



City of
Saskatoon
Office of the City Clerk

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May 12, 2014

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Mr. Al Douma
Mr. John McAuliffe
Ms. Sydney Smith
Mr. Shaun Betker
Councillor Charlie Clark

Mr. Andy Yuen
Mr. Stan Laba
Ms. Colleen Christensen
Ms. Kathy Weber
Mr. James Yachyshen
Mr. Jeff Jackson

Dear Commission Members:

**NOTICE OF MEETING
MUNICIPAL PLANNING COMMISSION**

Please take note of the following meeting of the above-noted Commission.

DATE: Tuesday, May 20, 2014

TIME: 12:00 Noon

PLACE: Committee Room "E", Ground Floor, South Wing, City Hall

A copy of the agenda is attached.

Please notify the City Clerk's Office two days in advance of the meeting if you are unable to attend.

Yours truly,

Elaine Long, Secretary
Municipal Planning Commission

EL:sj

Attachment

cc: City Manager
City Solicitor
General Manager, Community Services
Director of Saskatoon Land
Director of Planning and Development
Councillor T. Davies
Councillor R. Donauer
Councillor D. Hill

Mayor D. Atchison
Councillor A. Iwanchuk
Councillor Z. Jeffries
Councillor M. Loewen
Councillor P. Lorje
Councillor E. Olafson
Councillor T. Paulsen

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A G E N D A

(OPEN TO THE PUBLIC)

MUNICIPAL PLANNING COMMISSION

TUESDAY, MAY 20, 2014, AT 12:00 NOON, COMMITTEE ROOM "E"

GROUND FLOOR, SOUTH WING, CITY HALL

1. Minutes - of meeting held on May 6, 2014.

2. Proposed Rosewood Neighbourhood Concept Plan Amendment
(Files CK. 4110-40; PL. 4131-33-2)

RECOMMENDATION: that a report be submitted to City Council at the time of the public hearing recommending that the proposed amendment to the Rosewood Neighbourhood Concept Plan be approved as outlined in the report of the General Manager, Community Services Department, dated April 30, 2014, subject to the following:

- 1) that a 2.0 metre buffer strip be provided on the north side of Taylor Street, adjacent to the 3.90 hectare Multi Site; and

- 2) that the buffer strip on the south side of Taylor Street be extended to the Canadian Pacific Railway.

Attached is a report of the General Manager, Community Services Department, dated April 30, 2014, regarding an application from Arbutus Properties to amend the Rosewood Neighbourhood Concept Plan. Attachment 1 to the report, Proposed Neighbourhood Concept Plan Amendment, is available to members and may be viewed on the city web site, www.saskatoon.ca under City Clerk's Office, Reports and Publications.

3. Proposed Rezoning from RM4 to B2 – 210 Slimmon Road
(Files: CK 4351-014-008 and PL. 4350-Z18/13)

RECOMMENDATION: that a report be submitted to City Council at the time of the public hearing recommending:

- 1) that the proposed amendment to Official Community Plan Bylaw 8769 – Land Use Policy Map, to redesignate 210 Slimmon Road from Suburban Centre to District Commercial be approved; and
- 2) that the proposed amendment to Zoning Bylaw 8770 to rezone 210 Slimmon Road from an RM4 - Medium/High Density Multiple-Unit Dwelling Residential District to a B2 – District Commercial District be approved.

Attached is a report of the General Manager, Community Services Department dated May 5, 2014, regarding an application from Royalty Construction Inc., requesting to rezone Slimmon Road from an RM4 – Medium/High Density Multiple-Unit Dwelling Residential District to a B2 – District Commercial District to facilitate the construction of a commercial development consisting of two stand-alone buildings and one strip mall.

4. Proposed Rezoning from R1A to R1B – 102 to 175 Tweed Lane
(Files CK. 4351-014-009 and PL. 4350-Z19/14)

RECOMMENDATION: that a report be forwarded to City Council at the time of the public hearing, recommending that the proposed amendment to Zoning Bylaw 8770 to rezone 102 to 175 Tweed Lane from an R1A – One-Unit Residential District to an R1B – Small Lot One-Unit Residential District, be approved.

Attached is a report of the General Manager, Community Services Department, dated April 30, 2014, regarding an application from Rosewood Land Inc., to rezone 102 to 175 Tweed Lane in the Rosewood neighbourhood from R1A to R1B.

5. Land Use Applications Received by the Community Services Department
For the Period Between April 3, 2014, and May 7, 2014
(Files: CK. 4000-5 and PL 4131-3-9-1, PL. 4132, PL. 4355-D, PL. 4115, PL. 4350,
PL. 4300)

Attached is a copy of Clause A1, Administrative Report 9-2014 which will be received as information by City Council at its meeting held on May 20, 2014.

Agenda
(Open to the Public)
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6. Next Meeting Date
Municipal Planning Commission
(File No. CK. 175-16)

The next meeting of the Commission is scheduled for Tuesday, June 10, 2014, at 12:00 noon in Committee Room "E", Ground Floor, South Wing, City Hall.

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: April 30, 2014
SUBJECT: Proposed Rosewood Neighbourhood Concept Plan Amendment
FILE NO.: CK. 4110-40 and PL. 4131-33-2

RECOMMENDATION: that a report be submitted to City Council recommending that, at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to the Rosewood Neighbourhood Concept Plan be approved as outlined in this report, subject to the following:

- 1) that a 2.0 metre buffer strip be provided on the north side of Taylor Street, adjacent to the 3.90 hectare Multi Site; and
- 2) that the buffer strip on the south side of Taylor Street be extended to the Canadian Pacific Railway.

TOPIC AND PURPOSE

The purpose of this report is to consider an application from Arbutus Properties to amend the Rosewood Neighbourhood Concept Plan (Concept Plan).

REPORT HIGHLIGHTS

1. The proposed Concept Plan amendment will provide for additional commercial and industrial lands east of Zimmerman Road, as well as changes to the layout and land use pattern west of Zimmerman Road.
2. The Perimeter Highway that defines the east boundary of the approved Rosewood neighbourhood will be reclassified as an arterial roadway (Zimmerman Road) and provide additional accesses into the neighbourhood.
3. The proposed Concept Plan amendment provides for new accesses on to Zimmerman Road and eliminates the Rosewood Gate South/Highway 16 access.
4. A possible Right-of-Way is proposed north of Zimmerman Road. These lands may be considered for a future connection between the Holmwood sector and the Lakewood sector.
5. A servicing solution has been developed for the lands east of Zimmerman Road. Development of land would be phased to allow servicing capacity to grow with demand within the neighbourhood.
6. The proposed Concept Plan amendment supports the principles of Growing Forward! Shaping Saskatoon.

STRATEGIC GOAL

Under the Strategic Goal of Sustainable Growth, this report supports the creation of complete communities in new neighbourhoods that feature employment opportunities, main streets, suburban centres, and greater connectivity, both internally and externally. This ensures that new commercial areas include parks, paths and routes that encourage walking, cycling, and transit use.

BACKGROUND

The Rosewood neighbourhood is part of the Lakewood sector. The Lakewood Sector Plan was endorsed by City Council on December 18, 2000.

At its May 20, 2008 meeting, City Council approved the Concept Plan. The approved Concept Plan is comprised of 293.02 hectares (724.07 acres) and has a projected population of 10,657 people living in 4,263 dwelling units. The gross neighbourhood density of the approved Concept Plan is 14.5 units per hectare.

REPORT

Proposed Concept Plan Amendment

The proposed Concept Plan amendment will provide for the inclusion of lands east of Zimmerman Road consisting of commercial and light industrial land uses. Also proposed are changes to the layout and land use pattern west of Zimmerman Road, including new opportunities for residential, commercial, and mixed-use development. The proposed amendment to the Concept Plan is outlined in Attachment 1.

The proposed Concept Plan amendment will accommodate:

- a) a variety of housing, including one-unit and semi-detached dwellings, low-density townhouses, and multiple-unit dwellings;
- b) mixed-use development along Zimmerman Road combining residential with retail, office, and service uses;
- c) district retail located adjacent to Zimmerman Road to provide goods and services to those traveling by active transportation and by vehicle; and
- d) an employment area east of Zimmerman Road comprised of regional commercial and light industrial uses.

At full build out, the proposed amended Concept Plan would provide for a gross developable area of 354.5 hectares (876 acres), with a projected population of 11,900 people living in 5,390 dwelling units. The proposed neighbourhood density is projected to be 15.2 units per hectare. A quick facts comparison of the approved and proposed Concept Plan is included in Attachment 2.

Perimeter Highway

The Province of Saskatchewan is undertaking a Saskatoon Perimeter Highway Validation Study (Validation Study). To date, this study determined that the location of the Perimeter Highway that defines the east boundary of the approved Rosewood neighbourhood will be relocated. This has provided an opportunity to reclassify the Perimeter Highway in this location as an arterial roadway (Zimmerman Road) and provide additional access into the neighbourhood.

Rosewood Gate South Access

The proposed Concept Plan amendment provides for new accesses on to Zimmerman Road and eliminates the Rosewood Gate South/Highway 16 access. The Rosewood Gate South/Highway 16 access was included in the approved Concept Plan to address limited access points into the neighbourhood.

The Rosewood Gate South/Highway 16 access was to be located 1.6 km from the future Highway 16/Boychuk Drive interchange and 1.05 km from the Highway 16/Zimmerman Road interchange. While the Rosewood Gate South/Highway 16 access provided an acceptable design, it did not meet weaving and spacing guidelines as outlined by the Transportation Association of Canada. It also provided minimally acceptable operations with respect to the weaving sections. Ideally, interchanges should have a minimum spacing of 2.0 km in an urban environment. Close interchange spacing results in inadequate ramp merging and weaving distances.

In the context of the amended Concept Plan, the forecast traffic for Highway 16 is higher than that of the originally approved Concept Plan. Under new conditions, weaving conditions at Rosewood Gate South will be worse than predicted. Furthermore, traffic volumes will increase when traffic destined to the Holmwood sector is added.

The Saskatoon Public Schools and the Greater Saskatoon Catholic Schools have also commented that the proposed amendments provide for a better plan for traffic patterns and volume near the proposed school sites. They have noted that the reduced traffic volumes will contribute to student safety.

As such, the Administration is recommending the Rosewood Gate South/Highway 16 access be removed from the proposed neighbourhood design as safer options for access and egress to the neighbourhood are identified.

Possible Right-of-Way

A possible Right-of-Way is proposed north of Zimmerman Road. These lands may be considered for a future connection between the Holmwood sector and the Lakewood sector. The Administration will conduct a future review of the Holmwood and Lakewood Sector Plans to determine the most appropriate connections between the two sectors.

Servicing

The Administration has developed a servicing solution for the subject lands, in particular the lands east of Zimmerman Road. The new McOrmond tunnel and the anticipated rapid extension of the Holmwood sector sanitary trunk south of 8th Street will allow sewage from the Rosewood neighbourhood to be diverted to this new trunk in the future. In the short term, the proposed commercial development to be located east of Zimmerman Drive can proceed. Development of land would be phased to allow servicing capacity to grow with demand within the neighbourhood.

Growing Forward! Shaping Saskatoon

A report was presented to Growing Forward! Shaping Saskatoon Steering Committee. The report identifies how the proposed Amendment meets the principles of Growing Forward! Shaping Saskatoon. This report is included in Attachment 3.

Some of the key initiatives the proposed amendment incorporates are:

- a) higher-density residential land uses, retail, and mixed uses along transit routes;
- b) affordability through the provision of a variety of residential land uses from one-unit to multi-unit dwellings;
- c) additional commercial and mixed-use opportunities resulting in more access to employment opportunities in close proximity to residences; and
- d) better ways to travel around the neighbourhood through the incorporation of a traditional grid network.

OPTIONS TO THE RECOMMENDATION

City Council could deny the proposed amendment, or direct the Administration to reconsider specific elements of the proposal.

POLICY IMPLICATIONS

There are no policy implications related to this application.

FINANCIAL IMPLICATIONS

The primary financial obligations for the development of the Rosewood neighbourhood are outlined in Attachment 4.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Comments from Other Divisions and Agencies

Comments from external and internal stakeholders were solicited through the review process. Comments noted by other divisions or agencies, with respect to the proposed Concept Plan, are included in Attachment 5.

Public Engagement

A public open house was held on March 20, 2014, for residents and property owners within and around the Rosewood neighbourhood. A total of 2,517 public notices were distributed to all property owners within the Rosewood neighbourhood and the surrounding property owners. The Rosewood, Briarwood, and Lakeridge Community Associations were also notified. The Ward Councillor was present, and 81 people attended the public open house. Some of the key themes from the public open house were:

- a) concerns regarding the removal of the Rosewood Gate South/Highway 16 access;
- b) the proposal is a major change to the neighbourhood;
- c) concerns regarding the light industrial land uses; and
- d) the new commercial development will be an asset.

The Community Engagement Project Summary has been included in Attachment 6.

On May 6, 2014, a facilitated public information session was held for residents and property owners within the Rosewood neighbourhood. A total of 654 public notices were distributed to all property owners within the Rosewood neighbourhood. The Rosewood Community Association was also notified. The Ward Councillor and 24 people were in attendance. Main concerns and comments noted were primarily on traffic patterns and removal of the Rosewood Gate South/Highway 16 access. Comments in support of the proposed amendment were also received.

In addition to the public open house and information session, the Administration has also corresponded with the Rosewood Community Association to ensure that their questions regarding the proposal were answered.

COMMUNICATION PLAN

Public hearing notices will be advertised two weeks prior to City Council's meeting date. No further consultation is planned beyond the stakeholder involvement noted above.

ENVIRONMENTAL IMPLICATIONS

No environmental and/or greenhouse gas implications have been identified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review was conducted as part of the Concept Plan amendment administrative review process. Comments and concerns identified in that review were addressed and mitigated before moving the Concept Plan amendment forward for City Council's approval.

PUBLIC NOTICE

The application will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify the Community Consultant and the Ward Councillor of the public hearing date. A notice will be placed in The StarPhoenix two weeks prior to the public hearing.

ATTACHMENTS

1. Rosewood Neighbourhood Concept Plan Amendment
2. Quick Facts – Comparison of Approved and Proposed Concept Plan
3. Growing Forward! Shaping Saskatoon Report
4. Financial Obligations
5. Comments by Other Divisions and Agencies
6. Community Engagement Project Summary

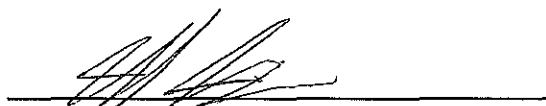
Written by: Christine Gutmann, Senior Planner

Reviewed by:


Alan Wallace

Director of Planning and Development

Approved by:


Jeff Jorgenson, General Manager
Transportation and Utilities Department

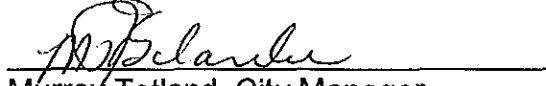
Dated: May 8/2014

Approved by:


Randy Grauer, General Manager
Community Services Department

Dated: May 7, 2014

Approved by:


Murray Totland, City Manager

Dated: May 8/14

**Proposed Rosewood
Neighbourhood Concept Plan
Amendment**



Prepared for:
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PROPOSED ROSEWOOD NEIGHBOURHOOD CONCEPT PLAN AMENDMENT

This document entitled Proposed Rosewood Neighbourhood Concept Plan Amendment was prepared by Stantec Consulting Ltd. for the account of Arbutus Properties. The material in it reflects Stantec's best judgment in light of the information available to it at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Stantec Consulting Ltd. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

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Executive Summary

The Proposed Rosewood Concept Plan Amendment Area (CPAA) has been developed by Stantec Consulting Ltd. on behalf of Arbutus Properties. The CPAA is intended to increase the overall Rosewood neighbourhood density while creating a more sustainable suburban model. The CPAA is a complete neighbourhood with a mix of residential options, mixed use areas, and commercial amenities providing an opportunity to live, work, and play. The CPAA was designed based on a modified grid pattern to facilitate pedestrian access to the village square, parks, and commercial amenities.

When fully developed, the Rosewood neighbourhood as a whole will have a residential population of approximately 11,900 people. A diverse range of housing options will be provided in the CPAA to appeal to people of varying income levels and ages. The CPAA was designed to connect with the existing Rosewood neighbourhood transportation networks and park systems to provide purposeful linkages throughout Rosewood as a whole.

A fundamental change noted in the CPAA that differs from the original Rosewood Concept Plan is the inclusion of the lands east of Zimmerman Road. This area is envisioned as a district commercial and light industrial area, which will provide amenities for residents of the neighbourhood and the larger surrounding area.

Additional documents supporting this work include a Phase 1 Environmental Assessment, Environmental Noise Study, Natural Resource Inventory and Ecological Assessments, and an Environmental Vibration Study, all of which are summarized in this report. Full copies of these studies can be provided upon request.

1.0 Development Context

1.1 LOCATION & AREA

The CPAA is located in the southeast quadrant of the City of Saskatoon. As shown on Figure 1 in Appendix A, the development is bounded on the east by the CP Railway; on the south by Highway 16, on the north by Hillcrest Memorial Gardens, and on the west by the first half of the Rosewood Neighbourhood (bound by Rosewood Gate running north-south). The CPAA has a total land area of approximately 170 hectares (420 acres).

1.2 PLANNING CONTEXT

This Concept Plan Amendment has been prepared within the context of the City of Saskatoon's Official Community Plan (Bylaw No. 8769) and Zoning Bylaw (Bylaw No. 8770). These documents provide guidance for future land use and development in the City of Saskatoon. Currently the CPAA area is designated "Residential" and "Urban Holding" in the Official Community Plan Land Use Map. Zoning districts in the CPAA area includes "Future Urban Development," "RMTN," and "R1A." Amendments to the Land Use Map and Zoning Map will be required to accommodate the proposed land uses in CPAA.

1.3 PLAN OBJECTIVES

The objectives of the CPAA are to:

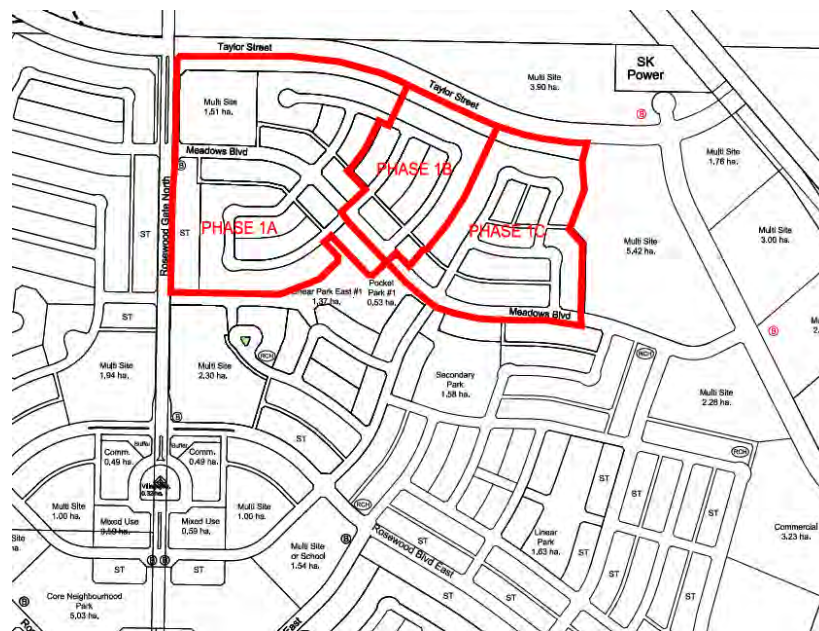
- Provide a compatible and functional interface between existing neighbourhoods and the CPAA;
- Develop a strong connection from all parts of the neighbourhood to the natural wetland amenities in the northwest and the mixed use and commercial amenities in the southeast;
- Provide functional accessibility to commercial and institutional services, with focus placed on ensuring pedestrian access to services within the neighbourhood;
- Ensure efficient access and egress to the neighbourhood;
- Create an integrated design between housing mixes while promoting innovative housing forms; and,
- Maximize aesthetic appeal of the neighbourhood by providing balanced green space throughout.

PROPOSED ROSEWOOD NEIGHBOURHOOD CONCEPT PLAN AMENDMENT

2.0 Background Information

2.1 EXISTING CONDITIONS

The majority of the CPAA has been cultivated for agriculture. Other land uses in the CPAA include a trucking facility operated by Kleysen Group Ltd., and a natural gas compressor site operated by TransGas, both located in the southeast corner. Additionally, Phases 1A and 1B of the original Rosewood Concept Plan east of Rosewood Gate North are nearing full built-out, and Phase 1C is nearing servicing completion (see index map below). These 3 residential development phases were part of the original Rosewood Concept Plan. The CPAA has considered the arrangement and servicing of these phases in the new layout.



2.2 ENGINEERING & ENVIRONMENTAL ASSESSMENTS

A number of background studies and assessments were completed for the original Rosewood Concept Plan in accordance with the City of Saskatoon's requirements for the development of new neighbourhoods. While these studies span back over a few years (5 to 12 years), the base information and conditions on which they were executed remain largely unchanged. For that reason it is believed that these studies and their findings remain valid. A short summary of each of the study findings is provided in the following sub-sections 2.2.1 to 2.2.6.

It should be noted that the area east of Zimmerman Road was excluded from the area of study for the background reports discussed in this section. However, this area is bound by the same restrictions as the main study area (CP Rail line and Highway 16) and it is assumed that any natural resources or ecological features present would be the same as those found in the original study area.

PROPOSED ROSEWOOD NEIGHBOURHOOD CONCEPT PLAN AMENDMENT

2.2.1 Phase 1 Environmental Impact Assessment, April 2005

A Phase 1 Environmental Impact Assessment (EIA) of the original subject area was completed to document environmental information related to the subject property and to identify any environmental concerns. This document outlines the measures taken to assess the site for potential environmental contamination, conduct interviews and site visits, determine potential environmental risks and liabilities, establish land ownership, review historical documents, conduct regulatory screenings and provide mitigation for any concerns. No major concerns were noted.

2.2.2 City of Saskatoon Technical Memorandum No.4 – Natural Resource Inventory, 2001

This report was prepared by Johnson & Weichel Resource Management Consultants Ltd. for Associated Engineering Alberta Ltd. (2001). It recognizes that the landscape was substantially altered when it was cultivated for agricultural purposes; however, they recommend mitigation measures to alleviate a net loss of habitat through the use of wildlife corridors or connections.

2.2.3 Ecological Assessment, April 14, 2005

Erin Consulting Ltd. conducted an ecological assessment to determine wildlife use of the area and to assess the importance of habitats within the proposed development area for wildlife species. This information augments the natural resource inventory information work done by Johnson & Weichel Resource Management Consultants Ltd. in 2001. This report confirmed that the altered landscape is not of great importance to wildlife as a whole in the surrounding area. Preservation programs are in place for six major wetlands in the area.

2.2.4 Environmental Noise Study April 2005

Green Plan Ltd. in association with ACI Acoustical Consultants Inc. completed a noise survey of the subject property to assess and determine the noise climate due to the major roadways and CP rail activity, generate a computer noise model to determine current and future (projected) noise levels, use the computer model to determine effectiveness of noise mitigation techniques including berms/barriers and construction details, and provide recommendations for noise mitigation measures.

This study contained the following points of note:

- That the current noise climate along the southern and western portions of the development is dominated by traffic on Highway 16 and Boychuk Drive. Noise levels are expected to increase in the next 15 years due to traffic increases, but the projected noise levels still fall below the City of Saskatoon maximums.
- The current noise climate along the northeast region of the development is dominated by the CP rail line. The existing sound levels for the proposed north-east residential locations were slightly over the City of Saskatoon's requirements at the time of the study. As rail activity increases, the sound level was expected to increase and a berm with a minimum height of 3.83 m was

PROPOSED ROSEWOOD NEIGHBOURHOOD CONCEPT PLAN AMENDMENT

recommended to help mitigate the sound level. It was suggested that the barrier be wrapped around the northeast edge of the development to extend approximately 100 m west of the northeast corner.

- In addition, it was recommended that a minimum barrier height berm of 3.83 m be installed (where practically possible) along the entire easterly and southerly boundaries and a minimum barrier height berm of 2.83 m be installed along the western boundary. This recommendation was made based upon the probable substantial increase in traffic levels as future roadways are developed.
- Berm/fence construction should be located as close to the source or receiver as possible to achieve maximum benefit (locating the structure directly adjacent to the roadway or at a property line of the closest residents). Fences should be constructed with no visible gaps and a mass of at least 20kg/m².
- Noise mitigating construction measures for the structures themselves were recommended for the perimeter houses adjacent to the rail line, Highway 16 and the intersection of Boychuk Drive and Highway 16.
- As the dominant noise source from the CP rail activity is the train whistles, it was recommended that controlled crossings be installed or an anti-whistle bylaw be put into place to eliminate the need for train whistles. The City has advised that the rail crossings to the east of Rosewood must be upgraded with controls (at the cost of the developer) prior to any whistle cessation order being approved by Transport Canada.
- It was also noted that the noise climate relative to the small electrical substation (SaskPower facility in the north-east corner of the CPAA) be further reviewed before residential development begins near the site.

2.2.5 Environmental Vibrations Survey, December 2006

ACI Acoustical Consultants Inc. completed a vibration survey of the subject property in order to measure the vibration levels adjacent to the CP Rail line which borders the development to the east, and to determine appropriate setback distances for residential construction. Vibration levels were measured at a distance of 15 m from the track centreline at the CP Rail right-of-way. When projected out to the minimum residential construction distance of 30 m from the right-of-way (as per CP Rail guidelines) the projected levels were well below the maximum allowable level of 0.14 mm/s which is the threshold for human perception. It was determined that no additional vibration mitigation was required.

2.2.6 Environmental Road Noise Impact Assessment, July 30, 2007

ACI Acoustical Consultants Inc. updated the April 2005 noise impact assessment (NIA) for modeling noise levels at future interchanges along Highway 16, Boychuk Drive and the future perimeter highway. The purpose of the work was to generate a computer noise model of the study area, determine the

PROPOSED ROSEWOOD NEIGHBOURHOOD CONCEPT PLAN AMENDMENT

projected noise levels from the surrounding major roadways, and determine if additional noise mitigation (above the currently proposed earth berms) will be required.

The noise model with the proposed development, roads, 3.83 m perimeter earth berm, and future 20 year traffic resulted in noise levels at all of the perimeter receptors that were well below the limit of 65 dBA L_{DN} as well as relatively low night-time noise levels (in the low 50 dBA range). Noise levels further into the development were expected to be lower still due to increased distance from the major roadways and shielding from the perimeter structures. As such, no additional noise mitigation was recommended.

2.3 TOPOGRAPHY & DRAINAGE

The southeast sector of Saskatoon is located in the Saskatchewan River Plain physiographic division. This division is typified by lacustrine deposits, glacio-fluvial deposits, till plains, moraines, deep river valleys, spillways and dunes. Bedrock geology dates from the Cretaceous period and is composed of shale and sandstone from the Bearpaw formation. The soil zone in this region is characterized by Chernozemic dark brown grassland soils with moderately severe limitations where spear grass and wheat grass are the predominate vegetation.

The existing pre-development terrain is level to gently undulating as indicated by the contours in Figure 2 (Appendix A). The direction of drainage generally follows a southeast to northwest pattern towards the Hyde Park Wetlands.

3.0 Concept Plan

The CPAA will provide a range of housing types and densities in close proximity to neighbourhood and district commercial services. The modified grid pattern facilitates pedestrian access to the community centre, park space, recreational facilities, and commercial areas. The CPAA was designed to fit into the existing Rosewood neighbourhood which is focused around the village square. The addition of mixed use and commercial areas in the south-east provides opportunities to live, work, and play within the neighbourhood and promotes sustainable transportation options such as walking and cycling. A figure showing ownership of the lands in Rosewood has been included for reference as Figure 3 in Appendix A. The new concept plan for the CPAA is included as Figure 4.

A detailed breakdown of the various land uses for the CPAA is provided in the table below.

Table 3.1: Land Use Statistics for the CPAA

LAND USE DESIGNATION	AREA			DWELLING UNITS			FRONTAGE	POPULATION	
	(ha)	(ac)	%	(per ha)	(per ac)	Total	(metres)	(per unit)	(total)
Low Density (single detached)	30.00	74.1	17.6%	19.5	8	585	8461	2.8	1638
Street Townhouse	8.75	21.6	5.1%	27	11	236	2555	2.2	520
Multi Family	25.75	63.6	15.1%	55	22	1421	1831	1.6	2274
Mixed Use	6.87	17.0	4.0%	48	19	330	727	1.3	429
Commercial - Neighbourhood	7.27	18.0	4.3%	-	-	-	538	-	-
Commercial - Regional	29.15	72.0	17.1%	-	-	-	1528	-	-
Industrial	15.68	38.7	9.2%	-	-	-	1081	-	-
Buffer	8.37	20.7	4.9%	-	-	-	-	-	-
Parks	7.30	18.0	4.3%	-	-	-	-	-	-
Roadways/Lanes	29.81	73.7	17.5%	-	-	-	-	-	-
Utility Parcel	1.19	2.9	0.7%	-	-	-	16	-	-
TOTALS:	170.14	420.43	100.0%	-	-	2572	16738	-	4861

The originally approved Rosewood Concept Plan from 2007 had a total area of 293.02 hectares. The projected population was 10,657 people living in 4,263 dwelling units. The gross neighbourhood density was 14.5 units per hectare. The new overall total area of the Rosewood Neighbourhood (including the CPAA changes) is 354.5 hectares. The new projected population is approximately 11,900 people living in 5,390 dwelling units. The proposed neighbourhood density is now 15 units per hectare. It is important to note the land use statistics for the CPAA reflect a more realistic population and dwelling unit calculation than the original Rosewood Concept Plan. The new overall Rosewood neighbourhood statistics were generated by adding the original Concept Plan land use statistics with the new calculations of the CPAA.

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3.1 DESIGN RATIONALE

Respect for Context

A new neighbourhood must fit seamlessly into its surroundings with a network and pattern that interconnects with the larger community.

Complete & Resilient

A broad variety and mix of uses that work together— including an inter-mixed diversity and affordability of housing types for all varied population of different ages and lifestyles, with residential supported by services and amenities (including parks and commercial) to foster a more complete, resilient and healthy neighbourhood.

Compact & Walkable

An efficient use of land requires a sustainable density, with services and amenities based on a pedestrian-friendly system that fosters good health and interaction. Housing options should include invisible (secondary suites) and gentle (townhouses) density choices allowing persons to age in place along the needs and affordability continuum of housing.

Interconnected Networks

A modified grid pattern of streets (supplemented by pedestrian connections and multi-use trails) will provide a balanced neighbourhood design with logical and safe walking and cycling amenities.

In Harmony with Nature

It is critical to maintain and protect valuable natural features with open spaces, parks, boulevards and corridors to create an integrated, looped and connected system—connecting the community with nature, fostering biodiversity, optimizing the tree canopy, and providing recreation.

A Sense of Place

Neighbourhoods need a unique and exceptional community character, in both built form and public realm, which residents will cherish. This requires an emphasis on street orientation place-making, and high quality urban design for public spaces.

3.2 RESIDENTIAL

Residential development within the CPAA will offer a combination of low, medium, and high density housing options to span a range of purchase price points. Low density residential uses will include single detached dwellings on a variety of lot widths. Medium density residential uses will include ground-oriented row housing at a variety of densities, oriented towards the street or on a site basis. High density residential uses will include low-rise apartment buildings and stacked housing.

The intent is to provide a combination of housing forms, types, and densities dispersed throughout the neighbourhood to encourage a strong social and economic mix, accommodate a diverse demographic, and

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allow individuals to age in place. A portion of the higher density forms will be allocated towards the commercial and mixed use areas to provide a critical mass of residents within walking or cycling distance to commercial services.

