pdf



Meadowgreen neighbourhood signage

Another opportunity to encourage connections and pride in belonging to the community is through entrance signage that establishes a sense of place. Currently, Meadowgreen has entrance signs at the corner of Avenue W and 20th Street, as well as at the south end of the neighbourhood on Avenue W. These signs were created by the MCA and include the neighbourhood motto: “Meadowgreen... a safe, spirited & diverse community”.

It was noted that the MCA has saved bricks from the original W.P. Bate School for future neighbourhood entrance signs. The LAP Implementation budget could contribute towards developing neighbourhood entrance signage for Meadowgreen; however, additional funds would also need to be raised by the community via donation and/or sponsorship. The MCA has noted a strong interest in leading this community project.

RECOMMENDATION 3.3 – MEADOWGREEN NEIGHBOURHOOD ENTRANCE SIGNAGE: *That the Community Services Department, Recreation & Community Development Division and the Planning & Development Division, Neighbourhood Planning Section, work with residents of Meadowgreen to design and install new neighbourhood entrance signage at appropriate locations in the south and north ends of the neighbourhood that re-purposes bricks from the original W.P. Bate School.*

Youth

W.P. Bate School is always a hub of activity and not just during school hours. Seasonally, the basketball court and paddling pool are well utilized, as is the outdoor rink. On a consistent basis, the gymnasium and community room inside the school are fully booked for programming.

Community members have noted there is a need for a new indoor facility in the Meadowgreen area, especially for youth programming. It has been suggested by the Meadowgreen LAP Committee that a new centre could be primarily intended to support youth activities by providing opportunities for indoor recreation, arts, and cultural programming. This is not envisioned to be a large facility or full leisure facility. Instead, a smaller facility is viewed as a more manageable and cost-effective investment, providing valuable space in a neighbourhood lacking available indoor community space.

If the City of Saskatoon considered establishing an indoor facility in the Meadowgreen area, a possible location could be the vacant lot at the corner of Avenue W and 20th Street, which was formerly a gas station and is currently an undeveloped brownfield lot. Detailed studies would be necessary to determine the environmental challenges in re-developing this site and its suitability for a City-owned drop-in centre. As well, a thorough assessment would be required to confirm the local need for additional indoor space.

4 Municipal Services



Cities provide important municipal services that affect the quality of life of all residents. These civic services are provided by many different departments and work units within the municipal structure. The programs and services are regularly assessed to identify opportunities for improvements and optimize available funding for the benefit of citizens.

During community engagement for the Meadowgreen LAP, a variety of municipal services were discussed. This chapter highlights topics impacting Meadowgreen, such as:

- Street paving,
- Street sweeping,
- Walkways,
- Dog parks,
- Property maintenance, and
- Recycling and waste reduction.

Municipal Services Goals

The following municipal services goals were identified by the Meadowgreen LAP Committee:

1. Encourage neighbourhood pride among residents in keeping properties neat and maintained.
2. Educate residents about existing waste reduction and diversion programs.
3. Address identified drainage and ponding issues in the northwest area on Meadowgreen.

Streets



Residential street in Meadowgreen

The City of Saskatoon's Roadways & Operations Division is responsible for the Building Better Roads program, which began in 2014. The initiative includes the Road Maintenance, Snow & Ice Management, and Street Cleaning & Sweeping programs. For 2017, Building Better Roads has budgeted more than \$61 million to address road conditions across the city, including street sweeping, pothole patching, sidewalk rehabilitation, back lane upgrades, road construction and repair, as well as snow and ice management.

There is an unpaved street segment on 19th Street, between Vancouver Avenue and Winnipeg Avenue. This street will be paved in 2017. A major resurfacing project on Avenue W, between 11th Street and 22nd Street, is scheduled for 2017 and 2018. The City's Roadway Preservation Plan identifies two planned phases for resurfacing this arterial street, totaling approximately 5.9 km. The segment between 18th Street and 22nd Street is scheduled to be resurfaced in 2017, with the remaining portion between 11th Street and 18th Street to be completed in 2018. As well, 20th Street, between Vancouver Avenue and Avenue W, is scheduled to be resurfaced in 2017.⁵⁶

⁵⁶ City of Saskatoon. Projected 2017-2019 Roadway Preservation Plan.

While every neighbourhood in Saskatoon is swept in the spring, fall street sweeping occurs only in areas with the highest risk for heavy leaves and debris that collect and cause drainage issues in the spring. It was noted by local residents during the development of the Meadowgreen LAP that the northwestern portion of the neighbourhood has significant accumulation of leaves in fall. The issue is reported to cause spring drainage problems on 21st Street, between Vancouver Avenue and Montreal Avenue. This is due to the mature tree canopy and U-shaped street design that keeps leaves within the immediate area.

RECOMMENDATION 4.1 – FALL STREET SWEEPING ON 21ST STREET: *That the Transportation & Utilities Department, Roadways & Operations Division consider the feasibility of adding 21st Street, between Vancouver Avenue and Montreal Avenue, to the annual fall street sweeping program.*

During preliminary discussions with the Roadways & Operations Division, it was noted that the 2017 fall street sweeping plan was approved by City Council in 2016; however, this portion of 21st Street could be assessed to determine whether it should be included in the 2018 fall street sweeping plan that is expected to be presented to City Council in late-2017.

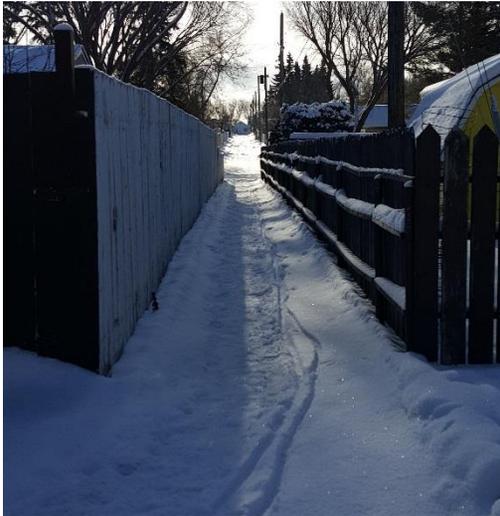


Accumulation of leaves on 21st Street, between Vancouver Avenue and Montreal Avenue

Walkways

In the northwest corner of the Meadowgreen neighbourhood is a walkway north of 21st Street, between Ottawa Avenue and Montreal Avenue. The walkway is approximately 6 feet wide and connects 21st Street to the rear lane. Residents living near the walkway noted it is a well utilized pedestrian/cyclist pathway and provides important access to 22nd Street without having to travel south to 20th Street. An adjacent property owner said he typically runs his snow blower down the walkway in the winter time to keep it open and accessible for users. However, the walkway has only a grass/dirt base and it was reported that mud puddles develop at both ends of the path when rainwater ponds.

RECOMMENDATION 4.2 – CONDUCT ASSESSMENT OF 21ST STREET WALKWAY: *That the Transportation & Utilities Department, Transportation Division conduct an assessment of the walkway north of 21st Street, between Ottawa Avenue and Montreal Avenue, and consider opportunities to upgrade the base material and address ponding issues related to poor drainage at both ends of the walkway.*



The walkway north of 21st Street is utilized by pedestrians and cyclists year round

Dog Parks



Fred Mendel Park Dog Park on Avenue W



Dog park signage with posted rules for users



Dog bag dispenser and community notice board

The City of Saskatoon recognizes off-leash dog walking as a recreational activity that contributes to a healthy lifestyle. Dog parks have been designated in various City-owned underutilized open spaces across the city.

In 2016, the City's ninth dog park was established in Pleasant Hill's Fred Mendel Park, which is on the east side of Avenue W, across from Meadowgreen. The location was selected because of the high visibility, availability of on-street parking along Avenue W, and relative underutilization of this portion of Fred Mendel Park.

The 1.22-acre dog park is fully fenced, with two access gates and a maintenance access gate. There are two garbage bins and dog bag dispensers, along with a community notice board and hooks that users can utilize to hang any lost items that are found in the area.

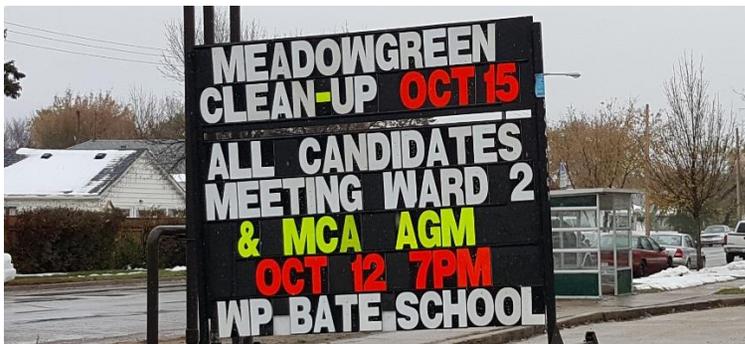
The City has developed a program to encourage dog park users to feel a sense of ownership and responsibility for the area. Through the Dog Park

Ambassador program, volunteers work closely with the City’s Animal Services Coordinator in the education, promotion, and continuous improvement of dog parks⁵⁷.

Property Maintenance

The Saskatoon Fire Department is responsible for conducting building inspections under the Fire and Protective Services Bylaw (No. 7990), as well as responding to property maintenance complaints under the Property Maintenance and Nuisance Abatement Bylaw (No. 8175).

The response to property maintenance complaints is based on the assigned priority level and the date the complaint was received:



The Meadowgreen Community Association organizes community clean-ups

- **Priority 1** – A direct risk, exposing the public to an unacceptable risk of injury. e.g. fire alarm, dead tree, electrical services in disrepair.
- **Priority 2** – A limited risk to an unacceptable risk of injury to persons, or related to a building exposed to an unacceptable risk to cause damage. e.g. ponding of water, graffiti vandalism.
- **Priority 3** – A negligible risk of injury to persons or causing damage to a building, but otherwise create a nuisance. e.g. junk vehicles, long grass.⁵⁸

Meadowgreen is generally a well-cared for community, although there are issues related to property maintenance, such as graffiti vandalism and garbage in rear lanes. The Meadowgreen Community Association has been working to clean up the neighbourhood’s rear lanes by typically undertaking two community clean-ups per year. The City of Saskatoon Recreation & Community Development Division and Saskatoon Fire Department assist community associations from across the city in

⁵⁷ City of Saskatoon. <https://www.saskatoon.ca/services-residents/pet-licensing-animal-services/dog-parks>

⁵⁸ Saskatoon Fire Department. Meadowgreen LAP meeting notes.

organizing community clean-ups. Once a community association has selected a clean-up date and identified a suitable location for waste drop-offs, the Recreation & Community Development Division arranges for dumpsters to be provided and periodically picked up throughout the day. Community association organizers acknowledge one of the most common issues faced is a lack of available pick-up trucks to haul large items to the drop-off location, like furniture and mattresses.

Recycling and Waste Reduction

The City of Saskatoon is committed to protecting the environment and the Environmental & Corporate Initiatives Division continues to develop new programs, as well as expand existing programs that focus on recycling and waste reduction. Some examples of current programs and services that reduce waste that would otherwise go to the landfill include: city-wide residential blue cart recycling and multi-unit recycling, recycling depots, seasonal subscription-based green cart yard and food waste program, compost depots, home compost support, and eight annual hazardous household waste collection days.



Meadowgreen Recycling Depot

The Meadowgreen Recycling Depot is located at the corner of 22nd Street and Witney Avenue. This large facility is one of four collection depots across the city and serves the southwest area of Saskatoon. Accepted materials at the recycling depot are the same as the residential blue cart program, which includes: paper/cardboard, plastic containers, foil and cans, and household glass.

In Spring 2017, a report was submitted by the Corporate Performance Department to the Standing Policy Committee on Environment, Utilities and Corporate Services that recommended preparing a Request For Proposals for the design and construction of Recovery Park, which is a proposed facility that would be built near the landfill and could replace the operations of some existing City of Saskatoon waste management programs. The report notes that if the facility is built, it is likely the Meadowgreen Recycling Depot would be closed immediately upon the opening of Recovery Park, given the proximity between the locations. If the Meadowgreen Recycling Depot is approved for closure in the future, the Planning & Development Division will work with other civic departments to engage the community in discussing potential options for the redevelopment of the site.

During the creation of the Meadowgreen LAP, several Meadowgreen residents shared complaints about the current recycling depot, such as: noise from early morning pick-ups, not enough pick-ups that lead to overflowing bins, and waste piled up near bins or blowing around. At the time, it was not known the Meadowgreen Recycling Depot may be closed in the near future, but the following are ideas suggested by Meadowgreen residents to address recycling depot issues: adjusting the morning pick-up time to avoid disturbing neighbours, decreasing the size of the depot, having additional pick-ups/depot clean-ups, installing signage with a map directing users to other nearby drop-off locations for their various waste materials (such as SARCAN for electronics, the compost depot, and landfill for other waste).

Among the initiatives the City of Saskatoon is involved with is a partnership with the Saskatchewan Waste Reduction Council (SWRC) to provide a \$20 rebate to Saskatoon residents purchasing rain barrels or composting bins. One rain barrel rebate and one compost bin rebate is available annually per household⁵⁹. The SWRC also provides composting workshops and home visits from “compost coaches” to help Saskatoon residents set up composting systems or troubleshoot an existing system⁶⁰. As well, the SWRC manages and staffs a transportable recycling education unit that travels to events across Saskatoon to encourage recycling and waste reduction. The Let’s Roll! recycling trailer is a partnership between the City of Saskatoon, Loraas Recycle, Cosmopolitan Industries, and the SWRC.

⁵⁹ Saskatchewan Waste Reduction Council. <http://www.saskwastereduction.ca/rebate-form>

⁶⁰ Saskatchewan Waste Reduction Council. <http://www.saskwastereduction.ca/events/Saskatoon-composting-events>

RECOMMENDATION 4.3 – DISTRIBUTE RECYCLING AND WASTE REDUCTION PROGRAM INFORMATION TO

MEADOWGREEN RESIDENTS: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and the Corporate Performance Department, Environmental & Corporate Initiatives Division work with the Meadowgreen Community Association to identify the current recycling and waste reduction programs offered by the City of Saskatoon and Saskatchewan Waste Reduction Council that may be of interest to Meadowgreen residents and request that the Meadowgreen Community Association consider promoting these programs in a future edition of their newsletter.*

5 Transit & Bus Stops



Public transit is a valuable civic service that helps to promote sustainability by:

- reducing roadway congestion;
- removing the necessity for citizens to own an automobile; and
- giving citizens an affordable option to travel around the city.

This chapter examines the current public transit service provided in Meadowgreen and identifies opportunities for potential system improvements.

In a neighbourhood with a large concentration of new Canadians, it is especially important for citizens of Meadowgreen to have access to a transit system that continues to encourage ridership.

Transit and Bus Stop Goals

The following transit and bus stop goals were identified by the Meadowgreen LAP Committee:

1. Increase transit ridership in Meadowgreen.
2. Ensure that Saskatoon Transit continues to be a safe mode of transportation for everyone.
3. Identify opportunities to increase transit service levels in Meadowgreen.
4. Improve the experience of transit riders waiting at Meadowgreen bus stops.

Current Transit Routes Serving Meadowgreen

Saskatoon Transit is a division within the City's Transportation & Utilities Department that provides an environmentally friendly and safe mode of transportation for citizens. The Saskatoon transit system includes: 28 routes, approximately 1,600 bus stops, and around 9,000,000 rides annually⁶¹.



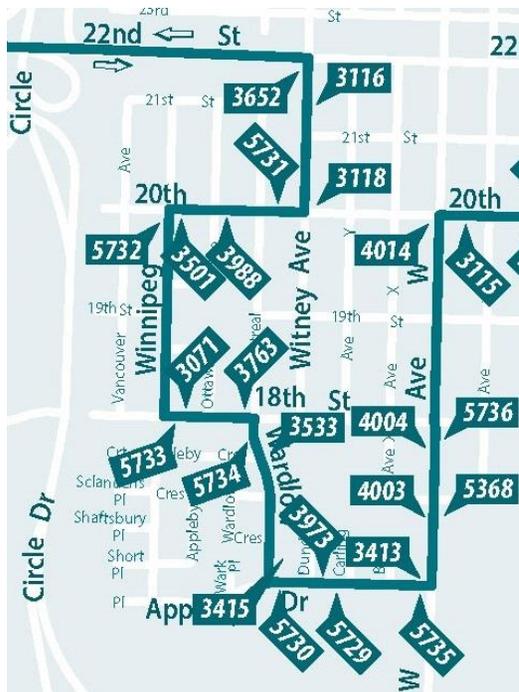
Route 2 bus at City Centre Terminal

A key to the successful implementation of Saskatoon's Growth Plan To Half A Million are recommendations related to transit improvements and, specifically, the development of a Bus Rapid Transit (BRT) system targeting major transportation corridors that would benefit from increased transit frequency. BRT systems increase transit frequency to better serve areas of high density employment and housing, as well as major destinations/hubs. In 2016, Saskatoon Transit began developing a BRT system by increasing transit frequency during peak periods on 8th Street. It is anticipated that 22nd Street will be included in future transit frequency increases, which will benefit many neighbourhoods bordering that major corridor, including Meadowgreen. Currently, the following routes travel along 22nd Street, which is the northern boundary of Meadowgreen: "Route 5 McCormack – City

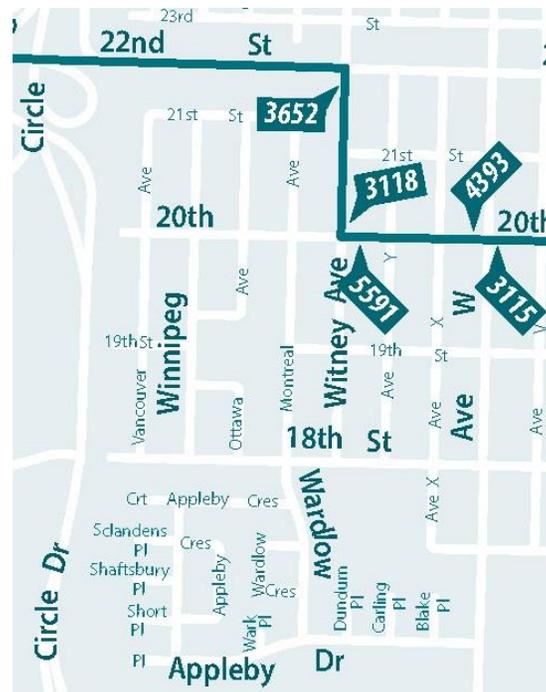
⁶¹ Saskatoon Transit <https://transit.saskatoon.ca/about-us>

Centre”, “Route 60 Confederation”, and “Route 65 Kensington – City Centre”. The internal streets of Meadowgreen are served by “Route 2 Meadowgreen – City Centre” and “Route 10 Pleasant Hill – City Centre”, which both travel primarily via 20th Street (see Appendix 1 and Appendix 2 for full route map and schedule).

