EVERGREEN

NEIGHBOURHOOD CONCEPT PLAN

City of Saskatoon

Evergreen Neighbourhood Concept Plan
June 2009

Prepared by:
Land Branch
City of Saskatoon

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Executive Summary

This Neighbourhood Concept Plan is the first step in the process of building the next neighbourhood within the University Heights Suburban Development Area. The Land Branch has designed a neighbourhood in the "Urban Village" model in order to achieve the development of a neighbourhood that:

1) represents the City's design philosophy as outlined in the City of Saskatoon's Development Plan,
2) moves significantly further in the realm of environmentally sustainable development,
3) recognises and incorporates the benefits of Crime Prevention Through Environmental Design Strategies,
4) contains a variety of positive lifestyle amenities,
5) contains the framework to satisfy a variety of lifestyle choices and economic opportunities, and
6) contains a strong sense of place where people will choose to live their lives and contribute to their community.

Neighbourhood Quick Facts:

- Gross developable area: **655 ac (265 ha)**
- Projected population at maximum build out: **12,622 persons**
  - **West Side 7560 persons**
  - **East Side 5062 persons**
- Projected elementary school population at maximum build out: **1502 students (peak enrollment)**
- Neighbourhood density: **8.7 units per acre (upa) or 47.6 persons per hectare (pph)**
  - **West Side 6.1 upa (40.2pph)**
  - **East Side 14.9 upa (64.9pph)**
- Estimated total number of units (lots): **5712 units**
  - **Single-unit dwellings = 2021 units**
  - **Multi-unit dwellings = 3691 units**
- Total neighbourhood residential split: **35% single-unit and 65% multi-unit**
- Neighbourhood Park is:
  - **Neighbourhood Core Parks 19.32 ac (7.82 ha)**
  - **Linear Parks 19.96 ac (8.08 ha)**
  - **Pocket Parks 1.84 ac (0.75 ha)**
  - **Village Square 1.00 ac (0.40 ha)**
  - **Total Neighbourhood Park 42.12ac (17.05 ha)**
- The percentage of Neighbourhood Park (not District Park) dedication inside of this neighbourhood is **6.1%.**
- The amount of District Park in this neighbourhood is: **12 ac (4.86 ha)**
- Total neighbourhood frontage is: **30,319.09 m**

Introduction

This report will introduce the next neighbourhood in the University Heights Suburban Development Area. The neighbourhood area is located on 655 acres (265 hectares) of land in Saskatoon's northeast. Throughout the report these lands will be referred to as "the neighbourhood".

The neighbourhood lands were annexed into the City in different years. On January 1, 1956 the City annexed the lands which now include the neighbourhoods Sutherland, Forest Grove, and Silverspring. On July 10, 1979 and November 18, 1980 the City annexed the lands where the Willowgrove and Arbor Creek neighbourhoods, and the University Heights Suburban Centre are located. Lastly, on May 30, 2000 the City annexed 1525 ac into the University Heights Suburban Development Area to allow for the future residential growth to continue in the northeast.

In 1976 the City bought Section 7-37-4-W3M in which the majority of the neighbourhood is located. In 2003 the City purchased the northeast quarter Section 12-37-5-W3M from Dundee Developments. Lastly, in 2007 the City purchased the Bridge City Speedway site consisting of 21.65 acres. The City currently owns 98.4% of the land within the neighbourhood. The remaining 1.6% consists of a 10 acre farmstead parcel located in the northeast corner that is owned by a private interest.

On December 17, 2007, Saskatoon City Council approved the University Heights Sector Plan. The Sector Plan provides the boundaries and planning framework for the development of four neighbourhoods in the City's northeast, with the currently proposed neighbourhood being the first of the four to be developed. With the recent strong demand for housing, and the pending completion of the Willowgrove Neighbourhood, the timely completion of planning, engineering and design for the proposed neighbourhood will prepare the City of Saskatoon Land Branch to meet the future housing demand in this area.

Approval of the Evergreen Neighbourhood Concept Plan will enable the Land Branch to proceed with detailed design, servicing, and sale of this neighbourhood.

The Purpose of the Concept Plan

The Evergreen Neighbourhood Concept Plan (NCP), and its supporting documentation, establishes a conceptual framework for the proposed development. The NCP identifies the pattern of land uses and the configuration of services such as roads, the water distribution system, the sanitary sewer system, the stormwater management system, and the park system.

This Neighbourhood Concept Plan will:

1) provide City Council, civic administration, utility agencies, school boards, and other stakeholders with the neighbourhood layout to plan for future growth;
2) establish land use patterns and development densities for the neighbourhood;
3) establish a transportation system that will provide for convenient and safe vehicular, transit, pedestrian and cyclist movement in the neighbourhood; and
4) establish an open space framework that connects to the adjacent developed areas.

Regulatory Framework

Development Plan No. 7799

The City of Saskatoon's Development Plan is a broad range planning document that provides for the orderly growth of the City. The area that comprises this neighbourhood is currently in the Development Plan's "Phasing Map" as Phasing Sequence Number II. Phasing Sequence Number II indicates areas suitable for development beyond the next five years but within the scope of the Development Plan. After approval of the Evergreen Neighbourhood Concept Plan, the Land Branch will make an application for a Development Plan amendment to place this area into Phasing Sequence Number I. Phasing Sequence Number I will bring this neighbourhood into the immediate development stream.

Zoning Bylaw No. 7800

The neighbourhood is currently zoned as Future Urban Development (FUD) and Agricultural (AG). Prior to legal subdivision, the Land Branch will apply for the appropriate Zoning Bylaw amendments.

University Heights Sector Plan

Created by the City's administration, the University Heights Sector Plan represents the long range planning goals for the University Heights Suburban Development Sector (see Appendix C). On December 17, 2007, City Council approved the University Heights Sector Plan which shows Evergreen as the next neighbourhood to be developed after Willowgrove.

Meewasin Valley Authority Development Zone

A portion of the neighbourhood is located within Meewasin Valley Authority's (MVA) jurisdiction. The MVA's jurisdiction boundary, as determined in 1979 is shown on Figure 1. The configuration of this jurisdiction boundary is currently under review. For all proposed developments within the MVA's jurisdiction boundary, the MVA's Development Review Committee will review the project to ensure conformance with their Development Plan policies.

On October 3, 2008 the Meewasin Valley Authority Board approved the Evergreen Neighbourhood Concept Plan (see Appendix J).

Background

Location

This neighbourhood is located within the University Heights Suburban Development Area. The neighbourhood is bounded on the west by Silverspring and the Saskatoon Forestry Farm, on the south by Agriculture Canada's research land, on the east by the University of Saskatchewan's Kernen Farm Agriculture Research facility and on the north by the Northeast Swale (see Figure 1).

The neighbourhood is approximately 655 acres (265 hectares) in area, predominantly in Section 7-37-4-W3M.

Land Ownership

Table 1 illustrates the land ownership and area for the neighbourhood. The City of Saskatoon owns the majority of the land in the neighbourhood with the exception of a 10 acre parcel in the northeast corner (see Figure 2).

Table 1: Land Ownership

	Acres	Hectares	Percentage
City of Saskatoon	645	261	98.4
Private Interest	10	4	1.6
Total Land Area	655	265	100

Existing Land Uses

The current land use is primarily agricultural with a few areas along the north boundary of the neighbourhood that have been used as grazing pastures. The Bridge City Speedway race track was located along Agra Road until it was relocated outside of City Limits. The former speedway site was purchased by the Land Branch in 2007 and has been fully reclaimed and is temporarily being used by the City of Saskatoon as a clean fill collection site. The City of Saskatoon also has a temporary topsoil stockpile in the neighbourhood located in the southeast corner adjacent to Range Road 3045. A 10 acre single-unit country residential parcel exists in the northeast corner of the neighbourhood.

In the southwest corner of the neighbourhood, the Saskatoon Forestry Farm occupied 97 acres for the Sutherland Forest Nursery Station. Several rows of trees remain. When the 97 acres were no longer required by the Saskatoon Forestry Farm, the City retained ownership of this land and has been leasing it for agriculture purposes.

Adjacent Land Uses

To the east of the neighbourhood, across Range Road 3045, is the University of Saskatchewan's Kernen Farm Agriculture Research land which includes natural prairie. This land is outside the City of Saskatoon's city limits. There is no plan for the University of Saskatchewan to discontinue their research operations at this location.

To the south is land owned by Agriculture Canada. Agriculture Canada owns 205 acres west of McOrmond Drive and 163 acres east of McOrmond Drive. Like the University, Agriculture Canada uses these lands for Agricultural Research by conducting short to long term crop studies. There is no plan for Agriculture Canada to discontinue their research operations in this location (see Appendix I for attached letter from Agriculture Canada).

On the south edge of the neighbourhood, adjacent to and east of Lowe Road, Transport Canada maintains an essential aviation tower which provides air navigation associated with landing aircraft at John Diefenbaker International Airport.

West of the neighbourhood is the northern part of the Saskatoon Forestry Farm and the Carr Crescent area of Silverspring. The Forestry Farm lands are zoned Agricultural (AG) and the Carr Crescent area of Silverspring is zoned One Unit Residential (R1A).

The land to the north of this neighbourhood, across Fedoruk Drive, is described in the 2001 Vegetation and Wildlife Survey by Luc Delanoy as a "natural prairie remnant" and is referred to as the "Northeast Swale".

The Northeast Swale

The Northeast Swale has been the focus of many studies. In 2001, a vegetation and wildlife survey was completed by Luc Delanoy (see Appendix H). The Delanoy study and a further study by Stantec Consulting Ltd. in 2002, determined both the Northeast Swale's significance and its core area. A core area was identified of approximately 662 acres beginning on the north boundary of this neighbourhood. It was proposed that this area be preserved as a "natural prairie remnant". The Northeast Swale provides an important wildlife and drainage corridor connection to the South Saskatchewan River valley.

The swale is a valued amenity and marketing feature for this neighbourhood and will provide opportunities for interesting pedestrian linkages to the Meewasin Valley river trail system.

Site Physical Characteristics

The majority of the site is dominated by a flat lacustrine plain landscape known as the Saskatoon Plain Landscape Area of the Prairie Ecozone. A review of the historical airphotos from 1944 to 2003 indicates that the majority of the land has been used for agriculture and has been cultivated. The land that was not cultivated is along the west and north edges of the neighbourhood. Delanoy categorizes the land in this area as "Exotic" and "Native".

Exotic land is dominated by non-native grasslands and shrub species. Native means that the land is dominated by native grasslands, shrubs, and a similar species composition as rangeland in good condition. The largest area of Native vegetation is shown to be in the northwest corner of the neighbourhood. The northwest corner has a grouping of shrubs such as the Snowberry and Wolfwillow, along with a cluster of Aspen trees.

In the southwest corner of the neighbourhood, prior to 1975, three rows of Scots Pine and Spruce trees were planted by the Sutherland Forest Nursery Station. After 1975, three more rows to the north, mostly spruce, were planted. The Land Branch requested the Urban Forestry Section of the Parks Branch to carry out an analysis on the trees mentioned above. The recommendation from the Urban Forestry Section was that the most southerly two rows of mainly 50 year old Scots Pine were healthy enough to retain. The Land Branch has incorporated these two rows of Scots Pine into the NCP and will ensure that they are preserved and maintained. For more information, see the section below titled "The Park System".

