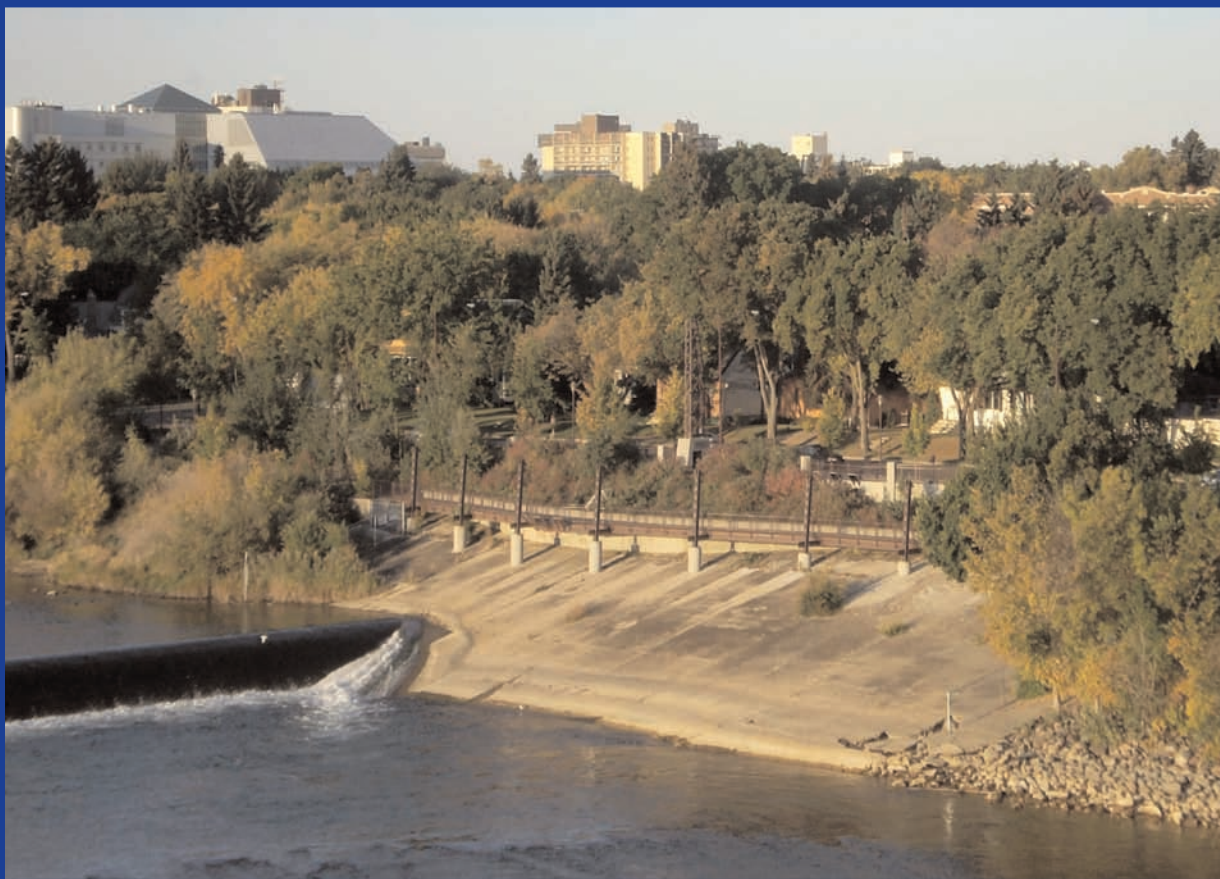


CITY PARK



City Park Local Area Plan *Final Report*



April 26, 2010
Community Services Department
Planning & Development Branch



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Acknowledgements

City Park Local Area Planning Committee

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Caroline Hobman	Johanne Moffat	Murray Noble	Tom Wolf
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Al Lozinski		Vicky Duncan	Peter Burgess
Allyson Brady		Vansanth Iynkaran	Pauline Lindsay

Business Representatives

Barbara Wielder – Inner Spaces Décor	Jim Walters – Crosby Hanna & Associates	Devon Estates
Cedric MacKenzie – CED Plumbing and Heating	Monte Turner – Expert Equipment	Joanne Grant – Aunt Aggies Visitors Lodge
	Troy Kerluke – European Massage Clinic	

Non – Profit & Institutional Organizations

Road Map Saskatoon	Saskatoon Heath Region	Saskatoon Public Schools
Salvation Army (Bethany Home)	First Nations University of Canada	SOS Elms Coalition
Meewasin Valley Authority	Jodie Semkiw – Saskatoon Community Service Village	Darin Felstrom – First Baptist Church

Elected Representatives

Darren Hill, City Councillor

City of Saskatoon & Other Technical Contribution

Animal Services Program	Planning and Development Branch	Leisure Services Branch
Transportation Branch	Environmental Services Branch	Saskatoon Police Services
Parks Branch	Public Works Branch	Mendel Art Gallery and Civic Conservatory
Saskatchewan Justice – Blair Ritchie	Bridgett Hall (retired realtor)	Saskatoon Light and Power
Community Development Branch	Office of the City Assessor	

Executive Summary

City Park has evolved over the last 100 years, containing many historical elements including Kinsmen Park, City Hospital and numerous original buildings. The neighbourhood is largely residential and contains many forms of housing ranging from one unit dwellings to high rise apartment buildings. City Park attracts people from the entire City as a number of city-wide institutions and attractions are located within the neighbourhood including Saskatoon City Hospital, Kinsmen Park, the Mendel Art Gallery and Civic Conservatory and a number of businesses located along 1st and 2nd Avenues. The neighbourhood has been relatively stable in terms of growth, however, it faces challenges in regard to traffic and pedestrian safety concerns, land use pressures and issues relating to municipal services such as surface deficiencies and aging infrastructure.

The local area planning process for City Park was open to residents, business owners and community partners to work together to help shape the future of the neighbourhood. A committee called the City Park Local Area Planning Committee (City Park LAPC), created a vision, identified issues, developed goals and outlined strategies intended to improve the future of City Park. The Committee was primarily comprised of residents from north of Queen Street.

City Park is unique as it contains distinct regions delineated by use: low density residential, high density residential, light industrial, institutional and commercial. Despite the distinct regions in City Park, there is little land use conflict. City Park is currently experiencing some redevelopment on infill sites. There are few vacant parcels; as a result some housing stock has been demolished to accommodate infill development.

The City Park Local Area Plan process was unique as additional consultation occurred to ensure that the plan truly reflected the voice of City Park. A small group of dedicated residents undertook this task and the plan reflected the views of the City Park Local Area Planning Committee.

The local area planning program aims to produce a report that contains strategies and recommendations, based on the needs and desires that stakeholders in the neighbourhood have identified. The plan also strives to accommodate the community's desires within the City's policies and programs.

The Committee and the City Administration did not always come to consensus. However, this document is a record of the current needs and viewpoints of the Committee. In the instances where the Committee felt very strongly about an issue, their recommendations are included in boxes throughout the document. The Committee felt very strongly that the following issues should a high priority for further action:

- **Traffic and Circulation** – improving pedestrian safety along arterials including Spadina Crescent, 7th Avenue North and 3rd Avenue North. Addressing parking and traffic concerns on Queen Street and reviewing the City Park Residential Parking permit program.
- **Land Use** - addressing concerns regarding infill development including the development of the 900 block of 3rd Avenue North.

- **Sustainability** – becoming a champion of sustainability including active transportation in cooperation with Road Map Saskatoon and others.
- **Municipal Services** – addressing surface deficiencies including the paving of Lauriston Street.

Written by: Paula Kotasek MCIP Senior Planner, Neighbourhood Planning Section, Planning and Development Branch, City of Saskatoon

Summary of Recommendations

1.0 Land Use

- 1.1 **PROPOSED CITY PARK LAND USE POLICY MAP:** That the Community Services Department, Planning and Development Branch, initiate the necessary procedure to amend the City Park Land Use Policy Map in the Official Community Plan in accordance with the proposed land use designations on Map 1.3, “City Park Local Area Plan Proposed Land Use Policy Map.”
- 1.2 **UPDATE THE SUMMARY OF THE CITY PARK NEIGHBOURHOOD AND ITS’ LAND USE POLICIES IN THE OFFICIAL COMMUNITY PLAN:** That the Community Services Department, Planning and Development Branch, initiate the necessary procedure to amend Official Community Plan Section 20.1.1.6 to update the summary of the City Park neighbourhood and its land use policies.
- 1.3 **ADDITIONAL CONSULTATION WITH CITY PARK IN REGARD TO ZONING BYLAW CHANGES TO LOW DENSITY RESIDENTIAL DISTRICTS:** That the Community Services Department, Planning and Development Branch, review zoning bylaw changes affecting low density residential areas that are included in Phase II of the Zoning Bylaw review, with the City Park Local Area Planning Committee and Community Association prior to initiating land use and zoning bylaw changes in City Park.
- 1.4 **PROPOSED ZONING:** That the Community Services Department, Planning and Development Branch, initiate the necessary procedure to amend the Zoning Bylaw in accordance with the proposed Zoning Districts identified in Map 1.5 “City Park Local Area Plan Proposed Zoning Map.”
- 1.5 **LAND USE AND ZONING DESIGNATION OF 624 LAURISTON STREET:** That the Community Services Department, Planning and Development Branch, meet with the property owner to discuss the options to ensure that the future use of this site is compatible with the residential and mixed uses in the neighbourhood.
- 1.6 **ARCHITECTURAL CONTROL DISTRICT (ACD):** That the Community Services Department, Planning and Development Branch, meet with the City Park Community Association and other interested property owners to discuss the process of creating and determining the feasibility of implementing an Architectural Control District (ACD) in parts of City Park.
- 1.7 **RESIDENTIAL INFILL GUIDELINES:** That the Community Services Department, Planning and Development Branch, consult with mature neighbourhood representatives, including those from City Park, in regard to infill development issues as part of the Community Visioning Process.

- 1.8 GUIDELINES FOR LAND USE CHANGES:** That the Community Services Department, Planning and Development Branch, consider the guidelines included in Section 1.10 of the City Park Local Area Plan, when evaluating applications for discretionary use, rezoning and land use amendments.

2.0 Parks, Recreation and Open Space

- 2.1 JOE ZARY MEMORIAL GARDEN:** That the Infrastructure Services Department, Parks Branch, consider relocation of the plants from the Joe Zary Memorial Garden, to a location in City Park if the current location of the garden is no longer feasible.
- 2.2 NEIGHBOURHOOD PARK SPACE DEFICIENCY:** That the Community Services Department, Community Development Branch, conduct an assessment of park space in City Park and report back to the City Park Local Area Planning Committee and City Park Community Association.
- 2.3 PROPOSED WATER PARK AND HYDRO-ELECTIC FACILITY:** That the Community Services Department and Saskatoon Light and Power, consult and inform the City Park Community if the proposed water park and / or the hydro electric facility proceeds. With regards to the proposed water park that consideration be given to locating associated facilities with the water park, including access to the site and parking, on the east side of the river to minimize potential effects of the water park to City Park and other residential areas.
- 2.4 URBAN FORESTRY:** That the Infrastructure Services Department, Parks Branch, in conjunction with the City Park Community Association, distribute materials to property owners and residents regarding the importance of retaining the urban forest and encouraging residents to replace and plant additional trees.
- 2.5 URBAN FORESTRY – RETENTION OF MATURE VEGETATION:** That the Community Services Department, Planning and Development Branch and Infrastructure Services Department, Parks Branch, investigate regulatory means to ensure the retention of existing mature vegetation in the development approval process and research the feasibility of designating trees as “Heritage Trees” in City Park.
- 2.6 AMENITY STRIPS:** That the Infrastructure Services Department, Parks Branch, explore the feasibility of developing boulevards containing landscaping features such as trees and shrubs in the following locations: 7th Avenue from Duchess Street to 33rd Street, 300 to 800 block of Duchess Street and 3rd Avenue North as part of the road widening project, provided that the locations conform to appropriate horticultural standards for the planting of trees and shrubs.

3.0 Traffic and Circulation

- 3.1 QUEEN STREET PEDESTRIAN SAFETY:** That the Infrastructure Services Department, Transportation Branch, determine if enhanced pedestrian crosswalks, more ‘no parking zones’ close to corners, or other traffic modifications can be made to enhance pedestrian safety on Queen Street from 3rd Avenue North to 9th Avenue North.
- 3.2 (a) SASKATOON CITY HOSPITAL PARKING:** That the Community Services Department, Planning and Development Branch, forward a copy of the completed City Park LAP to the Saskatoon Health Region. The cover letter should highlight the effects on the neighbourhood due to parking pressure caused by Saskatoon City Hospital. In addition, that the Saskatoon Health Region be advised that they should consult with the City Park Community Association when an expansion of the hospital or of their onsite parking facilities is contemplated.
- 3.2 (b) SASKATOON CITY HOSPITAL PARKING:** That the City Park Community Association and City Park Local Area Planning Committee meet with representatives of the Saskatoon Health Region to discuss parking within City Park, with a view to indentifying historic and emerging issues and solutions to current and future parking requirements.
- 3.3 PRINCESS STREET – TRAFFIC CALMING:** That the Infrastructure Services Department, Transportation Branch, examine if measures can be taken to reduce speed along Princess Street.
- 3.4 SPADINA CRESCENT PEDESTRIAN SAFETY - INTERSECTIONS:** That the Infrastructure Services Department, Transportation Branch, determine if measures can be taken to improve pedestrian safety at 33rd Street and Spadina Crescent, north of the University Bridge at 25th Street, and at the crossing between the Kinsmen Park Parking Lot and the Mendel Art Gallery and Civic Conservatory.
- 3.5 SPADINA CRESCENT PEDESTRIAN SAFETY - TRAFFIC CALMING:** That the Infrastructure Services Department, Transportation Branch, measure speed of traffic along Spadina Crescent between University Bridge and 33rd Street and investigate the need to install traffic calming devices.
- 3.6 3rd AVENUE NORTH ROAD WIDENING:** That the Infrastructure Services Department, Transportation Branch, in addition to the required public notice policy, present the proposed design for the 3rd Avenue road widening to the City Park Community Association and City Park Local Area Planning Committee. And, that the Community Services Department, Land Branch, meets with the City Park Local Area Planning Committee in regard to the development of this property.
- 3.7 7th AVENUE NORTH TRAFFIC CALMING:** That the Infrastructure Services Department, Transportation Branch, determine if additional measures can be taken to reduce the speed of traffic and increase pedestrian safety on 7th Avenue North between Queen Street and Duchess Street.

- 3.8 **PILOT INTERSECTION CONTROL INFILL PROGRAM:** That the Infrastructure Services Department, Transportation Branch, report back to the City Park Community Association on the findings of the pilot intersection control infill study.
- 3.9 **CITY PARK RESIDENTIAL PARKING PERMIT PROGRAM:** That the Infrastructure Services Department, Transportation Branch, review the City Park Residential Parking Permit Program, including possible expansion, or other modifications to increase effectiveness.
- 3.10 **TRAFFIC CONGESTION IN THE CITY PARK RESIDENTIAL PARKING PERMIT ZONE:** That the Infrastructure Services Department, Transportation Branch, explore measures to alleviate traffic congestion in City Park Residential Parking Permit Zone.

4.0 Municipal Services

- 4.1 **CURBSIDE COLLECTION OF ORGANICS – PILOT PROGRAM:** That the Utility Services Department, Environmental Services Branch, consider City Park for a pilot program for the curbside collection of Source Separated Organics (SSO) as proposed in the Saskatoon Waste and Recycling Plan.
- 4.2 **SURFACE DEFICIENCIES – GRAVEL STREETS:** That the Infrastructure Services Department include the surface deficiencies identified in the City Park Local Area Plan in Capital Budget Project number 2044.
- 4.3 **SURFACE DEFICIENCIES – SIDEWALK INSTALLATIONS:** That the Infrastructure Services Department, Transportation Branch review and prioritize the locations identified in the City Park Local Area Plan.

5.0 Heritage

- 5.1 **CITY PARK BUILT HERITAGE COMMITTEE:** That the City Park Community Association, City Park Local Area Planning Committee and interested stakeholders meet to discuss the potential of creating a City Park Built Heritage Committee and that the Planning and Development Branch attend a meeting in this regard. And, if created this committee could discuss issues such as heritage hardware exchange events, Architectural Control Districts and renovating older homes.

6.0 Community Institutions

- 6.1 **DISTRIBUTION OF THE CITY PARK LAP:** That the Community Services Department, Planning and Development Branch, forward a copy of the completed and adopted City Park LAP to the community organizations involved in the LAP process and highlight any issues related to their operations.
- 6.2 **POTENTIAL RE-USE OF MENDEL ART GALLERY BUILDING:** That the City of Saskatoon invite the City Park Community into the process regarding potential re-use of the Mendel Art Gallery Building in particular the publically accessible elements of the building.

7.0 Sustainability

- 7.1 WASTE REDUCTION AND WATER CONSERVATION DEMONSTRATION PROJECTS:** That the Utility Services Department, Environmental Services Branch, meet with the City Park Community Association to discuss potential demonstration projects on waste reduction, recycling, water conservation, and xeriscaping that may occur before December 2011.

8.0 Neighbourhood Safety

- 8.1 PEDESTRIAN UNDERPASS AT 10TH AVENUE NORTH IN WILSON PARK:** That the Community Services Department, Planning and Development Branch, report the findings of the Pedestrian Underpass/Overpass Study to the City Park Community Association and LAPC and that the Planning and Development Branch assist in the implementation of recommendations to improve the safety of this underpass.
- 8.2 (a) VEHICULAR UNDERPASS AT 7TH AVENUE NORTH:** That the Community Services Department, Planning and Development Branch, contact the Canadian Pacific Railway regarding permission for a mural to be painted on the underpass structure.
- 8.2 (b) VEHICULAR UNDERPASS AT 7TH AVENUE NORTH:** That if permission is obtained from Canadian Pacific Railway, for a mural to be located on the underpass structure, the City Park Community Association pursue options for funding.
- 8.3 SAFETY ON LOWER MEEWASIN TRAIL:** That the Community Services Department, Planning and Development Branch forward a copy of the City Park LAP to the Meewasin Valley Authority identifying concerns expressed by the City Park Local Area Planning Committee in regard to safety of the Meewasin Trail.
- 8.4 ADDRESSING PROBLEMS WITH LANES AROUND MULTIPLE UNIT DWELLINGS:** That the Community Services Department, Planning and Development Branch, develop and distribute a brochure to illustrate examples of how to improve safety around multiple unit dwellings.
- 8.5 WILSON PARK – DUKE STREET SIGNAGE:** That the Infrastructure Services Department, Transportation Branch and Parks Branch explore the feasibility of installing additional signage on Duke Street to inform motorists that a park is adjacent to the roadway.
- 8.6 MENDEL SITE PARK – PARKING LOTS SAFETY AUDIT:** That the Community Services Department, Planning and Development Branch, perform a Safety Audit of the parking lots in Mendel Site Park.

Overview of Local Area Planning

What is Local Area Planning?

Local Area Planning is a community-based approach to developing comprehensive neighbourhood plans. It provides residents, business owners, property owners, community groups, and other stakeholders direct input into 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 to guide the growth and development of a neighbourhood or selected area.

The scope of a LAP depends on the issues and opportunities identified by stakeholders. 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

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".¹ Commitment to this strategy was first demonstrated in 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. This included a city-wide public participation process focused on updating the Development Plan and Zoning Bylaw, Saskatoon's two main public policy tools for managing growth and development. The Local Area Planning program was created in response to public support for more active involvement in long-term planning and development decisions affecting their neighbourhoods. Citizens also called for measures to enhance Saskatoon's mature and intermediate neighbourhoods.

Saskatoon City Council approved 12 neighbourhoods for Local Area Plans. As determined by the City of Saskatoon's Development Plan, LAPs are applied to specific areas of the city to:

- Maintain the quality, safety, and viability of the area.

¹ City of Saskatoon (2004). *Planning for the Future – Strategic Plan*. pg. 8.

- Guide and prioritize expenditure of public funds on community improvements and infrastructure.
- Encourage the renewal, rehabilitation, or redevelopment of private and public properties.
- Resolve situations in which Official Community Plan policies do not accurately reflect individual needs of the area.
- Provide the basis for amendments to the City's Official Community Plan and Zoning Bylaw.²

Creating a Local Area Plan

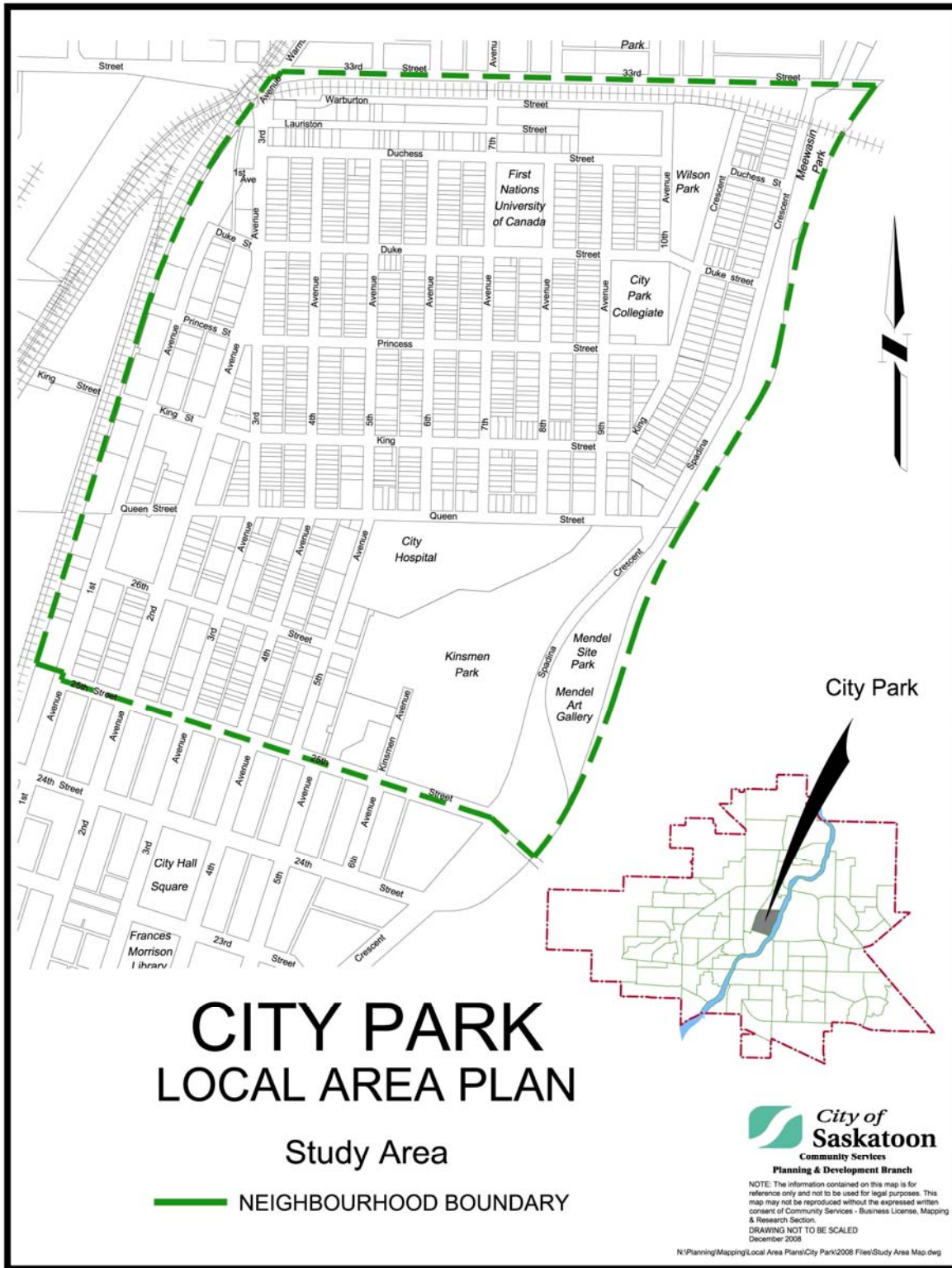
Significant value is placed on active public participation in the Local Area Planning process. It is recognized that the more involved the public, the more sustainable and implementable the plan will be at both the community and municipal government level. The Local Area Planning process tries to build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

Creating a Local Area Plan involves a number of steps:

- **Neighbourhood Meeting and Formation of Local Area Planning 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 Local Area Planning Committee (LAPC).
- **Creating a Vision:** The Committee envisions a positive future, a common base from which the community can work to create realistic goals and strategies for successful long-term planning.
- **Discussion of Condition of the Community:** The Committee discusses the local conditions to help paint a picture of the community.
- **Identifying Issues, Setting Goals, and Outlining Strategies:** Information is gathered through surveys, research, presentations, and participant observations. Based on these findings, the Committee acquires an understanding of issues and the practicality of addressing them in the LAP. It sets goals and outlines strategies to ensure the long-term success of the neighbourhood. This information forms the basis of the LAP.
- **Writing the LAP:** The Local Area Planner writes the LAP; City Administration and the Committee review and endorses the LAP.
- **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.
- **Implementing the Strategies:** In order to achieve neighbourhood goals, all stakeholders must participate in implementation.
- **Monitoring, Evaluating, and Updating the LAP:** All stakeholders have an opportunity to monitor improvements in their neighbourhood. City staff delivers a progress report to City Council and the Community Association on an annual basis, or as required, until all recommendations have been fulfilled.

² City of Saskatoon (2007), *Official Community Plan Bylaw No. 8769*, Section 13.1.

Map 1 City Park Local Area Plan Study Area



City Park Local Area Planning Process

The Study Area

The City Park neighbourhood is one of twelve neighbourhoods approved by City Council to undergo an LAP. City Park was chosen for an LAP for the following reasons:

- The area was originally included in the *1978* and *1991 Core Neighbourhood Studies*.
- The area is experiencing unique circumstances such as traffic pressures, land use changes, and some new development.
- Significant improvements are desired for the neighbourhood.

The neighbourhood boundaries are as follows: the Canadian Pacific Right of Way to the north, Spadina Crescent and the South Saskatchewan River to the east, 25th Street to the south and 1st Avenue and the Canadian National rail line to the west. Map 1, City Park LAP Study Area, illustrates the boundaries of the neighbourhood and where it is located in Saskatoon.

Industrial areas are located on the north and west borders of the neighbourhood, Saskatoon City Hospital and Kinsmen Park are located near the centre, and the remainder is residential, with low density to the north of Queen Street and high density to the south. Further details can be found in the City Park History, City Park Today, and the Goals and Discussion Reports sections of this plan.

Public Meetings

On September 19, 2006, the Community Services Department, Planning and Development Branch, in partnership with the City Park Community Association, hosted a public meeting to provide an overview of local area planning and invite stakeholders to become members of the City Park Local Area Planning Committee (LAPC). Over 70 people attended, including residents, business owners, property owners, and representatives from various neighbourhood organizations, and representatives from municipal and provincial governments.

Stakeholders had an opportunity to ask questions and share stories about the neighbourhood while survey gave participants an opportunity to voice concerns and to identify issues important to them. A number of topics arose from this survey, including:

- land use
- neighbourhood safety
- parks and recreation
- municipal services and infrastructure
- heritage
- community partners
- business development

City Park Local Area Plan Committee (LAPC)

Participants



The City Park Local Area Planning Committee (LAPC) represents a range of interests: residents, business owners, property owners, and representatives from the City Park Community Association, community based organizations, and City Council. A list of participants is outlined in the Acknowledgements at the beginning of this report.

Foundations for a Successful Meeting

At the first meeting, the Committee created its own ‘Foundations for a Successful Meeting’. These ground rules were created to ensure everyone had an opportunity to participate in a positive and receptive meeting environment. The Committee created and supported the following:

1. Focus on the good as well as complaints – what makes the community work.
2. No interrupting each other and no side conversations.
3. Everyone has an equal voice.
4. Holistic approach – broaden the community.
5. Let everyone speak.
6. Stay focused.
7. Don’t get bogged down in the details.

LAPC Meetings

Work Program

The work program for the Committee was based on issues identified by a survey conducted at the initial public meeting and refined by the Committee throughout the process. The overall purpose of the Committee meetings was to learn as much as possible about City Park and how the City of Saskatoon operates. With this information, the Committee was able to set goals and make informed recommendations to guide future development in the neighbourhood.

Each meeting dealt with a different topic. There were presentations, individual assignments, group work, question and answer sessions, surveys, and mapping exercises. Prior to each meeting, agendas and notes were mailed out to LAPC participants and posted on the City of Saskatoon Local Area Planning website.

The City Park LAP process began in November 2006. The process included topical information meetings until June 2008. Once the draft LAP was prepared in May 2009, the members of the Committee determined that the draft did not reflect the discussions that occurred during the LAP Process. Therefore an additional review period was added and a dedicated group of volunteers met with the City to revise the LAP.

Committee members also attended a Crime Prevention Through Environmental Design (CPTED) workshop, a number of safety audits, and public meetings regarding the proposed water park. Members of the Committee and the Local Area Planner exchanged information on a regular basis.

Guest Speakers

A number of guest speakers made presentations at LAPC meetings, sharing knowledge and helping resolve matters related to their area of expertise. Speakers included City of Saskatoon staff and representatives from other organizations such as SOS Elms, Road Map Saskatoon, Saskatoon Health Region, and others. These speakers did outstanding work in providing information (written and oral), hearing concerns, and helping formulate strategies to address issues outlined throughout the LAP.

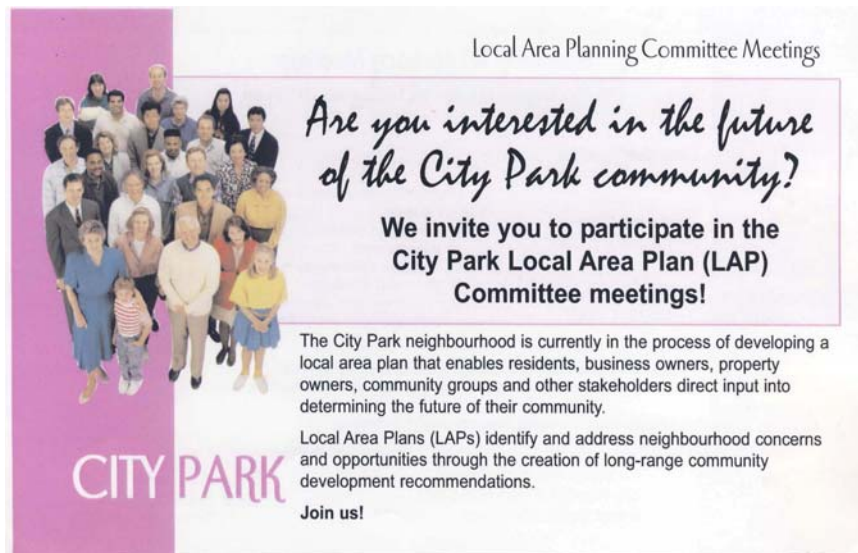
Venues

Committee meetings were held at City Park Collegiate, First Nations University of Canada, First Baptist Church and the Stantec Boardroom.

Neighbourhood Communication

The City Park Community Association played an important role in communicating with the neighbourhood. Members of the City Park Community Association executive participated on the Committee, information on LAPC meetings was regularly included in the Community Association newsletter, and notices of upcoming meetings were posted on the City Park Community Association sign on 7th Avenue North.

LAPC members were given a handbill to distribute to people in the neighbourhood, and new stakeholders were encouraged to join. To encourage participation, businesses were mailed notices about meetings on two occasions.



Evaluations

The Committee had various opportunities to evaluate meetings and make adjustments as necessary. In addition, a survey was conducted near the end of the consultation process to gauge participants overall experience through the LAP process.

Comprehensive Land Use Inventory

In August 2006, the Local Area Planner conducted a comprehensive land use review of all properties in the City Park neighbourhood. The land use inventory provides an understanding of the types of activities taking place, identifies potential discrepancies between City of Saskatoon data and actual site use, documents property, street, sidewalk, signage and vegetation conditions, and creates a photo record of the neighbourhood. The inventory was updated in early 2008.

Writing, Adopting, and Implementing the Local Area Plan

The Local Area Planner drafted the City Park LAP using information from LAPC meetings and the various research sources. City Administration reviewed and provided comments.

The draft LAP was presented to the Committee for discussion and editing. The final draft of the City Park LAP was presented to the City Park community. Once a general consensus had been reached in support, the LAP is presented to the Municipal Planning Commission and then to City Council for adoption.

The Committee identified a number of recommendations as top priority for implementation. These are listed in the Implementation Section of this report, along with the implementation process.

City Park Vision

City Park Vision

Creating a vision for the neighbourhood was one of the first tasks of the City Park Local Area Planning Committee (LAPC). This vision describes where the neighbourhood is today and where residents would like it to go in the future.

City Park's central location and proximity to the river and downtown lends itself to active transportation and the enjoyment of the outdoors. It is a character neighbourhood with a rich architectural heritage, a number of public institutions, and a healthy mix of businesses and housing alternatives. It is home to mature parks, a flourishing urban forest, community garden space, and a variety of wildlife.

These characteristics serve to attract people of all ages, income levels, and lifestyles with varied backgrounds, interests, and occupations. Together we create a vibrant community of citizens, who are interested in and supportive of each other. As we are an older community, it is important that municipal services and infrastructure are maintained and enhanced and that new development complements the varied design and character of the neighbourhood. City Park is a leader with progressive ideas. We strive to be a safe, sustainable community that is ecologically responsible.

City Park History

Introduction



*Aerial View of City Park Local History Room – Taken 1966
Local History Room QC 3839n 19*

In 1903, the Town Council of Saskatoon purchased approximately 52 acres of Temperance Colonization Society land in what is now City Park for a cost of \$1,500. As was common in Saskatoon’s early years, realtors subdivided their own land without the approval of Council. This resulted in a 25-foot lot, which remains the ‘typical’ lot size in City Park today.³

City Park was designed using a grid pattern. Neighbourhood boundaries are 25th Street, 1st Avenue North, 33rd Street East and Spadina Crescent East along the South Saskatchewan River. Many street names have a royal flavour, including King Street, Queen Street, Princess Street, Duke Street, and Duchess Street.⁴

The neighbourhood was considered part of the ‘built-up area’ of Saskatoon as early as 1915⁵. The majority of original construction was completed before 1950; however, steady development occurred into the early 1990’s. Streets lined by treed canopies are a recognizable characteristic of City Park.

City Park’s development has been influenced by many factors, including its location next to the Central Business District, the establishment of Saskatoon City Hospital, Kinsmen Park, the CPR rail line and bridge, and the evolution of riverbank stewardship.

Community Spaces

Kinsmen Park

Kinsmen Park’s history is similar to City Park’s. When the original 52 acres of Temperance Colony land was purchased for development of a neighbourhood, a portion was set aside for a park. Since it was the first park in the downtown area, it was known as “City Park” or “Central Park.”⁶ Its size, central location, and prominent site near the riverbank quickly made it a popular destination.⁷

There was a racetrack in the park from 1905 to 1909 – you can still trace its course in the horseshoe-shaped line of trees surrounding the ball diamonds and rides. Saskatoon’s annual summer exhibition

³ Don Kerr and Stan Hanson, *Saskatoon: The First Half Century* (Edmonton: NuWest Publishers, 1982), 284-285.

⁴ John Duerkop, *Saskatoon’s History in Street Names* (Saskatoon: Purich Publishing Ltd, 2000), 22.

⁵ City of Saskatoon Archives – 1055-64, p. 28. Retrieved July 20, 2005.

http://backoffice.org/clerks_office/archives/images/builtup1915.gif

⁶ Glenn Gustafson, *Exploring the Wonder City – A Historic Driving Tour of Saskatoon* (City of Saskatoon – Municipal Heritage Advisory Committee, 2002), 57.

⁷ Heritage Files (Kinsmen Park) – Heritage Awareness Bus Tours Information Manual, 1983.

was held here until a permanent site was purchased in 1909 in southeast Nutana.⁸ Over the years, the park has seen a number of other facilities come and go, including a golf course, cricket pitch, and tennis courts.



The park was renamed Kinsmen Park in 1947 in honour of a \$50,000 donation from the Saskatoon Kinsmen. Some of the funds were used to construct the 25th Street gate, which is still in place today.⁹

Today, the park features shaded picnic areas, two ball diamonds, a miniature train, merry-go-round, concession booth, water fountain, lagoon, children’s play area, and water park. The YWCA is located adjacent to the park.

Hugh Cairns Monument

One of Kinsmen Park’s most important features is the statue of Hugh Cairns V.C., D.C.M., a municipally designated heritage site at the south end of the park, facing the river. Hugh Cairns was born in England in 1896 and was raised in Saskatoon. Prior to enlisting in 1915, he was an apprentice plumber and active football (soccer) player. Cairns was awarded the Distinguished Conduct Medal for his bravery at Vimy Ridge in 1917. Injured during battle in Valenciennes, he died on November 2, 1918, just nine days before World War I ended.¹⁰ For his remarkable bravery, the Victoria Cross was awarded posthumously on April 10, 1919. The City of Saskatoon named a street, school and the Idylwyld Drive armouries to commemorate Sergeant Hugh Cairns. The statue in Kinsmen Park was unveiled on June 8, 1921 by the Saskatoon Football Association to honour Hugh Cairns V.C., as well as men of the Saskatoon Football Association who lost their lives in WWI.



Mendel Art Gallery and Civic Conservatory



When the Mendel Art Gallery and Civic Conservatory was opened in 1964, the idea of combining an art gallery with a conservatory was referred to as a “stroke of genius.”¹¹ The Mendel is located on the west bank of the South Saskatchewan River, just north of the University Bridge and a short walk from the

⁸ Sally Potter Clubb and William Anthony S. Sarjeant, *Saskatoon’s Historic Building Sites* (Saskatoon Environmental Society, 3rd Revised Edition, 1980), 38.

⁹ Jeff O’Brien. City of Saskatoon - City Archivist.

¹⁰ Saskatoon Heritage Society. HUGH CAIRNS MEMORIAL, <http://www.sfn.saskatoon.sk.ca/arts/heritage/cairns.html> Retrieved June 9/05.

¹¹ Star Phoenix, October 17, 1964.

downtown. It is named in honour of Fred Mendel, a Saskatoon industrialist who established Intercontinental Packers in the 1940s. Mendel was also an art collector. He provided funds to help build the facility and donated 65 paintings from his private collection for the opening exhibit.

The Civic Conservatory adjacent to the gallery features tropical plants and seasonal displays of poinsettias, chrysanthemums, and other blooms.¹² The Mendel attracts roughly 200,000 visitors every year.

South Saskatchewan River Valley – Meewasin Valley Authority

The Meewasin Valley Authority was established in September 1979 to preserve and protect the river valley. Meewasin Park was Meewasin Valley Authority's first major project. Located along the west bank of the South Saskatchewan River, it begins in City Park and continues along the riverbank through North Park, Richmond Heights, River Heights, Lawson Heights, and Silverwood Heights. It is a public space enjoyed by all residents in Saskatoon.¹³



¹² Clubb and Sarjeant, 23.

¹³ Meewasin Valley Authority – Meewasin Park. Brochure Design by Hilderman, Feir, Witty and Associates, Saskatoon.

The River Weir



The river weir was built in 1939 as a make-work project in partnership with the Federal Government's Prairie Farm Rehabilitation Authority. It was designed to help maintain river levels during late summer and provide sufficient water for cooling at the Queen Elizabeth Power Station.¹⁴ This Saskatoon landmark has long been a popular spot to visit and view wildlife such as pelicans.¹⁵

Wilson Park

Wilson Park extends from the Canadian Pacific Railway embankment to Princess Street in the north and from 10th Avenue to King Crescent in the south. The 2.6 hectare park includes a football field, community garden, play structure, and open areas.

The park was named in honour of James R. Wilson, who served as mayor of Saskatoon from 1903-1904 and 1907-1908. In his second term, poor harvests and depressed financial markets threatened City Council's ability to meet its debt obligations. Mayor Wilson pledged his own personal credit so the City could borrow \$40,000 and pay its debt. Wilson later served as a member of parliament from 1917 to 1921.



¹⁴ Clubb and Sarjeant, 38.

¹⁵ Meewasin Valley Explorer, *Weir Opening Date Set*, Volume 10 – Number 5, September/October 2003.

Buildings that Shaped the Community

Saskatoon City Hospital



Nurse Sisley's Home (Photograph courtesy Saskatoon Public Library – Local History Room)

In 1904, Miss B. Sisley, a British trained army nurse opened an 8-bed hospital on the corner of 4th Avenue North and 22nd Street. Due to a typhoid epidemic in 1906, the hospital was moved to larger quarters at 308 6th Avenue North. In 1907, Miss Sisley's private hospital was taken over by a Board of Governors appointed by Saskatoon City Council, making it the first municipally owned hospital in Western Canada.¹⁶ A City bylaw was passed endorsing construction of a larger complex, and on April 17, 1909 a new 56-bed hospital, with a 14 nurse staff, was opened on Queen Street at a cost of \$85,000.¹⁷

The hospital grew along with Saskatoon. Between 1928 and 1932, a 122-bed west wing and 150-bed east wing were completed. In 1950, three stories were added to the nurses' residence. This addition was referred to as the "centre block", and in 1958 it became the main hospital, with 330 permanent beds and a capacity of 675. The need to upgrade the facility and equipment led to construction of the present day Saskatoon City Hospital, which was built at a cost of \$117 million.¹⁸ At its official opening on October 16, 1993, it was "lauded as the most outstanding acute-care facility in Canada ...and a model for the rest of the country to emulate."¹⁹

Saskatoon City Hospital Nurses' Residence

Saskatoon City Hospital is also known for pioneering the training of nurses, first in temporary quarters on 6th Avenue and later in a small building moved to the property in 1910. This served as the nurses' residence for a short period and then as an isolation unit.²⁰ The present day nurses' residence building was constructed in 1930, with the most recent additions being done in 1949 to create room for psychiatric services. It has since been renamed the Nurses Alumnae Wing.



(Photograph courtesy Saskatoon Public Library – Local History Room)

¹⁶ Star Phoenix, Local History Room.

¹⁷ Saskatoon Public Library – Local History Room.

¹⁸ Saskatoon City Hospital. http://www.saskatoonhealthregion.ca/your_health/ch_sch_home.htm

Retrieved June 13/05.

¹⁹ Star Phoenix. *Time to Pay the Piper*. July 26, 1996.

²⁰ Star Phoenix, Local History Room.

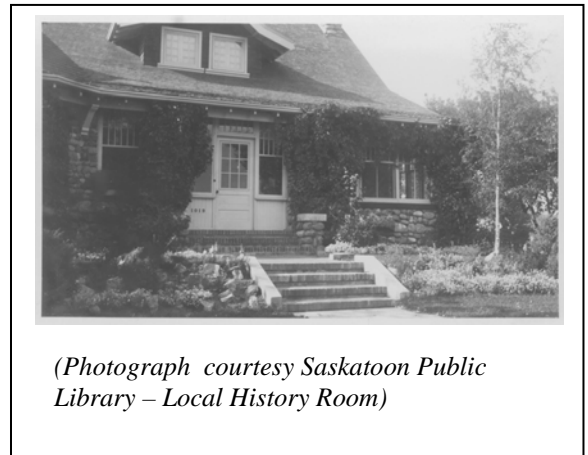
Silverwood Home / Bethany Home



The Silverwood Home/Bethany Home is located at 802 Queen Street. William “Billy” Silverwood built this large stone and brick house in City Park in 1912.²¹ Billy also had a farm in the area now known as Silverwood Heights, where he bottled and sold water from natural springs. “Silversprings” bottles can sometimes be found in city antique shops. The Silverwood home is now owned and operated by the Salvation Army, and is known as the Bethany Home. It is dedicated to providing a safe, stable residential setting for female youth in crisis, as well as for pregnant and parenting mothers and their children.²²

Alexander House

Alexander House, located at 1020 Spadina Crescent East, was built in 1912 at the peak of Saskatoon’s boom by Henry A. Bruce. The home is a wonderful example of “arts and crafts” architecture. In 1916, Dr. Harold Alexander; a physician, surgeon and Chief of Staff at St. Paul’s Hospital, purchased the house and made it his family home for 28 years. “The stone and shingle exterior, extensive oak trim interior, four fireplaces, leaded windows, and maids’ bells are statements of prosperity in a by-gone era.”²³ This house was designated a Municipal Heritage Property in 2001.