Meadowgreen Transit Route Improvements



Meadowgreen segment of Route 2



Meadowgreen segment of Route 10

adding transit service to 20 bus stops in Meadowgreen. Currently, both of these routes provide 30 minute frequency and connect the City Centre Terminal to the Confederation Terminal. The two routes are identical with the exception of the Meadowgreen loop.

A key opportunity to improve transit service in Meadowgreen would be to adjust “Route 10 Pleasant Hill – City Centre” to mirror “Route 2 Meadowgreen – City Centre” by including the Route 2 Meadowgreen transit loop. This would double the bus frequency service for Meadowgreen on Monday to Friday from early morning until evening, as well as on Saturdays from late-morning until evening, without affecting the bus timing schedule or requiring additional resources.

This proposal would eliminate transit service to only two bus stops (Bus Stop #4393 and Bus Stop #5591), while



Bus shelter on Avenue W at 18th Street

RECOMMENDATION 5.1 – TRANSIT ROUTE 10

ADJUSTMENT: *That Saskatoon Transit consider the feasibility of rerouting “Route 10 Pleasant Hill – City Centre” to mirror the route of “Route 2 Meadowgreen – City Centre”, doubling the frequency of Monday-to-Saturday daytime transit service within the Meadowgreen transit loop that serves portions of Avenue W, Appleby Drive, Wardlow Road, 18th Street, and Winnipeg Street.*

If Route 10 is rerouted to mirror Route 2, Bus Stop #4393 on the north side of 20th Street would be removed. This bus stop and shelter is located directly

across from McAskill Manor; however, Bus Stop #4014 is an existing stop adjacent to the Avenue W side of the seniors housing complex and currently served by Route 2. This means the walking distance to the bus stop for McAskill Manor residents would be unaffected, while improving pedestrian safety for transit riders travelling from downtown or to Confederation Terminal because they would no longer need to cross 20th Street. It is proposed a shelter with bench be added to Bus Stop #4014 on Avenue W.

RECOMMENDATION 5.2 – SHELTER WITH BENCH FOR BUS STOP #4014 ON AVENUE W NEAR 20TH STREET:

That Saskatoon Transit consider the feasibility of installing a shelter with bench to Bus Stop #4014, located near the intersection of Avenue W and 20th Street, adjacent to the McAskill Manor seniors housing complex.

It is noted that in order to install a transit shelter at this location, bushes that are on the McAskill Manor property would need to be removed. According to preliminary discussions with Saskatoon Transit, a cost-share agreement would likely be necessary, where McAskill Manor would be required to clear the bushes at their own cost, then Saskatoon Transit would install a concrete pad and bus shelter.



Bus shelter on Avenue W at 18th Street

It was noted by the LAP Committee that Route 2 along Winnipeg Avenue includes a long stretch between bus stops in both directions between 18th Street and 20th Street. Unfortunately, it is very challenging to add bus stops in residential areas that have on-street parking; however, it is hoped that increasing the frequency of transit in Meadowgreen helps to alleviate this issue by providing better service to the entire neighbourhood.

A transit stop improvement occurred in 2016 that moved Bus Stop #5736 on the east side of Avenue W from north of 18th Street to the south side of 18th Street. The original placement of the stop removed access to on-street parking in front of the house adjacent to the bus stop.

The bus stop was moved to the south side of 18th Street, which is a more suitable location because the adjacent home is oriented toward 18th Street, which better accommodates the Avenue W bus stop. The new location also allowed Saskatoon Transit to install a bus shelter, which had been requested by local transit users during community engagement for the Meadowgreen LAP.

Saskatoon Transit Service Improvements

Saskatoon Transit continues to invest in fleet upgrades, with the goal to improve reliability and decrease the average age of buses, which lowers maintenance costs and helps to keep routes moving on time by avoiding breakdowns. Newer buses are also more comfortable for riders and demonstrates that Saskatoon Transit strives to provide high quality transit service.

Leveraging available federal funding programs that support transit infrastructure investments, Saskatoon Transit applied to the federal government for funding to assist in purchasing 15 new, low-floor buses and 5 Access Transit buses. These



Route 2 bus at City Centre Terminal

buses are expected to arrive in 2017 and will help to reduce the average age of Saskatoon Transit's fleet from 11.9 years to 7.3 years⁶².

In a move that utilizes available technology, Saskatoon Transit buses are now tracked in real time via GPS monitoring. Riders can download the Transit App to their cell phone or view real time information using Google Transit. These tools allow riders to easily plan their trips and have precise information about the location of the

bus they are waiting for. Transit route data and real time tracking information is available via open source to other app developers to encourage further app improvements by tech designers over time⁶³.

Saskatoon Transit Rider Safety and Security

Saskatoon Transit takes pride in ensuring the safety of riders and operators. There is a zero tolerance policy towards physical and/or verbal abuse towards anyone on the bus, including the driver. Anyone violating this policy will be immediately removed from the bus. Each bus also has a camera installed for the safety of everyone. If a safety situation arises, the transit operator is able to call for assistance from a transit supervisor or request police support, depending upon the severity of the issue.

⁶² City of Saskatoon News Release. "City Set To Improve Transit Fleet Age & Reliability With New Buses". July 21, 2016.

⁶³ City of Saskatoon News Release. "Saskatoon Transit Launces Real Time Transit Tracking". August 30, 2016.

The Meadowgreen LAP Committee suggested that Saskatoon Transit create a cell phone text line to report safety concerns or request assistance. It was noted that sometimes drivers might not notice an issue onboard the bus and the rider needing help either may not feel comfortable or may not be able to ask the driver for help verbally. Committee members said there are sometimes situations where a text message requesting assistance could be sent subtly, without escalating the safety issue. Text messages would be received by a Transit Supervisor, who would contact the driver via radio to bring attention to the issue. 9-1-1 would still be the appropriate number to call in case of emergency.

RECOMMENDATION 5.3 – SASKATOON TRANSIT RIDER ASSISTANCE TEXT LINE: *That Saskatoon Transit consider the development of a cell phone text line, where riders can send a text message to a Transit Supervisor to give notification of safety concerns or request assistance, without needing to draw attention to themselves by speaking out loud to report a safety issue. Promotional materials for safety feature to clearly note that riders should continue using 9-1-1 in emergencies.*

Activating Bus Stops



Baltimore, Maryland bus stop
(credit: www.urdesignmag.com)

The City of Saskatoon’s Growth Plan To Half A Million places a focus on encouraging transit ridership. There are many methods to increase the number of transit users. Ideas generally focus on: convenience of service, comfort for riders, and public perception.

Earlier in this chapter, recommendations were identified that will increase the convenience of service, by expanding bus frequency in the neighbourhood. Other recommendations are aimed at the comfort of riders when waiting for the bus, by proposing a shelter with bench near a seniors’ home, and the comfort of riders from a safety perspective, by suggesting a text line could be developed to provide assistance to riders.

The other method that transit improvements tend to focus on is public perception, which includes consideration of how existing riders perceive public transit, as well as how non-users view the civic service.



Repurposed bus used as shelter in Athens, Georgia
(credit: Christopher Fennell via www.treehugger.com)

The idea of “activating bus stops” refers to thinking beyond the basic bus stop typically comprised of a post and transit sign, with perhaps a small concrete pad. Examples of activated bus stops can be found in urban centres around the world. Bus stops upgraded in imaginative and creative ways can add colour and energy to the streetscape. Essentially, the bus stop becomes an expression of art that is both interesting and functional.

An example from Athens, Georgia repurposed a school bus frame to become a bus shelter. The artist utilized parts from several decommissioned buses to create the shelter, which includes seats from a bus repurposed as a bus shelter bench.

Bus stops can also be an opportunity to encourage local residents to take pride in their neighbourhood by creating something that represents the local area or is a point of pride among citizens.



“A Coming Together of Peoples” bus shelter mural
(credit: King County Metro)



“The Wetlands” bus shelter mural
(credit: King County Metro)

The above examples show a pair of bus stop shelters in Rainier Valley, Washington. The King County Metro Service has developed a bus shelter mural program that helps bus stops be colourful, welcoming additions to the streetscape⁶⁴. Some of the bus shelter installations are created by volunteers and others are commissioned art pieces that utilize various arts program funding. The bus stop titled “A Coming Together of Peoples” includes a detailed carving that was designed to reflect the multicultural community that lives in the area⁶⁵. The bus stop titled “The Wetlands” was designed by local students from a special needs class⁶⁶.

⁶⁴ King County Metro. <http://metro.kingcounty.gov/prog/sheltermural/>

⁶⁵ King County Metro. http://metro.kingcounty.gov/prog/sheltermural/sm_gallery.html

⁶⁶ Ibid



Bus stop swing in Charlotte, North Carolina
(credit: UNC Charlotte Urban Institute)

Bus stops can also incorporate fun activities to help riders pass the time while waiting for the bus to arrive. An example of this is the swing that Charlotte, North Carolina designed for installation at multiple locations along a transit corridor. The swing is both a unique and functional addition to the streetscape.

Transit riders from Meadowgreen could consider working together to create a bus stop unique to the neighbourhood. The group could determine whether there is interest in a mural-based project, a creative bus stop design, or a fun feature, such as a bus stop swing. A project like

this contributes to the sense of community, instills local pride, and gets citizens working with their neighbours toward a shared goal. Depending on the project details, it may be possible to apply for funding support from the Community Initiatives Fund, SaskCulture, or other grant programs. The LAP Implementation budget of the Neighbourhood Planning Section could also be among the funding sources to contribute to this community project.

RECOMMENDATION 5.4 – UNIQUE MEADOWGREEN BUS STOP: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section and Saskatoon Transit meet with Meadowgreen transit riders to discuss the feasibility and interest in replacing one or more local bus stops with a creative design that incorporates unique features and represents the Meadowgreen neighbourhood.*

6 Traffic



As is common among many residential neighbourhoods in Saskatoon, the majority of traffic concerns in Meadowgreen tend to involve pedestrian safety and speeding on local streets.

Implementation of the Meadowgreen Neighbourhood Traffic Review report approved by City Council in 2016 has resulted in most of the identified local traffic concerns already having been addressed, with the remaining items from that report requiring additional funding in order to install a pedestrian signal and several blocks of sidewalk.

This chapter provides an overview of the improvements that have already been installed or planned for future installation, and also recommends additional traffic improvements.

Traffic Goals

The following traffic goals were identified by the Meadowgreen LAP Committee:

1. Improve pedestrian safety in Meadowgreen.
2. Install sidewalks/pathways where none exist along pedestrian corridors.
3. Discourage speeding on local streets.
4. Enhance the ability for vehicles to enter and exit the neighbourhood, while also reducing shortcutting by non-Meadowgreen residents.

Meadowgreen Traffic Management Plan

The Neighbourhood Traffic Management Program is operated by the City's Transportation Division and is designed to address local traffic concerns within neighbourhoods, such as speeding, shortcutting, and pedestrian safety. In 2013, the program was revised from the long-standing practice of addressing one-off traffic concerns to examining traffic concerns at a neighbourhood-wide level. The Transportation Division developed a community consultation program to provide an opportunity for stakeholders to identify local traffic concerns throughout their community and to discuss potential comprehensive solutions via the Neighbourhood Traffic Review process⁶⁷. The Transportation Division further examines each of the traffic concerns identified by gathering additional information as needed, including traffic/pedestrian/cyclist data, SGI reported accident information, best practices, and on-site observations. A proposed plan to address the traffic concerns is then presented to the community for comment and discussion, which results in appropriate modifications to the plan by the Transportation Division, before the plan is presented to City Council for approval.

The Meadowgreen Neighbourhood Traffic Review community engagement process resulted in the Meadowgreen Traffic Management Plan being adopted by City Council on February 29, 2016⁶⁸. The plan identifies a number of specific locations to install traffic calming devices and signage. Installation began in Spring 2016, with some traffic calming

⁶⁷ Meadowgreen Neighbourhood Traffic Review. January 14, 2016. https://www.saskatoon.ca/sites/default/files/documents/transportation-utilities/transportation/neighbourhood/20160210_meadowgreen_ntr.pdf

⁶⁸ Saskatoon Neighbourhood Traffic Reviews <https://www.saskatoon.ca/moving-around/driving-roadways/managing-traffic/traffic-studies/neighbourhood-traffic-reviews>

devices being placed at locations on a temporary basis to allow the Transportation Division to study its effectiveness in addressing the issue, before determining whether it should be installed permanently.

The Meadowgreen Traffic Management Plan includes:

Item	Location	Recommendation	Reason	Status
1	Witney Ave & 19 th St	Change east-west yield to north-south stop	Improve safety at intersection & discourage speeding on Witney Ave	Completed Spring 2016. Added hazard boards to improve visibility.
2	Witney Ave & 20 th St	4-way stop	Improve driver & pedestrian safety (visibility concerns due to parked cars & high collisions)	Completed Spring 2016. Added hazard boards to improve visibility.
3	Ave X between 2 nd driveway south of 22 nd St to 125 Ave X	Install parking restrictions on west side	Improve visibility for driveways	Completed Spring 2016.
4	21 st St & Ave W	Add hazard boards to stop signs & enhance pedestrian signs	Enhance visibility of stop signs & driver compliance; improve pedestrian safety	Completed Spring 2016.
5	21 st St & Ave Y	Change yield signs to stop signs	Enhance driver compliance	Completed Spring 2016.
6	Witney Ave & 20 th St	Median islands	Improve pedestrian safety & reduce speed	Installed temporarily in Spring 2016 with additional 4-way Stop signs. May become permanent in 2017.
7	18 th St & Ave Y	Install curb extension (southeast corner) & median island (east side)	Improve pedestrian safety & reduce speed near elementary school	Installed temporarily in Spring 2016. May become permanent by 2021*.
8	Witney Ave & 21 st St	Install curb extension (northeast corner)	Reduce speed & discourage shortcutting on Witney Ave	Installed temporarily in Spring 2016. May become permanent by 2022*.

9	Ave W - north of 18 th St	Install bus shelter	Improve comfort of transit riders waiting for bus	Bus stop moved to south side of 18 th St and shelter installed in 2016.
10	Ave W & 18 th St	Install active pedestrian corridor across Avenue W (south side)	Improve pedestrian safety	On pedestrian device list as Priority 1. Projected timeframe 1 to 5 years.
11	18 th St - Ave W to Vancouver Ave	Install sidewalk on north side (with priority for area in front of school - Ave X to Montreal Ave)	Improve pedestrian safety & connectivity on school route	On sidewalk retrofit list as Priority 1. Projected timeframe 5+ years.
12	21 st St between Witney Ave & Ave W	Install sidewalk on south side	Improve pedestrian safety near park	On sidewalk retrofit list as Priority 1. Projected timeframe 5+ years.

* Assuming average future funding levels and subject to funding being approved by Council.



New 4-way Stop installed at Witney Avenue and 20th Street intersection with temporary medians that will be considered for permanent installation



Looking west on 18th Street toward W.P. Bate School from proposed pedestrian signal location at Avenue W intersection

During the Meadowgreen Neighbourhood Traffic Review community consultation, numerous issues were identified regarding the intersections of 22nd Street and Witney Avenue, as well as 22nd Street and Avenue W. Some of the identified issues included: confusion as to whether any of the Witney Avenue or Avenue W lanes are left-turn only or right-turn only, difficulty turning left from 22nd Street, problems on Witney Avenue southbound when vehicles are turning into the gas station and a bus is parked at the transit stop across the street, and pedestrian crossing lights that are too short to safely cross 22nd Street. The solutions proposed by citizens for these intersections generally included: lane marking improvements, left-turn signals, additional turning lanes, and extended pedestrian crossing lights.