According to previous studies on the lands surrounding the neighbourhood, researchers have observed that the area is known to be widely used by white-tail and mule deer. In addition, many burrow holes were observed. The burrow holes were identified as being created by badgers, skunks, ground squirrels and garter snakes.

A review of the Saskatchewan Conservation Data Centre (SKCDC) database revealed no rare or endangered plant or animal species in the neighbourhood area. This was confirmed by Delanoy's study completed for the area in 2001.

Surface elevation slopes from the south/southeast to the northwest. The elevation closer to the Northeast Swale is generally lower.

Historical airphotos reveal a ponding area in the western half of the neighbourhood area - section 7-37-4-W3M. The Environmental and Heritage Study conducted by Stantec in November 2007 revealed that this area contained no endangered species habitats and, at the time of study, the area was dry. The former wet area is considered a shallow, seasonally filled topographic low depression.

The site analysis did not reveal any site specific conditions that require special attention.

Phase I Environmental Analysis

A Phase I Environmental Site Assessment was completed for the neighbourhood site. No concerns were raised and further study was not recommended. A copy of the Phase I Environmental Site Assessment is attached to the supporting documentation of this report (see Appendix D).

Phase I and II Hydro-Geotechnical Analysis

Based on extensive studies that have been completed in this area for the Northeast Swale, Clifton Associates Ltd. were able to complete a Phase I Hydro-Geotechnical "in-office analysis" of the neighbourhood site. From the Phase I analysis, it was determined that additional groundwater and soil condition testing was required. A Phase II Hydro-Geotechnical Analysis was conducted for the neighbourhood to ensure that there are no concerns with groundwater and soil conditions in the area. A copy of the Phase I and Phase II Analysis is attached to the supporting documentation of this report (see Appendix E).

Historical Resources

The Environmental and Heritage Study conducted by Stantec in November 2007, indicated that no further archaeological investigations are necessary for this site. A thorough review of the Archaeological Resource Record database and the numerous heritage resource studies that have been completed for the northeast area of the city reinforced the opinion that this neighbourhood site has low archaeological potential (see Appendix F).

The Neighbourhood Concept – The Urban Village

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

Care has been taken to properly interface the mixed format of housing choices, open spaces, neighbourhood commercial, and district village commercial, in a sensitive and harmonious manner.

The Village Centre

The Evergreen Concept Plan design includes a Village Centre. A Village Centre is the downtown of a neighbourhood and contains a Village Square, neighbourhood conveniences, and a concentration of low to medium density housing. The Village Centre helps to define a neighbourhood by strongly contributing to a sense of place and helps promote a sense of community. It also offers neighbourhood residents a destination point located at the relative centre of the neighbourhood near the Core Park.

The Village Square

Located in the Village Centre, the Village Square is approximately 1 acre in size. Unlike most parks, the Village Square is a more urban landscaped space with up to 25% of the landscaping being "hard landscape" such as paving stones, concrete, and fixed planters. The hard landscaping will be similar to the courtyard on the south side of City Hall. A place maker such as a gazebo, fountain, sculpture, or other monument will be constructed in the centre of the Village Square. It will serve as an informal meeting place or pedestrian destination point surrounded by neighbourhood convenience commercial and medium-density residential. The Village Square will be used for a variety of informal or formal neighbourhood events including, but not limited to, public meetings; children, adult, or family activities; or simply as a place to sit and have a cup of coffee on a nice day. The Village Centre will be registered as part of the Municipal Reserve dedication.

The Grand Boulevard

This neighbourhood contains a grand boulevard. The grand boulevard is a wide showcase collector street with a high degree of streetscaping that includes a 5 metre wide landscaped centre median and two traffic roundabouts.

The grand boulevard begins at the entrance point on the east side of McOrmond Drive and continues westward to the first collector intersection roundabout. The roundabout functions as a traffic calming feature before the Village Square and offers the opportunity for reinforcing the theme of the neighbourhood through streetscape enhancements. The grand boulevard continues westerly past the Village Square to a second roundabout intersection with Lowe Road. Lowe Road is the north-south neighbourhood entry point extending from the University Heights Suburban Centre. The Lowe Road grand boulevard roundabout also functions as a traffic calming feature before the Village

Square and offers the opportunity for thematic reinforcement through streetscaping enhancements.

The "grand boulevard" portion of this collector street will help to reinforce the idea that the Village Centre is a special place - a focal point of the neighbourhood - while helping to define the pedestrian nature of the Village Centre by managing the vehicular and pedestrian interface.

The Village Centre Neighbourhood Commercial

Located in the Village Centre, adjacent to the Village Square, two commercial sites are envisioned as small scale neighbourhood convenience type services such as a coffee shop, convenience stores, small scale retail (boutique and art gallery), small scale health care or law office. The commercial buildings are envisioned to have up to two floors of residential above the commercial. This will enhance the uniqueness and the viability of the residential neighbourhood and its commercial services. These buildings will have no minimum setback requirement and will front onto a wide sidewalk. Parking to serve the businesses will be angle parking on the wide 30 metre street that surrounds the Village Square and at the back of the businesses via rear lane access. For illustration purposes, however at a much smaller scale, the neighbourhood convenience commercial development will be more reminiscent of an urban village area like the Broadway Commercial District than of a more vehicle oriented commercial district like the 8th Street commercial corridor.

The District Village

This neighbourhood is unique in that it includes a District Village. A District Village was identified in the University Heights Sector Plan as a commercial, institutional and medium to high-density housing area that would serve several neighbourhoods within the University Heights Suburban Development Area. The District Village was shown to be located in the northeast corner of the neighbourhood at the intersection of two arterial roads – Fedoruk Drive and McOrmond Drive. The appropriate parcel size for the two retail sites were determined by using a neighbourhood retail model based on the projected number of households.

The Land Branch envisions the District Village as a mixed-use area with the primary focus being large format commercial. However, including this District Village in the neighbourhood requires special treatment in order to properly interface the large format commercial with the residential character of the neighbourhood. The Land Branch's solution was to create an urban village interface with the collector street similar to the Village Centre around the Village Square. The large format sites will be behind the street front commercial and will be highly visible from McOrmond Drive. Therefore, when entering the neighbourhood through the District Village, the collector street will be interfaced with a strip of neighbourhood commercial. This will maintain a pleasant streetscape in a high intensity land use area.

The collector street in this location is 30 metres wide so as to allow two driving lanes and one parallel parking lane on each side of the centre median. This strip of neighbourhood commercial will result in commercial development that will be reminiscent of Broadway Avenue where retail can share the same building with offices or residential above.

The District Village also contains two Institutional sites for additional business or multi-unit dwelling opportunities. Examples of land uses that could be provided in the District Village are: coffee and donut shops, restaurants, lounges and pubs, spas, hair salons, veterinary clinics, medical clinics, grocery stores, gas bars, and public service centres such as a municipal library or a fire hall. The District Village will have the highest density in the neighbourhood in order to provide opportunities for residents to be within walking distance of these conveniences.

The Residential Character

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

This neighbourhood contains 60% multi-unit dwellings and 40% single-unit dwellings resulting in a neighbourhood density of 8.7 dwelling units per acre. This supports the City's goal, as expressed in the *Development Plan*, of achieving a compact urban form to "…to build a fiscally, socially, and environmentally sustainable community…" In comparison, the City Park neighbourhood has a density of 8.5 units per acre, and Nutana has a density of 7.5 units per acre. (2007 Neighbourhood Profiles)

Having the District Village located within the boundaries of this neighbourhood helps to increase the neighbourhood density. In all cases, different forms of housing have been sensitively interfaced to mitigate conflicts between the different housing forms and to maximize the market potential of the different forms of housing.

Rear Lanes and Detached Garages

As with other new neighbourhoods in Saskatoon, this neighbourhood contains a proportion of housing with paved lanes. Both single-unit and street townhouses will have rear lane access. Nearly 20% of the single-unit houses in this neighbourhood will have rear lane access. Almost all street townhousing in this neighbourhood will have rear lane access. Single-unit and street townhousing with rear lanes offers a lifestyle choice that includes a streetscape with no front attached garages. Off street parking and garages will be accessed from paved rear lanes.

Residential Care Homes – Type II

Pre-designated Residential Care Home – Type II sites were included in this neighbourhood (see RCH sites on Figure 3). There is one location identified in each phase of development. These locations are adjacent to collector streets. Each location will contain up to three lots offered for sale separately by tender as potential Residential Care Homes – Type II. If not purchased for use as a residential care home, the subject lots will be returned to inventory and sold as typical single-unit lots.

First Home Ownership Program and Rental Program

In order to meet the objectives of the City of Saskatoon Housing Business Plan and the Rental Program – 2008, parcels will be selected in the neighbourhood on a phase by phase basis as demand is warranted and will be offered to these programs.

The First Home Ownership program provides opportunities for individuals and families with low to moderate incomes to enter the housing market in developing neighbourhoods. This program is not social housing and is not intended to be rental housing. The First Home Ownership Program will be administered through a Request For Proposal (RFP) process. The RFP process will remove these parcels from an open tender process. In effect, the locations will be reserved for those housing providers who are willing to construct housing on multi-unit parcels and are able to provide units that have price points which can be financed by families with incomes at or near the Provincial maximum income limits.

The Rental Program provides multi-unit rental housing opportunities in new developments. The program target is to construct 1,000 new rental units throughout the City by 2010. Like the First Home Ownership program, the Rental Program will be administered through an RFP process. The RFP process will remove these parcels from an open tender process. In effect, the locations will be reserved for those housing providers who are willing to construct multi-unit rental housing.

The sale price for both types of parcels will remain fixed from the date the price is approved by City Council. If any of these lots are offered by RFP but, after an adequate period of time are not required for First Home Ownership or Rental programs, the subject parcel(s) will be returned to inventory and sold as typical multi-unit parcels.

Architectural Controls

Using the same strategy as in recent neighbourhoods that have been developed by the City of Saskatoon, architectural controls will be implemented for multi-unit dwellings, first home ownership and rental program parcels and, to a smaller degree, single-unit dwellings. This will help to strengthen the visual integrity of the neighbourhood, establish a sense of harmony between different housing forms, reinforce thematic elements for certain areas, and increase customer confidence. The intent is not to dictate architectural styles but rather to incorporate minimal mandatory design elements that enhance neighbourhood streetscapes.

