

planning + design



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Six Ways Saskatoon is Growing Forward

Saskatoon is one of the fastest growing cities in Canada. Growth brings many benefits such as increased economic activity, employment and business opportunities, but it also comes with the challenges of building, servicing and living in a larger city.

This is why we are developing a *Growth Plan to Half a Million*.

The *Growth Plan to Half a Million* and its supporting plans (Active Transportation, Employment Areas, Financing Growth, and Water, Wastewater and Utilities Servicing Plan) fit together to form a new growth model for Saskatoon – one that will provide more choices for residents to move around the city while making it easier to work, shop and play closer to home. We are striving to make Saskatoon a healthier, more accessible and attractive community as we grow.

The *Growth Plan to Half a Million* and its supporting plans will be developed over the next year and are scheduled to be completed by Spring of 2016.

The following are six ways that Saskatoon is Growing Forward.

1. We can move people in different ways. Why not walk or roll?

What if it was easier to walk or bike to work each day? What if everyone could move around the city safely and conveniently, regardless of their age, mobility or mode of travel?

Attractive active transportation options have a positive impact on building healthy, safe and more sustainable communities.

A key piece of the *Growth Plan to Half a Million* involves developing an *Active Transportation Plan (ATP)* to address our needs for walking, cycling and other modes of active transportation.†

Through the development of the *ATP*, we are striving for a balanced transportation system in Saskatoon with options for people of all ages and abilities to move throughout the year using their preferred mode of travel.

By gathering broad public input, forming partnerships with community organizations and engaging Saskatoon residents, we hope to capture what matters most to our community and create an innovative and inclusive plan that meets the needs of our growing city.

The *ATP* will look at our current active transportation infrastructure and programs, identify and prioritize opportunities for innovation and improvement, and develop funding, implementation and evaluation strategies for monitoring progress.

Having a plan to guide investments in active transportation policies, programs, networks and infrastructure will ensure that they are made in a strategic and cost-effective manner.

2. The Growth Plan includes plans for a bus rapid transit (BRT) system and transit-oriented development. But, what comes first... people then buses, or buses then people?

Trick question—it's both! Having more people that live, work and play near a transit station will generate more transit riders in that

area. Similarly, an attractive and reliable transit service lessens demand on parking and on our roadways, and can help create vibrant and pedestrian-friendly communities.

So, the question of people (density) or buses coming first is akin to the chicken-and-egg in the sense that:

- Growth and redevelopment along our major corridors, like 8th Street and 22nd Street, is necessary to support investment in BRT along these corridors; AND,
- Investment in BRT is necessary to support more development and people along these corridors.

3. So, we'll get nice streets, a better transit systems and bike paths... but I'm more interested in our economy.

Planning for a city with half a million people also means planning for more jobs and employment areas. Having appropriately sized, well designed and accessible employment areas throughout Saskatoon will strengthen our competitive economy and enhance our community as we grow.

Where we work in relation to where we live impacts how we move around a city and our quality of life. Locating jobs closer to where people live will help ensure a high quality of life in Saskatoon. Having amenities available near our workplaces like sidewalks, parks, reliable transit services, and places to eat lunch also affects our workforce's quality-of-life. Imagine if you could bus, bike or walk to work and have places nearby to shop or go for lunch!

Currently, about half of all jobs in Saskatoon are downtown, in the North Industrial area or at the University. As our population doubles, so will the number of jobs. If our current trends continue, we will see this job growth occur primarily in the North Industrial area, at the end of 8th Street in Holmwood and in the Southwest Industrial area. This means that the relative number of jobs in Saskatoon's core areas (including the downtown and the University) could decrease unless we implement new policies and planning measures to ensure these areas remain economically competitive. As we grow to half a million, we need employment to be distributed throughout the city, while ensuring that our downtown and core areas remain the primary destination for head offices, store-front retail and culture.

4. Can we actually build like this?

Building outward and building upward both present unique challenges.

- Building outward means we need more roads, more pipes, longer transit routes and more spread out amenities (shops, parks, etc.).

†Active Transportation is any form of human-powered transportation for all ages and abilities like walking, jogging, cycling, skateboarding and persons using mobility aids.

- Building upward means we need better options to move more people on our roads, higher capacity pipes and a better mix of land uses in an area.

No matter how we chose to grow, we can build it. It's just a question of whether we focus on *extending* or *upgrading* what we've got.

5. This sounds nice, but also expensive!

While growth certainly creates new economic, social and cultural opportunities, it also comes with costs — capital construction costs for building new infrastructure and operating costs for maintaining new or expanded municipal facilities (e.g., leisure centres, libraries) and infrastructure (e.g., roads, sewers).

There is a common misunderstanding that growth pays for itself through the collection of property taxes from residents and commercial properties within new neighbourhood developments. This is not necessarily the case.

This is why the City has undertaken a Financing Growth Study as part of the *Growth Plan to Half a Million* to provide us with a better understanding of the extent to which growth is paying for itself and examine financial tools available for funding growth aside from property taxes.

6. So Council adopts a Growth Plan... Then what?

More public engagement will occur in the fall of 2015 to confirm the long-term directions for the *Growth Plan to Half a Million* and the detailed implementation plan to turn vision into action. The technical review and recommendations will be presented to council alongside public input in early 2016. But, our work does not end there!

If Council chooses to adopt these strategies in 2016, more work will be needed to put them into action, including:

- Revision of policies and bylaws to allow for different forms of development and transportation services;
- Secondary planning in partnership with residents and land owners to guide area-specific redevelopment and changes to our major streets;
- Transit will work with the community to start taking the steps needed to transition their services, operations and facilities; and
- Recommendations from employment areas and active transportation plans will need to be implemented.

The City will continue to work with the community and other levels of government to identify funding opportunities for implementation of the *Growth Plan to Half a Million*.

If you want to find out more or get involved, check out www.growingfwd.ca or email growingfwd@saskatoon.ca.

Message from the Director

Recently, the City conducted two public and stakeholder engagement sessions. Both were quite different formats, and both were very successful. One was an engagement with groups of stakeholders concerning the Protected Bikeway Demonstration Project. This project was stuck in the muck with lots of support for the 'concept' of protected bikeways, but no agreement on how and where, and no community champions willing to step forward. The engagement with the stakeholders was by invitation only, it was led by two experienced and strong facilitators, it was not dominated by the City and it was agreed at the outset what was needed to be a successful outcome.