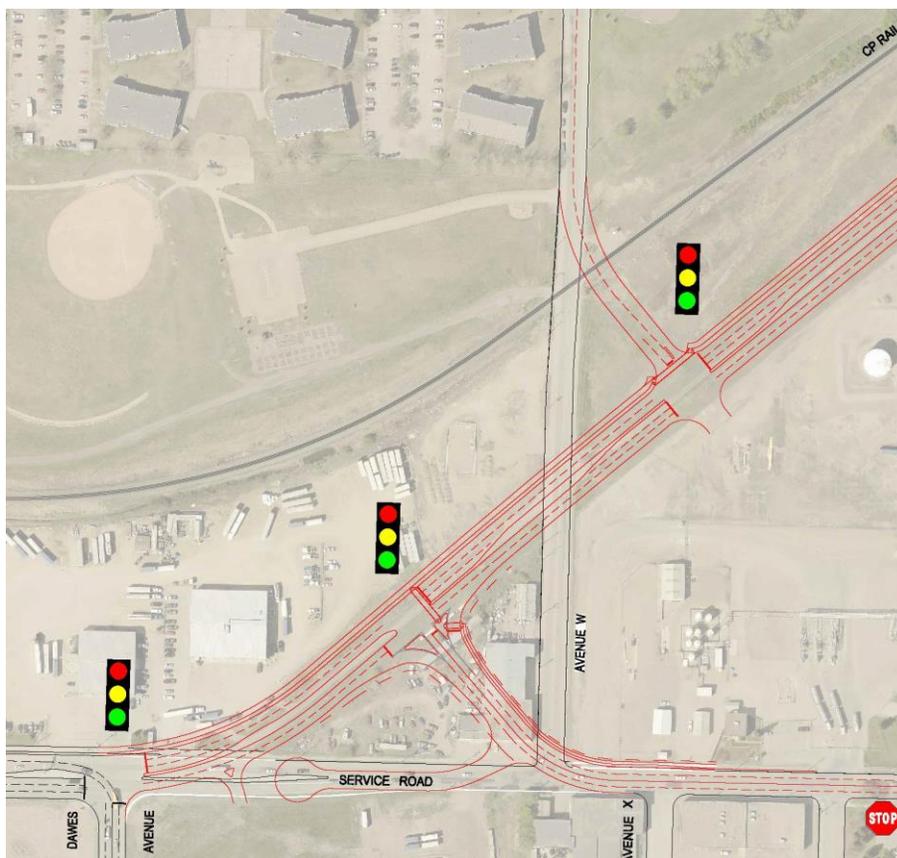
The Meadowgreen Neighbourhood Traffic Review report acknowledges that the issues with these two intersections are not addressed within the Meadowgreen Traffic Management Plan and states that “Through the Neighbourhood Traffic Reviews, the City is compiling a list of issues on arterial streets. The Transportation Division is working to prioritize the issues, identify the work requirements, and secure funding to complete these types of assessments.”⁶⁹

The mandate of the Neighbourhood Traffic Reviews is to focus on local roads and collector roads. This is due to the complexity of addressing arterial roadway issues that may require a corridor study or major intersection review, along with necessary additional stakeholder consultation, since even minor changes have the potential to create unintended impacts on another portion of the corridor.

RECOMMENDATION 6.1 – REVIEW OF 22ND STREET & WITNEY AVENUE INTERSECTION AND 22ND STREET & AVENUE W INTERSECTION: *That, as part of the 22nd Street Bus Rapid Transit Functional Planning Study, the Transportation & Utilities Department, Transportation Division and the Community Services Department, Planning & Development Division, Long Range Planning Section include an analysis of the 22nd Street & Witney Avenue intersection and the 22nd Street & Avenue W intersection to identify opportunities to improve pedestrian safety and traffic flow in/out of Meadowgreen.*

⁶⁹ Meadowgreen Neighbourhood Traffic Review. January 14, 2016. https://www.saskatoon.ca/sites/default/files/documents/transportation-utilities/transportation/neighbourhood/20160210_meadowgreen_ntr.pdf

Southwest Transportation Plan



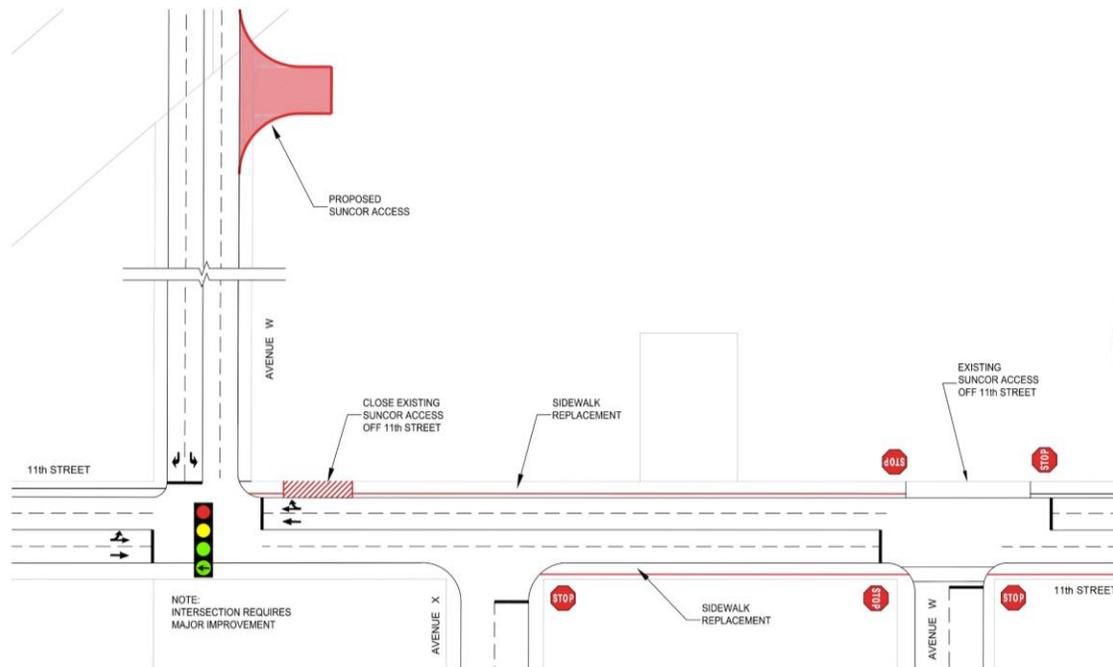
Proposed 17th Street extension and new Avenue W intersection to replace 11th Street intersection

11th Street currently terminates at Avenue P and the extension would deflect/extend the roadway along the south side of the railway tracks to intersect with Avenue W, rather than 11th Street and Avenue W.

The Southwest Transportation Plan (formerly the 11th Street Corridor Plan) is a project led by the Transportation Division that began by examining opportunities to improve traffic flow along 11th Street between Circle Drive South and Avenue H. The flow and function of 11th Street is extremely important to Meadowgreen residents because, while the south boundary of the neighbourhood is the railway tracks, the only south access point is Avenue W via 11th Street.

The 11th Street Corridor Plan was rebranded as the Southwest Transportation Plan following initial stakeholder feedback that resulted in an expansion of the project study area to include the 17th Street extension that was proposed in the West Industrial Local Area Plan, as a means of decreasing traffic volume along 11th Street and Avenue P.

17th Street currently terminates at Avenue P and the extension would deflect/extend the roadway along the south side of the railway tracks to intersect with Avenue W, rather than 11th Street and Avenue W.



Proposed short-term improvement at Avenue W and 11th Street intersection

however, the addition of a traffic signal may result in an increase of cut-through traffic between 11th Street and 22nd Street.

The long-term plan, which would include the necessary design modifications for the 17th Street extension has an expected implemented time-frame of up to 10 years because of the significant cost involved.

The portion of the long-term plan that most affects Meadowgreen is the new Avenue W intersection south of the railway tracks at the extended 17th Street. To assist with traffic flow, this intersection is proposed to have a traffic signal with a left-hand turn lane on 17th Street for vehicles entering Meadowgreen and a right-hand turn lane on Avenue W for vehicles exiting Meadowgreen.

The proposal includes a short-term plan and long-term plan.

The short-term plan has an expected implemented time-frame of up to 5 years.

The portion of the short-term plan that most affects Meadowgreen is the addition of a traffic signal at the Avenue W and 11th Street intersection.

This improvement would greatly benefit Meadowgreen residents and address issues entering/exiting the neighbourhood in the south;



Footprints in the snow, looking south along Avenue W

It is expected that the proposed 17th Street extension would also benefit Meadowgreen by reducing non-resident shortcutting along Avenue W because it will be faster to travel along the new roadway than on residential streets.

The Transportation Division is also proposing the addition of a formal pathway along Avenue W to connect between Meadowgreen and the 17th Street extension. Currently, Avenue W has sidewalk only as far south as Appleby Drive on the west side of the street and the sidewalk on the east side of the street ends farther north. There are many pedestrians that utilize Avenue W south of Meadowgreen and it would be beneficial to formalize a pathway to encourage pedestrians to stay off the roadway. It is possible the portion north of the railway tracks may be sidewalk, while the south portion of the pathway may be crusher dust.

In November 2016, the Transportation Division presented the draft Southwest Transportation Plan for comment and discussion at a community meeting for stakeholders from throughout the project study area. It is anticipated that a final plan will be brought forward to City Council in 2017.

7 Neighbourhood Safety



A positive perception of safety within a community allows citizens to live, work, shop, and play without an undue fear of becoming a victim of crime. This section includes perceptions held by neighbourhood residents and businesses, statistics and reported crime data, survey results, and some safety audits conducted by the youth in the community.

These results have been analyzed and used to identify recommendations intended to decrease the opportunity for crime to occur and increase residents' perceptions and feelings of their safety in the Meadowgreen neighbourhood.

This section has been contributed by the Neighbourhood Planning Section, Neighbourhood Safety Group.

Safety Goals

The Meadowgreen neighbourhood safety goals were formulated from the feedback, activities, and concerns of the Meadowgreen LAP, during the neighbourhood safety meetings and safety audits.

The main goals for the community are:

1. Improve safety in parks during the day and at night.
2. Address incivilities associated with patrons of liquor licensed establishments in the area and specifically on 22nd Street.
3. Improve perceptions of safety into the future, for all residents, particularly related to the safety of newcomers.



Safe Growth and Crime Prevention Through Environmental Design (CPTED)



The City of Saskatoon has adopted the philosophy of Safe Growth and uses the principles, strategies, and processes of Crime Prevention Through Environmental Design (CPTED) to achieve safety in all neighbourhoods. Public involvement and participation is critical for the effective mitigation of safety concerns. CPTED promotes the reduction of the opportunity for crime and the increase in perceptions of safety through modification of the built environment and management of space.

In Saskatoon, the application of CPTED and its principles are included in the City's Official Community Plan, which formalizes the inclusion of these principles in the approval of civic structures and developments. In recent years, CPTED reviews and safety audits have been conducted in various areas of the city, including buildings, streets, parks, and neighbourhoods.

See **Appendix 3** for CPTED definitions and an outline of its principles and strategies.

Perceptions of Safety

Perception of safety affects where, when and how people interact with and behave in their environment. This becomes a concern when an individual's perception of their personal safety causes them to change their behavior regardless of threat. Perceptions of safety can vary for a number of reasons. Perceptions are related to age, experience, or gender among other characteristics. For example, a 16 year old male will have a very different perception of his safety in an area than a 60 year old female. Neither may be absolutely correct, but their perceptions will colour how they interact with a space or whether they will even enter the space.

In conjunction with the LAP, Community Wide Safety Meetings were held on November 20, 2014 and November 4, 2015. Both events were held at W.P. Bate School and the data from these meetings was used to inform the neighbourhood's plan to improve safety in specific areas.

All residences and businesses in the Meadowgreen neighbourhood were notified and invited to both meetings. In total, this included 1,000 dwelling units that represent over 4,000 people. The purpose of this inaugural meeting was to identify the safety issues and concerns of the community.

At each meeting, community members in attendance completed a number of small group activities to identify safety issues and concerns in the neighbourhood. These included:

- Safe/Unsafe areas mapping activity;
- Nodes and Pathways mapping activity; and
- A safety survey.



Safe/Unsafe Mapping Activity

The Safe/Unsafe activity was a mapping exercise where participants identified locations in their community where they felt safe or unsafe.

Residents were asked to identify areas, blocks, parks, other land uses, or specific locations. This gives a more detailed picture of where residents feel safe and unsafe. In many cases, areas and sites were identified as being both safe and unsafe by different users. This is an expected result, as the same area can be perceived in different ways by different people and during different times of the day.

These indicated areas were then compared to the incidents of crime maps to see where the similarities and differences are and helps build a better picture of where crime is being reported and what the perceptions of safety are in the neighbourhood. It also allows for further analysis to look at why one block is perceived as unsafe and the next block is not.

See **Map 1: Safety Perception – Safe Areas Meadowgreen** and **Map 2: Safety Perception – Unsafe Areas Meadowgreen** for the results of these mapping activities.

The sites and areas identified as being safe are locations that the participants felt comfortable to be in and appear to be well used by the community. There was a general feeling of safety in Meadowgreen during the day and the group specifically mentioned W.P. Bate School and school grounds as being safe. In particular, the children's paddling pool was identified as being a 'safe site' and well used. The residents also indicated that most of the parks are safe in the day and early evening.

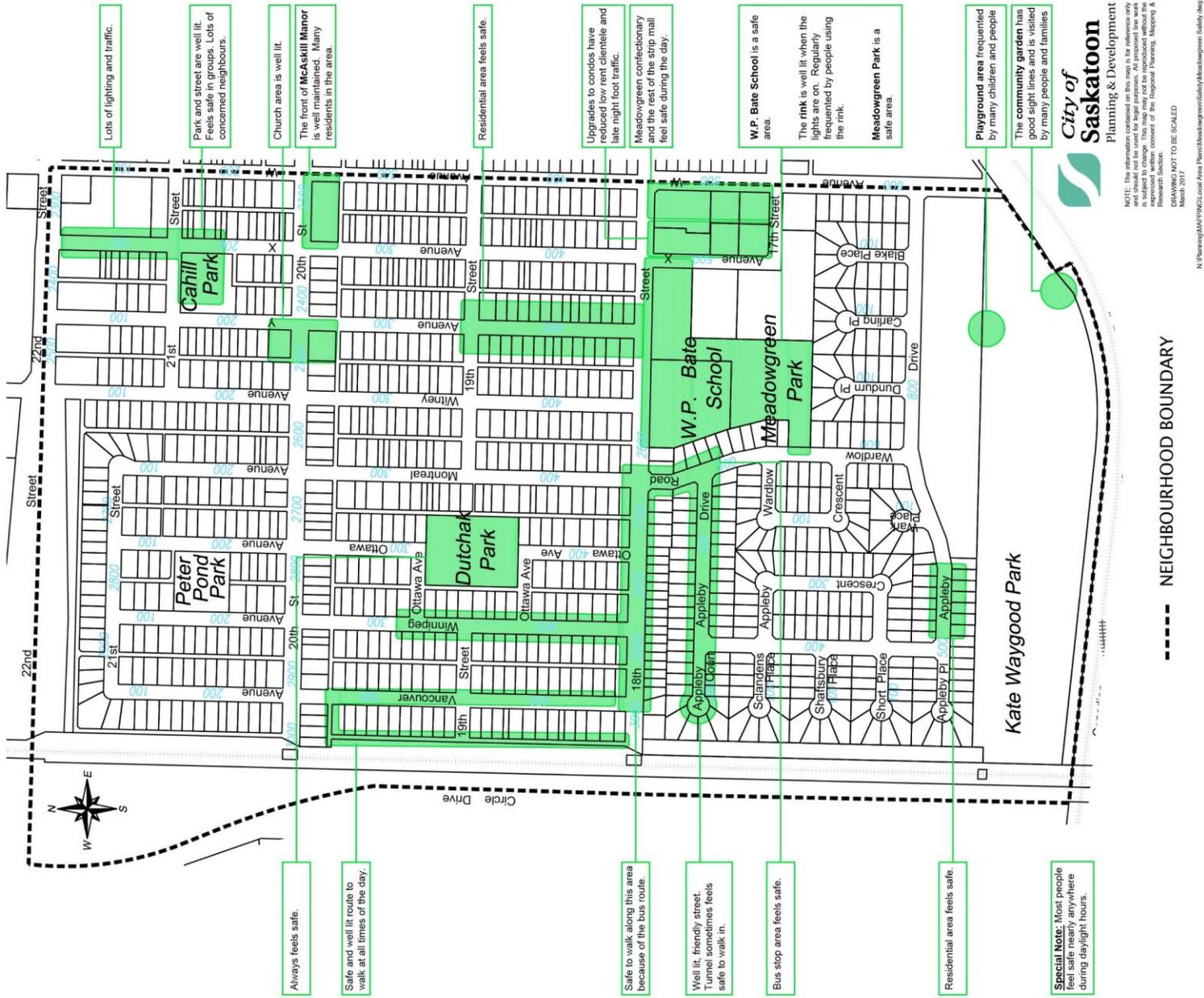
As is typical when considering perceptions of safety, the impressions of safety in Meadowgreen were influenced by time of day. The community identified the 'unsafe areas' as being risky at night, mostly due to reduced visibility and an inability to recognize people. Some of the areas have over grown trees that reduce visibility and were noted as common hangout areas.

Pedestrian traffic from the bars on the north border and through the lanes and streets were noted as 'unsafe areas', due to people wandering through day and night. There were a few site specific locations that were perceived as being unsafe. These include Avenue X and Y going north and south and 20th Street going east and west.

To help further define the areas and issues within the neighbourhood that are perceived to be unsafe, community members completed a safety survey to evaluate their perceptions of safety in different locations in the neighbourhood and at different times of the day. The survey was completed by about 20 community members during the meetings.