Table 2: Land Use Calculations

Land Use	Acres	Hectares	%	Frontages (m)	Units per acre (upa)	Units	People per Unit	Population	Elementary Student Population 0.48 SU and 0.19 MU
Residential									
Single Unit Detached Dwellings	205.21	83.05	31.3%	19,696.05	8	1,642	2.8	4,597	788
Single Unit Detached Dwellings with Lanes	34.47	13.95	5.3%	3,521.39	11	379	2.8	1,062	182
Low Density Street Townhousing	15.74	6.37	2.4%	1,570.40	15	236	2.2	519	45
Low Density Group Townhousing	75.66	30.62	11.6%	3,080.55	15	1,135	2.8	3,178	216
Medium Density Multi Unit Dwellings	20.90	8.46	3.2%	719.19	40	836	1.6	1,338	159
High Density Multi Unit Dwellings	14.85	6.01	2.3%	243.87	60	891	1.3	1,158	0
Institutional	9.88	4.00	1.5%	722.71	60	593	1.3	771	113
Totals	376.71	152.46	58%	29,554.16		5,712		12,622	1,502
Commercial	13.96	5.65	2.1%	504.81					
Park									
Neighbourhood Core Parks	19.32	7.82	3.0%						
Linear Parks	19.96	8.08	3.0%						
Pocket Parks	1.84	0.75	0.3%						
Village Square	1.00	0.40	0.2%						
****Total Park**	42.12	17.05	6.4%						
Drainage Parcels	9.69	3.92	1.5%						
**Existing MR	2.31	0.93							
District Park	12.00	4.86	1.8%						
Elementary Schools / Community Centre	8.00	3.24	1.2%	260.12					
Roads									
Arterial Roads	36.20	14.65	5.5%						
Collector Roads	31.86	12.89	4.9%						
Local Roads	80.77	32.69	12.3%						
Lanes	4.47	1.81	0.7%						
Medians	0.73	0.30							
Total Roads	153.31	62.04	23.4%						
Buffer and Berms	31.55	12.77	4.8%						
Water Reservoir	7.54	3.05	1.2%						
Grand Total	654.89	265.03	100%	30,319.09					

** Total Park area and percentage includes Existing MR lands

Neighbourhood Density (units per gross acre)	8.7	West Side	6.1	East Side	14.9
(persons per gross hectare)	47.6		40.2		64.9
Population	12,622		7,560		5,062

Neighbourhood Split 35% Single Unit and 65% Multi Unit

The Park System

The configuration of parks in this neighbourhood is as follows: a 14 acre main Core Park, a secondary 5 acre Core Park on the east side of McOrmond Drive, 20 acres of Linear Park, and three Pocket Parks of 0.61 acres each.

The design of the park spaces are consistent with the City of Saskatoon Park Development Guidelines and will accommodate both passive and active programmed uses. In areas where the parks will be used for drainage during major storm events the trails and recreation facilities will be designed to be above the 1 in 5 year storm line.

Park characteristics that are worthy of special note:

1) The entire park system in this neighbourhood has been carefully configured to facilitate the connectivity of a system of neighbourhood pedestrian and cyclist trails thus maximizing the neighbourhood pedestrian and cyclist experience. All of the pedestrian trails eventually lead to the Village Square, Core Parks, and designated elementary school/community centre locations. The trails also connect to Silverspring and eventually to the Meewasin Valley trail system; and a trail will be constructed along Lowe Road to the Erindale Centre, St. Joseph's High School, Centennial Collegiate, SaskTel Sports Centre (soccer), and Forest Park.
2) The two parallel linear park areas in the southwest area of the neighbourhood adjacent to the Saskatoon Forestry Farm. Two rows of primarily Scots Pine will be preserved and incorporated as part of the linear park system. These trees are estimated to be 50 years old. The linear park system will be built around the rows of trees so the trees will be in the relative middle of the 30 metre wide linear parks.
3) The drainage system described below under the heading "Landscaped Drainage Open Space Parcels".

Municipal Reserve Dedication

As per the Planning and Development Act, 10% of this neighbourhood is dedicated to Municipal Reserve. As per City of Saskatoon Policy, 61% of the 10% dedication remains within the neighbourhood in the form of Neighbourhood Core, Linear, Pocket and Village Square Parks.

The remaining 39% of the 10% dedication is accounted for in the University Heights Sector Plan and is distributed as District Park throughout the Sector Plan. The Evergreen neighbourhood contains 12 acres of that District Park allocation. No money-in-lieu is required to make up the 39% outside of the neighbourhood. District Park will be dedicated as shown in the University Heights Sector Plan as the University Heights Suburban Development Area is built out. Please see the section below titled "The District Park".

Within the neighbourhood boundary, on the north edge of the water reservoir lands, an MR parcel from previous MR dedication (MR1 of Plan #93S47002) exists. These 2.31 acres of Municipal Reserve has been added in addition to the 61% park allocation.

The existing 2.31 ac Municipal Reserve parcel will be re-distributed within the neighbourhood through a formal municipal reserve re-dedication process at the appropriate time. The existing location of the 2.31 ac Municipal Reserve site will be used as low density multi-unit residential as shown on Figure 3.

Table 3: Municipal Reserve Calculations

Total Neighbourhood Area	654.89 acres
Total Neighbourhood Area Less Existing MR (2.31 acres)	652.58 acres
Municipal Reserve (MR) Dedication Required (10%)	65.26 acres
Neighbourhood Park MR Dedication (61% of the 10%)	39.81 acres
District Park MR Dedication	12.00 acres
Existing MR Dedication	2.31 acres
Total MR Provided in Evergreen	54.12 acres
Total District Park MR Dedication Remaining	11.49 acres**
Total Multi-District Park MR Dedication Remaining	1.96 acres**

** Please note the remaining District Park and Multi-District Park Municipal Reserve dedication has been accounted for in the University Heights Sector Plan and is distributed as open space throughout the Sector Plan.

Landscaped Drainage Open Space Parcels

The areas shown on Figure 3 as Drainage Open Space are part of the Linear Park system but will be legally subdivided as parcels rather than Municipal Reserve. The entire linear park system facilitates overland storm event drainage during 1 in 5 (or greater) year storm events. These “drainage open space” parcels will receive the same landscaping treatment as linear park dedicated (MR) areas. The developer, the City of Saskatoon Land Branch, will provide the funds to landscape the drainage parcels from a fine-grade-and-seed standard to a linear park standard in order that the entire system appears seamless and is landscaped to a common linear park standard.

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

1) Often in neighbourhood development, a land "bowl" (dry pond) is set aside to accommodate excess stormwater from major storm events. Such land is seeded to grass and remains relatively unused until major storm events. Within Evergreen, land that is not needed to accommodate stormwater in normal precipitation conditions is being used for recreation and alternative transportation connectivity (pedestrian and cyclist movement). It becomes a neighbourhood amenity as well as a necessary utility.
2) The landscaped drainage parcels and the dedicated linear park system act as an "elementary" bioswale. In normal precipitation conditions water from lots is drained into this "elementary" bioswale system, which includes drainage parcels and linear park, and is absorbed by the ground cover. Any excess water that is not absorbed is conveyed to catch basins and removed via an underground storm drainage system.

The total area in this neighbourhood dedicated to drainage parcels is 9.69 acres (1.5% of the total neighbourhood area).

The District Park

District Park Municipal Reserve allocation has been accounted for and schematically distributed from all of the neighbourhoods composing the University Heights Suburban Development Area. This was determined by City Administration during the Sector Plan process. Therefore, the 12 acres of District Park, as shown on the Sector Plan, has been accommodated in this neighbourhood.

This District Park, which will provide City-wide adult sport facilities, is located near the McOrmond Drive arterial road and fronts onto the collector street at the neighbourhood entrance. This is the best location for the following reasons: it provides the best visibility and access for user groups; it will have minimal negative impact on the neighbourhood setting by the outside user groups; and by connecting to the linear park system, it provides good integration into the neighbourhood park system to enhance usability by neighbourhood residents.

Elementary Schools and Community Centre Site

The elementary schools and community centre site is located in the geographical centre of the neighbourhood adjacent to the Core Park. The 8 acre site will accommodate two elementary schools and a community centre. The community centre will either stand alone, be integrated with one elementary school, or be integrated with both elementary schools. The City of Saskatoon and the respective School Boards will determine the eventual configuration of the site.

If either School Board decides not to have an integrated site, an alternative 3.8 acre "switch site" is designated directly across (west side of) the Core Park from the integrated elementary schools and community centre site. If this occurs, the integrated elementary

school and community centre site will become 4.2 acres. The 3.8 acre site that is not used for a school site – either the "switch site" or the attached site – will be developed as a low to medium density townhouse dwelling group.

According to the Development Plan, Integrated Community Centres and Schools shall normally be situated within 700 metres walking distance of residential housing forms. Due to the size and shape of the neighbourhood, achieving the 700 metre walking distance was a challenge. However, with the linear park trail network leading to the Core Park (Integrated Community Centre) walking times in the neighbourhood were reduced to a reasonable timeframe (see Appendix G for Transportation Pedestrian Movements and Times).

For the area east of McOrmond Drive and adjacent to the secondary core park, an alternative design analysis was completed in order to ensure that two additional elementary school sites could be accommodated. It was determined that if in the future the School Boards determined extra schools were necessary, the Land Branch could redesign the area north of the secondary core park to facilitate two school sites of 3.8 acres each.

Sustainable Neighbourhood Design Elements

A sustainable neighbourhood can be achieved by addressing two levels of development: 1) the neighbourhood layout, and 2) the built environment. The Concept Planning stage primarily addresses the neighbourhood layout.

1) The Neighbourhood Layout:

a) The urban village design, promotes less vehicle dependence by providing opportunities for residents to engage in some commercial, social, and entertainment activities inside the neighbourhood without requiring the use of a vehicle.
b) The urban village design, with its range of housing forms, provides for a sustainable neighbourhood life cycle that can meet the basic housing requirements of individuals and families at different stages in their lives, including varying income levels and household size.
c) The urban village design, with its range of housing forms, provides for a neighbourhood with higher population density which contributes to the City-wide more sustainable compact development strategy.
d) The linear park system (pedestrian trail network) and its external linkages offer attractive alternatives to vehicular use.
e) The linear park system (pedestrian trail network), which also functions as accommodation for storm-event drainage, is an efficient use of land.
f) The linear park system (pedestrian trail network) allows for some lot drainage to absorb into the ground during normal precipitation (elementary bioswale) and thus helps to return water to the water table rather than conveying it out of the neighbourhood.

g) Areas of potential pedestrian and vehicle conflicts were avoided. The areas where unavoidable pedestrian and vehicle interface will exist have been identified and traffic calming measures will be implemented during the roadwork design and construction phases. This will encourage pedestrian movement.
h) A pedestrian green bridge will contribute to a pleasant pedestrian connection between the west and the east side of the neighbourhood over McOrmond Drive (i.e. see "Pedestrian Green Bridge" below). This will encourage pedestrian movement.
i) Two rows of existing Scots Pine and a stand of Aspen trees are being preserved and incorporated into the trail network.
j) Major amenities such as schools, the Village Centre, and bus routes, are positioned within the neighbourhood to be within walking distance of all residents.
k) Many opportunities to incorporate passive and active solar energy have been provided (see "Solar Orientation" below).
l) Sediment basins will be incorporated into the design of the stormwater retention ponds located in the Northeast Swale. The sediment basins will allow sediment in stormwater to settle while it is stored in the ponds prior to being released into the South Saskatchewan River (see "Stormwater Drainage and Sediment Control" below).

2) The Built Environment:

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

Firstly, the Land Branch may benefit from registered programs that are already in place whereby existing agencies manage and certify buildings based on tangible sustainable building practices. The Land Branch will explore the feasibility of offering incentives to lot purchasers to adopt registered programs in their building process. Some examples of existing registered programs are:

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

Secondly, there are non-registered sustainable building practices that lot purchasers may adopt. The Land Branch will explore opportunities to promote sustainable building practices outside of registered programs. Some examples are, but not limited to, the following:

e) Building systems that take advantage of passive and active solar gain;
f) Alternative energy systems;
g) Permeable paving materials for driveways, walkways, and patios;

h) Xeriscaping for public open spaces and private yards;
i) Water use reduction strategies; and
j) Rainwater capture systems.