The second engagement was a series of Growing Forward events at TCUP. Growing Forward is a city-wide process affecting all parts of Saskatoon. This engagement was partly open house, and partly presentation. It was a facilitated Q & A style with lots of technical information provided in a workbook. By most measures, it was also a successful engagement.

It is essential and important to engage the general public on all matters of urban planning. However, it is becoming apparent that simply conducting more consultation is not yielding more results. This year, the Planning and Development Division will be quantifying the total cost of public consultation and engagement activities conducted in 2014. Consultation is a very expensive activity and the focus needs to be on appropriate and effective engagement.

Consultation is one important ingredient towards forming a recommendation. It is up to well-trained and experienced urban planners to interpret the information received from engagement activities, and include these learnings into a recommendation for City Council. Skepticism has grown within some groups who think the City is simply listening to small, vocal groups of people and developing city-wide policies based on those opinions. On the flip side, it is a growing concern by some that City Hall is not listening to them. This is why public consultation has been called an 'art'. There is no magic formula which can be used over and over again to yield consistently valuable results. Each situation and issue is different. One thing is certain. The process towards making a recommendation has to be solid. Ultimately, City Council wants to be assured that there was every opportunity for citizens to put their views forward, and the Administration was listening.

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Partnership for Growth (P4G) Regional Planning

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A Plan for the Saskatoon Region

The Saskatoon North Partnership for Growth (P4G) Regional Plan will establish a coordinated approach to matters related to the physical, social or economic circumstances of the Saskatoon region that may affect the development of the region as a whole. The Plan, which is expected to be completed by mid-2016, will consist of plans for land use, transportation and servicing. It will also outline the funding strategies needed for implementation and propose new governance and administrative structures for the region.

In October 2014, P4G announced the selection of consulting firm O2 Planning + Design Inc. to develop a Regional Plan for the Saskatoon Region.

Why a Plan?

The latest projections show the Saskatoon region nearing a population of 500,000 in the next 20 years. Given the economic climate, we anticipate the Saskatoon region could achieve a population of one million in the next 60 years.

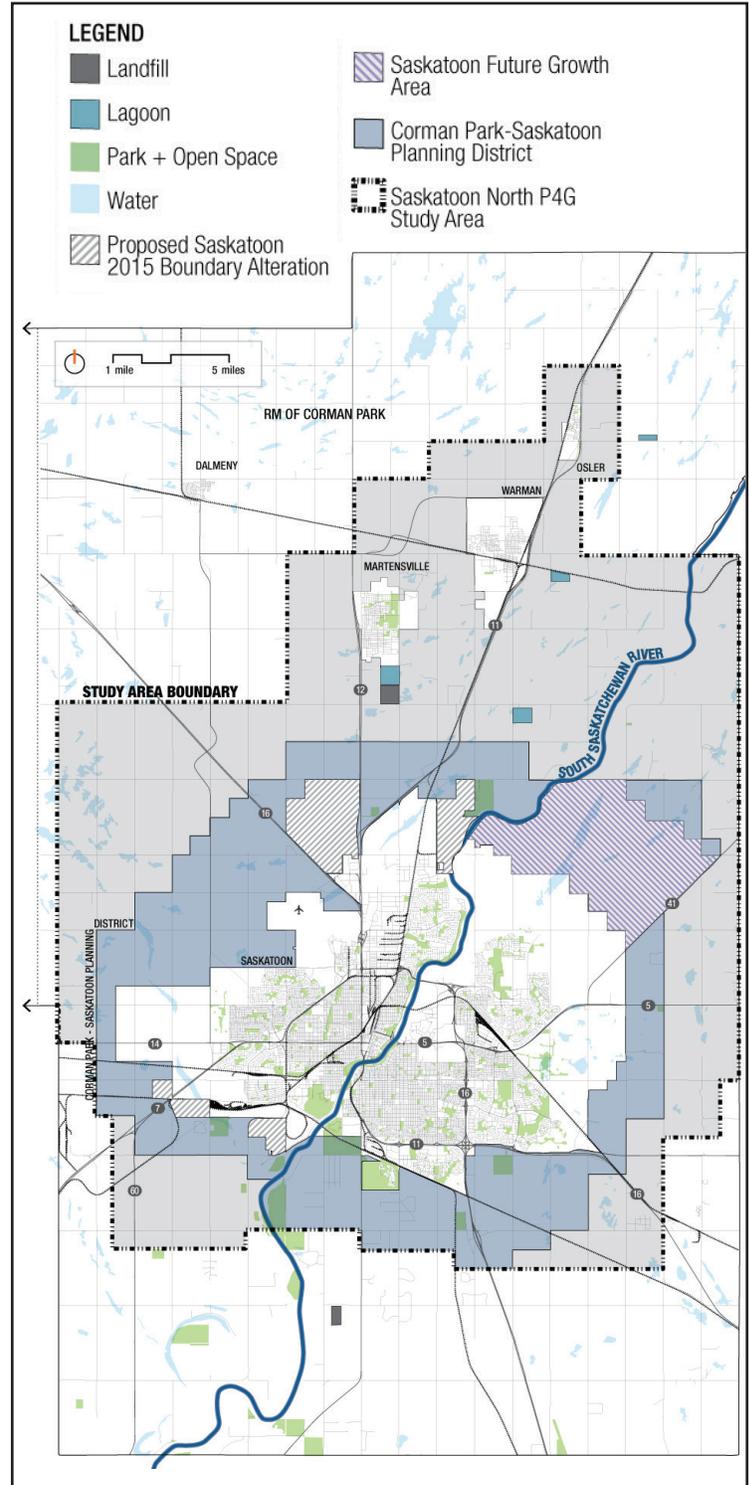
We want our region to be ready for growth, to enable economic prosperity for everyone, and support the quality of life that we enjoy. This has reinforced the need for a more coordinated approach to regional planning and servicing. To this end, the Saskatoon North P4G partnering municipalities agreed that they needed to develop and adopt a long term view and plan for land use and servicing that is regional in scope.

Who is the Saskatoon North Partnership for Growth (P4G)

The Saskatoon North Partnership for Growth (P4G) is a formalized voluntary collaborative comprised of political leaders and administrators from:

- the City of Saskatoon
- the City of Martensville
- the City of Warman
- the Town of Osler
- the Rural Municipality (RM) of Corman Park
- the Saskatoon Regional Economic Development Authority (SREDA) – advisory member.