Meadowgreen Local Area Plan

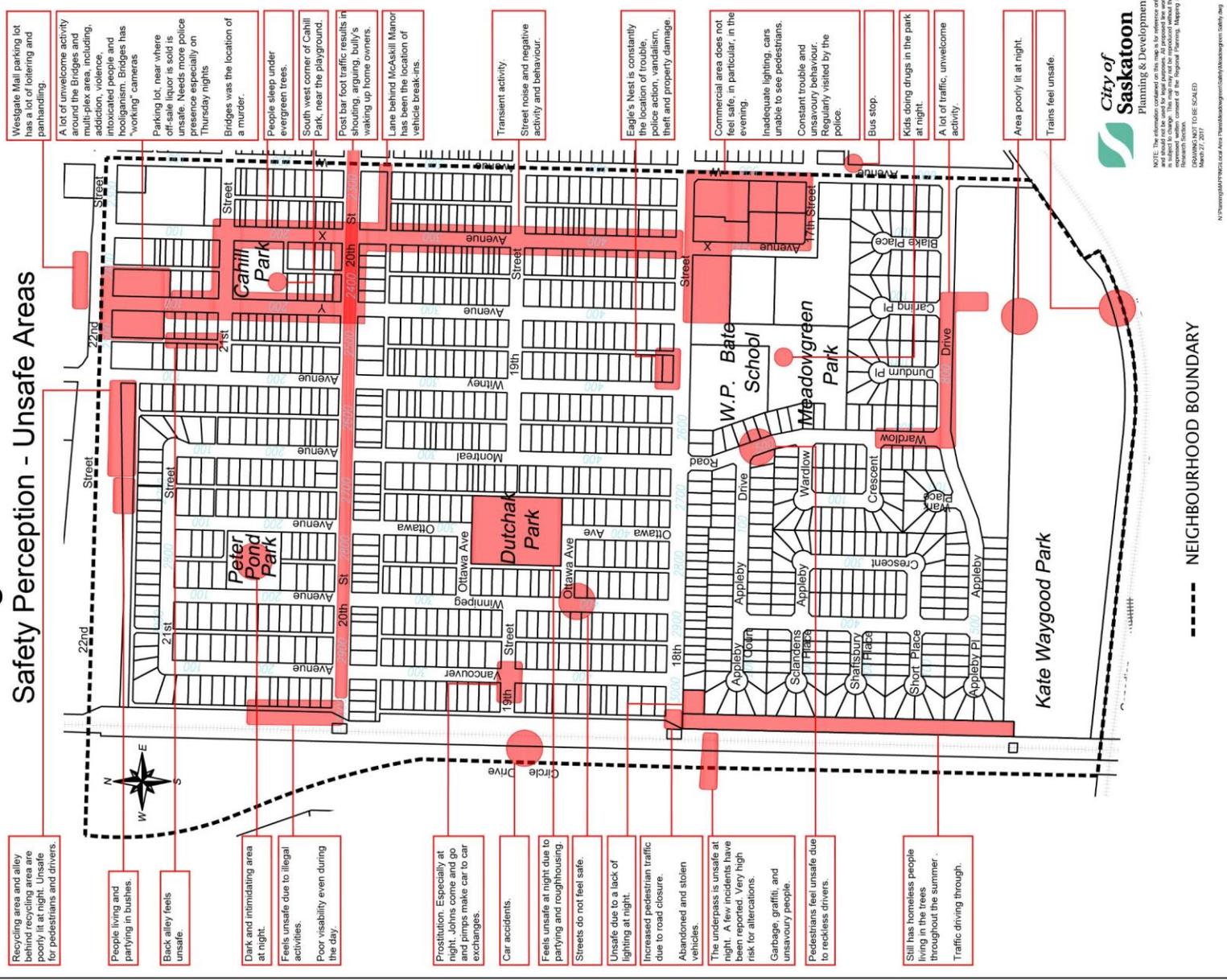
Safety Perception - Safe Areas



Map 1: Safety Perception – Safe Areas Meadowgreen

Meadowgreen Local Area Plan

Safety Perception - Unsafe Areas



City of Saskatoon
 Planning & Development

NOTE: The information on this map is for informational purposes only and should not be used for legal purposes. An approved base map is used as the source of the information. The information on this map is subject to change without consent of the Regional Planning, Mapping & Research Section.
 D:\E-SCALE
 March 27, 2017

Map 2: Safety Perception - Unsafe Areas Meadowgreen

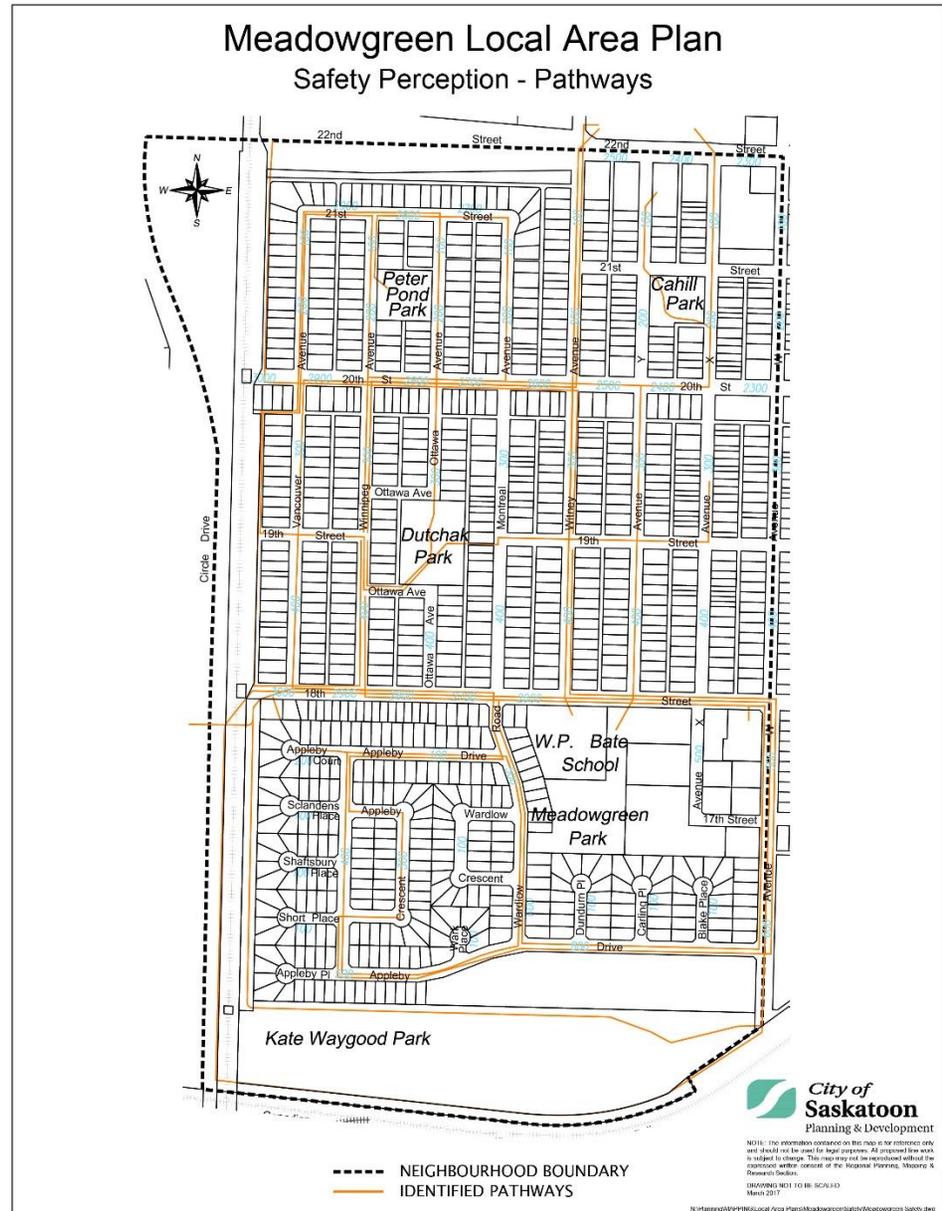
Map 3: Safety Perception – Pathways Meadowgreen

Nodes and Pathways

The second mapping activity was a nodes and pathways exercise where participants traced their typical walking routes around the neighbourhood and labeled the start and end points of each path (**Map 3: Safety Perception – Pathways Meadowgreen**).

The data collected from this exercise gives a picture of popular routes and destinations in the neighbourhood, and paths that are used less often or avoided.

This information provides insight into which areas are most activated with legitimate users. This is important because community members who are activating the street are able to observe, report, and prevent illegitimate and criminal activities.



Community Survey

There were a number of surveys conducted in the neighbourhood during the LAP process. An overall Community Survey was conducted in April 2014 prior to, and at, the Meadowgreen LAP launch meeting. This survey asked a number of questions related to quality of life, neighbourhood safety, and other issues.

According to the Community Survey, 74% of the participants live in Meadowgreen and 56% live and own property in the neighbourhood. The majority (30%) have lived in the neighbourhood for 5-10 years and the rest at either end of the spectrum with 15% at under 5 years and 11% at 40-50 years.

Of those surveyed, 50% felt that there was a moderately or quite strong sense of community in Meadowgreen and 70% are moderately to extremely proud to live in Meadowgreen. Respondents felt the parks in the neighbourhood were well maintained and landscaped, and had good playground equipment and a high level of safety. However, programming in parks was rated poorly by respondents.

The majority of respondents (78%) felt that it was safe or very safe to walk alone in a park during the day. 78% also felt this way along sidewalks in the neighbourhood. Even in the back lanes, the majority (67%) felt safe walking during the day. However, this changed when asked about evening perceptions as 67% did not feel safe in the parks alone at night and 81% did not feel safe in back lanes. Sidewalks were split in half with 48% feeling safe or very safe at night, and 49% feeling unsafe walking on the sidewalks alone at night.

Of the respondents surveyed, 41% had experienced a property related crime in the last 12 months, and the majority of these were vehicle related (break in or vandalism) and graffiti vandalism. 89% of respondents felt



Dutchak Park

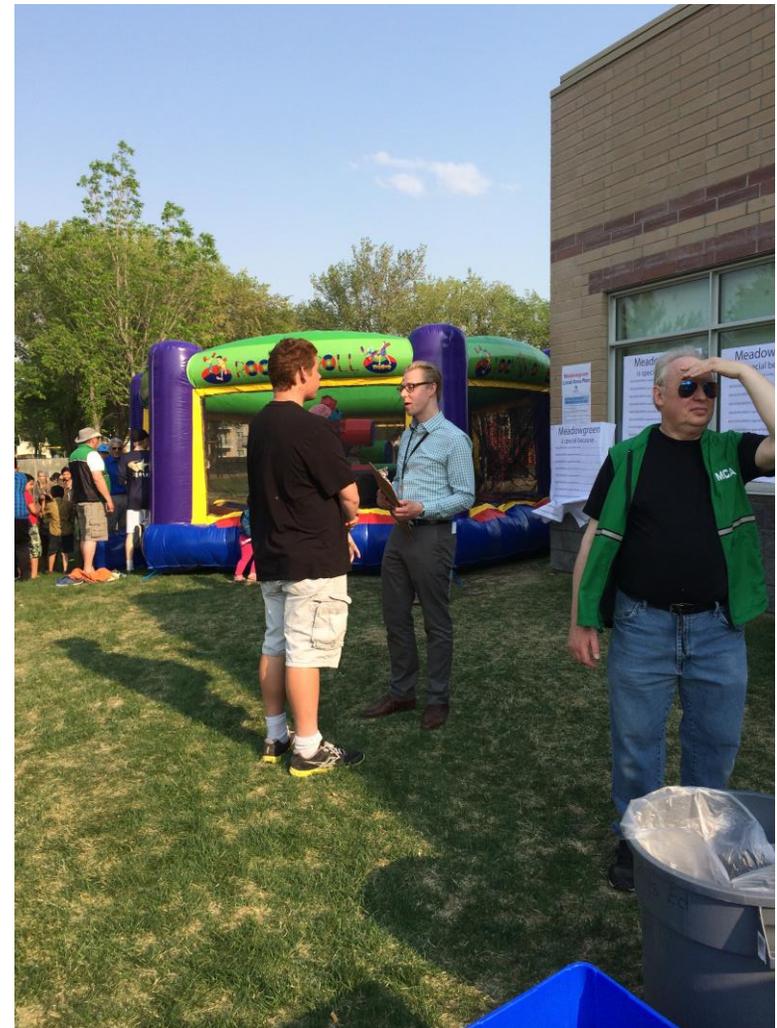
that neighbourhood safety, as a topic or concern, was somewhat or very important to them in their neighbourhood.

A Neighbourhood Safety Survey was conducted as part of the safety discussion in Meadowgreen. This survey was specific to safety in the neighbourhood, asked more in-depth questions, and engaged more people. The survey was conducted at the safety meetings as well as by interviewing residents at the annual Meadowgreen Community Fair in 2015 and 2016.

The survey results showed that residents felt safe walking in the neighbourhood during the day (93%), less so in the evening (56%) and very few (26%) felt safe walking in the neighbourhood after 10 pm. Most of the reasons given were safety related. It was interesting to note that respondents were split evenly on whether they would let their children go to the park by themselves with slightly more disapproving in the evening. Safety and age of the children were the most common reasons stated.

When asked if they had noticed any illegal activity in the Meadowgreen neighbourhood, the respondents were almost evenly split with 48% having noticed something and 52% not. When asked what they noticed, the majority identified drug related, vandalism, and people fighting.

In addition, 30% of those responding had themselves, or someone they cared about, experience an incident in Meadowgreen that made them feel afraid or unsafe. Most of these experiences were related to theft, vandalism, intoxication and/or being approached for money.



Open House

An Open House was held on April 5, 2017 to encourage the Meadowgreen residents to review the draft LAP and recommendations to date. It afforded the residents an opportunity to identify any areas or concerns that might have been missed in the ongoing LAP Neighbourhood Safety meetings.

An area on the north edge of the neighbourhood was identified by residents who were unable to attend previous meetings. Residents feel that break and enters have risen, and that theft and graffiti vandalism is increasing. Residents also indicated that there appears to be people living in the bushes and trees along the back lane of 21st Street West. Further research through crime stats and site visits were undertaken and recommendations for further work were deemed appropriate.



21st Street back lane with the area of concern marked with red rectangle and a specific site marked with a green oval.

RECOMMENDATION 7.1 – 21st STREET WEST – NORTH BACK LANE (2700, 2800, and 2900 BLOCKS): *That the Community Services Department, Planning & Development Division work with the Community Services Department, Parks Division and the Transportation & Utilities Department, Construction & Design Division to improve the 21st Street West back lane of the 2700, 2800, and 2900 blocks; help increase residents' feelings of safety; and, educate residents on their responsibility for keeping back lanes neat and tidy.*

Crime Maps: Meadowgreen Crime Activity Profile

Crime statistics are an important tool in assessing neighbourhood safety. The statistics allow for trends in both the location and types of crimes to be observed and considered. In reviewing the statistics for reported crime in a neighbourhood, it is important to note that not all crimes are reported. The Crime Activity Profile for Meadowgreen includes crime maps and shows a selection of types of crime reported and location, as well as charts and graphs showing the number of crimes reported, recent trends, and comparisons with other neighbourhood.

Crime statistics are useful to review along with users' perceptions of safety. In some incidences, users' perception of personal safety could be low in an area, when the crime statistics indicate that there is very little criminal activity. Conversely, users may report feeling safe in an area in which a high number of crimes have been reported. Neither perception nor crime statistics have precedence over the other; they are two different measures and different pieces of a larger picture. Neighbourhood Safety considers perception and statistics together.

Overall, as the chart below shows, crimes against people are falling with a 20% drop from 2015 to 2016. Drug and liquor related incidents are also falling and dropped 50% over 2015. However, property crimes have risen with general property crime rising by 26% and more specifically an almost 50% rise in Break and Enters. According to Saskatoon Police Service, Break and Enters are increasing across the city, so it does not appear that Meadowgreen is being singled out.

	2012	2013	2014	2015	2016
Crimes Against the Person	121	117	103	101	80
Crimes Against Property	207	188	186	180	227
Break and Enter	35	30	40	33	50
Drug and Liquor Related	97	85	69	62	77

Meadowgreen selected incidents of reported crime by year

It is important to note that while the percent increase may seem high, the absolute number is not a big jump. For example, the 50% increase in Break & Enters is an increase of 16 incidents over the entire neighbourhood. This may also be an anomaly as previous years show a very consistent number of incidents.

DESCRIPTION	2012	2013	2014	2015	2016
CRIMES AGAINST THE PERSON					
Abduction	0	0	2	3	1
Assault	83	97	77	72	62
Harassment	5	4	8	8	5
Manslaughter	0	0	2	0	0
Murder	0	0	1	0	0
Robbery	7	4	5	5	2
Robbery - Armed	19	2	3	4	6
Sexual Assault	7	10	5	9	4
Stalking	0	0	0	0	0
	121	117	103	101	80
BREAK AND ENTER					
Business	3	0	4	1	0
Residence	26	23	32	17	47
Other	6	7	4	15	3
	35	30	40	33	50
CRIMES AGAINST PROPERTY					
Arson	3	6	4	4	1
Fraud	15	9	9	21	23
Mischief (including graffiti vandalism)	72	64	63	48	54
Possession of Stolen Property	10	7	7	19	20
Shoplifting over/under \$5000	19	9	3	4	6
Theft of Bicycle	1	8	3	3	0
Theft of License Plate	7	1	1	4	4
Theft of Vehicle	27	36	24	18	49
Theft Over \$5000	0	0	1	0	0
Theft Over \$5000 from Vehicle	0	0	0	0	0
Theft Under \$5000	30	24	44	30	47
Theft Under \$5000 from Vehicle	23	24	27	29	23
	207	188	186	180	227
DRUG AND LIQUOR RELATED					
Drug Possession	7	4	12	17	25
Drug Trafficking	5	1	2	3	3
Liquor in Motor Vehicle	4	3	3	0	1
Liquor in Place Other than Dwelling	7	2	0	0	0
Possession/Consumption of Liquor by a Minor	7	4	2	1	0
Public Intoxication (AGRA + SOPA)?	67	71	50	41	48
	97	85	69	62	77

Meadowgreen selected incidents of reported crime by year

The more detailed table to the left shows these larger categories broken down even further. These are not all the categories, but the main ones that affect perceptions of safety in a neighbourhood. This shows that the increases in reported Break & Enters are related to residences and not businesses or secondary buildings. Similarly, the increase in property crime seems to be related to theft of vehicles, which saw an increase of 31 incidents, as well as an increase in incidents of theft under \$5,000, which saw an increase of 17 incidents.