3.3 MIXED USE DEVELOPMENTS

Mixed use residential developments in the CPAA are located along Zimmerman Road. These sites will provide a combination of institutional, commercial, and residential uses. The mixed use designation provides a live, work, and play opportunity in the neighbourhood. There is a total of 6.87 hectares (17 acres) of mixed use proposed in the CPAA.

3.4 COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

Commercial land uses are expected to consume a significant area in the CPAA. Commercial land uses totaling 36.42 hectares (90 acres) are primarily located in the southeast of the neighbourhood. Commercial land uses in the CPAA fall into two categories; neighbourhood commercial and district commercial. Neighbourhood commercial land use will be located west of Zimmerman Road, and district commercial land uses are located east of Zimmerman Road. The neighbourhood commercial will provide everyday services for Rosewood residents, while the district commercial will service a much larger area.

Industrial land uses are located in the southeast of the neighbourhood adjacent to Highway 16 and the CP rail lines. The existing industrial land uses (trucking and gas compressor station) were considered and accommodated in the CPAA. Industrial land uses total 15.68 hectares (38.7 acres) of the CPAA.

3.5 PARKS & PEDESTRIAN LINKAGES

Parks and open spaces provide linkages throughout the neighbourhood and into the wetlands as shown on Figure 5 (Appendix A). Park types in the CPAA include linear, pocket, and secondary. Linear parks and local roads facilitate pedestrian access to the village centre and to the mixed use and commercial areas in the southeast. Linear parks in the CPAA connect to the existing Rosewood park system and provide logical pedestrian linkages throughout the entire neighbourhood.

Municipal reserve land dedicated to park space is generally 10% of the gross land mass. However, previous plans for district and multi-district park space development in the Lakewood Suburban Centre area has drawn from this 10% reserve. As a result only **17.87 hectares was available for dedication** as municipal reserve within the original Rosewood Concept Plan. The addition of 15.68 hectares of industrial land and 37.24 hectares of commercial land increased the municipal reserve requirements by **4.51 hectares**. The value of 4.51 hectares was determined after discussion with the City after questions were raised on how to calculate the appropriate area for the MR dedication. The new total municipal reserve requirement for the Rosewood neighbourhood is **22.38 hectares**.

The actual municipal reserve dedication in the Rosewood Neighbourhood is 22.66 hectares, 0.28 hectares over the requirement. Municipal reserve represents 6% of the Rosewood neighbourhood (including land east of Zimmerman Road). Municipal reserve dedication as a percentage of the Rosewood neighbourhood remains consistent with the Original Rosewood Concept Plan.

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Table 3.2: Park Designation Statistics for the CPAA

PARK DESIGNATION	AREA		
	(ha)	(ac)	%
Secondary	3.41	8.4	46.7%
Linear	3.29	8.1	45.1%
Pocket	0.60	1.5	8.2%
TOTALS:	7.30	18.04	100.0%

Table 3.3: Park Designation Statistics for the Rosewood Neighbourhood

PARK DESIGNATION	AREA		
	(ha)	(ac)	%
Secondary	6.22	15.4	27.4%
Linear	9.65	23.8	42.6%
Village	0.32	0.8	1.4%
Core	5.03	12.4	22.2%
Wetland Park Exentions	0.84	2.1	3.7%
Pocket	0.60	1.5	2.6%
TOTALS:	22.66	55.99	100.0%

3.6 GROWING FORWARD! SHAPING SASKATOON

The *Growing Forward! Shaping Saskatoon: A Bridging Document... For the Growth Plan to Half a Million* outlines a transit, land use, roadway, and water and sewer servicing strategy for the growth of Saskatoon to a population of 500,000. The document has outlined nine strategies for implementation of the growth plan. The strategies address new neighbourhood development and established neighbourhood redevelopment. This concept plan amendment addresses the plan's strategic goal of Sustainable Development and addresses multiple topics in the plan including the following:

- New Development: Building Integrated Communities:
 - Main Streets and Transit-Oriented Development;
 - New Employment Areas; and
 - Suburban Centre as a Focal Point.
- Principles for New Development:
 - Focus development on sites that are convenient to planned transit services, neighbourhood amenities and services;

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- Site design along identified corridors should be oriented primarily towards pedestrians with buildings being street-oriented and parking preferably located behind or possibly flanking the buildings;
- Promote affordability through the use of strategies such as an appropriate range of lot sizes, maximizing amount of saleable developable frontage, residential sites with rear lane access – allowing for narrow lots; and
- Provide for local economic sustainability through the provision of opportunities for employment.

4.0 Transportation

4.1 BACKGROUND

The entire Rosewood neighbourhood was reviewed in order to properly assess the transportation requirements of the CPAA.

Within the Rosewood neighbourhood a hierarchical roadway network has been established to ensure efficient traffic flow and minimize volumes and speed through the residential nodes. The roadway network effectively distributes traffic into separate areas of the subdivision.

The following are the major changes to the roadway system as compared to that provided in the original Rosewood Concept Plan:

- The Perimeter Highway that defined the east boundary of the Rosewood neighbourhood has been reclassified as an arterial roadway and is now retained as Zimmerman Road. Zimmerman Road will remain on its current alignment. An interchange is proposed for Highway 16/Zimmerman Road and signalized at-grade intersections are proposed for Zimmerman Road/Rosewood Boulevard and Zimmerman Road/ Connector Road. In the short term Zimmerman Road will continue to cross the CP Rail tracks at-grade with a grade separation being provided in the long term.
- The two at-grade intersections along Zimmerman Road will provide access to the residential area east of Zimmerman Road. This area was not included in the original Rosewood Concept Plan. Patience Lake Road will connect into a proposed collector roadway that will connect to Zimmerman Road.
- The Highway 16/Rosewood Gate interchange included in the original Rosewood Concept Plan has been removed in the CPAA. The interchange is no longer required as Zimmerman Road will provide access to the east residential portions of Rosewood.

The Highway 16/Rosewood Gate interchange was located 1.6 km from the future Highway 16/Boychuk Drive interchange and 1.05 km from the Highway 16/Zimmerman Road interchange.

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Ideally interchanges should have a minimum spacing of 2.0 km in an urban environment. Close interchange spacing results in inadequate ramp merging and weaving distances.

- The traffic volumes that were assigned to the Highway 16/Rosewood Gate interchange were distributed to the Boychuk Drive/Rosewood Boulevard, the Zimmerman Road/Connector Road intersection and the Zimmerman Road/Rosewood Boulevard intersection.
- Internal collector and local roadways within the CPAA have been revised to accommodate a higher density of development consistent with the IGP.

Figure 6 shows existing and proposed roadway classifications within, and adjacent to, Rosewood.

Provincial Highway 16 is located along the south boundary of Rosewood. Highway 16 is a controlled access roadway. At-grade intersections currently exist at Boychuk Drive and at Zimmerman Road. The Highway 16/Boychuk Drive intersection is currently signalized. An interchange will be constructed at this location at some point in the future. A Parclo interchange configuration is proposed with a loop in the southeast quadrant. The Highway 16/Zimmerman Road intersection is currently controlled by stop signs on Zimmerman Road. When warranted by traffic conditions the intersection will be signalized followed by the construction of an interchange in the future.

Arterial roadways are located along the west (Boychuk Drive) and north (Taylor Street) boundaries of Rosewood. Both roadways are existing or planned four lane divided roadways with controlled access. Zimmerman Road is a proposed arterial roadway. Zimmerman Road will have a right of way width sufficient to ultimately provide a six lane divided roadway with a multi-use trail or sidewalk on one side.

Collector roadways will be provided as shown on Figure 6. Major collector roadways with 22 m right of ways will bisect the residential area of the neighbourhood in the east-west and north-south directions. Minor collector roadways with 20 m right of ways will provide access to local roadways and provide bus routes. Collector roadways are shown within the commercial area east of Zimmerman Road. These roadways are classified as collector roadways due to the amount of traffic expected to occur on these roadways and that they provide direct access to developments on each side of the roadway. These roadways have a 24 m right-of-way width and will provide two lanes in each direction. A four lane divided collector roadway is proposed to connect Taylor Street to Zimmerman Road. This roadway is referred to as Connector Road. It will have a right-of-way width similar to Boychuk Drive and Taylor Street.

Local roadways will have 18 m or 15 m right of ways depending on the traffic expected on the roadway and if the roadway provides amenities such as streetscaped boulevards. Traffic in the residential nodes will be primarily local traffic.

The commercial area in the centre of the neighbourhood is served by laneways and local roadways that will facilitate access to the sites while maintaining flow on the collector roads. The mixed use and multi-unit sites in this area will also be served by lanes and local roads. Lanes servicing the neighbourhood commercial centre are 10m in width. All lanes will be paved.

Proposed roadway right of way widths are shown on Figure 7.

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Access and egress to the Rosewood neighbourhood are from the arterial roadway intersections shown on Figure 6. The intersections include:

- Boychuk Drive/Rosewood Boulevard
- Taylor Street/Rosewood Gate
- Taylor Street/Connector Road
- Zimmerman Road/Rosewood Boulevard
- Zimmerman Road/Connector Road

The Highway 16/Boychuk Drive and Highway 16/Zimmerman Road intersections provide access to Rosewood from Highway 16. These intersections are considered highway intersections. Highway 16 provides a direct connection between Rosewood and the Circle Drive freeway. Rosewood motorists can use Circle Drive to access the City's north, west and central areas.

A traffic impact study (TIS) was completed for the amended Rosewood Concept Plan. The purpose of the TIS was to evaluate the impact of the proposed amended Rosewood Concept Plan on the existing adjacent street network and to determine the requirements of new roadways and intersections. The principal objectives of the TIS were to:

- Determine existing conditions at key intersections leading into the development;
- Determine the new traffic generated by the development;
- Distribute the new trips to different origins and destinations;
- Assign the new traffic to the adjacent existing and proposed street system at existing and proposed access points;
- Determine key performance indicators such as Levels of Service (LOS), volume to capacity ratios (v/c) and vehicle queue lengths for key intersections; and,
- Identify changes to existing intersections and roadways and determine the requirements for new intersections and roadways.

The following TIS tasks were completed in order to determine projected traffic operating conditions at the arterial intersections:

1. The Rosewood neighbourhood was divided into seven traffic zones. The zones were selected based on land uses and where trips would likely access arterial roadways. The traffic zones are shown on Figure 8.

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2. The amount of traffic generated at full build out of Rosewood was determined for the weekday morning, weekday afternoon and Saturday afternoon peak hour periods for each traffic zone. The trip generation rates included in the Institute of Transportation Engineers Trip Generation Manual – 9th Edition were used for this purpose.
3. A 25% trip reduction factor was applied to commercial trips to account for internal trips in traffic zones that contained a large amount of commercial development.
4. A 15% trip reduction factor was applied to residential trips to account for internal trips that would not leave the Rosewood neighbourhood.
5. Trips generated in each zone were distributed to different geographic areas beyond the neighbourhood. Trip distribution was based on knowledge of existing and future travel patterns within the City of Saskatoon.
6. Trips within each zone were assigned to the study intersections and roadways. A nodal approach to trip assigned was used. Nodes were located to serve as the point where the generated traffic is assigned to the road network and routed to and from their destination based on logical travel routes.
7. Traffic level of service analysis was completed for the study intersections. The traffic analysis programs Synchro 8 and SimTraffic 8 were used to determine levels of service for the three peak periods based on full build-out of the development. The results of the traffic analysis were used to determine intersection geometry and controls.

The results of the traffic analysis are presented below. The traffic analysis was based on all intersections being signalized when warranted by traffic conditions.

4.2 TRIP GENERATION

The following table shows the trips generated by Rosewood that would be external to the neighbourhood. Only external trips are considered at this time as only intersections along the exterior of Rosewood are being analyzed. For the purposes of this analysis the Zimmerman Road/Rosewood Boulevard and Zimmerman Road/Connector Road intersections are considered as external intersections as they are major intersections within the overall Rosewood neighbourhood and serve as access/egress points to/from the residential area west of Zimmerman Road and the commercial/industrial area east of Zimmerman Road.

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External Trips Generated

Zone	Weekday Morning			Weekday Afternoon			Saturday Afternoon		
	In	Out	Total	In	Out	Total	In	Out	Total
A	86	232	318	237	167	404	204	178	382
B	182	517	699	538	355	893	450	387	837
C	95	283	378	291	185	476	241	204	445
D	64	145	209	173	154	327	197	174	371
E	177	472	649	532	387	919	508	440	948
F	139	418	557	433	274	707	356	302	658
G	247	514	761	676	637	1,313	929	825	1,754
H	646	268	914	1,316	1,490	2,806	1,587	1,653	3,234
Total	1,636	2,849	4,485	4,196	3,649	7,845	4,472	4,163	8,629

The above table shows that the Rosewood development will generate 4,485, 7,845 and 8,629 external trips during the weekday morning, weekday afternoon and Saturday peak hour periods at full build-out respectively.

4.3 TRIP DISTRIBUTION

The following trip distribution at full build out was used for the traffic analysis. The distribution below was applied to trips external to Rosewood.

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Trip Distribution at Full Build-out

To/From	Via	Weekday	Saturday
North and west	Taylor Street	30%	25%
North and east	Taylor Street	10%	13%
North and east	Zimmerman Road	5%	12%
East	Highway 16	5%	5%
North and west	Highway 16	35%	35%
West	Kingsmere Boulevard	5%	2%
North and west	Boychuk Drive	10%	8%

The above trip distribution was not applied evenly over all traffic zones. For example trips in Zones A and B had a higher percentage of traffic assigned to the Boychuk Drive intersection than traffic in Zone F due to its proximity to that intersection.

4.4 TRIP ASSIGNMENT

Trip assignment is the allocation of trips to and from a zone to a particular route. The assignment considers the type of land use within the zone, its proximity to external roadways and intersections and the origins and destinations of motorists. Weekday morning and afternoon peak hour trips were assigned the same route to and from the neighbourhood. Routes for Saturday peak hour trips recognize that the regional commercial area east of Zimmerman Road will be more of a destination for Rosewood residents than during weekdays.

The weekday peak hour trip assignments are shown in the table below:

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Weekday Peak Hour Trip Assignments

Route To and From	Traffic Zone							
	A	B	C	D	E	F	G	H
North & West Via Boychuk Drive	45%	45%						
West Via Kingsmere Boulevard	10%	10%	10%	10%	5%			
West Via Highway 16	45%	45%	30%	30%	40%	40%	40%	30%
North & West Via Taylor Street			50%	50%	30%	40%	30%	30%
North & East Via Taylor Street			10%	10%	10%	10%	10%	10%
North & East Via Zimmerman Road					10%	5%	10%	10%
East Via Highway 16					5%	5%	10%	10%
East Via Rosewood Boulevard								10%
Total	100%	100%	100%	100%	100%	100%	100%	100%

The Saturday peak hour trip assignment is shown in the table below:

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Saturday Peak Hour Trip Assignments

Trips To or From	Zone							
	A	B	C	D	E	F	G	H
North & West Via Boychuk Drive	35%	35%						
West Via Kingsmere Boulevard	5%	5%	5%	5%	5%			
West Via Highway 16	35%	35%	35%	35%	40%	35%	25%	30%
North & West Via Taylor Street			35%	35%	30%	40%	25%	30%
North & East Via Taylor Street	10%	10%	10%	10%	5%	10%	15%	15%
North & East Via Zimmerman Road	5%	5%	5%	5%	10%	5%	15%	15%
East Via Highway 16							10%	10%
East Via Rosewood Boulevard	10%	10%	5%	10%	10%	5%		
East Via Connector Roadway			5%			5%	10%	
Total	100%	100%	100%	100%	100%	100%	100%	100%

The external trips generated by Rosewood were assigned to the existing and planned roadway system using the above trip assignments.

4.5 TRAFFIC ANALYSIS

Traffic analysis was completed for the arterial intersections and the Highway 16/Zimmerman Road intersection. The Highway 16/Boychuk Drive intersection was not analyzed as it is planned to be upgraded to an interchange in the short term future.

2025 traffic volumes were determined for the study intersections. It was assumed that the Rosewood neighbourhood would be fully developed by 2025. For existing intersections this was done by adding the new trips generated by Rosewood to current traffic volumes. Northbound and southbound through traffic volumes on Boychuk Drive at Rosewood Boulevard and at Taylor Street were increased at 2% per year as were the eastbound and westbound through volumes on Highway 16 at Zimmerman Road. To account for 2025 “background” traffic at the new intersections, 500 vehicles per hour (vph) in each direction were added to the northbound and southbound through movements on Zimmerman Road during the weekday peak periods and 300 vph for the Saturday peak period. Similarly 300 vph was added to the eastbound and westbound through movements on Taylor Street for the weekday and Saturday peak periods.

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The traffic analysis programs Synchro 8 and SimTraffic 8 were used to determine levels of service (LOS), v/c ratios and vehicle queue lengths for the weekday morning, weekday afternoon and Saturday peak periods for the 2025 time period.

Level of service measures the average signal delay per vehicle during a 15-minute analysis period. Levels of service range from A to F (minimal delay to unacceptable delay) and may be measured on an intersection, approach, or per movement basis. The following table indicates the ranges of delay associated with each LOS.

Signalized Intersections - HCM Level of Service Characteristics

HCM Level of Service	Average Signal Delay per Vehicle (sec/veh)	Characteristics
A	≤ 10	Free flow, low volumes and high speeds, most drivers can select own speed
B	> 10 and ≤ 20	Stable flow, speed restricted slightly by traffic
C	> 20 and ≤ 35	Stable flow, speed controlled by traffic
D	> 35 and ≤ 55	Approaching unstable flow, low speed
E	> 55 and ≤ 80	Unstable flow & speeds, volumes at/near capacity
F	> 80	Forced flow, low speed, volume above capacity

LOS D is considered acceptable for peak traffic conditions.

Synchro 8 predicts volume to capacity ratios. A v/c ratio indicates the utilization of a traffic movement. A v/c ratio of 0.85 or less is considered acceptable.

The 95th percentile queue length as predicted by SimTraffic 8 was used to determine turning bay lengths. 95th percentile queue lengths of 100 m for major traffic movements are considered acceptable. Minor traffic movements can expect queue lengths in the order of 60 to 70 m.

The results of the traffic analysis are presented below for the weekday morning, weekday afternoon and Saturday peak hour periods for 2025. A description of the geometry is also provided. The analysis assumes that all intersections will be signalized.

Highway 16/Zimmerman Road

The intersection geometry at the Highway 16/Zimmerman Road intersection will consist of:

Eastbound Approach

Two left turn lanes
Two through lanes
One right turn lane

Westbound Approach

One shared through/left lane
One through lane
One right turn lane

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Northbound Approach

Combined left turn/through lane
Single right turn lane

Southbound Approach

Single left turn lane
Single through lane
Right turn ramp with acceleration lane

The Highway 16/Zimmerman Road intersection will operate at an acceptable level of service during the weekday morning peak hour. During this period the intersection will operate at LOS B with all movements operating at LOS C or better. All v/c ratios are below 0.85 and queue lengths are acceptable.

During the weekday afternoon peak hour the intersection operates at LOS C with all movements operating at LOS D or better. The EB to NB left turn movement has a v/c ratio of 0.87, slightly above the threshold value of 0.85, however the movement operates at LOS D which indicates that delays for this movement are considered acceptable. Queue lengths are acceptable.

During the Saturday peak hour the intersection operates at LOS B with all movements operating at LOS C or better. The EB to NB left turn movement has a v/c ratio of 0.86, slightly above the threshold value of 0.85, however the movement operates at LOS C which indicates that delays for this movement are considered acceptable. SimTraffic 95% queue lengths are acceptable.

The analysis shows that the Highway 16/Zimmerman Road intersection will operate at an acceptable level of service in 2025 under signalization and the proposed roadway geometrics indicated above. The only concern is the EB to NB left turn during the weekday afternoon and Saturday peak hours which show v/c ratios slightly above the 0.85 guideline but still operates at acceptable levels of service.

Zimmerman Road/Rosewood Boulevard

The intersection geometry at the Zimmerman Road/Rosewood Boulevard intersection will consist of:

Eastbound Approach

One left turn lane
One through lane
One right turn lane – free flow

Westbound Approach

Two left turn lanes
One through lane
One right turn lane

Northbound Approach

Two left turn lanes
Two through lanes
One right turn lane – free flow

Southbound Approach

One left turn lane
Two through lanes
One right turn lane

The Zimmerman Road/Rosewood Boulevard intersection will operate at an acceptable level of service during the weekday morning peak hour. During this period the intersection will operate at LOS B with all movements operating at LOS C or better. All v/c ratios are below 0.85 and queue lengths are acceptable.

During the weekday afternoon peak hour the intersection operates at LOS C with all movements operating at LOS D or better. The SB through movement has a v/c ratio of 0.94. The movement operates at LOS C

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which indicates that delays for this movement are considered acceptable and the queue length is acceptable.

During the Saturday peak hour the intersection operates at LOS C with all movements operating at LOS D or better. All v/c ratios are below 0.85 and queue lengths are acceptable.

The analysis shows that the Zimmerman Road/Rosewood Boulevard intersection will operate at an acceptable level of service in 2025 under signalization and the proposed roadway geometrics indicated above. The SB through movement will have a v/c ratio above the 0.85 guideline during the weekday afternoon peak hour but the movement operates at LOS C which implies the movement will experience an acceptable level of delay. The queue length for this movement is acceptable.

Zimmerman Road/Connector Road

The intersection geometry at the Zimmerman Road/Connector Road intersection will consist of:

Eastbound Approach

One left turn lane
Two through lanes
One right turn

Westbound Approach

One left turn lane
Two through lanes
One right turn lane

Northbound Approach

Two left turn lanes
Two through lanes
One right turn lane

Southbound Approach

One left turn lane
Two through lanes
One right turn lane

The Zimmerman Road/Connector Road intersection will operate at an acceptable level of service during the weekday morning peak hour. During this period the intersection will operate at LOS B with all movements operating at LOS D or better. All v/c ratios are below 0.85 and queue lengths are acceptable.

During the weekday afternoon peak hour the intersection operates at LOS C with all movements operating at LOS D or better. All v/c ratios are below 0.85 and queue lengths are acceptable.

During the Saturday afternoon peak hour the intersection operates at LOS C with all movements operating at LOS D or better. The EB through movement has a v/c ratio of 0.90 however the movement operates at LOS C and has an acceptable queue length. The NB to WB left turn movement has a v/c ratio of 0.92. This movement operates at LOS D which implies that delays for this movement are acceptable. The SimTraffic 95% queue length for this movement is acceptable.

The analysis shows that the Zimmerman Road/Connector Road intersection will operate at an acceptable level of service in 2025 under signalization and the proposed roadway geometrics indicated above. The EB through and NB to WB left turn movements will have v/c ratios above the 0.85 guideline but will operate with acceptable LOS, delays, and queue lengths.

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Taylor Street/Connector Road

The intersection geometry at the Taylor/Connector Road intersection will consist of:

Eastbound Approach

Two through lanes
One right turn lane

Westbound Approach

One left turn lane
Two through lanes

Northbound Approach

Two left turn lanes
One right turn lane

The Rosewood Concept Plan shows a cul-de-sac extending north of Taylor Street at Connector Road. The purpose of the cul-de-sac is to provide access to the SaskPower transformer site and not to the proposed multi-family site west of the cul-de-sac. A road right-of-way is required to provide legal access to the transformer site. It will function as a driveway with very low traffic volumes and as such is not include in the analysis of the Taylor Street/Connector Road intersection.

The Taylor/Connector Road intersection will operate at an acceptable level of service during the weekday morning peak hour. During this period the intersection will operate at LOS A with all movements operating at LOS B or better. All v/c ratios are below 0.85 and queue lengths are acceptable.

During the weekday afternoon peak hour the intersection operates at LOS B with all movements operating at LOS C or better. All v/c ratios are below 0.85 and queue lengths are acceptable.

During the Saturday afternoon peak hour the intersection operates at LOS B with all movements operating at LOS C or better. All v/c ratios are below 0.85 and queue lengths are acceptable.

The analysis shows that the Taylor/Connector Road intersection will operate at an acceptable level of service in 2025 under signalization and the proposed roadway geometrics indicated above.

Taylor Street/Rosewood Gate

The intersection geometry at the Taylor Street/ Rosewood Gate intersection will consist of:

Eastbound Approach

Two through lanes
One right turn lane

Westbound Approach

One left turn lane
Two through lanes

Northbound Approach

One left turn lane
One right turn lane

PROPOSED ROSEWOOD NEIGHBOURHOOD CONCEPT PLAN AMENDMENT

The Taylor Street/ Rosewood Gate intersection will operate at an acceptable level of service during the weekday morning peak hour. During this period the intersection will operate at LOS B with all movements operating at LOS C or better. All v/c ratios are below 0.85 and queue lengths are acceptable.

During the weekday afternoon peak hour the intersection will operate at LOS B with all movements operating at LOS B or better. All v/c ratios are below 0.85 and queue lengths are acceptable.

During the Saturday peak period the intersection will operate at LOS B with all movements operating at LOS D or better. All v/c ratios are below 0.85 and queue lengths are acceptable.

The analysis shows that the Taylor Street/Rosewood Gate intersection will operate at an acceptable level of service in 2025 under signalization and the proposed roadway geometrics indicated above.

Boychuk Drive/Rosewood Boulevard

The Boychuk Drive/Rosewood Boulevard intersection is currently signalized and provides the following geometry:

Eastbound Approach

One left turn lane
One through lane
One right turn

Westbound Approach

One left turn lane
One through lane
One right turn lane

Northbound Approach

One left turn lane
Two through lanes
One right turn lane

Southbound Approach

One left turn lane
Two through lanes
One right turn lane

The Boychuk Drive/Rosewood Boulevard intersection will operate at an acceptable level of service during the weekday morning peak hour. During this period the intersection will operate at LOS B with all movements operating at LOS C or better. All v/c ratios are below 0.85 and queue lengths are acceptable.

During the afternoon peak period the intersection will operate at LOS C with all movements operating at LOS D or better. All v/c ratios are below 0.85 and queue lengths are acceptable.

During the Saturday peak period the intersection will operate at LOS B with all movements operating at LOS C or better. All v/c ratios are below 0.85 and queue lengths are acceptable.

The analysis shows that the Boychuk Drive/Rosewood Boulevard intersection will operate at an acceptable level of service in 2025 under signalization and the proposed roadway geometrics indicated above.

PROPOSED ROSEWOOD NEIGHBOURHOOD CONCEPT PLAN AMENDMENT

Boychuk Drive/Taylor Street

The Boychuk Drive/Taylor Street intersection is currently signalized and provides the following geometry:

Eastbound Approach

One left turn lane
Two through lanes
One right turn

Westbound Approach

One left turn lane
Two through lanes
One right turn lane

Northbound Approach

One left turn lane
Two through lanes
One right turn lane

Southbound Approach

One left turn lane
Two through lanes
One right turn lane

The Taylor Street/Boychuk Drive intersection will operate at an acceptable level of service during the weekday morning peak hour. During this period the intersection will operate at LOS B with all movements operating at LOS C or better. All v/c ratios are below 0.85 and queue lengths are acceptable.

During the weekday afternoon peak hour the intersection operates at LOS C with all movements operating at LOS D or better. The WB through movement has a v/c ratio of 0.93 which is above the maximum 0.85 guideline. This movement operates at LOS C which indicates that delays for this movement are acceptable. The SB to EB left turn movement has a v/c ratio of 0.96 which is above the threshold value of 0.85. This movement operates at LOS C which indicates that delays for this movement are acceptable. SimTraffic 95% queue lengths are acceptable.

During the Saturday peak hour the intersection operates at LOS B with all movements operating at LOS C or better. All movements have v/c ratios at or below 0.85 and queue lengths are acceptable.

The analysis shows that the Taylor Street/Boychuk Drive intersection will operate at an acceptable level of service in 2025. Congested conditions can be expected during the weekday afternoon peak hour. The WB through and SB to EB left turn movements have v/c ratios above the threshold value of 0.85. Both operate at LOS D or better which indicates that delays for these movements are within the acceptable range. The SimTraffic 95% queue lengths for these movements are acceptable.

Summary of Traffic Analysis

The results of the above analysis are summarized below. Unless otherwise noted all movements will have v/c ratios at or below 0.85, have turning movement, approach and intersection levels of service LOS D or better and have acceptable 95% queue lengths for the 2025 weekday morning, weekday afternoon and Saturday peak traffic periods.

1. The Highway 16/Zimmerman Road intersection will operate at an acceptable level of service in 2025 under signalization and the proposed roadway geometrics. The only concern is the EB to NB left turn during the weekday afternoon and Saturday peak hours which show v/c ratios slightly above the 0.85 guideline but still operate at acceptable LOS and queue lengths.

PROPOSED ROSEWOOD NEIGHBOURHOOD CONCEPT PLAN AMENDMENT

2. The Zimmerman Road/Rosewood Boulevard intersection will operate at an acceptable level of service in 2025 under signalization and the proposed roadway geometrics. The SB through movement will have a v/c ratio above the 0.85 guideline during the weekday afternoon peak hour but the movement operates at LOS C which indicates the movement will operate at an acceptable level of delay.
3. The Zimmerman Road/Connector Road intersection will operate at an acceptable level of service in 2025 under signalization and the proposed roadway geometrics. The EB through and NB to WB left turn movements will have v/c ratios above the 0.85 guideline but will operate with acceptable LOS, delays, and queue lengths.
4. The Zimmerman Road/Connector Road intersection will operate at an acceptable level of service in 2025 under signalization and the proposed roadway geometrics.
5. The Taylor Street/ Rosewood Gate intersection will operate at an acceptable level of service in 2025 under signalization and the proposed roadway geometrics indicated above.
6. The Boychuk Drive/Rosewood Boulevard intersection will operate at an acceptable level of service in 2025 under signalization and the proposed roadway geometrics indicated above.
7. The Taylor Street/Boychuk Drive intersection will operate at an acceptable level of service in 2025. Congested conditions can be expected during the weekday afternoon peak hour. The WB through and SB to EB left turn movements have v/c ratios above the 0.85 guideline. Both operate at LOS D which indicates that delays for these movements are within the acceptable range. The SimTraffic 95% queue lengths for these movements are acceptable.

The geometrics proposed for the above intersections that have not yet been constructed are shown in Appendix B. Appendix B also includes cross sections for the proposed Rosewood arterial roadways.

The existing Boychuk Drive/Rosewood Boulevard intersection can accommodate the 2025 queue lengths with its existing geometrics. No changes to the intersection are required.

The existing Boychuk Drive/Taylor Street intersection can accommodate the 2025 queue lengths with the exception of the SB left turn lane. That lane will require lengthening from its current 70 m length to 85 m prior to 2025.

Highway 16/Rosewood Gate Flyover

The original concept plan for Rosewood proposed a directional interchange at Highway 16/Rosewood Gate. This interchange would be located approximately 1.60 km east of Boychuk Drive and 1.05 km west of Zimmerman Road. The interchange was to provide the EB to NB and SB to WB movements into and out of the Rosewood neighbourhood.

The construction of three interchanges within 2.65 km is considered too close by recognized roadway geometric standards. Ideally interchanges should have a minimum spacing of 2.0 km in an urban environment. Close interchange spacing results in inadequate ramp merging and weaving distances.

PROPOSED ROSEWOOD NEIGHBOURHOOD CONCEPT PLAN AMENDMENT

Such close spacings of interchanges often require the use of collector-distributor (C-D) roadways and/or auxiliary lanes to resolve merging and weaving issues. A 2010 functional planning study completed for Highway 16 between Boychuk Drive and Zimmerman Road proposed the construction of the Highway 16/Rosewood Gate interchange and identified the additional infrastructure required to implement the interchange including a third westbound lane (auxiliary lane) between Rosewood Gate and Boychuk Drive and an eastbound C-D road from west of Rosewood Gate to Zimmerman Road. This would require eastbound Highway 16 motorists wishing to access Zimmerman Road to exit Highway 16 west of Rosewood Gate and use the C-D road to Zimmerman Road.