Colfax House



The Colfax House, located at 1106 Spadina Crescent East, was built by George Alexander in 1904. For years it was the only house on Spadina Crescent East between Queen and Duke Street. To link the house to the rest of the City, Mr. Alexander built a sidewalk from Queen Street to the house. Originally, there was a barn on the property, but it was moved north on Spadina Crescent East and was converted to the duplex that now stands at 1142/1144 Spadina Crescent East. From 1947 to 1955, it was known as the Rebekah Home, a home for elderly women. The house was named in honour of Schuyler Colfax, the founder of the Rebekah Degree, an auxiliary of the Odd Fellows.²⁴

²¹ Clubb and Sarjeant, 38.

²² Gustafson, 58.

²³ Gustafson, 57.

²⁴ Gustafson, 56.

Wilson School / First Nations University of Canada

Located at 710 Duke Street, Wilson School opened in 1928. A local artist, J. Melrose Morrison, designed the building. It contained 16 classrooms, one “domestic science” room, a large assembly hall, recreation rooms for boys and girls, lavatories, principal’s office, nurses’ room, teachers’ room, and kitchen. It remained an elementary school until 1983.²⁵ The school was named in honour of former mayor, James R. Wilson.



Since 1994, the Saskatchewan Indian Federated College has occupied the building. On June 21, 2003, the Saskatchewan Indian Federated College officially changed its name to the First Nations University of Canada.

City Park Collegiate



Located at 820 9th Avenue North, City Park Collegiate opened in 1929 and closed in 1984 after having served the community for 54 years. The reason for its closure was the opening of Marion Graham Collegiate. During the building of the new school, 75 percent of City Park students said they would attend Marion Graham the next school year.²⁶ Between 1984 and 1986, City Park Collegiate operated as the Saskatoon Region Community College.²⁷ After only two years, the school re-opened its’ doors with a new role. It became home to Saskatoon Board of Education alternative secondary school program for youth planning to enter the

workforce right after high school. The school, known as City Park Collegiate Institute, continues to serve students across the City, as well as neighbourhood youth.

²⁵ Gustafson, 59.

²⁶ Star Phoenix. *City Park Closure Moves Step Closer*. November 9, 1983.

²⁷ Star Phoenix. *Closing the Doors*. June 30, 1984.

Places of Worship

First Mennonite Church



First Mennonite Church is located at 401 4th Avenue North. The Canadian Mennonite Board of Colonization was formed on May 17, 1922. Through the Board, some 20,000 immigrants from Russia were granted entrance into Canada, and another 12,000 received assistance during 1947-1961.

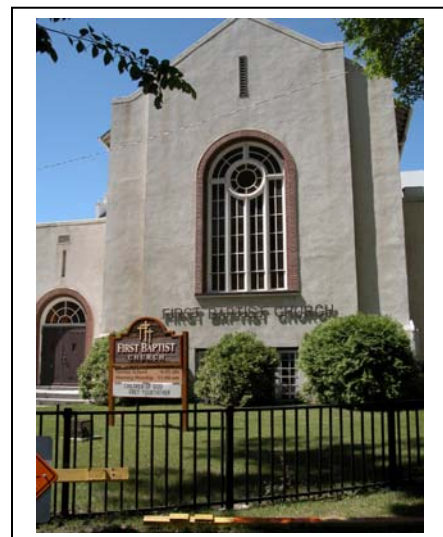
Organized in 1932, the First Mennonite Church was originally located at 123 4th Avenue. From the years 1932-1950, the language of worship was German; after 1950, services were conducted in English. It began as an urban

mission, for young women working in the city.

As immigration into Saskatoon increased, so too did attendance at the church. With many parishioners coming from the Mayfair and Pleasant Hill neighbourhoods, the church was soon over-crowded. The situation eased after the Mayfair congregation obtained its own building in 1952, but by 1956 people were again being turned away because of lack of space. The adjoining lot was purchased in hopes of expanding, but when the proposed addition failed to meet City regulations a new lot at 418 Queen Street was purchased. The new, larger First Mennonite Church was officially dedicated on May 26, 1957. The 4th Avenue building was sold to Mayfair Mennonite Church and moved to the corner of 35th Street and Avenue D.²⁸

First Baptist Church

The First Baptist Church at 401 4th Avenue North celebrated its 100th Anniversary in 2005.²⁹ Originally located at the intersection of 25th Street and 3rd Avenue, the congregation grew during Saskatoon's early boom. The corner lot on 4th Avenue was acquired and the new facility dedicated on December 3, 1911. On January 1, 1943, a fire destroyed the church, leaving a blackened, crumbled mass. The congregation decided to rebuild and in June 1944 construction began on the building that exists today. The architectural firm of Webster and Gilbert designed the current building.



²⁸ Esther Patkau, *First Mennonite Church in Saskatoon 1923-1982* (Researched and Compiled by Esther Patkau, Saskatoon, Saskatchewan. Printed in Canada: D. W. Friesen, Altona, Manitoba, 1982), 59-66.

²⁹ Frank W. Anderson, *The Story of First Baptist Church, Saskatoon, Saskatchewan, 1904-1979*. History of First Baptist Church. <http://www.sasktelwebsite.net/fbcs/history.html> Retrieved June 16, 2005.

Kingdom Hall of Jehovah's Witnesses

Located at 816 Queen Street, the Kingdom Hall of Jehovah's Witnesses community took only two days to build. Approximately 1,000 tradesmen from across Western Canada and another 1,000 local people helped with the construction. The Hall was completed in 1986, replacing the City Park congregation's old building, which still stands at Queen and Second Avenue.³⁰



Industrial Businesses

Great Western Brewery



The brewery was built in 1927 for the Hub City Brewing Company at a cost of \$500,000. Hub City was owned by Western Breweries Ltd., a holding company for Drewry's Ltd. of Winnipeg, Manitoba. In 1930, the brewery changed its name to Western Canada Brewing Company. From 1932 to 1945, the brewery carried the name Drewry's Ltd. and produced Drewry's Standard Ale and Lager at the facility. Sales were good enough to add a \$50,000, one storey brick and tile bottling plant in 1948. In 1955, E.P. Taylor's Canadian Breweries bought out Drewry's Saskatchewan operations, establishing outlets for their O'Keefe brands.³¹

The merger of Molson Breweries and Elders IXL (the Australian company that owned Carling-O'Keefe) in 1989 meant that either the Molson Brewery in Regina or the Carling-O'Keefe Brewery in Saskatoon would be closed. Molson decided to close the Saskatoon brewery. The same year, 16 former O'Keefe employees, with the help of Saskatchewan Economic Development Corporation (SEDCO), bought the brewery. SEDCO provided 75% of the initial financing and the employees contributed 25%, or about \$1 million. The new brewery was called Great Western Brewing Company. At the time, it was the only employee owned brewery in Western Canada. By 1990, Great Western was shipping 80,000 dozen bottles per week and had begun a canning line. By the late 1990s, Great Western was ranked 29th out of 300 breweries across North America in annual output.³²

The 2nd Avenue brewery has outlasted the Molson brewery in Regina and the Labatt's brewery in Saskatoon (closed in the 1980s), making it the only major capacity brewery in Saskatchewan.³³

³⁰ Star Phoenix, "Quick Build," 1986.

³¹ Star Phoenix, Local History Room.

³² Ibid

³³ Ibid

Earl's

In 1929, Edmonton-based McGavin's Bakeries purchased a property on 2nd Avenue North, and in May 1929 announced plans for a \$125,000, two-storey, Spanish-style building. The basement was dug very deep, packed with cinders and rocks, covered with a layer of waterproof material, and capped with five inches of cement to create a sealed space for flour storage. An automatic pump was installed to prevent flooding. At the time, McGavin's claimed it was the only basement of its kind in Saskatoon. The bakery was one of the most modern in Canada. After opening in August 1930, the bakery mounted a sign on the southwest corner of the roof that read: "Eat McGavin's Bread." The sign was later changed to read: "Don't Say Bread Say McGavin's."³⁴



McGavin's was the last local bakery to make house deliveries in Saskatoon. In 1961, the Canadian Bakeries plant at 505 2nd Avenue North closed, and all their bread and cake manufacturing moved to McGavin's. In 1985 McGavin's moved to 56th Street East.³⁵

The building was purchased by Earl's Restaurant in January 1985 for \$500,000. It was renovated again in 2000 to add Bacchus Lounge. The roof top sign remains, with a slight alteration; it now reads: "Don't Say Bread Say Earl's."

Hy-Grade Millwork



Hy-Grade Millwork's history begins in early 1900s in Regina, where British immigrant William Hipperson founded Hipperson Construction. In 1912, he and a group of contractors built another company called Regina Sash and Door. By the 1920s, Regina Sash and Door had secured a number of contracts in Saskatoon, including the T. Eaton building, Birks building and parts of the Bessborough Hotel. Hy-Grade Millwork was founded in 1927 to complete the Saskatoon contracts. Since then, the company has been involved in many projects, including major institutions, universities, and hospitals in Saskatchewan."³⁶

The company currently has 24 employees at its 24,000 square foot facility in Saskatoon. Its primary focus is institutional and commercial construction. It has recently expanded its solid wood manufacturing to create custom components, and an equipment upgrade in 2000 has brought the

³⁴ Ibid

³⁵ Ibid

³⁶ "Hy-Grade Millwork: 80 years old and poised for growth," *Woodworking Canada*, March/April 2007, Vol. 21 No. 2, p.5.

company to a point where most of its growth comes from supplying solid wood components to customers in the architectural woodworking, kitchen, and RV industries.³⁷

³⁷ Ibid

City Park Today

Overview

This section of the Local Area Plan (LAP) provides a statistical overview of various demographic and development data of City Park, and makes comparisons to city averages and other neighbourhoods where appropriate. Most of the information gathered is from Statistics Canada’s Federal Census 2001 and 2006. Other data is from various sources and is indicated in footnotes.³⁸

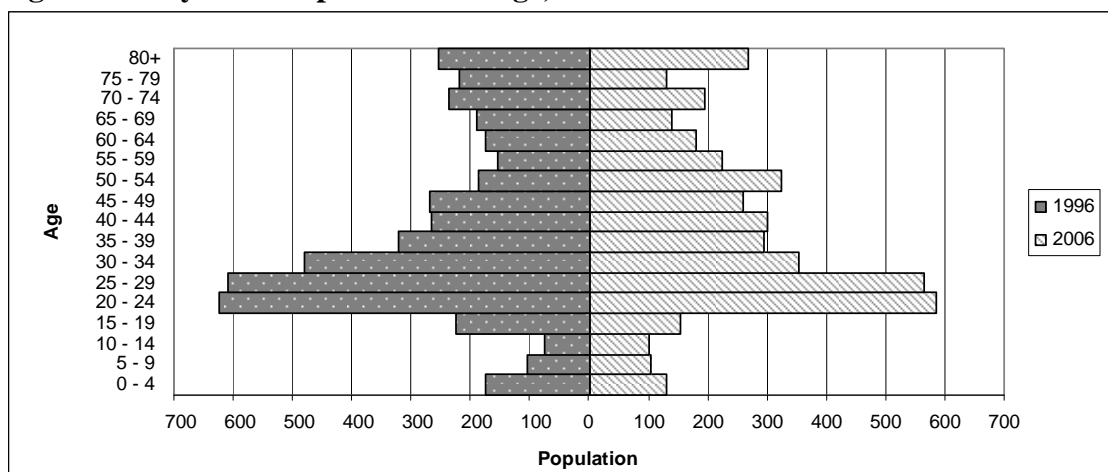
Population Distribution and Trends

Population

The population of City Park in 2006 was 4,320 people, a 6.5% decrease from 1996.³⁹ The most significant increases occurred in the 50 to 54 age group, which grew from 185 to 325 (57%), and the 55 to 59 age group, which grew from 155 to 225 (69%) (See Figure 1). Comparatively, Saskatoon experienced an increase of 60% in the 50 to 54 age group and an increase of 64% in the 55 to 59 age group.

City Park has a population composition similar to that of Saskatoon, except for a lower proportion of children under the age of 14 and a higher proportion of seniors 65 years and older. The proportion of children under 14 in City Park was 7.8% in 2006, compared to 17% for Saskatoon overall. This could be due, in part, to the absence of an elementary school within the neighbourhood. The proportion of seniors 65 years and over in City Park was 17%, compared to 12% for Saskatoon.

Figure 1. City Park Population Change, 1996 – 2006



Source: Statistics Canada – Federal Census 1996, 2006.

³⁸ Note: Although steps have been taken to ensure consistency and transfer without error, the City of Saskatoon cannot guarantee the accuracy of the data.

³⁹ City of Saskatoon, “Saskatchewan Health Population By Neighbourhood”, 2006.

Aboriginal Population

In 2006, City Park had an Aboriginal population of 330 people, a decrease of 10.6% from 1996. According to the 2006 Census, Aboriginal people made up 8.4% of the population, compared to 9.8% of Saskatoon's population.⁴⁰

Ethnic Diversity

City Park is a diverse community, with a mix of English, German, Ukrainian, French, Russian and First Nations cultures represented.⁴¹ In 2005, the Ethnic Diversity Cumulative Index for City Park was 3.6, while Saskatoon's was 1.3.⁴² The Ethnic Diversity Cumulative Index is a calculation used to compare concentration and diversity of ethnic groups in neighbourhoods around the city. The higher the index value, the more diversified the population. Statistics Canada formulates the Ethnic Diversity Cumulative Index as a self-assessment value, which frequently changes; therefore, comparisons between years cannot be made.

Household Size

The average size of household in City Park was 1.6 in 2006, a slight decrease from 2.0 in 1996.⁴³ This is a lower average household size than the Saskatoon average, which is 3.0. This can be attributed to the high number of multiple unit dwellings south of Queen Street. The total number of households located in City Park decreased by 2.9% between 2006 and 1996 from 2,835 to 2,755.⁴⁴

Family Structure

In 2006, 6% of households in City Park were one-parent families, 33% were two-parent families, and 67% were non-family households or single households. A non-family household is defined as a household where the cohabitants are not related. Comparing statistics from 1996 indicates that there has been some change in the family structure in this 10-year period. The number of one-parent family households has increased from 160 to 175, which is a difference of 9.4%. Two-parent family households have increased from 820 to 915, which is an increase of 11.6%. There are no recorded multiple-family households in City Park.

The majority of households in City Park consist of single person occupants (67%). This value is over double the 37% average for Saskatoon in 2006.⁴⁵

⁴⁰ Statistics Canada – Federal Census 1996, 2006

⁴¹ City of Saskatoon Neighbourhood Profiles 8th Edition, 2007

⁴² Ibid.

⁴³ Ibid

⁴⁴ Statistics Canada – Federal Census 1996, 2006

⁴⁵ Ibid

Education

Table 1 compares the highest level of education attained by City Park residents and the highest level of education attained by City of Saskatoon residents aged 15 years and older. More than half (60.6%) of City Park residents aged 15 and over have an apprenticeship, trade certificate or diploma, college with or without certificate or diploma, some university or are a university graduate. By comparison, Saskatoon has an average of 51.2% of residents aged 15 and over which have attained a similar education level.

Table 1. Highest Level of Education Attained, 2006

Highest Level Attained (ages 15 & over)	City Park	Saskatoon
No certificate/diploma/degree	14%	21%
High school certificate or equivalent	25%	27%
Apprenticeship/trades certificate/diploma	11%	10%
College/CEPGEP/non-university cert./dipl.	16%	17%
University diploma or degree	34%	25%

Source: City of Saskatoon Neighbourhood Profiles 9th Edition.

Elementary School

The closure of Wilson School in 1983 left City Park without an elementary school. By 2006, 5% of City Park's population (225 children) was between the ages of 5-14.⁴⁶ This is low compared to Saskatoon; where children aged 5-14 constitute 18% of the population.

Elementary school aged children have the option of attending any school in the city; however, most neighbourhood children are encouraged to attend North Park-Wilson School due to its proximity to City Park. Other nearby elementary schools include St. Paul's School Caswell School, Mayfair School and Princess Alexandria School; Brunskill School and Victoria School are located on the east side of the South Saskatchewan River.⁴⁷

City Park Collegiate

Anticipated low enrolment numbers due to the opening of Marion Graham Collegiate led to the closure of City Park Collegiate in 1984. The school reopened in 1986 to serve youth planning on entering the workforce directly after graduation. City Park Collegiate Institute curriculum is available to youth city-wide.

Enrolment at City Park Collegiate Institute is approximately 290 students per year. Because it serves all of Saskatoon, enrolment is higher than the number of youth living in the neighbourhood. Only a few students actually come from the neighbourhood; most come from Pleasant Hill, Riversdale, Confederation Park, or King George.⁴⁸

⁴⁶ Statistics Canada – Federal Census, 2006

⁴⁷ Claudette Bridgeman, Saskatoon Public School Board, August 14, 2005.

⁴⁸ John Arthur, Saskatoon Public School Board, January 11, 2007.

First Nations University of Canada (FNUC)

The Saskatoon Campus of the First Nations University of Canada (FNUC) is located in the former Wilson Elementary School, at the corner of 7th Avenue North and Duke Street. FNUC moved to this location in 1994. University programs are offered in Indian Communications, Business Administration, Indigenous Studies, Fine Arts and Social Work.

Income Levels

Average Family Income

According to the 2006 Census, the average family income in City Park was \$41,277, an increase of 40.8% from 1996 (\$29,323). By comparison, the average family income in Saskatoon was \$64,254. City Park's lower average family income may be due to the larger proportion of one person households. Despite this, City Park has a higher average family income than other mature neighbourhoods such as Riversdale (\$32,903), Pleasant Hill (\$26,543), and King George (\$39,084). Caswell Hill has a slightly higher average family income (\$42,689).⁴⁹

Poverty

A commonly used definition of poverty is the Low Income Cut-Off measure (LICO). LICO is useful as it incorporates both absolute and relative views of poverty; it is calculated based on an average family's expenditure on essentials such as food, clothing, and shelter. A family is considered below the LICO if it spends more than 56.2% of total income on these essentials. People below the poverty line tend to rent rather than own housing and are often one parent families.⁵⁰

In 2005, City Park was in the mid-range in terms of Saskatoon neighbourhoods with families below the low-income cut-off. Of the mature neighbourhoods, City Park has the second lowest proportion of families below the LICO, at 33%; Nutana has a slightly smaller proportion at 22%. Other mature neighbourhoods such as Pleasant Hill and Riversdale are significantly higher, at 61% and 49%, respectively.⁵¹

Social Services

In 2005, 6% of City Park's population (250 people) collected Social Assistance.⁵² The majority were single persons or single parents. This is a decrease from 282 in 2000. The City Park average is slightly higher than the City average of 4%.⁵³

⁴⁹ Statistics Canada – Federal Census, 2006

⁵⁰ Jackson, Maureen. "Closer to Home: Child and Family Poverty in Saskatoon." Community – University Institute for Social Research, University of Saskatchewan, 2004. http://www.usask.ca/cuisr/docs/pub_doc/health/Jackson.pdf Retrieved August 8/05.

⁵¹ Statistics Canada – Federal Census, 2006

⁵² Community Resources and Employment, "Saskatoon City Park* Neighbourhood Average Paid Social Assistance (SAP) Cases Per Month.", 2005

⁵³ Community Resources and Employment, "April 2003 Paid SAP Cases with Saskatoon Mailing Address By Neighbourhood and Casetype."

Occupation and Employment

Employment

2006 Census data shows 3,985 people were aged 15 and older in City Park. Of these, 72.9% (2,905) were considered to be in the labour force. The employment rate, which considers the entire population aged over 15 years, was 68.4%. The unemployment rate, which only considers those who are aged 15 and over and *actively looking for work* was 6.2%. This compares to an employment rate of 65.9% and unemployment rate of 5.5% in Saskatoon.⁵⁴

In 2006, 80% of people between the ages of 15 and 24 were employed, while 66% of those over the age of 25 were employed. This compares to 63.4% and 66.5%, respectively, for Saskatoon.

Occupation

The largest portion of the labour force in City Park was employed in the Sales and Service sector in 2006.⁵⁵ The top five occupations as a proportion of total employment were:

- Sales and Service (23.4%)
- Business/Finance/Administration (16.9%)
- Social Science/Education/Government/Religion (14.0%)
- Trades/Transport/Equipment Operator (12.2%)
- Natural and Applied Sciences (5.9%)

Housing

Housing Type

There were 2,750 dwelling units in City Park in 2006, including 615 single-unit (22% of total) and 2,130 (77% of total) multiple unit (two or more) dwellings.⁵⁶ In 2006, Saskatoon had 84,405 dwelling units, of which 47,190 (56%) were single-unit and 37,205 (44%) were multiple-unit dwellings.

Development Density

City Park's total gross neighbourhood area is 343.3 acres and its development density is 8.0 dwelling units per acre.⁵⁷ The density north of Queen Street is significantly lower than it is to the south. This creates two distinct residential areas within neighbourhood boundaries. As a whole, City Park has the highest development density of all mature neighbourhoods, followed by Nutana, the Central Business District, and Pleasant Hill.⁵⁸

⁵⁴ Statistics Canada – Federal Census, 2006.

⁵⁵ City of Saskatoon Neighbourhood Profiles 9th Edition

⁵⁶ Ibid

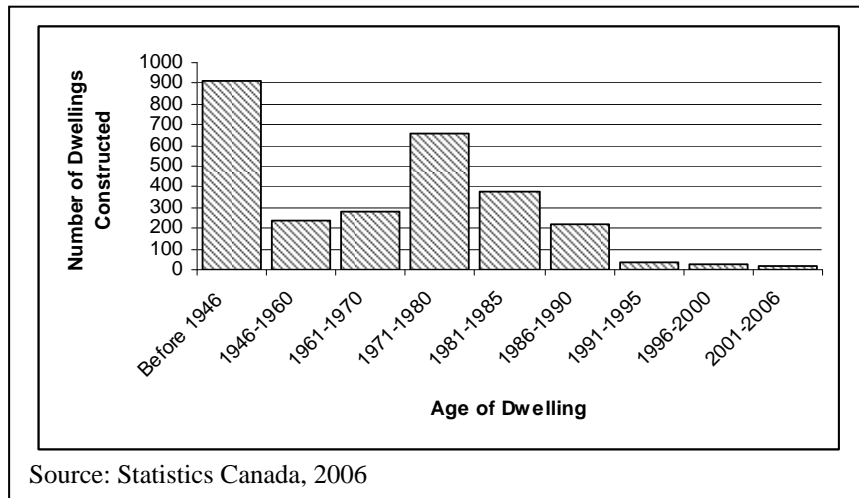
⁵⁷ Ibid

⁵⁸ Ibid.

Age of Housing Stock

City Park has existed for more than 100 years, making it one of Saskatoon’s oldest neighbourhoods. Approximately 33% of the housing stock (910 dwellings) was constructed before 1946. Between 1946 – 1990 construction of dwelling units was fairly steady; 1,775 dwelling units (or 64%) of total housing stock. This was followed by a dramatic decline to only 75 units in the period from 1991 – 2006.⁵⁹

Figure 2. Housing Construction by Year



Housing Affordability

Using the Housing Affordability Index, a number below or equal to 3.00 represents relatively affordable housing; a number above 3.00 represents relatively less affordable housing. Saskatoon’s index is 3.00; City Park’s index is 2.6, which suggests housing is relatively more affordable compared to other neighbourhoods.⁶⁰

Based on the 2006 Census, the average selling price of a single family dwelling in Saskatoon was \$173,904 compared to \$154,364 in City Park.

In terms of mature neighbourhoods, City Park is more affordable than Nutana (3.7) and Varsity View (3.8), but less affordable than Riversdale (0.9) and Pleasant Hill (1.3).⁶¹ However, at the time of this document new statistics regarding affordability were not available. Due to the increase in housing prices in 2007 and 2008, across Saskatoon, housing affordability as noted in this report, may have changed.

⁵⁹ Statistics Canada, Federal Census, 2006

⁶⁰ The Household Affordability Index is an index of average household income for Saskatoon compared to the average house price for each neighbourhood. An index number above 1.0, for example, indicates house prices that are relatively more affordable than the city as a whole.

⁶¹ City of Saskatoon Neighbourhood Profiles 9th Edition.

Home Ownership

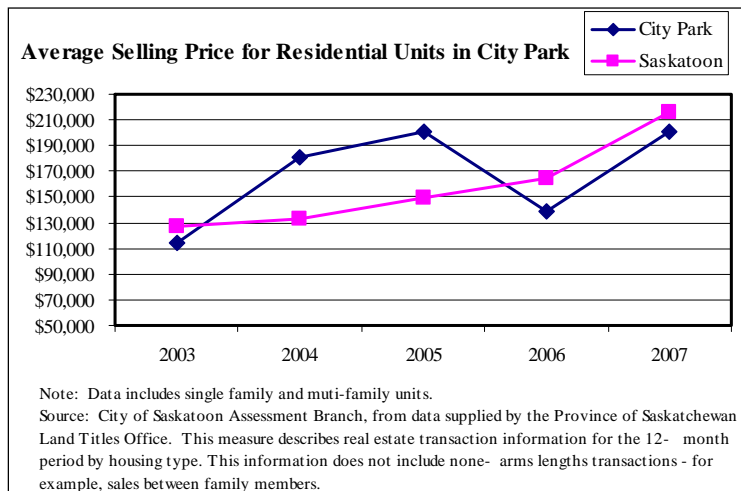
In 2006, City Park had the fourth lowest level of home ownership of the mature neighbourhoods, with only 30% owner-occupied housing. Pleasant Hill had the lowest home ownership with 28%, King George had the highest at 68%.

Saskatoon has an overall home ownership rate of 63%, more than double the 30% ownership rate in City Park.⁶² The concentration of multiple unit dwellings in the southern part of the neighbourhood contributes to lower owner occupancy/home ownership. Although some of these buildings are condominiums, many remain rental units. There is also a high proportion of people aged 20-29 residing in the neighbourhood, who tend not to be homeowners.

Real Estate Statistics

The Committee discussed real estate prices and housing affordability in the neighbourhood. During the LAP process period, housing prices nearly doubled and sales increased from a low of 97 in 2004 to 153 in 2007.⁶³

Figure 3. Average Selling Price for Residential Units in City Park



Community Spaces

Park Space

City Park has 2.6 hectares of neighbourhood park space, all of it contained in Wilson Park. Although it only has one neighbourhood park, City Park is close to several other parks: Kinsmen Park, Meewasin

⁶² Ibid

⁶³ City of Saskatoon Assessment Branch

Park, and Mendel Site Park. These parks are classified as special use parks; they serve all Saskatoon residents, and therefore are not viewed as part of the neighbourhood park inventory. Meewasin Park and Mendel Site Park are part of the Meewasin Trail System. Mendel Site Park is home to the Mendel Art Gallery, the summer Shakespeare on the Saskatchewan festival, and docking facilities for Saskatoon Princess tour-boat operations. Kinsmen Park has a play village, rides, and two softball fields. It is also used for the Cross-Country Skiing in the winter.

Places of Worship

There are three places of worship in City Park: First Mennonite Church, First Baptist Church, and Kingdom's Hall of Jehovah's Witnesses. In 2006, 25% of City Park's population identified themselves as Roman Catholic, while another 25% identified themselves as having no religion. The diversity of the community is reflected in the variety of other religions identified: United, Anglican, Lutheran, Protestant, Christian, Mennonite, Muslim, and Ukrainian Catholic, to name a few.⁶⁴

⁶⁴ Statistics Canada – Federal Census 2006.

Goals & Discussion Reports

Throughout the Local Area Planning process, the City Park Local Area Planning Committee (LAPC) identified neighbourhood issues, developed goals, and outlined strategies in order to achieve their vision and the long-term success of their neighbourhood. The following reports are based on the issues and opportunities identified by the City Park Local Area Planning Committee:

- 1.0 Land Use
- 2.0 Parks, Recreation and Open Space
- 3.0 Traffic and Circulation
- 4.0 Municipal Services
- 5.0 Heritage
- 6.0 Community Institutions
- 7.0 Sustainability
- 8.0 Neighbourhood Safety

1.0 Land Use

1.1 Overview

The intent of the Land Use section of this report is to provide an overview of current land use conditions. It also presents a Land Use Policy Map to guide future development in the neighbourhood and facilitate long term land use compatibility between industrial, commercial, and residential development. The report also addresses other land use concerns that were identified by the Committee. They include:

- Concern that existing infill development is not, and future infill development will not, be compatible in terms of form and character with neighbourhood structures.
- Regulations to allow for the development of garden and garage suites should be considered.
- City Park residents want to retain and support existing local businesses.
- The appearance of adjacent industrial areas needs to be improved.
- Green space and/or appropriate landscaping needs to be included in new developments.
- There have been many condo conversions in the neighbourhood. This has increased local home ownership, but impacted rental housing stock, disrupted established sense of community and stressed parking.
- The adjacent industrial area needs to develop more compatible non-industrial uses and transition to a mixed use area in the future.
- The oasis of affordable single-family dwellings are at the risk of financially motivated property developers looking to develop close to the downtown core.
- There is a fear that the existing land use pattern, north of Queen Street, is at risk due to the potential for multiple unit dwellings to be constructed.

1.2 Land Use Goals

The Committee created a number of goals to guide residential, commercial, and industrial land use development in the neighbourhood.

1.2.1 Residential Land Use Goals

1. Preserve the existing residential land use pattern. In particular, the area north of Queen Street which is predominately one and two unit dwellings.
2. Ensure that residential infill development is compatible with the existing neighbourhood form.
3. Identify and re-designate important buildings in City Park as community facilities, so that the re-use of these buildings can be reviewed by the community.

1.2.2 Commercial and Industrial Goals

1. Ensure that future commercial and industrial developments adjacent to residential areas are compatible in terms of use, scale and density.
2. Retain a mix of commercial services in the neighbourhood so that residents have convenient and walkable access to goods and services.
3. Enhance the visual appearance and beautification of commercial and industrial properties and streetscapes.
4. Reduce potentially noxious industrial land uses that are adjacent to residential areas.
5. Recognize the 1st Avenue railway corridor as a significant development opportunity in the long-term, if the railway re-locates, from its existing route. The City Park Community wishes to be involved in the master planning of this area.

1.3 Land Use History

When City Park was developed in the early 1900s, it was laid out in a grid pattern with Kinsmen Park and Saskatoon City Hospital located near the centre of the neighbourhood. City Park was, and remains today a predominately residential neighbourhood.

Saskatoon's first zoning bylaw was adopted in 1930.⁶⁵ The Zoning Bylaw designated City Park as Residence A (one and two unit dwellings), Residence B (one and two unit dwellings including multiple unit dwellings), Residence C (all residential uses, including hotels), Light Industry (two to three block corridor along the railway tracks) and Local Business (corner of Princess Street and 7th Avenue North). These zoning districts remained in effect until 1967.

In 1966, City Council adopted the first *Community Planning Scheme*. Known today as the Development Plan or Official Community Plan,⁶⁶ it served as a guide for the development of the City of Saskatoon. City Council also adopted Zoning Bylaw No. 4637, which renamed existing zoning districts and created new districts in City Park: R2 (one and two unit dwellings) was applied to properties north of Queen Street and east of 7th Avenue North; B2 (commercial) was applied to the corner of Princess Street and 7th Avenue North; R4 (multiple unit residential) was applied west of 7th Avenue North, north to Duchess Street and south to Queen



1930 Zoning Map White – Residence A, Yellow – Residence B, Orange – Residence C, Blue – Local Business, Red – Light Industry

⁶⁵ Wilson, Bunnell & Bergstrom (1990) *The Saskatoon Plan*

⁶⁶ City of Saskatoon (1996). *Community Planning Scheme Bylaw No. 4537*.

Street; and R5 (high density residential) was applied west of 5th Avenue and north to 2nd Avenue. The remainder of the neighbourhood west of 3rd Avenue was ID3 (industrial).

In 1977, a housing shortage across Canada led the Federal Government to fund construction of multiple unit dwellings. At this time, much of City Park and other mature neighbourhoods were zoned R4 (multiple unit residential). The result was construction of small apartment buildings throughout these neighbourhoods. Residents were concerned about the increase in apartment development and loss of good quality single-unit dwellings. In response, City Council enacted an Interim Development Control Bylaw. A moratorium was placed on apartment construction until further study was completed on the long term implications of wide-spread apartment development in residential neighbourhoods. During this time, City Park was not under “enormous apartment pressure”⁶⁷ as only 115 units were built south of Queen Street and 27 units north of Queen Street.⁶⁸

In 1978, City Administration undertook a *Core Neighbourhood Study* to develop comprehensive land use policies that would provide direction on future land use. The *Core Neighbourhood Study* recommended six new policy districts for City Park. The biggest change was the implementation of a low and medium density residential district to accommodate a mix of one and two unit dwellings, with a few walk-up apartments. The goal was to ensure the area was not dominated by medium density apartments.⁶⁹

A 1990 review of the 1978 *Core Neighbourhood Study* produced the City Park Land Use Policy Map, which largely recognized existing land uses while providing more detailed land use policies.

City Park is one of 12 neighbourhoods approved by City Council to undergo a Local Area Planning (LAP) process. Typically, LAPs are done in neighbourhoods that are expected to undergo significant development in coming years or are experiencing land use changes, traffic pressure, new development, and socio-economic change.

Planning and Development Act, 2007

In Saskatchewan, planning is governed by the *Planning and Development Act, 2007* (The Act). This legislation establishes the legal framework for local planning identifies approving authorities and provides provincial statutory guidelines for the administration of local improvements. The City of Saskatoon is an approving authority to create an Official Community Plan and Zoning Bylaw and to designate, subdivide and develop land.

The Act also establishes the required procedures and relevant planning issues that need to be considered in preparing and implementing planning policies and making decisions on planning matters.

⁶⁷ City of Saskatoon (1978).Core Neighbourhood Study, Volume 1- page 5-28

⁶⁸ Ibid.

⁶⁹ Ibid

1.4 Land Use Policy

1.4.1 The Official Community Plan Bylaw No. 8769

The Official Community Plan is a statutory plan established in accordance with the provisions of the *Planning and Development Act, 2007* and adopted by Bylaw. It defines, directs, and evaluates development, and guides City Council in making development and land use decisions. By ensuring development takes place in an orderly and rational manner, the Official Community Plan balances the environmental, social, and economic needs of the community. It is intended to guide the growth and development of Saskatoon to a population of approximately 310,000 residents.

The Official Community Plan and accompanying Land Use Map divide the city into different land use designations, with objectives and policies for each (e.g. residential, downtown, commercial, suburban centre, etc.) The Official Community Plan also contains specific land use and development policies for Saskatoon's Local Area Plan neighbourhoods. These policies are intended to enhance certainty about existing and proposed land uses, and increase opportunity for public input into policy change. Local Area Plan neighbourhoods have their own Land Use Policy Map.

The Official Community Plan may be amended to adapt to changing circumstances, changing community values, new development trends, more certainty and additional urban growth. An amendment is a change made to either the Official Community Plan text or Land Use Map (or both).

During the time that the LAP was being drafted the Official Community Plan (Development Plan) and Zoning Bylaw were being reviewed by the Planning and Development Branch. The review is occurring in two phases. Phase One amendments included changes required by the *Planning and Development Act, 2007*, which requires that the Development Plan be renamed to Official Community Plan. Other changes include improvements to processes and amendments in support of affordable housing. These amendments were approved by City Council in Spring 2009.

Phase II will incorporate policies from Civic Initiatives, policies and regulations for infill developments and the development of alternatives energy sources. Recommendations from this phase will likely be considered by City Council in 2010.

1.4.2 Overview of Existing and Proposed Land Use in City Park

Map 1.2 shows the existing land use policies for City Park. The neighbourhood is characterized by a mix of clustered land uses. The pattern can be described as:

- Light and Heavy Industrial north of Duchess Street to the CPR railway track and west of 3rd Avenue North.
- Low and Low / Medium Density Residential north of Queen Street, containing predominately single family homes, with some medium density development.
- Office Institutional along Queen Street and on the 800 & 900 block of 3rd Avenue North.
- High Density Residential south of Queen Street and west of 5th Avenue North, and at 10th Avenue North and Duchess Street.
- Special Use area containing Saskatoon City Hospital, Kinsmen Park and riverbank parks.

- Commercial sites along 25th Street and the corner of 7th Avenue North and Princess Street.

City Park’s mix of land uses seems compatible, as there are few conflicts. The neighbourhood is desirable in terms of location due to its proximity to downtown, University of Saskatchewan and other educational institutions, and the riverbank.

City Park has the highest average residential density of all neighbourhoods in Saskatoon. This is concentrated south of Queen Street and at Duchess Street and 9th Avenue North. Pockets of medium density, low rise apartments are scattered throughout the neighbourhood, a reflection of the City’s 1970s land use policy permitting low rise apartments anywhere in the neighbourhood.

Riversdale	4.0
Eastview	4.0
Silverwood	4.0
Erindale	4.1
Caswell Hill	5.3
Willowgrove (estimated at build out)	5.8
Pleasant Hill	7.0
Nutana	7.5
City Park	8.0
<i>City Park North of Queen Street</i>	5.6
<i>City Park South of Queen Street</i>	14.7

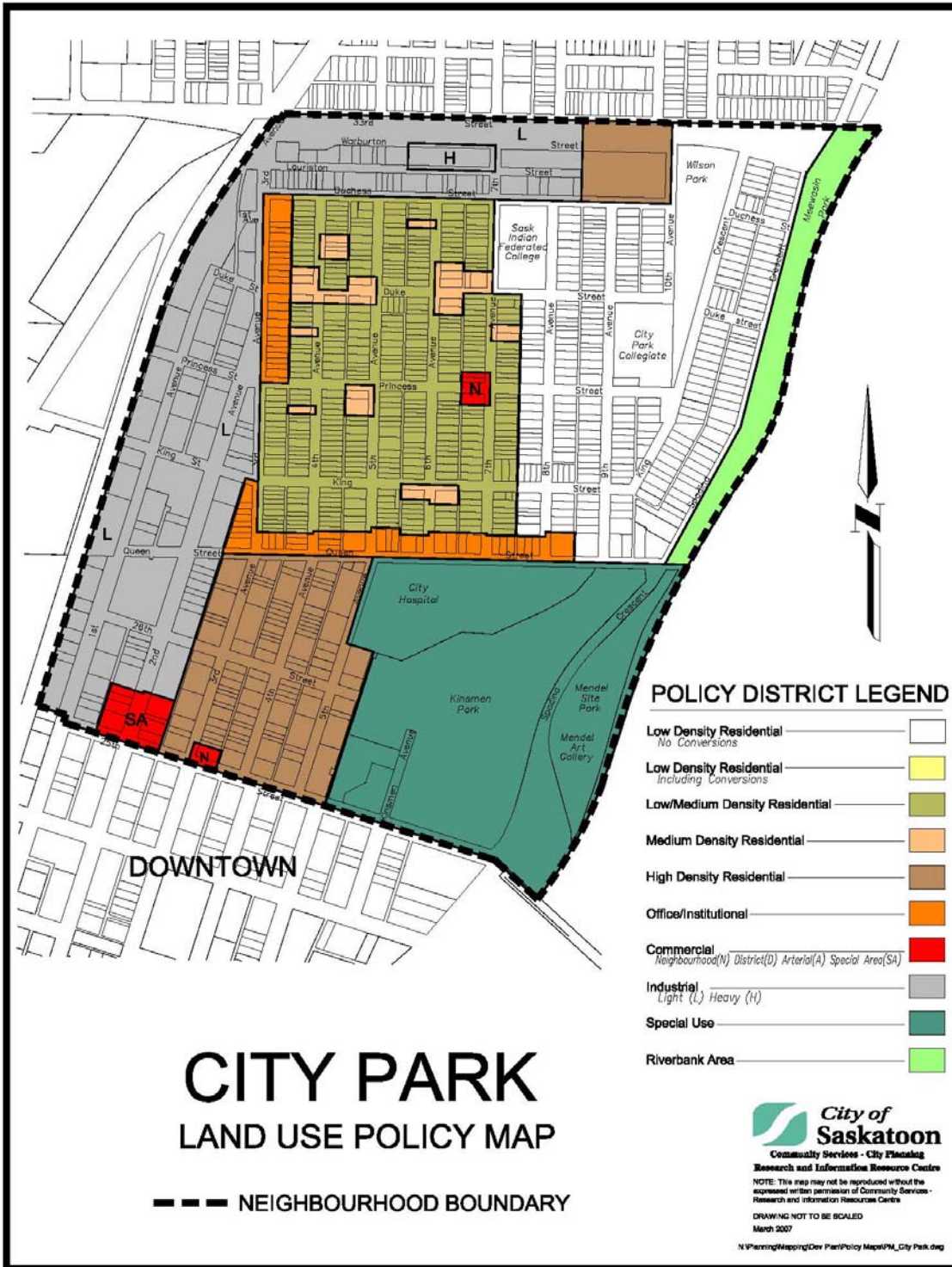
Source: City of Saskatoon Neighbourhood Profiles (2008) and City of Saskatoon Land Branch

City Park has very little vacant developable land. The 900 block of 3rd Avenue North is vacant; this area is owned by the City of Saskatoon and will be developed once the “right-of-way” required to widen 3rd Avenue North is determined. Another vacant, City-owned parcel is 410 5th Avenue North (corner of 25th Street and 5th Avenue North). A visual survey of housing in the neighbourhood indicates that the physical condition of housing is good and there are few properties in poor condition. The potential for predefined compatible infill exists on the few vacant parcels and on those few residential properties that appear to be in poor condition.

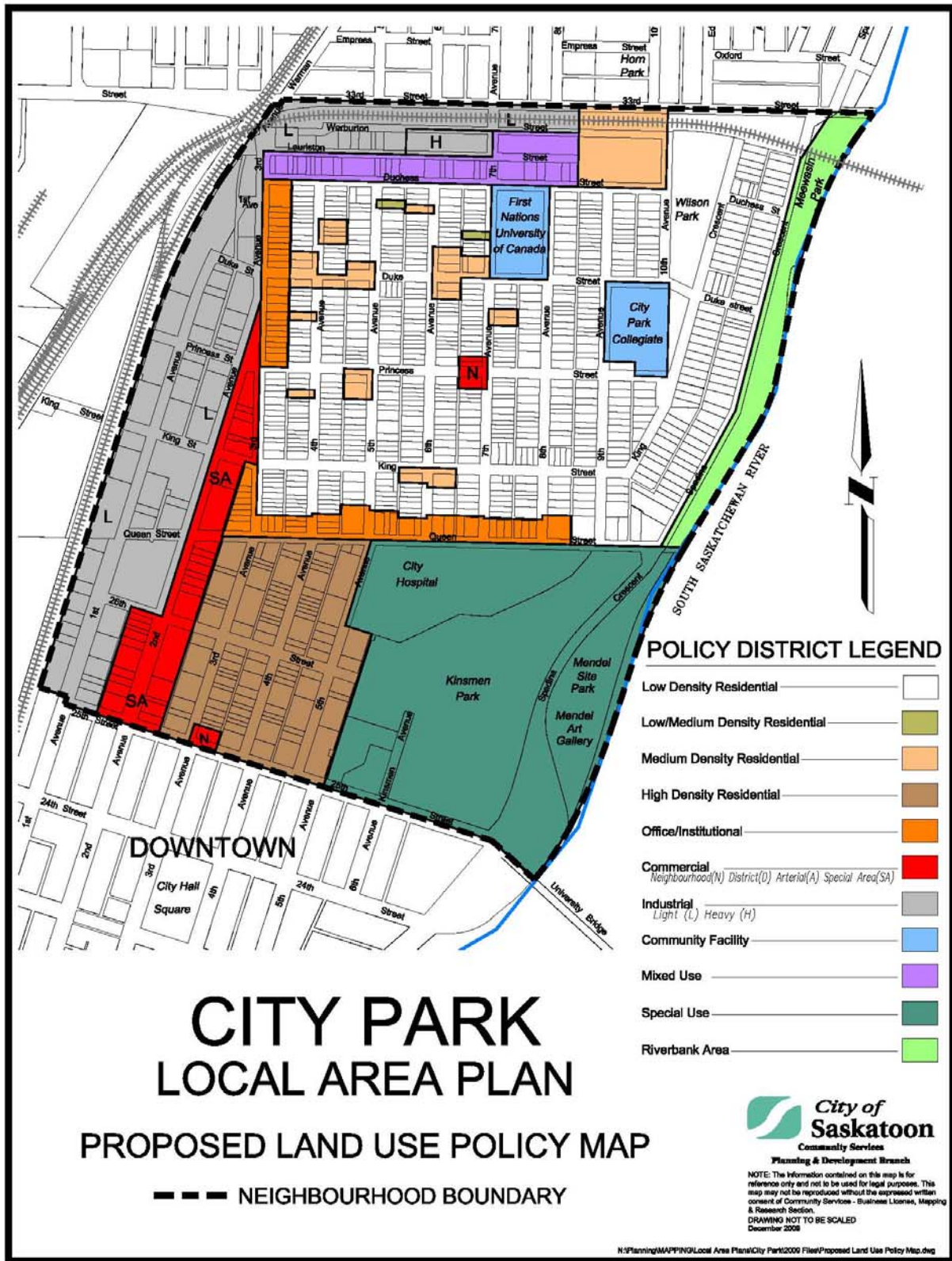
Map 1.3 shows proposed amendments to the City Park Land Use Policy Map. The proposed land use policy map for City Park is intended to guide future land use in the neighbourhood and to facilitate land use compatibility between industrial, commercial, and residential development over the long term. Proposed amendments are based on land use goals in this report and policies in the Development Plan.