The P4G Foundational Documents, which were endorsed by P4G on April 24, 2014, set the foundation for P4G and provide the framework for the development of the Regional Plan for the Saskatoon region. The documents were endorsed by each of the five member municipal Councils in May and June 2014.



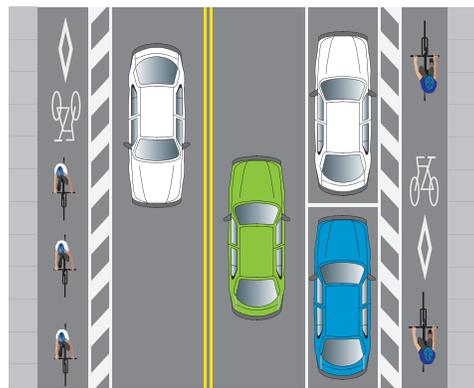
Downtown Protected Bike Lanes

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“Downtown Saskatoon’s introduction to protected bike lanes keeps this area a vibrant place for both the city and region.”

In June 2015, the City of Saskatoon began the implementation of its protected bike lane demonstration project. The focus of this initiative is to increase the comfort and attractiveness of cycling downtown. This need was identified in the City Centre Plan alongside improved facilities for cyclists.

Located along 23rd Street, from Spadina Crescent to Idylwyld Drive, these 1.5 meter lanes are adjacent to the sidewalk and bordered by a 1 meter buffer that protects cyclists from vehicular traffic.



parking + buffer

In some instances, parked cars will also protect the bike lane users from on-street traffic. Bike lanes of this degree require more street space than conventional bike lanes and can impact the amount of street parking. A key word in this initiative is “demonstration.” By installing protected bike lanes in a temporary manner, we have the ability to evaluate usage and acceptance

and to make changes if needed during the demonstration period. The things that we learn can be then incorporated into permanent bike lane projects. Extensive public engagement has been conducted during the initial stages of this project and will be ongoing until the conclusion of the demonstration period. A selected group of stakeholders including business improvement districts, business owners, downtown employees and cycling advocates have assisted city staff in preparing a feasibility study and designing the project.

Inevitably, winter will return and we will once again be faced with snow covered streets. The protected bike lanes will be cleaned within in the first 48 hours of snowfall to allow cycling during the winter months.

In 2016, the second half of the Protected Bike Lane Demonstration Project will be

carried out. On 4th Avenue, from 19th Street to 24th Street, a protected lane for cyclists will be installed to provide a direct connection to Broadway Bridge. On the north end of 4th Avenue, the lane will extend past 23rd Street for one additional block to allow the protected bike lanes to transition back to street cycling.

Cities across the country have implemented protected bike lanes with great success. Vancouver, Toronto, Calgary and Ottawa have installed these lanes permanently in strategic locations. They ensure that businesses, employers, residents and visitors alike have attractive and safe cycling infrastructure. Downtown Saskatoon’s introduction to protected bike lanes keeps this area a vibrant place for both the city and region.



Neighbourhood Monitoring Report

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In Spring 2015, City Council approved a report from the Neighbourhood Planning Section requesting that four additional neighbourhoods receive a Local Area Plan (LAP) in the future.

The LAP program was established in 1997, to provide greater opportunities for direct citizen input into growth and change within Saskatoon’s established and historic neighbourhoods.

LAPs are community-based, long-range plans that focus on the renewal of established neighbourhoods and distinct areas in Saskatoon. The LAP process has three phases: consultation plan development and adoption, and implementation. Twelve LAPs have been completed and adopted by City Council to date, with the most recent being Varsity View in April 2014.

The Neighbourhood Planning Section developed the Neighbourhood Monitoring Report (NMR) in 2007 by identifying comprehensive statistics related to: safety, housing, employment and income, infrastructure, land use, population change and traffic. The indicators are not intended to create a specific ranking of Saskatoon’s neighbourhoods. Instead, the indicators are one method to quantify issues through available data and identify high-priority neighbourhoods that would benefit from undergoing a comprehensive local planning process.

The NMR was updated in 2011, when Mayfair & Kelsey-Woodlawn (to be completed in 2015), Meadowgreen (to be completed in 2016), and Montgomery Place (starting Spring 2015) were approved for future LAPs.

Neighbourhood Monitoring Report – 2014 Update

In 2014, the Neighbourhood Planning Section worked in partnership with a professor of economics and statistics in the College of Arts and Science at the University of Saskatchewan to discuss methodology and update the NMR. Among the new data sets added were:

- Saskatoon Police Service calls for service;
- Smart Cities Healthy Kids assessment;
- Neighbourhood Traffic Review Program prioritization ranking developed by the Transportation Division;
- traffic tickets issued;
- housing affordability index;
- low income rate; and
- mobility status (proportion of residents who have moved within previous five years).

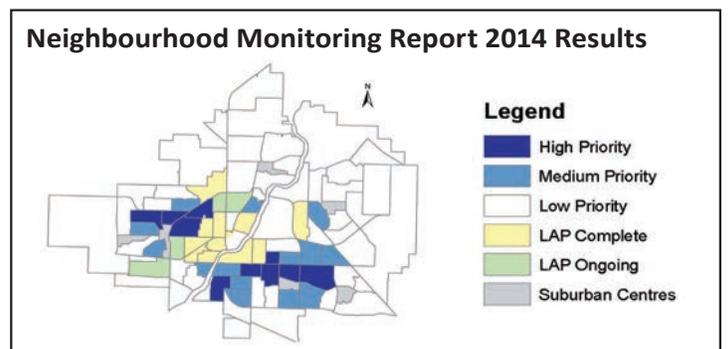
The map to the right was developed using the NMR results identifying low, medium and high-priority neighbourhoods.

Future Local Area Plans

Four neighbourhoods were identified that would benefit from a comprehensive local planning process.

- **Exhibition (following completion of Meadowgreen LAP)**
 The residential area of Exhibition is generally comprised of older housing and infrastructure. The neighbourhood is affected by local land uses, such as light industrial businesses and special events regularly hosted at Prairieland Park. Prevalence of low-income families and low median family incomes are also noted as concerns identified through the indicators.
- **Mount Royal (following completion of Montgomery Place LAP)**
 The indicators for Mount Royal show the presence of a variety of issues that may be affecting the neighbourhood. This includes consistently high levels of reported crime, older housing and infrastructure, high number of failed Saskatoon Fire inspections, low rankings in employment and income categories, all combined with an increasing population.
- **Confederation Park and Massey Place (timing to be determined)**
 There has been a challenging trend in the Confederation Park indicators when comparing the 2007, 2010, and the most recent assessment. This includes very low total building permit values combined with a population increase larger than most other established neighbourhoods. The study area for this LAP will include Confederation Park and the adjacent Massey Place neighbourhood. The indicators for Massey Place suggest the neighbourhood shares some of the same issues as Confederation Park.