It is also interesting to note that while drug and liquor related incidents have fallen overall, the incidents of possession have risen slightly. Overall, in most subcategories shown, Crimes Against The Person have decreased with the exception of a small increase (+2) in armed robbery.

Crimes Against Property, however, appear to be rising over 2015. A closer look also shows that in previous years some subcategories were falling from highs in 2013 and 2014. As noted above, the majority of the increases in this category are related to the increase in incidents of vehicle theft and general theft under \$5,000.

Liquor and drug related incidents were also relatively high in the area and tend to be clustered in the northeast corner of the neighbourhood and in some of the residential areas. The geographic concentration can be seen clearly in **Map 4 of Attachment 4**.

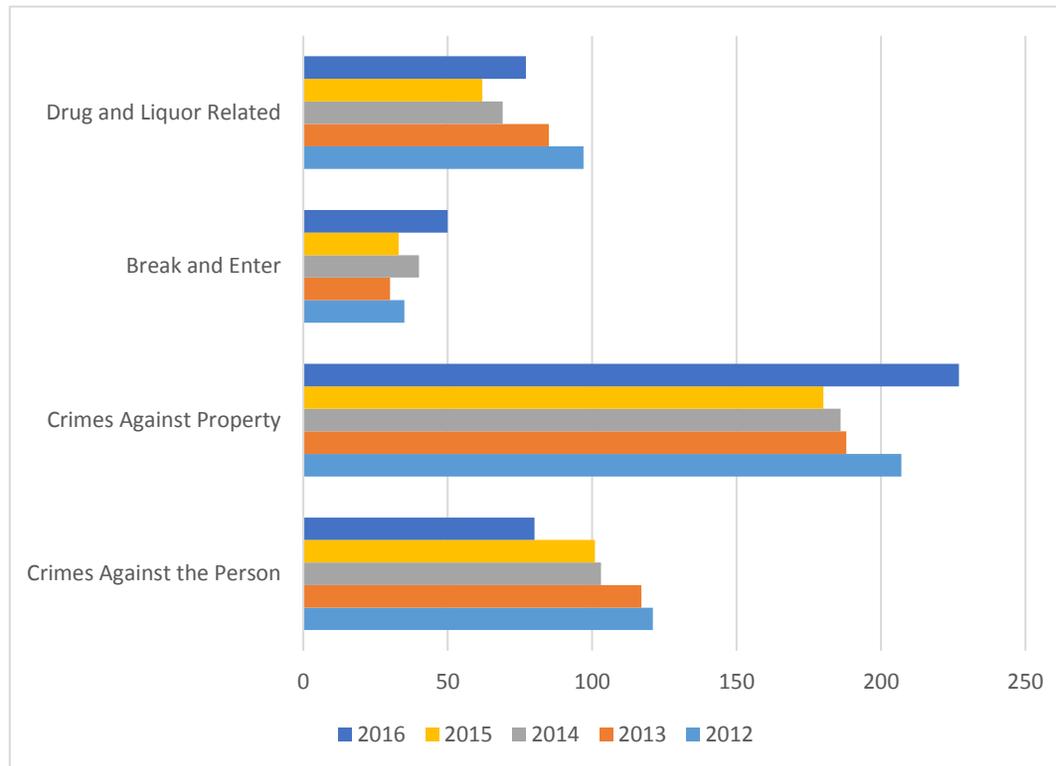
Geography is another important indicator for crime. Increases or decreases in numbers of or types of incidents of crime also tell part of the story. Certain land uses can be considered crime generators, especially when grouped together; thus having the potential of affecting the incidences of crime in a neighbourhood.

Meadowgreen has a mix of commercial uses including restaurants and pubs at the north end of the neighbourhood. For the most part these uses are located on the arterial roadways north of the neighbourhood. Even though these uses are on the outside of the neighbourhood, residents were concerned with the impact of intoxicated people walking through the neighbourhood and the impact of the liquor licensed establishments on the neighbourhood. This issue has been identified in a number of Local Area Plans and an incivilities strategy is being considered for the city.

Appendix 4 shows 2015 selected crime incidents for Meadowgreen and how and where they are clustered. The highest concentration of crime, both property and personal, occurs at the north east corner of the neighbourhood and along the arterial roadways of 22nd Street and Avenue W; on the neighbourhood boundary. Other areas with a concentration of incidents tended to be towards the perimeter of the neighbourhood on the south and around the higher densities of the multiple unit dwellings. Higher density land uses will produce higher numbers by virtue of the higher number of people living there. It does not mean they are inherently more dangerous.

The multiple-unit dwellings along Appleby Drive have recently been certified by the Crime Free Multi Housing Program and, according to the coordinator, are showing a significant drop in calls for service and incidents of crime. The apartment owners and operators are committed to improving the apartments and the neighbourhood. Since this is a recent change, it may not be represented substantially in the reported crime statistics for 2016.

For the most part, the Meadowgreen neighbourhood is showing a downward trend in incidents of crime, from 2012, with some spikes in 2016 that bear watching over the next year. Spikes are big increases or decreases from one year to the next and can be attributed to anomalies, such as one person operating in an area, or they can be the start of an upward or downward trend in the numbers of specific incidents of crime.

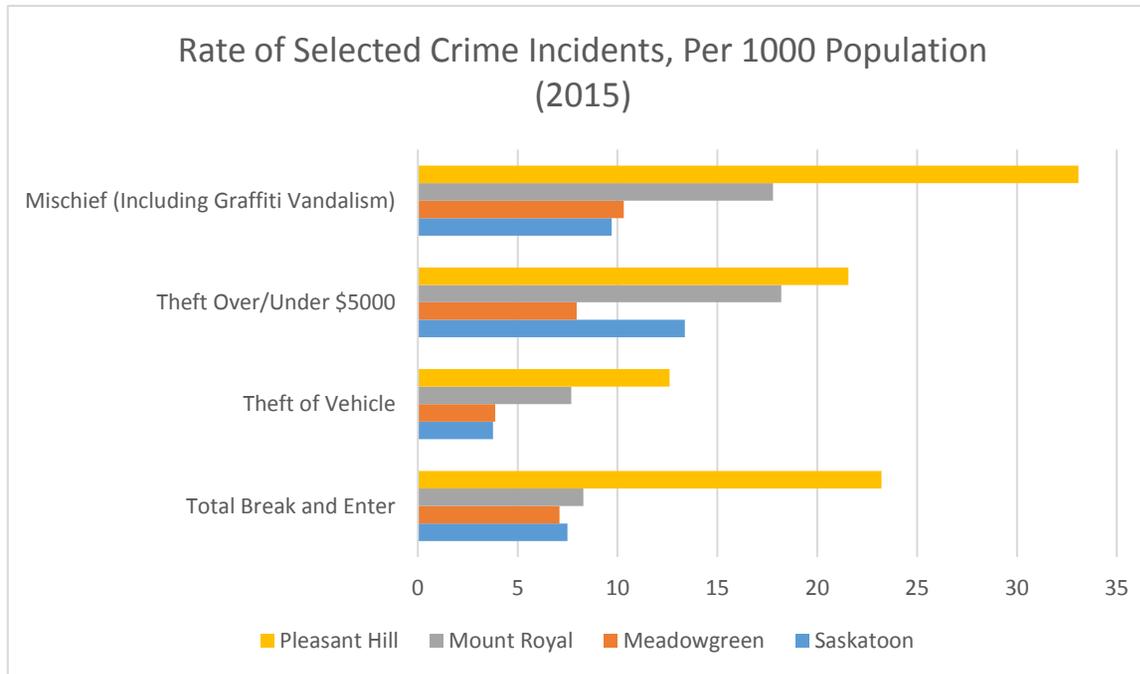


Meadowgreen selected incidents of reported crime by year

There may still be perceptions of a higher crime rate, or higher numbers of specific incidents. We know that not all crime is reported, so the perceptions of crime will be important to consider in any recommendations.

The following chart shows a comparison in incidents of crime for adjacent neighbourhoods. This helps put the rates in Meadowgreen in perspective and shows an area overview and Saskatoon as a whole. Compared to Saskatoon, the Meadowgreen rates are slightly higher for Mischief and Vehicle Theft but lower for total Break and Enters and significantly lower for theft Over/Under \$5000.

Compared to adjacent neighbourhoods, Meadowgreen has significantly lower rates than both Pleasant Hill and Mount Royal in all categories shown. Although Meadowgreen may have some specific challenges, as well as geographically specific issues around incidents of crime, along with recent increases of reported crimes in certain categories, the neighbourhood appears relatively stable. With a strong and cohesive community, it should be able to weather any future issues.

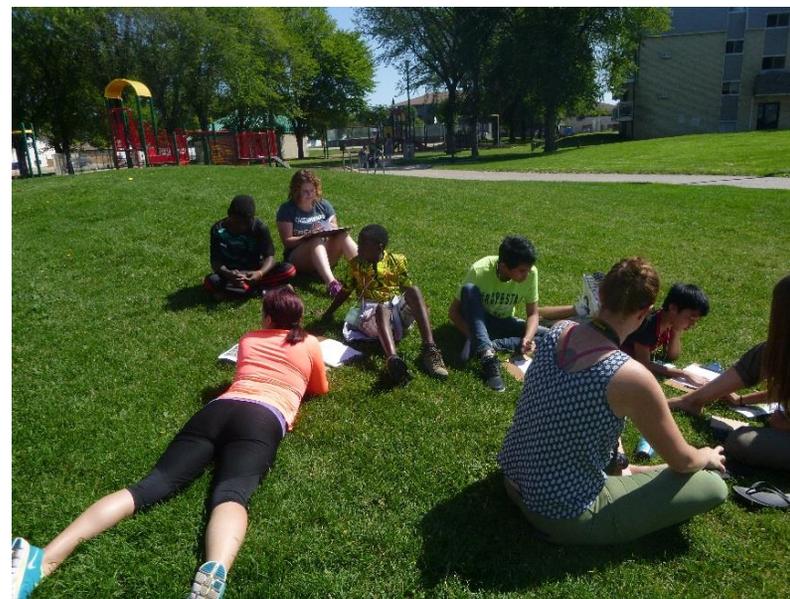


RECOMMENDATION 7.2 – INCIVILITIES STRATEGY: *That the Community Services Department, Planning & Development Division include Meadowgreen in the development of an initiative or program to educate bar owners, patrons, and residents in the Meadowgreen neighbourhood on their responsibilities and safety issues arising outside of liquor licensed establishments.*

Safety Audits

A safety audit is a highly flexible process that can be easily adapted to meet the needs of the community. Safety audits allow regular users of an area to identify places that make them feel unsafe.

Residents are considered “local experts” because they are most familiar with their neighbourhood and what happens on a day-to-day basis. Residents and Planners walk the neighbourhood areas of concern together to gain an understanding of the context of the area and where people feel safe and/or unsafe. It is helpful for all to visit various sites when they are perceived to be a problem. Change then becomes the responsibility of a group of people who care about the community, including audit participants, the community as a whole, and local government.



The goal of the safety audit is to identify areas that are perceived to be unsafe, then work with the community to improve safety, and perceptions of safety, in the neighbourhood. Reducing opportunities for crime and improving perceptions of safety in an area improves everyone’s personal safety. Ideally, residents, local businesses, and local government work together to find solutions to safety problems in the community, while using results of the safety audit as a tool or input into an overall risk assessment of the area.

A number of safety audits took place with 8 groups of children aged 3 – 13 years. The audits were facilitated by the Mennonite Central Committee Peace Camps and the Kids Club in the summer of 2015. The Peace Camp sessions included an educational session on the principles of CPTED as well as the audit walkabout.

Meadowgreen Park Youth Safety Audit

The Meadowgreen Park Youth Safety Audit was held in July 2015.

The group consisted of 9 youth aged 10-13 years and one adult.

This park serves the community by offering an area with benches, a picnic tables, a paddling pool, pathways, and plenty of green space. The park landscape has nice mature trees and well maintained lawn.

The following is a summary of the safety audit observations:

- General impressions were good, the park appeared fun, safe, a good place for kids, green and well maintained;
- Comments were given that the area is not well lit at night;
- Some hiding places identified behind the school with overgrown trees and shrubs;
- The park is big and if you yelled for help maybe no one would hear you;
- Overall impressions of maintenance were good, no graffiti vandalism that they could see, but no one knew who to call if something was broken;
- Suggested improvements to the area included soccer fields, volleyball, more lights and better signage of emergency numbers.

Most of the youth appreciated the park and the area around the school. The participants took great care in completing their safety audits and put a lot of thought into their responses. Many of the youth were familiar with the park but some were from outside the neighbourhood and were looking at Meadowgreen Park with new and fresh eyes.



Appleby Apartment Area Youth Safety Audit

The safety audit in this area was facilitated through the Mennonite Central Committee's (MCC) Kids Club. An apartment is set aside to provide programming for the children in the area and the MCC works with them on a weekly basis.

Most of these children are from refugee or immigrant families. There were about 25 children that participated and the ages ranged from 3 years to 10 years. The Kids Club has a specific age range but the leaders were flexible as some children bring younger siblings. Language was a barrier for some but there always seemed to be someone around to translate.

The children were grouped with a facilitator that explained the process and what we were going to do. Once we moved outside, many of the mothers were there and participated, even if they could not speak English. To accommodate the needs of the children, the facilitators documented what they said and the groups drew pictures to represent what they saw and what they wanted for the park.





The following is a summary of the safety audit observations as documented by the facilitators:

Places I Like

- The 'Park' -10 responses;
- Kids Club – 9 responses;
- Garden – 7 responses;
- Tennis Court – 5 responses.

Places I Don't Like

- Street – 3 responses;
- Parking Lot – 4 responses;
- Select apartment buildings – 3 responses;
- Garden – 3 responses.

For this group, the parking lots and streets were seen as unsafe. Some of the apartment buildings were identified and seemed to be because of who lived there and their attitudes towards the children.

RECOMMENDATION 7.3 – CITIZEN AND/OR PARK PATROL: *That the Community Services Department, Recreation & Community Development Division, and Saskatoon Police Service, work with the Meadowgreen Community Association to encourage the establishment of a Citizen Patrol and/or Park Patrol in the neighbourhood as a whole or in selected parks.*

RECOMMENDATION 7.4 – KATE WAYGOOD PARK SAFETY AUDIT: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of Kate Waygood Park with a major focus on the east end of the park. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*

RECOMMENDATION 7.5 – DUTCHAK PARK SAFETY AUDIT: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of Dutchak Park. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*

RECOMMENDATION 7.6 – PETER POND PARK AND CAHILL PARK SAFETY AUDITS: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of Peter Pond Park and Cahill Park. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*

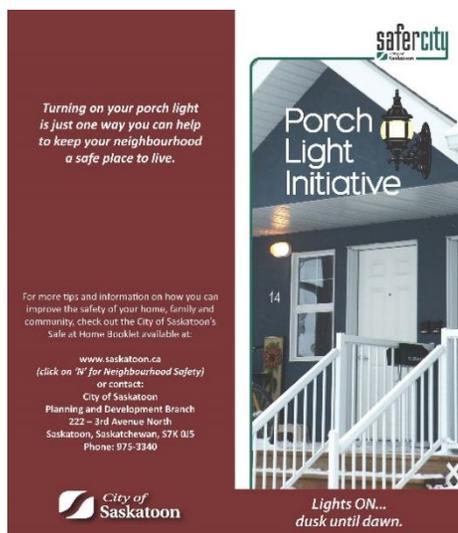
RECOMMENDATION 7.7 – NORTH-SOUTH PATHWAY SAFETY AUDIT: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to conduct a safety audit of the north-south pathway between the west side of the neighbourhood and Circle Drive West. The resulting recommendations to be included in the Local Area Plan – Neighbourhood Safety Implementation list.*

Current Neighbourhood Safety Initiatives

The following existing initiatives address safety concerns and can be accessed by the neighbourhoods and are available online at <https://www.saskatoon.ca/neighbourhoodsafety>

The Graffiti Reduction Task Force: is a unique partnership between businesses, government, and non-government organizations, and has implemented a number of programs aimed at reducing the incidence of graffiti vandalism in the city. The Saskatoon Police Service also has an Anti-Graffiti unit. This unit is tasked with targeting the individuals engaged in graffiti vandalism. For more information on the Graffiti Management Program, clean up incentives and graffiti vandalism removal tips, refer to the City of Saskatoon website at www.saskatoon.ca or call 306-975-3383.

Neighbourhood Safety Resource Material: The Planning and Development Division, Neighbourhood Planning Section has produced a series of Safer City booklets that provide a number of strategies and guidelines to help improve safety in and around your home. For more information on Neighbourhood Safety material refer to the City of Saskatoon website at www.saskatoon.ca or call 306- 975-3340.