Proposed amendments will be implemented after the endorsement of the City Park LAP by City Council. After further consultation with stakeholders, the proposed amendments will be presented to the Municipal Planning Commission for recommendation to City Council. City Council will consider the proposed amendments at a public hearing. This is an opportunity for the public to voice their opinions and concerns about specific proposals. Public hearings are advertised in advance of the City Council meeting.

Map 1.2 Existing City Park Land Use Policy Map



Map 1.3 Proposed Land Use Policy Map



CITY PARK LAND USE POLICY DISTRICTS

The following sections describe existing and proposed land use policy districts contained in City Park.

1.4.3 Low Density Residential Policy District

Existing

The Low Density Residential Policy District primarily contains one and two unit dwellings and a few dwelling unit conversions. Dwelling unit conversions may accommodate new and existing residential development conversions up to four units. A very small number of dwellings in this area contain more than one or two dwelling units.

Proposed

Proposed changes include the addition of the Low / Medium Residential Policy District which can be described in general terms as the 600, 700, 800 and 900 blocks of 3rd Avenue to 7th Avenue North, excluding the areas that are designated as Medium Density Residential and Commercial Policy District.



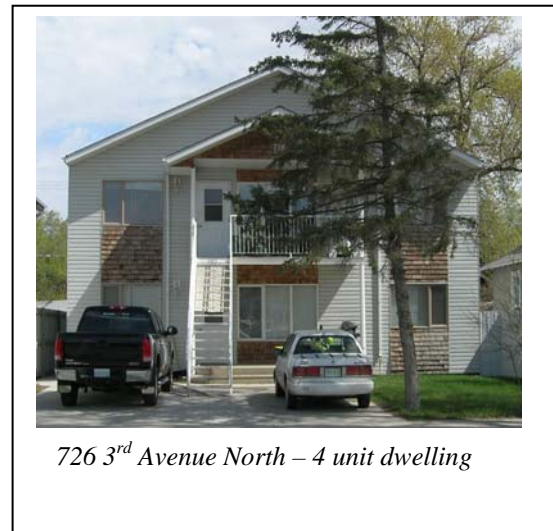
1.4.4 Low/Medium Density Residential Policy District

Existing

This area encompasses a large portion of City Park. In general terms this area can be described as the 600, 700, 800 and 900 blocks of 3rd Avenue, 4th Avenue, 5th Avenue, 6th Avenue and 7th Avenue North.

The Low/Medium Density Residential Policy District allows for the development of small multiple unit dwellings. The number of dwelling units permitted is dependent on the zoning district applied. This area of City Park is currently zoned RM1 which allows for up to four units.

Proposed



The Committee expressed concerns with the existing Low/Medium Density Residential Policy District. Their concerns were the potential for multiple unit dwellings, containing four units, in this area of the neighbourhood. The Committee strongly encourages land use and zoning treatment for a maximum two dwelling units per site (low density residential policy district and R2 (One and Two Unit Residential District) to the entire area north of Queen Street so that a Low Density Residential Policy District can be

established for the entire residential north of Queen Street, with the exception of the existing multiple-unit dwellings. This will not detract from a wide variety of housing options that exist.

When the LAP was circulated to Civic Administration, the following comments were received.

- The Official Community Plan and Zoning Bylaw are currently under review. Some policy changes that are proposed, may affect low density residential areas. Recommending a zoning change in this area is premature due to the bylaw reviews.
- This land use and low density zoning such as RM1 exists in all other mature neighbourhoods and were retained when the LAPs were drafted in Riversdale, Nutana and Caswell Hill.
- The Official Community Plan encourages a compact City form as Section 3.2.2 a) of the Official Community Plan states “The development of a compact and efficient urban form shall be encouraged by setting overall density guidelines for new residential development areas, facilitating infill development in existing residential, commercial and industrial areas, and gradually increasing the overall density of the City.” This change may be contrary to this objective.
- The Low/Medium Density Residential Policy District could be affected by changes to the Zoning Bylaw regulations for low density residential areas. Recommendation 1.3 will ensure that additional consultation is done prior to initiating land use changes in this area of City Park.

The Planning and Development Branch recognizes the community’s desire for this area to be comprised of one and two unit dwellings (Section 1.4.4). In order to address the Committee’s concerns the following is proposed:

- The City Park Land Use Policy Map will be amended from Low/Medium Density Residential Policy District to Low Density Residential Policy District.

The City Park Community Association and LAPC will be consulted as part of the Phase II Zoning Bylaw review with particular emphasis on changes to low density zoning residential zoning districts and on proposed regulations for infill development. This will be an assurance to the community on what the regulations allow.

1.4.5 Medium Density Residential Policy District

The Medium Density Residential Policy District allows for the development of single unit dwellings, multiple unit dwellings and street townhouses of six units and more, with a limit of three or four stories. Medium density multiple unit dwellings are appropriate in locations that have suitable access to neighbourhood entry points, collector or arterial streets, public transit, parks and other public amenities. There are nine Medium Density Residential Policy District sites in City Park.



Multiple Unit Dwellings at Princess Street and 5th Avenue North

Proposed

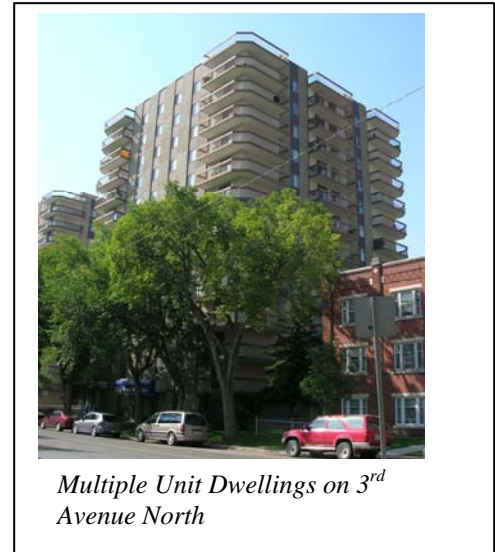
Proposed changes to this district include the addition of 802 5th Avenue North, an existing multiple-unit dwelling, and 906 Duchess Street, an existing six-building, 96-unit multiple dwelling currently designated High Density Residential

1.4.6 High Density Residential Policy District

Existing

The High Density Residential Policy District is suitable for the development of high-density multiple-unit dwellings and limited commercial uses. The district is only permitted in areas which have minimal negative impacts on adjacent and surrounding low-density environments. They are usually located in or near the downtown or suburban centres, and have close proximity to transportation and employment. In City Park, the medium and high density multiple-unit dwellings support commercial in the neighbourhood, as well as contribute to the vitality of the downtown and provide housing for those working at Saskatoon City Hospital.

The housing located in this area plays a significant role in housing students, seniors and supporting the Central Business District. However the market forces affecting housing costs and the conversion of rental units to condominiums affect the availability of affordable, quality housing city-wide. The Committee identified this as a factor that affects their neighbourhood.



There are two areas that are designated High Density Residential Policy District which are: 906 Duchess Street which is a 192 unit, 6 building complex at Duchess Street and 10th Avenue North and the 400 and 500 blocks of 3rd, 4th and 5th Avenue North, (with the exception of 402 3rd Avenue North, that is Commercial Policy District).

The Committee regrets that there was no representation from this district at LAPC meetings.

Proposed

There are no proposed changes to the High Density Residential Policy Districts in City Park. It is proposed, however, to change 906 Duchess to Medium Density to more accurately reflect current land use.

1.4.7 Office/Institutional Policy District

Existing

There are two areas where the Office/Institutional Policy District has been applied: the 800 and 900 blocks of 3rd Avenue North, which serves as a buffer between light industrial and residential areas, and an area along Queen Street that includes the west side of the 600 block of 3rd Avenue North and the 300 to 800 blocks of Queen Street.



This is intended for small office complexes, institutional, and residential uses. The purpose of this district is to facilitate a range of institutional and community activities that are generally compatible with a neighbourhood setting. The area supports Saskatoon City Hospital by allowing medical offices to be located close to the hospital. Also, concentrating them in this area reduces the overall impact on the neighbourhood.

Proposed

There are no proposed changes to this district, however please see Section 1.4.12 for community comments.

1.4.8 Commercial Policy District

Existing

The Commercial Policy District includes four commercial designations: Neighbourhood (N), District (D), Arterial (A), and Special Area (SA). Two of these are applied in City Park. Special Area Commercial is intended for historic commercial areas that have unique attributes. These areas oriented to pedestrians, have limited front or side yard setbacks, and have opportunities for medium and high density development. The Special Area Commercial site is located on the southern portion of the 400 Block of 2nd Avenue North.



Neighbourhood Commercial sites are provided in each neighbourhood to serve the daily convenience needs of residents. There are three sites designated Neighbourhood Commercial Policy District in City Park, all located at the corner of 7th Avenue and Princess Street.

Proposed

It is proposed that the current Industrial Policy District located on the remainder of the 400 block of 2nd Avenue North and the east side of the 500, 600 and 700 blocks of 2nd Avenue be amended to Special Area Commercial Policy District. This area currently contains a mix of uses, including restaurants, offices, retail, and personal service trades (hair salons, aesthetics, and spas). This change will reflect the nature of businesses currently located in the area.

1.4.9 Industrial Policy District (Light and Heavy)

Existing

City Park is bordered by two Industrial Policy Districts, one to the north and one to the west of the neighbourhood.

The Industrial Policy District on the west border includes the 400 to 800 blocks of 1st Avenue North, half of the 400 block on 2nd Avenue North, the 500 to 700 blocks, and the west side of the 800 block of 2nd Avenue North. Businesses in this area include retail businesses, public garages, a curling rink, brewery, restaurants, retail office, and wholesale uses.

The other industrial area is the 300 to 800 blocks of Lauriston Street and Duchess Street. Most of this area is Light Industrial with the exception of 624 Lauriston Street (Hy-Grade Millwork Ltd.), which is designated Heavy Industrial. Uses include offices, public garages, manufacturing, wholesale, and retail sales.

Proposed

The Official Community Plan encourages the transition of mature industrial areas to other uses such as commercial, or to housing projects compatible with or complementary to surrounding uses. Industrial areas should not be expanded unless it is clear that compatibility issues will not arise.⁷¹

It is proposed that the Industrial Policy District on the 300 to 800 blocks of Duchess Street and 1100 7th Avenue North (corner of Lauriston Street and 7th Avenue North) be designated as Mixed Use. These sites are adjacent to residential areas and the majority of uses are not industrial in nature.

The current Industrial Policy District on the remainder of the 400 block of 2nd Avenue North and the east side of the 500, 600 and 700 blocks of 2nd Avenue North are proposed to be changed from Industrial to Commercial Policy District.

The Committee was concerned with 624 Lauriston Street remaining heavy industrial. This site is the only Heavy Industrial site in City Park. Although the activities of this heavy industrial business appear to be compatible with the neighbourhood, this could change without consulting or input from the community. The Committee is recommending that this site be designated light industrial.

⁷¹ Bylaw No. 8769 City of Saskatoon Official Community Plan.

That the Administration is being requested to meet with the owner to examine options to ensure the future use of this site is compatible with the residential and mixed uses in the neighbourhood.

1.4.10 Mixed Use Policy District

Existing

The Mixed Use Policy District is intended to facilitate unique development opportunities, flexibility, and reinvestment in mature commercial and industrial buildings. It is intended to ensure that, over the long term, a broad range of compatible commercial, industrial, institutional, cultural, and residential uses, including live/work units, are accommodated in a carefully planned, high quality environment.

Proposed

The Mixed Use Policy District is proposed to be applied to certain areas of City Park's Industrial Policy District.

It is the goal of the City Park LAP to reduce single purpose industrial land uses adjacent to residential areas. These areas currently include many uses which do not require industrial zoning. Over time, the proposed Mixed Use Policy Districts will encourage uses that are more compatible with the adjacent residential area.



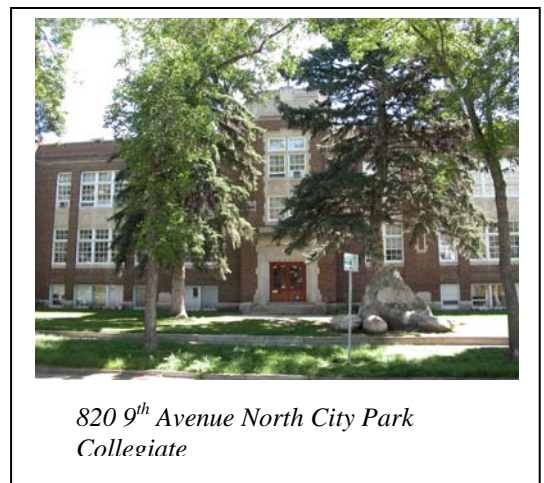
1.4.11 Community Facility Policy District

Existing

There is no existing Community Facility Policy District in City Park. The designation does not imply that the building is intended to be a community centre only that it is important to the community.

The availability of space in City Park Collegiate and First Nations University of Canada that has previously supported community needs and programs is both inadequate and in decline. City Park does not have an elementary school.

Community facilities are focal points of many residential neighbourhoods. In order to promote the stability and character of residential neighbourhoods, the adaptive reuse of community buildings should be encouraged (subject to a review of existing zoning and after appropriate consultation). The Community Facility Policy District ensures that proper consideration is given to the continued use of a building as a community focal point in the future. Designation does not imply access by the Community, to the facility. Community Institutions are further discussed in Section 6.0.



Proposed

Two facilities are proposed for the Community Facility Policy District designation: City Park Collegiate and First Nations University of Canada (formerly Wilson School). Both of these facilities provide an important function within the community. If either were to close, it would be a significant loss to the neighbourhood.

Committee Recommendation:

That the Mendel Art Gallery and Civic Conservatory be designated a Community Facility.

Reason for Recommendation:

The re-use of the Mendel Art Gallery Building is a concern for the Committee as they feel that this building is a valuable resource. The Committee would like the building to continue to be publically owned.

Administrative Response:

The Community Facility designation is intended for those uses that are used by the neighbourhood as opposed to City Wide uses. In order to address the concerns of the Committee the following recommendation has been included in Section 6.0:

POTENTIAL RE-USE OF MENDEL ART GALLERY BUILDING: *That the City of Saskatoon invite the City Park Community in to the process regarding potential re-use of the Mendel Art Gallery Building in particular the publically accessible elements of the building.*

The Mendel site and park space is currently designated Special Use Area which is intended to accommodate major institutions and facilities with a City-wide focus. Examples include hospitals, the University and other major facilities and utility installations.⁷²

The Administration is of the opinion that this land use designation will preserve the integrity of the Mendel Site as a publically accessible use. See Section 6.0 for a further discussion on this topic.

1.5 Zoning Policy (Zoning Bylaw No. 8770)

1.5.1 Zoning Bylaw No. 8770

The Zoning Bylaw is adopted by City Council to regulate development, provide for the amenity of the municipality, and maintains the health, safety, and general welfare of inhabitants in a manner consistent with the Official Community Plan. The Zoning Bylaw and accompanying Zoning Map divides the city into zoning districts. Each zoning district includes the purpose of the district, a list of land uses within the zoning category (permitted, prohibited and discretionary), and a list of development standards

⁷² Bylaw No. 8769 City of Saskatoon Official Community Plan.

establishing minimum and maximum requirements. The Zoning Bylaw may be amended from time to time, and amendments may be made to the Zoning Bylaw text or map.

Some zoning districts may contain a list of discretionary uses. Discretionary uses of land and buildings are permitted at the sole discretion of City Council. A development permit for the establishment or expansion of an existing discretionary use may only be issued following Council's approval of the proposed use.

Legal Non-Conforming Uses and Buildings

The *Planning and Development Act, 2007*, contains provisions for uses and buildings that have been lawfully established, but are affected by the adoption or amendment of the Zoning Bylaw. Legal non-conformity means that if regulations change, the current use or building can remain, even if it does not meet current provisions. There are two instances when this might occur:

Legal Non-Conforming Uses

- The use may continue in the area of the building that it currently occupies.
- If the use ceases to exist for at least 12 consecutive months, any new use must conform to current Zoning Bylaw requirements.

Legal Non-Conforming Buildings

- The building may continue to be used, but any additions or structural alterations must conform to the current requirement of the Zoning Bylaw.
- If the building is damaged above the foundation to more than 75% of its assessed value, it may only be repaired or reconstructed in conformance with current zoning bylaw requirements.

1.5.2 Overview of Existing Zoning Districts

Zoning Districts are intended to implement the Land Use Policies recommended in Section 1.4. The map of existing zoning in City Park (Map 1.3) shows that no one type of zoning is predominant, and that the neighbourhood contains a variety of zoning districts (see Appendix 1 for a complete listing of Zoning Districts with brief descriptions):

- R2 (One and Two Unit Residential District)
- RM1 (Low Density Multiple-Unit Dwelling District)
- RM3 (Medium Density Multiple-Unit Dwelling District)
- RM5 (High Density Multiple-Unit Dwelling District)
- M1 (Local Institutional Service District)
- M2 (Community Institutional Service District)
- M3 (General Institutional Service District)
- B2 (District Commercial District)
- B5 (Inner-City Commercial Corridor District)
- IL1 (General Light Industrial District)
- IH (Heavy Industrial District)
- PUD (Planned Unit Development District)

1.5.3 Overview of Proposed Zoning Districts

In tandem with the Proposed Land Use Policy Map for City Park, the proposed zoning pattern (Map 1.4) applies zoning districts within each Land Use Policy District. The following is a description of the proposed zoning changes. For specific information, such as permitted and prohibited uses, and development standards in specific zoning districts, refer to City of Saskatoon Zoning Bylaw No. 8770.

Area currently zoned Low - Density Multiple-Unit Dwelling District (RM1)

The lower density portion of City Park north of Queen Street is currently zoned R2 on the east side of 7th Avenue and RM1 on the west side of 7th Avenue. The major distinction between these two districts is that four unit dwellings are permitted in the RM1 District. This means there is potential for infill development of a multiple unit dwelling (MUD) containing up to four units in an area that is predominantly one and two unit dwellings. The Committee expressed concern with this, as four unit dwellings may not complement existing residential buildings. Most of the existing housing stock in this area consists of one unit dwellings, many of which are only one storey.

Also, there is an issue that the proliferation of this form of dwelling will increase parking pressure in the area. The RM1 Zoning District requires one off-street parking space per dwelling unit; however, in other multiple unit zoning districts the figure is 1.75 spaces per dwelling unit. The lower requirement in the RM1 District is intended to accommodate multiple unit dwellings on sites with a width of 15 metres (50 feet). This is intended to allow for infill of multiple unit dwellings in mature neighbourhoods.

Committee Recommendation:

The Committee is recommending that this area be immediately rezoned to a district that permits a maximum of two dwelling units per site, such as the R2 District, or an equivalent that limits the dwelling size to duplex.

Reason for recommendation: The Committee is concerned about four-unit infill developments that are not appropriate for the residential character of the neighbourhood, either crowding neighboring homes, exacerbating a shortage of on-street parking, or having a physical appearance that is not consistent with the character of the surrounding buildings. Although the Committee is generally in favour of density, these types of developments, along with larger apartments, are already abundant in this part of City Park, and their appearance, with few exceptions, can only be described as unattractive. The Committee would like future infill developments follow guidelines, and to reflect the single – family dwelling type that characterizes the R2 zoning east of 7th Avenue North.

Parking is further discussed in Section 3.10 of this report. Members of the Committee expressed concerns with the lack of on-site parking in residential areas. The problems cannot be easily solved. Property owners should make adequate on-site (off-street) parking available when possible.

Administrative Response:

A zoning change of this area is not being pursued at this time. The Planning and Development Branch is currently reviewing both the Official Community Plan and Zoning Bylaw. As a result of this review, there may be changes affecting low density residential zoning districts (e.g., R2A, RM1). Therefore, proposing changes to this area would be premature. See Section 1.4.4, Recommendation 1.3 in this regard.

Inner City Commercial Corridor District (B5)

It is proposed that the Inner City Commercial Corridor District (B5) be applied to the 400 block of 2nd Avenue North; the southern half of this block is already zoned B5. The B5 Zoning District is also proposed for the east side of the 500, 600 and 700 blocks of 2nd Avenue. Applying the B5 District will achieve the Committee’s goal of reducing potential land use conflicts adjacent to residential areas.

Currently, this area consists of a mix of uses, the majority of which would be permitted in the B5 zoning district. B5 zoning allows for a variety of commercial uses as well as medium and high density residential development. The application of a commercial zoning district to this portion of 2nd Avenue is complementary to existing uses.



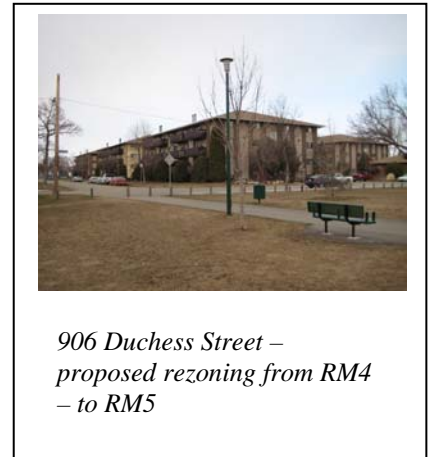
Mixed Use District (MX1)



It is proposed that the Mixed Use Zoning District (MX1) be applied in tandem with the Mixed Use Policy District to the Light Industrial Districts (IL1) on the northern edge of the neighbourhood. Applying the MX1 District will achieve the City Park LAP’s goals of reducing land use conflicts adjacent to residential areas. The change accommodates most of the uses already located in this area, while adding residential uses. This will provide a more appropriate transition from the CPR rail line to the low density residential area. Mixed Use Zoning is implemented in many inner city neighbourhoods where blending residential uses into non-residential areas is desirable.

Medium/High Density Multiple-Unit Dwelling District (RM4)

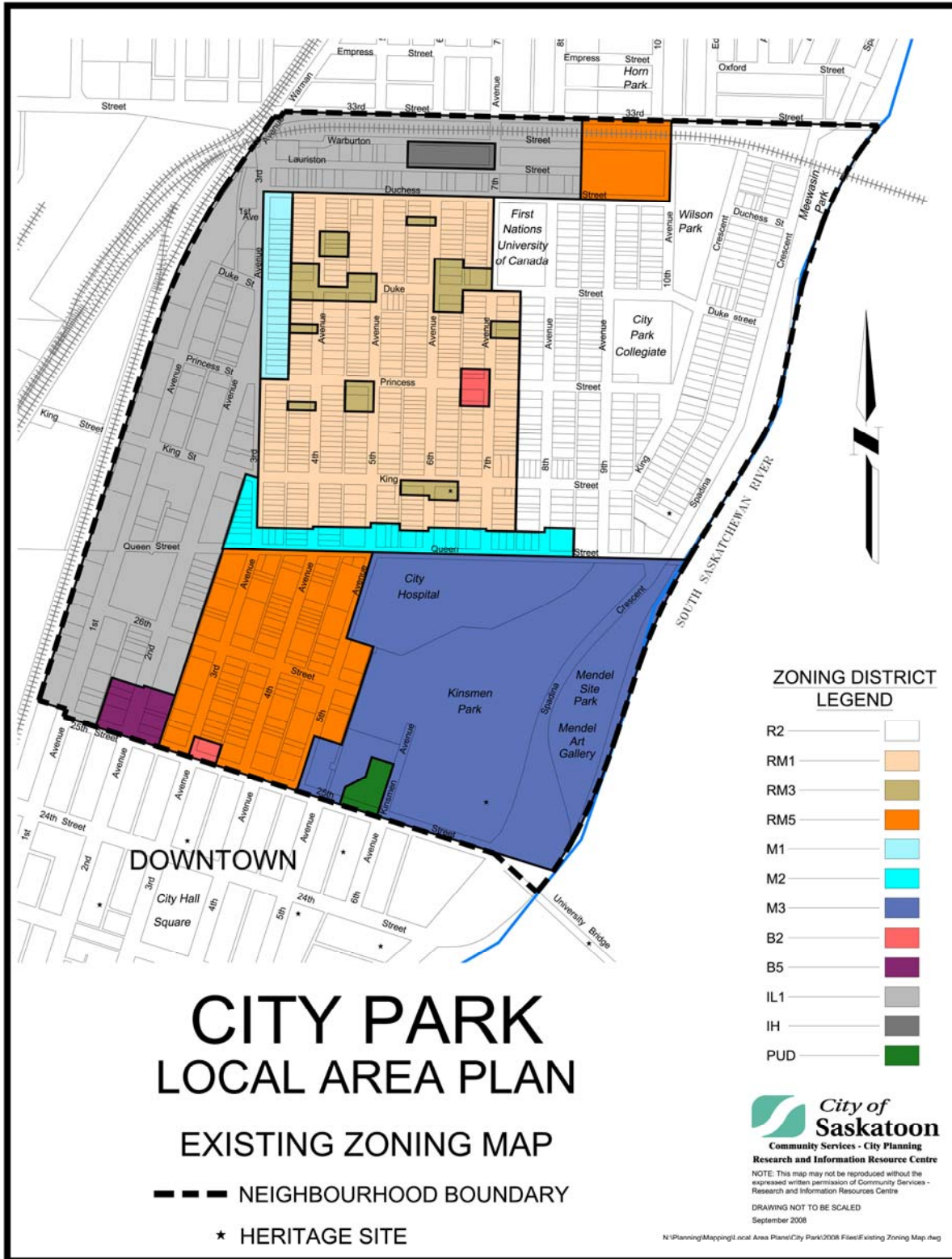
It is proposed that the Medium/High Density Multiple-Unit Dwelling District (RM4) be applied in tandem with the Medium Density Policy District to 906 Duchess Street. Applying the RM4 Zoning District will recognize the existing scale of development. The Committee indicated that the current land use and zoning designations did not reflect the current development and created the potential for a development that may not suit the neighbourhood.



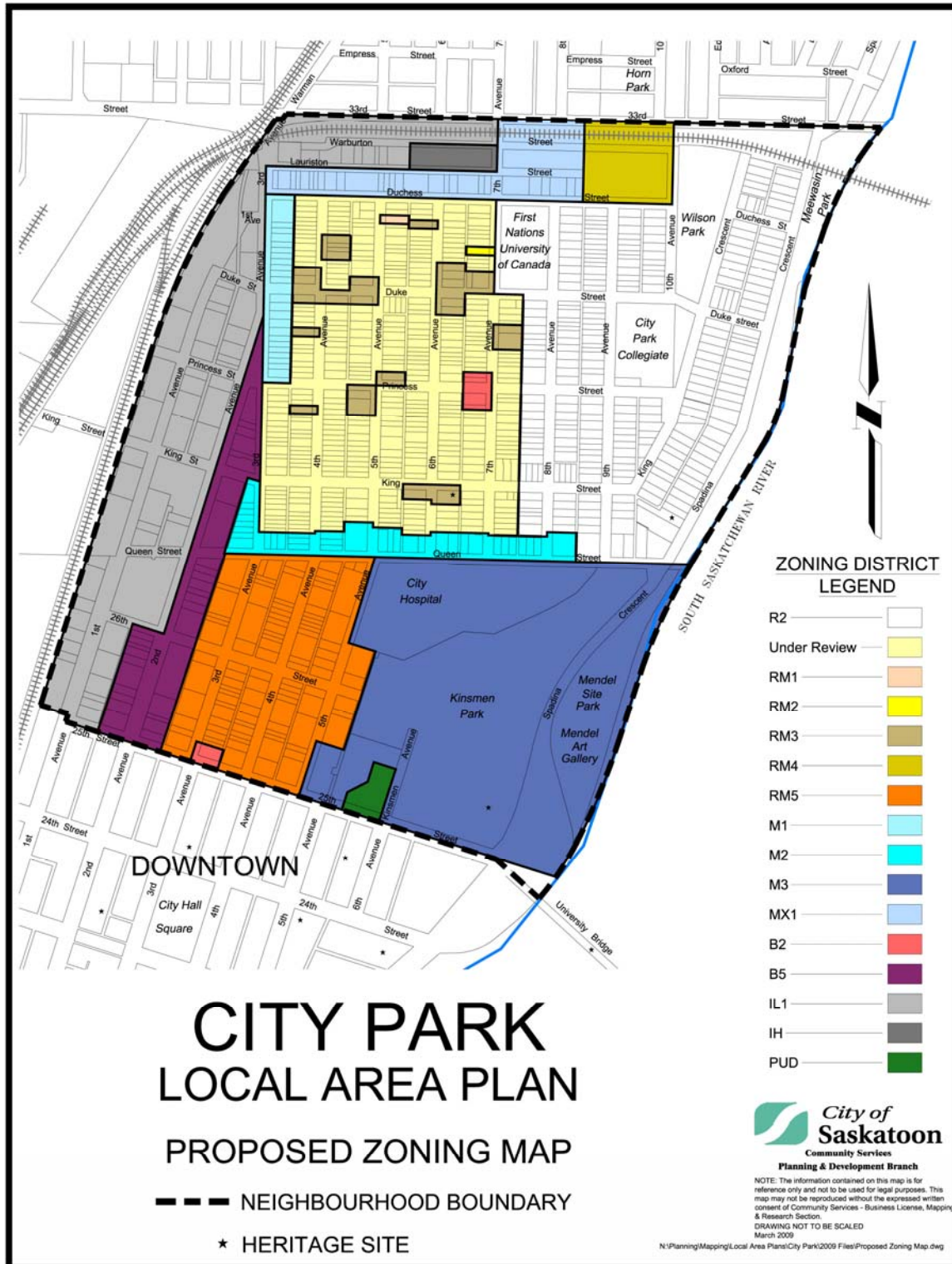
Low/Medium Density Multiple-Unit Dwelling District (RM2)

Changes are proposed for 917 7th Avenue North and 820 7th Avenue North to recognize the existing multiple unit dwellings that are located on these sites.

Map 1.4 Existing Zoning Map



Map 1.5 Proposed Zoning Map



1.6 Secondary Suites

City Park contains many secondary suites. According to the Zoning Bylaw, a secondary suite is a self-contained dwelling unit that is an accessory use to, and located within, a detached building in which the principal use is a one-unit dwelling.

Secondary Suites are permitted in the areas of City Park zoned RM1 and R2.⁷³ In addition, the City of Saskatoon's "Legalizing Existing Suites Program" is intended to help property owners upgrade existing suites.

Phase I of the Zoning Bylaw review proposes to amend the regulations so that secondary suites are permitted in one unit dwellings regardless of site width.

The Committee expressed concern that suites were only permitted in one unit dwellings, not in accessory buildings such as detached garages. The 2009 City of Saskatoon Housing Business Plan identified the potential of permitting suites in accessory buildings (detached garages). The Plan states:

"Policy Review for Granny, Garage, Carriage Suites, and Secondary Suites (New): Recent consultations with the homebuilders indicate that there may be a limited market for secondary suites. It is the opinion of the homebuilders that many people would prefer to be allowed to construct suites which are over garages (attached or detached) or in grade level suites and new additions to their homes. These types of units are sometimes referred to as Granny, Garage, or Carriage suites. They are small, separate units constructed on the same site as the principal dwelling. They are typically used as a small rental unit for students or elderly relatives. Saskatoon currently does not permit these types of dwellings."⁷⁴

The Community Services Department, Planning and Development Branch, is implementing the housing business plan. An amendment to the Zoning Bylaw is required to allow for garden and garage suites.

1.7 Infill Development

1.7.1 Vacant Parcels

The Committee expressed very serious concerns with the development of any publically owned parcels. Due to City Park's documented deficiency in neighbourhood park space, expressed by the Committee, one of the ideas was to develop sites as neighbourhood pocket parks.

900 Block 3rd Avenue North

The 900 block of 3rd Avenue North (2nd Avenue North and 3rd Avenue merge at Princess Street), was purchased by the City in the 1980s with the intent of widening 3rd Avenue North. At that time, a road widening was proposed because north-bound traffic from the University Bridge went down 3rd Avenue

⁷³ Bylaw No. 8770 City of Saskatoon Zoning Bylaw

⁷⁴ Housing Business Plan – 2008 – City of Saskatoon

to Warman Road. This area is currently designated 'Institutional' and zoned Local Institutional Service District (M1).

Committee Recommendation:

City Park has the highest average residential density in Saskatoon and an insufficient amount of green space. The Committee will lobby for innovative use of green space and / or transitional barriers between arterial streets and residential areas. The Committee desires consultation on the sale and development of any publically owned parcels. Some ideas generated, during an LAP meeting were: a park, Japanese garden, some small retail, green development, community gardens, benches and other pedestrian amenities, and live/ work units. Subsequent discussions highlighted the preference of the development of a pocket park on this site. The Committee also believes that the any development needs to be architecturally consistent with the neighbourhood.

In addition, the Committee is requesting that when the Land Branch, when directed to sell the city-owned vacant lots along 3rd Avenue following the 3rd Avenue Road widening, dispose of the lots on a Request for Proposals basis so as to identify the highest and best use for each parcel. Proponents shall not be successful on the basis of sale price alone. The Committee and City Park Community Association shall be consulted both in preparing the terms of the RFP and in selecting the best proposal. Selection criteria shall include appropriate landscape strips and green space between 3rd Avenue and the adjacent residential lots.

Administrative Response:

Although the Committee expressed a need for a pocket park at this location, it is not feasible as it does not meet the City of Saskatoon guidelines. 3rd Avenue North is an arterial street and the City of Saskatoon's Park Development Guidelines do not allow for pocket parks on arterial streets⁷⁵. The Land Branch is prepared to discuss the issue, however, at this time the method whereby the land is sold will follow regular procedure. A Request for Proposal is only done in specific circumstances. For details on the 3rd Avenue North road widening project, see Section 3.8 of this report.

1.7.2 Redevelopment Issues

Even with few vacant sites, there are opportunities for redevelopment throughout City Park. Sites in the southern portion of the neighbourhood may be considered "underdeveloped" (e.g. single unit dwellings located on sites that can accommodate higher density, for example on the 500 block of 3rd Avenue North), as the land use and zoning policy accommodates high density development. The Committee recognizes, however, that a diversity of existing residential forms provides for housing for residents with different needs.

In the residential area north of Queen Street, approximately one third of the housing stock was constructed prior to 1946. Property owners could potentially demolish existing buildings instead of repairing or remodeling them. In discussing infill development in this area, The Committee was concerned that redevelopment must fit the character and scale of the existing residential area.

⁷⁵ City of Saskatoon Administrative Policy A10-017 Park Development Guidelines, Section 3.5 d.

Generally, infill development issues focus on:

- building form, including building footprint and height
- architectural character, including exterior finishes, doors, windows, etc
- Property use, including uses that have been allowed previously but are no longer deemed compatible.

1. Character		
	Remedies	Process
<p>New dwellings or substantial renovations or additions are not built in the same style as existing developments.</p> <p>Elements include architectural style, exterior finishes, window and door style</p>	<p>Implementation of an Architectural Control District (ACD)</p> <p>An ACD is a process in which a group of residents from a specific geographic area collectively work together to maintain specific architectural elements.</p> <p>There are only two circumstances in which an ACD can be implemented: To create an architectural theme, such as River Landing; To preserve an existing architectural theme.</p> <p>There are no restrictions on the type of areas that may be established under an ACD.</p> <p>An ACD: will provide for the control of selected architectural elements of a building within the district; is limited to those architectural components that require a building permit; Will not control non-architectural elements such as landscaping and parking.</p>	<p>Identify what you intend an ACD to accomplish. For example, is the goal of the proposed ACD to promote and preserve your neighbourhood character through the application of a certain architectural style? If so, identify exactly what you wish to control with the ACD designation.</p> <p>Contact the Community Services Department at City Hall to obtain an application and terms of reference for an Architectural Control District Design Plan.</p> <p>Contact your local Community Association or Business Improvement District. They may be helpful in identifying property owners and may be able to offer other assistance.</p> <p>Consult with and obtain input from property owners within the proposed ACD throughout the design process. Demonstrated support among affected property owners is essential.</p> <p>An Architectural Control District Design Plan is a necessity and must be submitted by a qualified design consultant (architect or community planner). The ACD Design Plan will show, through text and illustrations, the architectural elements in the proposed Architectural Control District.</p> <p>The Community Services Department will review the application and submit a report and recommendation regarding the proposed ACD, along with the ACD Design Plan, to the Municipal Planning Commission and City Council.</p>
<p><i>*Note: An ACD would be difficult to implement in City Park as there is no consistent housing style or form in the neighbourhood. In addition, support from property owners would be required.</i></p>		

2. Building Form		
Current Zoning Bylaw regulations apply to both established and new neighbourhoods. Regulations do not recognize building forms in existing neighbourhoods.	Amend Zoning Bylaw regulations for Low Density Infill Residential to address the following issues: parking building mass front door location	<p>At the time of writing the LAP, amendments are being pursued by the Planning and Development Branch and the Zoning Bylaw is being reviewed. As part of the review, regulations are proposed for low density infill development to ensure that the mass and scale of the dwellings is consistent with existing housing stock.</p> <p>The Planning and Development Branch, as part of the Phase II Review of the Official Community Plan and Zoning Bylaw, is reviewing Local Neighbourhood Issues, which includes Infill Development in particular:</p> <p>Review current regulations for infill development housing in established neighbourhoods (large one-unit dwellings, two to four unit infill projects, and other rezoning applications for infill multiple-unit dwellings).</p> <p>The process is currently underway.</p> <p>The current <i>Planning and Development Act, 2007</i> does not give municipalities the authority to regulate design elements conventional zoning.</p>
Front driveways	Bylaw No. 4785 regulates curb cuts and is administered by the Infrastructure Services Department. This bylaw allows curb cuts on residential streets.	Limiting a curb cut on a street would not allow a front driveway to be built. However, as on street parking is limited in certain areas of City Park, limiting the potential for front driveways may not be a feasible solution.
Density and Use		
The RM1 Zoning District (see Section 1.5.3) permits four unit multiple unit dwellings.	The proposed rezoning to R2A – Low Density Infill District only permits four unit dwellings at the discretion of City Council.	Low Density Residential Zoning will be reviewed. See Recommendation 1.3

Committee Recommendation:

That the City of Saskatoon initiates the process required to develop compressive infill development guidelines for Saskatoon's older neighbourhoods, prior to the implementation of policies on secondary and garden and garage suites.

Reason for Recommendation:

In addition, the Committee commented as follows: City Park residents expect quality urban design with respect to context, scale, privacy, entry, Crime Prevention Through Environmental Design (CPTED) (e.g. eyes on the street), lot sizes and parking standards. Clear understanding to all stakeholders of the nature of the proposed infill development is needed. Appropriate infill design guidelines that provide a consistent and quality standard is not otherwise guaranteed by the discretionary use process. Infill developments should provide quality of design up to par or better than the neighbourhood context. In this way, greater density does not detract from quality of aesthetics or life is achievable

Administrative Response:

The Planning and Development Branch will ensure that the City Park Community will be invited to participate in Community Visioning Forums which will discuss residential infill guidelines.

1.8 Housing Affordability and Condominium Conversions

The Committee discussed housing affordability on a number of occasions. City Park is unique in that within its boundaries there are many forms of housing, both owner occupied and rental.

During the City Park LAP process, City Council was faced with the issue of housing affordability. In 2007, it adopted the City of Saskatoon Housing Business Plan, which outlines programs and strategies to promote housing affordability.

1.8.1 Housing Affordability

The Committee discussed housing affordability on a number of occasions in the context of land use and assessment. The average purchase price for housing in City Park still remains lower than the average for Saskatoon. However, in 2007 there was a "real estate boom" in Saskatoon. The increased housing cost (to both own and rent) across the City is one of the reasons for the increase in conversion of existing rental units to condominiums.

Based on the 2006 Census, the average selling price of a single family dwelling in Saskatoon was \$173,904 compared to \$154,363 in City Park. Updated statistics for 2008⁷⁶ indicate that the average

⁷⁶ City of Saskatoon, Assessment Branch, data supplied by Province of Saskatchewan, Land Titles Office. This measure describes real estate transaction for the 12-month period by housing type. This information does not include arms length transactions – for example between family members.

price of a single family dwelling in City Park was \$307,313, compared to the overall price of \$315,972 in Saskatoon.

In regard to rental prices, neighbourhood statistics were unavailable however, Canada Mortgage and Housing Corporation (CMHC) reports by Zones. Zone 1 – Central includes City Park and the downtown, indicates that the rental rate for all types (bachelor, one bedroom, two bedroom and three or more bedrooms) was \$673 for 2007 and \$788 for 2008 compared to the City of Saskatoon with \$640 and \$770 respectively.

The City of Saskatoon Housing Business Plan outlines programs and strategies to promote housing affordability. Saskatoon has taken a lead nationally in addressing the shortage of affordable housing units. For information on this plan visit www.saskatoon.ca(click “H” for housing initiatives).

1.8.2 Condominium Conversions

In 2007, the real estate boom in Saskatoon increased housing costs (to both own and rent) across the city. This fuelled an increase in conversions of existing rental units to condominiums, due to continuing and increased pressure for housing close to the downtown. As the condominium conversion process was being reviewed during the LAP process, interested parties were directed to submit comments to City Council.

On the positive side, condominiums provide another option for those purchasing homes. Some condominium conversions can provide additional opportunities for entry level home ownership. On the negative side, in recent years, the purchase price of condominiums has increased; therefore they may not be necessarily more affordable than traditional single family housing. Condominium conversions can lead to a loss of rental housing stock as well as a disruption of rental communities, in particular low and fixed-income renters.

1.9 Brownfield Development

Often, redevelopment in mature areas has to deal with environmental contamination from past industrial activity. In City Park, there are industrial sites that could potentially be contaminated. Remediation of these sites would be required prior to redevelopment. Former industrial sites are called brownfields. The West Industrial LAP recommended that a Brownfield Redevelopment Plan be prepared by the City of Saskatoon. This guide is intended to help developers through the brownfield development process and remove barriers that may be identified. Possible examples are 7th Avenue North, 33rd Street, Lauriston Street and Warburton Street.

At the time of writing this LAP, the Community Services Department, Neighbourhood Planning Section and the Environmental Services Branch worked together to complete a brownfield redevelopment guide for developers. The guide will be submitted to City Council in 2010.

1.10 Considerations for Land Use Changes

This section provides an overview of policy guidelines for future land use changes that may occur in the neighbourhood. The intent of this section is to provide a convenient summary of those issues considered important to the Committee when considering applications for land use and zoning changes and discretionary use applications.

In addition to the provisions in Section 4.7.3: Discretionary Use Evaluation Criteria, contained in the Zoning Bylaw, applications for both rezonings and discretionary use should be evaluated in accordance with the following:

Residential

- Infill developments should be compatible in scale, massing and function with the predominant housing in the area.
- The predominant residential land use pattern should be retained with changes complementing the existing pattern.
- Commercial areas along 2nd and 3rd Avenue North should be compatible with, and not encroach into nearby residential areas.
- Conservation of existing trees is important, particularly where it is practical and where safety will not be compromised.
- Special consideration for new developments adjacent to designated heritage properties should be given. New developments should respect character defining features of adjacent props setbacks scale massing and exterior finishing. Proponents should present evidence to support this compatibility.