Due to resource limitations and the level of commitment required to develop an LAP, the Neighbourhood Planning Section did not recommend that each of the 10 high-priority neighbourhoods be approved for future LAPs at this time. Indicator results fluctuate with each updated statistic, and these ratings can change in a relatively short period of time. The neighbourhoods recommended for an LAP have rated consistently high in the 2007, 2010 and 2014 assessments. The Neighbourhood Planning Section continues to monitor all residential neighbourhoods, using available statistics and other information sources.



Distribution of Support Services and Separation Distance Between Social Agencies

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“The Neighbourhood Planning Section will be discussing the various options with a wide range of stakeholders throughout Saskatoon in 2015.”

In Saskatoon, social support agencies offer services ranging from emergency relief, basic literacy, food provision, mentorship, health promotion, employment training and social advocacy.

The Pleasant Hill Local Area Plan (LAP) in 2002, and the Riversdale LAP in 2008, both identified the concentration of social support agencies as an on going concern. Some of these agencies can blend in to a neighbourhood or business district easily; however, the issue in the Pleasant Hill and Riversdale neighbourhoods is one of concentration. In 2014, continued concerns from the community and businesses tended to focus on uses like soup kitchens and missions, and on behaviours occurring on public streets, sidewalks and other communal areas.

Past work by the Neighbourhood Planning Section, as a result of the LAPs, was to look at best practices and policies from other jurisdictions, conduct a community survey in cooperation with the University of Saskatchewan and develop a comprehensive list of support services in existence. Further work also aimed to make it easier for people to find and access the services they need. Navigating the various sources of community, social health, and government services can be overwhelming, and work in this area continues to this day. Improvements include: information sharing through Community-University Institute of Social Research (CUISR), the United Way's 211 Saskatchewan information system and the upcoming 311 information system at the City.

In 2014, in response to continued concerns from community and business stakeholders, the Neighbourhood Planning Section brought forward another report on this topic to City Council. It included updated information on existing support service organizations operating throughout Saskatoon, an updated review of best practices in other North American cities, and an overview of potential options that could be pursued by the City.

The perceived impacts of such concentrations has prompted many North American municipalities to adopt a variety of regulatory regimes. Commonly used regulations include distance separations, limitations on size, good neighbour or management plans, mandatory licensing, council use permits and inclusionary zoning. Not all of these approaches can be used in Saskatoon because of our provincial planning legislation and legal framework.

While a zoning strategy cannot specifically address behaviours, it can influence the location of land uses that may attract unwanted

behaviours. Zoning cannot be used to target particular client groups; therefore, any changes in zoning must be applied equally across the range of social support agencies that exist in Saskatoon.

Five potential regulatory options were presented to City Council in December 2014:

1. Establish a business license requirement for institutional agencies under Business Licensing Bylaw No. 8075 and apply a separation distance to particular uses.
2. Create a definition in the Zoning Bylaw to apply to specific uses that appear to attract the most off-site impacts and review appropriate locations city wide for these uses.
3. Establish a system of corridor designations, and prohibit the establishment of social support organizations along particular corridors, while still allowing them within the zoning district.
4. Engage social service providers to discuss Good Neighbour and/or Management Plans. This is a non-regulatory approach, but could yield greater benefits in a shorter period of time.
5. Enact an Interim Development Control Bylaw. This approach cannot be pursued without the creation of a specific definition for uses that are considered to be concentrated.

The first option that needs to be addressed is the definition of uses to be subject to new regulations. The Zoning Bylaw does not contain one specific definition that applies to all of these uses; a variety are used, depending on individual applications. Accommodation based agencies tend to be categorized as a Special Care Home or Boarding House/Apartment. The most commonly applied definitions for non-accommodation based agencies include office, community centre or place of worship; however, these are fairly broad definitions.

The Neighbourhood Planning Section will discuss the various options with a wide range of stakeholders throughout Saskatoon in 2015. Business Improvement Districts, individuals, Community Associations, social support agencies and churches will be the main focus for consultations. Based on these discussions, we hope to create new methods to better balance the need for services throughout the city, with the goals of the neighbourhoods and business districts to be healthy and viable.

South Caswell Concept Plan Update

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In 2010, City Council approved the South Caswell Concept plan. Through this plan, local stakeholders had the opportunity to guide redevelopment of the current Saskatoon Transit Facility site. In anticipation of the Saskatoon Transit Facility relocating to the Civic Operation Centre in early 2017, the Neighbourhood Planning Section is re-visiting and updating certain aspects of the original concept plan, as more detailed environmental and structural assessments have recently provided additional information.

The vision for the redevelopment of the Caswell Hill bus barns is to establish a unique mixed-use area that will: provide additional parks and open spaces for residents, create a range of affordable housing options and support the local arts community. The South Caswell Concept Plan addresses several key issues including: current land use incompatibility, lack of access to local parks and open space, a 'creative hub' for the local arts community and the need to establish stronger linkages to downtown.

South Caswell Concept Plan (2010): Features include:

- Closing of 24th Street between Avenue C and Avenue D;
- Residential use on the existing transit parking site;
- A dog park;

- Mixed-use residential on the northern half of the transit facilities;
- Traffic calming on Avenue C and D;
- Green space/park space on the southern half of the transit facilities;
- Reuse of the transit maintenance facilities on the northeast corner of Avenue D and 24th Street as a commercial retail space;
- Reuse of the transit offices on the southwest corner of Avenue C and 24th Street as a community centre or space;
- Green space along railway tracks; and
- Green space between residential uses on 25th Street and transit facilities.

The current Saskatoon Transit sites offer just over four acres of total space with the opportunity for redevelopment.