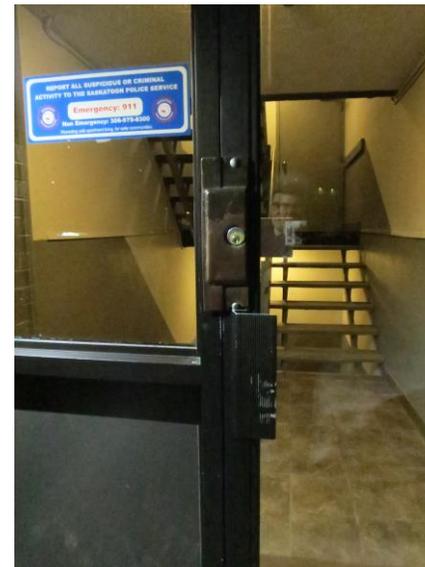


Crime Free Multi-Housing Program (CFMH): Is a strategy intended to encourage apartment owners, managers, and landlords to proactively approach crime reduction in and around housing units. It is specifically designed to assist owners, managers, residents, police, service providers and affiliated agencies to keep illegal and nuisance activity off rental property. The program offers training, advice, safety reviews of properties, and helps buildings set up safety socials for tenants.

The ten buildings on Appleby Drive were certified under the CFMH Program and, according to the program manager, incidents of crime have decreased significantly. An additional six buildings are currently being certified. This leaves only five additional buildings that could benefit from this program and the coordinator is working with the owners. This initiative is managed by the Saskatoon Police Service and receives funding from other City of Saskatoon departments. For more information on the Crime Free Multi-house Program refer to the Saskatoon Police Service website at www.police.saskatoon.sk.ca (click under “Programs and Services” and “Crime Free Multi-Housing”) or call 306-975-8385.



Saskatoon Crime Free Multi-Housing Logo



Appleby Apartments are now certified under the CFMH Program

Community Watch and Citizen Patrol: Community Watch is a crime prevention and crime interruption program where the Saskatoon Police Service partners with the community to make Saskatoon a safe place to live and work. Citizen Patrol gets neighbourhood residents more active in assisting in crime prevention and reporting suspicious activity. Volunteers have no policing powers and are non-confrontational, but they wear vests identifying themselves as Citizen Patrol. This is a visual deterrent to crime and nuisance behaviours.

Safer Communities and Neighbourhoods Act (SCAN): The *Safer Communities and Neighbourhoods Act* improves community safety by targeting and, if necessary, shutting down residential and commercial buildings that are habitually used for illegal activities. The legislation is able to address a wide variety of activities, such as public safety concerns related to fortified buildings. It promotes community safety by cleaning up properties that negatively affect the health, safety, or security of local residents in a neighbourhood. The Meadowgreen LAP Committee encourages residents to report suspicious activities at residences and businesses to the Safer Communities and Neighbourhood Investigation Unit at 1-866-51-SAFER (1-866-517-2337) or www.cpsp.gov.sk.ca/scan.

City of Saskatoon Property Maintenance & Nuisance Abatement Bylaw No. 8175: This bylaw requires property owners in the City of Saskatoon to maintain houses, buildings, and yards to an acceptable standard. Property owners are responsible for ensuring yards are kept free and clean from garbage and debris, junked vehicles, and excessive growth of grass and weeds. To report concerns, call the Safety and Property Maintenance Hotline at 306-975-2828.

Safe Bus Program: The Safe Bus Program was developed in partnership with Child & Youth Friendly Saskatoon. The Safe Bus program is designed to assist children, youth or adults that need immediate shelter or someone to contact emergency services. Persons in peril or in need of immediate shelter can safely flag down a bus or go to a parked bus for assistance.



All Saskatoon Transit buses are radio equipped with direct contact to Police, Fire and Emergency Medical Services. When approached by someone in need of assistance, bus operators will immediately contact Police Services and allow the person in peril to stay on the bus until help arrives. People asking for help do not need money to get on a Safe Bus. It will be easier to get an approaching bus operator's attention if you are at a bus stop, however, if a bus stop is not close by, people in need of assistance should stand on the sidewalk and hold their hand up as the bus approaches. The operator will recognize this as a sign of distress and stop to help. The City reminds all parents to tell their children to never step onto the roadway to flag down a bus as this is very dangerous.

RECOMMENDATION 7.8 – DISTRIBUTE NEIGHBOURHOOD SAFETY MATERIALS: *That the Community Services Department, Planning & Development Division, Neighbourhood Planning Section, work with the Community & Recreation Group of Meadowgreen and the Meadowgreen Community Association to identify a convenient location in the neighbourhood to make the “Safe at Home” booklet and the “Porch Light Initiative” brochure available to residents.*

RECOMMENDATION 7.9 – DISTRIBUTE THE REDUCING GRAFFITI IN OUR COMMUNITY BROCHURE: *That the Community Services Department, Planning & Development Division distribute the Reducing Graffiti in our Community brochure to help educate business owners on existing programs to combat graffiti vandalism.*

See **Implementation & Priorities** for the prioritization of Neighbourhood Safety recommendations from this section, as identified by the community at the Meadowgreen LAP Open House.

Implementation & Priorities

Implementation

Local Area Plan (LAP) reports are long-term plans that take many years to be fully implemented. An LAP sets out a vision and goals to guide growth and development of a neighbourhood. They also specify recommendations, with each intended to address a particular issue and improve the neighbourhood. Some recommendations may be implemented in the short-term, while others may take a longer period of time.

Since the late-1990s, the City of Saskatoon Planning & Development Division has been creating and implementing LAPs, with City Council endorsing the plans. Great strides have been made to improve these neighbourhoods by allocating resources for the implementation of the recommendations in the report, working with City Administration, with LAP communities, and facilitating collaborative action from government and non-government programs and service providers.

Each year, budgets from many City of Saskatoon departments are utilized to support capital investments needed to implement the recommendations of a LAP. City Council has been very supportive of the Local Area Planning Program and continues to approve significant amounts of capital funds to implement needed improvements in the LAP neighbourhoods.

Local Area Planners are the liaisons between the community and City Administration to ensure the priorities laid out in each LAP are reflected in the funding of projects. The interdepartmental cooperation begins in the early stages of the LAP process, when key City Administrators provide insight and expertise by engaging in discussion with the LAP Committee on identified issues. These same key City Administrators are often involved in approving certain commitments to implement recommendations from the LAP.

It is a goal of the Local Area Planning Program to report to the LAP neighbourhoods and to City Council on an annual basis to provide a status update on the implementation of recommendations from each LAP. Additional public meetings

may also be needed to keep the community abreast of implementation activities or to gather input on implementation activities. Articles about Local Area Planning activities may also be published in Community Association newsletters. The Local Area Planning website at www.saskatoon.ca/lap posts Implementation Status Reports, which are updated annually.

Continued community involvement in the implementation of LAPs is essential to successful outcomes, and it is imperative to extend a central role to local residents, Community Associations, LAP Committees, and other stakeholders. Community Associations and LAP Committees have an important role in providing local perspective, advice, guidance and input on the implementation of recommendations, and commenting on development proposals in their neighbourhoods to ensure they are consistent with the goals of the LAP.

Priorities of the Meadowgreen Community

At the Meadowgreen LAP Open House held April 5, 2017, attendees reviewed the draft report and identified the recommendations considered to be top priorities by the community. This does not necessarily mean implementation of these recommendations will occur immediately or first, due to other factors that may affect timing, but is an opportunity for the community to identify the recommendations that are believed to have the greatest potential for a significant positive impact on the neighbourhood.

The following recommendations were identified as top priorities:

- 1.1 PROPOSED MEADOWGREEN LAND USE POLICY MAP DESIGNATING W.P. BATE SCHOOL AS COMMUNITY FACILITY**
- 2.1 RE-NAMING OF PETER POND PARK**
- 3.1 ADDRESSING CHALLENGES OF LANGUAGE BARRIER IN MEADOWGREEN**
- 3.2 BUILDING COMMUNITY AMONG ALL RESIDENTS OF MEADOWGREEN**
- 3.3 MEADOWGREEN NEIGHBOURHOOD ENTRANCE SIGNAGE**
- 5.1 TRANSIT ROUTE 10 ADJUSTMENT**



The Neighbourhood Safety recommendations were prioritized separately because the Neighbourhood Planning Section has a Neighbourhood Safety Implementation Planner tasked with managing the implementation of safety recommendations from LAPs and related reports.

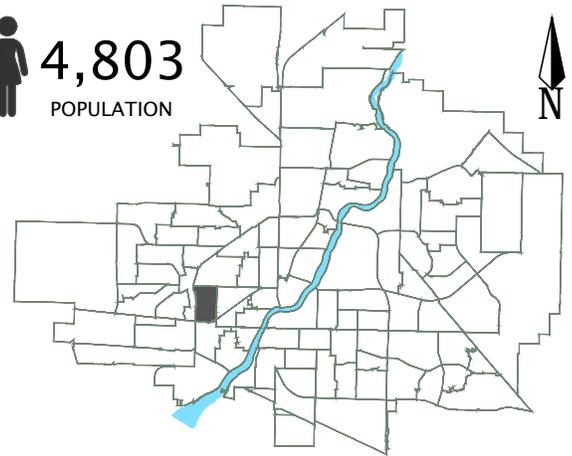
The following table shows the prioritization of Neighbourhood Safety recommendations (with 1 being highest priority):

Recommendation	Priority
RECOMMENDATION 7.1 – 21 ST STREET WEST - NORTH BACK LANE (2700, 2800, AND 2900 BLOCKS)	5
RECOMMENDATION 7.2 – INCIVILITIES STRATEGY	3
RECOMMENDATION 7.3 – CITIZEN AND/OR PARK PATROL	3
RECOMMENDATION 7.4 – KATE WAYGOOD PARK SAFETY AUDIT	5
RECOMMENDATION 7.5 – DUTCHAK PARK SAFETY AUDIT	4
RECOMMENDATION 7.6 – PETER POND PARK AND CAHILL PARK SAFETY AUDITS	2
RECOMMENDATION 7.7 – NORTH-SOUTH PATHWAY SAFETY AUDIT	4
RECOMMENDATION 7.8 – DISTRIBUTE NEIGHBOURHOOD SAFETY MATERIALS	5
RECOMMENDATION 7.9 – DISTRIBUTE THE REDUCING GRAFFITI IN OUR COMMUNITY BROCHURE	1

Community Quick Facts

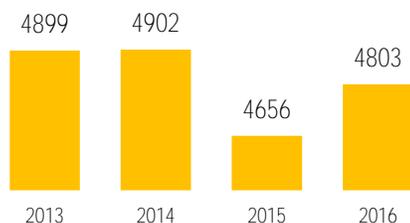
Homeownership	52.8%
Average Sale Price	\$247,567
Median Personal Income	\$28,740
Household Size	2.6
Municipal Ward	2

 **4,803**
 POPULATION



MEADOWGREEN

POPULATION



Source: eHealth Saskatchewan, 2016

Age Group



Source: eHealth Saskatchewan, 2016

Ethnic Diversity

* Higher number indicates greater diversity

Location	2011
Meadowgreen	1.68
Saskatoon	0.61

Source: 2011 National Household Survey

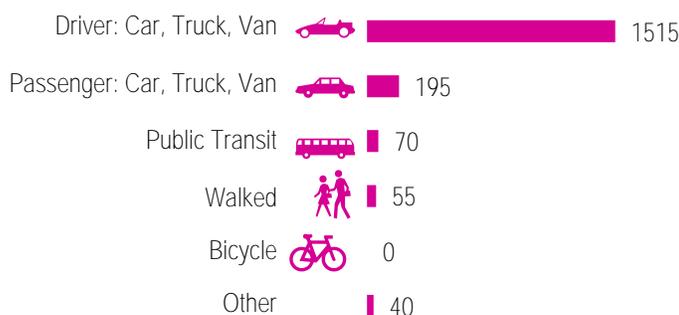
Mother Tongue

Top Languages	2011
English	2745
Tagalog (Pilipino, Filipino)	115
Ukrainian	100
Arabic	95
Sino-Tibetan languages, n.i.e.	90

Source: 2011 Census

Mode of Travel to Work

2011



Source: 2011 National Household Survey

Registered Vehicles

	2014	2015
Total (LV & PV)	2622	2548
LV - light vehicles (commercial & private)		
PV - private passenger vehicle		
Per Person	0.5	0.5
Saskatoon Per Person	0.8	0.8

Source: SGI

Education Level

	2011
No Certificate/diploma/degree	1070
High school certificate or equivalent	885
Apprentice/trades certificate/diploma	415
College/CEGEP/non-university cert./dipl.	560
University diploma or degree	425

Source: 2011 National Household Survey

Postsecondary Enrolment

	2013	2014	2015
Saskatchewan Polytechnic	146	148	128
University of Saskatchewan	71	72	70

Source: Saskatchewan Polytechnic Administrative Office and University of Saskatchewan Registrar's Office

Enrolment by School

	2013	2014	2015
P - Saskatoon Public School			
S - Greater Saskatoon Catholic Schools			
W. P. Bate School (p)	363	370	349

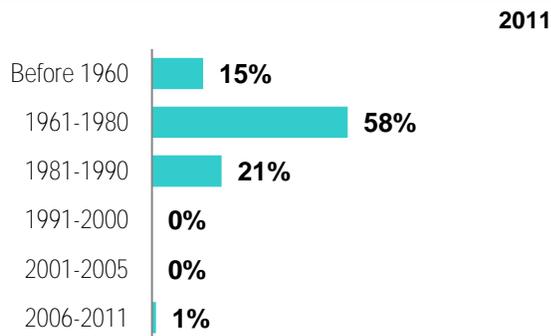
Source: Saskatoon Public School Division & Greater Saskatoon Catholic Schools

Household Structure

	2011
One-family households	905
Multiple-family households	35
Non-family households	555
Total lone-parent families	311
Total households	1595
Household size	2.6

Source: 2011 Census

Age of Dwelling



Source: 2011 National Household Survey

Housing Affordability

2015	Median Multiple
Saskatoon	4.55
Meadowgreen	4.13

Note: Median Multiple of 3.0 & under is rated as "affordable"

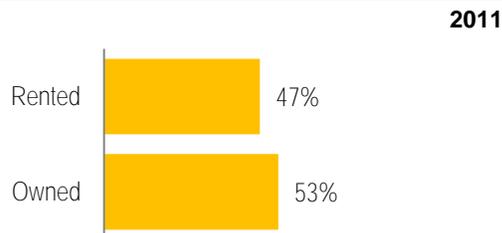
Source: City of Saskatoon, Assessment & Taxation and RBC Economics Research

Housing Costs

	2011
Average Owner's Major Payments	\$981
Average Gross Rent	\$884

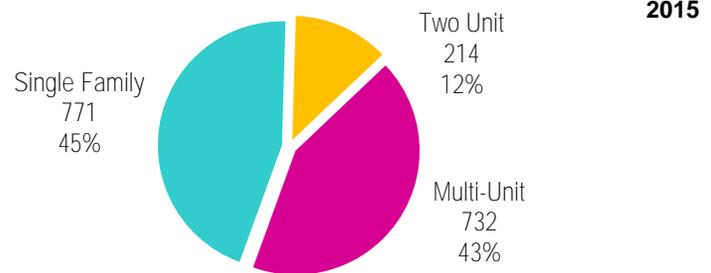
Source: 2011 National Household Survey

Housing by Tenure



Source: 2011 National Household Survey

Dwelling Unit Count



Total Dwellings	1717	
Neighbourhood Area	123.4 hectares	304.8 acres
Dwelling Units per Area	13.9 per hectare	5.6 per acre

Source: City of Saskatoon, Planning & Development

Real Estate Sales

2015	No. of Sales	Average Price
Condo Townhouse	0	\$ -
High Rise Apt Condo	0	\$ -
Low Rise Apt Condo	4	\$ 98,475
Semi-detached	0	\$ -
Semi-detached - two titles	5	\$ 318,000
Single Family Dwelling	27	\$ 256,611

Source: City of Saskatoon, Assessment & Taxation

Park Space

2016	Hectares	Acres
Total Park Area	15.0	37.0
Population per Park Area	321.1	129.9

Source: City of Saskatoon, Planning & Development

Park Type: N - Neighbourhood D - District MD - Multi-district
SU - Special Use I - Industrial

Cahill	N	0.6	1.5
Dutchak	N	1.2	3.0
Kate Waygood	N	10.3	25.4
Meadowgreen	N	2.2	5.5
Peter Pond	N	0.6	1.5

MEADOWGREEN

Voter Turn-out (%)

Civic	2003	38%
Civic	2006	25%
Federal	2006	48%
Provincial	2007	68%
Federal	2008	45%
Civic	2009	22%
Federal	2011	49%
Provincial	2011	52%
Federal	2015	55%
Civic	2016	20%

Source: City of Saskatoon, City Clerk's office; Province of Saskatchewan, Chief Electoral Officer; and Elections Canada