Industrial and Commercial

- Existing neighbourhood commercial sites should be retained and primarily serve the local neighbourhood market.
- Industrial and commercial sites should include landscaping with trees and other plant material, to complement the existing mature vegetation in the neighbourhood.

Community Facility

(Examples include City Park Collegiate and First Nations University of Canada)

- Any proposed use changes shall follow consultation with the City Park community.

Development Standards

- Building design shall be consistent with the existing neighbourhood character.
- Parking shall be provided as the development occurs. Sites closer to Saskatoon City Hospital or other multiple unit dwellings will experience more parking pressure.
- Screening and location of parking: Parking should be encouraged to be located in the rear yards and should be adequately screened.
- Traffic: Shall not negatively affect neighbouring sites.

1.11 City Park Local Area Plan Land Use Recommendations

- 1.1 PROPOSED CITY PARK LAND USE POLICY MAP:** *That the Community Services Department, Planning and Development Branch, initiate the necessary procedure to amend the City Park Land Use Policy Map in the Official Community Plan in accordance with the proposed land use designations on Map 1.3, “City Park Local Area Plan Proposed Land Use Policy Map.”*

Reason for Recommendation: The proposed land use changes will implement the changes outlined in Section 1.4 of this report.

- 1.2 UPDATE THE SUMMARY OF THE CITY PARK NEIGHBOURHOOD AND IT’S LAND USE POLICIES IN THE OFFICIAL COMMUNITY PLAN:** *That the Community Services Department, Planning and Development Branch, initiate the necessary procedure to amend Official Community Plan Section 20.1.1.6 to update the summary of the City Park neighbourhood and its land use policies.*

Reason for Recommendation: Section 20.1.1.6 of The City of Saskatoon Official Community Plan contains a summary of each Local Area Plan Neighbourhood. The summary for City Park needs to be updated as it no longer accurately describes the neighbourhood. This summary accompanies the City Park Land Use Policy Map in the Official Community Plan.

- 1.3 ADDITIONAL CONSULTATION WITH CITY PARK IN REGARD TO ZONING BYLAW CHANGES TO LOW DENSITY RESIDENTIAL DISTRICTS:** *That the Community Services Department, Planning and Development Branch, review zoning bylaw changes affecting low density residential areas that are included in Phase II of the Zoning Bylaw review, with the City Park Local Area Planning Committee and Community Association prior to initiating land use and zoning bylaw changes in City Park.*

Reason for Recommendation: The Planning and Development Branch is reviewing the Official Community Plan and Zoning Bylaw. Phase II of this review will examine a number of Local Neighbourhood Issues, including Infill Development. The Committee desires that the low density residential area only allow for one and two unit dwellings. However, changes to the Zoning Bylaw may affect which zoning district is applied to this area. In this regard this area is marked “under review” on Map 1.5 Proposed Zoning Map.

- 1.4 PROPOSED ZONING:** *That the Community Services Department, Planning and Development Branch, initiate the necessary procedure to amend the Zoning Bylaw in accordance with the proposed Zoning Districts identified in Map 1.5 “City Park Local Area Plan Proposed Zoning Map.”*

Reason for Recommendation: The proposed zoning changes will implement the changes outlined in Section 1.4 of this report.

- 1.5 LAND USE AND ZONING DESIGNATION OF 624 LAURISTON STREET:** *That the Community Services Department, Planning and Development Branch, meet with the property*

owner to discuss the options to ensure that the future use of this site is compatible with the residential and mixed uses in the neighbourhood..

Reason for Recommendation: This is the only Heavy Industrial site in City Park. There is a concern from the Committee that although the activities appear to be compatible with the neighbourhood the use of the site could change.

1.6 ARCHITECTURAL CONTROL DISTRICT (ACD): *That the Community Services Department, Planning and Development Branch, meet with the City Park Community Association and other interested property owners to discuss the process of creating and determining the feasibility of implementing an Architectural Control District (ACD) in parts of City Park.*

Reason for Recommendation: During the LAP process their concerns were expressed about the architectural style and character of developments in City Park. There was interest in discussing and implementing an architectural control district in City Park or in portions thereof.

1.7 RESIDENTIAL INFILL GUIDELINES: *That the Community Services Department, Planning and Development Branch, consult with mature neighbourhood representatives, including those from City Park, in regard to infill development issues as part of the Community Visioning Process.*

Reason for Recommendation: Infill development, if incompatible with the surrounding area, can detract from the overall character and appeal of an area. City Park and other mature neighbourhoods support the development of infill guidelines. This issue will be included the Community Visioning Process that will be launched in 2010.

1.8 GUIDELINES FOR LAND USE CHANGES: *That the Community Services Department, Planning and Development Branch, consider the guidelines included in Section 1.10 of the City Park Local Area Plan, when evaluating applications for discretionary use, rezoning and land use amendments.*

Reason for Recommendation: To ensure that the Planning and Development Branch utilizes these guidelines when reviewing applications.

2.0 Parks, Recreation and Open Space

2.1 Overview

Like all neighbourhoods, the parks and open space in City Park provide a wide variety of opportunities for social interaction, community building, and healthy activity.

The Committee is satisfied with the following aspects of parks, recreation, and open space in the neighbourhood. Positive comments included:

- The mature urban forest is beautiful and appreciated.
- The American Elm in particular is a prominent feature in City Park; its distinctive shape creates the cathedral canopy on roadways, it is well suited to Saskatoon's climate, long lived (200 to 300 years) and provides habitat for an abundance of birds.
- Any and all green space, including boulevards is valued.
- The Community Garden is an accomplishment and an asset to the entire neighbourhood.
- The activities and features in Kinsmen Park are diverse and appeal to many.
- Proximity to the South Saskatchewan River allows residents to enjoy the riverbank and provides linkages to other parts of the city.
- Wildlife corridors exist along 33rd Street and the CPR right-of-way and adjacent to Spadina Crescent.

However, the Committee identified a number of concerns:

- To retain a healthy urban forest, vigilance is integral to mitigate any devastating effects Dutch Elm disease may have.
- Maintenance of a regular pruning cycle, especially of all elm trees in the City.
- Develop and maintain city-wide publicity to inform the public about Dutch Elm Disease and the ongoing need to prevent it.
- The neighbourhood needs beautification through flower planters and additional trees wherever they can be accommodated outside of parks.
- The mature neighbourhoods need an off leash dog park.
- Stewardship of the CPR railway embankment needs to be improved.
- Green space should be incorporated when 3rd Avenue is widened.
- The neighbourhood needs more green space overall.
- Potential future development of green space on property that is not city owned, including the grounds of First Nation University of Canada and City Park Collegiate.
- If the water park proceeds, facilities such as washrooms should be located on the east side of the river.
- Lack of active recreation opportunities exist.

2.2 Parks and Recreation Goals

1. That Wilson Park continues to serve as a Neighbourhood Park with attendant rights and privileges for residents with functions such as a Community Garden, active play space and passive green space with future enhancements to enhance active recreation.
2. Continue to maintain the mature urban forest, specifically the preservation of the elm trees.
3. Encourage residents to plant new trees and replace ones in need of replacement on their property as new tree plantings retain the size and diversity of the Urban Forest.
4. Examine opportunities that will increase green space and other recreational amenities.
5. Improve landscaping and plantings in the commercial and industrial areas of City Park.
6. To continue the current city policy of trees on city-owned frontage; communication and affirmation of re-planting with affected residents.

2.3 Existing Parks and Recreational Spaces

Park space in Saskatoon is classified according to intended use and design: Neighbourhood, District, Multi-District, City, Special Use, and Linear Parks. As evident by their names, Neighbourhood, District, and Multi-District parks serve the corresponding geographical areas. City and Special Use parks serve the entire City and Linear parks provide pedestrian connections between parks. Schools also provide open space and recreation opportunities to residents, but they are owned and operated by the School Boards.

The situation with the First Nations University of Canada (FNUC), which is located on the former Wilson School site, is unique. The site is privately owned, but the City Park Community Association maintains a community rink on the site in the winter. This relationship is much appreciated by the City Park Community Association and a good example of co-operation and common goals.

When City Park was developed in the early 1900s, park space was not a priority for developers resulting in the creation of only one neighbourhood park, Wilson Park. Kinsmen Park, however, was developed as a city-wide park in the early stages of the neighbourhood.

Due to its history, City Park's 2.61 hectares (6.44 acres) of dedicated neighbourhood park space currently falls 7.47 hectares (18.45 acres) short of the City of Saskatoon's Neighbourhood Park Space Entitlement.⁷⁷ This entitlement does not take into consideration adjacent City and Special Use parks or school grounds, and therefore does not include Kinsmen Park, riverbank parks (Mendel Site Park and Meewasin Park), City Park Collegiate school grounds, and First Nations University of Canada school grounds.

Because of unique challenges in maintenance of co-owned parkspace south of Duke Street, any future changes to parkspace should require the consultation with City Park residents, Community Association, and key stakeholders.

⁷⁷ City of Saskatoon (2003). *Calculation of Deficiency of Neighbourhood Park Space*.

Municipal Park Standards

The *Planning and Development Act, 2007* requires that any new land that is subdivided and developed for urban purposes include Municipal Reserve land dedicated as public open space and recreational use. The City's Official Community Plan has also established a minimum standard for public open spaces within the City of Saskatoon at a ratio of 4 hectares of public open space for every 1,000 persons. These open spaces include Municipal Reserve and other publicly owned areas that are dedicated or assigned to fulfilling the needs of public enjoyment and recreation.⁷⁸ To ensure that dedicated lands are allocated properly, the City of Saskatoon uses Park Development Guidelines.

Saskatoon's mature neighbourhoods were developed prior to the establishment of current park development standards and land dedication requirements. As such, many of these neighbourhoods do not meet standards applied to new neighbourhoods. The City of Saskatoon policy is to facilitate acquisition of lands for new parks in neighbourhoods with identified deficiencies, and to upgrade existing parks, on a priority basis, as opportunities arise.⁷⁹ The policy takes all park space into consideration.

Map 2.1 illustrates the green spaces in City Park. The following gives a brief overview of the current park and recreation spaces in City Park.

⁷⁸ City of Saskatoon (2007). Official Community Plan Bylaw No. 8769, Section 9.2.2 (a)

⁷⁹ City of Saskatoon (2007). Official Community Plan Bylaw No. 8769, Section 9.2.2 (c)

Map 2.1 Parks and Green Spaces in City Park



2.3.1 Wilson Park

Wilson Park is City Park’s only Neighbourhood Park and is located in the north east corner of City Park at 902 10th Avenue North. The park contains a playground, community garden, and soccer pitch. It is intersected by Duke Street. The portion south of Duke Street is incorporated into the adjacent City Park Collegiate school grounds. This area is maintained by the Saskatoon Public School Board. Since City Park Collegiate became an alternative secondary school, it has not offered traditional sports programs. While the school does not use the sports fields, the community does. Therefore, priority, use, and accessibility are key issues or importance to the Committee.

Wilson Park is the focal point of much community activity and has been the recipient of several community initiatives over the past 10 years. In the late 1990s, the CPCA (City Park Community Association) recognized that several older trees were being removed from the playground area by the Parks Branch without a replacement plan. As a result, the CPCA purchased about 10 young trees from Parks Branch to maintain adequate shading of the play structure in the future. Parks Branch participated in the funding of these trees.

The tennis courts at the north end of the Park were decommissioned in 2001. The CPCA and City Park Collegiate Institute shared control over the nets and installed them for the summers as needed. However, the asphalt began to deteriorate at a faster pace and the condition on some courts became a problem by 2005. Local kids used the site to skateboard and bicycle, and tennis playing became rare.

In 2002, an irrigation system was installed in the park which improved the quality of the turf and the health of the trees.

A community garden was established north of the tennis courts in 2003, and quickly became a centre of activity (see below).

In 2004, after several years of fundraising totaling \$55,000, a new play structure was constructed in the centre of the park. The project was managed by KaBOOM!, an American group that leverages local fundraising with corporate support, in this case, the Home Depot. On October 1, 2004, 150 volunteers assembled and installed an entire playground in seven hours in addition to working on four side projects to enhance the park. Use of the park increased noticeably after this project.

In 2006, Wilson Park received a park enhancement to address drainage issues on the north sports field. In conjunction with this enhancement, the tennis courts were removed and the community garden was enlarged in its place. The path bisecting the park was paved, lighting standards were installed along it, and bollards extended along the open edges of the east, west, and south side. A sidewalk was installed along the south edge of the park. Although drainage of the sports field was improved, the garden became a new low spot that collected water and created problems. In addition, water now accumulates along the north east edge of the park.

The CPCA applied for a grant to install a skateboard pad with a funbox and rail north of the path in 2006. After two public consultations, the project was approved for completion by Leisure Services Branch in 2007. As of the writing of this report, the project remains unfinished.

A safety audit was done in the summer of 2007; results are presented in Section 8.0 Neighbourhood Safety.

Committee Recommendation:

The Committee recommends that since Wilson Park is City Park's only Neighbourhood Park; it should remain as such and be prioritized for neighbourhood level programming.

Reason for Recommendation:

The sports field in Wilson Park is often used by teams from other neighbourhoods for league play. It is felt teams from City Park should utilize the field in Wilson Park.

Administrative Response

According to the Leisure Services Branch and Community Development Branch, City Park, along with most other communities, has entered into an agreement with various youth sports organizations to organize community recreational programming in their neighbourhood. As such, these communities need to provide space for recreational requirements of the neighbourhood residents as well as some intra-neighbourhood league play. This results in the field being part of a city wide network of space and

the booking is done by the youth sport organizations according to the needs of the league. At times, this can result in fields being used by non-neighbourhood sports teams. Usage in this matter is consistent with the Recreation Facilities and Parks Usage Bylaw.

Resolution to this issue should be addressed by the Community Association and the organization who is booking the space. If the situation remains unsatisfactory, the Community Association could pursue the matter further.

Community Garden

The City Park Community Garden, located in the north west corner of Wilson Park, was the first community garden in Saskatoon developed on City property. In 2002, residents of City Park entered into a partnership with CHEP (Child Hunger Education Program) and the City of Saskatoon to develop a community garden in Wilson Park. Initially 18 plots in its first four years (2003 – 2006), the garden expanded to 43 plots in 2007 with the removal of the tennis courts. Over 70 family units now share the space to grow food on their own or shared plots.

The City Park Community Garden is an organic garden. Weeds, insects, and diseases are controlled culturally. A compost pile is used to dispose of waste plant material, and finished compost is returned to the plots.

Aside from supplying their own seed and tools, gardeners do not pay for garden space. A garden shed and compost enclosure were built using a grant for materials and the volunteer labour of residents.

Though interesting for residents of City Park, the garden has also received attention from the University of Saskatchewan (whose horticulture class tours it annually) the Saskatchewan Waste Reduction Council (who have used its compost pile as a demonstration and training site), and from a graduate student in Regina, who used it as a subject in her thesis on food sovereignty. The garden has received donations of goods and talent from a variety of local businesses and individuals. Gardeners have been instrumental in helping other community gardens become established in Saskatoon and have spoken about their experience at local sustainability workshops and at a national parks conference.

The community garden has improved both Wilson Park and City Park as a whole. It has become an inspiration for other community gardens throughout Saskatoon. It has beautified neglected park space, and has become a centre of community activity and a source of pride.

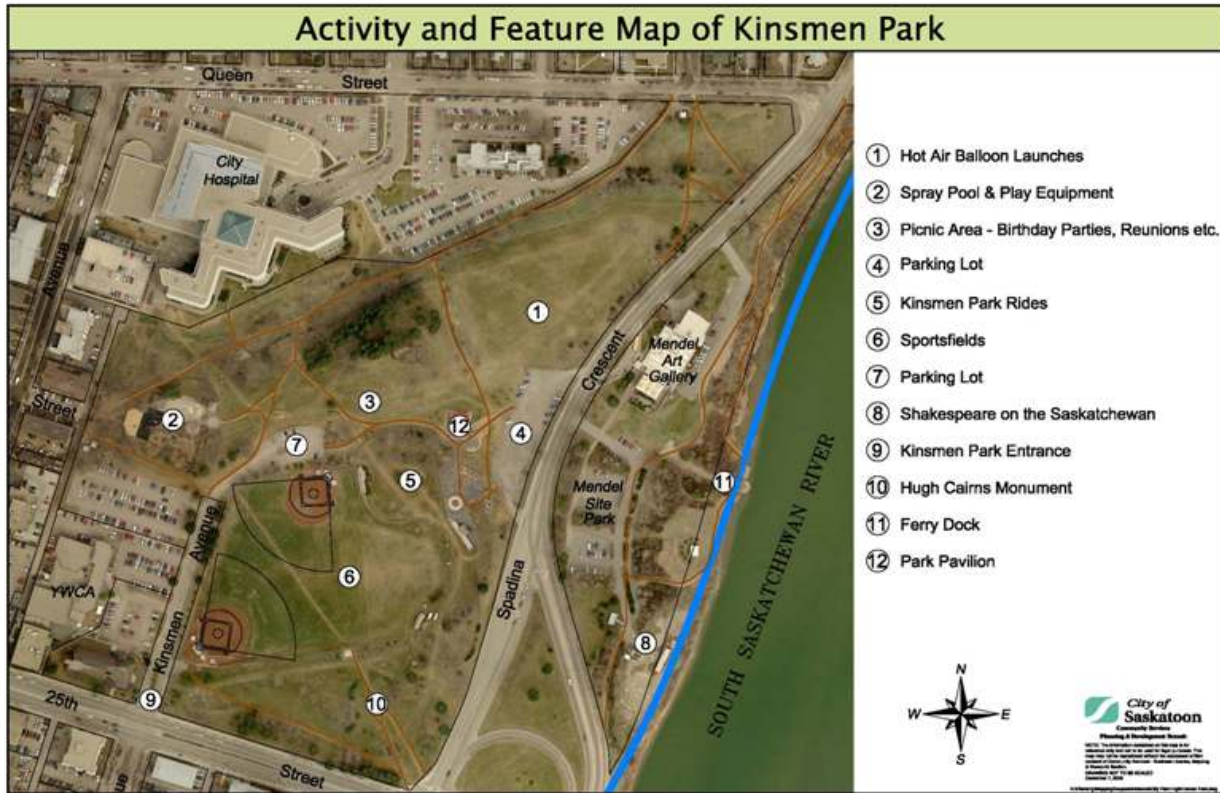
The community funded and built its own storage structure which far exceeds standards for outbuildings on City property. Unfortunately, grading in the park has resulted in several floods, and is still an on-going issue.



*City Park Community Garden –
Wilson Park*

2.3.2 Kinsmen Park

Map 2.2 Kinsmen Park Activity Map



Although considered a city-wide Special Use Park, Kinsmen Park is located in the City Park neighbourhood. The park contains a shaded picnic area, two ball diamonds, and Kinsmen Park Rides (miniature train, ferris wheel, merry-go-round and a concession stand). In 2009, the ferris wheel was decommissioned. Leisure Services Branch has indicated the ferris wheel will be replaced by another attraction and will operate in conjunction with the existing rides.

The Kinsmen Park Play Village contains a paddling pool and other play structures open limited hours. The park serves as a launching area for hot air balloons and is home to a cross country ski trail in the winter. The park also contains a number of sculptures, including the Sergeant Hugh Cairns V.C. Monument, Child’s Play, and Unfurled, a sculpture by Douglas Bethman at the corner of 25th Street and Spadina Crescent. At present, much of the park is irrigated by hoses and sprinklers, although installation of an automatic irrigation system is included in the City’s Capital Budget Plan; however there is no funding source identified.

Some members of The Committee suggested that an off leash dog park be located in the north east corner of Kinsmen Park. Kinsmen Park is classified as a special use park and dogs are currently not allowed in the park, even if they are on a leash. The Administration has reviewed this issue. Dogs will

continue to be prohibited in Kinsmen Park and no off leash area be created within the park. The reasons are as follows:

- This space is highly used, in both the summer and winter months. Kinsmen Park has areas that include children's activities that are sensitive to changes in the environment. Off leash dog activity is not compatible as it poses an increased risk to the public. City Administration is of the opinion that off leash pets cause a greater collision risk to the public and therefore dog access increases the risk associated with this space.
- Off leash recreation areas are not designated as Municipal Reserve (MR) and therefore any proposed off leash area would decrease the amount of dedicated green space in the neighbourhood.
- City Council has received a request to review the policy on the parks where dogs are prohibited. The Administration will be reporting on this issue.

See Section 2.8 for discussion of off leash recreation areas.

There have been safety concerns expressed about some areas of Kinsmen Park, particularly at night and along the path. Some members of the Committee are not in favour of the needle drop-off box located in the park. A Safety Audit was completed for the Kinsmen Park pathway in the summer of 2007. See Section 8.0 of this report.

2.3.3 Meewasin Park and Mendel Site Park



*Meewasin Trail near the Weir
Parking lot*

City Park is bordered by the South Saskatchewan River and Meewasin Valley to the east. Both the Mendel Site Park and Meewasin Park are classified as Riverbank Parks. Mendel Site Park contains the Mendel Art Gallery and Civic Conservatory, and the Shakespeare on the Saskatchewan festival. See Section 7.0 for additional information on the Mendel Art Gallery and Civic Conservatory. An interesting fact about the Shakespeare on the Saskatchewan site was that it was used as a snow dump in the 1980's.

Meewasin Park extends north past the Weir to the Silverwood neighbourhood. The Riverworks viewing dock at Spadina Crescent and 33rd Street West at the weir attracts 350,000 visitors a year.⁸⁰

The Committee also identified safety concerns with the Weir area; a safety audit was done in 2007. Please see the Section 8.0 Neighbourhood Safety.

Pedestrian access to the Meewasin Trail at the intersection of Spadina Crescent and 33rd Street was noted as a concern by the Committee. There are plans to connect the existing trail to the north and south crosswalks at the Spadina Crescent and 33rd Street intersection. This will involve modifying the riverbank to address the riverbank grade change at this location. In addition, the Committee would like

⁸⁰ www.meewasin.com

aesthetic improvements to the triangle on the north west side of the intersection. The old wooden stairway to the train trestle has been an issue as those residents living next to the train embankment have noted persons climbing the embankment in this area and vandalizing houses and cars from the train bridge over Spadina Crescent. Main access to the train bridge is on the east side of Spadina Crescent.



Mendel Site Park contains the Joe Zary Memorial Garden, a Japanese style garden. It is currently maintained by the Saskatoon Horticultural Society. The Parks Branch met with the Saskatoon Horticultural Society regarding the future of the gardens. They discussed relocation of the gardens but no decision was made. The Committee suggested it be moved to Wilson Park and incorporated into the Community Garden or in Kinsmen Park at the corner of Queen Street and Spadina Crescent.

2.4 Parks and Recreation Spaces Issues

Park space entitlement is an issue for most mature neighbourhoods, including City Park. The Community Development Branch has developed a new method to assess park space deficiencies in terms of both area and amenities. This strategy includes the **Neighbourhood Park Space Deficiency Database** and a four-step assessment process, which then allows Administration to recommend priority neighbourhoods to City Council. The four steps are as follows:

- Calculate park space deficiency and park space entitlement.
- Determine park program needs.
- Prioritize based on size of deficit and corresponding lack of park program amenities.
- Determine ability to accommodate park space and park programming.

This analysis will have to be done prior to development of park space in the City Park neighbourhood. The Committee expressed a need for additional park space and more passive green space in the form of pocket parks, especially south of Queen Street.

Until the 1980s, park space in City Park included: two softball diamonds, a football area at City Park Collegiate, a basket ball court, an unfenced play area in Kinsmen Park, play area with a tunnel hill and sand pit on Wilson School site and tennis courts. Many of these were maintained by Wilson School. The only feature that remains on the First Nations University sits is a hockey rink. It should also be noted that while children's play area in Kinsmen Park was updated, it is now open limited hours. The Committee is unequivocal that since Kinsmen Park is a special use park and is intended to be used by the entire city, Kinsmen Park is not relevant to park-space calculations in City Park.

Section 1.7.1 discusses the City-owned vacant parcel on the 900 block of 3rd Avenue North.

Committee Recommendation:

That the Community Services Department, Community Development Branch, conduct an assessment of park space in City Park and report back to the Committee and City Park Community Association. Care shall be taken to assess active recreation amenities because the neighborhood lacks playground equipment and grounds which are normally shared with a local school.

Reason for Recommendation:

To ensure the park space assessment considers that City Park is lacking an elementary school and associated amenities.

Administrative Response:

The Community Development Branch will receive a copy of the LAP. Information pertaining to park deficiency will be highlighted.

Committee Recommendation:

That the east side of the 900 block of 3rd Avenue North, after the road widening is completed, be developed as a green space or pocket park.

Reason for recommendation:

It is well established by City of Saskatoon statistics that City Park ranks among the most green-space deficient neighbourhoods in Saskatoon. The City's own policy is to "facilitate acquisition of lands for new parks in neighbourhoods with identified deficiencies, and to upgrade existing parks, on a priority basis, as opportunities arise." This development meets these criteria, and is a unique and one-time opportunity. Green space development is of particular importance west of 7th Avenue North, where there is currently no green space at all, and where active recreation opportunities do not exist.

Administrative Response:

The Administration does not support the development of a park on this site. It is the intent of the City of Saskatoon to develop this site. The acquisition of this land was for the purpose of a road widening project. This location as a park is not recommended for safety reasons. The City Park neighbourhood will be consulted regarding the future use of this site.

2.5 Proposed Water Park and Hydro Electrical Utility

In 2006, the Saskatoon Whitewater Park Committee presented a proposal to City Council to develop a whitewater park at the Weir on the South Saskatchewan River. The proposed project involves modification of the Weir and the South Saskatchewan River for channels to create park-and-play boating and other water activities. The City Administration and the proponent undertook public consultation in adjacent neighbourhoods in 2007 to provide information and gauge support for the proposal. Limited consultation included meetings in the affected Communities including City Park, and holding open houses for the general public. This process identified issues, concerns, and suggestions.

The consultations indicated general community support for the facility. In 2006, the cost of the project was estimated at between \$4.8 million and \$14.6 million; however, a detailed design study will more accurately determine costs. City Council approved funding in the amount of \$30,000 for a Functional Design Study. Funding for the project has not been determined.

Members of the Committee were encouraged to attend the consultation and provide comments. They identified the following concerns:

- The weir area is already busy.
- Traffic on Spadina Crescent is already heavy.
- Impact on the wildlife, including the pelican population.
- Parking and associated facilities should be located on the east side of the river as there is no room for additional parking, which is already causing parking to spill into the neighbourhood.

In November 2008, the Government of Saskatchewan announced \$100,000 in funding for development of pre-feasibility and environmental baseline studies for the whitewater Park.⁸¹ The Community Services Department has indicated it will continue to consult and inform the City Park Community Association City Park LAP Committee, as well as other adjacent neighbourhoods, if the proposed water park proceeds.

The City of Saskatoon is also exploring the viability of hydro electric generation at the weir. The City will be undertaking stakeholder consultations including the City Park Community Association and LAPC to gain a clearer understanding of the technical, environmental, economic, and social implications of the project. The studies are scheduled to be complete in the summer 2010. More information is available on the City of Saskatoon website at www.saskatoon.ca (click “S” for Saskatoon Light and Power → Proposed Hydro Power Generation).

2.6 Urban Forestry

City Park is home to thousands of trees and in the summer months most of the neighbourhood is covered by a thick tree canopy. Saskatoon’s urban forest is one of the city’s most notable characteristics. The

⁸¹ Government of Saskatchewan, News Release, November 12, 2008

Urban Forestry Section of the Parks Branch is responsible for planting, maintenance, and protection of trees on public property, including boulevards, centre median, and parks.

The Committee discussed Urban Forestry and received presentations from the City of Saskatoon Arborist and the SOS Elms Coalition. The Committee discussed the urban forest and its health and protection at length. Their concerns included:

- Proper disposal of elm wood, as improper disposal can hamper efforts to stop Dutch Elm disease.
- Replacement of City trees removed due to disease.
- Protection of trees and their root structures be incorporated into the development process to ensure trees are retained.
- Maintain quantity of trees in the urban forest and replace trees with like species which diversify the urban forest.

The Parks Branch has a number of programs aimed at conserving and ensuring the health of the urban forest. These can be found on the City of Saskatoon website at www.saskatoon.ca (click “U” for Urban Forestry).

The Parks Branch is responsible for replacing trees in parks and other areas not adjacent to private property. However, a tree of the same species may not be replaced due to diseases in the soil or other concerns, including conflicts with overhead and underground utilities and ensuring approved setbacks from sidewalks, driveways, utilities, and other plant material.

For trees located adjacent to private property on the City-owned boulevard, such as in a residential area, the City will consult with the property owner prior to planting a new tree. Trees of a compatible species are replanted unless a specific request by the adjacent property owner is made not to do so. Other Municipalities across North America have implemented zoning regulations that require property owners to retain mature vegetation when a site is redeveloped. This ensures the retention of mature vegetation. The monetary value of trees can also be shown by placing a plaque on the tree with the value stated on it. This has been done in other neighbourhoods such as Nutana. Other municipalities in North America have designated trees as “heritage trees”.

Committee Recommendation:

The Committee recommends in City Park: replacement of public trees with compatible species unless the adjacent property owner declines in writing. The Department shall maintain records of changes to public trees in the neighborhood and shall present summaries to the Committee and City Park Community Association on a biannual basis.

Administrative Response:

The Parks Branch has numerous planting programs. City Park residents are encouraged to contact Parks Branch to request a plant. Parks Branch also looks for opportunities to infill plants in the Urban Reforestation Program. However, the tree must be planted in an appropriate location avoiding conflicts with utilities. The Parks Branch retains records of trees however; they do not have the staff resources to

provide them on a neighbourhood level. City Park may contact the Parks Branch directly for further information.

2.6.1 Dutch Elm Disease

The Committee discussed the devastating effects of Dutch Elm Disease and would like to see the following strategies implemented to lessen the effects of this disease.

- Surveillance for elm wood in backyards and in campgrounds
- Work with the RM of Corman Park regarding a strategy to control the disease in the Saskatoon region. It was noted that this approach was taken in regard to mosquito control.
- Work with other mature neighbourhoods to take a coordinated approach to controlling the disease and to increase awareness of residents in these areas.

Committee Recommendations:

- That the Urban Forestry Section of the Parks Branch develop an on-going program of surveillance for dead elm firewood in backyards and campgrounds.
- That Parks Branch has a monitoring program in place which is done by Pest Management. Pest Management monitors firewood and Dutch Elm Disease along with other insect and disease issues that are of concern for the City of Saskatoon.
- That Parks Branch develops a system for surveillance for Dutch Elm Disease with the R.M. of Corman Park based on the precedent set by the mosquito control program.

Administrative Response:

Monitoring in the Rural Municipality is the responsibility of the R.M. of Corman Park. The City of Saskatoon does not have staffing in place to monitor this large zone. The Parks Branch has traps which extend out into the R.M. to detect species. If increases in numbers and/or the introduction of an alien invasive species are detected, Parks Branch will work with the Province of Saskatchewan to do extensive surveillance of the area.

2.7 Neighbourhood Beautification

The Committee discussed the beautification of non-residential areas of the neighbourhood. These areas were developed prior to landscaping requirements for commercial and industrial properties. Committee members were of the opinion that these areas could be improved by planting trees on city boulevards and a planter program in the summer months. The flower planter program is funded through the revenue generated from parking metres and usually the pots are located within Business Improvement Districts. If community associations or groups of businesses would like to fund planters, and if they were proposed to be located on City property, Parks Branch would have to approve the locations.

The Committee expressed concern with the appearance of some specific commercial/industrial areas adjacent to residential areas, such as 7th Avenue between Duchess Street and 33rd Street. The Parks Branch indicated that while this area is not appropriate for trees, smaller plantings can be located if an amenity strip, of not less than 1.5 metres in width, is available on the boulevard.

2.8 Off Leash Recreation Areas

The administration of Off Leash Recreation Areas (Dog Parks) does not fall under the jurisdiction of the Parks Branch. This program is administered by the Corporate Services Department, Animal Services Program.

The Committee would like reasonable access to an off leash recreation area. There are no opportunities within City Park where this is feasible, nor are there off leash areas in other mature neighbourhoods. The City Park Community Association continues to advocate for a small off leash Dog Park and is working with neighbouring Community Associations to see if an area can be identified.

Bylaw No. 7860: The Animal Control Bylaw, 1999 prohibits cats and dogs in Kinsmen Park (and others) even if they are on a leash. Some Riverbank Parks also prohibit cats and dogs.

There are currently six off leash recreation areas in Saskatoon. Two additional off leash areas are proposed: one in Chief Whitecap Park and the other in Mount Royal (between the Circle Drive Pedestrian tunnels by 31st Street and Tomlinson Crescent). These sites must undergo further review before a recommendation to City Council is drafted.

However, the Riversdale Local Area Plan, 2008 recommended that an off leash recreation area be developed in mature neighbourhoods and suggested a number of potential locations. This issue been raised in the Westmount LAP that is currently underway.

2.9 City Park Community Association Outdoor Programs and Events

The City Park Community Association organizes social and leisure programs for all ages, from adult fitness to children/youth sports to preschool playgrounds. Most programs are delivered at City Park Collegiate. The Association also maintains the outdoor rink at First Nations University of Canada. Some of the outdoor programs have offered by the Community Association have included:

- Learn to Skate
- Outdoor Soccer
- Spring Carnival
- Winter Carnival
- Touch Football
- Baseball

The Committee feels priority use of limited green space is of premium importance regarding outdoor programming and events.

2.10 City Park Local Area Plan Parks, Recreation and Open Space Recommendations

- 2.1 JOE ZARY MEMORIAL GARDEN:** *That the Infrastructure Services Department, Parks Branch, consider relocation of the plants from the Joe Zary Memorial Garden, to a location in City Park if the current location of the garden is no longer feasible.*

Reason for Recommendation: During the LAP process, there was a concern raised that the Joe Zary Memorial Garden may be removed due to a potential expansion of the Mendel Art Gallery. This recommendation will ensure that regardless of whether or not the Mendel relocates or expands, the future of the garden will be considered and the plants relocated to a location within City Park.

- 2.2 NEIGHBOURHOOD PARK SPACE DEFICIENCY:** *That the Community Services Department, Community Development Branch, conduct an assessment of park space in City Park and report back to the City Park Local Area Planning Committee and City Park Community Association.*

Reason for Recommendation: This analysis will provide City Park with analysis of their existing park space in the neighbourhood.

- 2.3 PROPOSED WATER PARK AND HYDRO-ELECTRIC FACILITY:** *That the Community Services Department and Saskatoon Light and Power, consult and inform the City Park Community if the proposed water park and or the hydro electric facility proceeds. With regards to the proposed water park that consideration be given to locating associated facilities with the water park, including access to the site and parking, on the east side of the river to minimize potential effects of the water park to City Park and other residential areas.*

Reason for Recommendation: The residents of City Park are concerned that either the proposed water park or hydro electric facility will have negative impacts on their neighbourhood. Concerns include the location of facilities required for either development.

- 2.4 URBAN FORESTRY:** *That the Infrastructure Services Department, Parks Branch, in conjunction with the City Park Community Association, distribute materials to property owners and residents regarding the importance of retaining the urban forest and encouraging residents to replace and plant additional trees.*

Reason for Recommendation: The trees in City Park were noted as one of the most prominent features of City Park. The Committee felt that it was important that neighbourhood residents receive information regarding the importance of the urban forest.

- 2.5 URBAN FORESTRY – RETENTION OF MATURE VEGETATION:** *That the Community Services Department, Planning and Development Branch and Infrastructure Services Department, Parks Branch, investigate regulatory means to ensure the retention of existing*

mature vegetation in the development approval process and research the feasibility of designating trees as “Heritage Trees” in City Park.

Reason for Recommendation: The Committee is concerned about loss of trees. At time, trees are removed when there is a new development. There may be a means whereby developers are required to retain the mature vegetation.

2.6 ***AMENITY STRIPS:** That the Infrastructure Services Department, Parks Branch, explore the feasibility of developing boulevards containing landscaping features such as trees and shrubs in the following locations: 7th Avenue from Duchess Street to 33rd Street, 300 to 800 block of Duchess Street and 3rd Avenue North as part of the road widening project, provided that the locations conform to appropriate horticultural standards for the planting of trees and shrubs.*

Reason for Recommendation: There are little or no boulevards landscaped in the commercial areas of City Park. In particular, the Committee would like the areas adjacent to residential areas be landscaped.

3.0 Traffic and Circulation

3.1 Overview

This section of the report deals with traffic, circulation and parking in City Park. Pedestrian safety and linkages to other areas are discussed where appropriate.

City Park is bordered by busy arterial streets on three sides. The interface between streets and residential areas is a concern, especially in terms of pedestrian safety.

Traffic patterns in City Park are affected by a number of unique challenges:

- Non-residents take advantage of free parking throughout the neighbourhood, as it is within walking distance of Saskatoon City Hospital and the downtown-areas where parking is not free.
- Saskatoon City Hospital and the businesses along Queen Street, 1st and 2nd Avenue, as well as downtown and the University of Saskatchewan attract traffic that causes congestion along Queen Street and creates a large demand for on-street parking.
- When trains block other intersections, motorists shortcut through the neighbourhood by using the 7th Avenue underpass. Also, Duke Street is a through street from Spadina Crescent to 1st Avenue North, and Princess Street from 1st to 7th Avenue, which makes it convenient for motorists to drive through City Park when other arterial streets are congested.
- City Park is within walking and cycling distance of the Central Business District and major educational institutions. Pedestrian safety is a concern throughout the neighbourhood, notably on arterial streets (2nd and 3rd Avenues North and Spadina Crescent) and University Bridge access.

3.2 Traffic and Circulation Goals

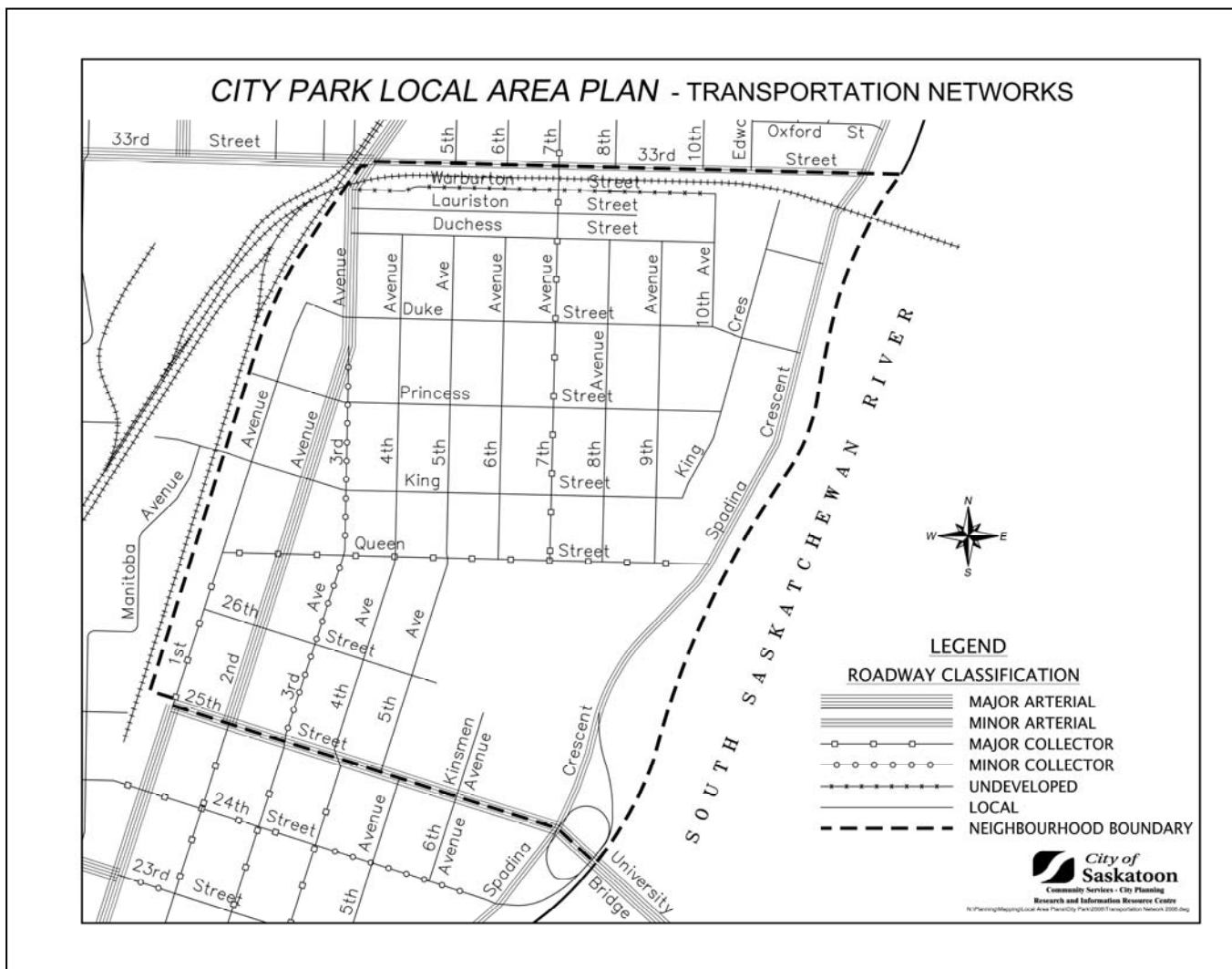
1. Improve bike and pedestrian networks (a series of nodes and linkages that cyclists and pedestrians often travel) throughout the neighbourhood and improve connections to the rest of the City.
2. Reduce speed of traffic along Duke, Princess, Queen and Duchess Streets to increase pedestrian safety.
3. Improve the overall safety along Spadina Crescent for pedestrians and cyclists along the street and at nodes such as University Bridge and the CPR Train Bridge.
4. Improve visibility for pedestrians at major intersections along 7th Avenue North.
5. Make aesthetic improvements to important intersections in City Park.
6. Review the City Park Residential Parking Permit Program with the aim of further reducing conflicts between resident and non-resident parking in the neighbourhood, as well as reducing the administrative costs, in turn reducing the costs to residents.
7. Examine what improvements can be made to increase pedestrian safety in congested parking areas.
8. Improve and maintain appropriate pedestrian facilities, including safe sidewalks.

3.3 Transportation Network and Traffic Management Policies

3.3.1 City Park Transportation Network

Map 3.1 shows the City Park transportation network. Road classifications are created according to the intent of the roadway as well as the flow and volume of traffic the road network accommodates. The main roadways providing access to and flanking the neighbourhood are Spadina Crescent, 2nd Avenue North, and 800 to 1100 blocks of 3rd Avenue North, which provides north-south access. 25th Street and 33rd Street East provide east-west access.

Map 3.1 City Park Transportation Networks



3.3.2 Traffic Classifications and Characteristics

The following table shows the average daily traffic volumes on some of the roadways in City Park. This data is obtained from the City of Saskatoon Traffic Characteristics Report (2008), which is produced annually.

Table 3. Average Daily Traffic Volume in City Park

Roadway		Vehicles Per Day (Year)*	Increase or Decrease in Traffic Volume
Spadina Crescent	Between Queen & Duke Street	11,131 (2006)	14% decrease from 2002
	Queen Street	14,530 (2006)	12.5% decrease from 2001
Queen Street	Between 3 rd & 4 th Avenue	5,433 (2006)	10% decrease from 2001
	Between 8 th and 9 th Avenue	4,995 (2006)	6% decrease from 2001
7 th Avenue	Between Lauriston & 33 rd Street	6,546 (2006)	8.5% decrease from 2001
	Between King & Queen Street	5,223 (2007)	6.4% increase from 2004
3 rd Avenue	Between King & Princess Street	1,558 (2008)	7.7% increase from 2004
	Between Lauriston & Duchess Street	22,904 (2007)	23% decrease from 2004
2 nd Avenue	Between 25 th & 26 th Street	23,025 (2006)	18% increase from 2003
	Between King & Princess Street	22,773 (2006)	Less than 1% decrease from 2004
25 th Street	Between 2 nd & 3 rd Avenue	16,721 (2005)	2% decrease from 2002
	Between 6 th Avenue & Spadina Crescent	24,756 (2008)	5.7% decrease from 2007
University Bridge and Spadina Crescent Volumes			
	University Bridge On Ramp - Westbound from Spadina onto 25 th Street	1,102 (2008)	47.6% decrease from 2004
	Spadina Crescent Interchange – Westbound to Southbound Loop (Underneath Bridge)	2,693 (2008)	45.8% increase from 2004
	Spadina Crescent Interchange Northbound Under Bridge	3,728 (2008)	9.5% increase from 2004

*Efforts are made to take counts at each station at least once every three years, with critical areas counted yearly. Table 4 above provides the most recent traffic counts for the City Park neighbourhood.