The above is suggesting that Rosewood be served by three interchanges from Highway 16. Three interchanges are not warranted as indicated by the results of the traffic analysis provided in Section 3.4. In order to put this matter in context, the Highway 16/Rosewood Gate interchange would have a similar benefit/impact to the Rosewood neighbourhood that the addition of a new Highway 16 interchange between Boychuk Drive and Circle Drive into the Lakeview/Lakeridge area would have on those neighbourhoods. Most would consider an additional interchange for Lakeview/Lakeridge to be unnecessary.

It has been suggested that only the right turn out from Rosewood onto westbound Highway 16 be constructed in order to improve operating conditions at the Boychuk Drive/Rosewood Boulevard intersection. In order to assess this, a trip assignment was completed for the Rosewood neighbourhood with the right turn out ramp provided.

The trip assignment showed that 517 vehicles would use the ramp during the weekday morning peak hour. This would result in 249 less vehicles using westbound Rosewood Boulevard to access Boychuk Drive and 268 less vehicles using Rosewood Boulevard and Connector Road to access Zimmerman Road.

During the weekday afternoon peak hour the trip assignment showed that 392 vehicles would use the ramp. This would result in 187 less vehicles using westbound Rosewood Boulevard to access Boychuk Drive and 205 less vehicles using Rosewood Boulevard and Connector Road to access Zimmerman Road.

The reductions in traffic at the Boychuk Drive/Rosewood Boulevard, Zimmerman Road/Rosewood Boulevard and Zimmerman Road/Connector Road intersections would result in improvements to traffic operating conditions at those intersections. The provision of the right turn out ramp would result in additional traffic on roadways leading to the ramp including those roadways adjacent to the proposed school site. The traffic that would use the ramp originates from Zones B, C, D, E and F. A portion of traffic from those zones would bypass the school site to access the ramp. Much of this traffic would be commuter traffic interested in getting to their destination in a timely manner. This conflicts with the goal of reduced speed zones around schools.

The provision of a right turn out ramp from Rosewood to go west on Highway 16 is not recommended. The intersections that it benefits provide acceptable levels of service without the ramp. The ramp's improvement in traffic operating conditions at those intersections does not justify the introduction of additional traffic in the vicinity of the school site and the potential problems that traffic creates.

PROPOSED ROSEWOOD NEIGHBOURHOOD CONCEPT PLAN AMENDMENT

4.6 TRANSIT SERVICES

At the present time Saskatoon Transit Route 60 operates in the northbound direction on Boychuk Drive. It enters Boychuk Drive from eastbound Kingsmere Boulevard and exits at eastbound Slimmon Road.

Saskatoon Transit has identified the following three potential routes that may be implemented to serve Rosewood:

- Extension of current Route 60 as shown on Figure 9
- Local route through Rosewood as shown on Figure 10
- City perimeter route as shown on Figure 11

Initially new neighbourhoods are provided with peak service only. As the neighbourhood grows service is increased to Monday to Friday from approximately 6:30 a.m. to 6:30 p.m., then increases to full service 18 hours per day including weekends. Service requirements are also dependent on the type of retailers provided within the commercial area.

The routes provide transit service in accordance with City transit service standards of providing transit service within 450 m walking distance to 95% of the neighbourhood.

4.7 PEDESTRIAN & BICYCLE FACILITIES

Pedestrian linkages are provided via sidewalks and park pathways to provide continuous linkages throughout the neighbourhood. Sidewalks and pathways connect residential areas to the school site, neighbourhood square, parks, wetland area, transit routes and commercial areas. The shared-use on-road cycling or signed route on Taylor Street will continue along the connector roadway to Zimmerman and south to Rosewood Boulevard East. Pedestrian and cycling linkages are shown on Figure 5.

A walkability plan indicating a 700 m walking distance from the proposed school site is shown on Figure 5A.

5.0 Infrastructure

5.1 SANITARY SEWER SYSTEM

5.1.1 Background

When the servicing analysis was completed for the original Rosewood development concept, it was determined that there was limited capacity in the sanitary system infrastructure both directly adjacent and downstream. Discussions with the City of Saskatoon suggest that a servicing solution for the additions in the CPAA may be found for the south-eastern portion of Rosewood, specifically for the addition of the proposed commercial areas east of Zimmerman Road, within the context of large scale east side sanitary diversions and infrastructure capacity projects. These measures require careful development timing that will allow both the short term and long term sanitary sewer capacity concerns to be met.

The Utility Services Department of the City of Saskatoon has completed a servicing analysis for the sanitary sewer system in the Rosewood area. The Utility Services Department has stated that the existing facilities do not have the capacity to service the entire CPAA. A pumping station will be required to direct some of the sanitary flows to a municipal line with available capacity. The proposed pumping station will be located in the north-east corner of the development near the SaskPower station where Taylor Street meets the CPR line. The force main leading from the proposed lift station is planned to be approximately 3,500 meters long connection to the Holmwood trunk main currently under construction near the intersection of Highway 5 and McOrmond Drive. As the City expands in the Holmwood area, and the trunk mains are extended, the force main will eventually be abandoned and the flows can be diverted by gravity into that trunk system. The City has determined that the costs associated with the design and construction of the lift station are to be borne by the Developer.

5.1.2 Sanitary Sewer System Concept

In order to service the land scheduled for development in 2014, a large portion of the CPAA land will be designated as “on hold” for development until a later date when the lift station is operational. The City provided to Stantec an available capacity value of 16.3 L/s in the sanitary main on Meadows Boulevard; this value does not include existing development north of Meadows Boulevard including the proposed 5.2 ha multi-residential site. This capacity was used to determine (by the Developer) which parcels would be prioritized for development soon and which would be placed on hold. Figure 12 shows existing sanitary connection points, the proposed phasing of development based on sanitary system capacity, and the areas shaded and labelled “Future Development on Hold” that cannot be developed until the proposed sanitary lift station is operational. Areas included as part of the CPAA that are not shaded or defined in Figure 12 are planned for connection to the sanitary system at a point along Rosewood Gate North (or South).

5.2 STORMWATER SYSTEM

5.2.1 Background

The stormwater management for the CPAA is governed by the existing stormwater management infrastructure in Rosewood. When compared to pre-development runoff volumes, the proposed commercial and industrial area on the east side of Zimmerman Road is expected to produce a significant volume of storm runoff due to the high ratio of impermeable surfaces. As a result, this area will require retention to slow the discharge rate to the minor system that drains to the stormwater management facility in Rosewood's Hyde Park.

5.2.2 Stormwater System Design Criteria

The stormwater system for the CPAA was developed using the design criteria in the COS's *New Neighbourhood Design and Development Standards Manual*. These criteria include:

- Minor system piping sized to handle the 1-in-2 yr. storm event;
- Minor system piping flows determined using the Rational Method, where C values are defined by the City of Saskatoon *New Neighbourhood Design and Development Standards Manual*; and
- Major system designed to handle the 1-in-100 yr., 24 hours storm event, and accommodate volumes equivalent to those generated by the June 24, 1983 storm event for the City of Saskatoon.

5.2.3 Stormwater System Concept

The stormwater management system design follows the COS New Neighbourhood Design and Development Standards Manual as well as the Southeast Sector Storm Water Management Master Plan, September 2012. Figure 13 shows the proposed location for two stormwater surcharge ponds in the Regional Commercial area east of Zimmerman Road, as well as the trunk main piping routing and sizes for the minor stormwater system. This system has been developed in conjunction with the City of Saskatoon Infrastructure Services department, and is subject to alteration as detailed design activities progress.

The minor storm system is designed to convey the 1-in-2 year storm event without major ponding around catch basins. The major storm system has been designed to accommodate runoff volumes for the 1-in-100 year design storm and the maximum rainfall even of June 24, 1983. All temporary ponding experienced during the major events has been restricted to public spaces within the subdivision, but not within programmable park space as requested by the City. Design flows leaving the CPAA system are less than or equal to the available capacity of the existing storm sewer that convey the flow to the stormwater management facility in Rosewood for each of the storm events.

The two stormwater surcharge ponds are proposed as dry ponds that will allow for timed storage and release of runoff flows during major precipitation events. These ponds are not intended for use as aesthetic (park or recreational) features and will be designed in accordance with City of Saskatoon

PROPOSED ROSEWOOD NEIGHBOURHOOD CONCEPT PLAN AMENDMENT

standards. One pond will manage surcharged water from the commercial parcels between Zimmerman Road and the existing Range Road 3044; the other pond will manage surcharged water from the light industrial parcels east of Range Road 3044.

5.3 WATER DISTRIBUTION

5.3.1 Background

The CPAA will be serviced by a 300 mm primary water main extended from Taylor Street down Rosewood Gate North which divides Rosewood east and west. Figure 14 shows a proposed layout of the secondary water main system.

Another connection to the CPAA can be made at the northeast end of the neighbourhood on Taylor Street once it is extended. This connection is for redundancy in the system, and will be required within a certain time period due to COS requirements for connections. The additional connection serves for maintenance purposes and emergency back-up for unanticipated breaches in the system.

5.3.2 Water Distribution System Design Criteria

A conceptual water model of the secondary water main system for the CPAA was completed as per parameters identified in the COS's New Neighbourhood Design and Development Standards Manual, 2012.

Fire flow requirements are dependent on land use values provided from this manual:

- 90 l/s @ 140 kPa for residential;
- 120 l/s @ 140 kPa for medium density residential (street townhouses);
- 150 l/s @ 140 kPa for multi-family residential;
- 220 l/s @ 140 kPa for commercial/high density residential; and
- Velocities not to exceed 1.5 m/s under peak hour flow conditions.

The model was analyzed with WaterCAD software by Auto Desk at a conceptual level and fire flow was selected based on the adjacent land uses to show the feasibility of the delivery system. Fire flow was added to hydrants at each of the individual nodes within Rosewood east under Maximum Day Demand (MDD) condition. Velocities through hydrants were 5.10 m/s, 6.80 m/s, 4.78m/s and 7.01 m/s for fire flow rates of 90 l/s, 120 l/s, 150 l/s and 220 l/s respectively. Hydrant leads are 150 mm or 200 mm based on the required fire flow.

Average Day Demand (ADD) was calculated for areas east of Rosewood Gate and excludes the village square. Land use design values were provided from the City's design manual.

PROPOSED ROSEWOOD NEIGHBOURHOOD CONCEPT PLAN AMENDMENT

Peak Hour Demand (PHD) and MDD were calculated for select nodes from multiplication factors provided by the COS:

- $PHD = ADD \times 3.3$
- $MDD = ADD \times 2.26$

The system's normal operating conditions are as follows:

- Pressure: 350-690 kPa
- Velocity: Not exceeding 1.5 m/s

The system was evaluated for MDD, MDD plus fire flow, and PHD; and must meet normal operating conditions. Preliminary analysis of the system was based on a total population of 6,962 persons. Based on the design population ADD is 51.74 l/s, MDD is 116.93 l/s, and PHD is 170.73 l/s.

5.3.3 Water Distribution System Concept

Phase 1 of the original Rosewood Concept Plan east of Rosewood Gate North was constructed with the intention of supplying the remainder of the CPAA. The main connection on Meadows Boulevard in phase 1 is a 250 mm diameter pipe. This 250 mm diameter pipe will continue through the remainder of Rosewood east and connect back to the 300 mm diameter main on Rosewood Gate North. A third connection located at the south end of the subdivision on Rosewood Gate south will provide redundancy to the system. All piping is to be looped to allow for proper water circulation, higher pressures, and to reduce impacted areas if servicing is required.

All data and analysis was completed at a conceptual level. Upon approval of the CPAA, detailed design will be completed on the water main network, including but not limited to the 150 mm distribution mains as well as fire flows for various levels of land use and flows through fire hydrants.

5.3.4 Staging of Water Distribution Connections

The first connection will be an extension of the phase 1 watermain. The second connection will be to the 300 mm diameter on Rosewood Gate North. The third connection will be to the 250 mm diameter on Rosewood Gate South to connect Rosewood east and west. Service connections to the multi-site, commercial and industrial areas to the east will be made from the internal Rosewood east network. A future connection on Taylor Street could be considered in the future to improve water circulation.

5.4 SHALLOW UTILITIES

The original Rosewood Concept Plan Report indicated shallow utility servicing can be provided in the area for all services (SaskPower, SaskEnergy, SaskTel, and Shaw Cable).

6.0 Implementation

6.1 DEVELOPMENT STAGING

Residential development will expand south and east from Meadows Boulevard. Phasing connections with utility services will progress simultaneously to ensure efficient staging and coordination with utility providers as development occurs.

Commercial and industrial development in the south-east will begin before the residential build-out reaches that area. This is largely driven by demand for serviced lots by potential tenants. As a result, servicing for this area may drive the residential development to expand outward from the main roadways and trunk main network. In either scenario, residential development will be staged to maximize the existing infrastructure and connection locations.

In order to service the commercial development in the south-east under the current sanitary scenario, some lands in this area have been placed on hold as shown in Figure 13. The lands on hold will not be serviced until the construction of a pumping station in the south-east corner of the CPAA.

6.2 REGULATORY FRAMEWORK

This report has been prepared in support of a request to City Council for the approval of the Neighbourhood Concept Plan Amendment for Rosewood. Upon submission to the City of Saskatoon, planning staff will review and prepare a report to be taken through a number of committees for their review and comments. Upon review by these committees the document will be submitted to City Council, with a request that a resolution of Council be passed to amend the Rosewood Concept Plan.

Upon adoption of this resolution, applications for map amendments to the Official Community Plan and Zoning Bylaw, and application for subdivision can be submitted.

Appendix A Figures

Appendix B Roadway Cross Sections and Intersection Geometrics

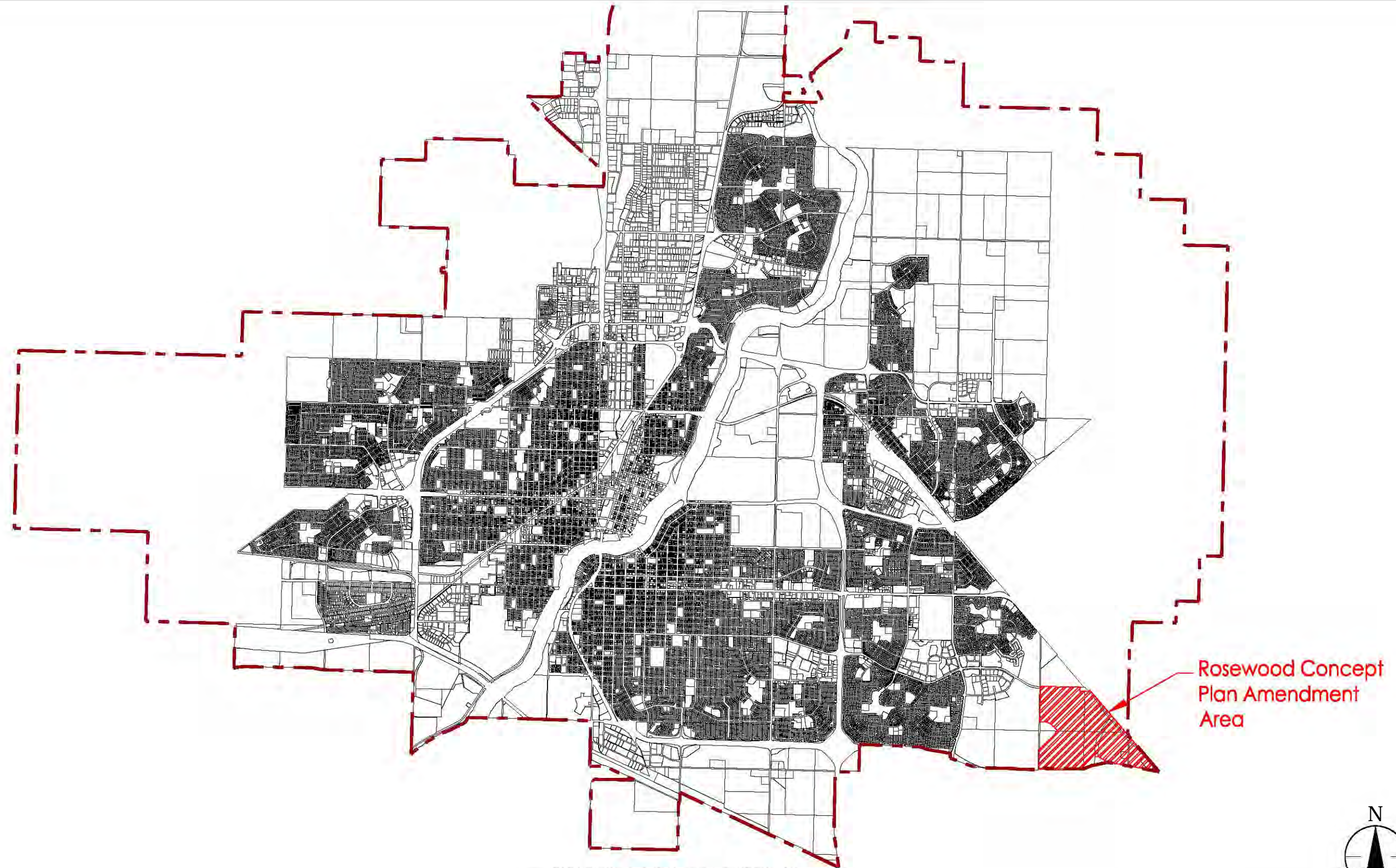


FIGURE 1 - LOCAL CONTEXT PLAN



Rosewood Concept Amendment Area
Arbutus Properties

Prepared for:
Arbutus Properties

 Stantec

DRAWN BY: KC
CHECKED BY: NM
SCALE: NTS
PROJECT #: 113155027

April, 2014

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LEGEND

- Minor Contour (0.5m)
- Major Contour (2.0m)
- Amendment Area



FIGURE 2 - EXISTING SITE TOPOGRAPHY

Rosewood Concept Amendment Area

Arbutus Properties

Prepared for:
Arbutus Properties


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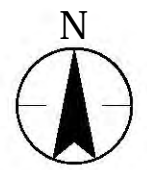


PROPERTY OWNERSHIP REALLOCATION

Owner	Area ha.	% Ownership
Casablanca	135.53	79.65%
Boychuck	11.82	6.95%
Trans Gas	1.56	0.92%
624091 Sk Ltd.	8.98	5.28%
MT INVESTMENTS	2.83	1.66%
City of Saskatoon	8.55	5.03%
Sandra Chillak	0.32	0.19%
Islamic Association of Saskatoon	0.55	0.32%
	170.14ha	

LEGEND
 Amendment Area

FIGURE 3 - LAND OWNERSHIP



Rosewood Concept Amendment Area
 Arbutus Properties

Prepared for:
 Arbutus Properties

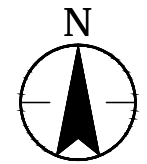
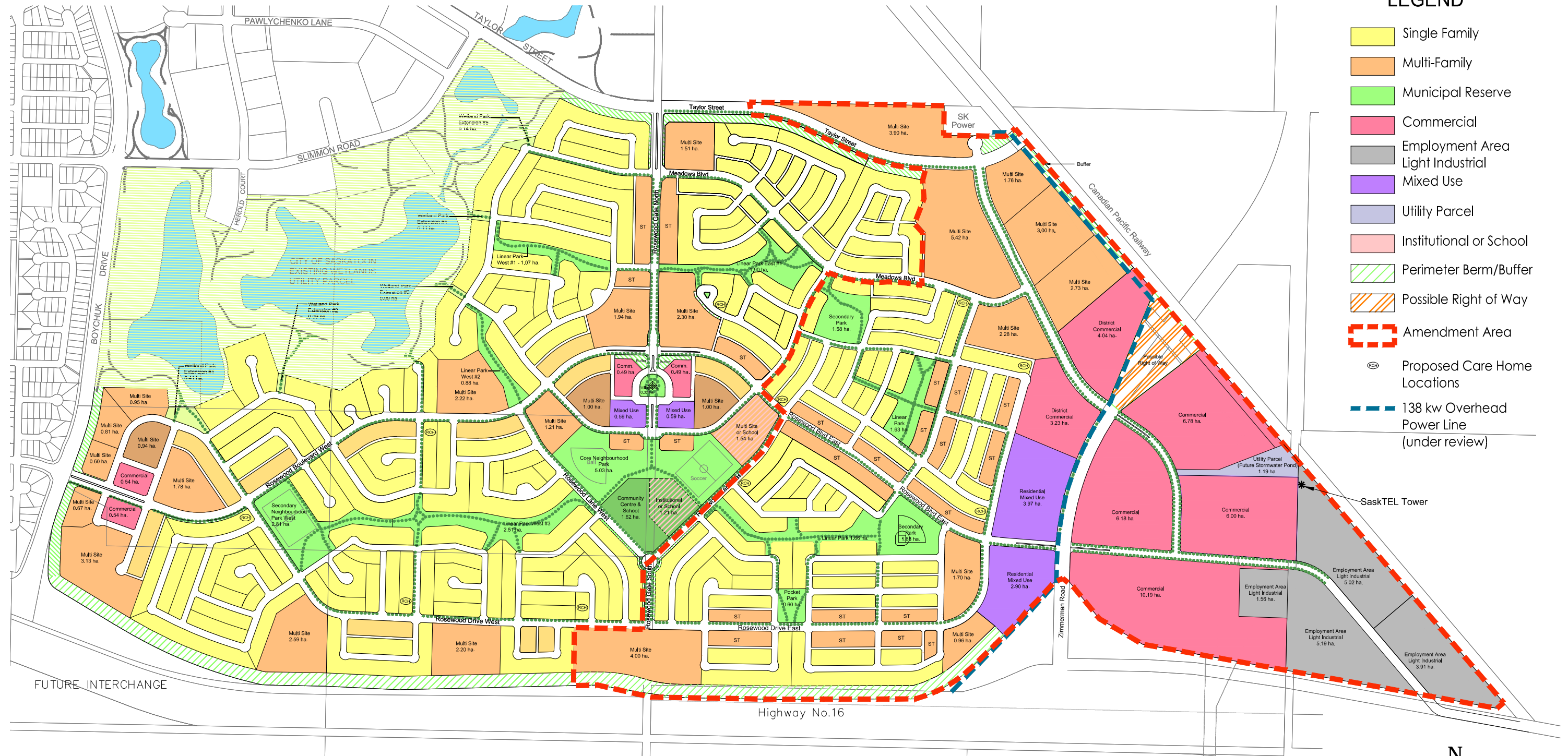


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LEGEND

- Single Family
- Multi-Family
- Municipal Reserve
- Commercial
- Employment Area
Light Industrial
- Mixed Use
- Utility Parcel
- Institutional or School
- Perimeter Berm/Buffer
- Possible Right of Way
- Amendment Area
- Proposed Care Home Locations
- 138 kw Overhead Power Line
(under review)



Rosewood Concept Amendment Area

Arbutus Properties

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LEGEND

- Park
- Pedestrian Linkage
- Bicycle Route
- Amendment Area

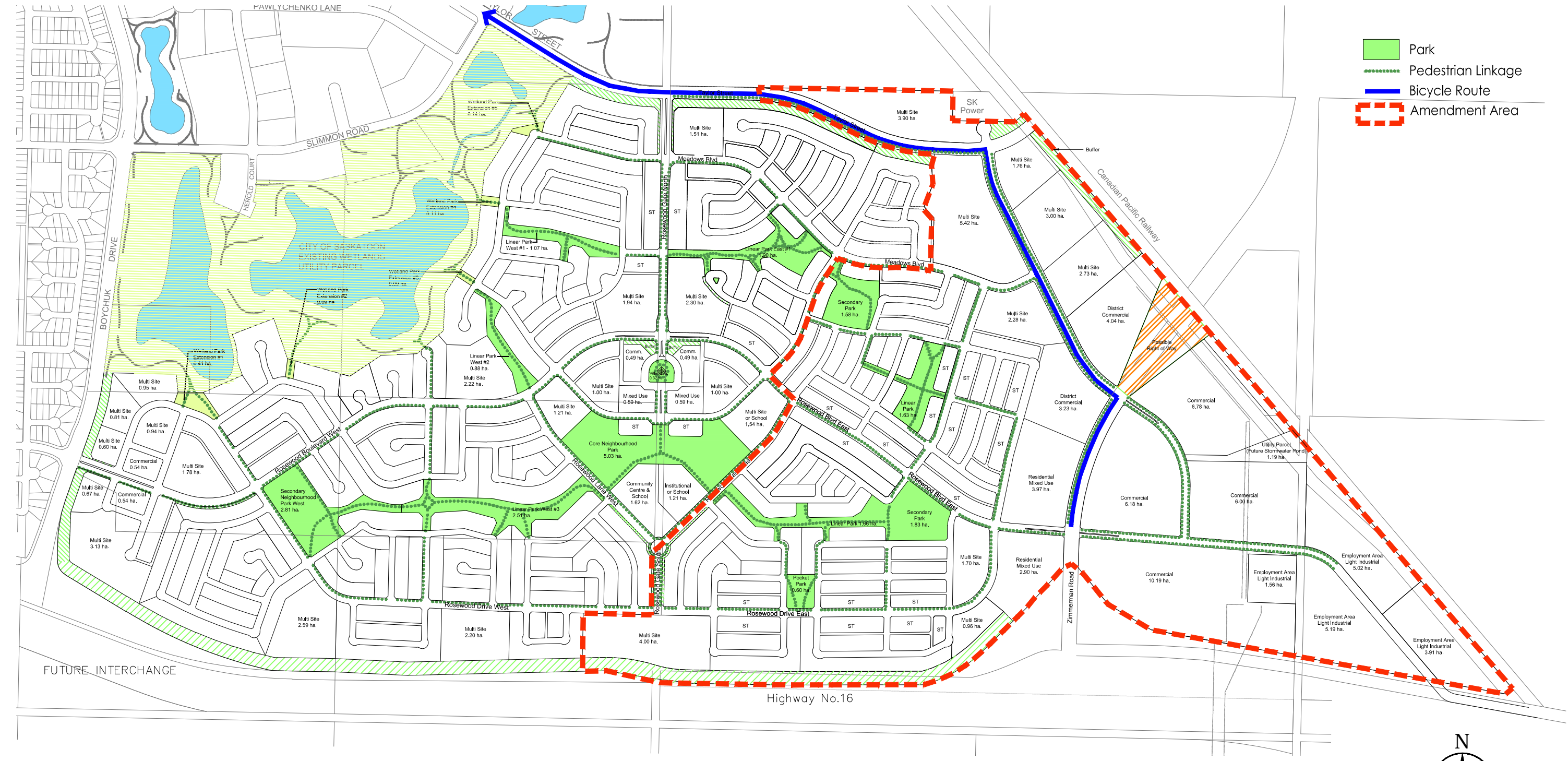


FIGURE 5 - PARK, PEDESTRIAN AND BICYCLE LINKAGES

Rosewood Concept Amendment Area

Arbutus Properties

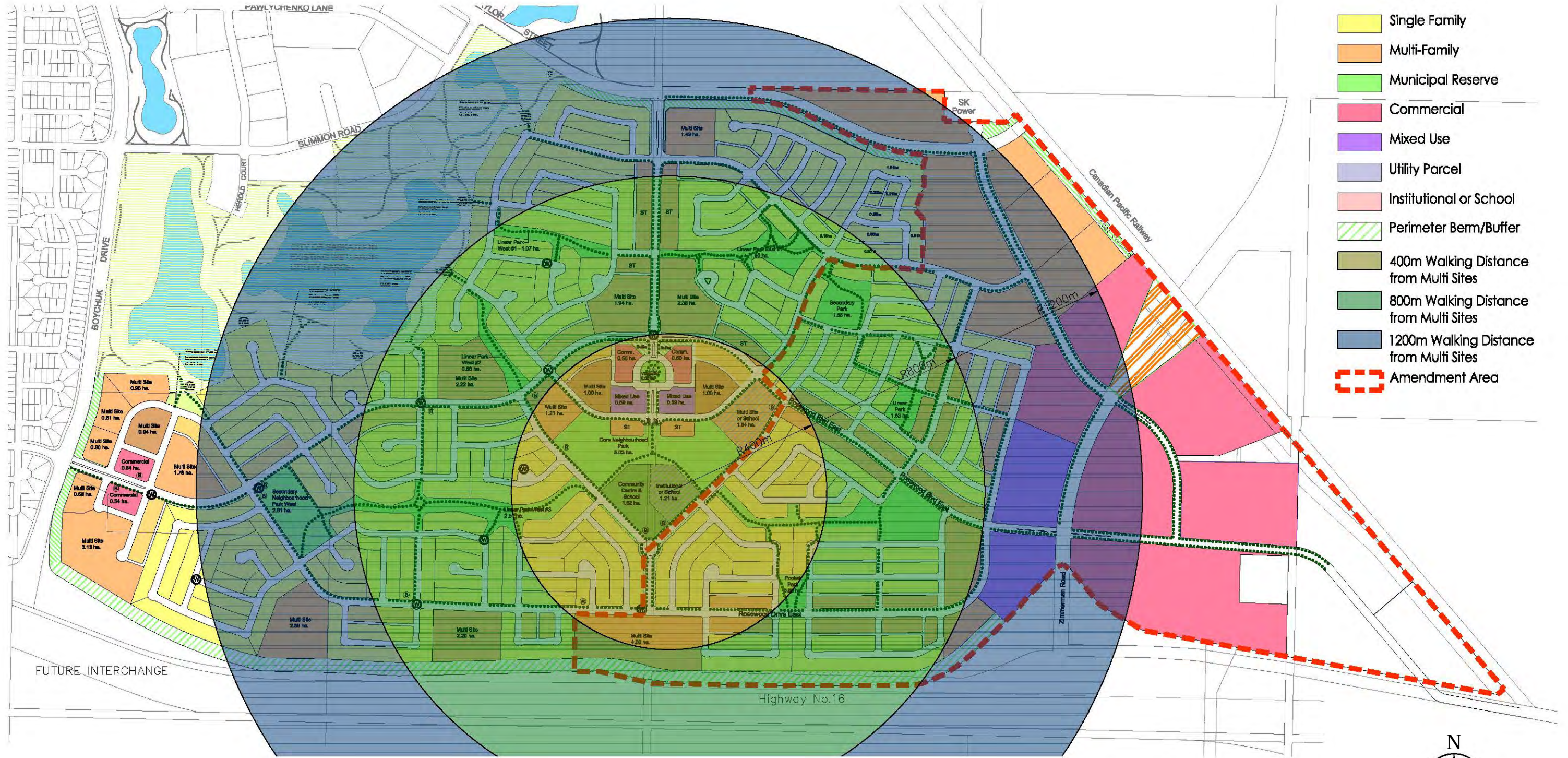
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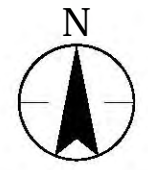
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4/30/2014



LEGEND

- Single Family
- Multi-Family
- Municipal Reserve
- Commercial
- Mixed Use
- Utility Parcel
- Institutional or School
- Perimeter Berm/Buffer
- 400m Walking Distance from Multi Sites
- 800m Walking Distance from Multi Sites
- 1200m Walking Distance from Multi Sites
- Amendment Area

FIGURE 5A - WALKABILITY PLAN



The Meadows at Rosewood

Arbutus Properties

Prepared for:
Arbutus Properties



Stantec

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CHECKED BY: NM
SCALE: NTS
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April, 2014