Environmental Assessment: PINTER & Associates carried out a Phase II Environmental Site Assessment (ESA) to investigate potential environmental impacts from the Saskatoon Transit Operations Facilities. Soil and groundwater samples were collected and analyzed for contaminants related to bus maintenance

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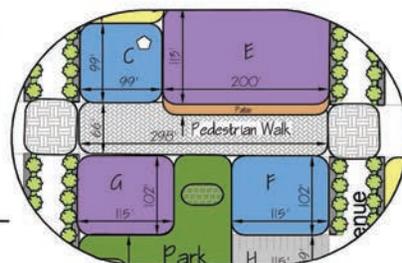
Land Use Concept Plan



Scale : NTS

Legend

- | | |
|---|---|
| A. Mixed Use
- ± 12,000 f ² | ○ Pedestrian Crossing |
| B. Townhouses
- ± 15,500 f ² | ○ Green Buffer |
| C. Adaptive Re-Use including Community Space
- ± 9,500 f ² | ○ Park Space |
| D. Medium Density Residential
- ± 26,000 f ² | ○ Existing Commercial |
| E. Mixed-Use
- ± 24,000 f ² | ○ Adaptive Re-Use including Community Space |
| F. Adaptive Re-Use including Community Space
- ± 22,000 f ² | ○ Town Houses |
| G. Mixed-Use
- ± 11,400 f ² | ○ Mixed Use |
| H. Public Parking
- 28 Stalls | ○ Medium Density Housing |
| I. Existing Commercial
- ± 13,000 f ² | ○ Parking |
| J. Medium Density Residential
- ± 33,000 f ² | ○ Sidewalk |
| K. Town Houses
- ± 20,000 f ² | ○ Intersection Improvement |
| L. Park
- ± 8,000 f ² | ○ Pedestrian Walkway |
| | ○ Hardsurfaced Park Area |
| | ○ Proposed Heritage Site |
| | ● Existing Heritage Site |
| | --- Railway Tracks |
| | --- Rails with Trails |
| | — Study Area |



Detail
"Community Focal Point"

Bicycle Service Stations

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“A fantastic urban amenity for cyclists, which also helps to create excitement that promotes mixing and cohesion in the Riversdale neighbourhood.”

– Michael from HALO Hair Salon.

To further support multi-modal transportation, bike service stations have been incorporated into the community poster directories on 20th Street West in Riversdale and Central Avenue in Sutherland. Bike service tools include an industrial model all-season tire pump and a ring of tools – assorted allen keys and wrenches on a cable. The brightly coloured directories are located on bus bulbs and corner bulbs. The service stations have been enthusiastically received by nearby businesses who point them out and even give demonstrations to their clients and the public. There are currently four bike service stations on 20th Street W and two on Central Avenue, with two more planned for installation in 2015. The Urban Design Team, who designed the bike service stations and poster directories, is also exploring options to add a solar powered USB charger for items like bike lights and cell phones.



Pleasant Hill Village Revitalization

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It's been a learning experience. Through Pleasant Hill Village (PHV), the City has learned that neighbourhood revitalization moves at its own pace, brings unexpected opportunities, requires an adaptable plan and, ultimately, brings many rewards.

The need for revitalization was firmly established in Pleasant Hill's 2002 Local Area Plan, following a decade of socio-economic decline. Population growth paralleled increasing poverty and health disparity. The Plan prioritized actions around increasing homeownership to stabilize high mobility, addressing derelict and vacant properties, providing seniors housing, improving park space and above all, improving safety.

The 2005 Pleasant Hill Safety Audit collaborated closely with local stakeholders and integrated actions around policing, public realm improvements, parks, transportation and housing, all with a view to reclaim and re-assert neighbourhood identity and pride of place. At the same time, the Saskatoon Health Region's study of city-wide health disparities produced alarming findings on attempted suicide, infant mortality and other health factors. All of this set the stage for what came next.



Pleasant Hill Village before.



Pleasant Hill Village after.

It was unexpected. One individual owning 29 adjacent houses across from St. Mary's Elementary School wanted to sell. The location was strategic one block away from the commercial crossroads of the neighbourhood. Key partners moved into action through an Urban Development Agreement—municipal, provincial and federal governments and the Catholic School District.

Elements to be included in the new 13-acre Pleasant Hill Village were a new (replacement) school and wellness centre, expanded park space, new housing and community gathering space. Through a 2006 visioning workshop, stakeholders laid out their vision for a pedestrian-oriented village of housing around the new school and park. It would have affordable housing, be safe, welcoming, sociable and encourage people to want to stay longterm. Given that 41 per cent of Pleasant Hill is Aboriginal, it would reflect this heritage but also embrace non-Aboriginal Canadians and newcomers.

Site preparation involved demolition, street closures, creating two cul-de-sacs, subdivision to create development parcels and minor soil remediation. A land exchange between the City and Catholic School District moved the school eastward to where houses had been, and converted the former school into park fields. At the northeast corner of PHV, a parcel was sold directly to the Knights of Columbus for seniors housing.

The year 2008 was all about adaptable planning. A fire at an adjacent industrial site created an opportunity to expand the project to the south. The City purchased the site, amended the PHV Concept Plan, and added another development parcel plus more parkland. Then, a setback—the request for proposals for the first two multi-family housing sites failed to attract qualified developers. This was partly due to over-committed firms in the midst of the 2008 boom, but also spoke to a lack of confidence in building in a risky neighbourhood with a still high crime rate. The City reissued the RFP with a guarantee to buy back any units which remained unsold after six months. The guarantee made the difference and the two sites moved ahead.

To achieve the affordability vision, the City made funding available to qualifying homebuyers under its Mortgage Flexibilities Support Program. This offered downpayment grants of 5 to ten per cent, and in the end, was provided to all households buying into the project. In addition, the site was made eligible for a five-year property tax abatement. But as the City learned, revitalization can't be forced. It will take its own time. Despite the incentives, many units remained unsold. On both sites, the City had to act on its guarantee and take over ownership and marketing of the unsold units. This was a labour-intensive assignment, with planners having to arrange furniture staging of display suites and having to represent the City on the new condominium boards. These were non-traditional planning roles, to be sure. After three long years, the final units were sold.

The result to date is a transformed site that is over 75 per cent complete. This includes 111 housing units completed with an estimated 45 still to come. At buildout, project value will exceed \$50 million. PHV is now home to many interdependent elements which are bringing life to the site and to the wider neighbourhood, such as:

- a new community garden and expanded park which hosts over 1,000 people at the annual Pleasant Hill Pow-Wow;
- independent seniors housing side-by-side with new family-oriented townhomes;
- a new LEED-Silver elementary school/wellness centre with community gym, walking track, fitness centre, childcare and neighbourhood pediatric clinic.