Major arterial roads such as 25th Street East and 2nd Avenue North are intended to accommodate 10,000 to 50,000 vehicles per day, while minor arterial roads such as Spadina Crescent are intended to carry 5,000 to 25,000 vehicles per day.

Table 4 Typical City of Saskatoon Roadway Classifications and Characteristics

	Public Lanes		Locals		Collectors		Arterials		Expressway	Freeway
	Residential	Private	Residential	Rural	Minor	Major	Minor	Major		
Traffic Function	Access function only (traffic movement not a consideration)		Access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance		Traffic movement major consideration	Traffic movement primary consideration	Traffic movement primary consideration	Traffic movement primary consideration
Traffic Volume	<500	<1000	<1000	<3000	<8000	1,000-12,000	5,000-25,000	10,000-50,000	>10,000	>20,000
Typical Speed Limits (km/h)	20		50		50		50	50-70	80-90	80-90
Transit Service	Not permitted		Generally avoided		Permitted		Permitted	Permitted	Permitted	Permitted
Cyclists	No restrictions or special facilities		No restrictions or special facilities		No restrictions or special facilities		Lane widening or special facilities may be provided		Prohibited (provided off road)	
Pedestrians	Permitted, no special facilities		Sidewalk on one or both sides	Sidewalk provided where required	Typically sidewalk provided both sides	Sidewalk provided where required	Sidewalks may be provided, separation for traffic lanes preferred		Prohibited	Prohibited
Parking	Some restrictions		No restrictions or restriction on one side only		Few restrictions other than peak hour		Permitted, restricted or prohibited	Prohibited or peak hour restrictions	Prohibited	Prohibited

3.3.3 Traffic Calming

The Committee has concerns with regard to traffic safety on many roadways. The City’s Transportation Branch can employ a variety of traffic calming measures to reduce the impact of traffic volume and speed. Traffic calming uses physical measures to encourage motorists to slow down, reduce collisions, enhance safety for pedestrians, and reduce short-cutting. Traffic calming is recommended for local and collector streets. Typically, traffic calming devices used by the City of Saskatoon include:

- **Corner Bulbing:** A curb extension that narrows the width of a roadway, providing moderate reductions in vehicle speeds and improving crossing conditions for pedestrians.
- **Pedestrian Refuge Island:** A small, elevated median constructed at the centreline of a roadway and used as a place of refuge for pedestrians crossing a wide roadway it produces moderate reductions in vehicle speed.
- **Roundabouts:** A circular intersection where traffic flows counter-clockwise around a centre island. Roundabouts are safe, efficient, and less costly than signalized intersections.
- **Raised Intersections and Crosswalks:** Crosswalks or intersections constructed at a higher elevation than the adjacent roadway(s) help to define the crosswalk area and improve motorist awareness of crossing pedestrians.
- **Median Island:** An elevated median constructed on the centreline of a roadway through an intersection to prevent or restrict left-turns and/or through movements to and from intersection roadways. This device also helps to reduce traffic short-cutting and reduces the crossing distance for pedestrians.
- **Full Closure:** A full closure reduces short-cutting by extending a barrier across the entire width of a roadway to restrict all motor vehicle access.

- **Right-In/Right-Out Island:** A raised triangular island at an intersection approach that restricts left-turns and through movements to and from the intersecting street or driveway. The purpose of a right-in/right-out island is to restrict short-cutting and through traffic.
- **Speed Hump:** A raised area of roadway that deflects both the wheels and frame of a traversing vehicle. Speed humps are considered in situations where speed is significantly in excess of the legal posted limit and other traffic calming measures are not applicable.

To determine if traffic calming is required, the Traffic Engineering Section undertakes an investigation of traffic issues and collects data. The Traffic Engineering Section report's findings back to the community, along with proposals for traffic calming measures. The proposals are subject to appropriate public consultation prior to presentation to City Council for approval. In most cases, temporary devices are installed for an evaluation period before permanent measures are installed.

While only two the physical traffic calming devices are present in City Park (corner bulbing and a refuge island) the Committee expressed hope that the appropriate calming tools (noted above) are employed in the City Park neighbourhood in the future if necessary.

3.3.4 Pedestrian Crosswalks

As with most Canadian cities, Saskatoon uses a variety of devices to allow pedestrians to safely cross streets. It is desirable to provide an improved pedestrian crossing at locations where the following factors are evident, either singly or in combination:

- substantial traffic volumes
- high traffic speeds
- wide streets and long crossing distances
- high pedestrian activity (especially children and seniors)
- poor visibility

Pedestrians have the right-of-way over traffic at all intersections, whether crosswalks are marked or not. Most crosswalks do not have special signing or markings.

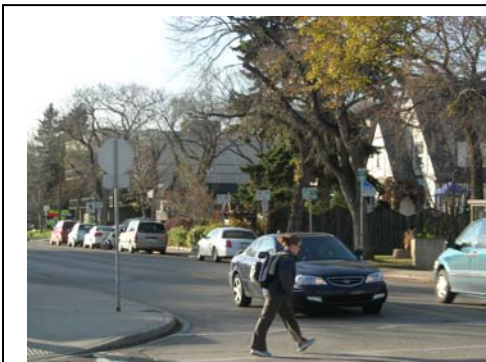
A basic crosswalk is marked with pedestrian crossing signs and painted lines. These markings may be used alone or in combination with other traffic control measures and/or roadway features to assist in creating a safe crossing environment. Other types of crosswalks include:

- **Zebra Crosswalk:** Basic pedestrian signage and zebra (zigzag) paint markings
- **Pedestrian Corridor:** A zebra crosswalk and overhead illuminated crosswalk sign, crosswalk illumination, and 'Crosswalk Ahead' warning signs
- **Active Pedestrian Corridor:** A pedestrian corridor with pedestrian activated overhead or side-mounted amber flashing lights
- **Pedestrian Actuated Signals:** A half traffic signal actuated by pedestrians
- Traffic Signals
- Pedestrian Overpasses or Underpass Tunnels
- **Walkways:** generally located between houses; none are present in City Park

Traffic calming may be used in conjunction with pedestrian crossing facilities if traffic volumes and speeds are creating a potential safety hazard for pedestrians, as determined by the Transportation Branch.

Many pedestrian crosswalks are located adjacent to school sites or across busy streets. The Transportation Branch works with Saskatoon Police Services, schools, and Community Associations to identify important crosswalk locations. Requests are also taken from the public. Upon receiving a request, a review of the crossing location is undertaken. This often involves a count of pedestrian and vehicular traffic volumes during peak pedestrian hours, along with site observations of pedestrian and motorist behaviour.

3.4 Queen Street



Queen Street at 7th Avenue North

The Committee feels that traffic congestion along Queen Street is problematic. In general, the area is congested by vehicles either parking or looking for parking and by pedestrians crossing the street. There are painted crosswalks at intersections along Queen Street.

On average, Queen Street from 3rd Avenue North to 9th Avenue North carries 5,400 vehicles per day. Traffic is generated by staff, patients, and visitors to Saskatoon City Hospital as well as to businesses along this section of the street. Although there is some on-site parking, many choose to park along the metered area of Queen Street or in the non-metered residential area.

Currently, there are two hour parking meters from the 500 block to 800 blocks of Queen Street and on 7th Avenues North to the rear lane. The Residential Parking Permit (RPP) zone is applied north of this area and extends to Princess Street. See Section 3.10.1 for RPP boundaries.

The Committee outlined a number of problems in this area:

- Despite the implementation of a Residential Parking Permit Program (RPP), the residential area north of Queen Street remains congested.
- Continual turnover of vehicle parking increases wear on curbs and boulevards.
- Other vehicle-related noise, such as horns and alarms, adds to the problem.
- The area is unsafe for pedestrians, particularly at intersections where vehicles park close to corners making it harder to see pedestrians and cyclists.

The Committee would like the Transportation Branch to examine ways of making the area safer for pedestrians, including eliminating parking spaces close to corners in order to make pedestrians more visible.

The Transportation Branch has examined parking on one intersection and has performed a speed study along Queen Street. Speeds measured along Queen Street were within acceptable limits.

3.5 Duke Street

Members of the Committee expressed concerns about both the volume and speed of traffic on Duke Street. There are many pedestrians along this corridor, as Duke Street passes Wilson Park, City Park Collegiate and First Nations University of Canada.

Duke Street is unique because it is a through route from Spadina Crescent to 1st Avenue North. Duke Street is often used by motorists to short-cut through the neighbourhood. It connects to 7th Avenue North, allowing motorists to avoid the level railway crossing at 33rd Street and 3rd Avenue North/Warman Road.

In order to mitigate these concerns, the City's Infrastructure Services Department, Transportation Branch has implemented a pilot project (see Section 3.9) along Duke Street and others. Yield signs have been installed to assign right-of-way and help to reduce the speed of traffic. Infrastructure Services will monitor the project and report back after approximately five years of data collection.

3.6 Princess Street



*Intersection of Princess Street and
5th Avenue North*

In May 2008, a Council inquiry was made regarding traffic at Princess Street and 4th Avenue North and 5th Avenue North. The Transportation Branch studied this section of roadway and found that traffic volumes and speeds were within an acceptable range and did not recommend installation of traffic calming measures. The Transportation Branch has indicated that, if traffic increases, it will be re-examined.

Despite this study the Committee maintains that the real issue is speed more so than volume, and that the speed at which many drivers travel on Princess Street between 2nd Avenue and 7th Avenue is exceptionally high, probably as a result of the extra width of Princess Street compared to other streets in the neighbourhood. The Committee firmly believes that traffic-calming measure should be taken to reduce the likelihood of a collision with a pedestrian, cyclist or another motor vehicle.

3.7 Spadina Crescent



Spadina Crescent at 33rd Street



Pedestrian Crossing at Spadina Crescent and University Bridge

Spadina Crescent is a minor arterial street that carries approximately 13,000 vehicles per day, which fits within City of Saskatoon standards for arterial streets. The Committee extensively discussed traffic circulation and pedestrian safety along Spadina Crescent. The Committee identified problems along the corridor and attributed them to the interface of a residential neighbourhood with a busy arterial street, well-used pedestrian trails and park space along the Spadina Crescent corridor from 25th Street to 33rd Street. The Committee's general concerns were:

- Speed is excessive and the volume of traffic is high, especially given traffic flow in and out of residential streets and driveways.
- Parking is permitted along certain areas of the street that causes the road to appear narrower.
- The Weir is often busy and there is inadequate parking in the area.
- Pedestrian safety at intersections is a concern.
- The streetscape between the Mendel Art Gallery and Kinsmen Park is in need of aesthetic improvements.

Specifically, pedestrian safety needs to be improved at the intersection of 33rd Street and Spadina Crescent (the reconfiguration of the intersection is expected to begin in Spring 2010). Also, the pedestrian crossing north of University Bridge is not readily visible by motorists coming from the bridge, which places crossing pedestrians and cyclists at risk. Although measures have been taken to address this, including installation of a pedestrian actuated warning light in 2006; the Committee expressed concern with the placement and duration of the warning light. It was suggested that there be earlier warning for motorists travelling westbound on University Bridge, as well as potentially lowering the guardrail (on the north side of the bridge) to help inform drivers of the crosswalk. In addition, the walkway between the Mendel and Kinsmen Park does not meet the standards for wheelchair access. As a result wheelchairs must proceed down the vehicle driveway onto the road. In addition, pedestrians have difficulty crossing at this location as the lighted crosswalk does not signal traffic to stop. A pedestrian actuated light would signal to traffic to stop for pedestrians.

In addition, during the City Park LAP Process a Council enquiry was received regarding pedestrian safety on Spadina between Duke and Duchess Streets. Further to the enquiry, a traffic volume and speed study was conducted along Spadina Crescent between Duke and Duchess Street from June 1 to 7, 2009. The data collected was used to assess the need for a pedestrian corridor, active pedestrian corridor or pedestrian actuated traffic signals. The results indicated neither location warrants a pedestrian device, however since these intersections are direct pedestrian routes to the Meewasin Trail, Administration determined that temporary traffic calming devices (bulbing) be installed on the corners of Duke and Duchess Street to improve pedestrian visibility. If warranted, the traffic calming (bulbing) will be made permanent once it has proven to be effective and when there is sufficient funding available.

3.8 2nd and 3rd Avenue North

In the 1980s, the City of Saskatoon acquired properties along the 900 block of 3rd Avenue North and a site on the corner of Duchess Street and 3rd Avenue North. The intent was to widen 3rd Avenue North. The project did not proceed due to construction of the Circle Drive Bridge.

The daily traffic volumes on 3rd Avenue North have increased by approximately 10,000 vehicles since 1983.⁸² At the time of writing, the Infrastructure Services Department is designing a road widening project to increase pedestrian and vehicular safety, while at the same time creating consistency in street-scaping along 3rd Avenue.

The conceptual design will include the following elements:

- widen to four lanes with a median
- promote on-site parking
- add bicycle lanes
- create wider sidewalks
- traffic calming measures installed at other intersections to increase pedestrian safety.

Currently, there are two pedestrian crossings with traffic signals, which are located at Queen Street and 26th Street.



*3rd Avenue North at Princess Street.
Vehicles parked on the west side of
the street make it difficult for drivers
to see and merge safely.*

Funding for this project must be obtained from the City's Capital Budget; at present, a funding source has not been identified.

The Committee strongly expressed that the community be invited to actively participant in the design and planning of the vacant land currently along 3rd Avenue North. They would like to ensure there is no new parking impact on City Park due to the development. The use of these sites has been thoroughly discussed in Section 1.7 Infill Development.

⁸² City of Saskatoon (2007). Traffic Characteristics Report

Prior to City Council approval, these changes would require “public notice,” which means they are subject to a public consultation process. A proposed design for the widening of 3rd Avenue North will be brought to the community by the Infrastructure Services Department for comment. At that time, representatives from the Land Branch, Community Services Department will also provide information on potential developments being considered along 3rd Avenue.

Committee Recommendation:

That the Infrastructure Services Department, Transportation Branch, consult with residents of City Park during the design of the 3rd Avenue North widening project, and that the resulting design be approved by the community prior to being implemented, and that green space be incorporated as part of this design.

Reason for Recommendation:

The widening of 3rd Avenue North will affect City Park by changing traffic flows past and through our neighbourhood and by potentially introducing new commercial developments. These changes may affect residential property values and quality of life. Residents need to be part of the planning process so that any negative impacts can be mitigated and that proposed changes will respect the values and priorities of residents.

In addition, the Committee has requested that the Infrastructure Services Department, Transportation Branch, measure speed of traffic on 3rd Avenue North between Princess Street and 33rd Street, and investigate the need to improve the safety of pedestrians crossing 3rd Avenue. Recommendations shall be presented to the Committee concurrently with the design for the 3rd Avenue Road Widening (see above section for more detail).

The Committee concerns and preferences in regard to the sale and development of this site are stated in Section 1.7.1 – Vacant Parcels.

Administrative Response:

See Recommendation 3.6.

3.9 7th Avenue North

7th Avenue North is classified as a major collector street that carried 5,223 vehicles per day in 2007.⁸³ This street runs through the centre of City Park and connects it to North Park. There is a pedestrian crossing at 7th Avenue North and Princess Street with corner bulbing, pedestrian signage and a painted zebra sidewalk. Despite these measures, the Committee expressed considerable concerns with pedestrian safety along this street. Their concerns were:

- speed of traffic
- no dedicated bike lane - especially where the road narrows in the underpass
- cars which are parked close to the intersections obstructing views for both pedestrian and vehicular traffic
- wheelchair ramps should be installed at intersections where they currently are not.



Corner of Princess Street and 7th Avenue North

3.10 Pedestrian and Cycling Counts

City Park is an active neighbourhood in terms of pedestrians and cyclist activity. The Committee discussed getting quantitative data regarding the amount of pedestrian and cyclist traffic which occurs in the neighbourhood. In order to record this activity the City Park Community Association should contact the Department of Geography and Planning at the University of Saskatchewan to discuss a project to measure this type of activity in the neighbourhood.

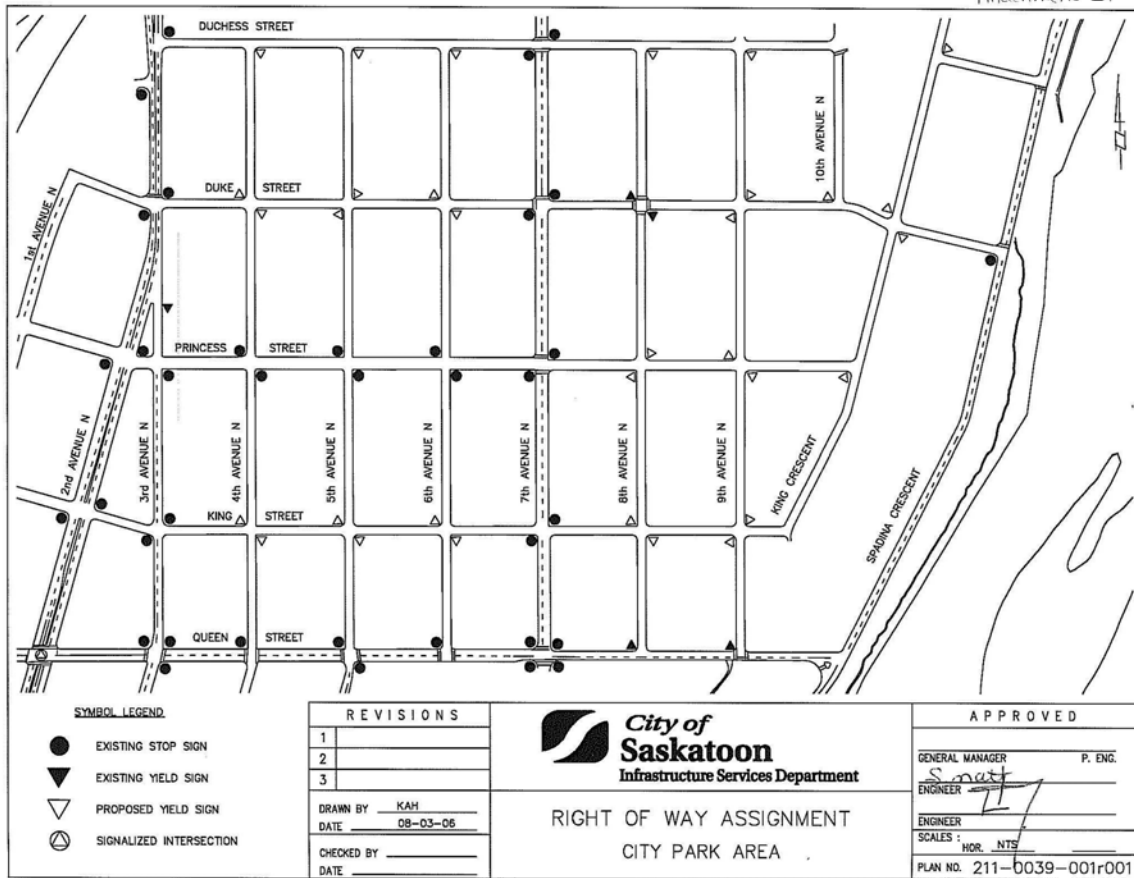
3.11 Neighbourhood Traffic Management – Pilot Intersection Control Infill Program

In 2008, City Council approved a pilot project to install yield signs at 20 uncontrolled intersections in City Park. The project was funded from the City's Capital Budget under the Neighbourhood Traffic Management Project. Thus far, the Committee feels there has been noticeable improvement on traffic speed and intersection safety.

The primary objective of the program is to reduce the number of collisions caused by confusion regarding right-of-way and to make it less convenient for non-residents to short-cut through the neighbourhood. City Park was chosen for the pilot because it contains several uncontrolled intersections surrounded by defined controlled corridors (arterial or collector streets with traffic-control devices).

⁸³ Ibid.

The Transportation Branch will monitor collisions, traffic volumes, and speed data for approximately five years following implementation. If the project is successful it may be implemented in other areas of the City.



3.12 On-Street Parking

The Committee identified on-street parking as an important issue for the neighbourhood. They identified concerns with both non-resident and resident parking throughout the area.

Non-resident parking issues in City Park include the following:

- Employees, patients, and visitors at Saskatoon City Hospital park throughout the neighbourhood as the hospital does not provide sufficient on-site parking. There are pay parking lots for patients and visitors; however, many choose to park in free (unmetered) areas in the neighbourhood.
- Queen Street contains businesses, including medical offices, which exacerbate the parking problem caused by Saskatoon City Hospital.
- Many people who work in the downtown area choose to park in areas of City Park that are not included in the Residential Parking Permit Program.
- Staff and students from the University of Saskatchewan, Innovation Place and SIAST Kelsey Campus park in the neighbourhood and walk to school and work.

- People visiting Kinsmen Park, the Weir or the riverbank parks add to the number of non-residents parking in the neighbourhood.

The Committee discussed other strategies that could be used to discourage non-residents from parking in the neighbourhood. These strategies included a transit pass program that encourages more people to use Saskatoon Transit and to impose a parking fee for non-residents wishing to park in City Park.

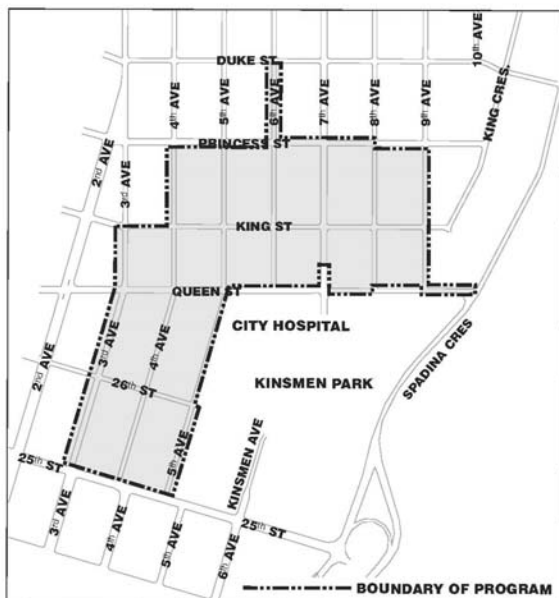
Resident parking issues in City Park include the following:

- Multiple unit dwellings that were constructed in City Park in the 1970s and 1980s have zero or only one off-street parking space provided for each unit.
- The current ‘housing crunch’ has forced the need for multi-tenant households (or shared accommodations). Consequently, the neighbourhood has experienced additional vehicles and fewer on-street parking opportunities.

3.12.1 City Park Residential Parking Permit Program

The Residential Parking Permit Program (RPP) designates certain streets as residential parking zones and allows qualifying residents who live within the parking zone to buy a permit in order to park longer than posted terms. The provisions of the RPP are stated in City Council Policy C07-014 Residential Parking Permit Program. The RPP is run on a cost-recovery basis.

The RPP Program was implemented in City Park in 2001. The zone imposes a two hour time limit on the area indicated on Map 3.2A.



Map 3.2A City Park Residential Parking Permit Area

Map 3.2B indicates excluded areas within the larger area. This includes metered areas along Queen Street and on the 400 and 500 blocks of King Street, where there was insufficient support to implement the program.

Map 3.2B City Park Residential Parking Permit Area – Excluded Areas



The Committee expressed concerns with the RPP and its effect:

- Although the RPP prevents people from parking all day, it results in the constant turnover of vehicles in the area, causing traffic congestion due to vehicles circling and making illegal U-turns while looking for parking spots. This constant turnover also causes increased wear on curbs and noise from horns and alarms.
- The residents in the current excluded areas of King Street should be re-polled for inclusion.
- Enforcement only occurs during the day.
- Parking restriction signage permits vehicles to park in close proximity to intersections, including those at the lanes, making it difficult for motorists, cyclists and pedestrians to properly maintain clear sightlines.
- The zone should be expanded.
- The cost of the program for residents included in the permit zone.
- A review of the existing signage is required. Increase the distance of the no parking zones, at corners to improve visibility at all affected intersections, especially those streets adjacent to the RPP zone.

Committee Recommendation:

The Committee would recommend that the Infrastructure Services Department, Transportation Branch, review the Residential Parking Permit Program, conduct a third party audit of its operation, and modify the program to ensure that residents are fairly charged and receive the intended benefits of the program.

Reason for Recommendation:

The Committee, after reviewing the costs and revenues of the program, feels that the program is not being run efficiently and that permit costs to residents are higher than promised during the initial consultation. There are also concerns that the two hour parking limit merely causes additional traffic

pressure without preserving residential parking. This is caused by the regular turnover of parking locations by visitors to our neighbourhood.

Administrative Response:

The results of an audit may find that the program is operating in a deficit as the program was implemented ten years ago and costs have risen since that time and the cost of the permit has remained unchanged. The Administration has concerns regarding who would conduct and fund a third party audit. In addition, polices apply to all Residential Parking Permit Zones City wide. Any modifications would affect Varsity View and any future areas.

3.12.2 Strategies to Address Traffic Concerns in the RPP

Although the RPP addresses some of the parking concerns, the Committee has stated that the RPP has other effects on traffic circulation in the neighbourhood. Vehicles often “circle the block” in search of a parking space, perform U-turns and back into and out of private driveways. Roadway widths are technically wide enough to accommodate four lanes (two driving lanes and two parking lanes). However, the community feels that these lanes are too narrow, especially due to the traffic that is present in the neighbourhood. One strategy that was noted to potentially address some of these concerns was implementing one-way streets in the neighbourhood.

3.12.3 Parking Violations in the RPP

The RPP allows for time restrictions to be posted on selected streets which remain in effect during certain timeframes from Monday to Friday. Restrictions can vary from zone to zone, but any vehicle parked on the street longer than the posted time restriction will be ticketed if no residential parking permit is displayed. All other parking regulations, such as loading zones, bus stops and no parking areas must be obeyed.

The Committee expressed concern with vehicles parking in the RPP zone that are obstructing access to the lanes, as well as vehicles which park too close to the intersections, obstructing sightlines. They encouraged measures be taken to enforce all other parking regulations, such as ensuring vehicles are parked between or within the parking restriction signage.

3.12.4 Traffic Violations in the City Park Residential Parking Permit Zone

The Committee has observed traffic violations in the Residential Parking Permit Zone. Parking enforcement staff has the authority to cite motorist for traffic violations (for example, if a vehicle was parked within the “no parking” area at corners).

3.13 Bicycle and Other Active Transportation Initiatives

City Park’s location makes it ideally suited to active transportation such as cycling. The neighbourhood is within cycling distance of the Central Business District and the east side of the river via either the

train bridge or University Bridge. Also, City Park has direct access to the Meewasin Trail, which connects to many other areas of the city. Members of the Committee indicated that they walk or cycle on a regular basis.

A healthy lifestyle, rising fuel prices, and growing desire to live and work in the city centre increases the need to provide a safe, efficient bicycle network through City Park and the surrounding area. This becomes an important step in creating an efficient transportation network for our city as whole.

In 1999, the City of Saskatoon commissioned a Bicycle Facility Network Study in recognition of the growing number of cyclists and increased desire for active transportation options in Saskatoon. The purpose of the study was to provide a detailed perspective on local cycling and transportation issues, identify network alignments and facilitate bicycle trips within the community.⁸⁴ This study resulted in a Bicycle Network Plan (2002) to connect neighbourhoods to the University of Saskatchewan, the downtown, and the SIAST Kelsey campus. Unfortunately, this plan was never properly funded or implemented, and had no noticeable impact on City Park.

In 2009, the Transportation Branch launched the “Cycling Advisory Group” to provide advice on the implementation of the Cycling Network Plan. This group is providing input on several major capital improvements funded in part by a two million dollar federal infrastructure grant, including a dedicated bike lane along 33rd Street from Spadina Crescent to the SIAST Kelsey Campus.

City Park residents are participating in a project to improve active transportation participation under the leadership of Road Map Saskatoon. An initial survey of residents through this project indicated that participation in active and public transportation is higher than the City average, possibly the result of a central location that makes such modes practical.

During the City Park Local Area Planning Process, concerns about cycling and walking opportunities arose in regard to:

- The need for bicycle racks at civic facilities such as the Mendel Art Gallery, as well as at business and institutional destinations downtown.
- Including bike lanes on roadways, specifically on new construction and streetscaping such as the 3rd Avenue North road widening.
- Provision of safe routes out of the north end of City Park towards the Canarama and Lawson Heights Shopping Centres.
- Provision of safe routes out of the west end of City Park towards SIAST and west of Idylwyld Drive.
- Improvements to pedestrian, stroller, and wheelchair routes within City Park with ramped curbs at intersections and contiguous sidewalks along major roadways.
- Improvements to and maintenance (sweeping) of road and sidewalk surfaces.

Comments from the Committee reflect the call by other neighbourhoods for increased cycling facilities. The Riversdale Local Area Plan, 2008 included the following recommendation:

⁸⁴ Draft Final Report City of Saskatoon “Bicycle Facility Network Study”, 2001. page 1

EXPANDED BICYCLE FACILITY NETWORK THROUGHOUT THE CORE NEIGHBOURHOODS: That the Infrastructure Services Department, Transportation Branch, review the Bicycle Facility Network and propose an expansion to link Riversdale, Pleasant Hill and Caswell Hill to the Central Business District, City Park, Nutana, and the Meewasin Valley, with the specific goal of making 20th Street safer for cyclists, increasing the connection between the core neighbourhoods in the centre of Saskatoon, and increasing the amount of safe spaces for cyclists on Saskatoon's streets.

The City Park LAP Committee supports this recommendation and echoes the importance of it.

The City of Saskatoon recently launched a 'sidewalk friendly' initiative to promote awareness of cycling bylaws in the Broadway, Downtown, and Riversdale Business Improvement Districts. The campaign reminds cyclists to walk their bikes while on the sidewalk in accordance with City bylaws. The downtown cycling plan includes sharrows (shared lane pavement markings) which are intended to better position cyclists on roadways.

3.13.1 Active Transportation Initiatives

Road Map Saskatoon is an organization dedicated to fostering sustainability in Saskatoon by building community awareness of the environmental, social and economic benefits of sustainable practices. Recently Road Map Saskatoon received funding from the Federal Government (Transportation Canada) to develop and implement a project to promote active transportation. City Park is a pilot neighbourhood for this project (see Section 7.4 of this report for details).

3.14 City Park Local Area Transportation and Circulation Recommendations

3.1 *QUEEN STREET PEDESTRIAN SAFETY: That the Infrastructure Services Department, Transportation Branch, determine if enhanced pedestrian crosswalks, more 'no parking zones' close to corners, or other traffic modifications can be made to enhance pedestrian safety on Queen Street from 3rd Avenue North to 9th Avenue North.*

Reason for Recommendation: Queen Street has both a large amount of vehicular and pedestrian traffic. Congestion is caused by motorists searching for on-street parking. The Committee expressed that this area was not safe for pedestrians.

3.2 (a) *SASKATOON CITY HOSPITAL PARKING: That the Community Services Department, Planning and Development Branch, forward a copy of the completed City Park LAP to the Saskatoon Health Region. The cover letter should highlight the effects on the neighbourhood due to parking pressure caused by Saskatoon City Hospital. In addition, that the Saskatoon Health Region be advised that they should consult with the City Park Community Association when an expansion of the hospital or of their onsite parking facilities is contemplated.*

3.2 (b) *SASKATOON CITY HOSPITAL PARKING: That the City Park Community Association and City Park Local Area Planning Committee meet with representatives of the Saskatoon*

Health Region to discuss parking within City Park , with a view to indentifying historic and emerging issues and solutions to current and future parking requirements.

Reason for Recommendations: The Saskatoon Health Region’s presence in City Park, through City Hospital, is the single largest contributor to traffic congestion and residential parking shortage in City Park. Joint efforts are required to ensure the rights of residents to parking spaces in front of their own homes are respected, and that a means of parking for guests, including staff, visitors and patients of SCH in City Park are provided by their employer.

- 3.3 PRINCESS STREET – TRAFFIC CALMING:** *That the Infrastructure Services Department, Transportation Branch, examine if measures can be taken to reduce speed along Princess Street.*

Reason for Recommendation: The Committee requested that an additional study of this area be done.

- 3.4 SPADINA CRESCENT PEDESTRIAN SAFETY - INTERSECTIONS:** *That the Infrastructure Services Department, Transportation Branch, determine if measures can be taken to improve pedestrian safety at 33rd Street and Spadina Crescent, north of the University Bridge at 25th Street, and at the crossing between the Kinsmen Park Parking Lot and the Mendel Art Gallery and Civic Conservatory.*

- 3.5 SPADINA CRESCENT PEDESTRIAN SAFETY - TRAFFIC CALMING:** *That the Infrastructure Services Department, Transportation Branch, measure speed of traffic along Spadina Crescent between University Bridge and 33rd Street and investigate the need to install traffic calming devices.*

Reason for Recommendations 3.4 and 3.5: Spadina Crescent is a very busy pedestrian corridor for those who use the Meewasin Trail, Kinsmen Park and those crossing University Bridge. Pedestrian Safety along Spadina Crescent is a concern at the intersections and along the street as a whole.

- 3.6 3rd AVENUE NORTH ROAD WIDENING:** *That the Infrastructure Services Department, Transportation Branch, in addition to the required public notice policy, present the proposed design for the 3rd Avenue North road widening to the City Park Community Association and City Park Local Area Planning Committee. And, that the Community Services Department, Land Branch, meets with City Park Local Area Planning Committee in regard to the development of this property.*

Reason for Recommendation: As the 3rd Avenue road widening will have an effect on the traffic and pedestrian patterns neighbourhood, the community would like to review and provide input into the design. In particular, pedestrian and cyclist safety is very important. Currently, the street is not amenable to either cyclists or pedestrians.

- 3.7 7th AVENUE NORTH TRAFFIC CALMING:** *That the Infrastructure Services Department, Transportation Branch, determine if additional measures can be taken to*

reduce the speed of traffic and increase pedestrian safety on 7th Avenue North between Queen Street and Duchess Street.

Reason for Recommendation: Speeding continues along 7th Avenue North despite the corner bulbing at the corner of 7th Avenue North and Princess Street. The Committee would like other traffic calming measures to be installed along this street to reduce the speed of traffic.

3.8 ***PILOT INTERSECTION CONTROL INFILL PROGRAM:** That the Infrastructure Services Department, Transportation Branch, report back to the City Park Community Association on the findings of the pilot intersection control infill study.*

Reason for Recommendation: This study was implemented in City Park to assign right of way at uncontrolled intersections to calm traffic. This recommendation has been included to ensure that the Community Association receives the results of the study.

3.9 ***CITY PARK RESIDENTIAL PARKING PERMIT PROGRAM:** That the Infrastructure Services Department, Transportation Branch, review the City Park Residential Parking Permit Program, including possible expansion, or other modifications to increase effectiveness.*

Reason for Recommendation: The RPP has not been reviewed since its implementation in 2001. The Committee expressed a number of concerns with the existing program and had ideas for improvements. This recommendation directs the Transportation Branch to undertake a review of the program.

3.10 ***TRAFFIC CONGESTION IN THE CITY PARK RESIDENTIAL PARKING PERMIT ZONE:** That the Infrastructure Services Department, Transportation Branch, explore measures to alleviate traffic congestion in City Park Residential Parking Permit Zone.*

Reason for Recommendation: There may be measures that can be undertaken to alleviate some traffic congestion in the City Park Residential Parking permit area. Problems occur due to vehicles circling in search of parking. The Transportation Branch is being asked to explore options to alleviate congestion including, but not limited to, designating particular streets with the RPP as one way streets.

4.0 Municipal Services

4.1 Overview

This section of the LAP deals with issues raised by the City Park Local Area Planning Committee (LAPC) regarding Municipal Services. Topics include environmental issues, waste disposal, sidewalks, streets, and underground infrastructure.

The Committee is very concerned that the infrastructure in one of Saskatoon's first neighbourhoods is likely past its lifecycle. While taxes have been collected or assessed on these properties for a century the Committee is unaware of any reserve funds to deal with continual updating, let alone for the upgrades residents believe to be necessary.

The Committee is very interested in environmental initiatives, and would like to be environmentally proactive.

The Committee identified many concerns regarding surface deficiencies, environmental initiatives, and aging infrastructure. These concerns are identified in the sections which outline the topics.

4.2 Municipal Services Goals

The City Park LAPC created a number of goals intended to guide future municipal services and infrastructure development in the neighbourhood.

1. That existing surface deficiencies, including the paving of gravel streets and installation of new sidewalks be addressed, along with underground infrastructure requirements.
2. Encourage the assessment of underground infrastructure when road surface replacements are done.
3. Improve the maintenance of the Canadian Pacific Railway right-of-way.
4. Improve maintenance of existing sidewalks.
5. Improve recycling facilities in the neighbourhood.

4.3 Garbage Collection, Recycling, and Composting

The Committee feels that they are currently both individually and collectively minimizing waste by:

- subscribing to private blue box recycling
- composting in yards and at the Community Garden site
- undertaking home improvements (efficient appliances, compact fluorescent bulbs and low flow toilets and showerheads)
- taking hazardous waste to designated sites on collection days.

However, the Committee feels that more can be done. A number of ideas were put forward, such as increasing public awareness of composting and increasing access to recycling facilities in the neighbourhood.

4.3.1 Garbage Collection

The City Park neighbourhood has both rear lane communal and individual garbage bins, and front street individual garbage bins. Garbage from multiple-unit dwellings, commercial, institutional, and industrial premises must be disposed at a provincially approved waste disposal site or recycling centre. All commercial, institutional, and industrial operations are responsible for contracting waste disposal services; some have a waste disposal contract with the City.

The Environmental Services Branch has been mandated by City Council to change existing communal containers to individual containers. In some areas this may mean front street pick-up. In areas where this change has already been made, the result has been cleaner back lanes, less vandalism of garbage containers, and less illegal dumping. The Environmental Services Branch is improving recycling options city-wide, which will help to alleviate overflowing containers.

Conversion to individual roll-out cart garbage bins throughout the City has been occurring. There is an issue in some areas whether or not the carts are to be picked up in the lane or on the street. When City Park is converted to individual roll-out cart garbage pick-up an Informational Open House will be held by the Environmental Services Branch to discuss any questions or concerns from residents about the process. Generally, the concerns from members of the Committee will be dealt with during this open house. Concerns likely to be raised include individual circumstances such as parking congestion on the street, physical ability of residents to move the cart, and physical barriers on property such as elevated yards with steps.

4.3.2 Saskatoon Waste and Recycling Plan



*City of Saskatoon, Utility Services
Department,
Environmental Services Branch Logo*

City Council adopted the Saskatoon Waste and Recycling Plan on November 5, 2007.⁸⁵ The plan is a comprehensive examination of current waste management programs and landfill use in Saskatoon. It includes extensive research, consultation, and input from the community through advisory groups and open houses. The plan will guide Saskatoon's waste management and recycling activities over the next 20 years.

A number of proposed initiatives in the Saskatoon Waste and Recycling Plan deal with waste, recycling, and composting in the city. One of the guiding principles is the adoption of a zero waste philosophy. Zero waste means creating waste reduction programs that maximize recycling, minimize waste, reduce consumption, and ensure products are made to be reused, repaired or recycled. Another guiding principle is the development of strategies to encourage new waste management behaviours, something that will be accomplished by creating education and awareness programs.

⁸⁵ Earth Tech Canada Inc, *Draft Saskatoon Waste and Recycling Plan (For Public Review)*, March 2007

It is hoped that the Saskatoon Waste and Recycling Plan will improve quality of life and develop a waste management program of which citizens can be proud. Details of the plan and its implementation can be found on the City of Saskatoon website at www.saskatoon.ca (click “S” for Saskatoon Waste and Recycling Plan). At the time of writing the LAP, an implementation plan and time line is being prepared by the Environmental Services Branch.

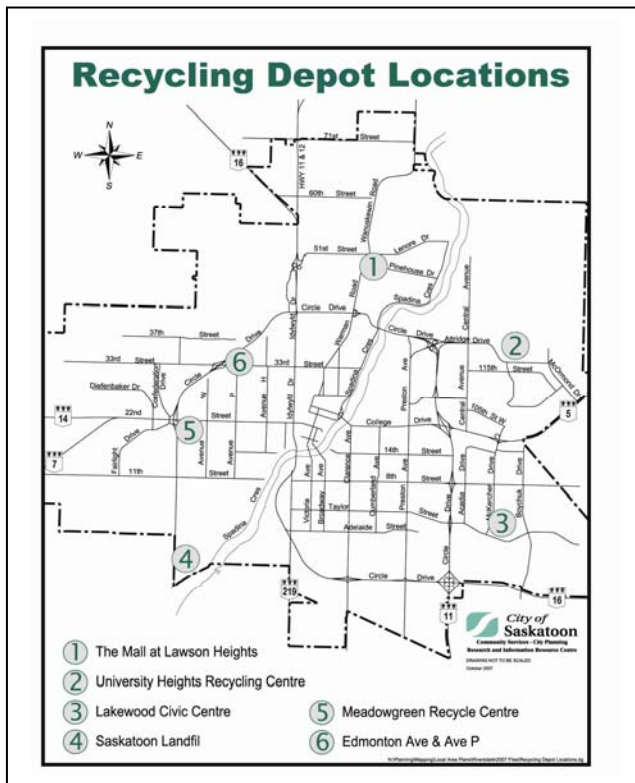
4.3.4 Recycling

The Committee would like more opportunities for recycling in the neighbourhood. They would also like residents to become more informed so they will be encouraged to participate in recycling activities.

There are drop-off bins for paper and other recyclables at 7th Avenue North and Princess Street and 33rd Street at the Shoppers Drug Mart. While these are valuable options provided within the neighbourhood, the maintenance of these areas is a concern to the Committee.



Neighbourhood Recycling Facilities on Princess Street



There are currently six recycling depots in Saskatoon. The depots closest to City Park are at the Lawson Heights Mall and at Edmonton Avenue and Avenue P. Newsprint, corrugated cardboard, mixed paper, tin cans, and beverage containers can be recycled at these locations. There are additional recycling bins at other locations throughout the city. A variety of other items can be recycled in Saskatoon. Information about drop-off depots for these items is available in the “Saskatoon Recycles” brochure, on the City of Saskatoon website at www.saskatoon.ca (click on “R” for recycling – Waste Minimization and Recycling), or by calling the “Trash Tips Hotline” at 975-2486.

The Saskatoon Waste and Recycling Plan contain a number of initiatives to address future recycling needs, including:

- Continue producing recycling directory.
- Provide curbside recycling services to single family housing units and recyclable collection for multi-family residential units.
- Create a “smart shopper” consumer awareness program and a business environmental awareness program.
- Have waste reduction education programming in schools.
- Develop a construction and demolition (C & D) materials handling facility.
- Shift to a user pay system to encourage waste reduction and recycling.
- Implement a disposal ban on paper and cardboard.
- Create a city-wide materials exchange.
- Continue household hazardous waste collection events.

4.3.5 Composting

The Committee was very interested in environmental initiatives, including composting. In City Park, the Community Garden in Wilson Park has a compost pile, but it is intended for garden use and does not have the capacity to process compost from other sources.

The City’s current composting initiatives include:

In 2010, Public Compost Depots are available from mid April to mid November. In 2009 over 17,500 tonnes of material were diverted from landfill, up from 4,200 tonnes in 2008. It is anticipated that over 20,000 tonnes of compostable material will go through the depot gates for 2010. There are currently two compost depots in Saskatoon; one on McOrmond Road between Highway 5 and 8th Street East, the other at Highway 7 and 11th Street West. Compostable material from City parks and facilities, as well as leaves, grass, sod, branches, logs and stumps (except Elm⁸⁶) dropped off by residents and commercial yard care businesses are accepted at the depots. The leaves and grass are mixed with wood chips and managed in windrows to compost. The compost is used by City Parks Branch to offset the need to purchase compost mixtures.