LEGEND

- Highway
- Arterial
- Collector

- Arterial Intersections
- Future Interchange
- Amendment Area

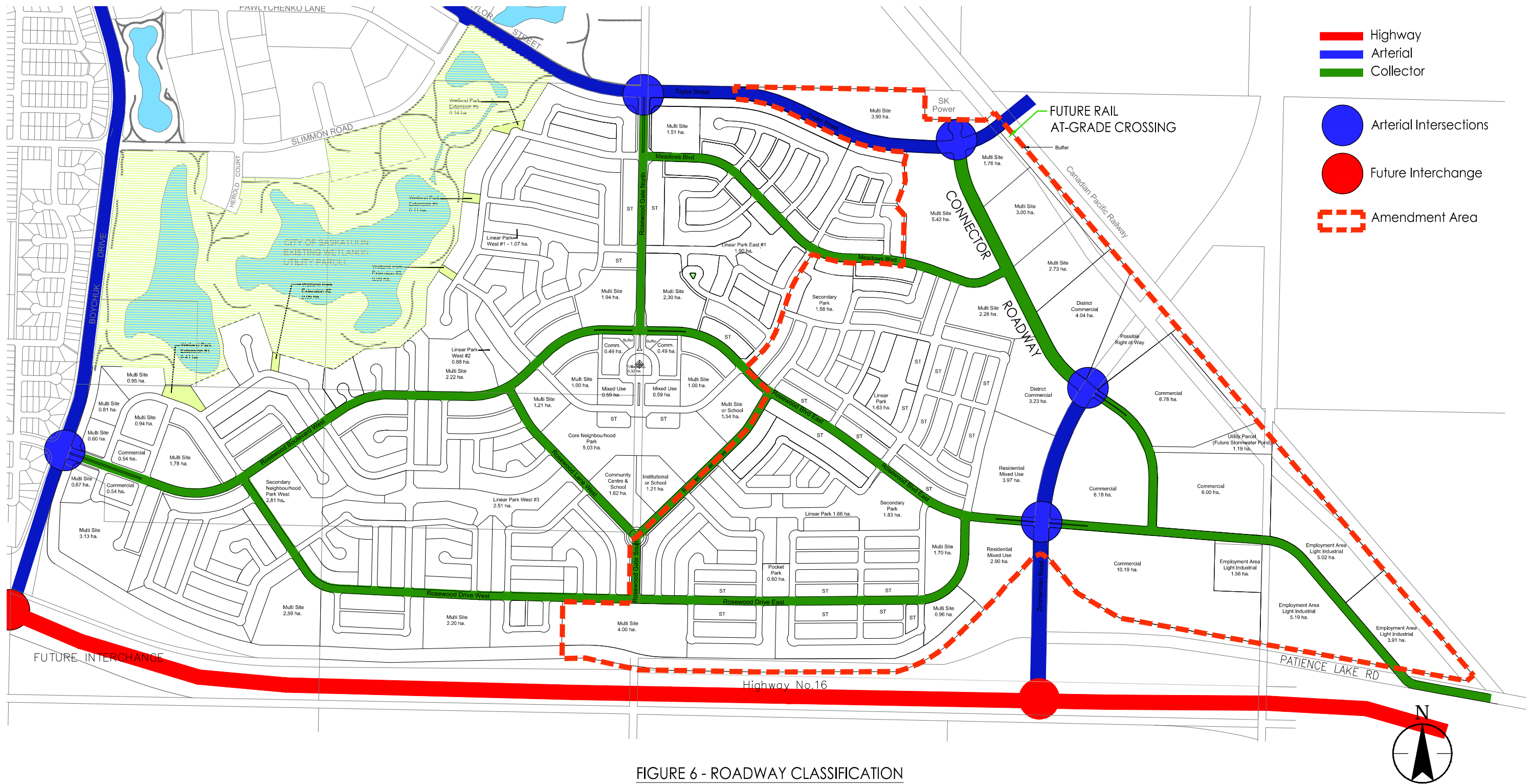


FIGURE 6 - ROADWAY CLASSIFICATION

Rosewood Concept Amendment Area

Arbutus Properties

Prepared for:
Arbutus Properties



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CHECKED BY: TM
SCALE: NTS
PROJECT #: 113155027

April, 2014

LEGEND

ROADWAY RIGHT OF WAY WIDTHS

- 15 Meters
- 18 Meters
- 20 Meters
- 22 Meters
- 30 Meters
- 32 Meters
- 38 Meters
- 6 Meters Lane
- Amendment Area

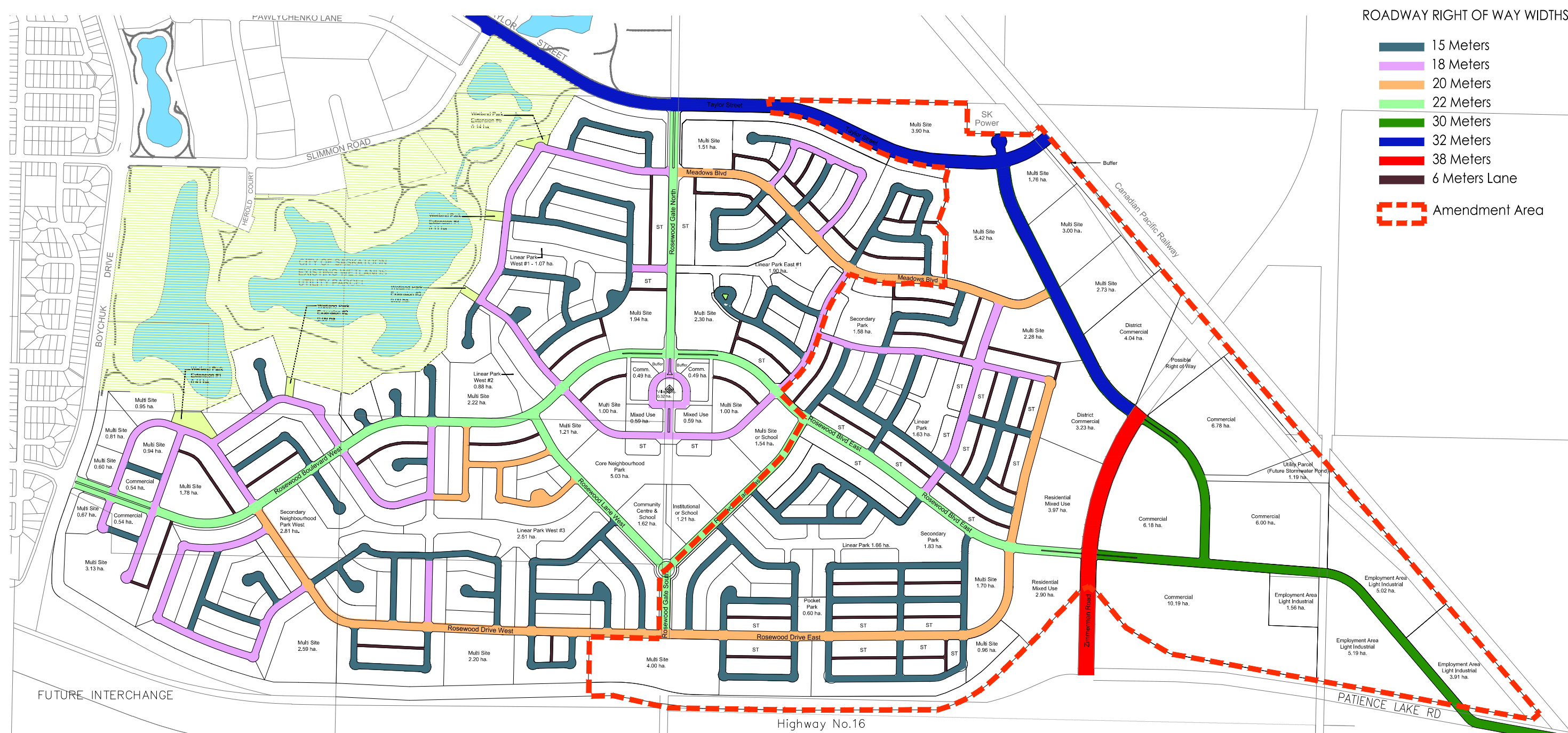


FIGURE 7 - ROADWAY RIGHT OF WAY

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Rosewood Amendment Concept Area

Arbutus Properties

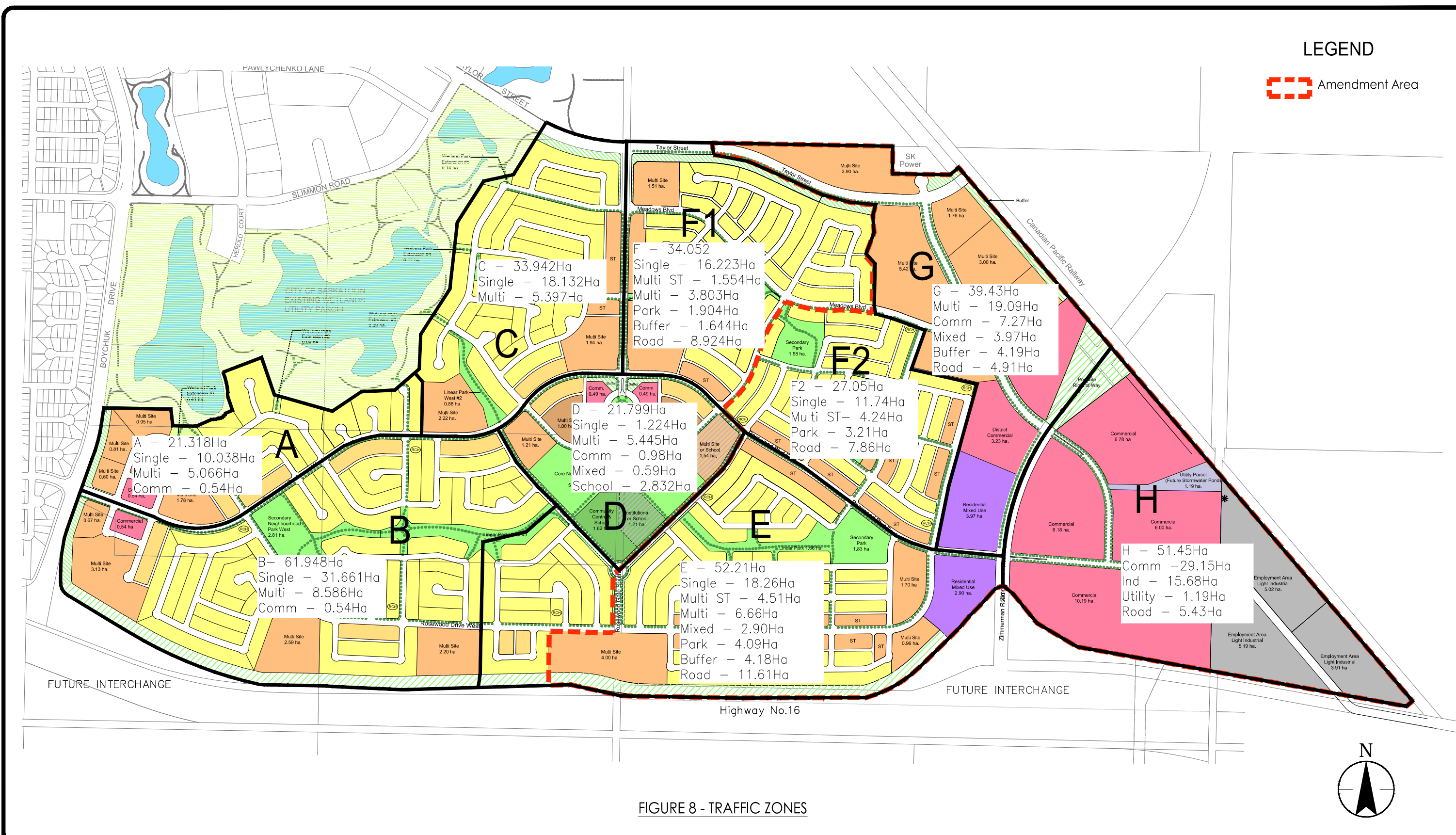
Prepared for:
Arbutus Properties



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SCALE: NTS
PROJECT #: 113155027

April, 2014

LEGEND



A - 21.318Ha
 Single - 10.038Ha
 Multi - 5.066Ha
 Comm - 0.54Ha

B - 61.948Ha
 Single - 31.661Ha
 Multi - 8.586Ha
 Comm - 0.54Ha

C - 33.942Ha
 Single - 18.132Ha
 Multi - 5.397Ha

D - 21.799Ha
 Single - 1.224Ha
 Multi - 5.445Ha
 Comm - 0.98Ha
 Mixed - 0.59Ha
 School - 2.832Ha

E - 52.21Ha
 Single - 18.26Ha
 Multi ST - 4.51Ha
 Multi - 6.66Ha
 Mixed - 2.90Ha
 Park - 4.09Ha
 Buffer - 4.18Ha
 Road - 11.61Ha

F - 34.052
 Single - 16.223Ha
 Multi ST - 1.554Ha
 Multi - 3.803Ha
 Park - 1.904Ha
 Buffer - 1.644Ha
 Road - 8.924Ha

F2 - 27.05Ha
 Single - 11.74Ha
 Multi ST - 4.24Ha
 Park - 3.21Ha
 Road - 7.86Ha

G - 39.43Ha
 Multi - 19.09Ha
 Comm - 7.27Ha
 Mixed - 3.97Ha
 Buffer - 4.19Ha
 Road - 4.91Ha

H - 51.45Ha
 Comm - 29.15Ha
 Ind - 15.68Ha
 Utility - 1.19Ha
 Road - 5.43Ha

FIGURE 8 - TRAFFIC ZONES



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 4/4/2014

Rosewood Amendment Concept Area
 Arbutus Properties

Prepared for:
 Arbutus Properties



DRAWN BY: KC
 CHECKED BY: NM
 SCALE: NTS
 PROJECT #: 113155027

April, 2014

LEGEND

- Potential Transit Route
- Capable of Accommodating Transit Route
- Amendment Area

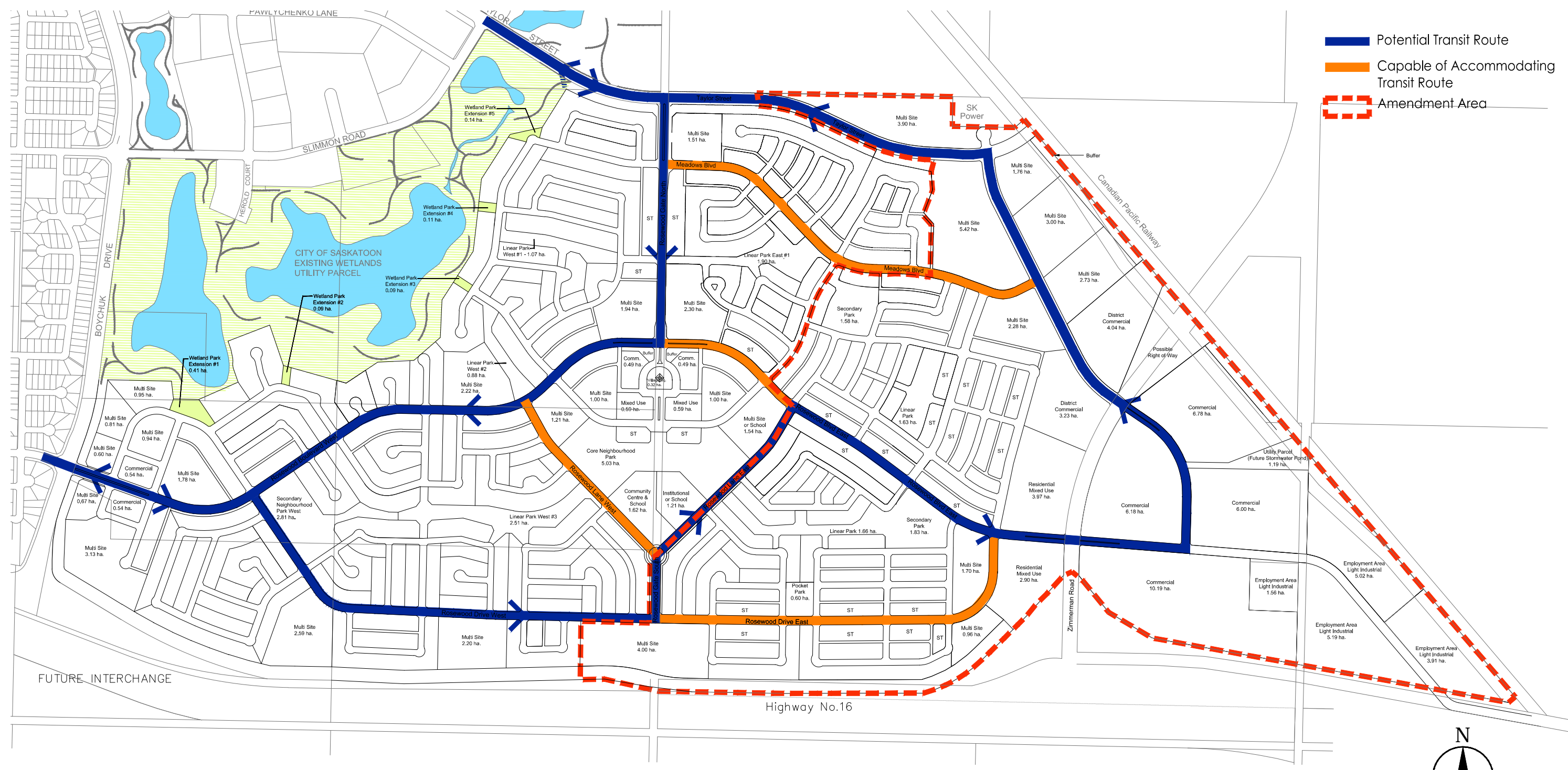


FIGURE 9 - POTENTIAL TRANSIT ROUTE
EXTENSION OF CURRENT ROUTE 60

Rosewood Concept Amendment Area

Arbutus Properties




Prepared for:
Arbutus Properties


 DRAWN BY: KC
 CHECKED BY: TM
 SCALE: NTS
 PROJECT #: 113155027

April, 2014

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 4/4/2014

LEGEND

-  Potential Transit Route
-  Capable of Accommodating Transit Route
-  Amendment Area

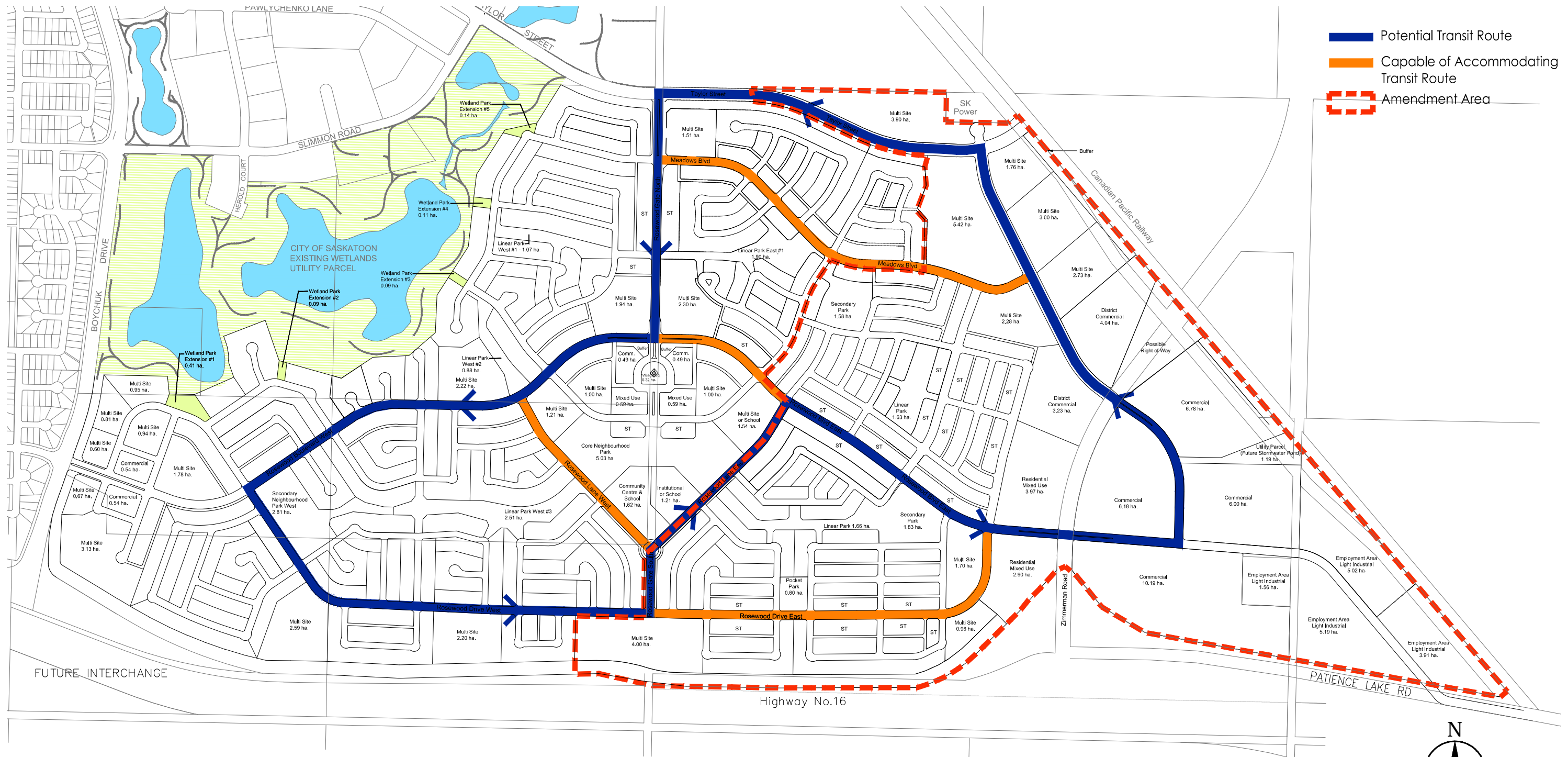


FIGURE 10 - POTENTIAL TRANSIT ROUTE
LOCAL ROUTE THROUGH ROSEWOOD

Rosewood Concept Amendment Area

Arbutus Properties



Prepared for:
Arbutus Properties



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CHECKED BY: TM
SCALE: NTS
PROJECT #: 113155027

April, 2014

LEGEND

-  Potential Transit Route
-  Amendment Area

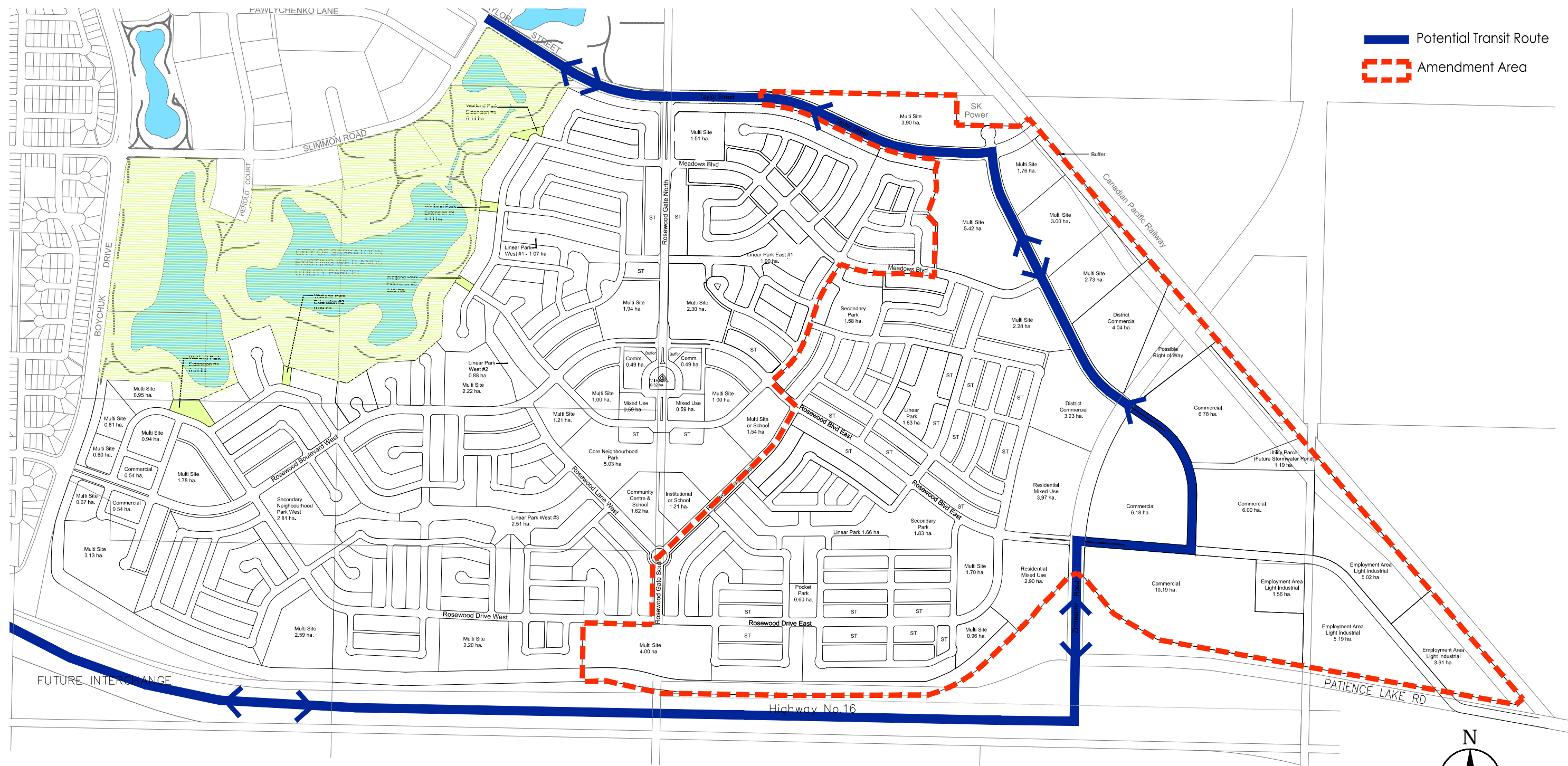


FIGURE 11 - POTENTIAL TRANSIT ROUTE
CITY PERIMETER ROUTE

Rosewood Concept Amendment Area

Arbutus Properties

Prepared for:
Arbutus Properties



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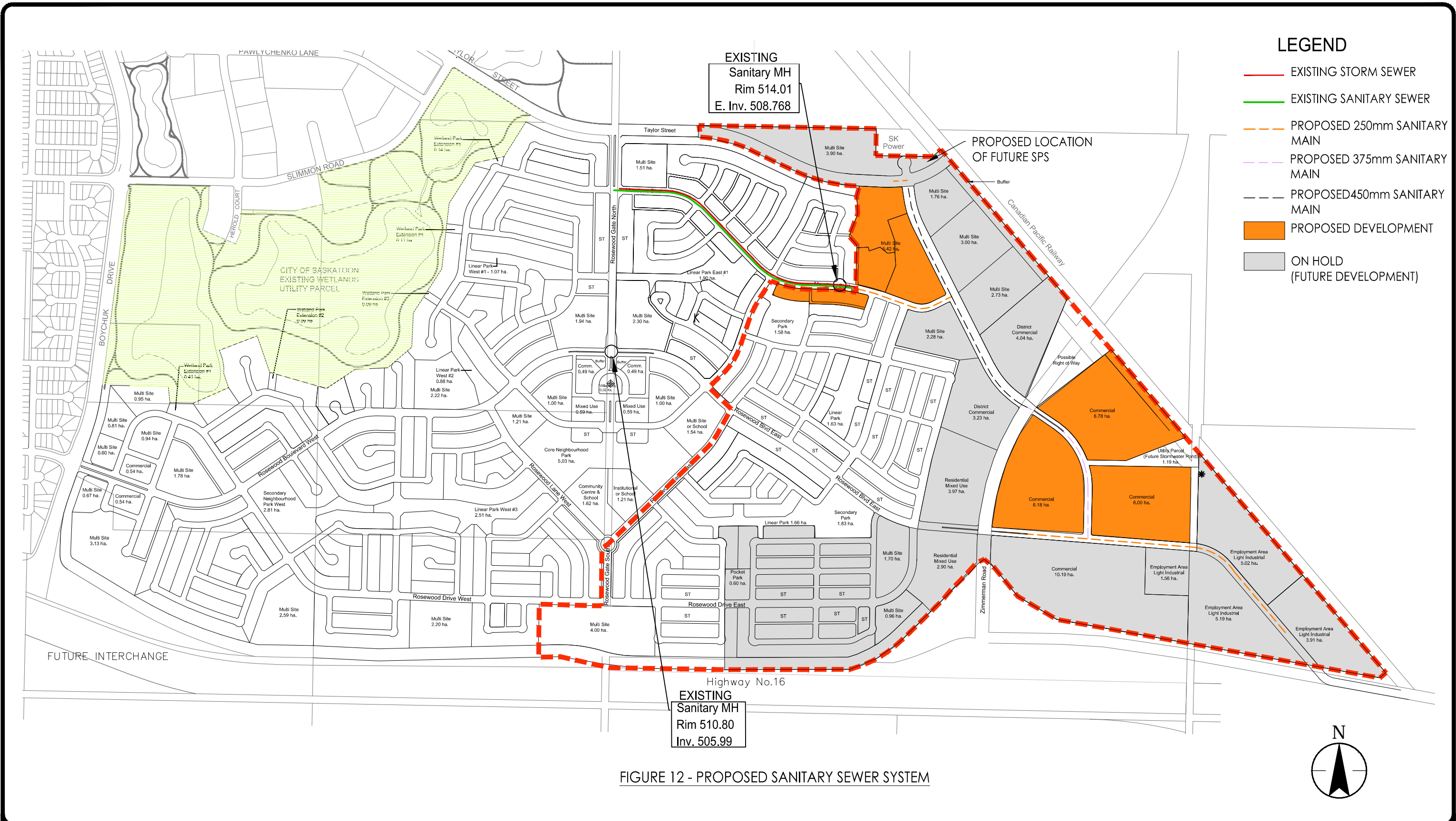