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

Solar Analysis

The street layout in this neighbourhood has been carefully configured so the majority of the lots and street townhouse sites offer maximum solar orientation. Maximum solar orientation is when a lot is positioned to ensure that either the front or the back lot line is oriented to within 20 degrees of south. Of the total estimated number of individual lots in the neighbourhood, 60% have maximum solar orientation. Units in group townhouse sites have not been factored into this equation but have the potential to be oriented to capture maximum solar orientation.

Neighbourhood Safety Considerations

Neighbourhood safety has been a major consideration throughout the evolution of this neighbourhood design. Some of the safety considerations that are incorporated into the design of this neighbourhood are, but not limited to, the following:

a) Most of the buffers that would normally be included between lots and non-residential land uses, such as Agriculture Canada land, have been eliminated and necessary drainage transition will be incorporated into the rear of the interfacing lots. This will avoid public access in areas where natural surveillance is limited and spaces are more confined.
b) The modified grid street layout provides for shorter street blocks, open sight lines, easier way finding, and a street layout that is less confining.
c) Straight sightlines were provided in back lanes in order to enhance visibility. In one situation, a "T" lane intersection is required. In another situation, a complete intersection of two lanes is required. In both of these cases, 4 metre (13 foot) corner-cuts were incorporated at each intersection. This increases the visibility at each corner (1 corner-cut per corner) and provides an unobstructed sightline in any direction of 23 metres (75 feet). The lanes, at the points of intersection, widen out to 14 metres (46 feet) from the normal lane width of 6 metres (20 feet). In the four situations where the lanes are curved, the sightlines in the curved parts of these lanes are: 104 metres (340 feet), 91 metres (300 feet), 84 metres (276 feet), and the smallest with a sightline of 58 metres (190 feet). Please see Figure 5 for sightline distances.
d) The collector road on the east half of the neighbourhood will not have the same street name as the collector road on the west to eliminate confusion for rapid response emergency services.
e) Street lighting will be provided along all streets and in all parks in order to enhance visibility.

f) As necessitated by the *Park Development Guidelines*, all Core Parks and Pocket Parks are designed to contain 100% visibility of the site interior from the surrounding streets.
g) Corner cuts were provided to fencing adjacent to park entry points to enhance visibility.
h) All pocket parks are surrounded by single-unit homes in order to enhance natural surveillance and cohesion.
i) In all cases except for school sites, residential land uses are adjacent to all parks in order to strengthen neighbourhood cohesion.
j) School sites are visible from surrounding residential development, the streets that they front onto and the streets interfacing with the park.
k) A "see through" metal fence will be constructed in all rear or side yards that interface with any park or other open space system like drainage areas, buffer areas or berm areas.
l) An open, aesthetically pleasing pedestrian green bridge will continue the linear park system over McOrmond Drive and provide a less confining safe pedestrian linkage. The entry points of the green bridge will be highly visible (including see through fencing) and minimally 30 metres wide.
m) The two rows of existing Scots Pine will be pruned and the surrounding area will be maintained to a park standard to ensure natural surveillance.
n) Roadways and trail networks were designed with pedestrian connectivity in mind to the extent that the need for traditional pedestrian walkways was eliminated. No traditional pedestrian walkways are included in this neighbourhood. Pedestrian connectivity is provided through a system of linear park connections, drainage allocation connections, and critical roadway (sidewalk) design.
o) Areas of potential pedestrian and vehicle conflicts were avoided. The areas where unavoidable pedestrian and vehicle interface will exist have been identified and traffic calming measures will be implemented during the roadwork design and construction phases.
p) Transit Stops will be positioned adjacent to street lighting.
q) As the neighbourhood is developed, neighbourhood safety will be periodically reviewed. Some of the elements that will be assessed during later stages in the neighbourhood's development are, but not limited to: park development, village centre development, entry treatments, signage, the green bridge, First Home Ownership and Rental Sites; and providing safety suggestions to homeowners in lot information packages.

Infrastructure

Transportation

The neighbourhood road layout is designed to connect with the City's existing road network and the proposed road layout in the University Heights Sector Plan. As shown on Figure 4, the two arterial roads that will service the neighbourhood will be an extension to McOrmond Drive from the south and the construction of Fedoruk Drive from the west. McOrmond Drive will be the primary access to the neighbourhood and is designed with a 40 metre right-of-way that will provide four lanes of traffic with a five metre centre median. A third access road into the neighbourhood will be an extension to the Lowe Road collector northward from the University Heights Suburban Centre (Erindale Centre). This road will be reconstructed from a gravel grid road standard to a paved two lane rural cross-section including paved shoulders and a multi-use trail along the west side of the right-of-way. Where Lowe Road enters the neighbourhood the design standard will change to a regular neighbourhood collector standard. At full build out, the neighbourhood will have six points of access and egress.

For an illustration of all roadway systems see Figure 4. The collector roadway system is evenly distributed throughout the neighbourhood as it loops to collect and distribute local street traffic volumes and buses. The collector roadway system has a right-of-way of 22 metres and generally has a paved surface of 12.2 metres. Major local streets (over 500 metres long) have a right-of-way of 18 metres with generally a 10 metre paved surface. Minor local streets (under 500 metres long) have a right-of-way of 16 metres with generally a 10 metre paved surface. Cul-de-sacs, which are, in every case, less than 150 metres in length, have a right-of-way of 15 metres and generally a 9 metre paved surface. All streets will have an urban curb-and-gutter cross-section with stormwater drainage provisions. All local streets will have an attached curb and sidewalk. All collector streets will have a separate sidewalk and curb – boulevard space between the curb and sidewalk for pedestrian and traffic separation.

As collector streets enter the neighbourhood, the right-of-way is 28 metres for the first 150 to 200 metres in order to facilitate the construction of a showcase entry treatment including a 5 metre landscaped centre median. The grand boulevard section adjacent to the Village Square, from roundabout to roundabout, also has a 28 metre right-of-way.

The locations for special traffic calming provisions are identified on Figure 4 near neighbourhood entry points and at locations where the multi-use trail crosses the collector street.

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

Public Transit

The neighbourhood street layout has incorporated the provision of public transit. The looping collector street system will accommodate efficient transit routing and provides a maximum 450 metre walking distance to transit stops for neighbourhood residents. Please see Figure 6. One hundred percent of the neighbourhood is located within 450 metres of a transit stop. In addition, higher density residential sites are designed to be within 250 metres from the nearest transit stop. Residential care home sites are located to be within 150m from a transit stop.

To establish long term riders in the neighbourhood extending transit routes into early phases of the neighbourhood is suggested.

Pedestrian and Cyclist Movement

One of the most important considerations in the design of this neighbourhood has been to facilitate safe and pleasant pedestrian and cyclist movement. The Village Centre area, the main core park, and proposed elementary school sites are important destinations. The linear park trail network is designed so that children living on either the east or west sides of the neighbourhood could walk to the proposed elementary school sites within twenty minutes. In this calculation the following formula was used: a child pedestrian walking at a speed of one metre per second. Figure 4 shows the non-street pedestrian movement plan within the neighbourhood. This neighbourhood contains approximately nine kilometres of a linear park trail network (see Appendix G).

The neighbourhood trail network was designed to connect with the existing and proposed trail network. Westward, the neighbourhood trail system connects to the Silverspring/Forestry Farm trail network, and eventually to the Meewasin Valley River Trail network along the South Saskatchewan River's eastern bank (see Figure 6). Southward, along Lowe Road, a trail system will be built to facilitate pedestrian and cyclist movement toward the Erindale Centre commercial area, the high schools, and the District/Multi-District Parks including the SaskTel Sports Centre and the Alice Turner Branch Library. Northward, the Land Branch is anticipating a future trail system within the Northeast Swale and has provided for future connectivity in this regard.

In addition to the trail system, all streets within the neighbourhood will be constructed with sidewalks on both sides. Collector streets will be constructed with a "separate-sidewalk-and-curb" where the sidewalk is separated from the street with a landscaped and treed boulevard.

Table 4 below shows the number of units within a 5 minute or 10 minute walk of each neighbourhood amenity.

Table 4: Dwelling units within a certain walking distance - 5 minute or 10 minute:

	5 minute walk (450 m)		10 minute walk (900 m)	
	Units	% of Total Units	Units	% of Total Units
The Village Centre	1316	25	3011	55
The District Village	2061	28	3512	60
The Elementary School Sites	1004	20	3689	61
Transit Stops	5784	100	5784	100
Pocket, Core, or District Parks	5283	93	5784	100
Total Number of Dwelling Units	5712		5712	

Pedestrian Green Bridge

Special attention was given to the pedestrian network on the eastern portion of the neighbourhood located east of McOrmond Drive. The arterial roadway, McOrmond Drive, is a parameter that cannot be changed.

Rather than a tunnel or a traditional narrow and caged pedestrian overpass, the Land Branch proposes a pedestrian "green bridge" which would function as a continuation of the linear park trail system. This structure would gently rise over McOrmond Drive linking the east and the west linear park trail systems. The width of the bridge will be determined during the detailed design process and will include neighbourhood safety considerations. The approximately 40 metre long bridge span will contain a 3 metre paved trail.

While the cost of a bridge with these design attributes will undoubtedly be greater than a traditional pedestrian overpass, it will be an important amenity for the neighbourhood and is one of the key sustainability features in that it will promote pedestrian interconnectivity. The funding for this bridge will come from the Land Development Fund and may have an impact on the return on investment for this project. Once the Neighbourhood Concept has been approved by City Council, the Land Branch will begin work on the preparation of a proforma which will include the estimated cost for this bridge and other significant items such as the upgrading of the Lowe Road vehicle and pedestrian link between Evergreen and the University Heights Suburban Centre.

Appendix B shows conceptual renderings of what this green bridge could look like. Although the detailed design will be completed at a later date, it is envisioned that the pedestrian green bridge's landscaping will continue the linear park's landscaping scheme. The bridge will be landscaped to facilitate a pleasant pedestrian experience while providing an open and safe route connecting both sides of the neighbourhood.

Pedestrian Walkways

Recently, existing walkways have created problems for nearby and adjacent homeowners which has prompted City Council to entertain a number of walkway closures. In this neighbourhood, roadways and trail networks were designed with pedestrian connectivity in mind to the extent that the need for traditional pedestrian walkways was eliminated. No traditional pedestrian walkways are included in this neighbourhood. Pedestrian connectivity is provided through a system of linear park connections, drainage allocation connections, and roadway (sidewalk) design.

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

Buffers and Sound Attenuation Earth Berms

The neighbourhood will be buffered along both sides of McOrmond Drive by a 26 metre buffer strip and along the south side of Fedoruk Drive with a 30 metre buffer strip. Both of these buffer strips will be developed with a berm, fine grade and seed and shelter belt plantings. The west buffer strip along McOrmond Drive will facilitate the extension of the arterial road sidewalk from Arbor Creek, Willowgrove, and Erindale.

As a result of this neighbourhood development, the linear park east of Carr Crescent, adjacent to Silverspring is being widened by 6 metres – from 14 metres to 20 metres. This will create a wider linear park which is in conformance with the *Park Development Guidelines* recommended minimum linear park width of 20 metres. This will contribute to enhanced linear park landscaping thus enhancing the pedestrian link between the two neighbourhoods.