Subsidizing residents’ purchase of backyard composters; opportunities for purchasing subsidized composters are advertised through public service announcements and are available through the Saskatchewan Waste Reduction Council. Contact them at 931-3242. The subsidy form is available for download at

http://www.saskwastereduction.ca/resources/Composting/compost_bin_rebate_form_2010.pdf.

⁸⁶ The City has a responsibility to protect its assets, which include the Urban Forest. To this end, wood from American, Manchurian, or Siberian Elm and any wood not easily distinguished from Elm will be rejected from the Compost Depots. The pruning ban on Elm is in effect from April to August. The ban is a provincial law which must be adhered to by the City as well as any person residing in the Province. Any cut Elm wood including trimmings, branches, logs and stumps must be disposed of at the City of Saskatoon Landfill throughout the year. Landfill fees apply. For more information on Dutch Elm Disease prevention and the pruning ban please call the Saskatchewan Dutch Elm Disease Association at : 1-800-SASKELM

The curbside leaves and grass collection program continues for 2010 as a subscription based initiative. Subscribers receive bi-weekly pick up of leaves and grass clippings from early May to early November. These materials are taken to one of the compost depots to be mixed with other materials. The subscription costs \$40 annually and subscribers are provided with a calendar of collection dates and a front street roll-out cart for leaves and grass. The program sold out in 2008 (1,200 subscriptions) with available subscriptions now exceeding 2,000 on a first come, first served basis.

The City encourages residents to mulch their lawn grass. This reduces water and fertilizer requirements and saves time and money spent on collecting and bagging this valuable product. For additional information on grass-cycling call the Saskatchewan Waste Reduction Council at 931-3242.

The Saskatoon Waste and Recycling Plan propose a number of composting initiatives during the next 10 years through a series of phased implementation (Phases 1 through 3):

- Continue to subsidize backyard composters.
- Extend the subsidized composter program to composters suitable for multifamily dwellings.
- Promotion of backyard composting.
- Upgrade yard waste composting facility.
- Promote grass-cycling for residents.
- Develop an organics management facility and provide collection services for source-separated organics.
- Provide curbside collection of source separated organics (SSO)⁸⁷ to single- family units and SSO collection to multi-family dwelling units.

The Saskatoon Waste and Recycling Plan contain a proposal to provide curbside collection of organics to single-family and multi-family units. Although the details have yet to be determined, it is anticipated that the program will use a phased roll-out approach to help determine the collection frequency and size and type of container best suited to the citizens of Saskatoon.

The City of Saskatoon wishes to thank all of those who participated in any waste diversion initiatives. Every bit of effort by individuals has a huge overall impact on our landfill airspace, on our environment and on the mill rate.

⁸⁷ SSO include organic material such as lawn clippings, leaves and vegetable peelings.

4.4 Maintenance of the CPR Right-of-Way



The Canadian Pacific Railway (CPR) right-of-way (ROW) has been an issue for some time in the Pleasant Hill, Riversdale, Caswell Hill, and City Park neighbourhoods. Residents and business owners would like to see maintenance along the ROW improved, specifically more regular grass cutting and garbage pickup. This is also an issue for the other neighbourhoods along the right-of-way.

The CPR railway that bisects Saskatoon and forms the northern boundary of the neighbourhood was an important factor in the city's early development. Evidence of this can be seen in the industrial areas in mature neighbourhoods, which flank the railway. The train bridge is also an important link for pedestrian access to the University of Saskatchewan and Innovation Place.

The Pleasant Hill Local Area Plan (2002) recommended that the City of Saskatoon work with CPR to arrange a reasonable schedule for regular upkeep of the ROW, with priority given to areas adjacent to residential neighbourhoods.⁹⁰ In 2004, CPR agreed to schedule two cuts every year along the ROW—once in the spring and once in the fall, as well as a midsummer cut if vegetation growth warrants. In years of heavy rainfall, the City of Saskatoon Parks Branch has cut the ROW when the CPR's mower was unavailable. The Committee has observed a lack of or no maintenance done by the CPR along the ROW. The City Weed Inspector also checks for noxious weeds.

If residents have concerns, they are encouraged to call the Parks Branch at 975-3361.

Despite maintenance issues with the CPR ROW, the Committee would like the ROW to remain a natural habitat. To some City Park LAMP members, it is an asset that adds to the overall green space in the neighbourhood. The Committee is disappointed in the lack of meaningful dialogue between City Council, City Administration and the CPR primarily due to the lack of engagement from the CPR. This is an ongoing and long standing issue in the neighbourhood.

The underpass at 7th Avenue North and 33rd Street West is owned by the CPR. The Committee suggested that improving the appearance of the cement wall would enhance its visual appearance. Recommendation 8.2 in Section 8.0 Neighbourhood Safety recommends that the CPR be approached to fund a mural project on this structure.

⁹⁰ City of Saskatoon, Pleasant Hill Local Area Plan, June 2002, pg 117

4.5 Sidewalks

4.5.1 Sidewalk Maintenance



The Committee expressed concerns with the condition of neighbourhood sidewalks. The damage is caused by frost heaving, vehicles hitting the curbs, tree roots and City contracted repair of water mains.

The Public Works Branch of the Infrastructure Services Department maintains City sidewalks to ensure pedestrian safety and reduce or eliminate injury claims.

Public Works uses a sidewalk condition rating methodology on a five year cycle to determine if treatment is required and what the treatment should be. City Park was last rated in 2005. Depending on condition, the following treatments may be applied: replacement, asphalt overlay, lips grinding, magcrete (used to repair small concrete deficiencies) and mudjacking.

The public is encouraged to report trip hazards and wide cracks to the Public Works Branch at 975-2476 or 975-2491 or by email at public.works@saskatoon.ca.

4.5.2 Asphalt Sidewalks

The Committee has expressed deep concern with the use of asphalt, instead of concrete, to repair and maintain sidewalks. Due to the age of City Park, many of the sidewalks are in poor condition. The mature neighbourhoods, due to the age of their infrastructure, are more likely to have asphalt used in their neighbourhoods. This concern has been expressed in the Caswell Hill Local Area Plan. Since that time the City has discontinued the asphalt overlay program where entire blocks were replaced with asphalt sidewalks.

City Park currently contains some asphalt sidewalks as well as repairs with asphalt fillets. The Committee has expressed that they do not want asphalt to be used.

The asphalt overlay program was discontinued and the Infrastructure Services Department no longer uses asphalt for sidewalks, except in the following instances:

- overlays on sidewalk panels that are a safety concern and restricted to less than 10% of the block
- fillets where there are extensive tree root problems
- as a temporary repair until concrete can be replaced in the spring
- to repair sidewalk cracks.

The Committee is opposed to sidewalks being repaired with asphalt. They would prefer that the City re-implement the use of concrete for repair, maintenance, and construction of sidewalks that they have done in the past.

4.5.3 Winter Maintenance of Sidewalks

Residential and Commercial Sidewalks

The winter of 2007/2008 was the first winter the Sidewalk Clearing Bylaw was in effect. Under this bylaw, snow and ice must be removed from residential and commercial sidewalks within 48 hours after a snowfall. Tickets were not issued the first year, but if the City received a complaint, the snow was removed and the cost was added onto the homeowner's property tax. To coincide with the launch of the program, the City introduced the Snow Angels program to raise awareness and encourage residents to assist their neighbours with sidewalk shoveling.

Public Sidewalks

The Committee expressed concerns with the snow clearing of public sidewalks in the neighbourhood. Locations identified include:

- Kinsmen Park along Spadina Crescent and Queen Street
- the trails within Kinsmen Park
- the parking lot at the corner of 5th Avenue North and 25th Street
- 3rd Avenue North between Duke and Duchess
- the south side of Wilson Park between 10th Avenue North and King Street.



These sidewalks are used by pedestrians on a daily basis to commute to work or to go about regular activities. Lack of regular clearing is a barrier to these activities and discourages active transportation.

4.5.4 New Sidewalk Installations

Surface deficiencies are addressed in Recommendation 4.2. The Committee noted that sidewalks are missing at a wide variety of locations. The following locations were prioritized by the Committee:

- south side of Queen Street between 7th Avenue North and Spadina Crescent, along Kinsmen Park
- perimeter of Wilson Park
- Duchess Street from 8th Avenue North to 10th Avenue North.
- North side of King Street between 3rd and 4th Avenue North.

Once these prioritized locations are completed The Committee anticipates that the City will move forward on the other locations as listed in Appendix 4.

4.5.5 Wheelchair Ramps

The Committee is concerned about the mobility and accessibility needs of the community. The Committee is concerned that not all street corners in the neighbourhood have been upgraded with

wheelchair ramps. They would like to ensure that all residents have safe pedestrian routes within the neighbourhood.

The Transportation Branch, Infrastructure Services Department is responsible for administering the wheelchair ramps program for the City of Saskatoon. The Roadway Section, also of the Infrastructure Services Department, is responsible for the installation work of the wheelchair ramps. The program was established by the Infrastructure Services Department and has been operating for a number of years. Street corners are upgraded on a priority basis and sometimes done in conjunction with sidewalk repairs. The commercial areas in Saskatoon have been designated a high priority for installation of wheelchair ramps. The second priority is given to requests received from wheelchair users regarding ramps needed on frequently used routes. Requests for the installation of wheelchair ramps can be forwarded to the Traffic Management Section for consideration at 975-2454.

4.6 Streets and Lanes

4.6.1 Streets

Paved streets and lanes in Saskatoon are regularly maintained to ensure safe conditions for vehicle and pedestrian traffic. Each year, the City of Saskatoon schedules a variety of preservation programs to maintain existing street infrastructure. Any roads not scheduled for major repair in the current year receive routine maintenance, which primarily consists of pothole patching and maintenance identified through customer inquiries or field staff. Activities of the Street Maintenance Program include:

- regular inspection
- annual crack filling program
- pothole repairs on paved streets or lanes
- repair of various paved street failures, such as dips, frost boils, etc.
- milling of rutted sections identified by inspection
- temporary cold mix repairs to potholes and small excavations during the winter.

Most of the streets in City Park are paved with the exception of:

- Lauriston Street from 2nd Avenue to 9th Avenue Lane (adjacent to Duchess Courts buildings)
- Warburton Street from 7th Avenue to 10th Avenue.

These streets have been identified for paving in the City of Saskatoon Capital Budget (Project number 2044). In 2010, funding to pave these streets was identified.

There are also no storm sewers in this area of City Park. Therefore, project costs must include both the surface deficiency and the underground infrastructure costs. In addition, some of these locations are missing sidewalks.



4.6.2 Lanes

The Committee expressed concerns regarding the condition of gravel lanes. The City's Earth Streets Program grades each lane annually and rebuilds approximately five lanes annually. However, there are times when lanes cannot be graded because of encroaching trees or flowers. Requests to have a lane graded can be made by calling the Public Works Branch at 975-2491.

4.6.3 Winter Maintenance of Streets and Lanes

The City of Saskatoon's Snow and Ice Program outlines how and when snow is cleared from city streets.

Priority 1 (2nd Avenue North and 25th Street)

- Includes: Freeways and major arterials.
- Timing for Snow Clearing: Within 12 hours after snowfall ends.
- Timing for Sanding: Within six hours of the development of icy conditions.
- Objective: To ensure that key transportation routes are passable for a majority of residents.

Priority 2 (Queen Street and Spadina Crescent)

- Includes: Access to emergency locations (fire halls, ambulance sites and hospitals) and bus routes.
- Timing for Snow Clearing: Within 36 hours after snowfall ends.
- Timing for Sanding: Within 12 hours of the development of icy conditions.
- Objective: To ensure that key emergency transportation routes are passable, and to enable the safe and normal movement of public transportation.

Priority 3 (Princess Street from 7th Avenue to 9th Avenue, Duke from 7th Avenue to 9th Avenue and the 800 block of 9th Avenue)

- Includes: Remainder arterials and collectors, and streets adjacent to schools not already assigned a priority.
- Timing for Snow Clearing: Within 72 hours after snowfall ends.
- Timing for Sanding: Within 24 hours of the development of icy conditions.
- Objective: To ensure that children are able to get to school in all weather conditions.

The City Park LAPC felt that due to the high usage of on-street parking and large pedestrian traffic in the neighbourhood that additional streets should be cleared as priorities.

4.7 Underground Infrastructure

Underground infrastructure, including sanitary, water and storm sewers, was an issue for The Committee. The age and condition of sanitary sewer connections is of particular concern. Many of the sanitary sewer connections in the area are vitrified clay tile pipe installed from 1906 to 1915.⁹¹ Property owners experience backups when pipes fail, largely due to intrusion of tree roots into water and sewer pipes. Currently, the City provides an emergency service when backups occur.

⁹¹ Ibid., page 21

In 1993, a City Park Neighbourhood Infrastructure Report by the City of Saskatoon reported findings on the condition and performance of infrastructure systems.⁹² The report stated, “Performance and capacity problems were identified and include low flow characteristics in old cast iron pipes, overloading of sanitary collector sewers, inadequate capacity (low level of service) in storm sewers and complete lack of storm service at several locations.”⁹³

There was a concern raised by the Committee that when water connections are replaced, it is suggested that the City contact all property owners on the block to reduce street closures, costs and inconvenience.

4.7.1 Sewer Use Bylaw

At the time of writing the City Park LAP, the Sewer Use Bylaw is under review by the Infrastructure Services Department, Strategic Services Branch. The current bylaw does not address current economic needs and environmental standards.

Changes to the Sewer Use Bylaw are required to:

- address National and Provincial regulatory changes
- provide an integrated approach to managing the City’s wastewater utility
- create a policy and regulatory framework to protect infrastructure
- reduce the potential for impacts on utility performance
- base rates on actual cost of service
- provide effective monitoring and enforcement
- reduce environmental and social impacts.

As part of the review, a consultation process was undertaken to solicit input from residents and businesses, since changes to service level controls may affect property owners. As well, the City will be proposing well-defined policies regarding financial responsibilities. In March 2009, Strategic Services Branch held open houses to outline proposed changes. A summary of the proposed changes are on the City of Saskatoon website at www.saskatoon.ca, (click on “S” → Sewer Use Bylaw Review).

4.7.2 Water Quality

During the City Park LAP the issue of lead pipes and drinking water arose. This is an issue for other established neighbourhoods, and is not unique to City Park.

Lead can enter household tap water by the service connection and from the property’s plumbing systems. The service connection is the pipe which connects the house to the water supply and is located both on city and private property. Lead service connections were typically used in buildings constructed before 1949. A household’s plumbing systems may contain lead in the solder and brass fittings for example.

⁹² City of Saskatoon, City Park Neighbourhood Infrastructure Report, 1993 page i

⁹³ Ibid.

The City of Saskatoon website provides information on this issue (see www.saskatoon.ca (click on “W” for Water → Quality). Replacement of service connections can be undertaken, with the cost of replacement shared by the property owner and the City of Saskatoon. For more information on service connection replacements, property owners can contact Public Works at 975-2476 for more information.

At the time of the LAP the Utility Services Department is preparing information for home owners on this issue.

For any health questions, the public is encouraged to call Public Health Services, Saskatoon Health Region at 655-4620.

4.8 City Park Local Area Plan Municipal Services Recommendations

4.1 CURBSIDE COLLECTION OF ORGANICS – PILOT PROGRAM: *That the Utility Services Department, Environmental Services Branch, consider City Park for a pilot program for the curbside collection of Source Separated Organics (SSO) as proposed in the Saskatoon Waste and Recycling Plan.*

Reason for Recommendation: The Saskatoon Waste and Recycling Plan propose pilot program to collect source separated organics (e.g. grass clippings and yard waste). This recommendation will ensure that City Park is considered for the Pilot program.

4.2 SURFACE DEFICIENCIES –GRAVEL STREETS: *That the Infrastructure Services Department include the surface deficiencies identified in the City Park Local Area Plan in Capital Budget Project number 2044.*

4.3 SURFACE DEFICIENCIES – SIDEWALK INSTALLATIONS: *That the Infrastructure Services Department, Transportation Branch review and prioritize the locations identified in the City Park Local Area Plan.*

Reason for Recommendations 4.2 and 4.3: The City of Saskatoon has funds allocated in the Capital Budget for the paving of gravel streets and the installation of sidewalks. This recommendation re-enforces to the City of Saskatoon the importance of making these improvements. Funding to pave these streets has been indentified for 2010.

In addition, the road and sidewalk network in City Park is not only old, but also incomplete. Several roads remain unpaved, are poorly serviced by graders, and many blocks remain unserved by sidewalks. In order to facilitate active transportation, and also to provide access to those with limited mobility, these projects need to be completed as soon as possible. In particular, the elderly and young families with children in strollers are most affected by the lack of sidewalks or ramped curbs.

5.0 Heritage

5.1 Overview

Heritage is more than just old buildings. Heritage is our collective experiences, customs, and diverse traditions. Heritage tells a story and gives us knowledge about who we are and where we came from. It helps us to appreciate our past, and better prepares us to meet the challenges of tomorrow.

City Park was one of the original settlement areas when the City of Saskatoon was formed on May 26, 1906. The development pattern of the neighbourhood was influenced by a number of factors, including City Park (now Kinsmen Park), Saskatoon City Hospital, CPR rail line, train bridge and the community's proximity to the South Saskatchewan River and Central Business District.

City Park is fortunate in that it contains many original structures, which provide diverse examples of the neighbourhood's built heritage. These structures not only contribute to City Park's heritage but Saskatoon's as well.

The Committee is concerned about retaining the existing architectural character of the neighbourhood. They would like redevelopment to complement the existing character and form of the neighbourhood. To improve heritage awareness in the community, The Committee discussed developing a local history resource and educating home owners on renovating their homes in a manner sympathetic and complementary to the area's existing character.

5.2 Heritage Goals

1. Promote the active preservation of heritage.
2. Conserve, preserve or rehabilitate the architectural character of buildings.
3. Continue to conserve and re-use older buildings and materials in the neighbourhood.
4. Pursue options for telling the City Park story and for heritage interpretation within the neighbourhood and the City.

5.3 Civic Heritage Policy and Conservation Program

As one of the Saskatoon's oldest neighbourhoods, City Park has a rich mix of material and human history. There are opportunities for both conservation of existing heritage resources and celebration of neighbourhood history.

The City of Saskatoon, Civic Heritage Policy states:

Heritage comprises three elements of history which, when interwoven, identify individuals and communities:

- a) Material history - the conservation and interpretation of physical objects and sites such as buildings, landscapes, streetscapes, archaeological sites, artifacts, and documents.
- b) Natural history - the conservation and interpretation of nature (for example, individual species of birds, fish, and trees, or entire ecosystems) and paleontological sites (study of life in the geological past, e.g. fossils).
- c) Human history - the research, conservation, and interpretation of past human activities from the time of first human habitation to the present day. These activities include those in the social, cultural, political, and economic spheres, which create the historic background to individuals and communities.

The City of Saskatoon Heritage Conservation Program provides incentives to encourage conservation of heritage properties. Property owners can apply for Municipal Heritage Property designation or inclusion on the Community Heritage Register. Application for either Municipal Heritage Property designation or inclusion on the Community Heritage Register is only done when requested and agreed to by the property owner.

5.3.1 Municipal Heritage Property

A designated Municipal Heritage Property is recognized as being a property of major significance to the community of Saskatoon. Each property is protected by Bylaw, which means it must be maintained and exterior character defining elements or important architectural features cannot be altered without the approval of the City. Character defining elements are noted on the property owner’s application and confirmed when the property is evaluated during a site visit by City of Saskatoon staff. Generally, character defining elements include the exterior of the property, windows, and unique architectural features such as turrets, front verandas or parapets. Financial incentives are available to property owners for restoration or rehabilitation of these elements.

There are two designated Municipal Heritage Properties in City Park:



5.3.2 Community Heritage Register

The City of Saskatoon Community Heritage Register lists properties that have significant heritage merit and contribute to the character of the neighbourhood or district. Registered properties must be maintained and the key exterior heritage features cannot be altered for a fixed number of years. However, there is no long-term guarantee of protection for the property as there is with Municipal Heritage Property designation.



There is one property on the Community Heritage Register in City Park:

- 609 King Street – Originally used as a Nurses’ Residence, the building has been converted to residential condominiums.

5.3.3 Built Heritage Database

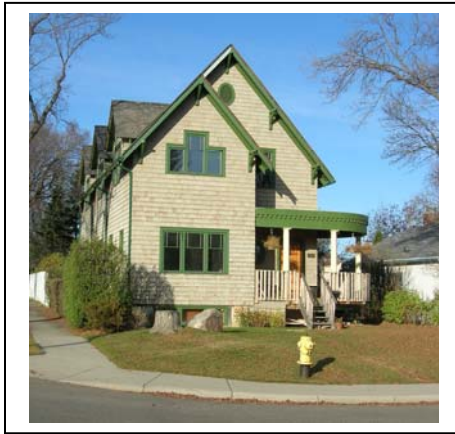
In 2004, the Civic Heritage Program conducted a Heritage Properties Identification project to compile a comprehensive list of heritage buildings, structures (statues, monuments, bridges, etc.), and properties in Saskatoon, including City-owned property. The following criteria were used to create a list of private and public buildings and properties with heritage character or heritage value. The selection must meet two or more of the following criteria:

- The structure was constructed prior to 1945.
- The structure has a connection with a historical person or event of significance to Saskatoon history (or Saskatchewan or Canadian history), or any well-documented person or event.
- The structure is an example of a particular, known architectural style or theme.
- The structure is the work of a known architect.
- The structure is considered a “landmark” or otherwise has value to members of the Saskatoon community on at least a neighbourhood level.
- The structure is an example of Saskatoon architectural or historical themes of which few examples remain.
- The structure has other demonstrable merit from an architectural, heritage, or community value perspective, or it belongs to a theme, area, or district of the City known to have historical associations or community value.⁹⁴

⁹⁴ www.saskatoon.ca Heritage Conservation – Built Heritage Database

A survey of properties in City Park was done in 2005, resulting in 172 properties being entered in the City's Built Heritage Database. To ensure the database remains current, heritage staff encourages new submissions on an ongoing basis. Appendix 1.2 lists the City Park entries and the submission form.

5.3.4 City of Saskatoon Heritage Awards Program



The Heritage Awards are presented by the City of Saskatoon to acknowledge preservation efforts and the personal energy, time and commitment dedicated to Saskatoon's cultural welfare. The Municipal Heritage Awards Program occurs every two years allowing people to nominate someone they know who have made a difference in the preservation and conservation of the City's heritage.

In 2008, the property at 1004 Duke Street received the award for "Infill Private Residence."

5.4 City Park Built Heritage

5.4.1 Neighbourhood Landmarks

City Park has many significant landmarks, but two are particularly notable.

The Spadina Crescent Bridge



Spadina Crescent Bridge

There has been a bridge over the ravine in Kinsmen Park since the 1920s. The current structure was designed by the City Engineer and built in 1930 with money raised by debenture. It is similar in design to the University Bridge. The bridge has undergone rehabilitation by the Infrastructure Services Department in recent years and continues to carry traffic along scenic Spadina Crescent.

City Park resident and Municipal Heritage Advisory Committee (MHAC) member Annette Stebner dedicated much work to rehabilitate this structure in 2003-2004. Upon request from the MHAC, the rehabilitation for the Spadina Crescent Bridge was approved under the 2004 Capital Budget. The repairs to the bridge included replacement of

spindles, patching soffit, power washing and pigmented sealer, as well as cobbles to abutments. The Committee would like to recognize the work Annette Stebner and the MHAC has done to conserve this structure.

The Weir



The Weir was built to raise the water level of the South Saskatchewan River. Located at the train bridge, it was designed to make the river safer for boating and other activities, while also creating a reservoir to ensure an adequate supply of water for city consumption and the power house.⁹⁵ The Weir was completed in 1939. An important part of its history is that it provided work for men on relief during the Depression.

The Weir is no longer necessary at a functional level, as Gardiner Dam at Lake Diefenbaker controls the river level.

The development of the Prince of Wales Promenade and the viewing deck has made it a riverbank focal point. The Weir was recognized as a Civil Engineering Historic Site in 2004 by the Canadian Society for Civil Engineering. See the City Park History section for other local landmarks.

5.4.2 Residential Buildings and Architecture

The retention of City Park’s architectural character, specifically its housing, was discussed at length by the Committee.

1. Architectural character retention. This includes the retention of the visual elements and style that contribute to the overall housing form in the neighbourhood. The Committee was concerned that the building or architectural style of City Park be retained. One third (33%) of the housing stock was built prior to 1946,⁹⁶ and therefore is a large inventory of original dwellings, in particular in the area north of Queen Street.

Architectural diversity adds to the overall appeal of the neighbourhood, but infill developments or substantial renovations may not complement the existing housing styles - this is what concerns the Committee.

2. Compatible Design of New Construction. For new construction and large additions, the development standards contained in the Zoning Bylaw (building setback, height, parking standards) do not reflect the mass and scale of many existing structures. Larger, more imposing structures may be inconsistent in mass and scale to nearby houses.

The Committee heard presentations from City Administration regarding Architectural Control Districts (ACD) and Development Standards for Low Density Infill Residential Development. These strategies are outlined in more detail in Section 1.0. The Committee was also concerned with the architectural compatibility of developments. The following has been added to Section 1.10 regarding this issue: “Special consideration for new developments adjacent to designated heritage properties should be given. New developments should respect character defining features of adjacent properties; setbacks, scale, massing and exterior finishing. Proponents should present evidence to support this compatibility.”

⁹⁵ City of Saskatoon Heritage Database or Exploring the Wonder City: A Historic Driving Tour of Saskatoon

⁹⁶ City of Saskatoon Neighbourhood Profiles, 2008

The residents of City Park continue to celebrate the architectural heritage of their neighbourhood by renovating and restoring their homes. The Heritage Conservation Program provides financial incentives to property owners but the Committee feel there are other ways to conserve City Park's material history, including:

- heritage hardware and / or building material exchange
- workshops on renovating older homes
- provide heritage awareness and programming to residents
- highlighting renovations in the City Park Community Association newsletter.

5.4.3 Commercial and Industrial Buildings and Architecture



*610 2nd Avenue N -Saskatoon Earl's -
Former McGavin's Bread Building*

Many of the commercial and industrial buildings in City Park have been renovated. For example, the McGavin's Bread building on 2nd Avenue North was originally built in 1930 as a bakery, but has been home to Earl's Restaurant since 1985. Also on 2nd Avenue North, the Modern Press Building has been adapted from a printing press plant to an office building. Other buildings continue to be used for their original use, such as Great Western Brewery. A brewery has operated on this site since 1927; it is the only remaining original brewery in Saskatoon.

5.5 Community Heritage Activities

At City Park LAPC meetings there was great interest in built heritage and an expressed desire to expand residents' knowledge of the neighbourhood's heritage. There are two main areas of interest: heritage interpretation and conservation of built heritage. The creation of a *City Park Built Heritage Committee* would be an opportunity for interested groups and individuals to work together and move forward on various ideas and share resources. The Committee could be provided with examples of interpretive heritage materials produced by other neighbourhoods, such as walking tours, brochures and newsletter articles.

In regard to increasing residents' knowledge about conserving and preserving the built heritage, a number of initiatives could be undertaken, including workshops and hardware and building material exchanges. The City Park Community Association has hosted workshops in the past and could host similar events with a heritage theme. The City of Saskatoon, Heritage Coordinator can provide homeowners with information on the Heritage Conservation Program and ways to research the history of their buildings.

The level of community interest in a hardware exchange is not known. If there is significant interest, the City of Saskatoon Heritage Coordinator and Neighbourhood Planning Section could assist the City Park Community Association in organizing a Heritage Building Material Exchange as a one-year pilot project. The Built Heritage Committee could continue the project if there was sufficient interest. If there is interest and participation from other neighborhoods the event could be expanded.

5.6 City Park Local Area Plan Heritage Recommendations

5.1 ***CITY PARK BUILT HERITAGE COMMITTEE:** That the City Park Community Association, City Park Local Area Planning Committee and interested stakeholders meet to discuss the potential of creating a City Park Built Heritage Committee and that the Planning and Development Branch attend a meeting in this regard. And, if created this committee could discuss issues such as heritage hardware exchange events, Architectural Control Districts and renovating older homes.*

Reason for Recommendation: During the LAP process, there was much interest expressed in renovating older homes. A Built Heritage Committee could organize events for homeowners in the neighbourhood to network and discuss heritage issues.

6.0 Community Institutions

6.1 Overview

City Park is a diverse neighbourhood. It contains services and institutions geared to serve neighbourhood residents as well as facilities and organizations with a city-wide or regional draw. At the beginning of the LAP process, the Committee expressed an interest in having representatives from each facility or organization involved in the LAP process. They include the Meewasin Valley Authority (MVA), Saskatoon Health Region (Saskatoon City Hospital), Saskatoon Public Schools (City Park Collegiate), Salvation Army (Bethany Home), First Nations University of Canada (FNUC), Mendel Art Gallery and Civic Conservatory and YWCA and Community Service Village.

The Committee heard from speakers from all of the above organizations. The YWCA and Community Service Village did not make a presentation, but were represented on the Committee.

An underlying theme of the presentations and following discussions was 'co-existence within the neighbourhood'. This section outlines the issues the neighbourhood has with the various facilities, and provides direction from the Committee on how to address concerns.

6.2 Community Institutions Goals

1. Recognize and understand the relationship the community has with services and institutions located within City Park.
2. Ensure that City Park continues to have positive relationships with the institutions and services within the neighbourhood.

6.3 Community Institutions

6.3.1 Meewasin Valley Authority (MVA)

The MVA was created in 1979 to conserve the natural and cultural heritage resources of the South Saskatchewan River. The MVA is a partnership between the City of Saskatoon, the Province of Saskatchewan, and the University of Saskatchewan. The MVA undertakes programs and projects in river valley education, development and conservation.⁹⁷



The MVA's jurisdiction extends approximately 60 kilometres along the South Saskatchewan River through Saskatoon and into the Rural Municipality of Corman Park, from Pike Lake to Clark's Crossing.⁹⁸ Within City Park, the Meewasin Trail runs through the riverbank parks (Mendel Site Park and Meewasin Park).

⁹⁷ www.meewasin.com

⁹⁸ A jurisdiction map is available at www.meewasin.com

Approval for riverbank development must be obtained from the MVA for improvements over \$25,000 to properties in the conservation zone and any improvement in the river channel or shoreline. The proposed White Water Park is subject to development review by the MVA.

The Meewasin Trail north of 33rd Street is a concern for the Committee because the trail does not continue underneath the train bridge to 33rd Street. There are plans to connect the existing trail to the north and south crosswalks at the intersection of Spadina Crescent and 33rd Street. This will involve some modification to the riverbank to manage the grade change. This project is further discussed in Section 2.3.2.

The Committee had concerns that they wished to pass onto the MVA which were:

- The condition the walking surface of the trail in some areas may be uneven which causes concerns for pedestrians.
- The trail goes through areas which are natural and may be a safety concern particularly at night. This is further discussed in Section 8.7.4.

6.3.2 Saskatoon Health Region (SHR) – Saskatoon City Hospital

The Saskatoon Health Region (SHR) operates Saskatoon City Hospital, which is located at Queen Street and 5th Avenue North. City Hospital was established at this location in 1909; the current building opened in 1993. The Saskatoon Health Region is embarking on a number of initiatives to improve patient care and create efficiencies in services. Saskatoon City Hospital will play a critical role in this alignment of programs and services and its focus will be as a centre of excellence for ambulatory care services.



The Committee identified several concerns:

- Saskatoon City Hospital employees, out patients and visitors park on residential streets in City Park, which affects the ability of residents to park in front of their homes. Related irritants include noise due to car alarms and traffic caused by vehicles looking for parking. During the day there is a two hour turn-over of vehicles. The Committee is particularly concerned with hospital employees parking in the neighbourhood, as they generally park for longer periods of time.
- SHR might be building a parking structure at Saskatoon City Hospital in the future. If the structure is to abut Kinsmen Park, the Committee would like consideration given to a design that does not adversely affect vistas of the park.
- The Committee also suggested that SHR and Saskatoon City Hospital set an example by providing incentives to employees to use alternate forms of transportation. This could lessen the parking pressure in City Park.

Parking pressures, near Saskatoon City Hospital, and throughout the neighbourhood are discussed in detail in Section 3.0 Transportation and Circulation

6.3.3 Educational Institutions

Elementary Schools

City Park had two elementary schools prior to the 1980s. King Edward School was located on 25th Street and 6th Avenue North which was demolished in 1980, following a fire. Wilson School, located at Duke Street and 7th Avenue North, is now home to the First Nations University of Canada.

City Park is the only mature neighbourhood that does not have an elementary school; school-age children attend schools in nearby neighbourhoods. The City Park Community Association believes an elementary school is needed and has lobbied the Saskatoon Public Schools in this regard.

The Committee feels that an elementary school is a pivotal resource for any community. Over the past 10 years, residents of City Park have fought for an elementary school in the neighbourhood in various initiatives. The Community has worked to establish a vibrant pre-school, and also worked closely with the Public School Board to develop a proposal for a school. Lobbying efforts, led by the Community Association, occurred between 2001 and 2002. These efforts included: several presentations to Saskatoon Public Schools, the formation of a committee which included community members, administration of a research grant to conduct a survey, holding community meetings, addressing City Council on the issues, and issuing a final report to the Board of Education. The project did not come to fruition due to lack of funding and a renewed emphasis to strengthen North Park Wilson School. The City Park Community Association demonstrated that an elementary school is indeed viable in the neighbourhood. In fact, demographic data show that City Park has more children than many other neighbourhoods that do have schools. In 2008, contact with the Board of Education was initiated to raise awareness of the need for an elementary school and the willingness to be creative.

The Committee expressed a number of issues resulting from not having an elementary school in the neighbourhood.

- An elementary school serves as the focal point for the community.
- Lack of an elementary school discourages families with children from moving to or remaining in the neighborhood. This is a cause of concern for parents.
- Schools often function as community centres.
- Playground equipment and sports fields that are normally part of the school are missing from the neighbourhood. City Park already lacks active recreation amenities, especially for families with small children (see Section 2.0 for a further discussion on park amenities).

City Park Collegiate

City Park Collegiate Institute operates as an alternative secondary school with a program aimed at youth who plan to enter the workforce upon leaving high school. Students come from across Saskatoon.



The Committee has expressed concerns about the future of City Park Collegiate should Saskatoon Public Schools no longer require the building, although there are no current plans to change the programming. If at some point Saskatoon Public Schools no longer requires the building, the Committee would like to see it retained for public and community use.

City Park Collegiate provides a focal point for events and programming in the community. Through an agreement with Saskatoon Public Schools, the City Park Community Association uses the space free of charge for a number of youth and adult activities. During the LAP process the Committee met at the school, in the Student Commons which was ideal for meetings regardless of size and format. However, the use of the facility is not always available for the community to hold events, particularly in the summer months. Also, the facility is not wheelchair accessible. There has been a loss of space in this facility used by the Community Association, which include: the pre-school room and the multi-purpose room, and reduction of the common room size.

The Committee is concerned that if the school were to close, the land could be redeveloped and they would no longer have community meeting space.

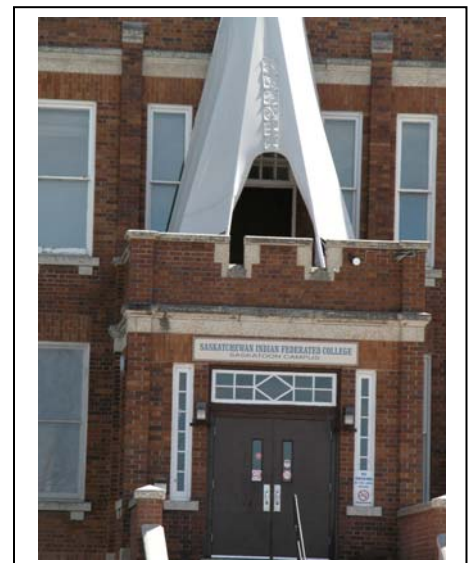
One of the land use policies discussed in Section 1.0 proposes to designate City Park Collegiate a Community Facility, which will ensure that careful consideration is given to continued use of the building as a community focal point in the future.

6.3.4 First Nations University of Canada (FNUC)

The Saskatoon campus of First Nations University of Canada (FNUC) is located at 710 Duke Street (7th Avenue between Duke Street and Duchess Street). It is housed in the former Wilson elementary school, which was purchased in 1994.

FNUC was established in 1976 as the Saskatchewan Indian Federated College. It changed its name to First Nations University of Canada in 2003. The main campus is in Regina, with secondary campuses in Saskatoon and Prince Albert.

As a First Nations' controlled university-college, FNUC provides educational opportunities to both First Nations and non-First Nations students in a culturally supportive First Nations'



environment.⁹⁹ Academic programs include English, Indian Education, Indian Fine Arts, School of Business and Public Administration and Dental Therapy.

FNUC provides rental space to community groups. The outdoor skating rink and community billboard operated by the City Park Community Association are located on this site. The LAP also proposes that this site be re-designated as a Community Facility.

6.3.5 Salvation Army – Bethany Home



Bethany Home is located at 802 Queen Street. It has been operated by the Salvation Army since 1944. It currently provides a home for young women in crisis, and includes an onsite daycare centre.

6.3.6 Mendel Art Gallery and Civic Conservatory

The Mendel Art Gallery and Civic Conservatory at 950 Spadina Crescent was built in 1964.

In April 2009 an announcement was made in regard to the possibility of a new Art Gallery to be located at River Landing. If this proposal moves forward the City-owned gallery building will be available for another use. The conservatory will remain in its current location. The City of Saskatoon Official Community Plan designates this site as a Special Use Area on the City Park Land Use Policy Map.



This designation is intended to accommodate major institutions and facilities with a City-wide focus.¹⁰⁰

The Committee expressed the following concerns about the Mendel Art Gallery Site:

- The Joe Zary Memorial Garden may have to be removed in the future if there are expansion plans (see Section 2.0 Parks).
- The Committee was concerned about pedestrian safety on Spadina Crescent between the Mendel and Kinsmen Park. The potential of installing traffic calming measures along Spadina Crescent was discussed (see Section 3.0 Traffic and Circulation).

⁹⁹ www.firstnationsuniversity.ca

¹⁰⁰ Bylaw 8769 City of Saskatoon Official Community Plan Section 20.1.1 (I)

- Safety concerns were also expressed due to the trees and bushes surrounding the two parking lots west of the Mendel Art Gallery Building (see Section 8.0 Neighbourhood Safety).

The Committee discussed the re-location of the art gallery. They feel that the Mendel is an important community hub and a destination amenity in the neighbourhood with relatively few public buildings. The Mendel's evening hours, conservatory, gift shop, café, and galleries are much loved by residents. If the gallery moves to another location, its features and amenities would be missed.

Section 1.4.11 discusses the land use designation applied to this site. In the event that the Mendel Art Gallery relocates from its current site the community would like the building to remain publically owned and to be consulted in regard to a new use which may occupy the building.

6.3.7 YWCA and the Community Service Village



The YWCA and Community Service Village are located at the corner of 25th Street and Kinsmen Avenue (506 and 510 25th Street East). The YWCA building was constructed in 1984 and the three-story Saskatoon Community Service Village was added in 2000.

The YWCA was established in Saskatoon in 1910. It moved to its present City Park location in 1984.¹⁰¹ Although many know the YWCA as a fitness facility, it also provides a variety of community services:

- Emergency shelter for women fleeing domestic violence: the YWCA has 22 emergency shelter rooms; it also has a facility called Margaret's Place for young women learning life skills.
- Homelessness and poverty reduction: an emergency shelter is provided for women, children, and youth at risk; it also offers employment assistance through an onsite employment and learning centre.
- Health and wellness: a variety of fitness programs provide services for all ages; the building is fully accessible and includes a swimming pool and full service fitness facility.
- Early childhood learning and care: the facility has an onsite daycare centre.
- YWCA Opportunity Shop located at 1st Avenue North: the shop sells used clothing and household items.

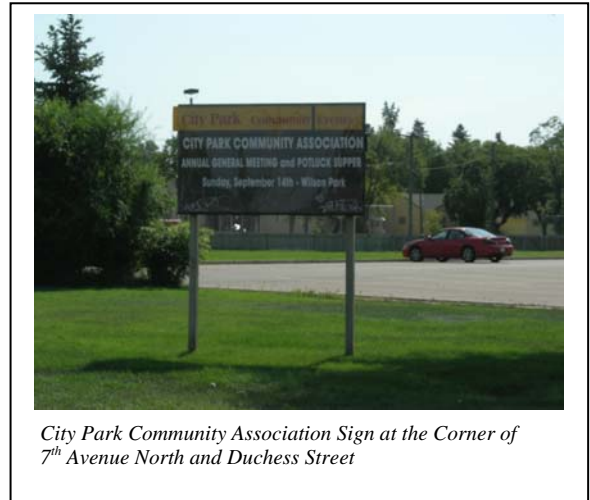
¹⁰¹ www.ywcasaskatoon.com

Saskatoon Community Service Village

The Community Service Village, connected to the existing YWCA, provides cost-effective, centralized space to 15 non-profit community based agencies. The Village is an example of effective partnering that demonstrates increased capacity to serve a wider range of clients with innovative and more integrated services.

6.3.8 City Park Community Association

The City Park Community Association is very active within the neighbourhood. The Community Association offers recreational programs to both children and adults, hosts events and numerous other activities and produces a newsletter. The association will be involved in implementation of the Local Area Plan.



City Park Community Association Sign at the Corner of 7th Avenue North and Duchess Street

6.4 City Park Local Area Plan Community Institutions Recommendations

6.1 ***DISTRIBUTION OF THE CITY PARK LAP:*** *That the Community Services Department, Planning and Development Branch, forward a copy of the completed and adopted City Park LAP to the community organizations involved in the LAP process and highlight any issues related to their operations.*

Reason for Recommendation: The reason for this recommendation is to ensure that the community institutions within the neighbourhood are cognisant of the issues identified in the City Park Local Area Plan.

6.2 ***POTENTIAL RE-USE OF MENDEL ART GALLERY BUILDING:*** *That the City of Saskatoon invite the City Park Community in the process regarding potential re-use of the Mendel Art Gallery Building in particular the publically accessible elements of the building.*

Reason for Recommendation: The re-use of the Mendel Art Gallery Building is a concern for The Committee as they feel that this building is a valuable resource. The Committee would like the building to remain publically owned.

7.0 Sustainability

7.1 Overview

The concept of sustainability means different things to different people depending on the application and the topic. The Centre for Sustainable Community Development at Simon Fraser University states:

A concept of a “sustainable community” does not describe just one type of neighbourhood, town, city or region. Activities that the environment can sustain and that citizens want and can afford may be quite different from community to community. Rather than being a fixed thing, a sustainable community is continually adjusting to meet the social and economic needs of its residents while preserving the environment’s ability to support it.

A sustainable community uses its resources to meet current needs while ensuring that adequate resources are available for future generations. It seeks a better quality of life for all its residents while maintaining nature’s ability to function over time by minimizing waste, preventing pollution, promoting efficiency and developing local resources to revitalize the local economy. Decision-making in sustainable community stems from a rich civic life and shared information among community members. A sustainable community resembles a living system in which human, natural and economic elements are interdependent and draw strength from each other.¹⁰²

During the LAP process, the Committee discussed sustainability in the context of what makes City Park a sustainable neighbourhood. Topics included land use, parks and open space, transportation, municipal services and heritage. The Committee felt that all stakeholders in City Park - residents, property owners, and business owners need to participate in creating a sustainable community.

Some of the topics discussed in this section are also covered in other sections; however, as sustainability is important to the Committee, they are reiterated here. Since most recommendations have been covered in other sections, few are included here.

7.2 Sustainability Goals

The goals listed below summarize the desires of the Committee regarding sustainability.

1. Encourage and promote active forms of transportation (see Section 3.0 Transportation and Circulation).
2. Ensure the neighbourhood is safe and accessible to support all methods of transportation (see Section 3.0 Transportation and Circulation and Section 8.0 Neighbourhood Safety).
3. Manage the urban forest in City Park by caring for existing trees and proactively identifying opportunities to plant additional trees (see Section 2.0 Parks, Recreation and Open Space).
4. Educate and facilitate the adoption of sustainable living practices by residents and businesses.