FIGURE 12 - PROPOSED SANITARY SEWER SYSTEM

Rosewood Concept Amendment Area

Arbutus Properties

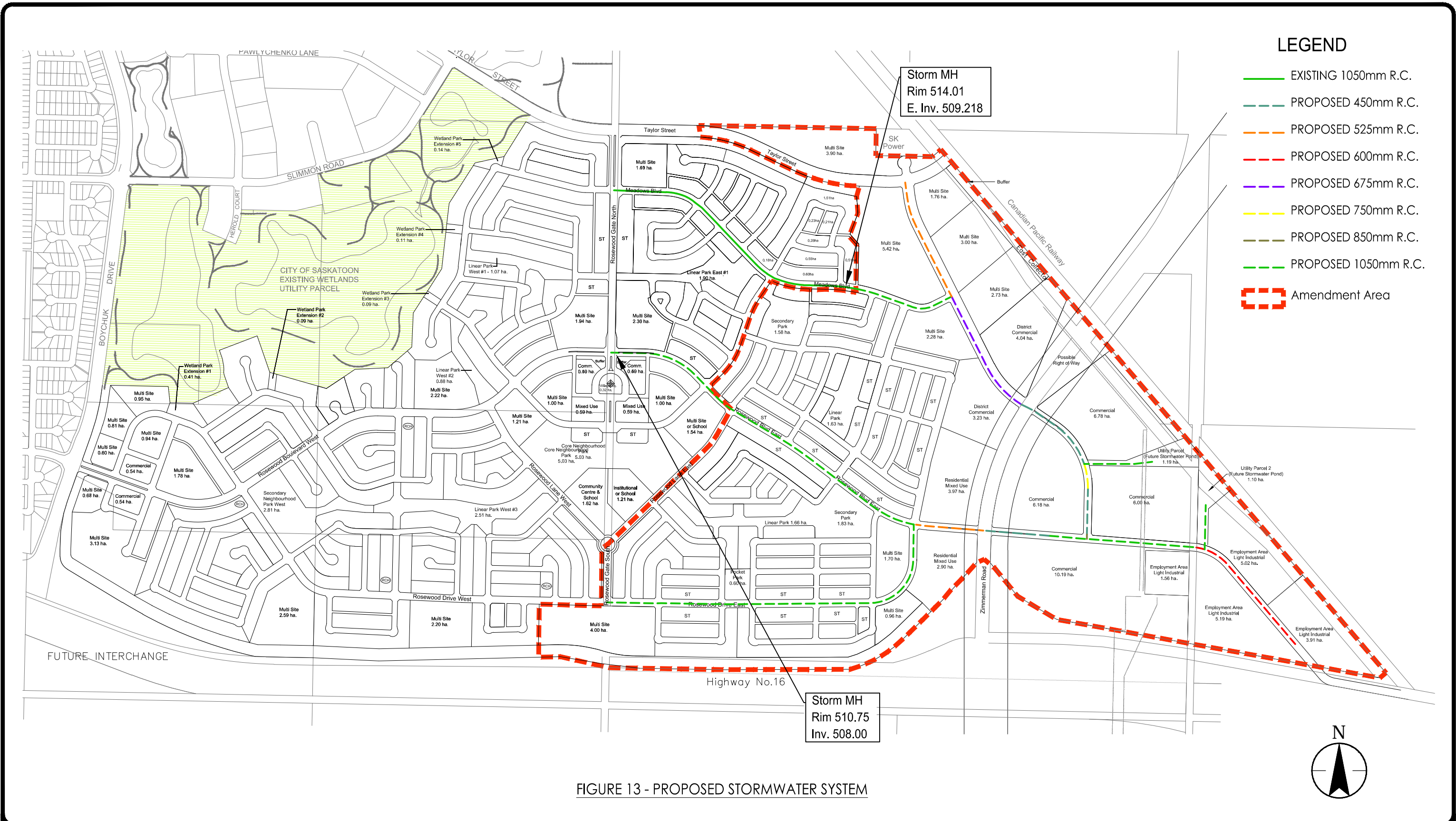
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- LEGEND**
- EXISTING 1050mm R.C.
 - - - PROPOSED 450mm R.C.
 - - - PROPOSED 525mm R.C.
 - - - PROPOSED 600mm R.C.
 - - - PROPOSED 675mm R.C.
 - - - PROPOSED 750mm R.C.
 - - - PROPOSED 850mm R.C.
 - - - PROPOSED 1050mm R.C.
 - - - Amendment Area

FIGURE 13 - PROPOSED STORMWATER SYSTEM

Rosewood Concept Amendment Area

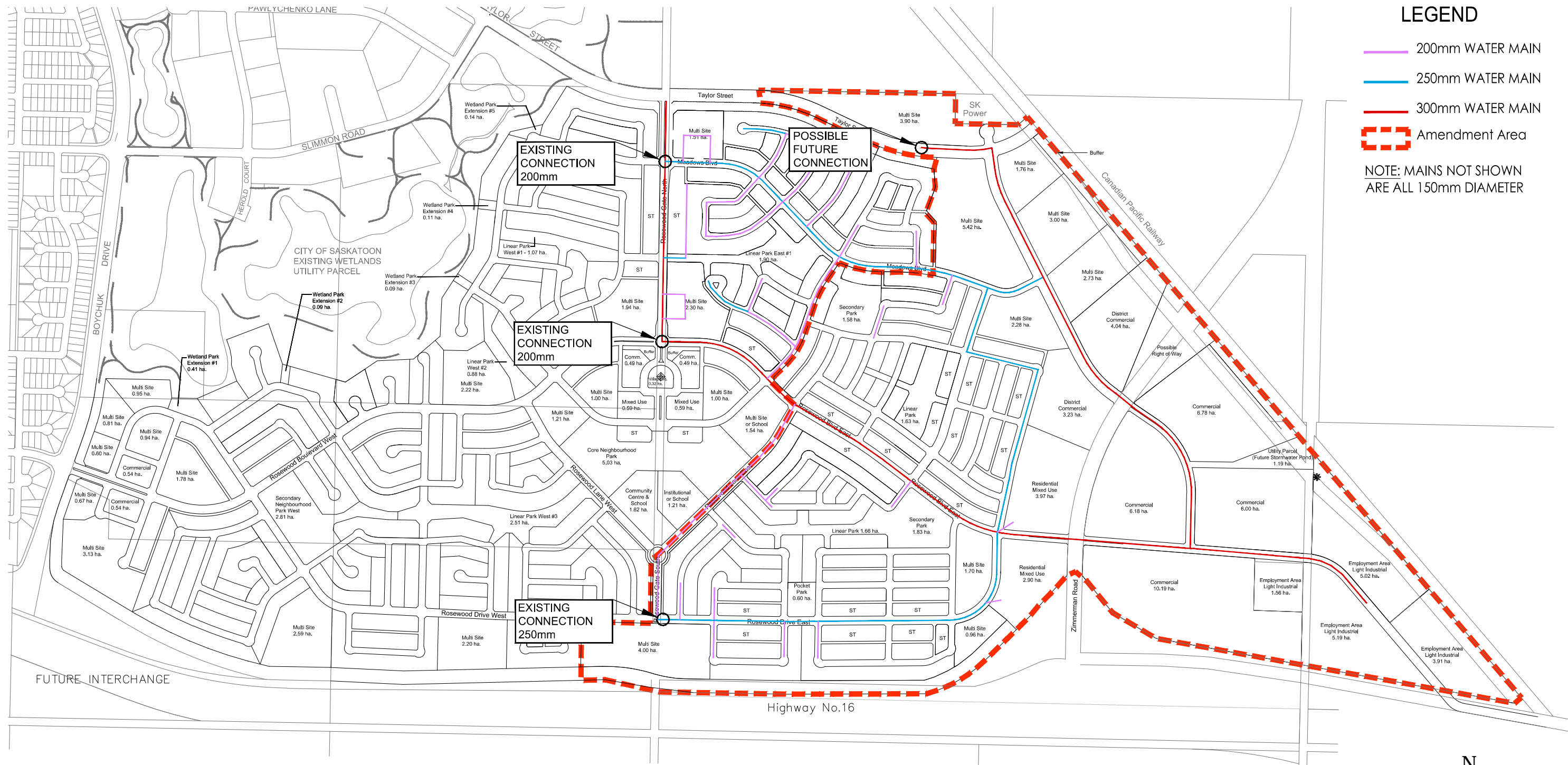
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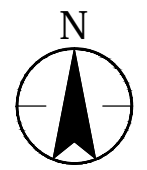


LEGEND

- 200mm WATER MAIN
- 250mm WATER MAIN
- 300mm WATER MAIN
- Amendment Area

NOTE: MAINS NOT SHOWN ARE ALL 150mm DIAMETER

FIGURE 14 - PROPOSED WATER DISTRIBUTION SYSTEM



Rosewood Concept Amendment Area

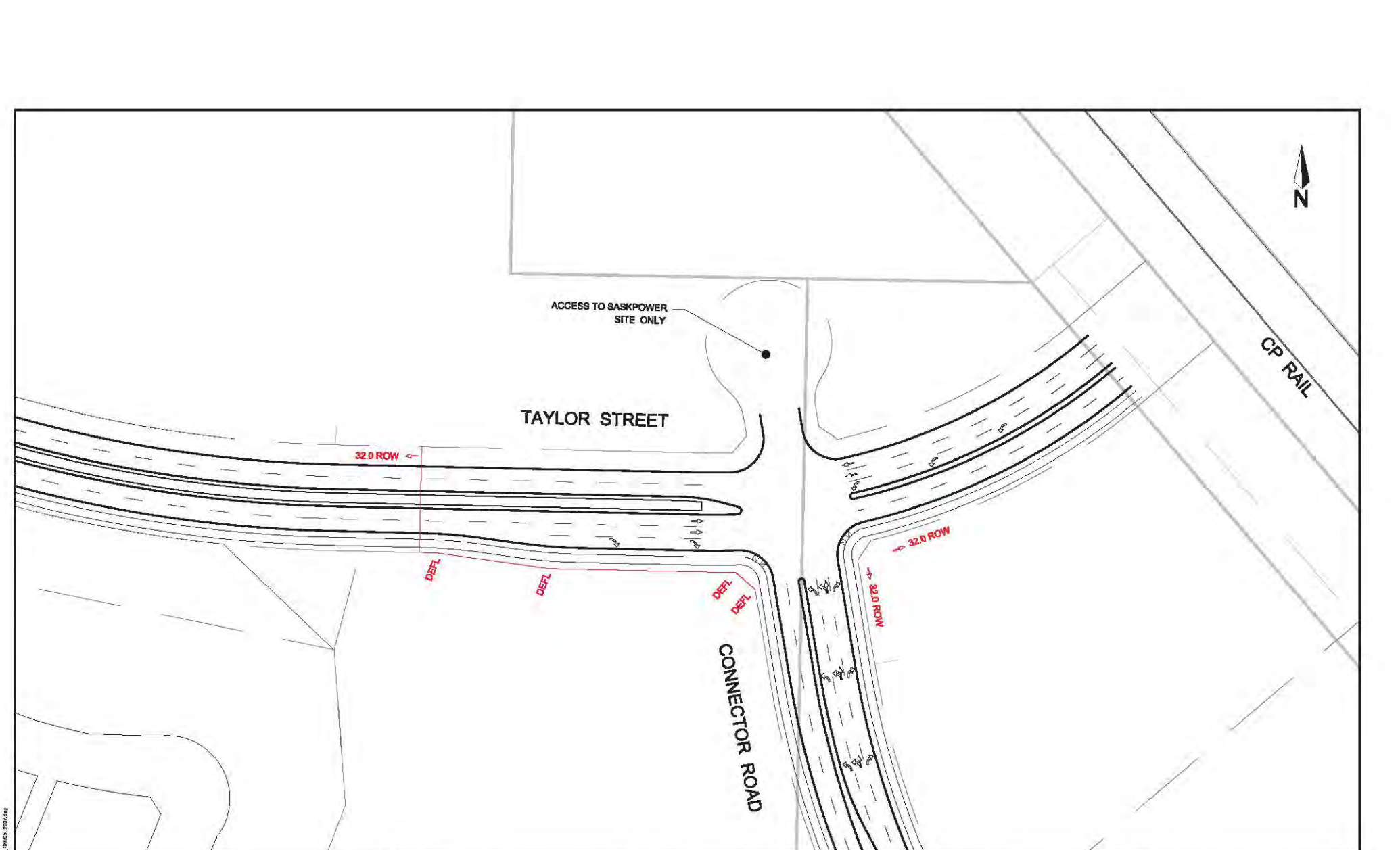
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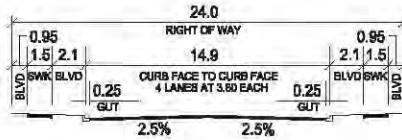
Client/Project
ARBUTUS PARK PROPERTIES
ROSEWOOD NEIGHBORHOOD CONCEPT PLAN
BASKATOON, SK

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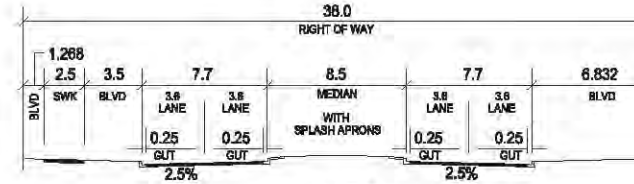
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Project No. 113165027	Scale 1:1000	
Drawing No.	Sheet	Revision
	13	of 13

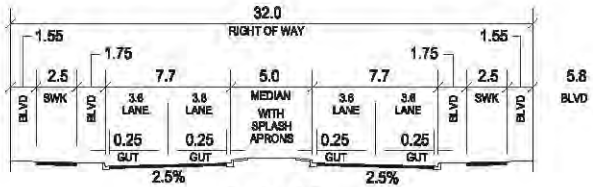
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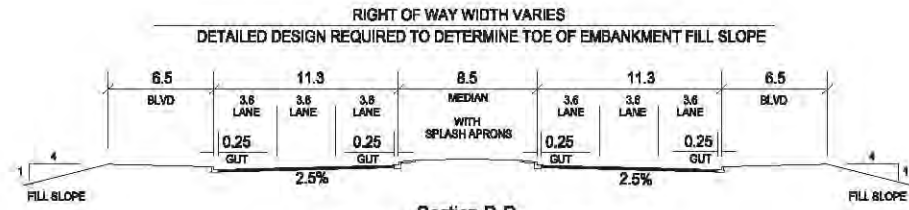
Section A-A
ADJACENT TO COMMERCIAL PROPERTY
IF SIDEWALKS ARE REQUIRED



Section C-C
BASED ON STANDARD ARTERIAL CLASS 'A'
MEDIAN WIDTH AND BLVD WIDTHS HAVE BEEN ADJUSTED
TO ACCOMMODATE THE ROADWAY GEOMETRICS AT THE INTERSECTIONS
NOTE - ROADWAY IS NOT CENTRED IN THE RIGHT OF WAY
8.5m MEDIAN PROVIDES ROOM FOR
TWO LEFT TURN LANES



Section B-B
STANDARD ARTERIAL CLASS 'B'



Section D-D
BASED ON STANDARD ARTERIAL CLASS 'A'
MEDIAN WIDTH AND BLVD WIDTHS HAVE BEEN ADJUSTED
TO ACCOMMODATE THE ROADWAY GEOMETRICS AT THE INTERSECTIONS
NOTE - ROADWAY IS NOT CENTRED IN THE RIGHT OF WAY
8.5m MEDIAN PROVIDES ROOM FOR
TWO LEFT TURN LANES

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Issued	By	App'd	TY:WJL/ED

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Comments

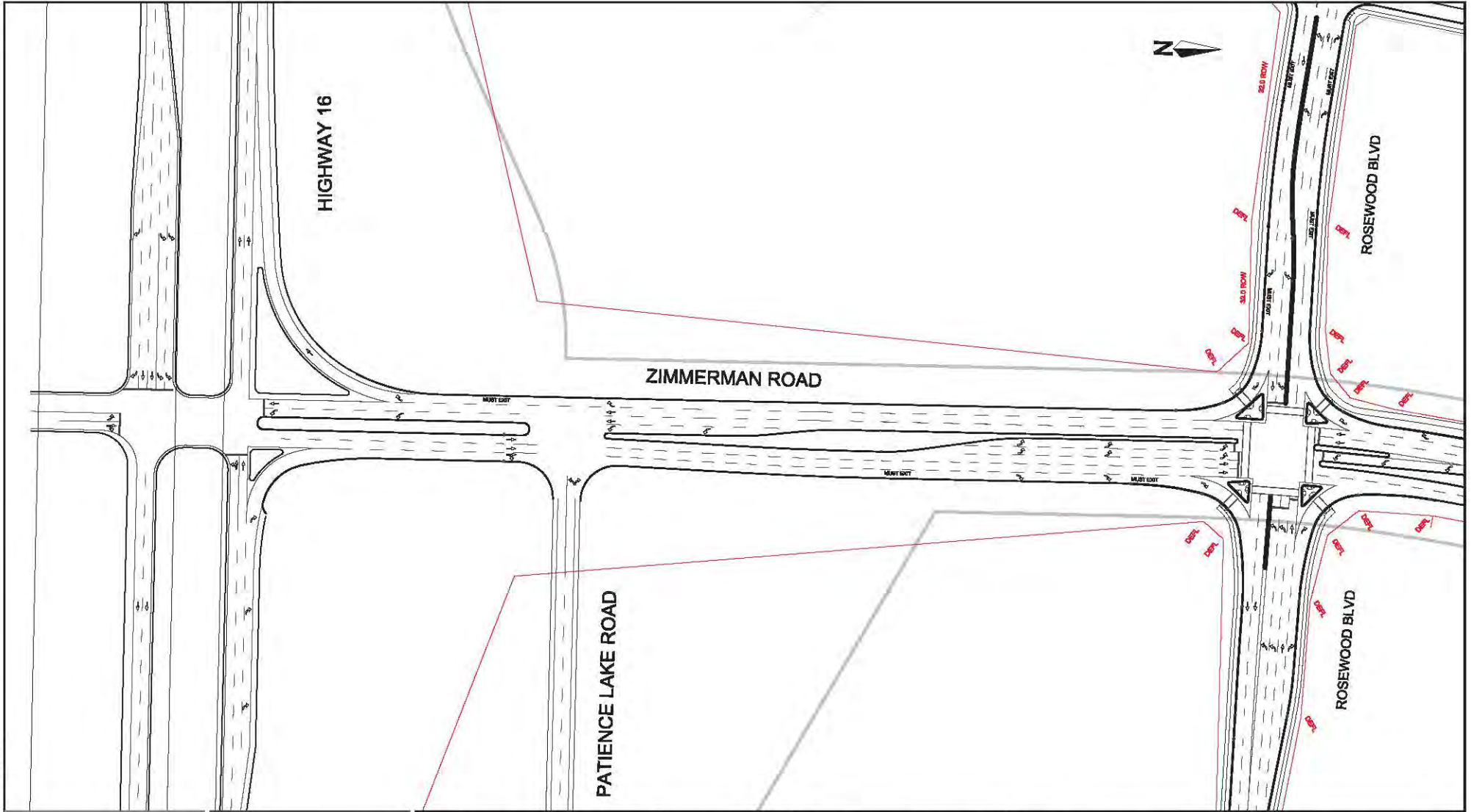


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	SASKATOON, SK
File Name	
Rev.	

Title	ROSEWOOD COMMERCIAL AREA TYPICAL CROSS SECTIONS		
Project No.	113155027	Scale	1:300
Drawing No.		Sheet	
		Revision	

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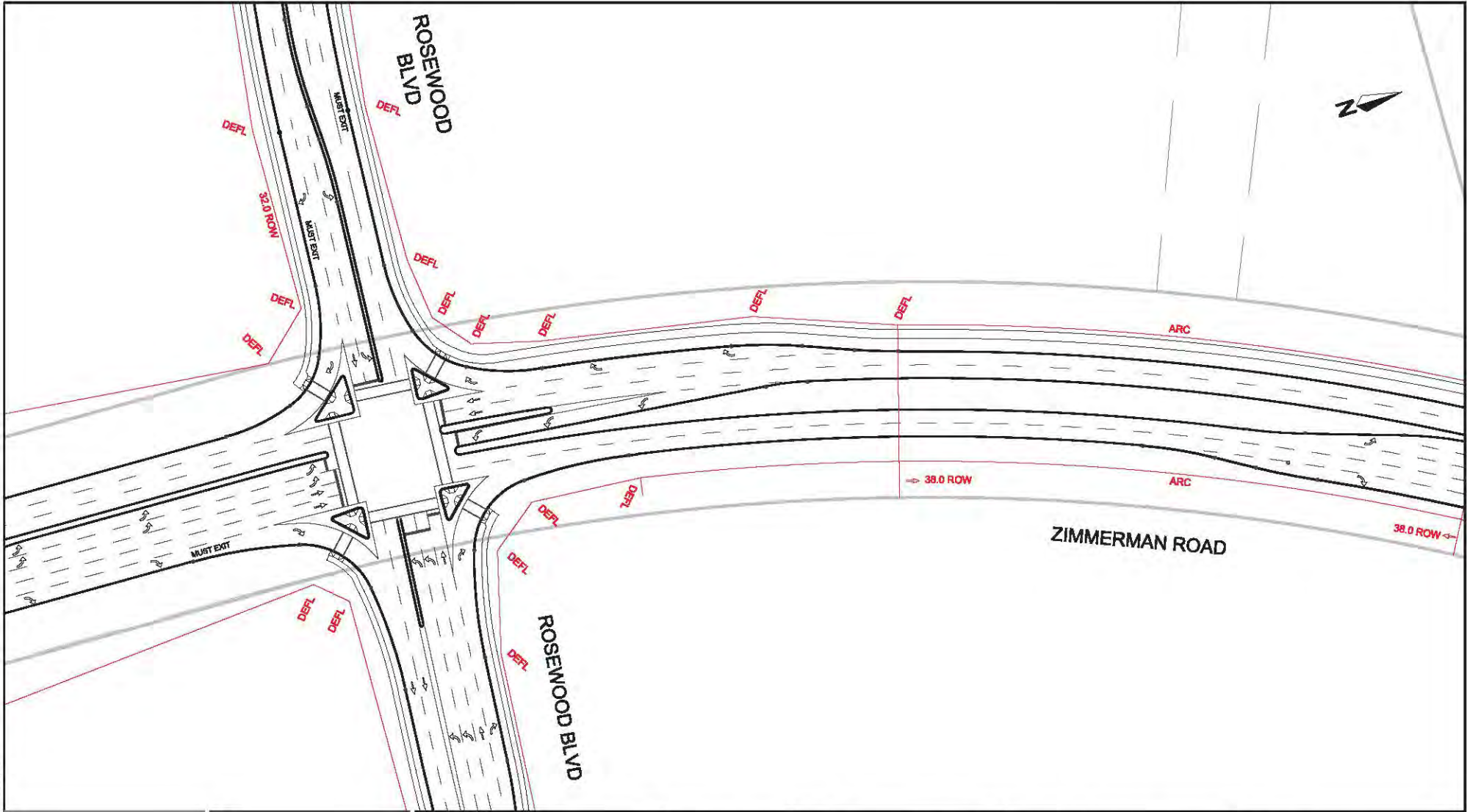
Client/Project
ARBUTUS PARK PROPERTIES
ROSEWOOD NEIGHBORHOOD CONCEPT PLAN
BASKATON, SK

File Name	Date	Created	Drawn	YYMMDD

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ROADWAY GEOMETRICS CONCEPT ZIMMERMAN ROAD AT HWY 16 STAGE 1

Project No.	Scale
113156227	1:1500

Drawing No.	Sheet	Revision



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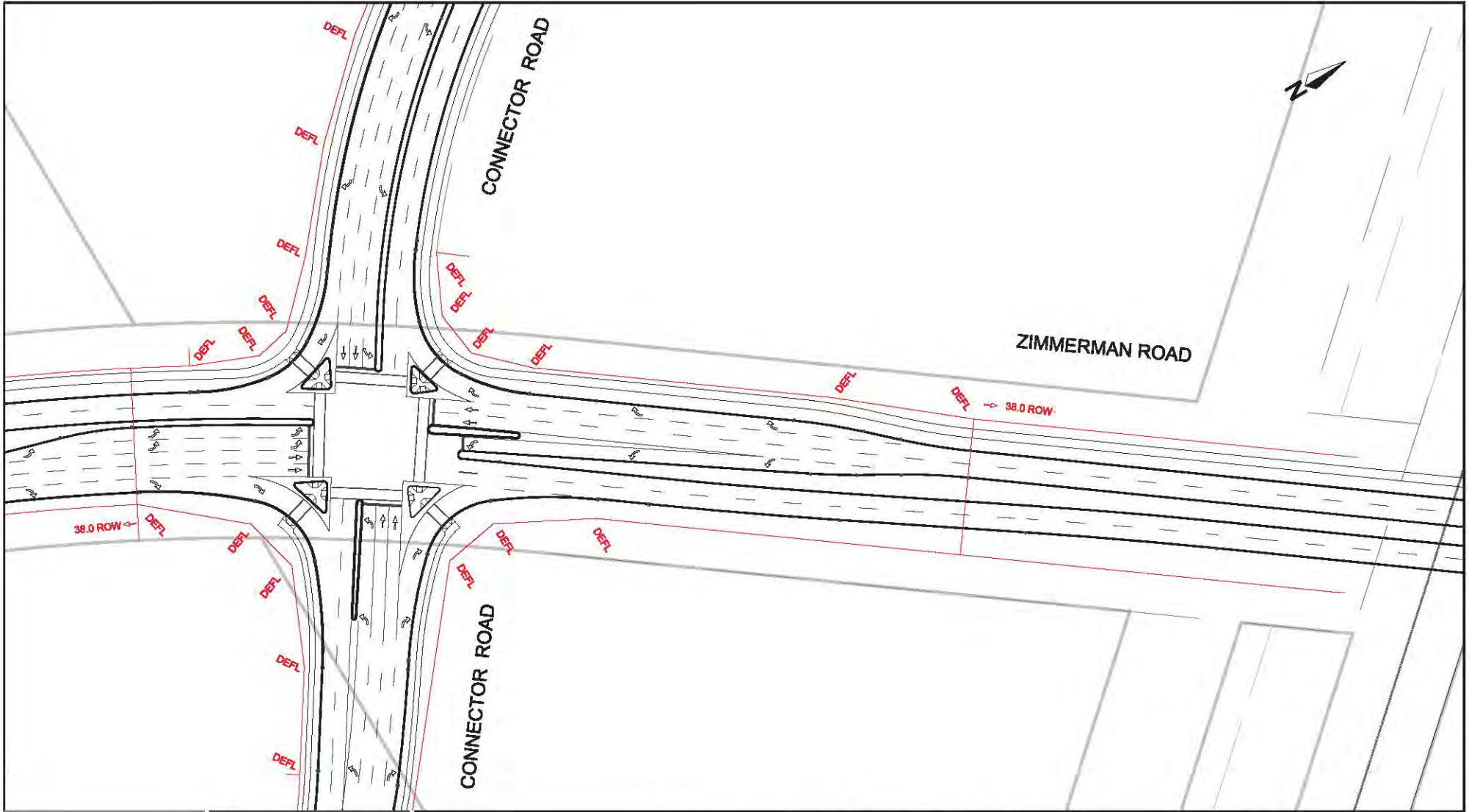
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File Name			
Dem.	Chd.	Depn.	YY/MM/DD

Title		
ROADWAYS GEOMETRICS CONCEPT ZIMMERMAN ROAD AT ROSEWOOD BOULEVARD		
Project No.	Scale	
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Drawing No.	Sheet	Revision
5 of 13		

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ROSEWOOD NEIGHBORHOOD CONCEPT PLAN
BASKATOON, SK
File Name: _____
Dem. Chkd. Dgn. YYMMDD

Title		
ROADWAYS GEOMETRICS CONCEPT ZIMMERMAN ROAD AT ZIMMERMAN ROAD		
Project No. 11516027	Scale 1:1000	Revision
Drawing No.	Sheet	Revision
6 of 13		



CONNECTOR
ROAD

ROSEWOOD BOULEVARD

→ 24.0 ROW

↑ 24.0 ROW

24.0 ROW ←

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Client/Project
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ROSEWOOD NEIGHBORHOOD CONCEPT PLAN
BASKATOON, SK

Title
ROADWAY GEOMETRICS CONCEPT
ROSEWOOD BOULEVARD (EAST)

Project No.	Scale
113165027	1:1000

Drawing No.	Sheet	Revision

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9 of 13

Rosewood Quick Facts	Original Concept Plan	Concept Plan Amendment
Gross developable area	293.02 ha (724.04 ac)	354.5 ha (876 ac)
Projected population at maximum build out	10,657	11,900
Projected elementary school population at max build out	1,023	1,294
Neighbourhood density	14.5 units per hectare	15.2 units per hectare
Neighbourhood persons per gross hectare	36 persons per hectare	34 persons per hectare
Estimated total number of units	4,263	5,390
# of single unit dwellings	2,731	3,225
# of multi-unit dwellings	1,532	2,165
Neighbourhood residential split	64% single-unit, 36% multi-unit	60% single-unit, 40% multi-unit
Neighbourhood parks	20.74 ha (51.25 ac)	22.66 ha (55.99 ac)
Secondary Parks	4.64 ha (11.46 ac)	6.22 ha (15.4 ac)
Linear Parks	8.35 ha (20.63 ac)	9.65 ha (23.8)
Pocket Parks	1.56 ha (3.85 ac)	0.60 ha (1.5 ac)
Village Square	0.32 ha (0.79 ac)	0.32 ha (0.79 ac)
Wetland Park Extension	0.84 ha (2.08 ac)	0.84 ha (2.08 ac)
Core Neighbourhood Park	5.03 ha (12.43 ac)	5.03 ha (12.43 ac)

TO: Growing Forward, Shaping Saskatoon Steering Committee
SUBJECT: Proposed Rosewood Neighbourhood Concept Plan Amendment
DATE: March 27, 2014

This report is to provide an overview of the application of Growing Forward, Shaping Saskatoon *Principles for New Development* for the proposed Rosewood Neighbourhood Concept Plan Amendment (Amendment). A copy of the Amendment is attached.

Application of Growing Forward, Shaping Saskatoon Principles

The Amendment has incorporated the Growing Forward, Shaping Saskatoon principles as outlined in the Bridging Document as follows:

Incorporate public transit	A number of proposed transit routes have been planned within the Rosewood neighbourhood including a route along the Zimmerman Road/ Taylor Street arterials. Higher density residential land uses as well as retail and mixed uses are proposed along the transit routes.
Design the street layout to support all road users	The proposed street layout will add additional entry points into the neighbourhood from the east off of Zimmerman Road. These connections will also increase access to the newly proposed commercial land uses to the east of the neighbourhood. The closure of the Rosewood Gate South access is currently under review. Linear and pocket parks are also proposed to provide pedestrian connections.
Maximize opportunities for access to amenities	The proposed amendment will increase access to commercial services in particular. A transition from district commercial on the west side of Zimmerman Road to regional retail on the east side of Zimmerman Road is also proposed.
Design open spaces to provide connections	The developer has incorporated pocket parks, linear parks as well as secondary parks throughout the neighbourhood.
Promote affordability	The developer has incorporated a variety of residential land uses from single family to multi-unit residential. Through this amendment, the number of multi-unit dwellings has increased from 1,532 to 2,165 and the number of single unit dwellings has increased from 2,731 to 3,225.
Provide for employment opportunities within the community	The proposed amendment incorporates additional retail and mixed use opportunities. This gives neighbourhood residents more access to employment opportunities in close proximity to their residences.
Maintain / enhance environmental and historical features	There are no major environmental or historical features to maintain.
Consider water and sewer capacity requirements	Water and sewer capacity requirements are being addressed in the review of the amendment. Holding provisions are proposed in order to phase development dependent on the water and sewer capacity available.
Strive to use green infrastructure for stormwater management	Stormwater management is being addressed through the City's review of the proposal. The developer has committed to considering green infrastructure options through site design.

Financial Implications

Summary

Item	Funding
Arterial Roadways	Funded in part by the Arterial Road Reserve as described below. Balance to be funded by Developer.
Highway 16 Interchange (Zimmerman)	Funded in part by the Interchange Levy, as described below.
Highway 16/Zimmerman Road Signals and Intersection Improvements	Funded by the Developer.
Signalization	Developer will be required to contribute to a fund representing 92% of the cost of the signals as described below.

Detailed Financial Implications

In general, the financial comments that follow, study, in isolation, the area east of Zimmerman Road; however, in the application of special levies and fees, the calculation has also included the lands that are adjacent to the west side of Zimmerman Road.

We have excluded the industrial lands shown on the proposed concept plan with regard to expected revenues for specific developer levies in the construction of the concept plan area. These areas are either partially developed and/or extremely low which will require a separate sanitary system.

Arterial Roadways

1. Zimmerman Road is a permanent arterial, and is, therefore, a City responsibility. Design and construction of this roadway will be conducted by the City.
2. Arterial Roadways – the City of Saskatoon standard for the funding of arterial roadways is a four-lane cross section. Where increased density and business related activity requires through a TIS to construct additional lanes and turn bays, etc., the arterial road levy does not cover those costs. Therefore, only a four-lane cross section along Zimmerman Road from Highway 16 to the most northern intersecting street will be funded from the levy. All additional costs, including upgrades to Highway 16 and any other roadway, will be the responsibility of the Developer.
3. For classification purposes, roadways in the amendment area are noted as "Collector" in Figure 6, but have a 30 metre right of way in Figure 7, which would classify them as arterial. Similarly, the "Connector Roadway" from Taylor Street to Zimmerman Road is described on Page 4.2 as a "four lane undivided

collector," which is not a standard roadway. This would be classified as an Arterial Class "C". For financial purposes, however, only Zimmerman Road will be receiving funding from the Arterial Road Reserve.

