

BROWNFIELD RENEWAL STRATEGY

Information Package

Project Background

Saskatoon will welcome 250,000 people in the next few decades. Adopted in 2016, our plan for growth will create a stronger social, environmental, economic and financial future for all residents based on the following key components:

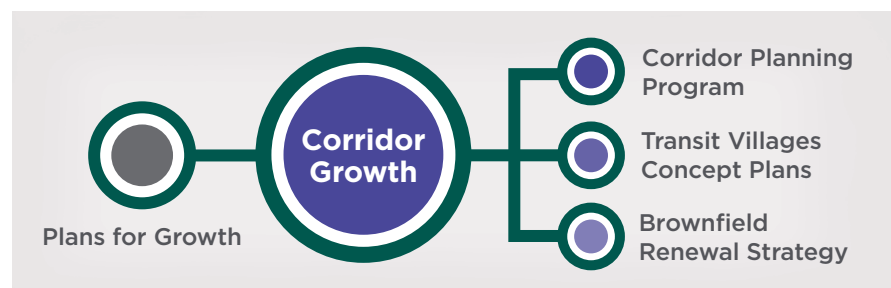
- *Corridor Growth* – encouraging growth and redevelopment near existing major corridors and at major development nodes
- *Transit and BRT* – making transit more attractive to more people as the City grows
- *Strategic Infill* – supporting development of the Downtown, North Downtown and University of Saskatchewan “endowment lands” to accommodate more people and jobs within Circle Drive
- *Core Area Bridges* – making the best use of the existing road capacity and planning for the future

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- *Employment Areas* – ensuring the right amount of employment in the right areas
- *Active Transportation Plan* – provide infrastructure and support for greater use of walking and cycling for work and personal use
- *Financing Growth* – planning ahead for the costs of growth

Brownfields and Infill Development

A brownfield is an abandoned, vacant, derelict, or underutilized commercial or industrial property that because of its past use may have perceived or actual contamination. Brownfields are typically located within established neighbourhoods, and near or within commercial and industrial areas. This can make re-development unfeasible, or challenging as potential land developers need to navigate the complexity of regulatory hurdles and unfamiliarity with the environmental management process.





The Brownfield Renewal Strategy (BRS) is essential to Corridor Growth along the city's major transportation corridors as these areas have a high potential to contain brownfields. The goal of this strategy is to make revitalization at these locations more attractive, so that we can manage our growth in smart and sustainable ways.

Brownfield Renewal Strategy – Project Overview

The Brownfield Renewal Strategy reviews current barriers to corridor redevelopment, like financial and regulatory hurdles created when environmentally-impacted soil is discovered or when there is a

The information gathered during Phase 1 will provide the foundation of the brownfield strategy, and offer valuable environmental information to support the other Plan for Growth projects.

perception that contaminated soils may be encountered. The goal of the BRS is to create environmental guidance manuals, provide advisory services, and incentive programs when required. Together, these will help land developers realize the potential of these unused properties, protect the environment, and move the City towards its target of

Figure 1: Vacant brownfield - photo credit Google Maps, image from October 2016

achieving 50% growth through infill. The Strategy will initially focus on the Bus Rapid Transit corridors; however, it is anticipated that the end result of the project will be transferrable to other strategic infill areas.

The BRS will create a suite of tools and programs designed to assist prospective developers and property owners with the environmental requirements associated with impacted and potentially impacted brownfields.

The delivery of the project is split into two phases:

Phase 1 – Information Gathering

This Phase involves conducting brownfield strategy research for the purpose of developing program recommendations, preparing a brownfield inventory of the Bus Rapid Transit corridors, and completing environmental site assessments and contamination management plans for key corridor redevelopment zones and BRT station sites. The information gathered during Phase 1 will provide the foundation of the brownfield strategy, and offer valuable environmental information to support the other Plan for Growth projects.

Phase 1 of the project will also include funding applications to the Federation of Canadian Municipalities (FCM) for brownfield planning and study grants through the Green Municipal Fund (GMF).

Phase 1 started in July 2017, and will work towards a project completion date of March 31, 2018.

The outputs of Phase 1 will be used to create a Brownfield Incentive Program to support Corridor Growth and Strategic infill, as well as to create guidance documents for brownfields and environmental process management.

Phase 2 – Program Development

The outputs of Phase 1 will be used to create a Brownfield Incentive Program to support Corridor Growth and Strategic infill, as well as to create guidance documents for brownfields and environmental process management. The three main deliverables of this project include:

1. *Contaminated Sites Management guidance document* – In order to reduce or remove the stigma of contamination management for potential developers and property owners, this document will outline best management practices for dealing with contamination and explaining relevant environmental regulations.
2. *Brownfield Redevelopment Incentive Program Framework* – Building off of the recommendations of Phase 1, a program will be developed to help address financial barriers to brownfield redevelopment.
3. *Updating “Redeveloping Brownfields in Saskatoon” Guidebook* – The City’s current brownfield manual will be updated to reflect new regulations, as well as to include all programs and plans the City currently has regarding brownfield and infill development.

Phase 2 of the project will be initiated following the completion of Phase 1. Specific timelines for this phase are currently under development.



Figure 2: 8th Street East, a portion of the Red BRT Line Corridor



DILLON CONSULTING

Dillon Consulting firm profile

Dillon Consulting has been awarded the contract for Phase 1 support in developing a Brownfield Renewal Strategy, a key component of the City of Saskatoon's Corridor Growth Program. Dillon is an employee-owned, multi-disciplinary consulting firm with professionals in over thirty disciplines, including urban and environmental planners, landscape architects, urban designers, municipal engineers, transportation planners, biologists, and physical and social scientists. The firm, established in 1946, operates from 17 offices across

Canada, and internationally, with a current complement of over approximately 600 employees. From these offices, Dillon handles projects in every province and territory of Canada. This national exposure allows Dillon to bring leading-edge solutions to the table, drawn from the best practices found in every corner of the country.

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Dillon is experienced and knowledgeable in brownfield redevelopment, site assessment and remediation, land-use development, and transit-oriented design as it relates to current municipal policies and future planning. Dillon has designed many brownfield redevelopment strategies, contaminated site risk management plans, and municipal transit plans. They take a collaborative, partnership-based approach to determine the best solution for their clients' challenges.

Dillon's Project Approach

The development of an effective Brownfield Renewal Strategy involves the following building blocks:

- Support application submissions to the Federation of Canadian Municipality (FCM) Green Municipal Fund (GMF);
- Stakeholder consultation, including project integration with other Plan for Growth components;
- Benchmark study of brownfield strategies and development programs in other jurisdictions;
- Inventory of key corridor brownfield properties; and
- Limited Phase II Environmental Site Assessments (ESAs) at key corridor locations (does not include privately owned properties.)

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