A 20 metre buffer is being provided adjacent to the Forestry Farm. This will be landscaped and used as a pedestrian link that will connect this neighbourhood's linear park trail network with the existing Silverspring trail network.

On the east side, adjacent to Range Road 3045 (grid road), an 8 metre buffer is being provided. This buffer will be landscaped with windbreak materials (i.e. trees). The separation between Kernan Farm and this neighbourhood will be over 28 metres. If Range Road 3045 is closed in the future, the buffer will be expanded to incorporate the closed grid road right-of-way.

Sanitary Sewer

The existing sewer line service connection for the neighbourhood is under Konihowski Road and ends where Konihowski Road meets Fedoruk Drive. This is a 600 mm line that has the capacity to service 12,500 people in the area. With the completion of the upgrade

to the downstream Konihowski line the pipe will have the capacity to service more people in the area.

As shown on Figure 7, the internal sanitary sewer network in the neighbourhood will flow by gravity. The general sanitary drainage pattern is from the southeast to the northwest.

Water Supply

Potable water will be supplied to the neighbourhood from the future 1050 mm main that will extend into the neighbourhood along the new McOrmond alignment. There is a fillmain that currently ends at the east limit of Garvie Road. It is planned for this line to eventually extend through the Forestry Farm and connect to the proposed water reservoir.

As shown on Figure 8, the internal water network in the neighbourhood will be a looping system that meets City of Saskatoon's servicing guidelines for appropriate fire hydrant water pressure.

Water Reservoir

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

Stormwater Drainage and Sediment Control

This neighbourhood has a stormwater management system that consists of on-street drainage, back of lot drainage, and linear park drainage. The whole system is connected by an underground storm drainage system (pipes). During normal precipitation conditions, rainwater not absorbed by open spaces is channelled overland to catch basins, to an underground storm drainage system of pipes and eventually comes to rest in the stormwater pond located in the Northeast Swale (see Figure 9). The stormwater pond will maintain a certain water level. If the water level in the stormwater pond increases to capacity due to extraordinarily high rates of seasonal precipitation, the excess water will be slowly discharged into the South Saskatchewan River.

The stormwater pond will include a "sediment basin". While stormwater is static in the pond, sediment will settle out of the stormwater and will be trapped in the sediment basin. The result is that excess water which is eventually discharged into the South Saskatchewan River is cleaner of sediment than when it entered the storm ponds.

Shallow Buried Utilities

Shallow buried utilities include electricity, natural gas, street lighting, telephone, and cable television. The respective service providers, SaskPower, SaskEnergy, Saskatoon

Light and Power, SaskTel, and Shaw Cable, will extend these services into this neighbourhood. Suitable easements will be granted prior to titles being transferred from the City.

The neighbourhood is within two electrical franchise areas. East of the extension of Lowe Road will be serviced by SaskPower and west of the extension of Lowe Road will be serviced by Saskatoon Light and Power. In addition, Saskatoon Light and Power will be responsible for all of the street and park lighting in this neighbourhood.

An overhead 138kv line operated by SaskPower and an overhead Sask Tel line are located along the extension of Lowe Road. The City's Land Branch and Municipal Engineering Branch are currently in negotiation with the respective service providers to have these lines relocated.

Solid Waste

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

Recycling Depot

Provisions for a recycling depot will be made during detailed design of the District Park. This site would provide recycling services to the later phases of this neighbourhood and subsequent neighbourhoods. Until the above-mentioned site is established, the University Heights Suburban Centre recycling depot will be able to service this neighbourhood.

Fire & Protective Services

It has been determined by Fire & Protective Services that the planned neighbourhoods in the University Heights Sector will be out of the 4-minute response benchmark for service from Station No. 9 (870 Attridge Drive). The existing Station No. 9 and Stations No. 5 (Sutherland), No. 6 (Taylor Street and Acadia Drive), and proposed No. 10 (Lakewood Suburban Centre) could provide the required 8-minute response for full first alarm assignment for structural fires in this area under optimum conditions.

The Land Branch has worked with both Fire & Protective Services and the Traffic Engineering Section to select an appropriate site for a proposed future fire station to serve the University Heights Sector's future needs. The site that has been selected is shown on figure 3 – Land Use Concept Plan. It is located across Fedoruk Drive from Evergreen, in the District Village area of the next neighbourhood currently referred to as University Heights #3.

Snow Storage

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

Plan Implementation

Neighbourhood Phasing Strategy

The phasing strategy for this neighbourhood is shown conceptually on Figure 10. Development will commence in the south area of the neighbourhood west of McOrmond Drive and development will progress in a clockwise manner. The phasing of development will occur in a contiguous pattern gradually extending the utility network.

During the build out of the neighbourhood, evolving market and servicing considerations may necessitate changes to the phasing strategy. This situation would require the approval of relevant stakeholders - City administration and utility companies.

The Approval Process

The Evergreen Neighbourhood Concept Plan (NCP) was prepared in order to obtain City administration's and City Council's support for the Land Branch to develop the next neighbourhood in the University Heights Suburban Development Area.

The approval processes for the Neighbourhood Concept Plan began in June 2008 with the first submission to the Planning and Development Branch, who have been, and will be, successively coordinating the following:

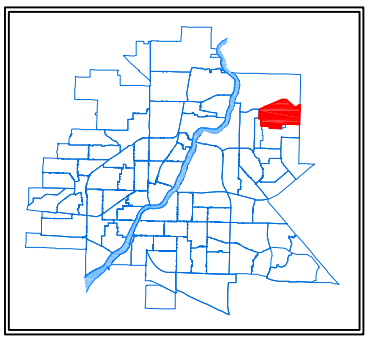
- Public Information Open House June 19, 2008 at Silverspring School,
- First circulation to Stakeholders for comment (June 2008),
- Final circulation to Stakeholders for comment (November 2008),
- Report to the Municipal Planning Commission,
- Report to the Technical Planning Commission,
- Report to the Planning and Operations Committee, and
- Conduct a Public Hearing at City Council.

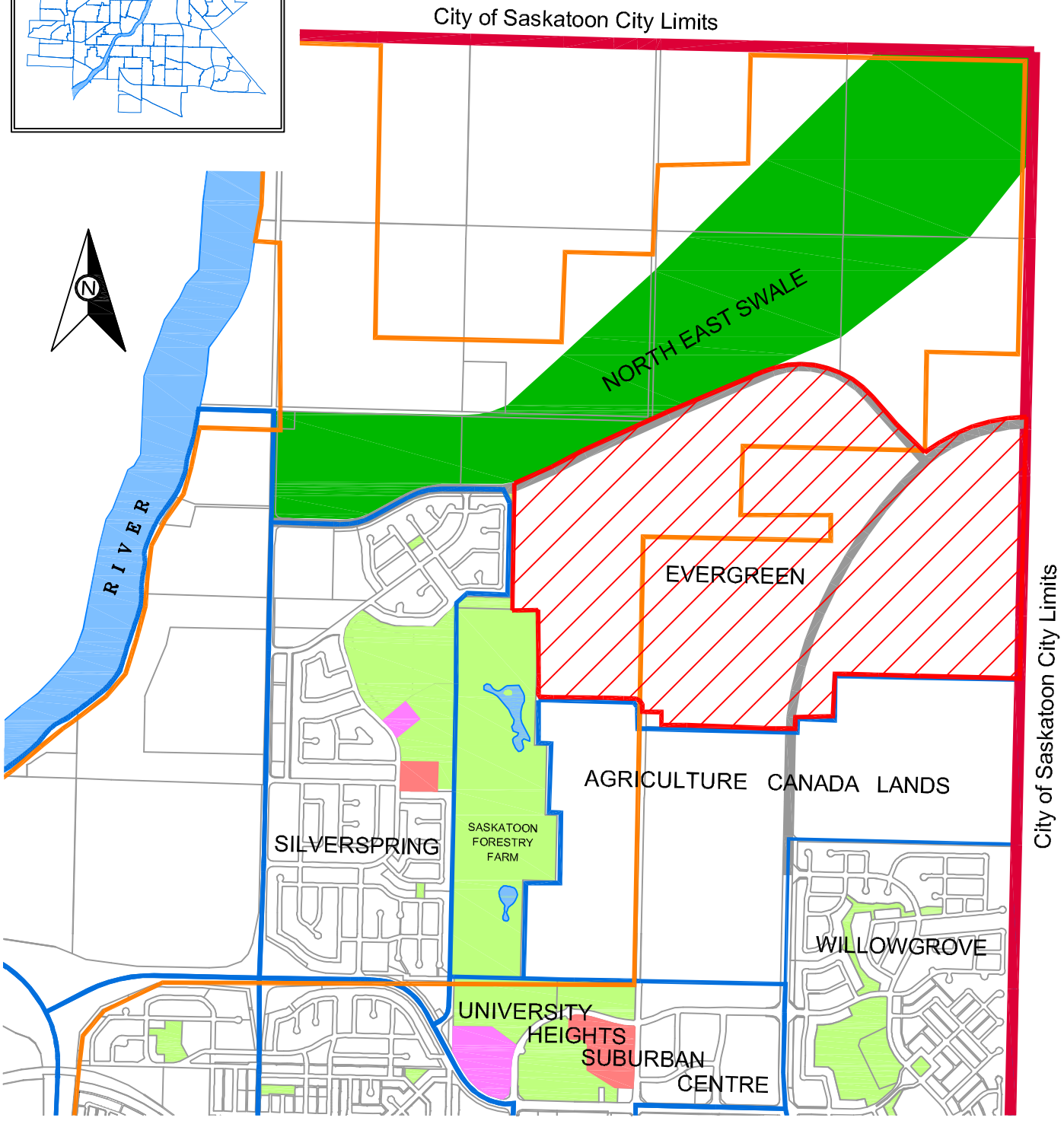
Upon adoption of the Neighbourhood Concept Plan by City Council, the Land Branch will proceed with the development of this neighbourhood.

Location Plan

Evergreen Neighbourhood Concept Plan

Figure - 1





Scale: N.T.S.