Future Interchange

4. An interchange at Highway 16 and Zimmerman Road will be required in the future. Assuming an estimated cost of \$35 million (in 2014 dollars), the interchange will be funded by the interchange levy (\$10.5 million), a special levy paid for by the developer (\$11.2 million), and a City contribution (\$13.3 million) funded from other sources. The timing of construction of the interchange will be based on traffic demands in the area.

Highway 16 and Zimmerman Road Intersection

5. Improvements in the interim, before an interchange will be constructed at this location, the Highway 16 and Zimmerman intersection will require traffic signals, intersection improvement costs and Highway 16 dual left turning bays. The City will design/construct these improvements and the Developer has agreed to pay for all costs.

CPR Crossing

6. The current submission indicates that the previous grade separation at the CPR tracks and Zimmerman Road has been eliminated.

Signalization

7. Signalization – Four intersections have been identified as requiring signalization within the commercial area. Initially, a temporary signal will be needed at Zimmerman Road and Highway 16 before the interchange is constructed. Three additional signals will also be required, including two along Zimmerman Road and one along Patience Lake Road. The Developer will be required to contribute to a fund representing 92% of the cost of the signals.

COMMENTS BY OTHER DIVISIONS AND AGENCIES

Agency	Comment	Response
SaskPower	<ul style="list-style-type: none"> • Presently, SaskPower has a 138kV transmission line that runs through the subdivision. The current concept plan shows the transmission line rerouted along the west side of Zimmerman Road and the westerly side of the road allowance paralleling the CP Rail track. The developer is responsible to continue their discussion with SaskPower's Transmission Department to determine if this is a desirable route. • SaskPower will require suitable easements and Right-of-Ways (ROWs) for the existing overhead and underground distribution facilities. The location and size of these easements will be defined when the formal proposed plan of subdivision is sent to SaskPower for review and comment. • The developer is responsible to contact SaskPower if they have any request to relocate any of the existing distribution facilities. The cost to relocate facilities will be at the developers expense. The developer is currently in discussions with SaskPower to look at options for relocating some of the overhead distribution facilities. • SaskPower will request suitable easements for routing new distribution lines and for installing and maintaining facilities, prior to the titles being transferred from the City of Saskatoon. • It is SaskPower's desire to maintain overhead distribution facilities along the outside perimeter of the subdivision. Sufficient ROWs are required to maintain and operate these facilities. SaskPower will work with the developer confirm the location of the overhead distribution. 	Developer has been working directly with SaskPower and acknowledges his responsibilities in this regard.

COMMENTS BY OTHER DIVISIONS AND AGENCIES

Agency	Comment	Response
SaskPower (con't)	<ul style="list-style-type: none"> • A strip of land at the northeast corner of the development, paralleling the CPR ROW, east of the three Multi Sites, is designated for a berm. SaskPower has existing overhead and underground distribution facilities in this area. There are presently four major distribution feeders that come out of the substation and run southeasterly along the existing road allowance. The developer will need to confirm if the design of the proposed 3.83m berm will conflict with the location of these facilities. The developer may need to look at other options for mitigating the noise in this location. SaskPower will require a sufficient ROW for maintaining and accessing these facilities. The width and location of the ROW will need to be determined, once the location of these facilities is confirmed by a site survey. • SaskPower has existing overhead distribution facilities along the south boundary of the subdivision. The developer will need to confirm if the design of the proposed 3.83m berm will conflict with the location of these facilities. The developer is responsible for any costs associated with relocating these facilities. 	Developer has been working directly with SaskPower and acknowledges his responsibilities in this regard.
Shaw Cable	Our main concern or comment would be regarding the direction and pace of the buildout. To enable effective and cost efficient construction of our infrastructure, it would be beneficial for areas to develop on a west to east basis. This direction would allow us to build out from existing structure and be in a position to plan out areas as they develop and incorporate changing technologies into the design. If we had to build to opposite ends, it would increase construction costs and would be more difficult to utilize advancements, resulting in a checkerboard of plant capabilities.	Comment noted by Developer.
SaskTel	No objections to the amended concept plan provided when required joint utility easements requested by SaskPower or SaskTel only easements are granted.	None required.

COMMENTS BY OTHER DIVISIONS AND AGENCIES

Agency	Comment	Response
Saskatoon Light and Power (SL&P)	<ul style="list-style-type: none"> • Proposed amendment to Rosewood Neighbourhood is not within the area where SL&P provides the electrical distribution and services. No easements will be requested. • The street lighting will be provided by SL&P as per the standard previously established. Special consideration will need to be made for the new intersection at the future Perimeter Highway and the cross street into the south-east corner of the subdivision. There will be multiple locations where SL&P will take an electrical service point from SaskPower for the community lighting system. Locations will be determined once more detailed is available. These service points are expected to be located on roadway ROWs, and no easements will be required. • The pathway lighting will be installed and maintained by SL&P. 	None required.
SaskEnergy	<p>SaskEnergy maintains natural gas facilities for which the ROW has been granted through the subject area. SaskEnergy approved the amended plan subject to:</p> <ul style="list-style-type: none"> - SaskEnergy be permitted to obtain easements as required for any existing facilities affected by this application that are not currently in a registered easement or covered by a Permission to Construct and Operate agreement. - No permanent structures, including, but not limited to buildings, foundations, fences, decks, etc., be permitted within the SaskEnergy easement. - Where the above conditions cannot be satisfied, the Applicant is responsible for the costs to relocate the existing SaskEnergy facilities such that these conditions can be satisfied. - The SaskEnergy required that facilities be located and marked prior to commencing any excavation works. <p>The Developer has applied for servicing options for the added area. SaskEnergy is willing to work with the developer regarding facilities relocation and additional easement.</p>	Comments acknowledged by Developer.

COMMENTS BY OTHER DIVISIONS AND AGENCIES

Agency	Comment	Response
TransGas	<p>TransGas Limited has facilities which are affected by the proposed subdivision development. The 323.9mm High Pressure pipeline within the TGL registered easement may have significant effects on your proposed development and budget.</p> <p>Along with the registered ROWs, which are discussed in the remainder of this letter, TransGas has a parcel of land affected by the proposed development. This parcel is central hub for the transmission infrastructure on the south east corner of the city. We currently supply gas to a SaskEnergy regulating station at this location. It should be noted that TransGas and SaskEnergy are planning to expand the capacity of this station within the next five years which will further increase its sensitivity, as it will be a critical delivery point to supplying natural gas to the City of Saskatoon.</p> <p>Operation of this facility requires the delivery and injection of mercaptan to odorize the gas stream. During filling operations of our run tanks, this can create a strong odor in the area so we do not recommend any residential development adjacent to the site. A primary function of the facilities on this parcel is to reduce the pressure of the gas from transmission pressure to distribution pressures. Failure of the regulating devices can result in a release of gas to atmosphere in the area and a large volume of noise due to the releasing gas. As such, we don't recommend residential development near the pipeline and are in support of any development being zoned light industrial in and around the existing parcel of land. TransGas will also need to have access maintained to our facility. The road off of the north side of the property will require relocation of our access gate. Will TransGas be compensated for this work?</p>	<p>Comments are noted by the Developer.</p> <p>The area around the existing TransGas site is all proposed as commercial/light industrial. The nearest residential parcel is located just over 465 meters away on the west side of Zimmerman Road.</p> <p>The area around the existing TransGas site is all proposed as commercial/light industrial.</p> <p>Arbutus is dealing directly with TransGas.</p>

COMMENTS BY OTHER DIVISIONS AND AGENCIES

Agency	Comment	Response
<p>TransGas (Con't)</p>	<p>With respect to the ROW's, construction, and development, if authorized by a TransGas permit, can often occur to the edge of our ROW, such development is not necessarily safe or recommended in all circumstances. TransGas strongly recommends that the ROWs not be subdivided as part of individual parcels for sale as development over the ROWs is severely restricted. We recommend the ROWs and pipelines either be relocated outside the property bounds and/or the easement areas be converted to Environmental Reserve. During development, TransGas requires that the developer install and maintain snow fence along both sides of the TransGas ROW for the entire duration of the development. TransGas recommends that your planning and design incorporate the following set back distances from the ROW. Refer to the attached set back chart which can also be found at the following links:</p> <ul style="list-style-type: none"> • http://www.transgas.com/safetyintegrity/safety/developerscommunityexpansion.asp • www.transgas.com <p>TransGas further recommends that third parties conduct an independent Engineering assessment prior to infringing on these recommended set back distances.</p> <p>TransGas suggests that a proposed plan of development be submitted to TransGas for assessment prior to the onset of development of your project, so that any concerns may be addressed prior to you proceeding with the proposed development. Please contact Darren Selinger, Senior Engineer, TransGas Pipeline Engineering at 306-777-9303 to discuss your development and any affects TransGas may have on it. If the assessment indicates that modifications to the pipeline(s) are required to accommodate your development, the costs for the modifications will be borne by the applicant. Please note that any upgrades or relocation of TGL pipelines may require several months notice and planning.</p>	

COMMENTS BY OTHER DIVISIONS AND AGENCIES

Agency	Comment	Response
<p>TransGas (Con't)</p>	<p>It is suggested to contact us at earliest onset of your development plans.</p> <p>Please note that any upgrades or relocation of TGL pipelines may require several months notice and planning. It is suggested to contact us at earliest onset of your development plans. http://www.transgas.com/safetyintegrity/permits/crossingcoordination.asp and www.transgas.com</p> <p>The following requirements generally apply:</p> <p>Under Section 57 of The SaskEnergy Act, no person may dig, grade, level, excavate, blast, or conduct any other activity on any land where SaskEnergy or TransGas facilities are located or enter into a contract with a third party to do so without first contacting us at least two days before the activity. Please direct your calls to Saskatchewan First Call Corporation at 1-866-828-4888. We recommend this phone call in all instances as this is the only way to conclusively determine whether there are any TransGas or SaskEnergy lines located in the property, and will allow for a line locate.</p> <p>Pursuant to Section 20 of The Pipelines Act, any ground disturbance within 30 meters of TransGas pipeline(s) requires additional written notification to TransGas, at least two days prior to the work starting, at <u> Tp. 36-04-W3M</u>. Additional information will be provided by TransGas and, where TransGas concerns can be addressed, a permit will be issued containing special requirements and outlining how to work safely around our pipeline.</p> <p>No drilling, pits, wells, foundations, pavement, buildings, or other structures are to be excavated, drilled, installed or erected on, over, under or through the right-of-way without the approval of TransGas Limited.</p>	

COMMENTS BY OTHER DIVISIONS AND AGENCIES

Agency	Comment	Response
TransGas (Con't)	<p>No roads are to be constructed over the pipeline(s) without TransGas conducting an assessment and approving the work. If the assessment indicates modifications to the pipeline(s) are required, the costs for the modifications will be borne by the applicant.</p> <p>Requirements may vary for individual circumstances, and we welcome you to contact us in that regard. We ask that you review the TransGas easement, if any, registered as against your property. This easement is available through ISC, formerly Land Titles.</p>	
Environmental Services	<p>In general the Neighbourhood Concept Plan amendment for the Meadows at Rosewood demonstrated strong sustainability principles. The integration of the natural world, including the preserved wetlands, with the built environment is particularly appreciated and it appears that strong linkages will be available to this natural area. The provision of pedestrian linkages, the diverse range of housing options, and the increase in dwelling units per hectare is also positive</p>	No response required.
	<p><u>5.2 Stormwater System</u> A high volume of storm runoff is mentioned because of the high ratio of impermeable surfaces and subsequently a retention pond will be required. Is there potential to reduce the amount of runoff or to manage the runoff closer to the source through the integration of green infrastructure? For instance, there may be opportunity to integrate permeable and semi-permeable surfaces into the design; and to use innovative small-scale storm water techniques such as green roofs, rain gardens, and silva-cells. With regards to the required retention pond, is it possible for this to be a constructed wetland? Integrating green infrastructure can improve quality and reduce quantity of rain water while adding more opportunity for recreation, biodiversity, connection with nature, and provide additional linkages to the existing wetlands.</p>	<p>It is the Developer's intention to minimize the amount of stormwater runoff using low-impact design strategies where conditions and cost/benefits allow. The small stormwater retention pond shown in the area east of Zimmerman Road is preliminarily designed for function only. We will take into consideration your suggestions and the details will be worked out in the detailed design phase.</p>

COMMENTS BY OTHER DIVISIONS AND AGENCIES

Agency	Comment	Response
Environmental Services (Con't)	<p><u>4.4 Pedestrian Facilities</u> The provision of walkways and pathways appear to provide strong linkages for the neighbourhood. Can detail please be provided on the distance between neighbourhood amenities such as schools and neighbourhood square to the residences?</p>	Stantec has sent the .dwg file of the concept plan to COS which will allow a technologist to determine distances from neighbourhood amenities.
Fire	We have looked at this revised concept plan and have no concerns or comments.	No response required.
Police	No comments or objections.	No response required.
Transit	<p>It is our intention to provide at least minimal service to the Rosewood neighbourhood beginning this July utilizing Rosewood Boulevard. The extension of the neighbourhood may alter the previously provided Transit service plan, depending upon demand.</p>	No response required.
Canada Post	<p>Canada Post will provide mail delivery service to the subdivision through centralized Community Mail Boxes. If the development includes plans for multi-unit buildings with common indoor entrances, the developer must supply, install, and maintain the mail delivery equipment within these buildings to Canada Post specifications.</p>	Comment acknowledged by Developer.
Saskatoon Public Schools and Greater Saskatoon Catholic Schools	See attached letter.	No response required.
CPTED	All CPTED comments and concerns have been addressed.	No response required.

COMMENTS BY OTHER DIVISIONS AND AGENCIES

Agency	Comment	Response
Community Development / Recreation and Sport	The size, amenities, and design of the now larger size "pocket parks", like secondary core parks, would facilitate the development of smaller size sports fields on these spaces, and the linear parks are wide enough to have space for the mini soccer and perhaps t-ball games. We need to ensure there is enough flat space designed into these linear type parks. The one thing this starts to do is perhaps affect the Parks and Recreation levies since we have costs per acre associated with each type of park development, and if we end up having more or enlarged pocket parks that are typically more costly per acre to develop, we could run short of money - also Pocket Parks typically have a play structure included so will that be the case for all of them and/or will there be play structures in the secondary core parks?	No response required.
Parks	Please confirm that the Linear Parks, as depicted, are not also acting as storm water conveyance systems. If not, these areas should be a minimum of 40 meters wide. If intended to move storm water, the Linear Parks, as depicted, are not wide enough.	Park widths have been reviewed and meet the existing guidelines.
	As the development plan moves forward, Parks will require additional information on the trail systems, i.e. on-road, and along the buffers/berms.	Noted. Some updated information has been included in the final version of the report document.
	To ensure the berms/buffers can be maintained, they must be constructed per (sic. City of Saskatoon standards). I have raised this now so that Arbutus is aware of the spatial requirements for these areas.	The buffer/berms will meet current City of Saskatoon standards.

COMMENTS BY OTHER DIVISIONS AND AGENCIES

Agency	Comment	Response
<p>Transportation and Utilities</p> <p>Transportation Comments</p>	<p>The Transportation Division accepts the Concept Plan and Traffic Impact Study submission subject to the following comments:</p> <ul style="list-style-type: none"> • Zimmerman Road and Highway 16 intersection: Traffic signals must be installed and at-grade improvements constructed prior to commercial businesses opening within the Meadows of Rosewood. This will require agreement of the Saskatchewan Ministry of Highways and Infrastructure. Future functional design of an interchange at this location will be initiated by the City of Saskatoon (City) as the development proceeds. • Zimmerman Road and Connector Roadway intersection: Based on information within the Synchro reports received March 27, 2014, the proposed intersection configuration is acceptable. We note this additional information was not provided in the letter dated February 13, 2014 as specified in the developer's response. The revised intersection configuration was discovered as part of the Synchro reports received March 27, 2014. The developer must explicitly describe the revised lane configuration in the final submission. • Rosewood Gate and Highway 16 interchange: The recommendation not to provide right-in and right-out access is accepted. • Boychuk Drive intersections with Taylor Street and Rosewood Boulevard West: Forecast traffic operations are acceptable but cause concern. The Intersection Capacity Utilization Level of Service of 'E' at both intersections indicates that these intersections are likely to fail with small increases in traffic volumes. At this time, although no improvements have been suggested, this discussion with the developer should continue. • Taylor Street and Briarvale Road/Herold Road intersection: Signalization of this intersection appears to be warranted because of the proposed development traffic volumes. The developer should fund these traffic signals when a roadway connection is made between the Meadows of Rosewood and Taylor Street. 	<p>The Developer has been working with the Transportation and Utilities Department to ensure their requirements are fulfilled.</p> <p>A revised TIS was provided to the City of Saskatoon to address their comments.</p>

COMMENTS BY OTHER DIVISIONS AND AGENCIES

Agency	Comment	Response
<p>Transportation and Utilities</p> <p>Transportation comments con't</p>	<ul style="list-style-type: none"> • Rosewood Lane East linear park intersection: The linear park intersecting Rosewood Lane East designates a mid-block pedestrian crossing. The developer's response indicates that the pedestrian linkage and park space allowance should be similar to that of Rosewood Lane West. Concept plan figures must be changed to match. • Walkability Plan: The plan provided is not suitable. The walkability plan should show travel time contours ranging from 5 to 30 minutes (in 5 minute intervals) from the proposed school sites. The developer must resubmit the plan directly to the Transportation Division as soon as possible. <p>The Transportation section and Appendix B of the Neighbourhood Concept Plan report must be modified to reflect the engineering consultant's corrections to the original analysis. Letters submitted in response to questions raised by the City may be included.</p> <p><i>Transportation Comments provided on February 19, 2014:</i></p> <p>The concept plan's roadway connectivity is acceptable with the following additional requirements:</p> <ul style="list-style-type: none"> - Rosewood Lane East – The linear park to the east implies a mid-block pedestrian crossing to connect with the core neighbourhood park. - Rosewood Blvd East – Figure 5 identifies this road as a pedestrian link. The plan should show enhanced crossing locations required along this corridor. - Walkability plan is required. This plan shows walking times from proposed school sites similar to those completed for other recent neighbourhoods. Sidewalk provisions are not clear with respect to right of way width or functional class. - Zimmerman Road and Taylor Street will be access controlled thereby requiring buffer strips. 	

COMMENTS BY OTHER DIVISIONS AND AGENCIES

Agency	Comment	Response
<p>Transportation and Utilities</p> <p>Transportation comments con't</p>	<p>TIS Comments</p> <p>The TIS must be resubmitted. The TIS requires additional information below:</p> <ul style="list-style-type: none"> - Boychuk Drive and Rosewood Blvd West – There are operational concerns relating to the high v/c ratio and LOS for the SBLT, WBLT and EBT movements. LOS E (for SBLT and EBT) and v/c approaching 1 (for SBLT and WBLT) are not adequate. Our guidelines explicitly require LOT D or better. - Boychuk Drive and Taylor Street – Based on the number of new trips generated by the new development, this intersection could require mitigation due to the new development and must be evaluated. - Zimmerman Road and Connector Roadway – More clarification is required for the eastbound lane configuration. It is suggested that the approach consists of a shared through and left, a shared through and right, and a dedicated right turn lane. Does this imply split signal phasing for the east-west traffic, will there be an EBLT arrow, and how will dual right turn operate safely? - Zimmerman Road and Rosewood Blvd East – The distance between this intersection and Hwy 16 ramps could present weaving conflicts. How will this be addressed? - Zimmerman Road and Hwy 16 – Analysis and staging was requested by not received. This must be included in the resubmission. <p>The TIS portion of the concept plan amendment does not satisfy our TIS Guidelines and we consider it incomplete. Specifically, required drawings and signal timing plans are missing. Further, LOS of D or better is our operational standard. We have met previously with the preparers of the transportation analysis to review our guidelines. We would be able to meet again if our expectations require more explanation.</p>	

COMMENTS BY OTHER DIVISIONS AND AGENCIES

Agency	Comment	Response
<p>Transportation and Utilities</p> <p>Water and Sewer Comments</p>	<ul style="list-style-type: none"> • The initial Stage 1 commercial development may be drained by gravity. The second stage of development within the area will require a temporary lift station to be constructed within the vicinity of Taylor Street and the CPR tracks. • Analysis has been performed regarding the sanitary sewer system. This analysis concludes that a lift station will be required east of Taylor Street and a forcemain extended to the Holmwood trunks which would be slowly eliminated as those trunks are extended into the Holmwood sector. The cost of this service will be borne by the developer. • The forcemain will be approximately 3,500 metres long. The capacity of the lift station and the diameter of the forcemain are to be determined. The lift station and forcemain, as an option, may be constructed by the developer. • The proposed storm pond is adequate for the 1 in 2 year storm for the area between Zimmerman Road and former Range Road 3044. A plan must also be developed for the 1 in 2 year storm east of Range Road 3044. In addition a model must be prepared and submitted for approval for the 1 in 100 year storm for the area east of Zimmerman Road. <p><i>Water and Sewer Comments provided on February 19, 2014</i></p> <ul style="list-style-type: none"> • Sanitary sewer system – The proposed sanitary sewer servicing plan is unacceptable and further discussion is necessary. • Storm sewer system – More information is required on the size and other design parameters of the proposed future stormwater pond east of Zimmerman Road. • Water distribution system – More information is required to ensure velocities in the distribution mains remains below 3 m/s under peak flow conditions. This may require in some pipe upsizing. 	<p>The Developer has been working with the Transportation and Utilities Department to ensure their requirements are fulfilled.</p> <p>The Concept Plan report has been updated as required to address the comments provided by the Transportation and Utilities Department.</p>



Saskatoon Public Schools
Inspiring Learning



**GREATER
SASKATOON
CATHOLIC
SCHOOLS**

April 30, 2014

Mr. Darryl Dawson
Manager, Design Review
City of Saskatoon
222 – 3rd Avenue North
Saskatoon, SK, S7K 0J5
Darryl.Dawson@Saskatoon.ca

Dear Mr. Dawson,

Subject: Proposed Amendments to Rosewood Concept Plan

It was with significant interest that we, at Saskatoon Public Schools and Greater Saskatoon Catholic Schools, reviewed the proposed amended Rosewood Concept Plan. As you know, we are very busy in the planning stages for our new schools in four new neighborhoods in Saskatoon, with Rosewood being one of those schools. We have had a long history of building schools in this city with the City of Saskatoon as a significant partner in the process. This, we believe, has been a strength of our history and something which we want to build upon in this time of rapid growth.

To that end, we appreciate the opportunity to have frequent dialogue with the City regarding any factors in neighborhood development that potentially could impact our schools. One such factor is traffic flow and, in particular, how that contributes to student safety. These new subdivisions are very large and as a result, our schools will also be very large and in a concentrated location. Traffic flow and safety is a paramount concern for our boards and, we assume, the City of Saskatoon as well.

The proposed amended concept plan, in our opinion, represents a better plan for traffic pattern and volume near our schools as compared to the original plan. With the majority of vehicular traffic entering from the east and the west rather than the middle/south, we feel that this will alleviate significant traffic volume from around our schools. Regardless, with in excess of 1100 students plus 90 daycare children on site each day, there will be significant local traffic already. Moving the non-school related traffic to the east and west makes good sense.

In conclusion, we thank the City for the opportunity to respond to this proposed change and for having heard our concerns regarding traffic and safety in all four new school sites. We hope that these opportunities for dialogue continue and that the strong working relationship between our parties continues as the main purpose is to best serve the needs of our communities now and into the future.

Sincerely,

Mr. Ray Morrison, Board Chair
Saskatoon Public Schools

Ms. Diane Boyko, Board Chair
Greater Saskatoon Catholic Schools

c: J. Drexel, Arbutus Properties



Shaping Saskatoon

Bridging to Tomorrow... for a 21st Century City



Project Name: Proposed Rosewood Neighbourhood Concept Plan Amendment
Applicant: Arbutus Properties
File: PL 4131-33-2

Community Engagement Summary

Project Description

A public open house was held for the proposed Rosewood Concept Plan Amendment. Information about the proposed Concept Plan was also posted on the Shaping Saskatoon online engagement tool (Shaping Saskatoon). Information was also provided at the meeting about the associated Official Community Plan Amendment and Zoning Bylaw Amendment.

The proposal will provide for the inclusion of lands east of Zimmerman Road as a Regional Commercial Area consisting of commercial and light industrial land uses. Also proposed are changes to the layout and land use pattern of the eastern portion of the neighbourhood, including new opportunities for higher-density residential and mixed-use development along appropriate corridors. Roadway access to the neighbourhood from Highway 16, previously proposed to be via Rosewood Gate South, is now proposed via Zimmerman Road.

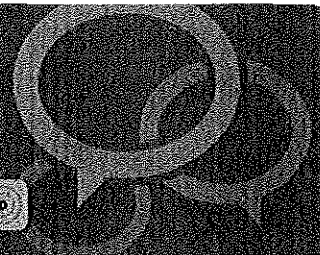
The open house was held in the atrium of the Elim Church on March 20, 2014, from 5 p.m. to 8 p.m. The Ward Councillor was in attendance.

In addition to the open house and Shaping Saskatoon, the Administration also met with the Rosewood Community Association on February 3, 2014, to discuss the proposal. A facilitated information session was also held on May 6, 2014.

Community Engagement Strategy

Purpose	To inform and consult. Participants were provided an overview of the proposal and an opportunity to ask questions of both City staff and the developer. Written comments were accepted at the open house and on Shaping Saskatoon for two weeks following the open house.
How will the information be used	Comments gathered from the open house and on Shaping Saskatoon will be used to inform the decision making process.
Tools used	Information boards were presented at the public open house and were posted on Shaping Saskatoon. Participants were given the opportunity to discuss the proposal with City staff and the developer. Comment sheets were provided at the open house. Comments could also be provided on Shaping Saskatoon for two weeks following the open house. Individuals could also provide comments to the Planning and Development Division directly (contact information was included on the public notices and on Shaping Saskatoon).

Shaping Saskatoon



Notification	2517 public open house notices outlining the details of the proposal were sent to property owners, as well as neighbouring property owners using Canada Post Admail, as well as addressed mail. The Rosewood, Briarwood, and Lakeridge Community Associations were also notified. The open house and Shaping Saskatoon was also advertised in <u>The StarPhoenix</u> for two weeks prior to open house.
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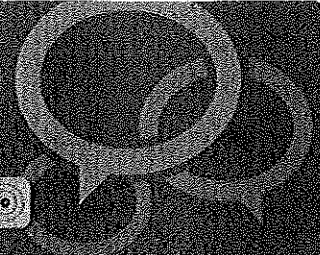
Summary of Community Engagement Feedback

Public Open House Attendees: 81 signed in

Written comments received at the openHouse and on Shaping Saskatoon:

<i>Commercial</i>	New commercial will be a great asset.
	Multi-use/commercial is a drastic change to the existing plan.
	No concerns if it is developed appropriately.
<i>Change to neighbourhood</i>	Bought into a neighbourhood, and now that plan is changing.
	Rosewood was marketed as "country living in the city". This changes that.
	Prefer to have a Mac Store in the south-east.
<i>Transportation</i>	Removing Rosewood Gate South access is a mistake. Keep single right lane out on Rosewood Gate South.
	Removal of fly-over is a significant issue. Bought into Rosewood because of multiple exits and now this is changing.
	Removal of the Rosewood Gate South access is a concern and will increase traffic in front of my house.
	Concerned about traffic flow around schools.
	Perimeter Hwy through a neighbourhood is a concern.
	Road network may encourage cutting through the neighbourhood to the commercial development.
	Move the school off the busy street where the multi-sites are.
	Zimmerman Road needs to connect to McOrmond.
Access into particular sites needs to be considered.	
<i>Servicing</i>	Ensure that lift station is included in the amendment (otherwise misleading). Need to ensure sanitary capacity is a dealt with.
	Change in density is misleading.
<i>Comparison between Approved and Proposed</i>	Change in density is misleading.
<i>Industrial Development</i>	Concerned about industrial development proposed, in particular pollution.
<i>Parks</i>	Please ensure parks are developed in a decent time frame.
	Multi-unit housing behind cemetery should be a park. Hard to understand why someone would want to live overlooking a cemetery.

Shaping Saskatoon



Next Steps

Action	Anticipated Timing
Planning and Development Report prepared and presented to Municipal Planning Commission (MPC). MPC reviews the proposal and recommends approval or denial to City Council.	May 20
Public Notice – report prepared and Public Hearing date set. The Willowgrove/University Heights, Briarwood, College Park East, and Arbor Creek/Erindale Community Associations, Community Consultant, and the Ward Councillor will be provided with direct notice of the public hearing.	May 29
Public Hearing – Public hearing conducted by City Council, with the opportunity provided for interested persons or groups to present. The proposal is considered together with the reports of the Planning and Development Division, MPC, and any written or verbal submissions received by City Council.	June 9
Council Decision – may approve or deny the proposal.	June 9

Prepared by:

Christine Gutmann, Senior Planner
 Planning and Development Division
 May 6, 2014

Attachments

1. Notice of Public Open House
2. Notice of Facilitated Information Session



PUBLIC OPEN HOUSE

Amendment to the Rosewood Neighbourhood Concept Plan

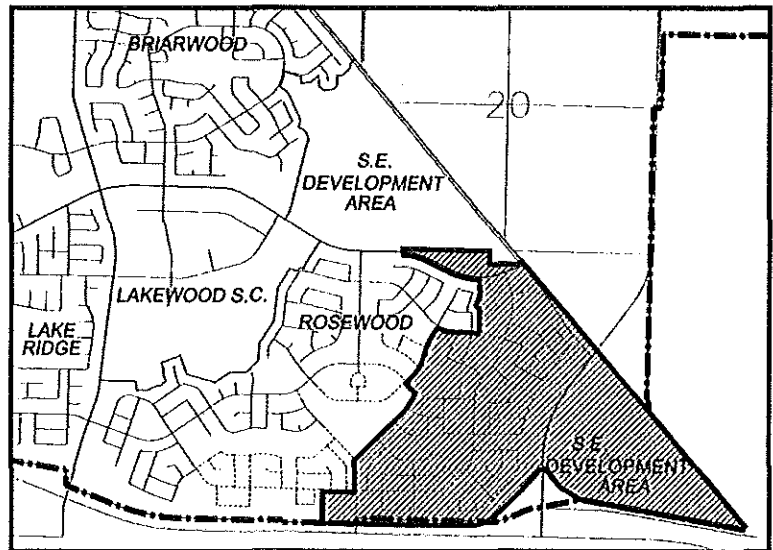
Thursday, March 20, 2014

5:00 - 8:00 PM (Come-and-Go)

Location: Elim Church (Atrium) – 419 Slimmon Road

A major amendment to the Rosewood Neighbourhood Concept Plan is proposed to accommodate a number of changes to the east side of the neighbourhood. The amendment will provide for the inclusion of lands east of Zimmerman Road as an employment area, consisting of commercial and light industrial land uses. Also proposed are changes to the layout and land use pattern of the eastern portion of the neighbourhood, including new opportunities for higher-density residential and mixed-use development along corridors. Roadway access to the neighbourhood from Highway 16, previously proposed to be via Rosewood Gate South, is now proposed for Zimmerman Road.

The proposed changes will add 152 acres to the neighbourhood, bringing the total area to 876 acres. The original concept plan, approved by City Council in 2008, projected a total neighbourhood population of 10,657 residents. The proposed amendment would result in approximately 11,890 residents.



PROPOSED AMENDMENT TO THE ROSEWOOD CONCEPT PLAN

 Amendment Area



Amendments to the Official Community Plan and Zoning Bylaw related to this concept plan amendment are also proposed.