Licensed Home-Based Businesses

	2014	2015
Saskatoon	4341	4483
Meadowgreen	58	67

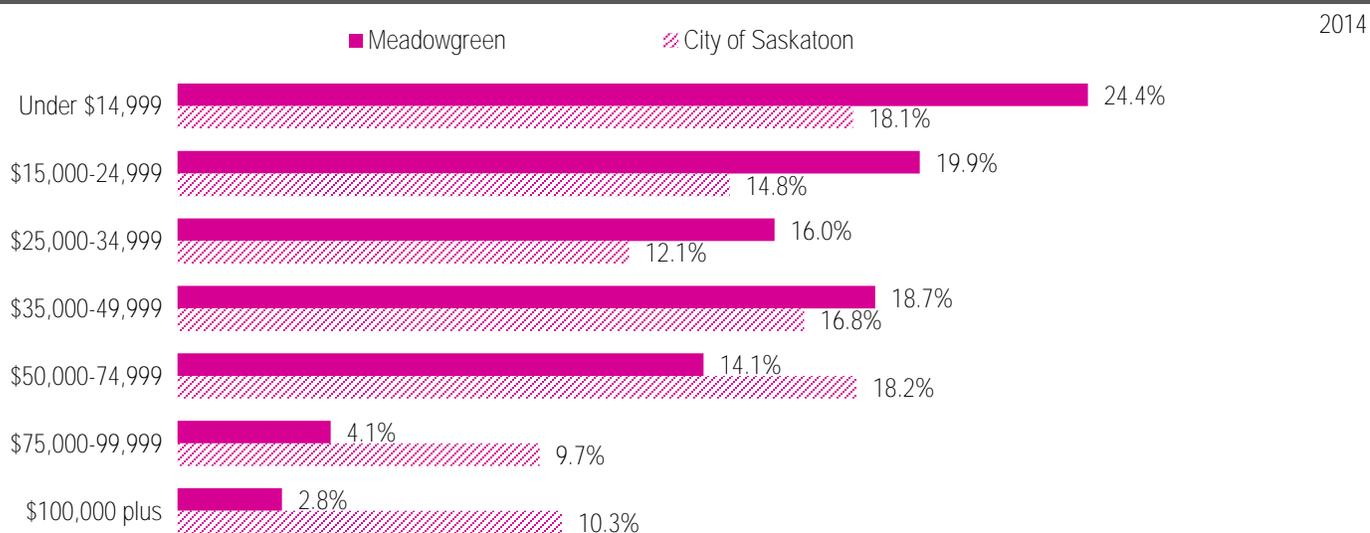
Source: City of Saskatoon, Business License Program

Labour Force

	Meadowgreen	Saskatoon
Labour Force Participation Rate	65.4%	73.3%
Economic Dependency Ratio	24.7%	12.5%
Median Total Income (personal)	\$28,740	\$39,190
Provincial Index of Median Income (base=100)	77.90	106.30
Canadian Index of Median Income (base=100)	87.60	119.50

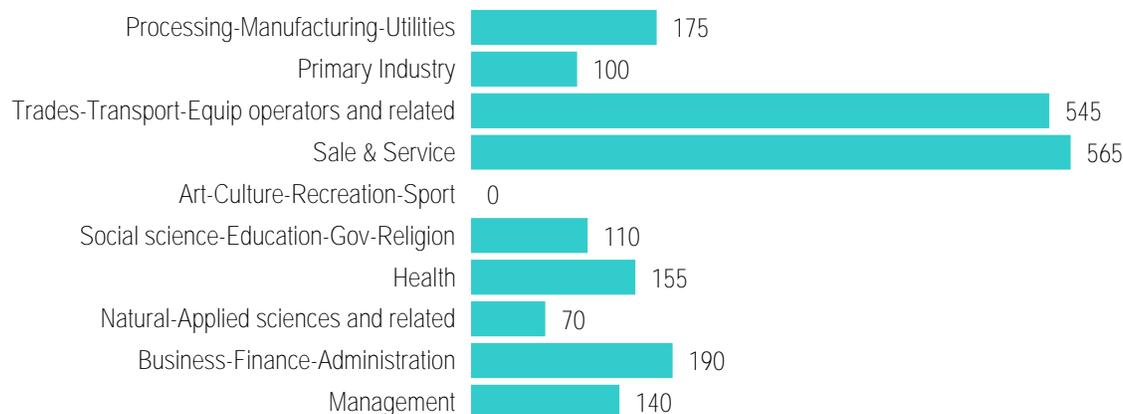
Source: Statistics Canada, Income Statistics Division, T1 Family File (T1FF) based on the final tax file, 2014

Personal Income



Source: Statistics Canada, Income Statistics Division, T1 Family File (T1FF) based on the final tax file, 2014

Major Occupation



Source: 2011 National Household Survey

2 Meadowgreen

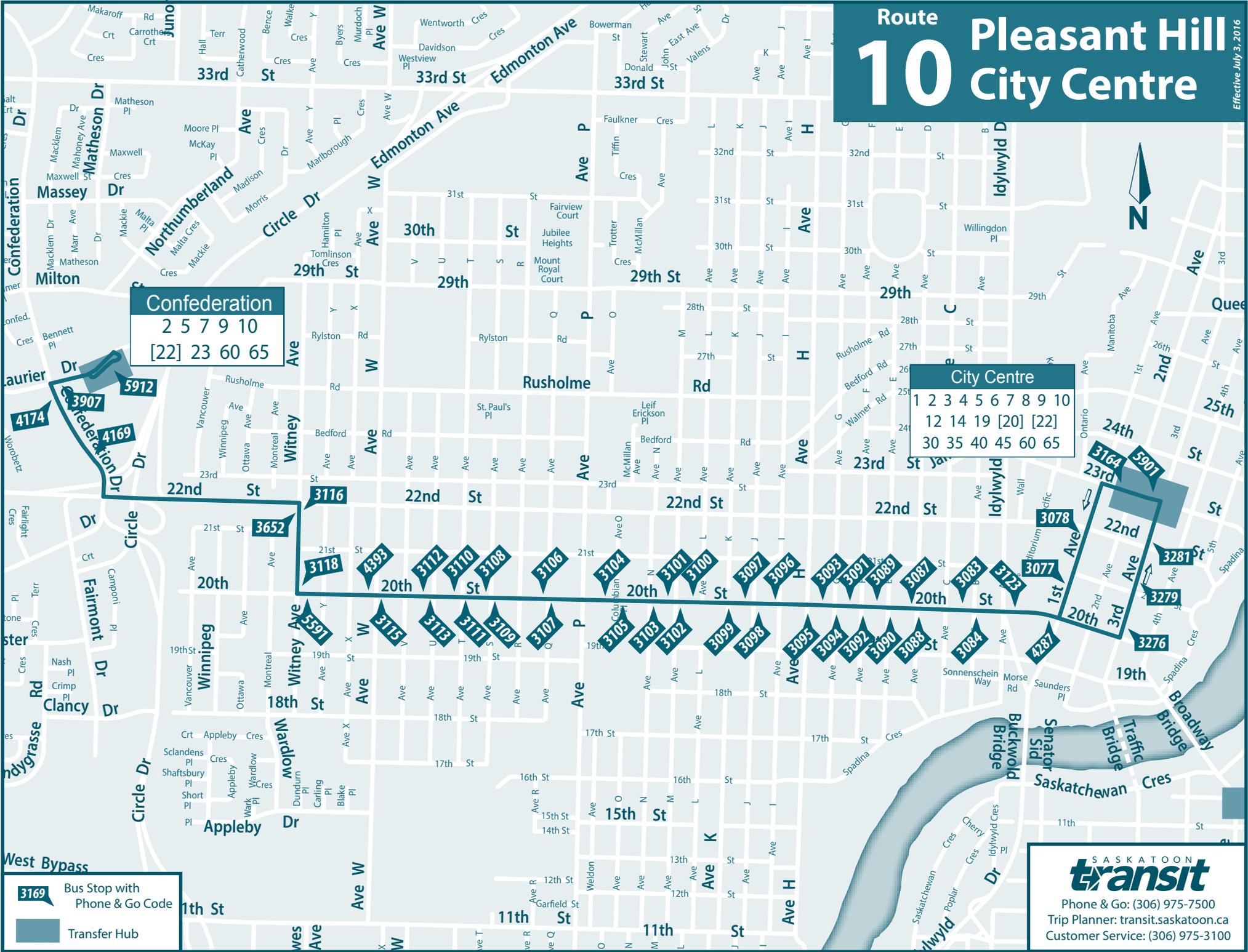
Meadowgreen				City Centre			
CITY CENTRE	20TH STREET & AVENUE G	AVENUE W & 18TH STREET	CONFEDERATION TERMINAL (ARRIVE)	CONFEDERATION TERMINAL (DEPART)	20TH STREET & AVENUE W	20TH STREET & AVENUE H	CITY CENTRE
Monday to Friday							
				5:48 AM	5:58 AM	6:06 AM	6:14 AM
				6:18 AM	6:28 AM	6:36 AM	6:44 AM
6:16 AM	6:24 AM	6:32 AM	6:44 AM	6:45 AM	6:55 AM	7:02 AM	7:14 AM
6:46 AM	6:54 AM	7:02 AM	7:14 AM	7:15 AM	7:25 AM	7:32 AM	7:44 AM
7:16 AM	7:24 AM	7:32 AM	7:44 AM	7:45 AM	7:55 AM	8:02 AM	8:14 AM
7:46 AM	7:54 AM	8:02 AM	8:14 AM	8:15 AM	8:25 AM	8:32 AM	8:44 AM
8:16 AM	8:24 AM	8:32 AM	8:44 AM	8:45 AM	8:55 AM	9:02 AM	9:14 AM
and every 30 minutes until							
10:16 PM	10:24 PM	10:32 PM	10:44 PM	10:48 PM	10:55 PM	11:02 PM	11:14 PM
10:46 PM	10:54 PM	11:02 PM	11:14 PM	11:18 PM	11:25 PM	11:32 PM	11:44 PM
11:16 PM	11:24 PM	11:32 PM	11:44 PM	11:48 PM	12:05 AM	12:02 AM	12:14 AM
11:46 PM	11:54 PM	12:02 AM	12:14 AM	12:14 AM	12:25 AM	12:32 AM	12:39 AM G
12:17 AM	12:24 AM	12:31 AM	12:40 AM				G
Saturday							
				6:45 AM	6:55 AM	7:02 AM	7:14 AM
6:46 AM	6:54 AM	7:02 AM	7:14 AM	7:15 AM	7:25 AM	7:32 AM	7:44 AM
7:16 AM	7:24 AM	7:32 AM	7:44 AM	7:45 AM	7:55 AM	8:02 AM	8:14 AM
7:46 AM	7:54 AM	8:02 AM	8:14 AM	8:15 AM	8:25 AM	8:32 AM	8:44 AM
8:16 AM	8:24 AM	8:32 AM	8:44 AM	8:45 AM	8:55 AM	9:02 AM	9:14 AM
8:46 AM	8:54 AM	9:02 AM	9:14 AM	9:15 AM	9:25 AM	9:32 AM	9:44 AM
and every 30 minutes until							
10:16 PM	10:24 PM	10:32 PM	10:44 PM	10:48 PM	10:59 PM	11:07 PM	11:14 PM
10:46 PM	10:54 PM	11:02 PM	11:14 PM	11:18 PM	11:29 PM	11:37 PM	11:44 PM
11:16 PM	11:24 PM	11:32 PM	11:44 PM	11:48 PM	11:59 PM	12:07 AM	12:14 AM
11:46 PM	11:54 PM	12:02 AM	12:14 AM	12:14 AM	12:25 AM	12:32 AM	12:39 AM G
12:17 AM	12:24 AM	12:31 AM	12:40 AM				G
Sunday & Holidays							
				8:48 AM	8:59 AM	9:07 AM	9:14 AM
8:46 AM	8:54 AM	9:02 AM	9:14 AM	9:18 AM	9:29 AM	9:37 AM	9:44 AM
9:16 AM	9:24 AM	9:32 AM	9:44 AM	9:48 AM	9:59 AM	10:07 AM	10:14 AM
and every 30 minutes until							
8:16 PM	8:24 PM	8:32 PM	8:44 PM	8:48 PM	8:59 PM	9:07 PM	9:14 PM
8:46 PM	8:54 PM	9:02 PM	9:14 PM	9:14 PM	9:25 PM	9:32 PM	9:39 PM G
9:17 PM	9:24 PM	9:31 PM	9:40 PM				G

 Designated low floor service

G End of service, bus to garage

Route 10 Pleasant Hill City Centre

Effective July 3, 2016



Confederation
2 5 7 9 10
[22] 23 60 65

City Centre
1 2 3 4 5 6 7 8 9 10
12 14 19 [20] [22]
30 35 40 45 60 65

3169 Bus Stop with Phone & Go Code

Transfer Hub

SASKATOON transit

Phone & Go: (306) 975-7500
Trip Planner: transit.saskatoon.ca
Customer Service: (306) 975-3100

10 Pleasant Hill

Pleasant Hill				City Centre				
CITY CENTRE	20TH STREET & AVENUE G	20TH STREET & AVENUE Q	CONFEDERATION TERMINAL (ARRIVE)	CONFEDERATION TERMINAL (DEPART)	20TH STREET & AVENUE Q	20TH STREET & AVENUE H	CITY CENTRE	
Monday to Friday								
	6:31 AM	6:39 AM	6:45 AM	6:58 AM	7:01 AM	7:14 AM	7:18 AM	7:29 AM
	7:01 AM	7:09 AM	7:15 AM	7:28 AM	7:31 AM	7:44 AM	7:48 AM	7:59 AM
	7:31 AM	7:39 AM	7:45 AM	7:58 AM	8:01 AM	8:14 AM	8:18 AM	8:29 AM
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	8:31 AM	8:39 AM	8:45 AM	8:58 AM	9:01 AM	9:14 AM	9:18 AM	9:29 AM
and every 30 minutes until								
	1:31 PM	1:39 PM	1:45 PM	1:58 PM	2:01 PM	2:14 PM	2:18 PM	2:29 PM
	2:01 PM	2:09 PM	2:15 PM	2:28 PM	2:31 PM	2:44 PM	2:48 PM	2:59 PM
	2:31 PM	2:39 PM	2:45 PM	2:58 PM	3:01 PM	3:14 PM	3:18 PM	3:29 PM
	3:01 PM	3:09 PM	3:15 PM	3:28 PM	3:31 PM	3:44 PM	3:48 PM	3:59 PM
	3:31 PM	3:39 PM	3:45 PM	3:58 PM	4:01 PM	4:14 PM	4:18 PM	4:29 PM
	4:01 PM	4:09 PM	4:15 PM	4:28 PM	4:31 PM	4:44 PM	4:48 PM	4:59 PM
	4:31 PM	4:39 PM	4:45 PM	4:58 PM	5:01 PM	5:14 PM	5:18 PM	5:29 PM
	5:01 PM	5:09 PM	5:15 PM	5:28 PM	5:31 PM	5:44 PM	5:48 PM	5:59 PM
	5:31 PM	5:39 PM	5:45 PM	5:58 PM	6:01 PM	6:14 PM	6:18 PM	6:29 PM
	6:01 PM	6:09 PM	6:15 PM	6:28 PM	6:31 PM	6:44 PM	6:48 PM	6:59 PM G
Saturday								
	11:01 AM	11:09 AM	11:15 AM	11:28 AM	11:31 AM	11:44 AM	11:48 AM	11:59 AM
	11:31 AM	11:39 AM	11:45 AM	11:58 AM	12:01 PM	12:14 PM	12:18 PM	12:29 PM
	12:01 PM	12:09 PM	12:15 PM	12:28 PM	12:31 PM	12:44 PM	12:48 PM	12:59 PM
	12:31 PM	12:39 PM	12:45 PM	12:58 PM	1:01 PM	1:14 PM	1:18 PM	1:29 PM
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	6:01 PM	6:09 PM	6:15 PM	6:28 PM	6:31 PM	6:44 PM	6:48 PM	6:59 PM G

Designated low floor service
G End of service, bus to garage

**APPENDIX A TO CITY OF SASKATOON ADMINISTRATIVE POLICY A09-034 – CPTED Review
Principles of Crime Prevention Through Environmental Design (CPTED):**

Natural Surveillance: is the concept of putting “eyes on the street”, making a place unattractive for potential illegitimate behaviour. Street design, landscaping, lighting and site design (i.e. neighbourhood layout) all influence the potential for natural surveillance.

Access Control: is controlling who goes in and out of a neighbourhood, park, building, etc. Access control includes creating a sense of “turf”, for legitimate users, while focusing on formal and informal entry and exit points.

Image: is the appearance of a place and how this is instrumental in creating a sense of place or territory for legitimate users of the space. A place that does not appear to be maintained or cared for may indicate to criminals that the place will not be defended and criminal activity in the area will be tolerated.

Territoriality: is the concept of creating and fostering places that are adopted by the legitimate users of the space (i.e. take ownership), making it less likely for people who do not belong to engage in criminal or nuisance behaviour at that location.

Conflicting User Groups: refers to instances where different user groups may conflict (e.g. a school near industrial development or a seniors centre near a nightclub). Careful consideration of compatible land uses can minimize potential conflicts between groups.

Activity Support: is the concept of filling an area with legitimate users (by facilitating or directly scheduling activities or events) so potential offenders cannot offend with impunity. Places and facilities that are underused can become locations with the potential for criminal activity.

Crime Generators: are activity nodes that may generate crime. For example, a 24 hour convenience or liquor store may not be a problem in itself but where it is located in the community may cause conflict or unforeseen secondary activity. The location of some land uses is critical to ensuring an activity does not increase the opportunities for crime to occur or reduce users and residents perceptions of their safety in the area.

Land Use Mix: is the concept that diversity in land uses can be a contributor or detractor for crime opportunities. Separating land uses (i.e. residential) from each other can create places that are unused during certain times of the day.

Movement Predictors: force people, especially pedestrians and cyclists, along a particular route or path, without providing obvious alternative escape routes or strategies for safety. Potential attackers can predict where persons will end up once they are on a certain path (e.g. a pedestrian tunnel or walkway).