Legend

Neighbourhood Boundary

Meewasin Jurisdiction

City of Saskatoon
Land Branch

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Existing Uses & Ownership Plan

Evergreen Neighbourhood Concept Plan

Figure - 2

Legend

Neighbourhood Boundary

LSD 2 | LSD 1 | LSD 4 | LSD 3

Residential House

Agra Road

Saskatoon Stormwater Pond

Northeast Swale Lands Preserved Natural Lands

NE 1/4 Sec 12 Twp 37 Rge 5 W3M

Silverspring Neighbourhood

12
37-5-3

Saskatoon Forestry Farm Lands

Former Sutherland Forest Nursery Station

Agriculture Canada Lands

Transport Canada Aviation Radio Tower

Lowe Road

Former Bridge City Speedway Site

Clean Fill Dumping Site

NW 1/4 Sec 7 Twp 37 Rge 4 W3M

261 ha (645 ac)
City of Saskatoon Owned Lands

SW 1/4 Sec 7 Twp 37 Rge 4 W3M

7
37-4-3

Agriculture Canada Lands

McOrmond Drive

University Heights Neighbourhood #3

Private Land Owner 4 ha (10 ac)

NE 1/4 Sec 7 Twp 37 Rge 4 W3M

Existing MR .94 ha (2.31 ac)

Saskatoon Water Reservoir 3 ha

Agriculture Canada Lands

SE 1/4 Sec 7 Twp 37 Rge 4 W3M

Clean Fill Dumping Site

Rural Farmstead

Connects to Fleury Road

University of Saskatchewan Lands Kernan Farms Agriculture Research

City of Saskatoon City Limits

Grid Road (Range Road 3045)

Scale 0 50 100 200 m

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Land Use Concept Plan

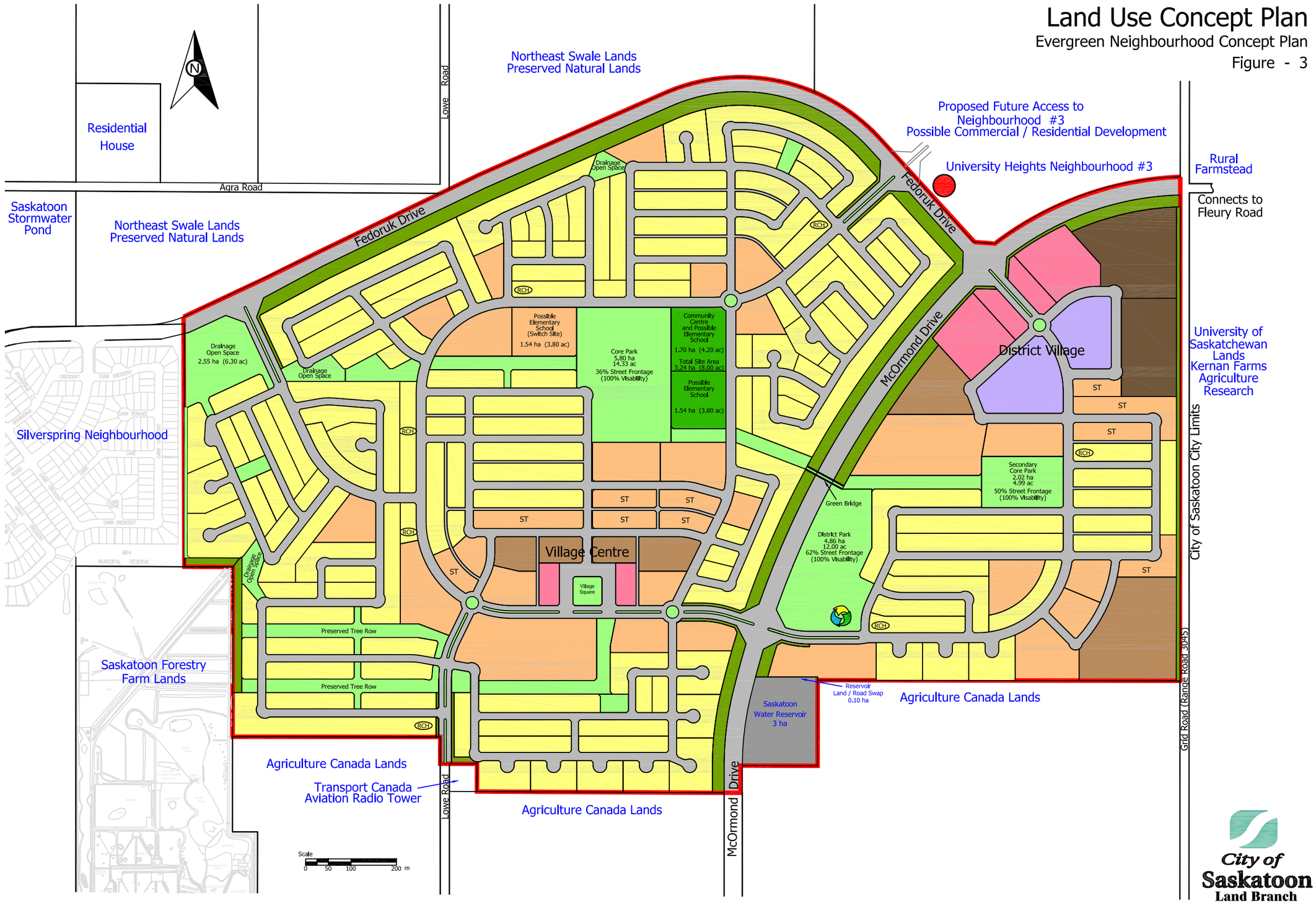
Evergreen Neighbourhood Concept Plan

Figure - 3

Legend

- Single Unit Detached
- ST — Low Density Multi Unit (Street Townhousing)
- Low Density Multi Unit (Group Townhousing)
- Medium Density Multi Unit
- High Density Multi Unit
- Commercial
- Institutional
- Park
- Landscaped Drainage Open Space
- Buffer
- Elementary Schools/ Community Centre
- Water Reservoir
- Neighbourhood Boundary
- RCH — Possible Residential Care Home Site
- Possible Recycling Depot Site
- Proposed Fire Station Site

Note: This map is conceptual and may change.



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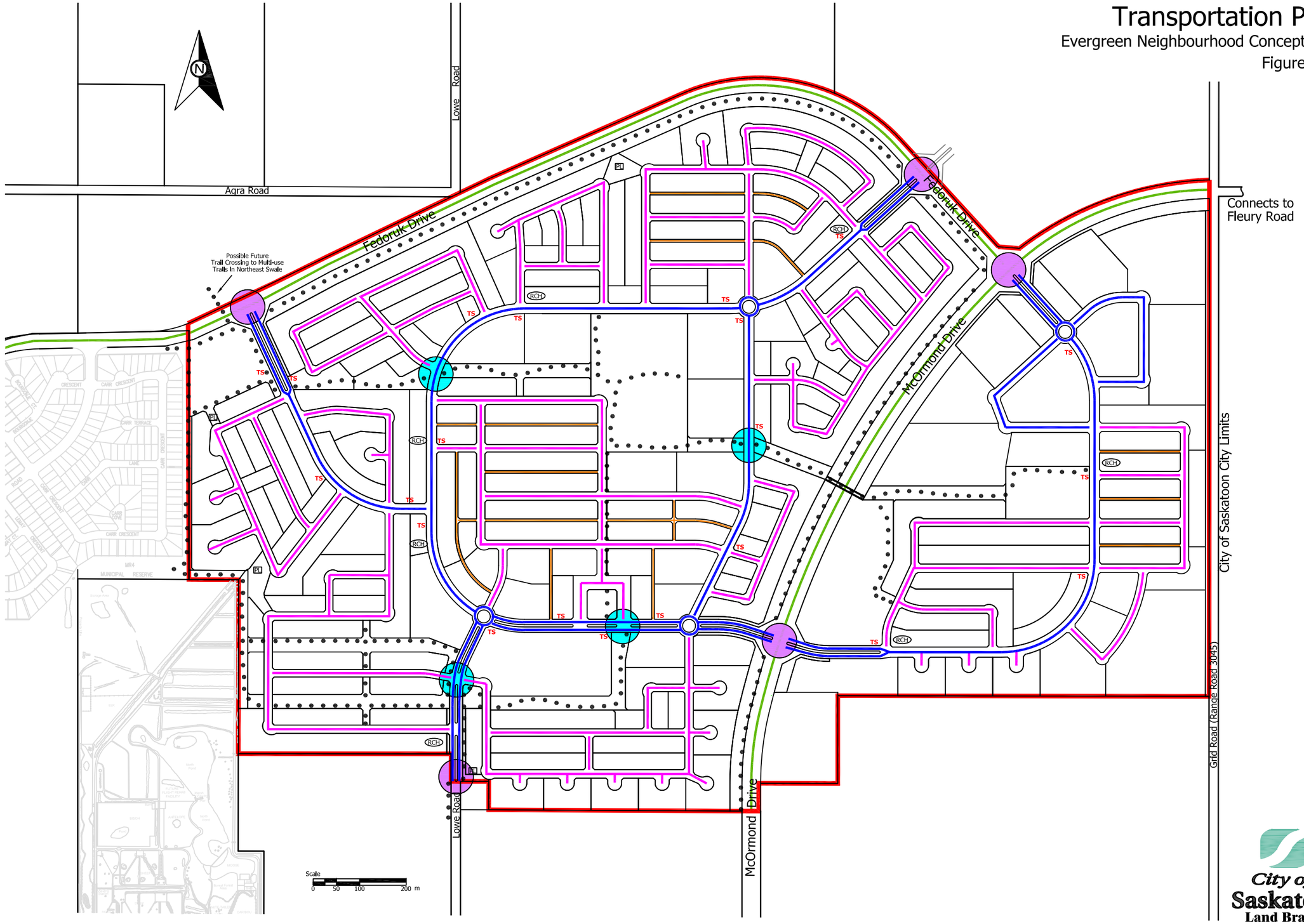
Transportation Plan

Evergreen Neighbourhood Concept Plan

Figure - 4

Legend

- Neighbourhood Boundary
- Arterial Road
- Collector Road
- Local Road
- Lanes
- Multi Use Trails
- Entry Points
- TS Transit Stops
- Enhanced Trail Crossing
- (RCH) Possible Residential Care Home Site
- [PL] Pedestrian Link



Note: This map is conceptual and may change.