Now, eight years into the project, the market is responding and the City will no longer have to carry the torch. In Fall 2014, a call for expressions of interest generated responses from three developers to build on the last remaining parcels. A request for proposals closed in March 2015 and evaluations are underway with the close



involvement of community members, including new residents on-site. All that remains for the project is buildout of the last three multi-family low-rise housing parcels.

Pleasant Hill is still a low-income neighbourhood and its journey into recovery is by no means over. But revitalization is evident. Along with healthcare, policing gains and the new Station 20 West community hub, the Pleasant Hill Village project is part of the reason why.

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activities and fuels. Laboratory analysis confirmed that soil and water samples collected from the Transit Maintenance Building property located at 321 Avenue C North (north buildings) contained concentrations of contaminants above provincial and federal regulatory guidelines.

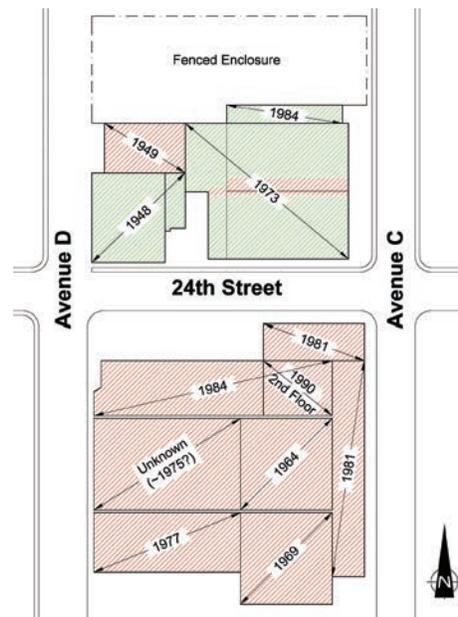
The analysis of paint samples collected from within the Maintenance Building confirmed the presence of lead-based paint. An asbestos audit completed by Bersch & Associates confirmed the presence of asbestos-containing materials within the Maintenance Building and the Administration Building (located at 301 24th Street West). These materials have been labeled and an asbestos management program is being developed that will also include safe handling practices for surfaces containing lead-based paint.

Structural Assessment: According to the structural engineer’s report: two buildings on the northern section (maintenance area) can be re-used with some modification; the oldest building (1948) is in good condition; maintenance building (1973) could also be re-used.

The image below is from the structural engineer, and the numbers refer to the construction year of the building. Green indicates where re-use is most viable, and red indicates where re-use is not advised. A significant factor is that the interconnectedness of the southern portion makes it difficult to reuse single buildings (the office building for example). As the building code has been amended over the years, snow load minimum requirements have been strengthened substantially. New building code requirements needed to be met each time a new occupancy would go into the buildings, and this is one of the main issues with reusing these buildings. This information will be incorporated into a new plan.

Updating the 2010 Plan: Information from the recent assessments must be incorporated into the original concept plan. For example, it does not appear feasible to reuse some of the buildings identified for reuse in the original plan. In addition, the assessment results will allow a more detailed discussion on potential reuse of buildings and vacant spaces. The citizen engagement process will result in an update to the plan, based on community and stakeholder feedback. It is anticipated that the update will be completed in 2016.

Saskatoon Transit - existing complex Synopsis of Structural Analysis Results



Housing and Safety Workshops with Newcomers to Canada

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As part of an ongoing effort to bring housing and safety information to the public, Attainable Housing and Neighbourhood Safety planners at the City of Saskatoon conduct workshops with newcomers to Canada. These workshops help implement one of the core strategies of the City’s Housing Business Plan – education and awareness.

Moving to a new country can be an exciting but challenging time. Settlement agencies in Saskatoon help smooth this transition by offering support services and English language classes that build on pillars essential to successful settlement.

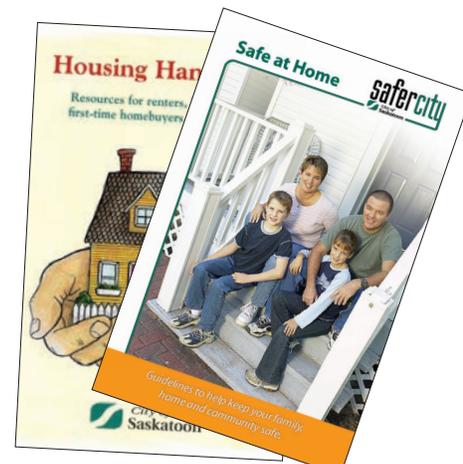
The Planning and Development Division publishes information in support of two of these pillars – the *Housing Handbook* and *Safe at Home*. To ensure that this information is reaching newcomers, Planning and Development has partnered with settlement agencies to offer workshops for newcomers on these two publications. Language Instruction for Newcomers to Canada (LINC) is one of the more popular standardized courses and is offered by many settlement agencies across the Saskatoon. LINC classes are a natural complement to *Safe at Home* and the *Housing Handbook* due to their module-based structure, which offers safety and housing sections.

In 2014, seven workshops were conducted for 160 people, many of whom had lived in Canada for less than six months. Partnering agencies for the workshops and LINC classes included Global Gathering, Saskatchewan Intercultural Association and Saskatchewan Polytechnic.

The workshops bring housing and safety information to those in need, but who are unlikely to access it by any other means. There is a focus on reviewing terms specific to housing and safety, rights and responsibilities, and in identifying the appropriate agency or level of government to contact in different situations. Written and discussion components have been designed to integrate into an English-as-a-subsequent-language classroom, helping to communicate subject material to those new to English.

Newcomers to Canada represent a significant portion of Saskatoon’s recent population growth. People from around the world are choosing to immigrate to Canada, and many are deciding to make Saskatoon their new home. Recent population figures show that about 4,000 newcomers to Canada are moving to Saskatoon every year.

The vision and content for the workshops was developed from a planning and immigration perspective by the Neighbourhood Planning Section’s Attainable Housing and Neighbourhood Safety groups and Community Development, Diversity and Immigration.



The City of Saskatoon Business License Program licenses all businesses operating from a fixed address within Saskatoon. This includes home-based businesses and businesses operating from commercial and industrial locations.