¹⁰² www.sfu.ca

5. Ensure City Park is considered for sustainable living demonstration projects (see Section 5.0 Municipal Services).
6. Expand and improve neighbourhood recycling practices and opportunities (see Section 5.0 Municipal Services).

7.3 Community Sustainability

The Committee discussed “what makes City Park sustainable” in relation to a number of topics. The following provides a summary of community sustainability topics covered in the LAP process.

Community Sustainability Strengths

Land Use

- City Park’s population density supports the location of various services within the neighbourhood, including a grocery store, bike shop, restaurants, and other businesses within walking distance for most residents.
- The neighbourhood offers a range of housing in terms of type, density, and affordability.
- Due to its central location City Park is close to many city-wide focal points: recreation (South Saskatchewan River, Kinsmen Park, YWCA), employment and education (Saskatoon City Hospital and Royal University Hospital, SIAST Kelsey Campus, Central Business District), and shopping (Central Business District).

Transportation and Circulation

- Due to its central location City Park is near the downtown transit terminal and is served by several transit routes.
- Residents can connect to the City’s bicycle network.
- The Central Business District, as well as major educational institutions are within walking or cycling distance.
- The City Park Community Association is an active transportation partner in Road Map Saskatoon.

Municipal Services

- Community initiatives such as the Community Garden can help reduce waste. The composting facility in the garden can be used to educate the rest of the community on composting and waste reduction practices.
- Individual activities create opportunities to enhance community sustainability, such as the use of blue bin recycling to reduce waste, reduced use of chemicals and pesticides, and remodeling of homes to improve energy efficiency.

Parks and Open Space

- The City of Saskatoon Parks Branch ensures that the urban forest remains healthy.
- Groups such as SOS Elms lobby all levels of government to ensure the continued health of elm trees.
- The neighbourhood is adjacent to the South Saskatchewan River and Meewasin Valley Trail, which links to other areas of the City.
- The City Park Community Garden provides a local food source for residents and a model for other communities.

Community Sustainability Weaknesses

The Committee noted the following challenges to sustainability of the neighbourhood:

- There is no elementary school in the neighbourhood.
- There is no community centre. City Park Collegiate Institute provides a venue for programming done by the Community Association however, due to school hours the times when programs can be offered is limited.
- There is a small neighbourhood grocery store on 7th Avenue and Princess Street, but the nearest supermarket or large grocery store is on 33rd Street West. The Committee supports the development of a downtown grocery store.

Community Sustainability Actions

At a neighbourhood level, the Committee would like to:

- Encourage individual composting by creating additional opportunities. The composting facility at the Community Garden is only large enough to handle waste from the existing garden.
- Ensure opportunities for the neighbourhood to participate in:
 - solar energy demonstration projects
 - water conservation demonstration projects
 - beautification initiatives for yards, boulevards and all green spaces (plantings, keeping litter free)
 - city-wide curbside recycling
 - pesticide-free yard maintenance.
 - Work with local organizations such as Road Map Saskatoon and Saskatoon Environmental Society on environmental initiatives and education programs.

A number of city-wide initiatives can help City Park LAPC achieve some of its sustainability goals:

- The Bicycle Facility Network Study
- Greenhouse Gas Management Plan
- Saskatoon Waste and Recycling Plan.

7.4 Road Map Saskatoon



In 2004, Road Map Saskatoon was founded by the Meewasin Valley Authority, the Saskatchewan Environmental Society and the City of Saskatoon Environmental Advisory Committee. Road Map Saskatoon is dedicated to fostering sustainability in Saskatoon by building community awareness of the environmental, social and economic benefits of sustainable practices.

Road Map Saskatoon has worked with the City of Saskatoon on engaging the community in the development of the *Energy and Greenhouse Gas (GHG) Management Plan* which was approved by City Council in 2007.

Road Map Saskatoon will be implementing a comprehensive Sustainable and Active Transportation Project using City Park as a pilot neighbourhood. Funding for this project was received from Transportation Canada. The goal of this project is to motivate residents to reduce their number of single-occupant vehicle trips by selecting more sustainable and active transportation options. The following four initiatives are:

- Commuter Challenge- This national event takes place during Canadian Environment Week; the commuter challenge encourages Canadians to walk, cycle, take transit, carpool or tele-work instead of driving to work alone.
- Carpool Registry – Carpool.ca is a company dedicated to rideshare programs across Canada. Road Map Saskatoon has a membership with this company for Saskatoon residents.
- “Go Active” at North Park Wilson School – The program encourages students and parents to use active transportation to get to and from school.
- Active Transportation Charter - Road Map Saskatoon will work with the residents of City Park to create an Active Transportation Charter for their community which will be submitted to City Council for approval by the Community and Road Map Saskatoon.

7.5 City Park Local Area Plan Sustainability Recommendations

7.1 WASTE REDUCTION AND WATER CONSERVATION DEMONSTRATION PROJECTS: *That the Utility Services Department, Environmental Services Branch, meet with the City Park Community Association to discuss potential demonstration projects on waste reduction, recycling, water conservation, and xeriscaping that may occur before December 2011.*

Reason for Recommendation: As the Environmental Services Branch moves forward with a number of initiatives there may be an opportunity for the neighbourhood to participate in demonstration projects.

8.0 Neighbourhood Safety

8.1 Overview

The Committee considered the issue of neighbourhood safety as part of the Local Area Planning process. While crimes do occur in City Park, the Committee generally felt that their neighbourhood was safe and the level of crime was not a major concern.

Factors contributing to the overall sense of safety in City Park are:

- City Park has an active Community Association that communicates through a community newsletter and engages residents in community events throughout the year.
- A sign at 7th Avenue North and Duchess Street identifies the neighbourhood and welcomes residents and visitors.
- Wilson Park, City Park Collegiate, and the FNUC grounds are regularly used by the community throughout the day.
- There are few vacant or unkempt sites to contribute to a negative image in the neighbourhood.
- There is minimal graffiti vandalism and it is generally removed in a timely manner.
- There are year-round facilities such as the Mendel Art Gallery and Civic Conservatory and Kinsmen Park, which hosts a cross country ski trail in the winter.
- The Community Garden in Wilson Park shows that residents are involved in their community and take ownership of this area of the park.

The safety concerns that were identified include:

- graffiti vandalism and property crimes
- late night activity at the Weir and in parks
- poor lighting and maintenance of areas around some apartment buildings, including back lanes
- poor lighting and maintenance of the pedestrian underpass at the CPR tracks in the north end of Wilson Park.

Neighbourhood safety is important to the citizens of Saskatoon. The Planning and Development Branch uses the principles, strategies, and processes of Crime Prevention Through Environmental Design (CPTED), as identified in the City's Official Community Plan, to help ensure the safety of Saskatoon's neighbourhoods. CPTED relies on public involvement and participation for effective mitigation of safety concerns. 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 1 for CPTED definitions, principles and strategies).

In order to address safety in City Park, members of the Committee:

- participated in a neighbourhood safety perceptions exercise
- participated in a CPTED Workshop
- heard presentations from the Provincial Government and City of Saskatoon on existing safety improvement programs and how to access them
- conducted five safety audits
- developed goals to address safety in City Park.

8.2 Neighbourhood Safety Goals

1. Ensure that City Park remains a safe place to live, work, play and visit.
2. Encourage residents to participate in neighbourhood activities that improve community connectivity and safety.
3. Continue to work with the Saskatoon Police Service to address the after-hours use and safety of the Weir parking lot.
4. Improve the safety of the pedestrian underpass that runs under the CPR right-of-way adjacent to Wilson Park.

8.3 City Park Crime Activity Profile

From 2003 to 2007, reported crimes in City Park decreased overall. People tend to be most concerned with crimes against the person, break and enters, and other property crimes. Table 8.1 displays neighbourhood data for these types of crimes over the five year period. The only category that increased was “Violence or Threat – Utter Threats to Person,” all other categories of crime decreased.

Table 8.1 City Park Crime Report Incidents to Person, By Type, 2003 to 2007

Description	2003	2004	2005	2006	2007
Death - Murder 2nd Degree			1	1	
Sexual Assault	2	4	2		
Assault - Aggravated Assault			1		
Assault - With A Weapon	5	7	3	5	
Assault - Level 1	21	18	4	17	13
Assault - Assault with Weapon or Causing Bodily Harm - Level 2				0	7
Assault - Against Public Officer	1				2
Assault - Other Assaults			1		
Deprivation of Freedom - Kidnapping - Forcible Confinement		1			
Deprivation of Freedom - Hostage Taking				1	
Deprivation of Freedom - Abduction Under 14				1	
Deprivation of Freedom - Abduction Contravening a Custody Order				2	
Violence or Threat - Robbery	4	1	6	2	3
Violence or Threat - Armed Robbery	4	1		2	
Violence or Threat - Extortion			1		
Violence or Threat - Criminal Harassment	2	2	1		1
Violence or Threat - Utter Threats to Person	4	13	8	12	14
Crimes Against the Person	43	47	28	43	40
Property (Arson and Break and Enter)	41	51	49	38	15
Crimes Against Property (Theft, Fraud and Mischief)	234	209	217	159	120

(Source: Saskatoon Police Services, February 2008)

8.4 Perceptions of Safety

Perception of safety affects where, when and how people interact and behave in their environment. This becomes a concern when an individual's perception of safety causes them to change his or her behaviour, even though an actual threat may not be present.

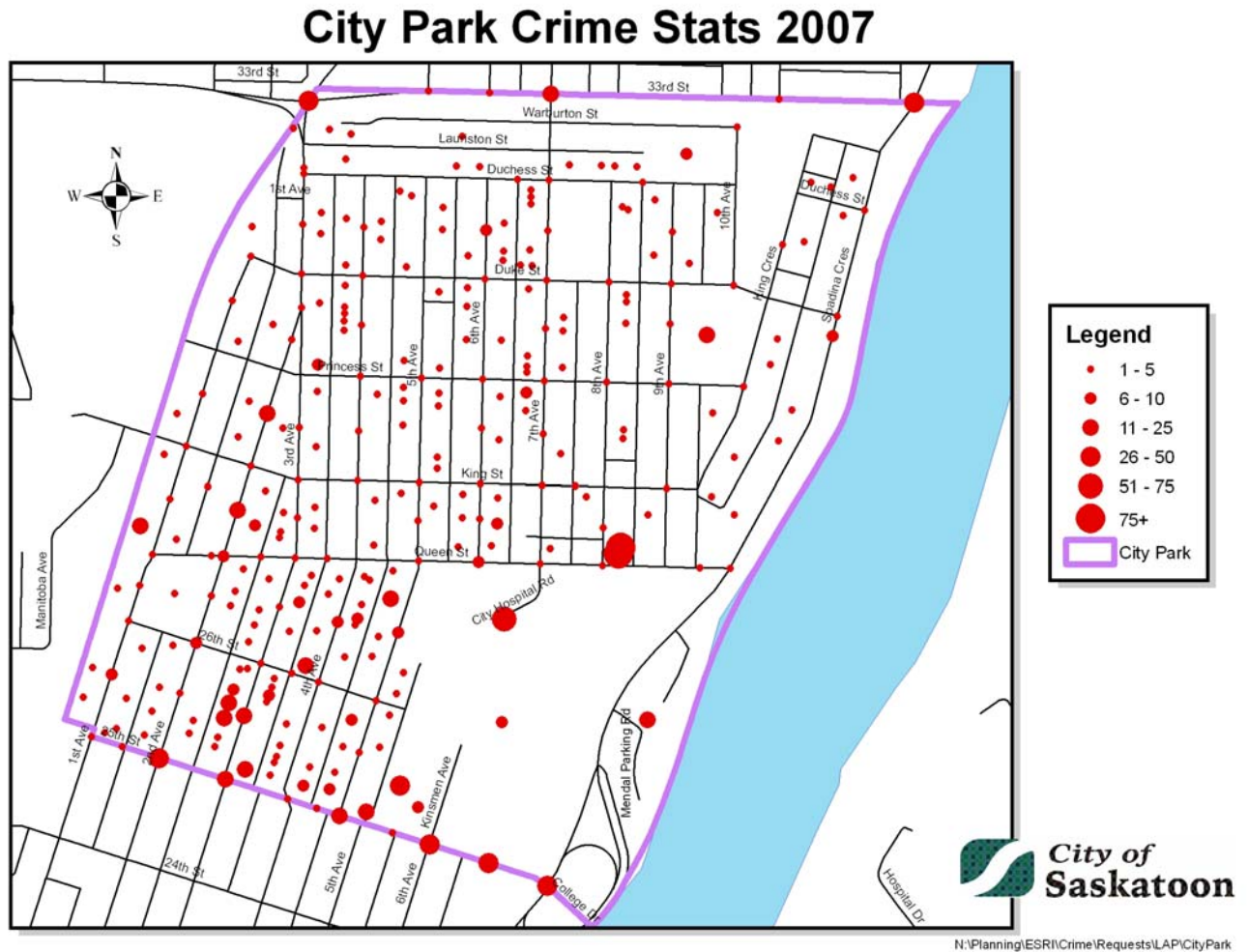
Based on discussions with the Committee, perception of safety does not appear to be a major concern. While there are safety issues, they are not seen as widespread. In general, people feel safe in the neighbourhood.

Perception of Safety Exercise

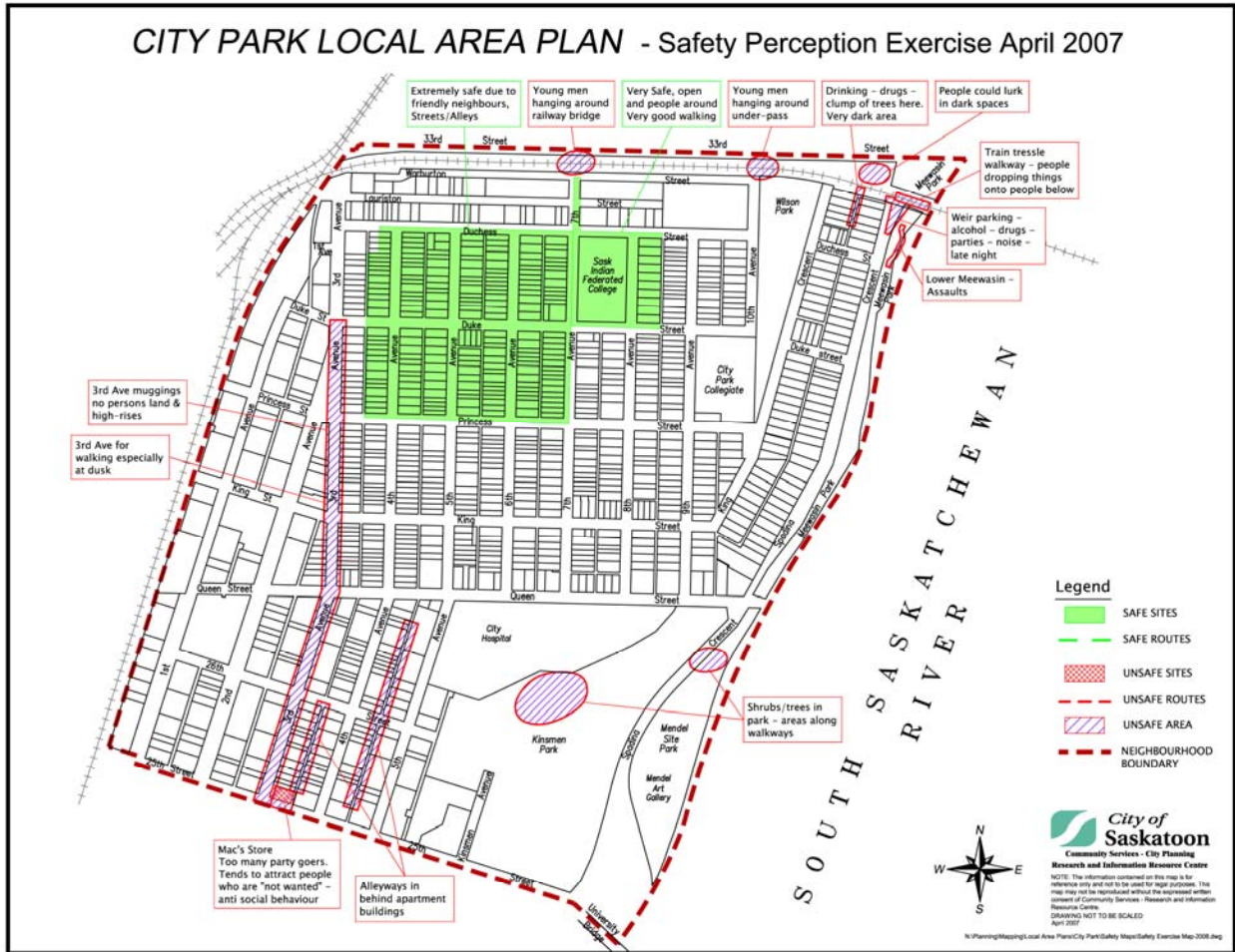
The Committee participated in a Perceptions of Safety Exercise. The goal was to identify "safe" and "unsafe" areas in the neighbourhood in order to highlight priority locations for addressing negative perceptions of safety. Generally, "safe" areas were larger and "unsafe" areas were smaller, site-specific and related to a specific problem or concern. Map 8.1 shows all reported incidents of crime in City Park for 2007. Map 8.2, Safety Perception Exercise, illustrates perceived safe and unsafe sites in the neighbourhood.

Crimes do occur throughout the neighbourhood, however the interfaces or 'hard edges' are a specific concern as areas where more crimes occur. A hard edge is where the neighbourhood interacts with other land uses or busy arterial streets. On the west side of the neighbourhood, the 2nd and 3rd Avenue North corridors function as an interface between residential and commercial/industrial areas. Hard edges of concern include sections of the Meewasin Trail and the CPR right-of-way to the north, in particular the Weir Parking Lot. Another area identified for improvement is the automobile underpass at 7th Avenue North below the rail line. The City Park Community Association is exploring aesthetic improvements, possibly a mural, to improve the image and appearance of the area. However, this structure is owned by the CPR and not the City of Saskatoon. The CPR is responsible for the maintenance and appearance of the underpass.

Map 8.1 City Park Reported Crime Incidents – All Crime, 2007



Map 8.2 City Park Safety Perceptions Exercise



8.5 Crime Prevention Through Environmental Design (CPTED) Workshop

CPTED promotes the reduction of opportunity for crime and the increase of perceptions of safety through modification of the built environment and management of space.¹⁰³ 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. Appendix 1 defines CPTED and outlines its principles and strategies.

The Committee participated in a CPTED workshop to learn how CPTED principles can be applied to reduce opportunity for crime and improve perceptions of safety in the neighbourhood. Participants were asked to design a small urban park, taking into consideration both CPTED principles and park users.

¹⁰³ www.saskatoon.ca Neighbourhood Safety

At the end of the workshop, the Committee and Local Area Planners compared actual incidence of crime in City Park with perceived safe and unsafe areas in the neighbourhood. This process resulted in the identification of five locations in the neighbourhood in need of further scrutiny (see Section 8.6). The Committee determined that a safety audit of each area would help them understand the environmental cues that might be contributing to the incidence of crime and perceptions of safety.

8.6 City Park Safety Audits

8.6.1 Overview

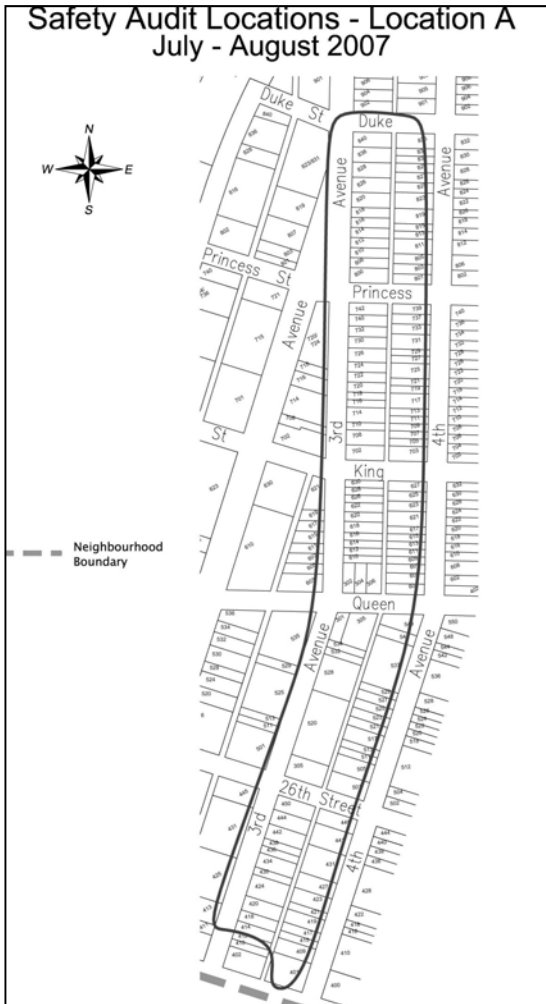
A safety audit is a highly flexible process that can be easily adapted to meet the needs of the community. In Saskatoon, safety audits based on CPTED principles have been done on parks, streets and buildings.

A safety audit allows regular users of an area to identify places that make them feel unsafe. Residents are considered “local experts” because they are most familiar with different areas in the neighbourhood and what happens on a day-to-day basis. Change 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 and improve an environment. Reducing opportunities for crime and improving perceptions of safety in an area improve 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 overall risk assessment of the area.

Five safety audits and two neighbour surveys were conducted in City Park in June and July of 2007. Seven people, all over the age of 18 participated in the safety audits. Participants included City Park residents and City of Saskatoon employees. The following is a summary of safety audit findings and recommendations drafted to address the safety concerns identified.

8.6.2 Area A - Safety Audit – 3rd Avenue North



The Safety Audit of Area A was conducted on the 400 to 800 blocks of 3rd Avenue North and included the lane between 3rd and 4th Avenues. The audit was conducted in the evening between 8:30 p.m. and 11:00 p.m., which allowed the group to review the area in daylight and darkness.

The Perceptions of Safety Exercise raised the following concerns:

- The lanes behind the apartment buildings along 3rd Avenue were very dark.
- The 24-hour convenience store appears to attract nuisance behavior. A number of incidents of crime have been concentrated along this corridor (see Map 8.1 City Park Reported Crime Incidents – All Crime, 2007).



Alley – 400 block 3rd Avenue North

The following is a summary of the Safety Audit in Area A:

- There are dead zones along the street between apartment buildings, in recessed doorways, and in areas blocked from light.
- Lighting is good on sidewalks, entrances to residential buildings, around phone booths, at bus stops, and on walkways; lighting is poor in building exits and lanes. Only one side of the street is lit.
- The 400 block was untidy, although the area overall is tidy and cared for.
- Entry and exit points along the street are abundant. They include areas between buildings to rear parking lots or sidewalks which run the length of the site. Some of these pathways are poorly lit.
- Sightlines are generally good; in some cases, hedges, lanes, and parked cars along the street could be obstructions.

- Hiding places exist in alleys, recessed doorways, behind hedges and on paths between buildings.
- There are not a lot of obvious entrapment zones.
- Little graffiti vandalism was observed.

8.6.3 Area B - Safety Audit – Convenience Store at 25th Street and 3rd Avenue North



The Safety Audit of Area B was conducted in the early morning between 1:00 am and 3:15 am on a Friday evening.

In the perceptions exercise, it was identified that there was a lot of late night activity leading to and around the site. This store is open 24 hours a day

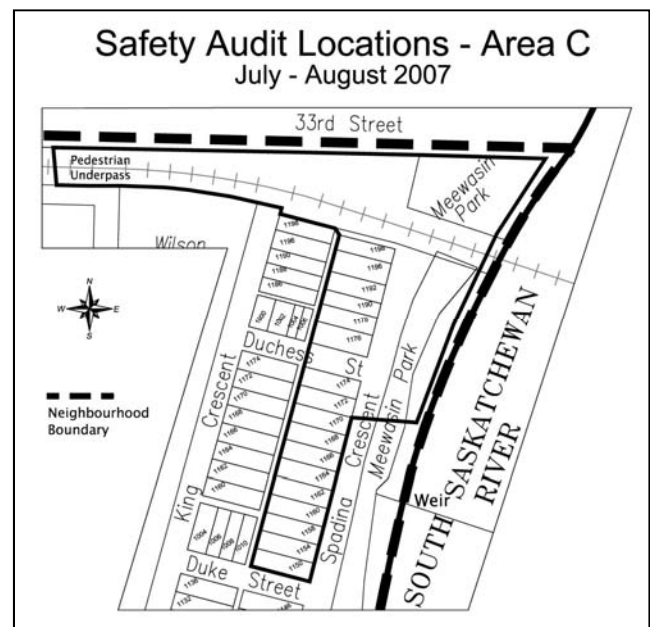
The purpose of this audit was to observe the late night activity that occurred around this site and to identify where people were coming from and going to. This was done by observing the persons coming to the store and their direction of origin and departure. During the observation period, 62 persons were observed and no inappropriate activity was seen. However, this site has the potential to attract patrons from nearby downtown night clubs and bars in the early morning. This business is well lit at the front; however, at the rear of the store there is an entrapment zone next to a storage shed. Crime statistics received from Saskatoon Police Services indicate that a number of liquor-related crimes occur at this site. Also, those familiar with the area believe to have observed illegal activity along 3rd Avenue North and in the lane.

8.6.4 Area C - Safety Audit Weir Area

The Safety Audit of Area C was conducted between 8:00 p.m. and 11:00 p.m. The audit included the parking area and railway right-of-way along the south side of the tracks from Spadina Crescent, through Wilson Park to the pedestrian underpass at 10th Avenue North. To augment this safety audit, a neighbour survey was conducted along Spadina Crescent of residences immediately adjacent to the Weir parking lot.

Although there are few reported crimes in this area, it was identified for an audit because of the late night activity and nuisance behaviours. There are three areas of concern:

- railway right-of-way and pedestrian underpass in Wilson Park
- Weir parking lot
- lower Meewasin Trail.



The following is a summary of the Area C Safety Audit:

Railway Right-of-Way and Pedestrian Underpass in Wilson Park

- Lighting is poor at the entrances and inside the tunnel.
- There is little or no on-street lighting from Spadina Crescent to 10th Avenue North.
- Sightlines are poor at entrances and inside the tunnel.
- Sightlines are poor along the right-of-way due to steep elevation and overgrown vegetation.
- The underpass is an entrapment zone and feels isolated.
- The right-of-way is not well cared for.
- Along the right-of -way there are issues with nuisance and illegal activities. Residents living adjacent have reported the incidents to the Police.



Lower Meewasin Trail, photo taken from upper trail

Lower Meewasin Trail

- The area appears cared for as little garbage was seen.
- There are dead zones and no natural surveillance in many locations.
- The bushes along the tracks are overgrown and obstruct views.
- Sightlines are poor on the lower trail as it is winding and the terrain is uneven.
- There are hiding places along the length of the trail.

Weir Parking Lot, Upper Meewasin Trail and Spadina Crescent

All three areas are well cared for.

- Entrapment zones exist between houses on the 1100 block of Spadina Crescent.
- Lighting is good on the upper path and at the Weir parking lot.
- There is little graffiti vandalism.
- There was evidence of alcohol consumption in the Weir parking lot.
- The entrance to City Park could be marked at the intersection of Spadina Crescent and 33rd Street (it was noted that it could be marked at 7th Avenue and 33rd Street as well).
- Sightlines are good in areas where the path is lit and trails are paved.
- There is little signage in any of the areas.

Some safety audit participants felt the area should be left as is, but that signage could be installed directing users to the upper trail after dark and advising them to use the trail at their own risk.



Weir parking lot during the day

Neighbour Survey

The neighbour survey was conducted by City staff on a portion of the 1100 block of Spadina Crescent north of Duke Street. 15 residences were visited and seven surveys were completed.

The purpose of the survey was to gather additional information from people directly adjacent to the safety audit area, as these residents have increased opportunities to observe activities on a daily basis. Most of the respondents were female, over 40 years of age and have lived in the neighbourhood for more than 15 years.

The survey indicated:

- *Most neighbours felt safe walking during the day and early evening.*
- *Most felt unsafe walking at night because it was a dark area and some had experienced an incident.*
- *Some had observed illegal activity in the area.*
- *Some respondents had experienced an incident that made them feel afraid or unsafe.*
- *Some residents directly across from the Weir are awoken from sleep at all hours of the morning due to noisy parties in the Weir parking lot all nights of the week. Parties occasionally expand to the residential side of Spadina, resulting in vandalism and fear for safety.*

In summary, some residents do not feel safe in the area at night and late night activities are a concern, regardless of whether illegal activity actually occurs.

8.6.4.1 Gating and Locking Weir Parking Lot

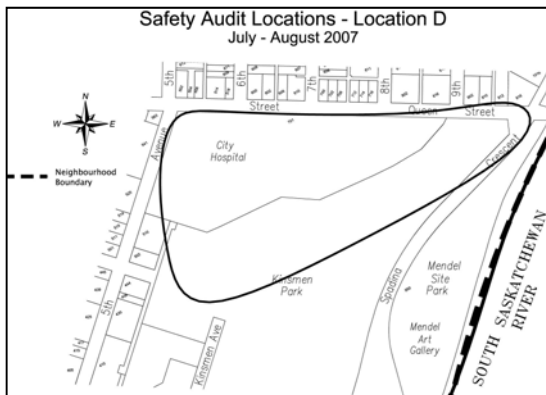
There have been numerous complaints regarding late night activities at the Weir parking lot. This issue was discussed at length and supported the installation of a locking gate at the Weir parking lot. In 2007, a complaint was received by City Council from a resident regarding inappropriate late night activities occurring at the Weir. The resident requested that the parking lot be locked at 10:00 p.m. This had been done in Gabriel Dumont Park where there were also complaints of misuse and vandalism. At that time, the Saskatoon Police Service increased bike, foot and vehicle patrols around the Weir. It was decided that the area would not be gated and locked.

In 2009, the Ward 1 Councillor made an enquiry on the same matter as increased patrols were not successful in deterring noise, vandalism, partying and other inappropriate activities around the Weir late at night. The enquiry requested that a gate be installed and locked at the Weir parking lot.

The Infrastructure Services Department recommended that temporary lockable gates be installed the entrance and exit to the Weir parking lot that the gates be locked from 11:00 p.m. to 5:30 a.m., for a trial period from May 1, 2010 to October 31, 2010. The City Administration and Saskatoon Police Services will monitor the effectiveness of the gates and report back to City Council with a recommendation on whether permanent gates should be installed.

Funding is not currently available within the 2009 Operating Budget; therefore the matter was referred to the Budget Committee for 2010.

8.6.5 Area D - Safety Audit – Kinsmen Park Pathway



The Area D Safety Audit was conducted in the evening between 8:00 p.m. and 11:00 p.m.

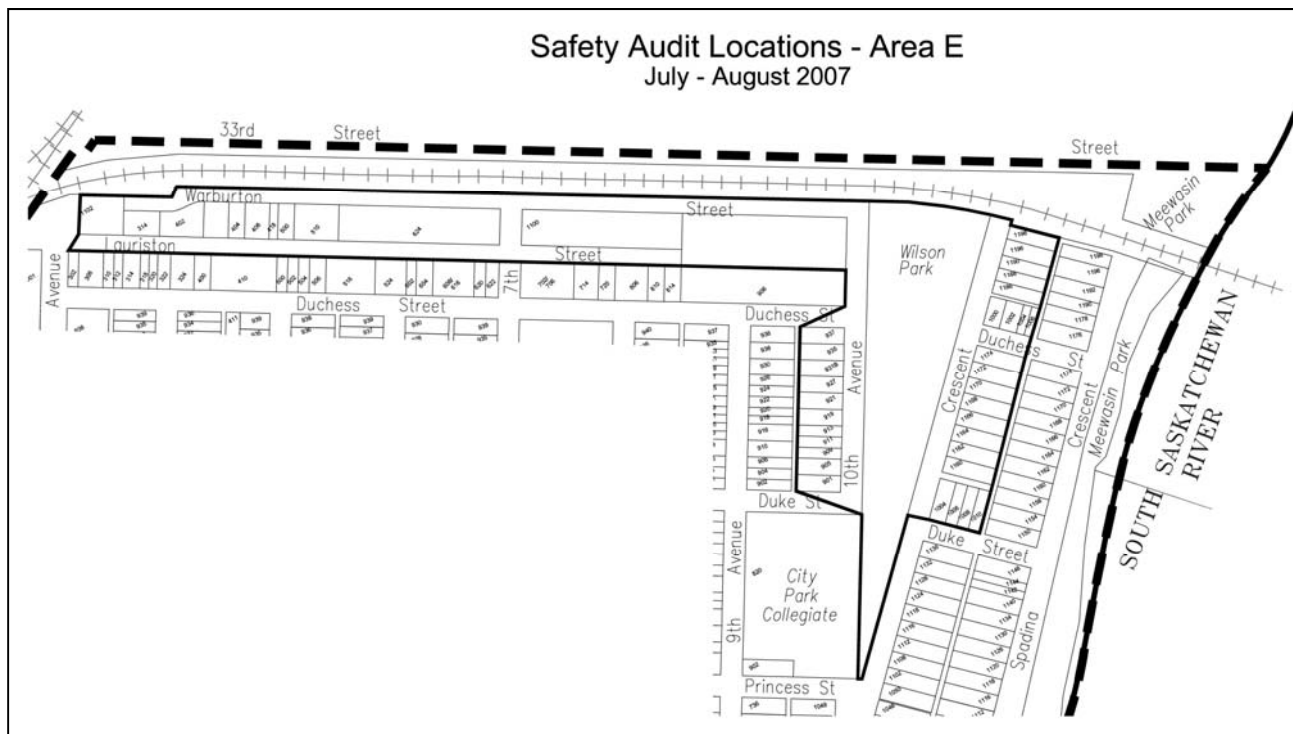
The area was chosen because it was perceived as unsafe at certain times of the day. In the perceptions exercise, concerns were expressed about the shrubs and trees heavily clumped in areas along walkways.

The following is a summary of the Area D Safety Audit:

- There are many different types of lighting present in the area (height, intensity, type of bulb). Sources of light include pathways, parking lots, exterior lights at Saskatoon City Hospital and ambient light from inside the hospital. Overall, the lighting environment is inconsistent from location to location. There is also a lack of lighting immediately south of Saskatoon City Hospital and existing lighting is obscured by mature trees.
- While the main entrance at Kinsmen Avenue is well-marked by the gates, most entries and exits are not. Due to the size and nature of the park, there are many formal and informal entrances. Entrances to the nearby hospital are well marked.

- Sightlines along the path are good due to lighting. However, bushes along the path obstruct views beyond the path. Also, the size of the park makes it difficult to see other areas of the park, particularly at night.
- The sheer size of the park can create a feeling of isolation at night.
- Hiding places exist throughout the park, such as near corners, alcoves of buildings, and around bushes. The bushes around the shed near Spadina and 9th Avenue North require trimming.
- On Queen Street there are entrapment zones in lanes, between garbage bins, and in recessed doorways.

8.6.6 Area E - Safety Audit – Wilson Park



Two different tools were used to gather information for the safety audit of Wilson Park - a neighbour survey and a safety audit.

The survey was conducted by City staff. Those surveyed lived adjacent to Wilson Park on King Crescent, Duchess Street and 10th Avenue North. A total of 15 surveys were completed.

The purpose of this neighbour survey was to determine whether adjacent residents had any concerns about safety in the park. Most of the respondents were female, between 20 and 40 years of age, and have lived in the neighbourhood for more than 15 years.

Neighbour Survey

- *Most felt safe walking in Wilson Park during the day and early evening.*
- *Most have noticed illegal activities occurring in the area, especially in the pedestrian tunnel in the park.*
- *Some people have experienced an incident.*
- *Most have observed illegal activities, including vandalism, graffiti, and drug related activities.*
- *There is a lot of pedestrian traffic through the area, especially along the CPR right-of-way.*

In summary, while Wilson Park generally feels safe for residents, the perception that illegal activities may be occurring in the park creates an uneasy feeling.

The Area E safety audit was conducted in the evening between 8:00 p.m. and 11:00 p.m. There were eight adult participants.

This area was chosen because of concerns regarding the safety of the park and the pedestrian underpass at certain times of the day. In the perceptions exercise, participants expressed concerns about the shrubs and trees clumped in areas along walkways.

The pedestrian underpass and CPR right-of-way area have been included in Audit C results.

The following is a summary of the Area E Safety Audit:

- Lighting is obscured by trees or bushes on King Street, 9th Avenue North and in front of City Park Collegiate.
- Warburton Street is unpaved and functions as an alley. It is untidy and poorly maintained and has little lighting except around the nearby apartments.
- There is only one entrance sign to the park and it is located on Duke Street.
- Sightlines are obscured by bushes in Wilson Park.
- There are entrapment zones at City Park Collegiate near the shed at the rear of the property.
- There are also entrapment zones along Lauriston Street between the buildings.
- Graffiti vandalism is present on the pedestrian underpass, and within the park.
- It feels isolated along Warburton Street because of the industrial businesses and height of the railway right-of-way.
- Given that Duke Street has heavier-than-average traffic; additional park signage should be installed to inform motorists that there is a park adjacent to the roadway.

8.6.7 Mendel Site Park Parking Lots

During the review process for the City Park LAP, the parking lots in Mendel Site Park were identified as a safety concern due to the number and density of trees on periphery of and in between the two lots. Map 8.1 indicates that there are reported crimes in this area. These parking lots serve the Mendel, Shakespeare on the Saskatchewan and others visiting the park. The aerial photo illustrates the site.



A safety audit of this site is being recommended. The site and parking lots will be utilized regardless of who occupies the building in the future

8.7 Neighbourhood Safety Initiatives

The following section outlines existing services and programs available to assist with the promotion of safety in City Park.

8.7.1 Saskatoon Police Service

The Saskatoon Police Service underwent a restructuring in 2007. The restructuring places more police officers on the front line to address victimization, target vulnerable locations, work on community social issues, and provide attention to those who have significant tendencies toward criminal activity.

The City is now divided into policing areas: Northwest, Central and East Divisions, with an inspector in charge of each division. A Community Liaison Officer, inspector and two sergeants are assigned to each area, and they attend community meetings and are available to address community concerns. The School and Cultural/Aboriginal Resource Officers continue to work with school and cultural groups.

The Saskatoon Police Service has also introduced a new Compstat system to assist in reducing crime. Compstat means “computer statistics.” One of its foundations is the timely analysis of accurate computer records and the identification of patterns or clusters of criminal activity. The Saskatoon Police Service anticipates a decrease in crime as more accurate information, trends, patterns of criminal activity, and other demographic information is included in the problem solving process.

8.7.2 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. The goals of the Community Watch program are to:

- promote and maintain open and timely communication between the police and community
- provide crime statistics to individual neighbourhoods
- work with communities on problem-solving activities.

Citizen Patrol gets neighbourhood residents more active in preventing crime 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.

City Park does not currently have a Community Watch or Citizen Patrol Program. Attempts have been made in the past but there was not significant interest in implementing these programs. Interested residents are encouraged to contact the Saskatoon Police Service to implement these programs.

More information is available online at www.police.saskatoon.sk.ca or by contacting the Community Liaison Unit at 975-8395.

8.7.3 Safer Communities and Neighbourhoods Act

The *Safer Communities and Neighbourhoods Act* (the Act) aims to improve community safety by targeting and, if necessary, shutting down residential and commercial buildings and land that are habitually used for illegal drugs, prostitution, solvent abuse, or unlawful sale and consumption of alcohol. The Act also creates a process whereby building fortifications (e.g. bars on windows) that cause public safety concerns can be removed by investigators.

The legislation encourages citizens to take back their neighbourhoods by reporting problem residences and businesses. It also holds property owners accountable for threatening or disturbing activities regularly taking place on their property.

The Committee encourages residents to report problem 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.

8.7.4 Graffiti Vandalism

Graffiti vandalism is evident throughout the City Park neighbourhood. It is defined as any drawing, inscription, writing, or other mark that disfigures or defaces any building, accessory building, fence, or other structure, however made or otherwise affixed. Graffiti vandalism is a serious crime that impacts all members of a community.

The police can charge people with mischief for graffiti. The City of Saskatoon Property Maintenance and Nuisance Abatement Bylaw states that “no person shall permit graffiti on any building, accessory building, fence or on any structure on property owned by that person. All exterior surfaces shall be free of graffiti.”¹⁰⁴ Fire and Protective Services ask property owners to remove graffiti before issuing a clean-up order.

The Graffiti Reduction Task Force (GRTF), a unique partnership between business, government, and non-governmental organizations, has implemented a number of programs aimed at reducing the incidence of 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. There were 264 charges laid in 2007.¹⁰⁵

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 (click “G” for graffiti reduction) or call 975-3383.

8.7.5 Other Neighbourhood Safety Initiatives

The following ongoing, new, and potential initiatives to address neighbourhood safety are worth noting:

- Safe at Home Booklet: A booklet produced by Neighbourhood Safety, in the Planning and Development Branch, City of Saskatoon to help residents make their homes safe, primarily from break and enters.
- Crime Free Multi-Housing Strategy: A strategy intended to encourage apartment owners, managers, and landlords to proactively approach crime reduction in and around housing units. This initiative is managed by the Saskatoon Police Service and receives funding from other City of Saskatoon departments.

8.8 City Park Local Area Plan Neighbourhood Safety Recommendations

- 8.1** *PEDESTRIAN UNDERPASS AT 10TH AVENUE NORTH IN WILSON PARK: That the Community Services Department, Planning and Development Branch, report the findings of the Pedestrian Underpass/Overpass Study to the City Park Community Association and the City Park Local Area Planning Committee and that Planning and Development Branch assist in the implementation of recommendations to improve the safety of this underpass.*

¹⁰⁴ Bylaw No. 8175 City of Saskatoon Property Maintenance Bylaw

¹⁰⁵ Saskatoon Police Services Anti -Graffiti Unit website www.police.saskatoon.sk.ca

Reason for Recommendation: This area was identified as a safety concern by residents. The Planning and Development Branch has prepared a study of pedestrian underpasses and overpasses across the City. This information will be useful in determining a strategy to improve the safety of the underpass.

8.2 (a) VEHICULAR UNDERPASS AT 7TH AVENUE NORTH: *That the Community Services Department, Planning and Development Branch, contact the Canadian Pacific Railway regarding permission for a mural to be painted on the underpass structure.*

8.2 (b) VEHICULAR UNDERPASS AT 7TH AVENUE NORTH: *That if permission is obtained from Canadian Pacific Railway, for a mural to be located on the underpass structure, the City Park Community Association pursue options for funding.*

Reason for Recommendations: The condition of the underpass could be improved. The City Park Community Association has expressed interest in a mural on the structure. The CPR would need to grant permission for the project before funding could be pursued for the project.

8.3 SAFETY ON LOWER MEEWASIN TRAIL: *That the Community Services Department, Planning and Development Branch forward a copy of the City Park LAP to the Meewasin Valley Authority identifying concerns expressed by the City Park Local Area Planning Committee in regard to safety of the Meewasin Trail.*

Reason for Recommendation: The lower Meewasin Trail is a naturalized area with minimal to no lighting and signage. Signage is a good communication device that the MVA could install to inform users to be cautious in the area.

8.4 ADDRESSING PROBLEMS WITH LANES AROUND MULTIPLE UNIT DWELLINGS: *That the Community Services Department, Planning and Development Branch, develop and distribute a brochure to illustrate examples of how to improve safety around multiple unit dwellings.*

Reason for Recommendation: During the safety audit, it was noted that the areas around multiple unit dwelling contained entrapment zones and other safety issues. Property owners and developers could be provided strategies to improve the safety of these areas. Providing strategies and guidelines for property owners and developers can help improve the safety of these areas.

8.5 WILSON PARK – DUKE STREET SIGNAGE: *That the Infrastructure Services Department, Transportation Branch and Parks Branch explore the feasibility of installing additional signage on Duke Street to inform motorists that a park is adjacent to the roadway.*

Reason for Recommendation: Pedestrian safety is a concern adjacent to Wilson Park. Duke Street is a through street and motorists may not be aware that they are adjacent to a park.

8.6 MENDEL SITE PARK – PARKING LOTS SAFETY AUDIT: *That the Community Services Department, Planning and Development Branch, perform a Safety Audit of the parking lots in the Mendel Site Park.*

Reason for Recommendation: A safety audit is an effective way to identify and address perceived safety issues in an area. The parking lots on the Mendel Park site could benefit from the audit process.