City of Saskatoon Land Branch

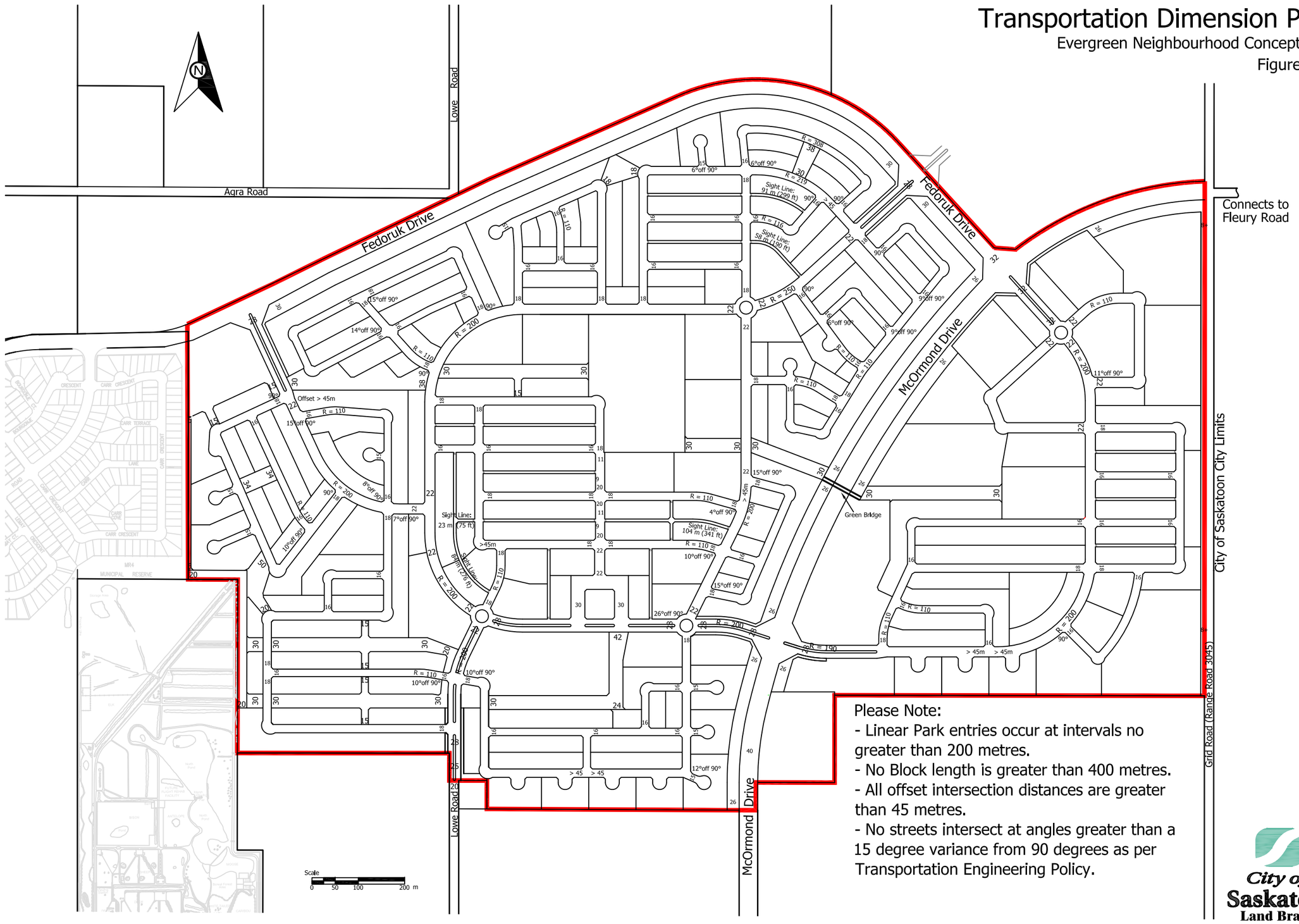
Transportation Dimension Plan

Evergreen Neighbourhood Concept Plan

Figure - 5

Legend

Neighbourhood Boundary



Please Note:

- Linear Park entries occur at intervals no greater than 200 metres.
- No Block length is greater than 400 metres.
- All offset intersection distances are greater than 45 metres.
- No streets intersect at angles greater than a 15 degree variance from 90 degrees as per Transportation Engineering Policy.

Note: This map is conceptual and may change.

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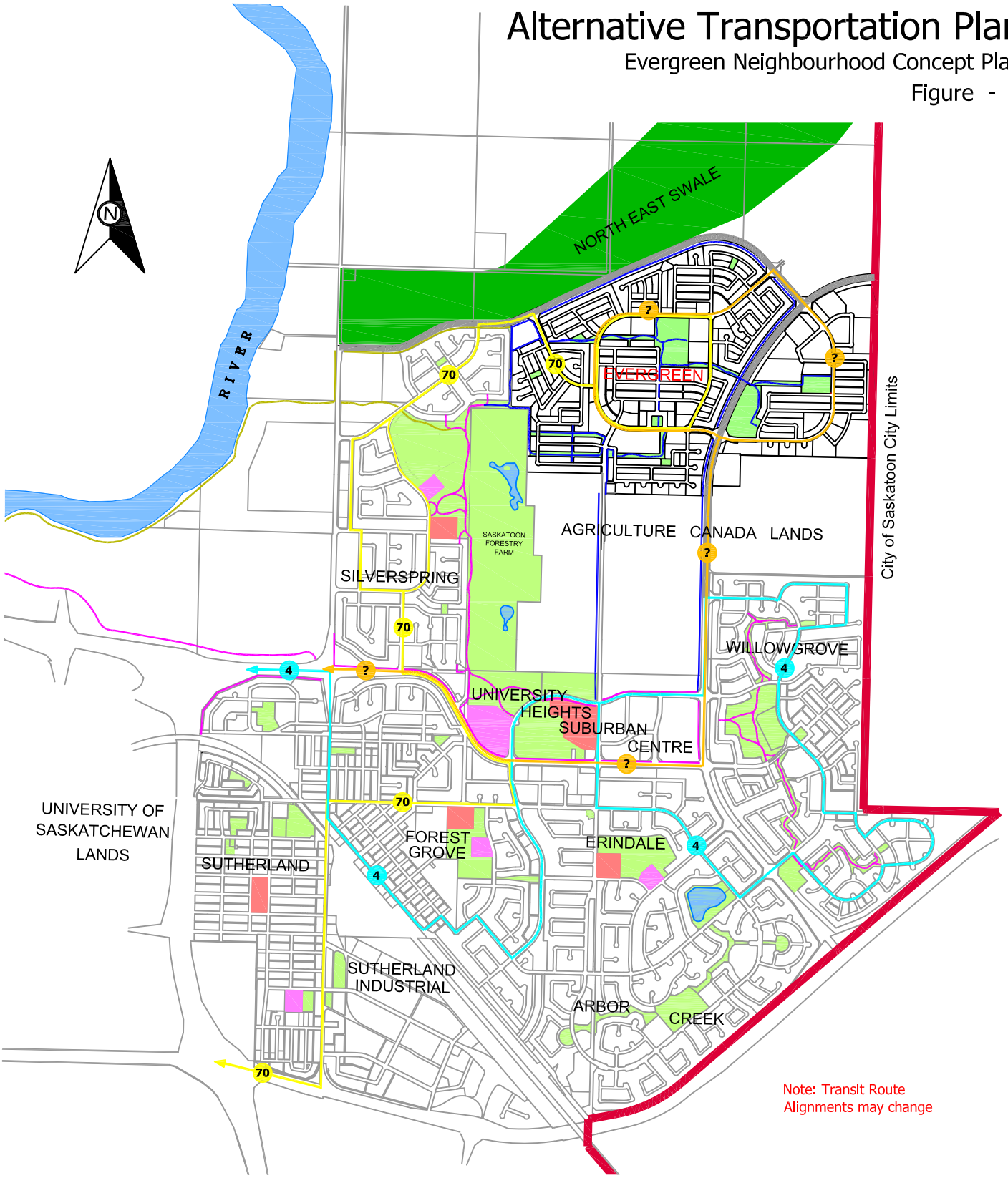
Alternative Transportation Plan

Evergreen Neighbourhood Concept Plan

Figure - 6



Scale: N.T.S.

Legend

- Transit Route #?
- Transit Route #70
- Transit Route #4
- Proposed Neighbourhood Trail
- Proposed River Trail
- Multi Use Trail
- Park
- Public Schools
- Separate Schools

City of Saskatoon
Land Branch

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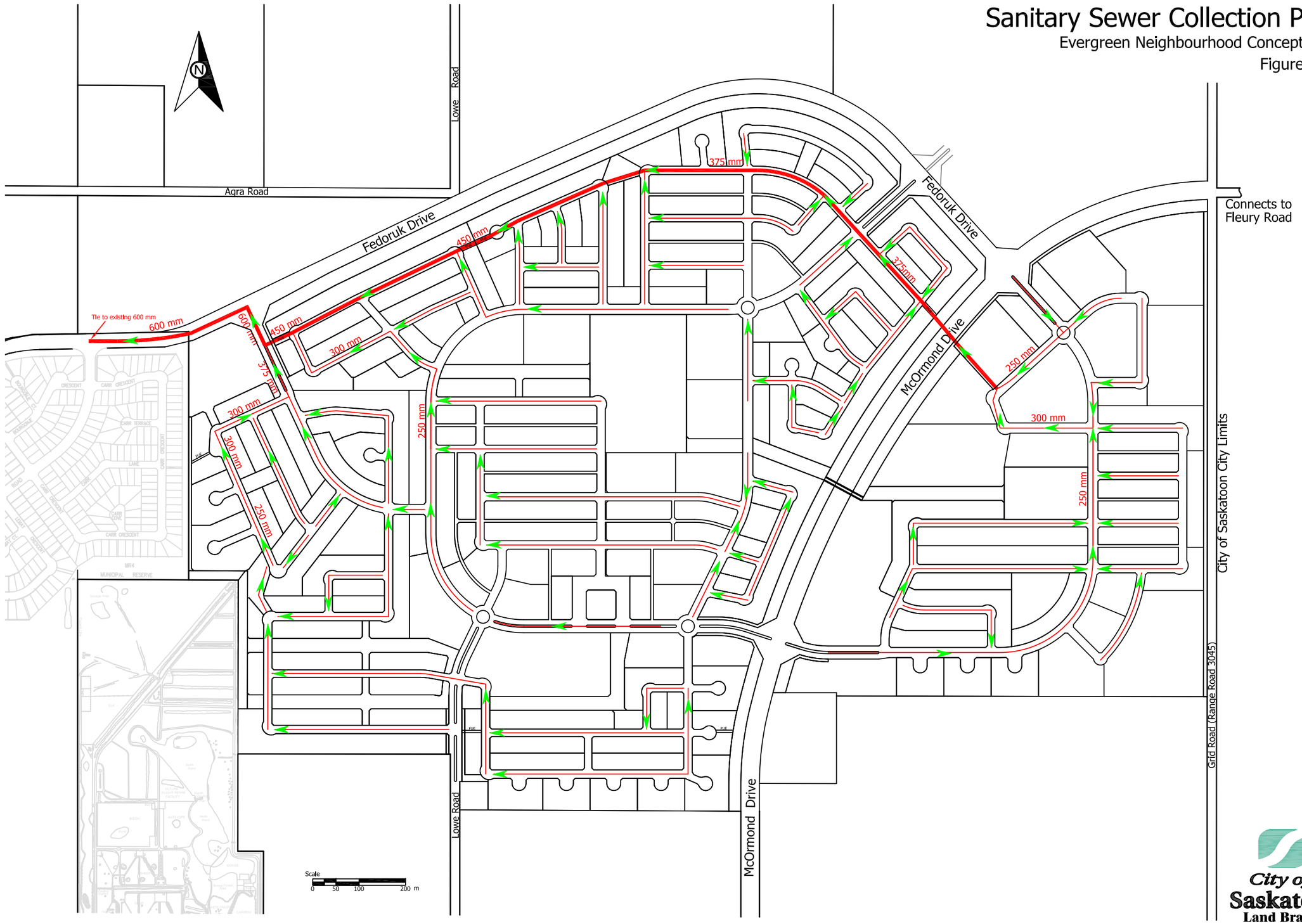
Sanitary Sewer Collection Plan

Evergreen Neighbourhood Concept Plan

Figure - 7

Legend

- Sanitary Sewer Trunk
- Sanitary Sewer Local
- Flow Direction
- PUE Public Utility Easement



Note: This map is conceptual and may change.