At the end of 2014, there were 10,444 businesses licensed by the program. Figure 1 illustrates the overall business growth in Saskatoon and identifies the total number of home-based and commercial/industrial business licensed from 2010 to 2014. The total number of businesses has increased by more than 12 per cent since 2010. Figure 2 illustrates the number of new business licenses issued for the years 2010 to 2014. The number of new home-based businesses continues to exceed the number of new commercial/industrial businesses.

For more business license statistics, or to view the Business Profile 2014 Annual Report, please visit www.saskatoon.ca/businesslicense.

Figure 1: Summary of Total Business Activity

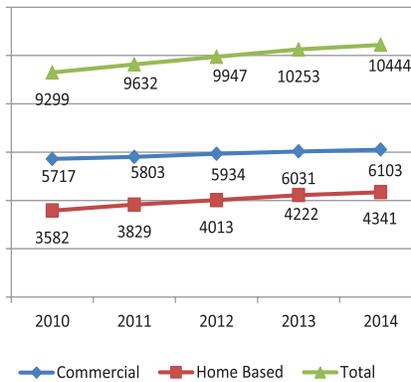
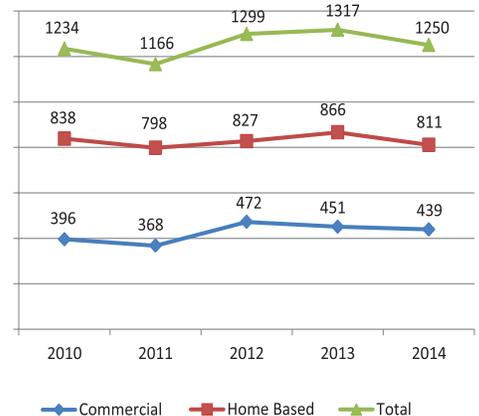


Figure 2: Summary of New Business Activity



Business License Program
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 Tel: 306-975-2760 Fax: 306-975-7712 Email: business.license@saskatoon.ca

Attainable Housing Projects

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“The City of Saskatoon Partners with Local Churches to Create Attainable Housing.”

The City of Saskatoon has partnered with many housing providers since 2008, when the City’s first comprehensive housing business plan was adopted. The result has been the creation of 3,705 new units of attainable housing. Two of the City’s most recent partners are local churches that each owned underused land which is now being developed for attainable housing.

The creation of housing is not a core business for most faith groups, and these two churches got involved because they saw a need and were willing to learn about planning, finance, construction and property management.

Westgate Heights and Hyde Park View are two projects with affordable rental units the City of Saskatoon is supporting through a capital grant and 5-year incremental property tax abatement.

Westgate Heights – 3323 Centennial Drive

The Westgate Heights Attainable Housing project dates back about ten years, when the Westgate Alliance congregation realized they were unlikely to ever build a church large enough to fully cover their 5.6 acre site. They decided their community most needed safe and adequate housing that families could actually afford. Members of the public came out in support of the re-zoning application to accommodate townhouses and an apartment building.



In 2013, Phase One of this project opened with 34 townhouses targeted at large working families who weren’t quite able to pay full-market rent. Volunteers from the congregation helped with painting and hanging ceiling tiles in the basement, completing four and five bedroom units. A number of new Canadians now call Westgate Heights home, and are likely to live here until they are in position to buy a home of their own.

Construction of Phase Two begins in 2015 and will include a 40-unit apartment building with ten units specifically intended for single mothers and their young children. Westgate Heights is next to a park and within walking distance of transit, shopping and schools. It uses a site that has been vacant for about 40 years, when the surrounding neighbourhood was developed.

Hyde Park View – 333 Slimmon Place

The Hyde Park View project is the vision of Elim Lodge Inc. They purchased two acres from their sister organization, Elim Church, for seniors housing on the land next to their new facility on Slimmon Road. The project is under construction and will include 140 units in a fully accessible four-storey apartment building.



Most of the Hyde Park View project is made up of Life Lease units. With a life lease, residents are able to sell an existing home and use the equity to purchase the right to occupy a unit for as long as they need it. Many seniors prefer to purchase a life lease rather than spending savings on rent for an indeterminable amount of time. Unlike a condo, residents are free from the challenges of property management, which is taken care of by a volunteer board appointed by the church.

Fifteen units at Hyde Park View are rental units with below-market rents for seniors who can’t buy a life lease and need to stretch their budget. Plans are also in place to include 25 assisted living units at Hyde Park View for those requiring support in maintaining their independence.

When complete, Hyde Park View will include the first affordable rental units in the Lakewood Suburban Centre, meeting a priority of the City’s Housing Business Plan that affordable rental housing be located in all areas of Saskatoon.

For more information about the City of Saskatoon’s housing program, including the 2013 – 2022 Housing Business Plan, go to www.saskatoon.ca. Look under Services for Residents.

FAVOURITE PUBLIC SPACE?

River Landing, Meewasin Trail, Rotary Park... If it's on the river, it was mentioned.



What do they like most about their work? **LOTS OF VARIETY, IT'S CHALLENGING, AND INTERESTING...**

Also, they like their colleagues and working with the community to make a difference.



62.5% drink at least **2 CUPS** of coffee or tea a day and **20%** brave the day on their own steam.



HAPPY BIRTHDAY!

The most common birth month is March and the median age is **33**



The Staff of **PLANNING & DEVELOPMENT** were asked to share their favourite things about Saskatoon, their office habits and their thoughts on planning issues. This is what they said ...

BREATHE EASY...

54% of the employees have a plant in their office.



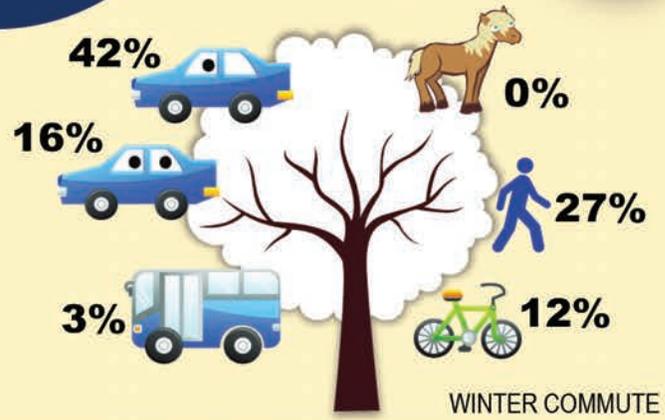
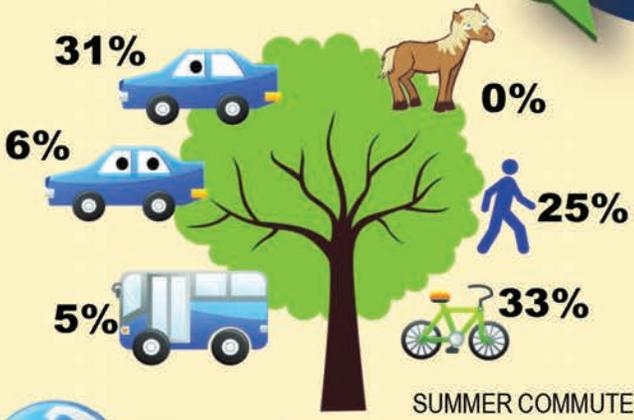
It's hard to pick just one, but when asked what is your favourite restaurant or pub? The number one response was **AMIGO'S!** Other popular responses included Rook & Raven, Thien Vietnam and Congress.