The open house will provide an opportunity to view the proposals and to ask questions to City of Saskatoon staff and development partners.

Can't make the open house? Visit www.shapingsaskatoon.ca/discussions to view details of the proposals and to share your thoughts. Details of the proposal will be made available online March 20th.

For more information, please contact:

Christine Gutmann, Senior Planner

Planning & Development Division, Community Services Department, City of Saskatoon
222-3rd Avenue North Saskatoon, S7K 0J5

Email: christine.gutmann@saskatoon.ca PH: (306) 975-2993 Fax: (306) 975-7712



PUBLIC INFORMATION MEETING & OPEN HOUSE

Amendments to the Rosewood Neighbourhood Concept Plan

Tuesday, May 6, 2014

Elim Church – 419 Slimmon Road

You're invited to a public event to discuss proposed amendments to the Rosewood Neighbourhood Concept Plan.

PUBLIC INFORMATION MEETING | 6:00 PM – Chapel
Amendment by Arbutus Properties

An update will be provided on the major amendment to the Rosewood Neighbourhood Concept Plan proposed by Arbutus Properties, which includes the inclusion of lands east of Zimmerman Road as an employment area consisting of commercial and light industrial land uses.

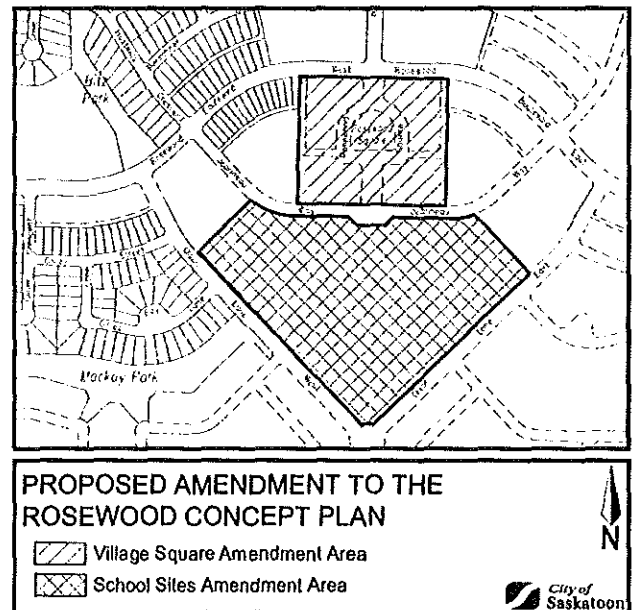
OPEN HOUSE | 5:00-8:00 PM – Atrium
Village Square

Saskatoon Land is proposing a change to the design of the Village Square and the configuration of adjacent development parcels. The change is intended to provide greater pedestrian connectivity, more on-street parking in the area, and greater flexibility for site design on the development parcels.

Neighbourhood School Site

Boychuk Investments, in collaboration with the City of Saskatoon, is proposing minor changes to the concept plan to provide for a school site in order to meet the Province of Saskatchewan's new joint school model requirements.

Please note that details on the design and construction timeline of the school facilities will not be available at this open house.



Can't make the open house? Visit www.shapingsaskatoon.ca/discussions to view details of the concept plan amendment and to share your thoughts. Details of the proposal will be made available online approximately one week prior to the meeting.

For more information, please contact:
Christine Gutmann, Senior Planner
Planning & Development Division, Community Services Department, City of Saskatoon
222-3rd Avenue North Saskatoon, S7K 0J5
Email: christine.gutmann@saskatoon.ca PH: (306) 975-2993 Fax: (306) 975-7712

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: May 5, 2014
SUBJECT: Proposed Rezoning from RM4 to B2 – 210 Slimmon Road
FILE NO.: CK. 4351-014-008 and PL. 4350 – Z18/13

- RECOMMENDATION:**
- 1) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to the Official Community Plan Bylaw No. 8769 - Land Use Policy Map to redesignate 210 Slimmon Road from "Suburban Centre" to "District Commercial," be approved; and
 - 2) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone 210 Slimmon Road from an RM4 – Medium/High Density Multiple-Unit Dwelling Residential District to a B2 – District Commercial District, be approved.

TOPIC AND PURPOSE

An application has been submitted by Royalty Construction Inc. requesting to rezone 210 Slimmon Road from an RM4 – Medium/High Density Multiple-Unit Dwelling Residential District to a B2 - District Commercial District (B2 District) (see Attachment 1). This proposed rezoning would facilitate the construction of a commercial development, consisting of two stand-alone buildings and one retail strip mall (see Attachment 2).

REPORT HIGHLIGHTS

1. This proposal addresses the continued market demand for retail space and commercial space in Saskatoon, in a location that is suitable for such development.
2. This proposal complies with all relevant municipal requirements.
3. The application meets on-site parking requirements.

STRATEGIC GOAL

Under the City of Saskatoon's (City) Strategic Goal of Sustainable Growth, this report supports the short-term priority of creating complete communities that feature employment and retail shopping opportunities for local residents.

BACKGROUND

In the year 2000, City Council approved the Lakewood Suburban Centre Concept Plan, which proposed 18.3 ha (45.2 acres) of land zoned to accommodate multiple-unit residential development; 6.2 ha (15.3 acres) of land zoned to accommodate institutional uses, such as offices, banks, clinics, clubs, and churches; and to create a 1.0 ha (2.5 acres) district commercial site located at the southwest corner of Slimmon Road and Herold Road. This mix of land use would provide residents of the area with a variety of housing options, along with an array of services and amenities.

REPORT

Official Community Plan (OCP) Bylaw No. 8769

The site located at 210 Slimmon Road is identified as Suburban Centre on the OCP-Land Use Map. This application requires an amendment of the land use designation of this site from Suburban Centre to District Commercial to accommodate the proposed retail strip mall on the site (see Attachment 1).

Zoning Bylaw Amendment

The proposed rezoning of 210 Slimmon Road to a B2 District will replace approximately 0.70 ha (1.7 acres) that was originally proposed to accommodate multiple-unit residential development to other such uses as institutional, commercial, and retail. According to ICR's Retail Survey (Winter 2014), it is identified that the demand for retail and commercial space in the City is high, and the vacancy rate is low (see Attachment 3). The rezoning will stay consistent with the purpose and intent of the Lakewood Suburban Center Area by providing compatible land uses that serve the need of surrounding residents.

Parking Requirements

The parking and loading requirements for shopping centres in the B2 District is one space per 50 square metres (538 square feet) of gross floor area. Given this requirement and the proposed total gross floor area of 1,504 square metres (16,189 square feet), the development would require 31 parking spaces. As per the proposed site plan (see Attachment 2), 79 parking spaces are provided.

Comments from Other Divisions

No concerns were identified through the administrative referral process. Please refer to Attachment 4 for complete comments.

OPTIONS TO THE RECOMMENDATION

City Council could choose to deny this application. This option is not recommended, as this proposal is consistent with the purpose and intent of the Lakewood Suburban Centre Area by providing compatible land uses that serve that serve the surrounding residents.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There is no financial impact.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

A public information meeting was held on March 11, 2014, to provide neighbouring residents the opportunity to hear the details of the proposal and for the applicant to obtain public input on this matter. The City was also in attendance to provide details and clarification of the rezoning process.

Public notices were distributed to all property owners within a 75 metre (246 feet) buffer of the proposed site, with a total of 193 notices mailed out to notify residents of the public information meeting. No residents attended the meeting. The Community Engagement Summary can be reviewed in Attachment 5.

COMMUNICATION PLAN

Public hearing notices will be mailed to all property owners within 75 metres (246 feet) of the subject site for notification of the public hearing date. Aside from this, no further consultation is planned beyond the stakeholder involvement noted above.

ENVIRONMENTAL IMPLICATIONS

No environmental and/or greenhouse gas implications have been identified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

This is a privately initiated application; therefore, the CPTED review process does not apply.

PUBLIC NOTICE

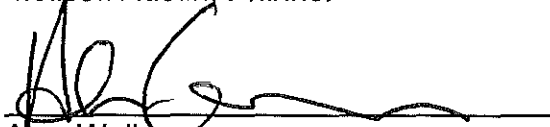
Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify all property owners within a 75 metre (246 feet) buffer of the proposed site of the public

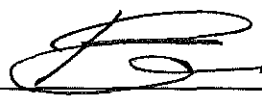
hearing date by letter. A notice will be placed in The StarPhoenix two weeks prior to the public hearing. Notice boards will be placed on the site. The property owners affected by this rezoning will also be notified in writing.

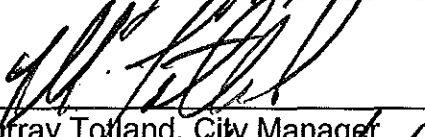
ATTACHMENTS

- 1. Location Maps
- 2. Proposed Site Plan
- 3. ICR Retail Survey (Winter 2014)
- 4. Comments From Other Divisions
- 5. Community Engagement Summary

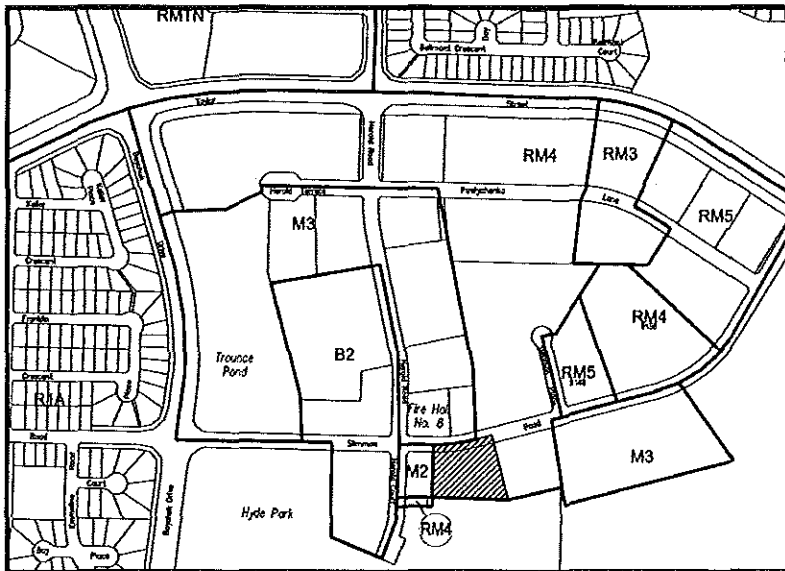
Written by: Melissa Austin, Planner

Reviewed by: 
Alan Wallace
Director of Planning and Development

Approved by: 
Randy Grauer, General Manager
Community Services Department
Dated: May 7/14

Approved by: 
Murray Totland, City Manager
Dated: May 14/14

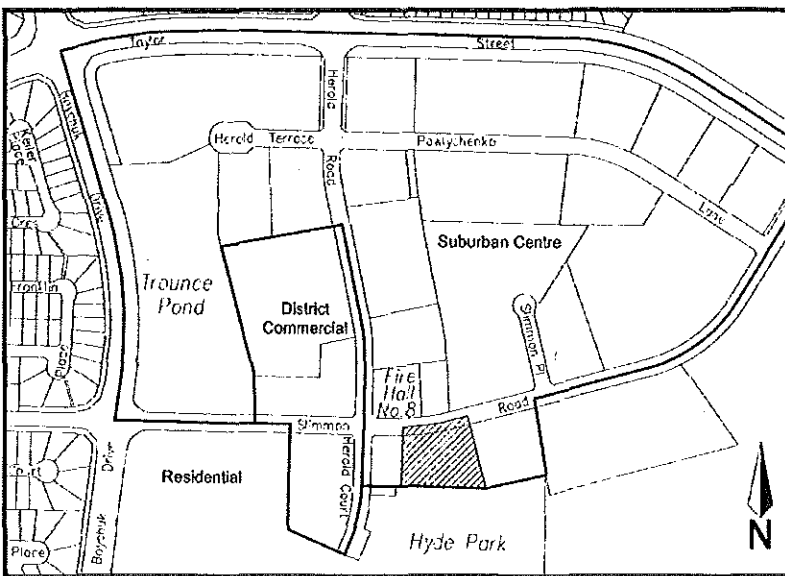
Location Maps



PROPOSED REZONING
From RM4 to B2

City of
Saskatoon

File No. RZ18-2013



PROPOSED OFFICIAL COMMUNITY PLAN AMENDMENT
LAND USE MAP

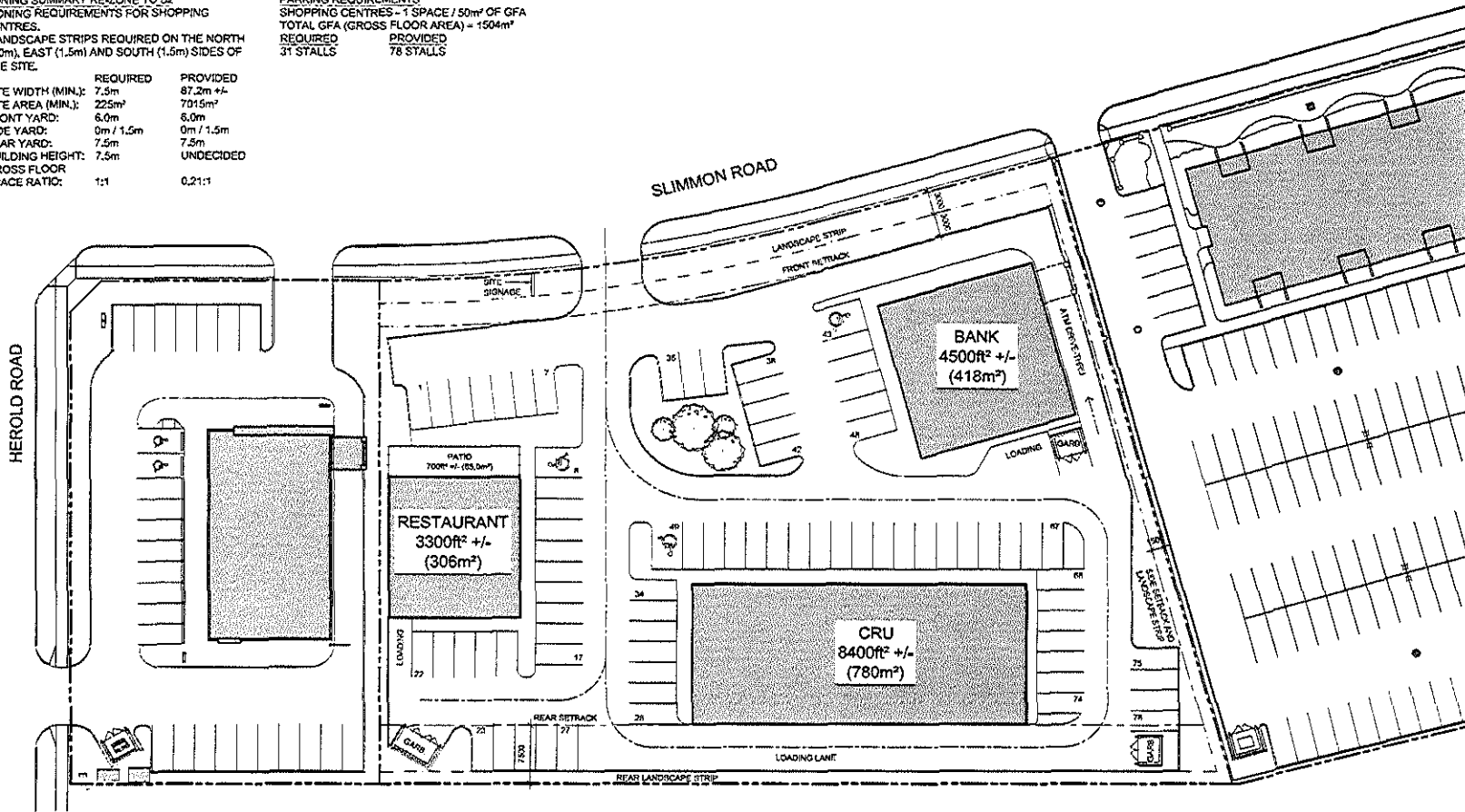
City of
Saskatoon

File No. 0094-2014

ZONING SUMMARY RE-ZONE TO B2
 -ZONING REQUIREMENTS FOR SHOPPING CENTRES:
 -LANDSCAPE STRIPS REQUIRED ON THE NORTH (3.0m), EAST (1.5m) AND SOUTH (1.5m) SIDES OF THE SITE.


	REQUIRED	PROVIDED
SITE WIDTH (MIN.):	7.5m	87.2m +/-
SITE AREA (MIN.):	225m ²	7015m ²
FRONT YARD:	6.0m	6.0m
SIDE YARD:	0m / 1.5m	0m / 1.5m
REAR YARD:	7.5m	7.5m
BUILDING HEIGHT:	7.5m	UNDECIDED
GROSS FLOOR SPACE RATIO:	1:1	0.21:1

PARKING REQUIREMENTS
 SHOPPING CENTRES - 1 SPACE / 50m² OF GFA
 TOTAL GFA (GROSS FLOOR AREA) = 1504m²
 REQUIRED 31 STALLS PROVIDED 78 STALLS

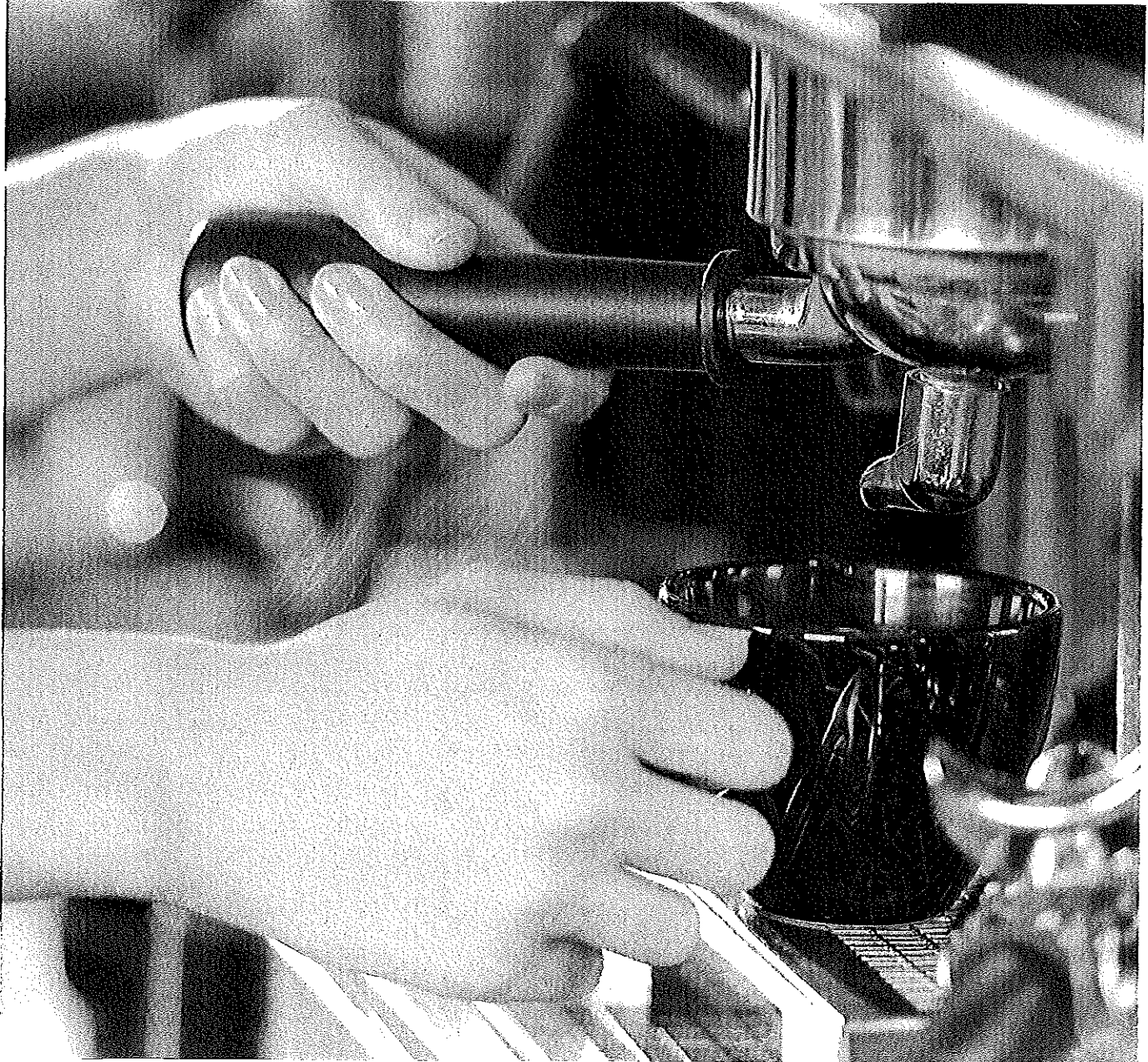


Proposed Site Plan
 (subject to change)

PRELIMINARY
 NOT FOR CONSTRUCTION
 PLOTTED DATE: FEBRUARY 25, 2014

 SEPW Architecture Inc. <small>104 - 3725 Pioneer Street, Regina, SK S4S 0V8 ph (306) 369-2235 103 - 3718 Kinross Place, Saskatoon, SK S7Y 0A8 ph (306) 637-6437 www.sepw.ca</small>	PROJECT TITLE SLIMMON ROAD COMMERCIAL PHASE III SASKATOON, SK	DATE 2014.02.25	PROJECT NO. S-05-2014
	DRAWING TITLE SITE PLAN	SCALE 1:500	DRAWING NO. SK-3
		DRAWN JMD	
		CHECKED JLW	

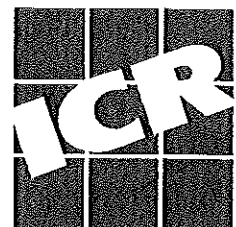
RETAIL SURVEY



SURVEY HIGHLIGHTS

- Market anticipated to grow by 6%
- Retailers interest gathers pace
- Upward pressure on lease rates continues

INTEGRITY COMMITMENT RESULTS



COMMERCIAL REAL ESTATE

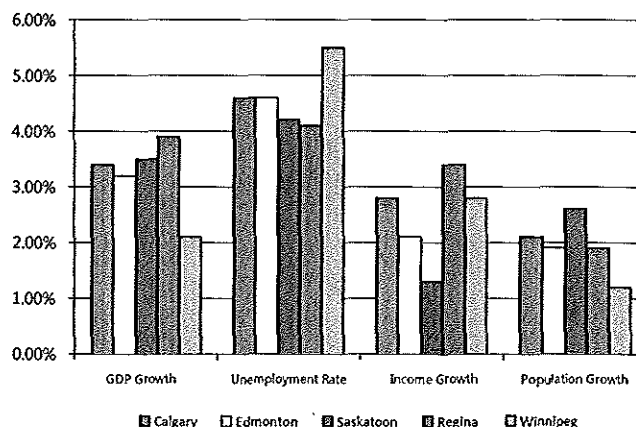
economic overview

Saskatchewan's economic strength continued in 2013 as the province ranked second in the country with a projected Real GDP growth of 3.9%; this growth was above the Canadian average of 2.1%. Although uncertainty surrounded the province in respect to the production of potash, the economic diversity present in Saskatchewan continued to hold strong leading to a higher GDP growth than initially forecasted. In 2014 the provincial workforce is projected to continue to gain momentum as unemployment is expected to remain stable at 4.2% while employment growth may increase to 3.4%; this increase would almost be triple the national rate. The province is likely to keep pace with the national growth as initial GDP forecasts predict an increase of 2.1% for 2014.

In terms of Saskatoon, the city was selected as one of the best mid-sized Canadian cities in which to live in 2013 by *Money Sense Magazine*. Saskatoon is anticipated to have the fastest economic growth in the country with an average increase of 3.7% between 2014-2017. Saskatoon has one of the most diverse economies with the nation's

lowest unemployment rate and an economically sound and thriving job market. According to *Money Sense Magazine*, Saskatoon is recognized as being the most business-friendly city in the nation.

2014 Economic Indicator Forecast



market analysis

Vacancy throughout the city remains competitive as retailers continue to look favorably at the market as retail sales thrive. With construction sluggish in 2013, supply is anticipated to accelerate in 2014 with the majority of the activity taking place within the Stonebridge sub-sector. Initial projections indicate that the retail market may expand by 4-6% over the next 2-3 years. Continued interest from retailers and a lack of available supply continue as the main catalysts for the anticipated growth. Due to a highly competitive market and limited inventory, speculation is that the market is currently underserved by an estimated 600,000 SF.

Fueled by a shortage of space, an initial expansion of 270,000 SF is projected over the next 12 months with an additional 337,000 SF pending construction for projects such as Preston Crossing Phase V,

Southgate Centre, Blairmore Smart Centres and Cory Common. The majority of the absorption experienced in 2013 was within emerging neighborhoods and it is likely that this trend will continue as demand for inventory in prominent sub-sectors gains momentum.

In previous years much of the newly constructed space has been pre-leased prior to completion and this trend continues. The 143,000 SF at the Stonebridge Centre has been met with high demand as approximately 55% of the space available has been pre-leased with an additional 10% of the space under pending offers. Another new development under construction in Stonebridge is Ironwood which is located at 3203 Preston Avenue. The 50,000 SF project will consist of 3 buildings that will be a mix of retail and office use; 50% of the available space at this development is currently under pending offers.

market stats

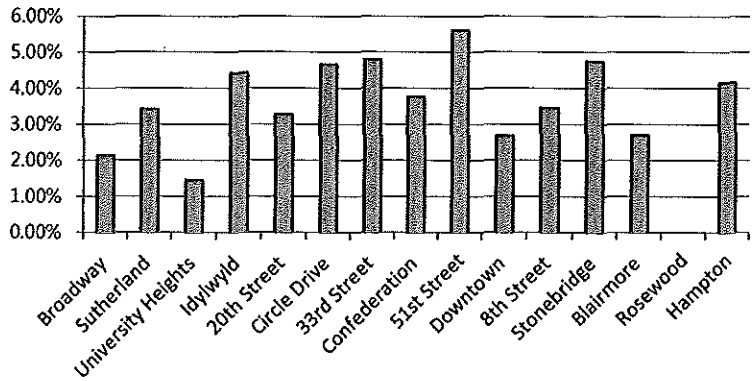
Vacancy	Absorption
January 2014	2013 (January - December)
2.50%	79,500 SF
January 2013	2012 (January - December)
2.44%	278,500 SF

market forecast

As demand for new developments in emerging neighborhoods continues to gather pace, it is likely that lease rates will continue their upward trajectory. Lease rates have increased by 18% since the start of 2011 and it is probable that rates will continue to increase in 2014. Consistent with previous years, expectations continue to be that Stonebridge, University Heights, Blairmore, 8th Street and Downtown subsectors will continue to garner higher market rates. Market rates for new developments ranged from \$23.00 - \$36.00/PSF in 2013.

In terms of cap rates, it is likely that rates may remain stable given the continued immigration and growth of the city. Retail cap rates ranged from 6.3 – 9.8% in 2013, with the median rate being 7.8% according to local appraisers Suncorp Valuations Ltd. and Brundson Junor Johnson Appraisals.

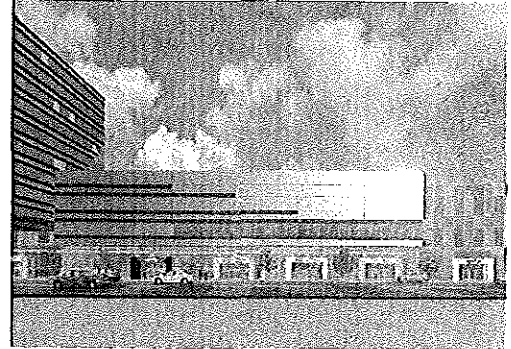
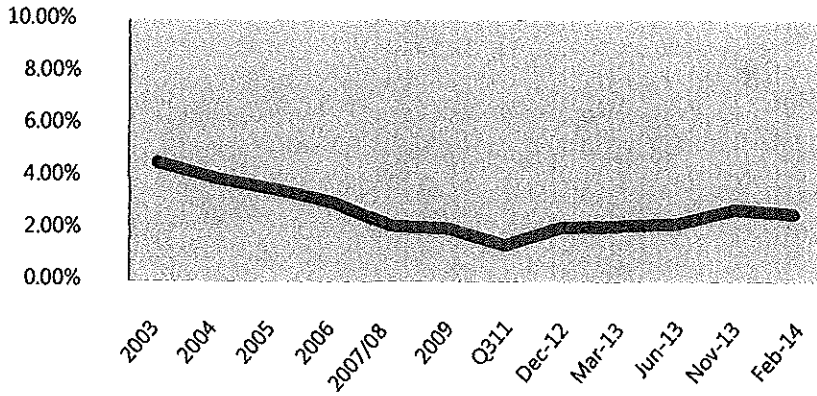
Area Vacancy



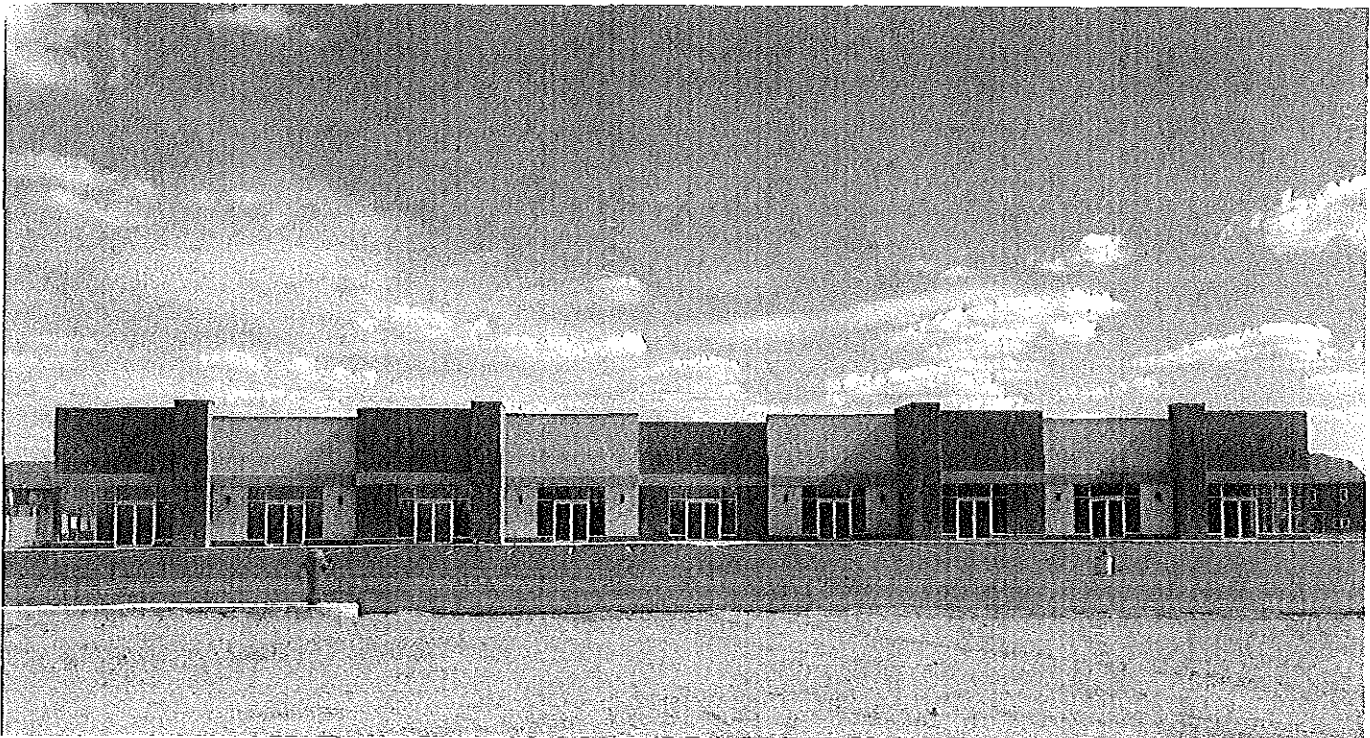
Stonegate Centre - 303 Cope Lane

RETAIL SURVEY 2014

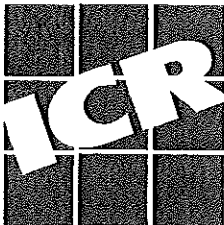
Retail Vacancy



The Promendae - 355 2nd Ave S



Legends Plaza - Warman, SK



COMMERCIAL REAL ESTATE

Please check out our website for additional information
www.icrcommercial.com

Downtown Office
306.664.6116
100 - 261 1st Ave. N
Saskatoon, SK
S7N 1X2

North Office
306.933.2929
840 48th Street E
Saskatoon, SK
S7K 3Y4

Regina Office
306.721.6116
374 Albert Street
Regina, SK
S4R 2N7

Comments From Other Divisions

Transportation and Utilities Department

The proposed Zoning Bylaw No. 8770 amendment, as noted in the report, is acceptable to the Transportation and Utilities Department with the following requirements:

1. A Traffic Impact Study (TIS) is required.
2. A driveway will not be permitted directly across from the fire hall driveway on Slimmon Road.