9.0 Implementation & Priorities

9.1 Overview

Local Area Plans (LAPs) are long term plans that may take several years to be fully implemented. LAPs set out a vision and goals to guide growth and development of a neighbourhood. They also specify recommendations; each intended to improve the neighbourhood. Some recommendations may be implemented in the short term, while others may take a longer period of time.

For ten years, the City of Saskatoon's Planning and Development Branch 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 LAPs, working with City Administration, with LAP communities, and facilitating collaborative action from government and non-government programs and services providers.

Each year, budgets from many City Departments are utilized to support capital investments needed to implement LAPs. City Council has been very supportive of the Local Area Planning Program and has approved 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 the LAPs are reflected in the funding of projects. The interdepartmental co-operation begins in the early stages of the LAP process, when key City Administrators are brought to the table of a Local Area Planning Committee (LAPC) to provide insight on certain issues. These same key City Administrators are often involved in signing-off on certain commitments to implement recommendations in the LAPs.

It is a goal of the Local Area Planning Program to report to the LAP neighbourhoods and to City Council on an annual basis on the status of the implementation of the LAPs. Additional public meetings may also be needed to keep the community abreast of implementation activities or to gather input on implementation activities (e.g. West Industrial Open House). Articles about Local Area Planning activities may also be published in Community Association newsletters. The Local Area Planning website at www.saskatoon.ca (click "L" for Local Area Planning) posts Implementation Status Reports which are updated bi-annually.

Continued community involvement in the implementation of LAPs is essential to successful outcomes, and as such, it is imperative to extend a central role to local residents, Community Associations, Local Area Planning Committees, and other stakeholders. Community Associations and LAPCs have an important role in providing 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.

9.2 Priorities of the City Park Local Area Plan Committee

The Committee prioritized the goals for each policy report in the LAP. In addition, members of the Committee identified the following 10 recommendations as a top priority:

- Recommendation 1.6 – Architectural Control District (ACD)
- Recommendation 2.5 – Urban Forestry – Retention of Mature Vegetation
- Recommendation 3.2 – Saskatoon City Hospital Parking
- Recommendation 3.3 – Spadina Crescent Pedestrian Safety – Intersections
- Recommendation 3.4 – Spadina Crescent Pedestrian Safety – Traffic Calming
- Recommendation 3.5 - 3rd Avenue Road Widening
- Recommendation 3.7 – City Park Residential Parking Permit Program
- Recommendation 4.2 - Surface Deficiencies – Sidewalk Installations and Gravel Streets
- Recommendation 8.2 – Vehicular Underpass at 7th Avenue North

The City Park Community Association and City Park LAPC will have opportunities to revisit these priorities throughout the implementation of process of the Committee.

10.0 Appendix

10.1 Appendix 1 – Zoning District Summary

SUMMARY OF CITY OF SASKATOON - ZONING BYLAW NO. 8770 updated September 2009

THIS IS AN INFORMAL GUIDE TO ASSIST USERS IN UNDERSTANDING THE STRUCTURE AND CONTENT OF THE PRESENT ZONING BYLAW. THIS GUIDE IS NOT TO BE CONSIDERED AS PART OF THE BYLAW AND, THEREFORE, SHOULD NOT BE GIVEN ANY LEGAL STATUS. THE ORIGINAL BYLAW SHOULD BE CONSULTED FOR ALL PURPOSES OF INTERPRETATION AND APPLICATION OF THE LAW.

8.1 R1 - Large Lot One-Unit Residential District

To provide for large lot residential development in the form of one-unit dwellings as well as related community uses.

8.2 R1A - One-Unit Residential District

To provide for residential development in the form of one-unit dwellings as well as related community uses.

8.3 R1B – Small Lot One-Unit Residential District

To provide for small lot residential development in the form of one-unit dwellings as well as related community uses.

8.4 R2 - One and Two-Unit Residential District

To provide for residential development in the form of one and two-unit dwellings as well as related community uses.

8.5 R2A - Low Density Residential Infill District

To provide for residential development in the form of one and two-unit dwellings, while facilitating certain small scale conversions and infill developments, as well as related community uses.

8.6 RMHC - Mobile Home Court District

To provide for residential development in the form of mobile home courts.

8.7 RMHL - Mobile Home Lot District

To provide for residential development in the form of mobile homes on individual sites.

8.8 RMTN - Townhouse Residential District

To provide for comprehensive planned low to medium density multi-unit dwellings in the form of townhouses, dwelling groups, and other building forms, as well as related community uses.

8.9 RMTN1 - Townhouse Residential District 1

To provide for comprehensive planned medium density multi-unit dwellings in the form of townhouses, dwelling groups, and other building forms, as well as related community uses.

8.10 RM1 - Low Density Multiple-Unit Dwelling District

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 uses.

8.11 RM2 - Low/Medium Density Multiple-Unit Dwelling District

To provide for a variety of residential developments in a low to medium density form as well as related community uses.

8.12 RM3 - Medium Density Multiple-Unit Dwelling District

To provide for a variety of residential developments in a medium density form as well as related community uses.

8.13 RM4 - Medium/High Density Multiple-Unit Dwelling District

To provide for a variety of residential developments in a medium to high density form as well as related community uses.

8.14 RM5 - High Density Multiple-Unit Dwelling District

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 opportunities.

9.1 M1 - Local Institutional Service District

To facilitate a limited range of institutional and community activities that are generally compatible with low density residential uses and capable of being located within a neighbourhood setting. Typical uses include one and two-unit dwellings, offices and office buildings, places of worship, private schools, medical clinics, public parks and playgrounds.

9.2 M2 - Community Institutional Service District

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 neighbourhood setting subject to appropriate site selection. Typical uses include one, two and multiple-unit dwellings, dwelling groups, offices and office buildings, places of worship, private schools, medical clinics, public parks and playgrounds.

9.3 M3 - General Institutional Service District

To facilitate a wide range of institutional and community activities, as well as medium and high density residential uses, within suburban centres and other strategically located areas. Typical uses include one-unit and multiple-unit dwellings, dwelling groups, offices and office buildings, places of worship, private schools, medical clinics, public parks and playgrounds, radio and television studios, financial institutions, research laboratories, private clubs and banquet halls.

9.4 M4 - Core Area Institutional Service District

To facilitate a wide range of institutional, office and community activities, as well as high density residential uses within and near the downtown area. Typical uses include one, two and multiple-unit dwellings, dwelling groups, offices and office buildings, places of worship, private schools, medical clinics, public parks and playgrounds, radio and television studios, financial institutions, research laboratories, private clubs, banquet halls and commercial parking lots.

10.1 B1A - Limited Neighbourhood Commercial District

To permit commercial uses that serve the daily convenience needs of the residents of the neighbourhood while being compatible with the surrounding residential uses. Typical uses include convenience stores, drug stores, pharmacies, beauty parlours and barber shops, and community centres.

10.2 B1B - Neighbourhood Commercial - Mixed Use District

To facilitate mixed use development which may include a limited range of commercial and institutional uses, as well as medium density residential uses, that are generally compatible with residential land uses and which are intended to serve the needs of residents within a neighbourhood. Typical uses include restaurants, retail stores, offices and office buildings, financial institutions, medical clinics and dwelling units or multiple unit dwellings in conjunction with and attached to any other permitted use.

10.3 B1 - Neighbourhood Commercial District

To permit commercial uses that serve the daily convenience needs of the residents in the neighbourhood. Typical uses include retail stores, beauty parlours and barber shops, dry cleaning pick-up depots, offices and office buildings, financial institutions, and community centres.

10.4 B2 - District Commercial District

To provide an intermediate range of commercial uses to serve the needs of two to five neighbourhoods. Typical uses include one and two-unit dwellings, places of worship, retail stores, offices and office buildings, financial institutions, service stations, bakeries, shopping centres, restaurants and lounges, medical clinics, dry cleaners, photography studios and veterinary clinics.

10.5 B3 - Medium Density Arterial Commercial District

To facilitate arterial commercial development providing a moderate to wide range of commercial uses on small to medium sized lots. Typical uses include retail stores, shopping centres, offices and office buildings, financial institutions, medical clinics, service stations, theatres, bakeries, restaurants and lounges, commercial recreational uses, private clubs, banquet halls, hotels, motels, public garages, private schools, motor vehicle sales, and dry cleaners. (Nightclubs and taverns are Discretionary Uses)

10.6 B4 - Arterial and Suburban Commercial District

To facilitate arterial and suburban commercial development providing a wide range of commercial uses serving automobile oriented consumers. Typical uses include retail stores, shopping centres, offices and office buildings, financial institutions, medical clinics, service stations, theatres, restaurants and lounges, commercial recreational uses, private clubs, banquet halls, hotels, motels, public garages, private schools, motor vehicle sales, dry cleaners. (Nightclubs and taverns are Discretionary Uses)

10.6 B4A - Arterial and Suburban Commercial District

To facilitate suburban centre and arterial commercial development, including mixed-use commercial/multiple-unit residential development, where appropriate. Typical uses include retail stores, shopping centres, offices and office buildings, financial institutions, medical clinics, service stations, restaurants and lounges, private clubs, photography studios, banquet halls, hotels, motels, public garages, private schools, dry cleaners. motor vehicle sales (Nightclubs and taverns are Discretionary Uses)

10.8 B5 - Inner-City Commercial Corridor District

To recognize historic commercial areas which include a wide range of commercial uses in a medium to high density form. Typical uses include retail stores, shopping centres, offices, financial institutions, medical clinics, service stations, theatres, bakeries, restaurants and lounges, commercial recreational uses, private clubs, banquet halls, hotels, motels, public garages, private schools, motor vehicle sales, dry cleaners, libraries, galleries, and parking stations, custodial care facilities and boarding houses and apartments. (Nightclubs and taverns are Discretionary Uses)

10.9 B6 - Downtown Commercial District

To facilitate a wide range of commercial, institutional and residential uses in a high density form, in the downtown area.

11.1 IL1 - General Light Industrial District

To facilitate economic development through a wide variety of light industrial activities and related businesses that do not create land use conflicts or nuisance conditions during the normal course of operations.

11.2 IL2 - Limited Intensity Light Industrial District

To facilitate economic development through certain light industrial activities and related businesses that do not create land use conflicts or nuisance conditions during the normal course of operations, as well as to limit activities oriented to public assembly.

11.3 IL3 - Limited Light Industrial District

To facilitate economic development through limited light industrial activities and related businesses that do not create land use conflicts or nuisance conditions during the normal course of operations, as well as to limit activities oriented to public assembly.

11.4 IB - Industrial Business District

To facilitate business and light industrial activities that are seeking a high quality, comprehensively planned environment.

11.5 IH - Heavy Industrial District

To facilitate economic development through industrial activities that may have the potential for creating nuisance conditions during the normal course of operations.

11.6 IH2 – Limited Intensity Heavy Industrial District

To facilitate economic development through certain heavy industrial activities that may have the potential for creating nuisance conditions during course of operations, as well as to limit activities oriented to public assembly.

12.1 AG - Agricultural District

To provide for certain large scale specialized land uses as well as certain rural oriented uses on the periphery of the City.

12.2 FUD - Future Urban Development District

To provide for interim land uses where the future use of land or the timing of development is uncertain due to issues of servicing, transitional use or market demand.

12.3 APD - Airport District -To designate and conserve land for uses associated with the orderly operations of the Airport.

12.4 PUD - Planned Unit Development District -To recognize existing Planned Unit Developments.

12.5 AM - Auto Mall District

To provide for motor vehicle sales and service and other directly related uses in a high quality, comprehensively planned environment which is conveniently located to serve automobile customers.

12.6 RA 1 - Reinvestment District 1

To facilitate reinvestment in older core areas and core industrial areas by facilitating mixed uses and flexible zoning standards, as well as promoting the rehabilitation of existing structures. The RA 1 District is intended to facilitate a broad range of compatible industrial, commercial, cultural, entertainment and residential uses, including live/work units.

12.7 MX1-Mixed Use District 1

The purpose of the MX1 District is to facilitate reinvestment in older core neighbourhoods and core industrial areas of the city by encouraging mixed uses in new development, as well as promoting the rehabilitation of existing structures. The MX1 District is intended to facilitate a broad range of compatible commercial, industrial, institutional, cultural, and residential uses, including live/work units.

13.1 DCD1 - Direct Control District 1 - South Downtown Area

13.2 DCD2 - Direct Control District 2 - North East of Idylwyld Drive and 33rd Street

13.3 DCD3 - Direct Control District 3 - Preston Crossing

13.4 DCD4 – Direct Control District 4 - Willow’s Golf Course Community

13.5 DCD5 - Direct Control District 5 - Stonegate Retail Development

13.6 DCD6 - Direct Control District 6 - Blairmore Retail Development

14.1 FP - Flood-Plain Overlay District

To provide appropriate development standards in order to prevent injury and minimize property damage within the South Saskatchewan River flood hazard area

14.2 AC - Architectural Control Overlay District

To provide appropriate development standards in order to preserve the physical character of an area or to promote a selected design theme for an area.

14.3 B5A - Sutherland Commercial Overlay District

To implement the building height and off-street parking policies of the Sutherland Neighbourhood Local Area Plan as they apply to the commercial lands on the west side of Central Avenue, described as 706 to 1204 inclusive, Central Avenue.

14.4 DCD1-Architectural Control Overlay District (ACD)

The purpose of this section is to establish an Architectural Control District (“ACD”) overlay in the DCD1- Direct Control District 1 (“DCD1”). The primary purpose of this ACD is to promote a selected design theme for the DCD1

10.2 Appendix 2 – CPTED Definition, Principles and Strategies

1. CPTED Definition

CPTED emphasizes the relationship between the immediate physical environment and the social behaviour related to crime. It is an inclusive, collaborative, and interdisciplinary approach to reducing opportunities for crime, improving perceptions of safety, and strengthening community bonds. CPTED principles stem from the observed phenomenon that certain “cues” in the physical environment can prompt undesirable, or crime-related behaviours, as well as perceptions of being safe or unsafe.

CPTED practitioners utilize design, activity, and community involvement to reduced opportunities for crime and reduce users’ fear of crime. CPTED strategies are usually developed jointly by an interdisciplinary team that ensures a balanced approach to problem solving that includes the community in all aspects of the process.

2. CPTED Principles

The principles of CPTED are divided into categories commonly known as “First Generation”, “First Generation Advanced”, and “Second Generation”. First Generation and First Generation Advanced principles focus mainly on addressing the physical environment, while Second Generation principles focus on how people interact with each other in that physical environment and have a distinctive social change theme. The following is a brief explanation of the CPTED principles:

First Generation CPTED Principles

Natural Surveillance: improving sightlines, encouraging visibility and more “eyes on the street”.

Territoriality: making space “defensible” and clearly defining public and private space.

Access Control: designating points of entry/egress and making movement patterns more predictable.

Image: encouraging ownership and good aesthetics and maintaining properties.

First Generation Advanced CPTED Principles

Conflicting User Groups: easing conflict between potentially incompatible users of physical space.

Crime Generators: offsetting crime that may be generated by local activity nodes.

Activity Support: encouraging appropriate and legitimate use of buildings and space.

Land Usage: eliminating “hard edges” and ensuring compatible land uses.

Movement Predictors: mitigating predictable or unchangeable routes/paths that offer no choice for pedestrians.

Second Generation CPTED Principles

Neighbourhood Cohesion: encouraging participation/responsibility among neighbourhood residents and stakeholders.

Community Culture: developing a shared sense of place, history.

Neighbourhood Threshold: ensuring balanced growth among the diverse elements in a neighbourhood.

Connectivity: strengthening community bonds, both internal and external to the neighbourhood.

CPTED principles are generally considered and utilized in combination with one another. However, for any CPTED strategy to be successful, the nature of the crime or safety-related issue must be carefully

and accurately defined. It is important to understand the context within which crime occurs in an area to be able to implement appropriate solutions.

3. Risk Assessments

Risk Assessments combine field research and analytical methods with the practical experience of crime prevention practitioners and the perception of community members. In a Risk Assessment, a wide variety of data are collected and considered to allow for an accurate portrayal of issues. This in turn allows for a much more effective solution or action plan to be developed. A Risk Assessment is critical to the success of a CPTED strategy because in addition to “obvious” problems, there are often less obvious or underlying problems that need to be identified and addressed.

Data collection such as crime statistics, resident surveys, user surveys, and population demographics are all part of the quantitative picture. This information aids in understanding the context around the issues and the opportunities for crime. The other part of the picture, the qualitative, deals with the perceptions that people have about their safety. Safety Audits, perception and intercept surveys (of actual users), and site inspections all add to the understanding of what environmental cues the area presenting and how these affect people’s “feelings” of safety. Without this larger picture the appropriate solutions to a problem may not all be identified.

The City Park Local Area Plan is a compilation of all the data collection, both qualitative and quantitative. This information sets the stage and guides the safety recommendations.

4. Safety Audits

A safety audit is a process that allows the regular users of an area to identify places that make them feel safe and unsafe. Area residents are considered the “local experts” because they are the most familiar with the area and what happens on a day-to-day basis. The goal of a safety audit is to identify safety concerns in order to improve an environment. Depending on the circumstances, residents, local business, and the municipal government may work together to find solutions to safety problems in a neighbourhood by using the audit results as *one* tool, in the overall Risk Assessment of the area. A safety audit is a highly flexible process and can be easily adapted to meet the needs of the community. In Saskatoon, safety audits, based on CPTED principles, have been applied in a number of settings including parks, streets, and buildings.

5. CPTED Review

A CPTED review is similar to a safety audit in that it reviews an area of concern using the principles of CPTED, but has less public participation. It can be used when the area is small, timelines are short or public participation is not possible or very difficult. It is also effective if there is specialized knowledge needed to assess the site or the potential solutions.

10.3 Appendix 3 - City of Saskatoon Built Heritage Database, City Park Entries

Address	Key Name	Original Name	Current Name	Other Names	Original Use	Current Use	Property Type	Construction Date
720 9TH Ave N	A. Lloyd Anderson House	Wilfrid Leroux House		A. Lloyd Anderson	Residence	Residence	residence	1928
414 3RD Ave N	A.G. Buchan House	A.G. Buchan House			Residence	Residence	residence	1912
1030 Spadina Cres E	A.H. Browne House	Eleanor Isherwood House		John Hamilton	Residence	Residence	residence	1926
715 8TH Ave N	A.W. Cassidy	A.W. Cassidy			Residence	Residence	residence	1929
1112 Spadina Cres E	Abe Shelly House	Abe Shelly House			Residence	Residence	residence	1946
918 5TH Ave N	Agnes Nurse House	Maxine McPhee House		Agnes Nurse; Howard West	Residence	Residence	residence	1917
716 6TH Ave N	Albert Sparling House	Albert Sparling House		Rev. John Nicol	Residence	Residence	residence	1911
732 8TH Ave N	Alex McRobbie House	George Clarke House		Alex McRobbie; Gordon Charmbury	Residence	Residence	residence	1912
811 6TH Ave N	Alfred Adams House	William Wyatt House			Residence	Residence	residence	1912
912 Queen St	Alfred E. Bence House	William Clements House	White Pelican Bed and Breakfast	Frank Lewin; Alfred Bence; William Hellofs; Dr. Charles Biro	Residence	Bed and Breakfast	residence	1913
909 10TH Ave N	Alfred Steedman House	James Cantor House			Residence	Residence	residence	1928
714 6TH Ave N	Allen Robinson House	Oscar Dix House			Residence	Residence	residence	1911
1049 King Cres	Alvin Wilson House	Alvin Wilson House			Residence	Residence	residence	1949
709 5TH Ave N	Andrew Boyd House	Hefferman House		Andrew Boyd	Residence	Residence	residence	1912
518 4TH Ave N	Andrew Croll House	William Clare House		Andrew Croll; Rev. John Taylor	Residence	Residence	residence	1909
712 Queen St	Andrew Rhind House	J. Capell Britton House	Alexandra Financial Group		Residence	Offices	residence	1911
919 10TH Ave N	Armitage Block	Armitage Block			Apartments	Apartments	apartments	1912
716 Queen St	Arnold McFarland House	Arnold McFarland House	dblack.communications	Deb Black	Residence	Offices	residence	1912
834 7TH Ave N	Arthur Stacey House	Arthur Stacey House			Residence	Residence	residence	1921

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Address	Key Name	Original Name	Current Name	Other Names	Original Use	Current Use	Property Type	Construction Date
913 10TH Ave N	Aubrey Darroch House	Thomas Miller House			Residence	Residence	residence	1926
622 Duchess St	Balmoral United Church	St. Paul's Roman Catholic Church	Balmoral United Church		Church	Vacant	religious/spiritual	1903
1050 Spadina Cres E	Basil P. Boyce House	Basil P. Boyce House			Residence	Residence	residence	1922
445 3RD Ave N	Belmae Apartments	Belmae Apartments	Belmae Apartments		Apartments	Apartments	apartments	1929
706 6TH Ave N	Benjamin Wall House	Isabel Cleveland House			Residence	Residence	residence	1913
1060 Spadina Cres E	Benno T. Shelly House	Benno T. Shelly House			Residence	Residence	residence	1954
830 7TH Ave N	Bernice Fair House	Guy Clotworthy House			Residence	Residence	residence	1911
802 Queen St	Bethany Home	William A. Silverwood House	Salvation Army Bethany Home		Residence	Residence	residence	1912
823 831 2ND Ave N	Canada Egg Products Warehouse	Canada Egg Products Warehouse	Furniture World		Warehouse	Retail Store	commercial building	1942
724 5TH Ave N	Carl Niderost House	John Fairburn House		Carl Niderost	Residence	Residence	residence	1911
711 6TH Ave N	Charles Doran House	Alexander Hamilton House		Charles Doran	Residence	Residence	residence	1911
718 8TH Ave N	Charles Frankling House	Charles Frankling House			Residence	Residence	residence	1914
925 5TH Ave N	Charles Larkin House	Charles Larkin House			Residence	Residence	residence	1928
724 6TH Ave N	Charles Sinclair House	Oscar Faille House		Charles Sinclair	Residence	Residence	residence	1912
1042 Spadina Cres E	Charles Stanger House	Charles Stanger House			Residence	Residence	residence	1924
701 Queen St	City Hospital Nurses Residence	City Hospital Nurses Residence	Community Mental Health Services	Nurses Alumnae Wing	Nurses' Residence	Offices	hospital	1930
820 9TH Ave N	City Park Collegiate	City Park Collegiate	City Park Collegiate	Saskatoon Region Community College	School	School	school	1928
801 7TH Ave N	City Park Drug Company	Alexander Hampton Grocery	City Perk	Western Drug; City Park Barber Shop; City Park Shoe Repairs; City Park Beauty Parlour; Peters' Rexall Drug; Bill's Barber Shop	Grocery	Coffee Shop	commercial building	1922

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Address	Key Name	Original Name	Current Name	Other Names	Original Use	Current Use	Property Type	Construction Date
734 7TH Ave N	Clarence Woodley House	Lauren Crane House			Residence	Residence	residence	1912
834 6TH Ave N	Clay Block	Clay Block	Clay Block		Apartments	Apartments	apartments	1912
444 5TH Ave N	Coronation Court	Coronation Court	Coronation Court		Apartments	Apartments	apartments	1911
Train 33RD St E	CPR Train Bridge	CPR Train Bridge	CPR Train Bridge		Train Bridge	Train Bridge	bridge	1908
300 314 25TH St E	Crowe Block	Crowe Block		Crowe Apartments; George Palmer; George McPhee; J.W. Milligan	Apartments	Demolished	apartments	1910
713 6TH Ave N	D. V. Lee House	John Ward House			Residence	Residence	residence	1913
602 Queen St	Donald Maclean House	Elizabeth Stevenson House		Donald Maclean	Residence	Residence	residence	1931
1016 Spadina Cres E	Dr. H.E. Munroe House	Dr. H.E. Munroe House		Charles Wadey; William White; William Barrett; George Dawson; Harry Poels	Residence	Residence	residence	1927
1020 Spadina Cres E	Dr. Harold E. Alexander House	Henry Bruce House		Frances Munkley	Residence	Residence	residence	1912
732 4TH Ave N	Dufferin Nesbitt House	Henry House House			Residence	Residence	residence	1908
826 6TH Ave N	Duncan Hanes House	Duncan Hanes House			Residence	Residence	residence	1912
415 417 Queen St	Duplex	Duplex		Almonte Apartments; Almonte Apartments; Louise (Brock) Archibald	Duplex	Duplex	residence	1912
611 613 7TH Ave N	Duplex	Duplex		Thomas Brown; Edward Davidson; Nurses Home	Duplex	Duplex	residence	1912
610 2ND Ave N	Earl's Restaurant	McGavin's Bakery	Earl's Restaurant	Bacchus	Bakery	Restaurant	commercial building	1930
1038 Spadina Cres E	Edwin Vandenbergh House	Edwin Vandenbergh House		Harry Laudan	Residence	Residence	residence	1924
504 4TH Ave N	Elizabeth Johnston House	Eric Lundquist House		Elizabeth Johnston	Residence	Residence	residence	1926

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Address	Key Name	Original Name	Current Name	Other Names	Original Use	Current Use	Property Type	Construction Date
821 7TH Ave N	Elizabeth Reynolds House	Arthur Rieger House			Residence	Residence	residence	1912
835 6TH Ave N	F. Elmer Wait House	Lewis Berry House		F. Elmer Wait	Residence	Residence	residence	1930
916 5TH Ave N	Ferdinand Fobel House	Elmer Ellis House		Ferdinand Fobel	Residence	Residence	residence	1919
401 4TH Ave N	First Baptist Church	First Baptist Church	First Baptist Church		Church	Church	religious/spiritual	1945
740 8TH Ave N	Frederick Settatee House	Lynn Richardson House			Residence	Residence	residence	1919
1106 Spadina Cres E	George A. Alexander House	George A. Alexander House	Alexander House	Andrew MacDougall; Richard Wilson; Henry Bruce; W.G. Watson; George Murray; Edmund Nagle; T.H.J. Charnbury; Rebekah Colfax House	Residence	Residence	residence	1904
826 7TH Ave N	George Hamilton House	George Hamilton House			Residence	Residence	residence	1908
720 4TH Ave N	George Harper House	G. Byron Kilburn House			Residence	Residence	residence	1910
826 5TH Ave N	George Murray House	Fred Pickles House		George Murray; Otto Schlamp	Residence	Residence	residence	1913
1116 Spadina Cres E	George Porteous House	J.W. Jermyn House		George Murray; Roderick McRae; George Porteous; Earl Rouatt	Residence	Residence	residence	1912
740 6TH Ave N	George Roberts House	William Christie House			Residence	Residence	residence	1911
480 1ST Ave N	Granite Curling Club	Granite Curling Club	Granite Curling Club	Granite Curling Rink	Curling Rink	Curling Rink	clubs and organizations	1965
519 2ND Ave N	Great Western Brewing Company	Hub City Brewing Company	Great Western Brewing Company	Drewry's, Western Canada Brewing, Carling O'Keefe	Brewery	Brewery	commercial building	1927
808 7TH Ave N	Gustav Fingarson House	John Hamilton House			Residence	Residence	residence	1919
810 7TH Ave N	Guy Colthurst House	John Anderson House		Guy Colthurst; Ronald Turnbull	Residence	Residence	residence	1908
1016 King Cres	H. Kirke Middleton House	George Platt House			Residence	Residence	residence	1931

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Address	Key Name	Original Name	Current Name	Other Names	Original Use	Current Use	Property Type	Construction Date
916 6TH Ave N	Haakon Skarsgard House	Haakon Skarsgard House			Residence	Residence	residence	1920
830 6TH Ave N	Harold Drinkle House	George Schwalm House		Harold Drinkle	Residence	Residence	residence	1912
617 7TH Ave N	Harold Summers House	Frank Farley House			Residence	Residence	residence	1928
412 3RD Ave N	Harry Baker House	Mary Stack House			Residence	Residence	residence	1913
709 King St	Harry Bayley House	Harold Meath House		William Christie; Harvey Doraty	Residence	Residence	residence	1912
736 8TH Ave N	Harry Dunham House	Frederick Hayes House			Residence	Residence	residence	1919
828 6TH Ave N	Hector Cahill House	Reginald Johnstone House			Residence	Residence	residence	1912
1154 Spadina Cres E	Herbert Hart House	Herbert Hart House			Residence	Residence	residence	1954
712 6TH Ave N	Herbert Wheelock House	J. M. Pascoe House			Residence	Residence	residence	1911
Pa 25TH St E	Hugh Cairns Memorial	Hugh Cairns Memorial	Hugh Cairns Memorial		Monument	Monument	monument	1921
624 Lauriston St	Hy-Grade Millwork	Hy-Grade Millwork	Hy-Grade Millwork	Cushing Bros. Mill	Mill	Mill	industrial	1911
724 7TH Ave N	J. A. Tallman House	John Merrick House			Residence	Residence	residence	1912
430 3RD Ave N	J. Stanley Wilson House	Peter Phillippe House		J. Stanley Wilson	Residence	Residence	residence	1908
828 5TH Ave N	Jacob Goldenberg House	Sylvester Atkinson House		Frank Lewin; Jacob Goldenberg	Residence	Residence	residence	1914
606 7TH Ave N	James East House	Francis Canavan House		James East	Residence	Residence	residence	1919
1120 Spadina Cres E	James Gardner House	A. Marshall Stewart House		Bernard Fuller; Ernest Langton; Frank Wheeler; Harold Wright	Residence	Vacant	residence	1920
632 7TH Ave N	James Guilmette House	Jesse Rose House		Wesley Campbell	Residence	Residence	residence	1913
545 4TH Ave N	James Johnson House	Albert Laver House		James Johnson	Residence	Residence	residence	1918
735 9TH Ave N	James W. Wilson House	George Fuller House		James W. Wilson	Residence	Residence	residence	1912

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Address	Key Name	Original Name	Current Name	Other Names	Original Use	Current Use	Property Type	Construction Date
832 6TH Ave N	James Wrigley House	George Hunt House		James Wrigley	Residence	Residence	residence	1912
524 4TH Ave N	John C. Drinkle House	Eliza Viel House		Saskatoon Private Hospital; John C. Drinkle; Sidney L. Buckwold; Ernest Bricker	Residence	Residence	residence	1911
1048 Spadina Cres E	John Cameron House	Joseph Isherwood House		John Hayhurst; John Clokie; Edith Alexander; Rusty MacDonald	Residence	Residence	residence	1924
721 6TH Ave N	John J. Leddy House	Duncan Cameron House		John J. Leddy	Residence	Residence	residence	1911
1118 Spadina Cres E	John MacDermid House	Dr. Theodore Girling House		William Ramsay; Clarence Austin; James Clinkskill; John MacDermid	Residence	Residence	residence	1912
1036 Spadina Cres E	John MacDermid House	Joseph A. Cooper House		John E. MacDermid	Residence	Bed and Breakfast	residence	1921
713 4TH Ave N	John McCarthy House	Bertram Winfield House		John McCarthy	Residence	Residence	residence	1909
806 8TH Ave N	John Moran House	Reginald Thayer House		John Moran	Residence	Residence	residence	1914
911 10TH Ave N	John Moss House	George Collins House			Residence	Residence	residence	1929
306 Queen St	John P. O'Leary House	J. Tannar House		John O'Leary	Residence	Residence	residence	1910
608 6TH Ave N	John Thompson House	John Thompson House			Residence	Rooming House	residence	1912
809 6TH Ave N	John Walker House	Percy Balderston House		John Walker	Residence	Residence	residence	1912
910 4TH Ave N	Joseph Bigelow House	Joseph Bigelow House			Residence	Residence	residence	1910

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Address	Key Name	Original Name	Current Name	Other Names	Original Use	Current Use	Property Type	Construction Date
502 5TH Ave N	Kewanee Apartments	Kewanee Apartments	Kewanee Apartments	Walter Riddell; James Piggott	Apartments	Apartments	apartments	1930
609 King St	King Street Nurses' Residence	Nurses' Home	King's Court Condominiums	King Street Residence for Girls; King Street Manor; King's Park Condominiums	Nurses' Residence	Condominiums	residence	1910
536 2ND Ave N	Kingdom Hall of Jehovah's Witnesses	Kingdom Hall of Jehovah's Witnesses	Juliette's Dance Centre	Kathy Bond School of Dance	Church	Dance Studio	religious/spiritual	1948
900 Block Spadina Cres E	Kinsmen Park	City Park	Kinsmen Park		Park	Park	park	1903
505 4TH Ave N	Knox United Church Rectory	Knox Presbyterian Church Pastors Residence		Knox Manse	Religious Rectory	Offices	religious/spiritual	1911
719 4TH Ave N	Letitia McGill House	James Porter House			Residence	Residence	residence	1909
702 6TH Ave N	Lorne McConnell House	Elizabeth Art House		Lorne McConnell	Residence	Residence	residence	1912
803 9TH Ave N	Lorne McConnell House	Andrew Boyd House		Lorne McConnell	Residence	Residence	residence	1929
1126 Spadina Cres E	Louis Schulman House	Charles R. Hill House		John Moran; Francis McLorg; Louis Schulman; Irvin Schulman	Residence	Residence	residence	1912
529 4TH Ave N	Malcolm Cole House	John Thordarson House		Malcolm Cole	Residence	Residence	residence	1909
719 5TH Ave N	Margaret McPherson House	Gordon Petrie House			Residence	Residence	residence	1923
709 6TH Ave N	Maurice Pout House	Benjamin Tasker House			Residence	Residence	residence	1911
917 4TH Ave N	Max Teitelbaum House	Rudolph Schmidt House		Max Teitelbaum	Residence	Residence	residence	1929
1140 Spadina Cres E	Melville Cormack House	George Donnell House		Anita Jones; Stewart Jones	Residence	Residence	residence	1927
950 Spadina Cres E	Mendel Art Gallery and Civic Conservatory	Mendel Art Gallery and Civic Conservatory	Mendel Art Gallery		Art Gallery and Conservatory	Art Gallery and Conservatory	museums and galleries	1964
509 King St	Michael Egan House	T. Howard Cole House			Residence	Residence	residence	1910

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Address	Key Name	Original Name	Current Name	Other Names	Original Use	Current Use	Property Type	Construction Date
446 2ND Ave N	Modern Press Building	Modern Press Building	Modern Press Building		newspaper	Offices	commercial building	1927
305 26TH St E	Montrose Court	Montrose Court	Montrose Court	J. Francis Leddy; Sidney Buckwold	Apartments	Apartments	apartments	1928
734 4TH Ave N	Morley Toombs House	Morley Toombs House			Residence	Residence	residence	1930
916 Queen St	N. Gardner Boggs House	N. Gardner Boggs House		Charles Hollinrake	Residence	Residence	residence	1913
436 3RD Ave N	Norman Thompson House	Estcourt Best House		Norman Thompson	Residence	Residence	residence	1912
438 5TH Ave N	Otto Schmidt House	George Donn House		Provincial Police	Residence	Residence	residence	1910
445 5TH Ave N	Parkview Apartments	Young Block	Parkview Apartments	The Parkview	Apartments	Apartments	apartments	1912
711 King St	Percy Cutts House	Jay Gould House			Residence	Residence	residence	1912
813 6TH Ave N	Percy Klaehn House	A. J. Reiger House		Percy Klaehn	Residence	Residence	residence	1912
731 8TH Ave N	Percy Stephens House	Percy Stephens House			Residence	Residence	residence	1922
733 6TH Ave N	Philip McMeans House	Garnet Strang House	Kirby & Tonya Wirchenko	Ronald Turnbull; Edward Hogg; Philip McMeans	Residence	Residence	residence	1911
436 4TH Ave N	Phillip Shannon House	J. Irwin House		Phillip Shannon	Residence	Residence	residence	1910
305 Queen St	Queen's Court Apartments	Queen's Court Apartments	Queen's Court Apartments	Violet McNaughton	Apartments	Apartments	apartments	1911
1102 Spadina Cres E	R.D. Ramsay House	Dr. Richard Wilson House		Angus Mowat; R.D. Ramsay; Rev. I.P. Friessen	Residence	Residence	residence	1918
816 6TH Ave N	R.J. McEwen House	Reginald Johnstone House		Dr. R.J. McEwen; Dr. Roy Hodgson; Aleda Hawken	Residence	Residence	residence	1911
714 5TH Ave N	Rev. E.J. Bridgeman House	Rev. E.J. Bridgeman House		Angus Mowat; George Murray; Gordon Charmbury	Residence	Residence	residence	1922
729 4TH Ave N	Rev. Stephen Lawson House	Rev. Stephen Lawson House			Residence	Residence	residence	1911
427 4TH Ave N	Rideau Apartments	Rideau Apartments	Rideau Apartments	Emanuel Brockelbank; Alice Sutherland	Apartments	Apartments	apartments	1913

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Address	Key Name	Original Name	Current Name	Other Names	Original Use	Current Use	Property Type	Construction Date
802 King St	Robert Fleming House	Alfred E. Bence House		Eric Fleming; Robert Fleming	Residence	Residence	residence	1911
614 3RD Ave N	Robert Leigh House	Arthur Probert House			Residence	Residence	residence	1913
506 Queen St	Robert Potter House	Robert Potter House			Residence	Residence	residence	1912
814 6TH Ave N	Roland Keevil House	Thomas Williams House		Roland Keevil	Residence	Residence	residence	1911
734 6TH Ave N	S. Edgar Fawcett House	John Raymer House		S. Edgar Fawcett	Residence	Residence	residence	1912
621 4TH Ave N	Samuel Serif House	Lewis Webb House		Samuel Serif; Virgil Rose	Residence	Residence	residence	1919
411 Duchess St	Shoquist Construction Building	Shoquist Construction Building		Saskatoon Lumber & Fuel Company; Bell Coal Company; Gerald Dealtry	Offices	Apartments	commercial building	1925
900 Block Spadina Cres E	Spadina Crescent Bridge	Spadina Crescent Bridge	Spadina Crescent Bridge	Central Park Bridge	Bridge	Bridge	bridge	1930
804 6TH Ave N	Stanley Edwards House	William Strong House			Residence	Residence	residence	1911
600 610 Duke St	Sunnyside Terrace	Sunnyside Terrace		Reginald Thayer; John MacKenzie; S. Edgar Fawcett	Apartments	Apartments	apartments	1911
801 2ND Ave N	Sunshine Grocery	Sunshine Grocery	Top-Logix Computers	Sunshine Meat Market; Sunshine Luncheonette; Sunshine Lunch Counter	Grocery	Retail	commercial building	1928
811 8TH Ave N	Syver Loken House	<ul style="list-style-type: none"> C. Shepherd House 			Residence	Residence	residence	1912
726 7TH Ave N	Thomas Hamilton Grocery	Hannah and Dunn Grocery		R. Ewens and Sons; C. M. Smith; Thomas Hamilton; Haight's; Shoprite; Reimer	Grocery	Residence	commercial building	1912
730 7TH Ave N	Thomas Hamilton House	Thomas Hamilton House			Residence	Residence	residence	1930
701 6TH Ave N	Thomas Lynd House	Walter Crozier House		Thomas Lynd	Residence	Residence	residence	1911
610 7TH Ave N	Thomas Shaw House	Robert Love House			Residence	Residence	residence	1911

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Address	Key Name	Original Name	Current Name	Other Names	Original Use	Current Use	Property Type	Construction Date
1027 King Cres	Thomas Treleaven House	Thomas Treleaven House			Residence	Residence	residence	1931
707 6TH Ave N	Thomas W. Fawcett House	Thomas W. Fawcett House			Residence	Residence	residence	1912
617 5TH Ave N	Virgil Rose House	Virgil Rose House			Residence	Residence	residence	1950
504 Queen St	W. H. MacBeth House	W. H. MacBeth House	Crosby, Hanna and Associates	Norman Thompson	Residence	Offices	residence	1906
1066 Spadina Cres E	W.G. Watson House	W.G. Watson House		Dr. A. Bruce MacDonell	Residence	Residence	residence	1924
401 407 3RD Ave N	Webb Block	Webb Block	Webb Block	Frederick Webb; Charles R. Hill; Charles D. Fisher; William Finley; Ralph Sugarman	Apartments	Apartments	apartments	1907
1100 Block Spadina Cres E	Weir	The Weir	The Weir	Dam	Weir	Weir	civic infrastructure	1939
708 Queen St	William A. Silverwood House	William A. Silverwood House			Residence	Residence	residence	1912
805 8TH Ave N	William Clare House	William Clare House			Residence	Residence	residence	1929
544 4TH Ave N	William Driol House	Norman Perry House			Residence	Residence	residence	1909
735 6TH Ave N	William Fletcher House	William Fletcher House			Residence	Residence	residence	1911
826 8TH Ave N	William Forsyth House	William Anderson House		Thomas Brown	Residence	Residence	residence	1912
1142 1144 Spadina Cres E	William H. Cope House	George B. Gardner		Arthur Salter; William Simister; William Fraser; George Nutt; Arthur Warrington	Residence	Residence - duplex	residence	1912
719 6TH Ave N	William Hellofs House	John Nicholson House		William Hellofs	Residence	Residence	residence	1912
802 8TH Ave N	William McQuarrie House	John MacKenzie House		William McQuarrie	Residence	Residence	residence	1914
725 4TH Ave N	William Pryor House	Olaf Holst House			Residence	Residence	residence	1908
511 4TH Ave N	William Russell House	James Buchanan House			Residence	Residence	residence	1912

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Address	Key Name	Original Name	Current Name	Other Names	Original Use	Current Use	Property Type	Construction Date
1032 Spadina Cres E	William Totzke House	William Totzke House		Andrew Leslie; Walter Towne	Residence	Residence	residence	1922
710 Duke St	Wilson School	Wilson School	First Nations University of Canada	Saskatchewan Indian Federated College	School	School	school	1927
603 3RD Ave N	Ye Olde Clinique	Basil M. Henderson House	Ye Olde Clinique	Percy Clarke; Charles Vannatter	Residence	Dentist Office	residence	1910

10.3 Appendix 4 – City Park Missing Sidewalk Inventory

In addition to those locations indentified in Section 4.5.4,

- south side of Queen Street between 7th Avenue North and Spadina Crescent, along Kinsmen Park
- perimeter of Wilson Park
- Duchess Street from 8th Avenue North to 10th Avenue North.
- North side of King Street between 3rd and 4th Avenue

There are no sidewalks at the following locations in City Park. This list includes those locations indentified above.

Street	From	To	Side
10th Avenue	Duke Street	Duchess Street	East
1st Avenue	King Street	Princess Street	East
1st Avenue	King Street	Princess Street	West
1st Avenue	Princess Street	Duke Street	East
1st Avenue	Princess Street	Duke Street	West
26th Avenue	1st Avenue	2nd Avenue	North
26th Avenue	5th Avenue	Lane east	South
26th Avenue	5th Avenue	Lane east	north
3rd Avenue	Duke Street	Duchess Street	West
3rd Avenue	King Street	Princess Street	West
8th Avenue	Duke Street	Duchess Street	West
Duchess Street	3rd Avenue	4th Avenue	South
Duchess Street	4th Avenue	5th Avenue	South / North
Duchess Street	5th Avenue	6th Avenue	South
Duchess Street	6th Avenue	7th Avenue	North
Duchess Street	7th Avenue	8th Avenue	North / South
Duchess Street	8th Avenue	9th Avenue	North
Duke Street	10th Avenue	King Street	North
Duke Street	1st Avenue	3rd Avenue	South
Duke Street	1st Avenue	3rd Avenue	North
Duke Street	8th Avenue	9th Avenue	South
King Street	1st Avenue	2nd Avenue	South
King Street	1st Avenue	2nd Avenue	North
King Street	2nd Avenue	3rd Avenue	South

Street	From	To	Side
King Street	3rd Avenue	4th Avenue	South
King Street	3rd Avenue	4th Avenue	North
King Street	4th Avenue	5th Avenue	North
King Street	4th Avenue	5th Avenue	South
King Street	6th Avenue	7th Avenue	North
King Street	8th Avenue	9th Avenue	South
Princess Street	1st Avenue	2nd Avenue	North
Princess Street	1st Avenue	2nd Avenue	South
Princess Street	2nd Avenue	3rd Avenue	South
Princess Street	2nd Avenue	3rd Avenue	North
Queen	7th Avenue	Spadina Crescent	South
Spadina	25th Avenue	33rd Avenue	East