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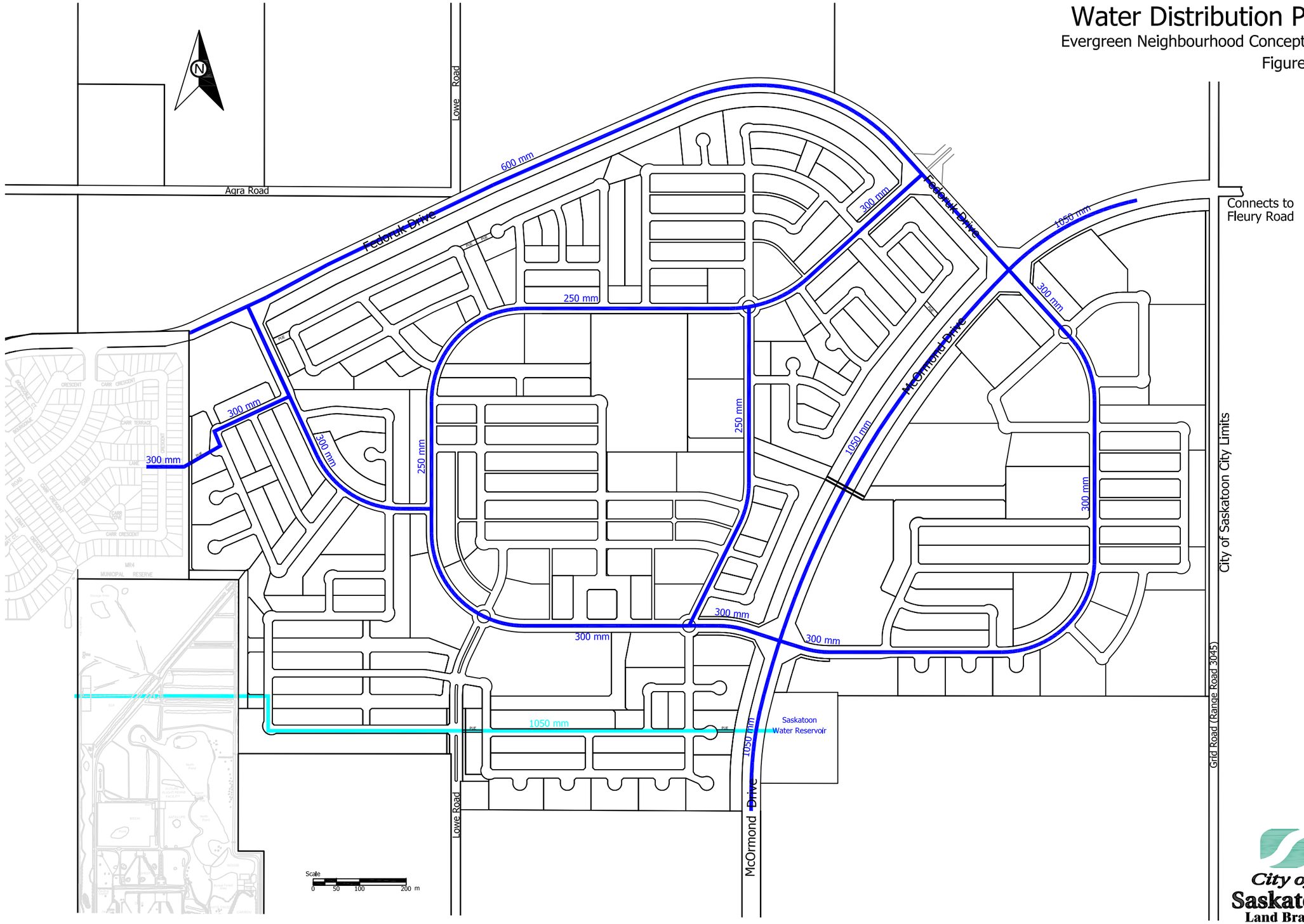
Water Distribution Plan

Evergreen Neighbourhood Concept Plan

Figure - 8

Legend

- Watermain
- Fillmain
- PUE — Public Utility Easement



Note: This map is conceptual and may change.

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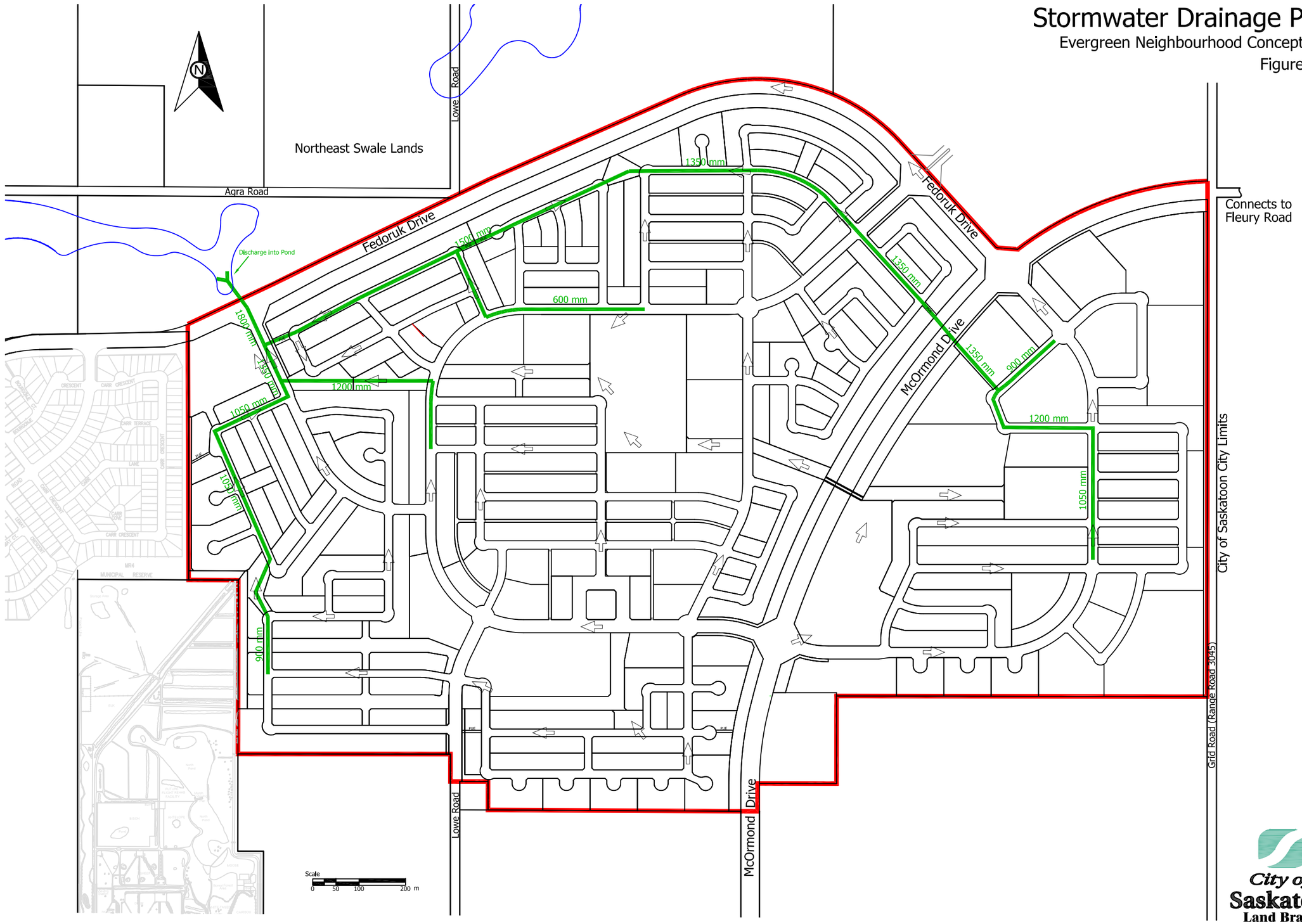
Stormwater Drainage Plan

Evergreen Neighbourhood Concept Plan

Figure - 9

Legend

- Storm Sewer
- Over Land Flow Route
- Stormwater Pond
- Neighbourhood Boundary
- PUE Public Utility Easement



Note: This map is conceptual and may change.

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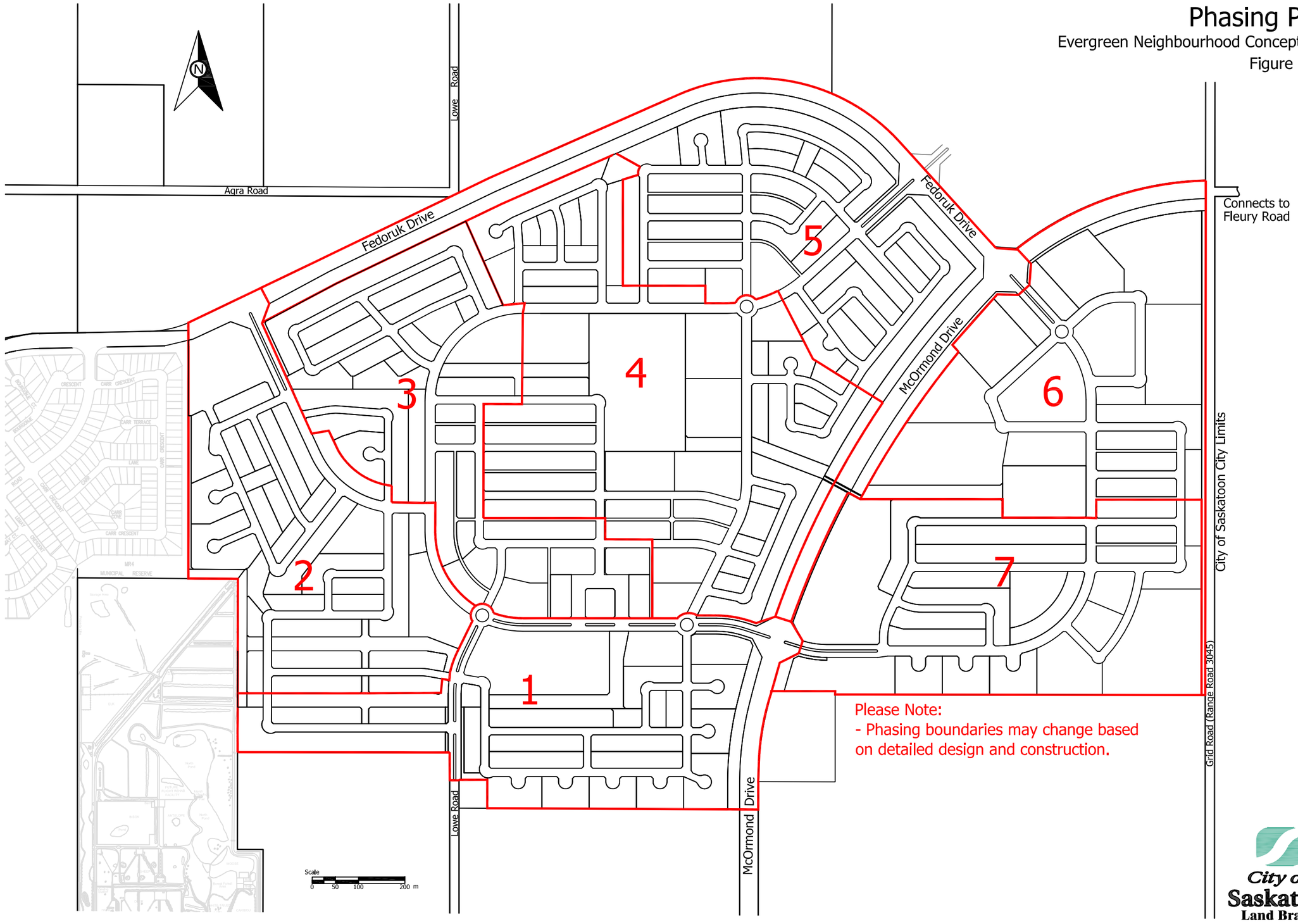
Phasing Plan

Evergreen Neighbourhood Concept Plan

Figure - 10

Legend

- Phasing Boundary
- 1 Phasing Sequence



Please Note:
- Phasing boundaries may change based on detailed design and construction.

Note: This map is conceptual and may change.

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