Displacement: can be positive or negative so it is critical to understand how crime may move in time or space and what the impact may be. In general, the displacement that must be considered is:

Negative displacement – crime movement makes things worse;

Diffusion of benefits – displacement can reduce the overall number of crimes more widely than expected;

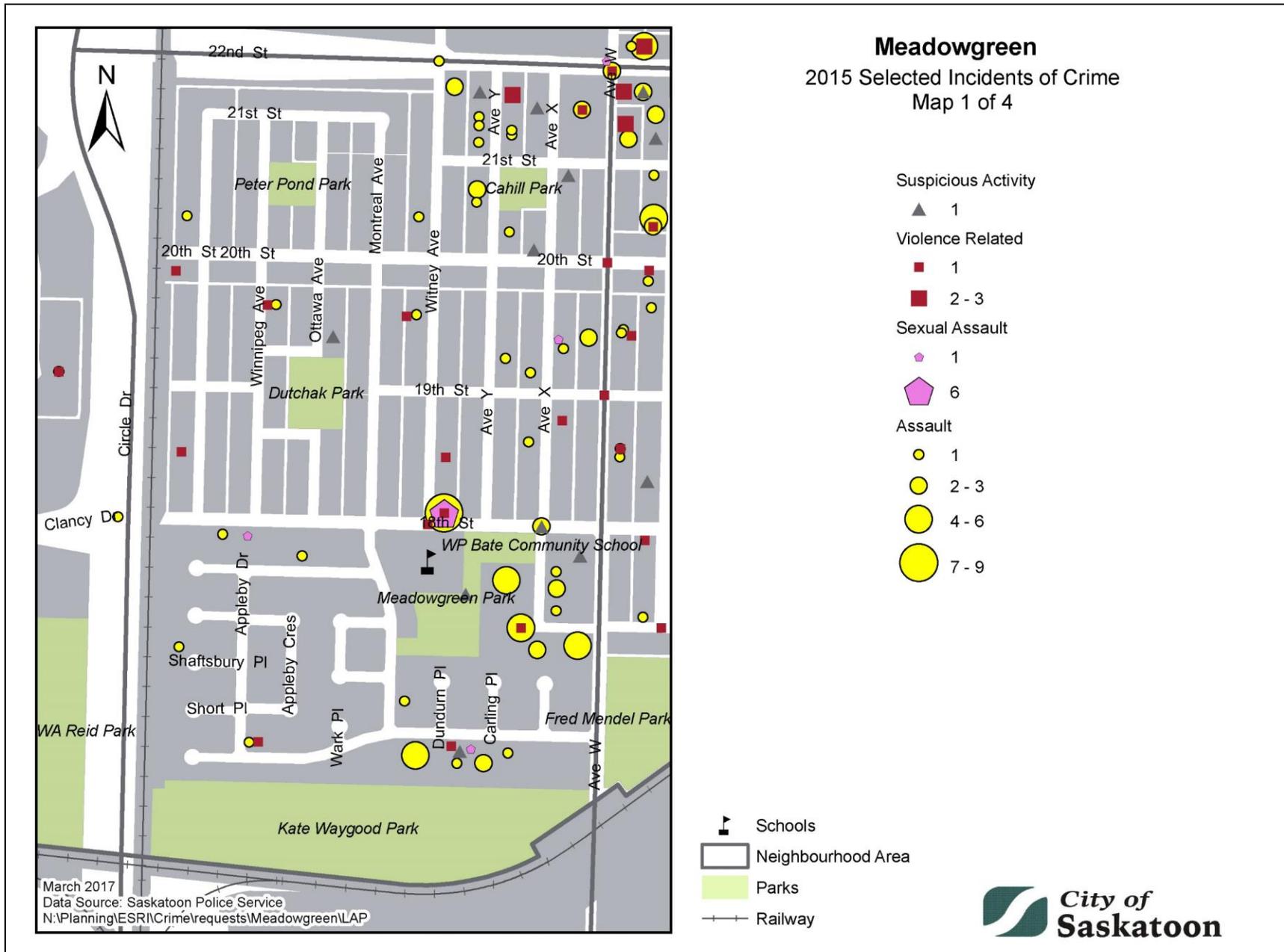
Positive displacement – opportunities for crime are intentionally displaced which minimizes the impact of the crime.

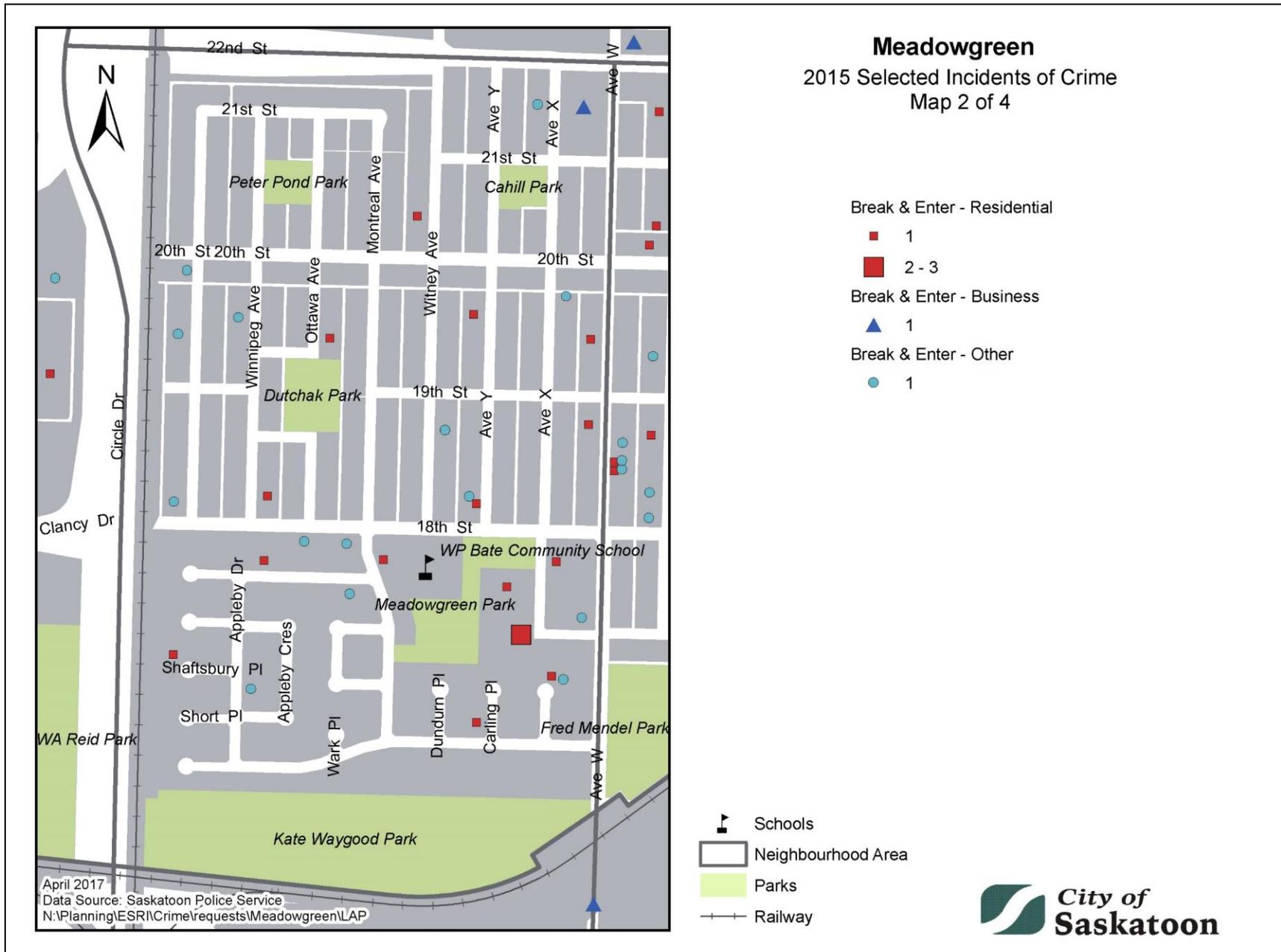
Cohesion: is the supportive relationships and interactions between all users of a place to support and maintain a sense of safety. Though not a specific urban design function, design can enhance the opportunity for positive social cohesion by providing physical places where this can occur, such as activity rooms, park gazebos, or multi-purpose rooms in schools and community centers. In some cases property owners or building managers can provide opportunities for social programming. This will increase the ability of local residents or users of a space to positively address issues as they arise.

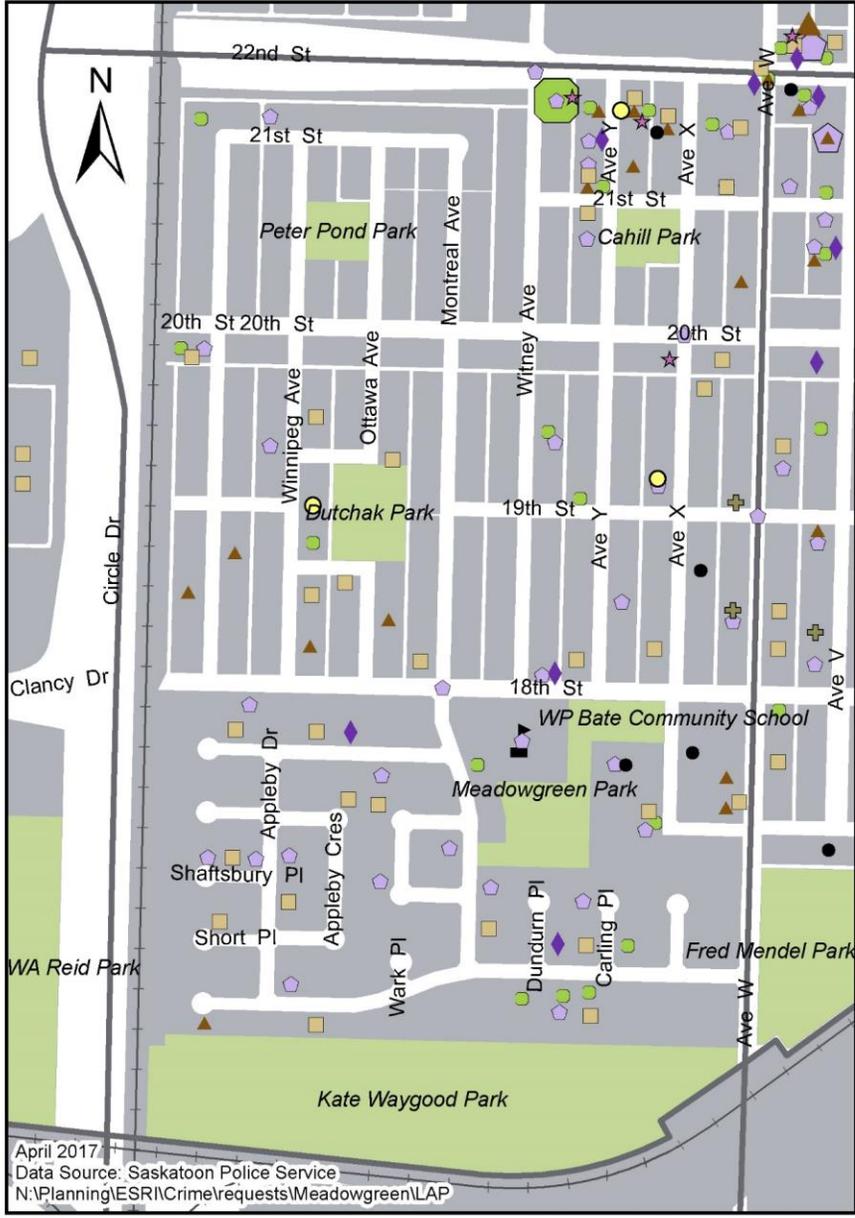
Connectivity: refers to the social and physical interactions and relationships external to the site itself. It recognizes that any given place should not operate in isolation from surrounding neighbourhoods and/or areas. Features such as walkways and roadways connecting a particular land use to the surrounding neighbourhoods and/or areas can accomplish this. Features such as centrally located community centers or program offices can also encourage activities to enhance this.

Capacity: is the ability for any given space or neighbourhood to support its intended use. For example, excessive quantities of similar land uses in too small an area, such as abandoned buildings or bars, can create opportunities for crime. When a place is functioning either over or under capacity, it can be detrimental to neighbourhood safety.

Culture: is the overall makeup and expression of the users of a place. Also known as “placemaking”, it involves artistic, musical, sports, or other local cultural events to bring people together in time and purpose. Physical designs that can encourage this include public multi-purpose facilities, sports facilities, and areas that local artists and musicians might use. Community memorials, public murals, and other cultural features also enhance this. These features create a unique context of the environment and help determine the design principles and policies that best support the well-being of all user groups and contribute to their cohesiveness.







Meadowgreen

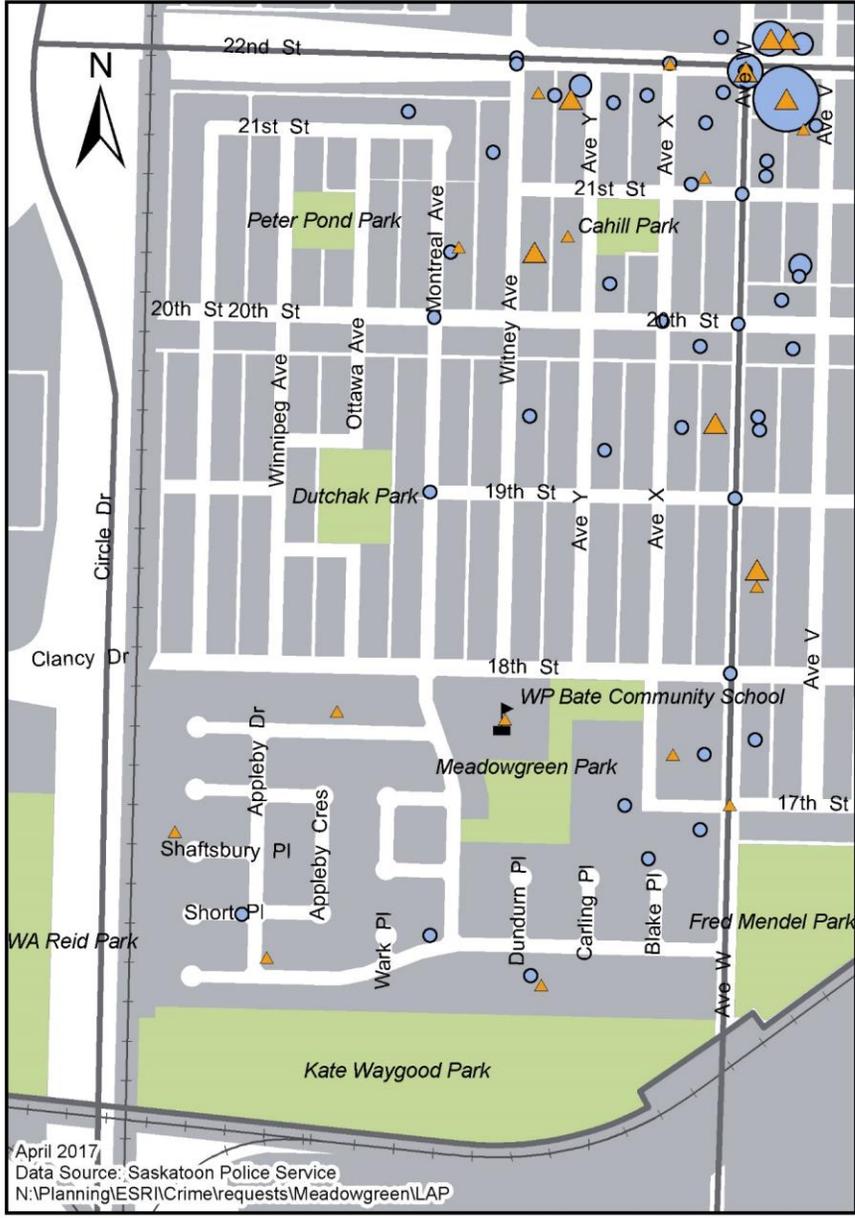
2015 Selected Incidents of Crime
Map 3 of 4

- Thrift under \$5000
 - 1 - 2
 - 11
- Thrift of Vehicle
 - ▲ 1
 - ▲ 3
- Thrift from a Vehicle
 - 1 - 2
- Thrift of Bike
 - 1
- Shoplifting
 - ★ 1 - 2
- Mischief Related
 - ◆ 1 - 2
- Mischief Under \$5000
 - ◇ 1 - 2
 - ◇ 3 - 4
- Arson
 - 1
- Graffiti Vandalism
 - ⊕ 1

- ▣ Schools
- ▭ Neighbourhood Area
- ▭ Parks
- +— Railway

April 2017
Data Source: Saskatoon Police Service
N:\Planning\ESRI\Crime\requests\Meadowgreen\LAP





Meadowgreen

2015 Selected Incidents of Crime
Map 4 of 4

- Drug Related
 - ▲ 1
 - ▲ 2 - 3
- Liquor Related
 - 1 - 2
 - 3 - 5
 - 6 - 8
 - 27

- ▣ Schools
- ▭ Neighbourhood Area
- Parks
- +— Railway

April 2017
 Data Source: Saskatoon Police Service
 N:\Planning\ESRI\Crime\requests\Meadowgreen\LAP



UPDATE ON REPORTS TO COUNCIL

The Chair will provide an update on the following items, previously considered by the Commission, and which were considered by City Council at its meetings held on May 23, 2017:

1. Discretionary Use Application – Tavern – 616 10th Street East
2. Proposed Official Community Plan Bylaw Amendment and Zoning Bylaw Amendments – Heritage
3. Proposed Official Community Plan Bylaw Amendment and Proposed Rezoning – Holmwood Sector and University Heights Sector