Beautiful tree canopies, views of the river and recreational opportunities make **SPADINA CRESCENT** their favorite street in Saskatoon. Other popular responses included 20th Street W, 21st Street E and Broadway.



Saskatoon is known for its love of festivals. A staff favourite is the **SASKATCHEWAN JAZZ FESTIVAL**. Other notable mentions were the Fringe, Folkfest and Taste of Saskatchewan.



BIGGEST ISSUE facing cities today?

Where to begin? It is no surprise that most responses indicated sustainable growth or alternative transportation as the two biggest issues facing cities today. Also, there are concerns with the cost and ability to maintain aging infrastructure and the ability to retrofit to meet the needs of citizens today. In addition to the built environment there are cultural pressures too, to maintain a unique character within a city, especially during periods of growth.

Meadowgreen Local Area Plan

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The Neighbourhood Planning Section launched the Meadowgreen Local Area Plan (LAP) in 2014.

LAPs are a community-based approach to developing comprehensive neighbourhood plans. They provide an opportunity for residents, business owners, property owners, local groups and other stakeholders to have direct input into determining the future of their community. Once completed, an LAP sets out objectives and policies that guide growth and development. They are successful because they are neighbourhood plans created by the neighbourhood. To date, 12 LAPs have been adopted by City Council. The 13th LAP will be presented to City Council in 2015, which focuses on the Mayfair and Kelsey-Woodlawn neighbourhoods.

The Meadowgreen neighbourhood is located in west Saskatoon with borders that include: 22nd Street to the north, Avenue W to the east, the rail line north of 11th Street to the south and Circle Drive to the west. One of the most interesting aspects of Meadowgreen is that, in recent years, it has become the Saskatoon neighbourhood with the highest concentration of newcomers to Canada. The LAP process hopes to capitalize upon the rich cultural opportunities presented by this concentration.

Several topics affecting the neighbourhood have been covered by initial meetings with local stakeholders, with consultation expected to continue through the remainder of 2015. Topics discussed

include land use, traffic, parks/open spaces, municipal services, neighbourhood safety, culture and new Canadians. Future topics will also include transit, bus stops, recycling/composting and others identified by local stakeholders.

Following the consultation process, all information and ideas collected will contribute toward the creation of the Meadowgreen LAP. The report will present the issues facing the neighbourhood. The challenges and opportunities will be addressed through recommendations assigned to various City of Saskatoon divisions and other community organizations. Short, medium, and long term recommendations will be implemented. LAP recommendations can range in complexity from simple mail-outs (for example to notify residents of neighbourhood programs they are encouraged to participate in) to long term projects, like the removal of the bus barns from Caswell Hill.

The Neighbourhood Planning Section manages and tracks the implementation of LAP recommendations. Since the creation of the LAP program, more than 500 recommendations have been included in LAPs and related reports, with about 67 per cent having been implemented.

The Meadowgreen LAP is expected to be presented to City Council in 2016.



First Nation Community Profiles

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The First Nation Community Profiles are a partnership project between the City of Saskatoon (City) and Saskatoon Regional Economic Development Authority (SREDA) intended to promote economic opportunities for First Nations with land holdings and reserves located in the City and region.



The Profiles are two-page summaries highlighting key attributes of 11 First Nations with land holdings and reserves in the city and region. They highlight each First Nation's leadership, strengths and assets.



One Arrow First Nation (106 20th Street West)

The Profiles include information regarding:

- community highlights and opportunities;
- historical information and the location of the home reserve;
- demographics, employment data (where available), and land holdings;
- current and proposed business developments;

- education and services; and
- current governance and contact information.



Muskeg Lake Cree Nation (335 Packham Avenue)

Background

Since 2010, the City has partnered with SREDA on a variety of initiatives to engage First Nations and the broader business community in events that promote economic opportunities and partnerships. Past events, held under the banner "Building Bridges to Success," have focused on business development, networking and land development. Recently, several First Nations with land holdings and reserves in the Saskatoon Region have participated in regional planning discussions through the Broader Regional Committee, led by SREDA. The Profiles are the most recent initiative under the City's Treaty Land Entitlement Communication Strategy, that promotes strengthening and improving communications with First Nations.

The Profiles are available for viewing or printing on the City's website under Regional Planning. (www.saskatoon.ca) Profiles were created for the following 11 First Nations:

- 1) Cowessess First Nation;
- 2) English River First Nation;
- 3) Little Pine First Nation;
- 4) Mistawasis First Nation;
- 5) Moosomin First Nation;
- 6) Muskeg Lake Cree Nation;

- 7) One Arrow First Nation;
- 8) Red Pheasant Cree Nation;
- 9) Saulteaux First Nation;
- 10) Whitecap Dakota First Nation; and
- 11) Yellow Quill First Nation.

As more First Nations invest in the City and the region, additional Community Profiles will be created to highlight and promote opportunities. Existing Profiles will also be updated periodically to reflect new business developments, land holdings and changes in governance.



Yellow Quill First Nation (230 4th Avenue South)

Economics

First Nations are investing in the City and the region in a variety of ways. The majority of business developments so far have been either commercial or industrial, and have included services such as: gas bars, convenience stores, professional offices, property management, construction, forestry and mining. Each First Nation is at a unique stage in their economic development pursuits, depending on community priorities and interests. Over the short and long term, Saskatoon should continue to see business development and investment by First Nations.

The current issue of *Planning + Design* is available for download at www.saskatoon.ca.

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