A TIS was submitted as requested by the Transportation and Utilities Department. The Transportation and Utilities Department reviewed the TIS and accepted the report's recommendations as follows:

1. The Slimmon Road and Harold Road intersection is already an all-way stop. Further mitigation is not required.
2. A driveway crossing directly across from the fire hall driveway will not be permitted.
3. The drive-thru window of the bank will be located to accommodate vehicle queues within the site.

Requirements are satisfied and require no further information.

Saskatoon Transit Division

Saskatoon Transit has no easement requirements regarding the referenced property.



COMMUNITY ENGAGEMENT SUMMARY

PUBLIC INFORMATION MEETING FOR PROPOSED REZONING OF 210 SLIMMON ROAD

Applicant: Reg Amendt, Royalty Construction Inc.
File: PL 4350 – Z18/13

Project Description

A public information meeting was held regarding a proposed rezoning of 210 Slimmon Road (Lakewood Suburban Centre Area), from RM4 - Medium/High Density Residential District to B2 - District Commercial District. This proposed rezoning would facilitate the construction for a commercial development, consisting of two stand alone buildings, and one retail strip mall.

The meeting was held at Lakeridge School Library on Tuesday, March 11, 2014 at 7 PM.

Community Engagement Strategy

Purpose:

To inform and consult. Residents were provided with an overview of the applicant's proposal and provided the opportunity to ask questions and provide comments. Written comments (email/comment sheets) were accepted for two weeks following the meeting.

Form of community engagement used:

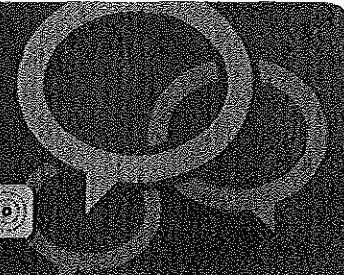
Public Information Meeting – Residents are provided an opportunity to listen to a presentation by the applicant and speak directly with the applicant and/or City staff following the presentation. City staff was in attendance to provide an overview of the rezoning process, and the next steps following the meeting.

Level of input or decision making required from the public:

Comments and opinions were sought from the public.

Who was involved:

- Internal stakeholders: The standard referral process was implemented. Internal Departments were contacted for comments; Transportation & Utilities and Transit Services. Councillor Paulsen was also contacted.
- External stakeholders: Public Notices (attached) were sent to property owners within a 75 metre radius of the subject site – a total of 193 Public Notices were sent out on February 20, 2014. No property owners or nearby residents attended the public information meeting.



Summary of Community Engagement Feedback

This community engagement initiative would have provided interested & concerned individuals with an opportunity to learn more about the proposed use and to provide perspective and comments, which would have been considered by both the proponent and municipal staff in further analysis of this proposal. Since no one attended the meeting, it is believed that there is no opposition to this proposal.

Next Steps

ACTION	ANTICIPATED TIMING
Planning and Development Division prepares and presents to Municipal Planning Commission (MPC). MPC reviews proposal and recommends approval or denial to City Council.	May 6, 2014
Public Notice - Community Consultant, Ward Councillor as well as all participants that attended the Public Information Meeting will be provided with direct notice of the Public Hearing, as well as all residents who were notified previously. A notification poster sign will be placed on site. Advertisements prepared and placed in the Star Phoenix, City Page (as per the City's Public Notice Policy).	May 3 – 10, 2014
Public Hearing – Public Hearing conducted by City Council, with opportunity provided to interested persons or groups to present. Proposal considered together with the reports of the Planning and Development Division, Municipal Planning Commission, and any written or verbal submissions received by City Council.	May 20, 2014
Council Decision - may approve or deny proposal.	May 20, 2014

Prepared by:

Melissa Austin, Planner
 Planning and Development Division
 April 9, 2014

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: April 30, 2014
SUBJECT: Proposed Rezoning from R1A to R1B – 102 to 175 Tweed Lane
FILE NO.: CK. 4351-014-009 and PL. 4350 – Z19/14

RECOMMENDATION: that a report be forwarded to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone 102 to 175 Tweed Lane from an R1A – One-Unit Residential District to an R1B – Small Lot One-Unit Residential District, be approved.

TOPIC AND PURPOSE

The purpose of this report is to consider the application from Rosewood Land Inc. to rezone 102 to 175 Tweed Lane in the Rosewood neighbourhood from R1A – One-Unit Residential District to an R1B – Small Lot One-Unit Residential District (see Attachment 1).

REPORT HIGHLIGHT

1. This application is consistent with the approved Rosewood Neighbourhood Concept Plan (Concept Plan).

STRATEGIC GOAL

Under the Strategic Goal of Quality of Life, this report supports the long-term strategy to encourage a mix of housing types across the city.

BACKGROUND

During its May 20, 2008 meeting, City Council approved the Concept Plan.

REPORT

Rosewood Neighbourhood Concept Plan

This proposed amendment will accommodate one-unit dwellings and is consistent with the approved Concept Plan.

Official Community Plan Bylaw No. 8769

This area is identified as "Residential" on the Official Community Plan (OCP) – Land Use Map. This application is consistent with that designation.

Comments from Other Divisions

No concerns were identified through the Administrative referral process.

Please refer to Attachment 2 for complete comments.

OPTIONS TO THE RECOMMENDATION

City Council could deny this rezoning application. This option would preclude the implementation of the Concept Plan.

POLICY IMPLICATIONS

There are no policy implications related to this application.

FINANCIAL IMPLICATIONS

There are no financial implications related to this application.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

A public information meeting was not held, as the proposed rezoning is consistent with the Concept Plan. The Community Association will be notified of this application prior to the public hearing.

COMMUNICATION PLAN

Public hearing notices will be mailed to property owners within a 75 metre radius of the proposed rezoning. As this proposal is consistent with the Concept Plan, no further communications with the surrounding property owners are planned.

ENVIRONMENTAL IMPLICATIONS

No environmental and/or greenhouse gas implications have been identified at this time.

PRIVACY IMPACT

This application does not have any privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

This application relates to a private development, in which case a CPTED review is not required.

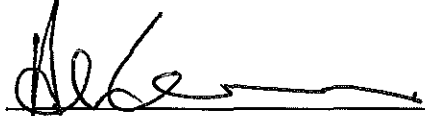
PUBLIC NOTICE

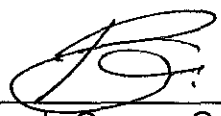

Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify the Community Consultant and the Ward Councillor of the public hearing date by letter. A notice will be placed in The StarPhoenix two weeks prior to the public hearing.


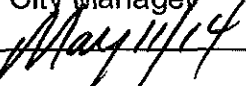
ATTACHMENTS

- 1. Location Plan
- 2. Comments from Other Divisions

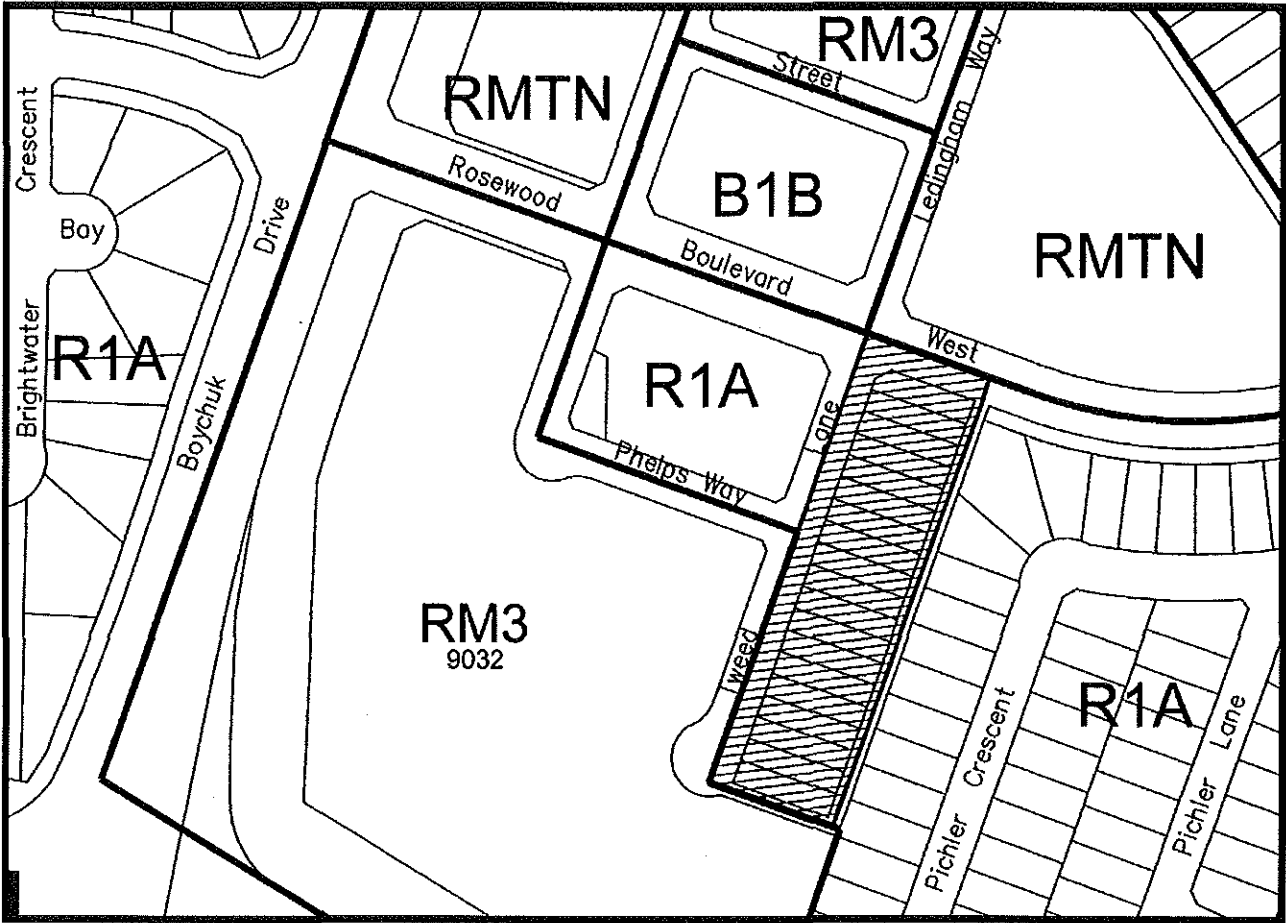
Written by: Melissa Austin, Senior Planner

Reviewed by: 
Alan Wallace
Director of Planning and Development

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

Approved by: 
Murray Totland, City Manager
Dated: 

Location Plan



PROPOSED REZONING



From R1A to R1B



File No. RZ19-2014

Comments From Other Divisions

Transportation and Utilities Department

The proposed Zoning Bylaw No. 8770 Amendment, as noted, is acceptable to the Transportation and Utilities Department with the following comment:

1. Vertical curb is required on the east side of Tweed Lane.

Saskatoon Transit Division

Saskatoon Transit has no easement requirements regarding the referenced property.

A) Land Use Applications Received by the Community Services Department
For the Period Between April 3, 2014 and May 7, 2014
(For Information Only)

File No.: CK. 4000-5, PL. 4131-3-9-1, PL. 4132, PL. 4355-D, PL. 4115, PL. 4350 and PL. 4300

RECOMMENDATION: that the information be received.

The following applications have been received and are being processed:

Concept Plan Amendment

- Address/Location: Kensington Boulevard/Nightingale Road
Applicant: Saskatoon Land
Legal Description: Lots 1 - 9, Block 226 and Lots 1 - 10, Block 225
Purpose of Amendment: Single Family District to Street Townhouse
Neighbourhood: Kensington
Date Received: March 26, 2014

Condominium

- Application No. 6/14: 114 - 111th Street West (5 New Units)
Applicant: Webb Surveys for Angeline, Chad, Shawn, and Trevor Wehage
Legal Description: Lots 18, 19, and 20, Block 4, Plan No. I5611
Current Zoning: RM4
Neighbourhood: Sutherland
Date Received: April 8, 2014
- Application No. 7/14: 3144 Laurier Drive (75 New Units)
Applicant: Webb Surveys for Confederation Park Family Housing
Legal Description: Condominium Plan No. 91S543618
Current Zoning: M3
Neighbourhood: Confederation Suburban Centre
Date Received: April 8, 2014

Discretionary Use

- Application No. D8/14: 706 Evergreen Boulevard
Applicant: Sunlight Developments Ltd.
Legal Description: Lot 10, Block 633, Plan No. 102088953
Current Zoning: R1A
Proposed Use: Type II Care Home
Neighbourhood: Evergreen
Date Received: April 28, 2014

Discretionary Use

- Application No. D9/14: 702 Evergreen Boulevard
 Applicant: Sunlight Developments Ltd.
 Legal Description: Lot 11, Block 633, Plan No. 102088953
 Current Zoning: R1A
 Proposed Use: Type II Care Home
 Neighbourhood: Evergreen
 Date Received: April 28, 2014

- Application No. D10/14: 310 Piggot Crescent
 Applicant: Pillar Properties
 Legal Description: Lot 10, Block 224, Plan No. 102064777
 Current Zoning: IH2
 Proposed Use: Manufacturing of Chemicals
 Neighbourhood: Marquis Industrial
 Date Received: May 2, 2014

Official Community Plan

- Amendment No. OCP 17/14: 410 5th Avenue North
 Applicant: Saskatoon Land
 Legal Description: Lots 29 and 30, Block 181, Plan No. 99SA24455
 Current Land Use Designation: High-Density Residential
 Proposed Land Use Designation: Special Area Commercial
 Neighbourhood: City Park
 Date Received: April 3, 2014

- Amendment No. OCP 20/14: 318 and 320 Avenue F South
 Applicant: Ryan Meili
 Legal Description: Lots 28 – 31, Block 21, Plan No. 5618
 Current Land Use Designation: Low-Density Residential
 Proposed Land Use Designation: Mixed Use
 Neighbourhood: Riversdale
 Date Received: April 15, 2014

Rezoning

- Application No. Z8/14: Brighton
 Applicant: Dundee Developments
 Legal Description: Part of Sections 29, 30, 31, and 32
 Twp. 36, Range 4, W3M
 Current Zoning: DREC1, DAG1, DAG2, DCR3, and DM3
 Proposed Zoning: FUD
 Neighbourhood: Brighton
 Date Received: April 23, 2014

Rezoning

- Application No. Z18/14: 410 – 5th Avenue North
 Applicant: Saskatoon Land
 Legal Description: Lots 29 and 30, Block 181, Plan No. 99SA24455
 Current Zoning: M3
 Proposed Zoning: B5
 Neighbourhood: City Park
 Date Received: April 3, 2014
- Application No. Z19/14: 103 – 175 Tweed Lane
 Applicant: C of S Planning and Development for Randy Pichler
 Legal Description: Lots 1 – 19, Block 5, Plan No. 102109711
 Current Zoning: R1A
 Proposed Zoning: R1B
 Neighbourhood: Rosewood
 Date Received: April 23, 2014
- Application No. Z21/14: 318 and 320 Avenue F South
 Applicant: Ryan Meili
 Legal Description: Lots 28 – 31, Block 21, Plan No. 5618
 Current Zoning: R2
 Proposed Zoning: MX1
 Neighbourhood: Riversdale
 Date Received: April 15, 2014
- Application No. Z23/14: Rosewood Boulevard West/Phelps Way
 Applicant: Boychuk Investments Ltd.
 Legal Description: Part of Parcel AA, Plan No. 101875394 and
 Part of Parcel F, Plan No. 94S17318
 Current Zoning: R1A
 Proposed Zoning: B1B
 Neighbourhood: Rosewood
 Date Received: March 20, 2014

Subdivision

- Application No. 20/14: 3415 Fairlight Crescent/3330 Fairlight Drive
 Applicant: Webb Surveys for 101090588 Saskatchewan Ltd.
 c/o Confederation Inn
 Legal Description: Lot 1, Block 580 and Part Closure Lane LS,
 Plan No. 65S06904; Consolidated with Lot A,
 Block 580, Plan No. 76S07218
 Current Zoning: R2
 Neighbourhood: Fairhaven
 Date Received: April 3, 2014

Subdivision

- Application No. 21/14: 2310 Millar Avenue
 Applicant: Webster Surveys for
 2310 Millar Avenue Properties
 Legal Description: Lot 4, Block 381, Plan No. 59S01097
 Current Zoning: IL1
 Neighbourhood: North Industrial
 Date Received: April 3, 2014
- Application No. 23/14: 215 Rajput Way
 Applicant: Larson Surveys for Montana Homes
 Legal Description: Parcel T, Plan No. 102135024
 Current Zoning: RMTN
 Neighbourhood: Evergreen
 Date Received: April 3, 2014
- Application No. 24/14: 833 Cynthia Street
 Applicant: Webb Surveys for Global Exteriors
 Legal Description: Closure of Lane L1, Plan No. 69S07233,
 Consolidated with Lot 1, Block 792,
 Plan No. 75S10686
 Current Zoning: IL1
 Neighbourhood: Airport Business Area
 Date Received: April 4, 2014
- Application No. 25/14: East of Zimmerman Road
 Applicant: Webster Surveys for Casablanca Holdings
 c/o Arbutus Properties
 Legal Description: Part Road Allowance between SW 1/4 16 and SE 1/4
 17, and Parts of Parcel C, Plan Nos. 101317508 and
 DT2262
 Current Zoning: FUD
 Neighbourhood: Rosewood
 Date Received: April 4, 2014
- Application No. 26/14: Jeanneau Way
 Applicant: Webster Surveys for Boychuk Investments
 Legal Description: Parcel BB, Plan No.101875394
 Current Zoning: FUD/R1A
 Neighbourhood: Rosewood
 Date Received: April 8, 2014

Subdivision

- Application No. 27/14: Centennial Drive/Childers
 Applicant: Webster Surveys for Dream Asset Management
 Legal Description: Lot 13, Block 208, Plan No. 102149445 and
 Lot 21, Block 209, Plan No. 102150807
 Current Zoning: RMTN
 Neighbourhood: Kensington
 Date Received: April 11, 2014
- Application No. 28/14: Eidem Road/Brodsky Avenue/Arthur Rose Avenue
 71st Street and 72nd Street
 Applicant: Meridian Surveys for City of Saskatoon and
 Superior General Partner Inc.
 Legal Description: Part of Plan No. 63S01093
 Current Zoning: IH2
 Neighbourhood: Marquis Industrial
 Date Received: April 15, 2014
- Application No. 29/14: 108 – 105th Street West
 Applicant: Larson Surveys for Vic Lam and Mei Yang
 Legal Description: Lots 11 and 12, Block 6, Plan No. G122 and
 Lot 33, Block 6, Plan No. 101338927
 Current Zoning: R2
 Neighbourhood: Sutherland
 Date Received: April 15, 2014
- Application No. 30/14: 1328 Avenue D North
 Applicant: Webb Surveys for 101221120 Sask. Ltd.
 Legal Description: Lots 27 and 28, Block 14, Plan No. 101541114
 Current Zoning: R2
 Neighbourhood: Mayfair
 Date Received: April 17, 2014
- Application No. 31/14: 200 Hedley Street
 Applicant: Webb Surveys for Patrick and Nora Conway
 c/o Realistic Homes
 Legal Description: Lot 16, Block 7, Plan G171
 Current Zoning: R2
 Neighbourhood: Forest Grove
 Date Received: April 17, 2014
- Application No. 32/14: Evergreen Boulevard/Manek Road
 Applicant: Digital Mapping Systems for City of Saskatoon
 Legal Description: Parcel HH, Plan No. 102107135
 Current Zoning: R1A
 Neighbourhood: Evergreen
 Date Received: April 23, 2014

Subdivision

- Application No. 33/14: 25 - 25th Street
 Applicant: Digital Mapping Systems for City of Saskatoon
 Legal Description: Part Parcel XX and Parcel H, Plan No. 102111253
 Current Zoning: RA1
 Neighbourhood: Central Industrial
 Date Received: April 28, 2014

- Application No. 34/14: Kolynchuk Crescent
 Applicant: Webster Surveys for Dream Asset Management Corp.
 Legal Description: Parcel A, Block 203, and Parcel A, Block 208, all in
 Plan No. 102147285
 Current Zoning: RMTN
 Neighbourhood: Stonebridge
 Date Received: April 28, 2014

- Application No. 35/14: Betts Avenue/Hart Road
 Applicant: Neil MacKay (MacPherson Leslie & Tyerman) for
 Saskatoon West Shopping Centre Ltd.
 Legal Description: Part of Parcel A, Plan No. 101879174
 Current Zoning: DCD6
 Neighbourhood: Blairmore Suburban Centre
 Date Received: May 1, 2014

PUBLIC NOTICE

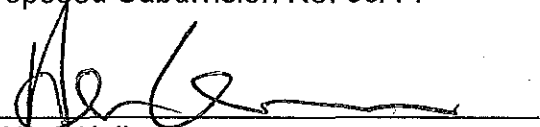
Public Notice, pursuant to Section 3 of the Public Notice Policy No. C01-021, is not required.

ATTACHMENTS

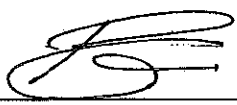
1. Plan of Proposed Concept Plan Amendment for Kensington
2. Plan of Proposed Condominium Plan No. 6/14
3. Plan of Proposed Condominium Plan No. 7/14
4. Plan of Proposed Discretionary Use No. D8/14
5. Plan of Proposed Discretionary Use No. D9/14
6. Plan of Proposed Discretionary Use No. D10/14
7. Plan of Proposed Official Community Plan Amendment OCP 17/14
8. Plan of Proposed Official Community Plan Amendment OCP 20/14
9. Plan of Proposed Rezoning No. Z8/14
10. Plan of Proposed Rezoning No. Z18/14
11. Plan of Proposed Rezoning No. Z19/14
12. Plan of Proposed Rezoning No. Z21/14
13. Plan of Proposed Rezoning No. Z23/14
14. Plan of Proposed Subdivision No. 20/14
15. Plan of Proposed Subdivision No. 21/14
16. Plan of Proposed Subdivision No. 23/14

- 17. Plan of Proposed Subdivision No. 24/14
- 18. Plan of Proposed Subdivision No. 25/14
- 19. Plan of Proposed Subdivision No. 26/14
- 20. Plan of Proposed Subdivision No. 27/14
- 21. Plan of Proposed Subdivision No. 28/14
- 22. Plan of Proposed Subdivision No. 29/14
- 23. Plan of Proposed Subdivision No. 30/14
- 24. Plan of Proposed Subdivision No. 31/14
- 25. Plan of Proposed Subdivision No. 32/14
- 26. Plan of Proposed Subdivision No. 33/14
- 27. Plan of Proposed Subdivision No. 34/14
- 28. Plan of Proposed Subdivision No. 35/14

Reviewed by:

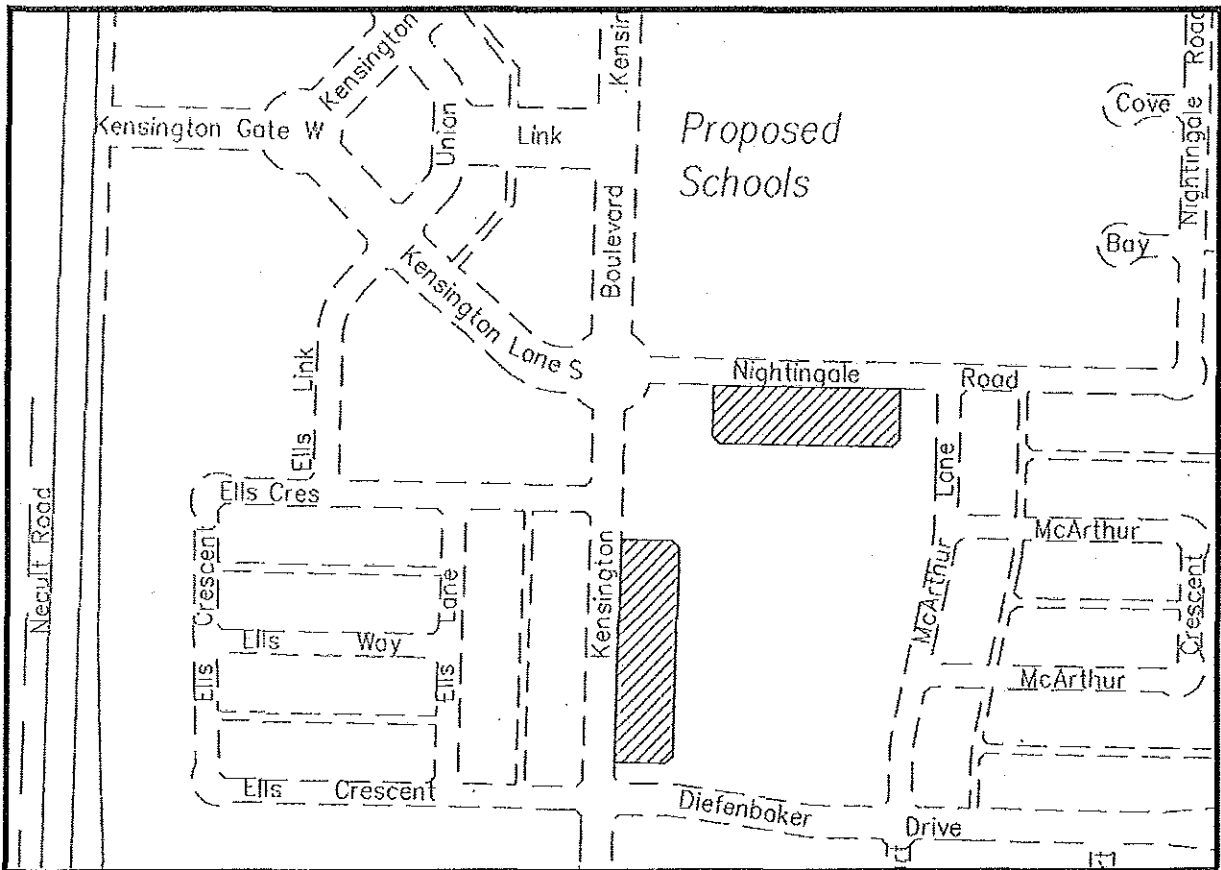

Alan Wallace
Director of Planning and Development

Approved by:

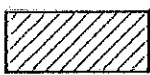

Randy Grauer, General Manager
Community Services Department
Dated: May 7/14

cc: Murray Totland, City Manager

Proposed Amendment to Kensington Concept Plan

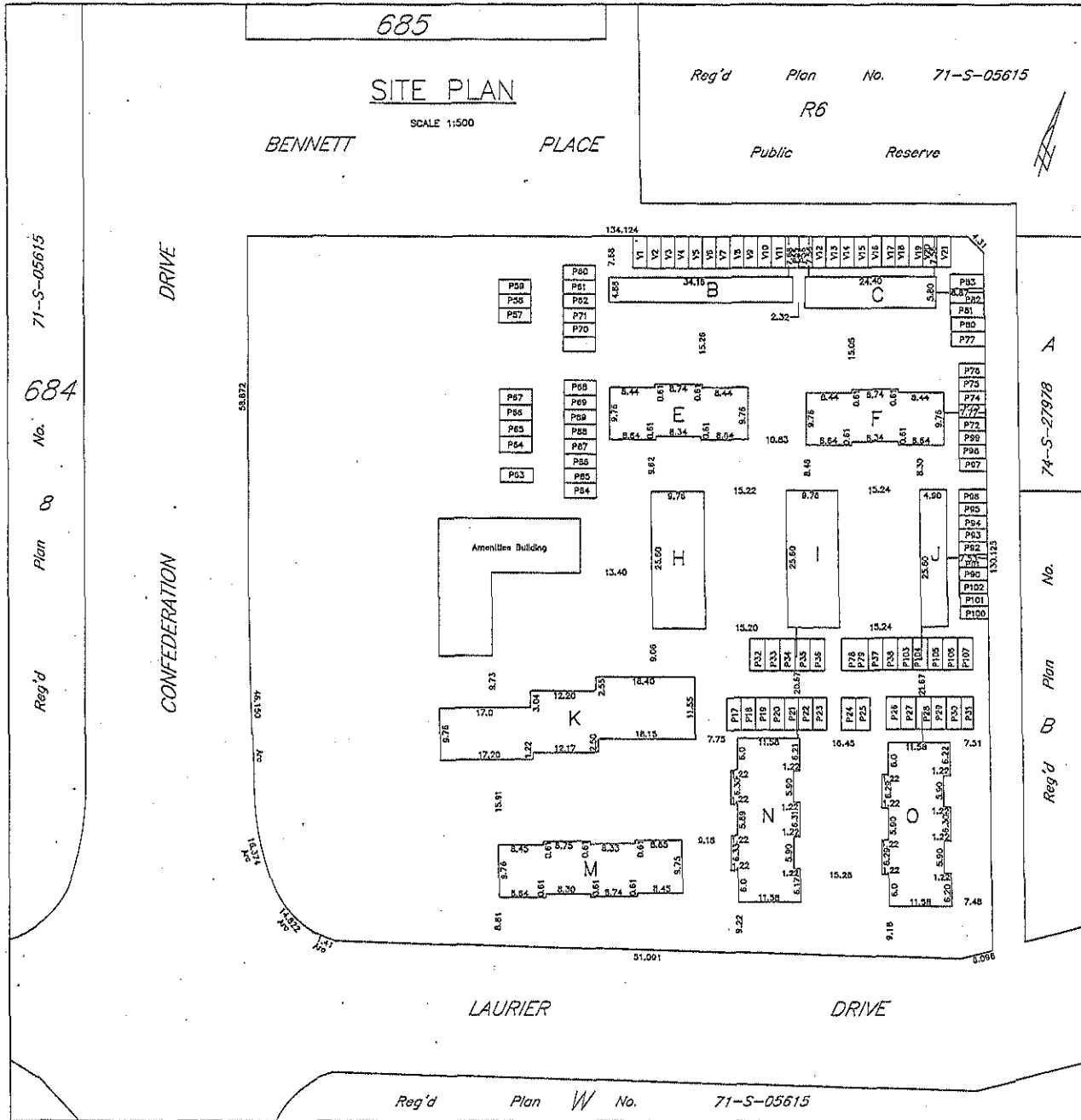


PROPOSED AMENDMENT TO THE
KENSINGTON CONCEPT PLAN



From Single Family Detached
to Multi Unit (Street Townhouses)





SITE PLAN & LEGEND
SHEET 1 OF 4 SHEETS SCALE AS SHOWN

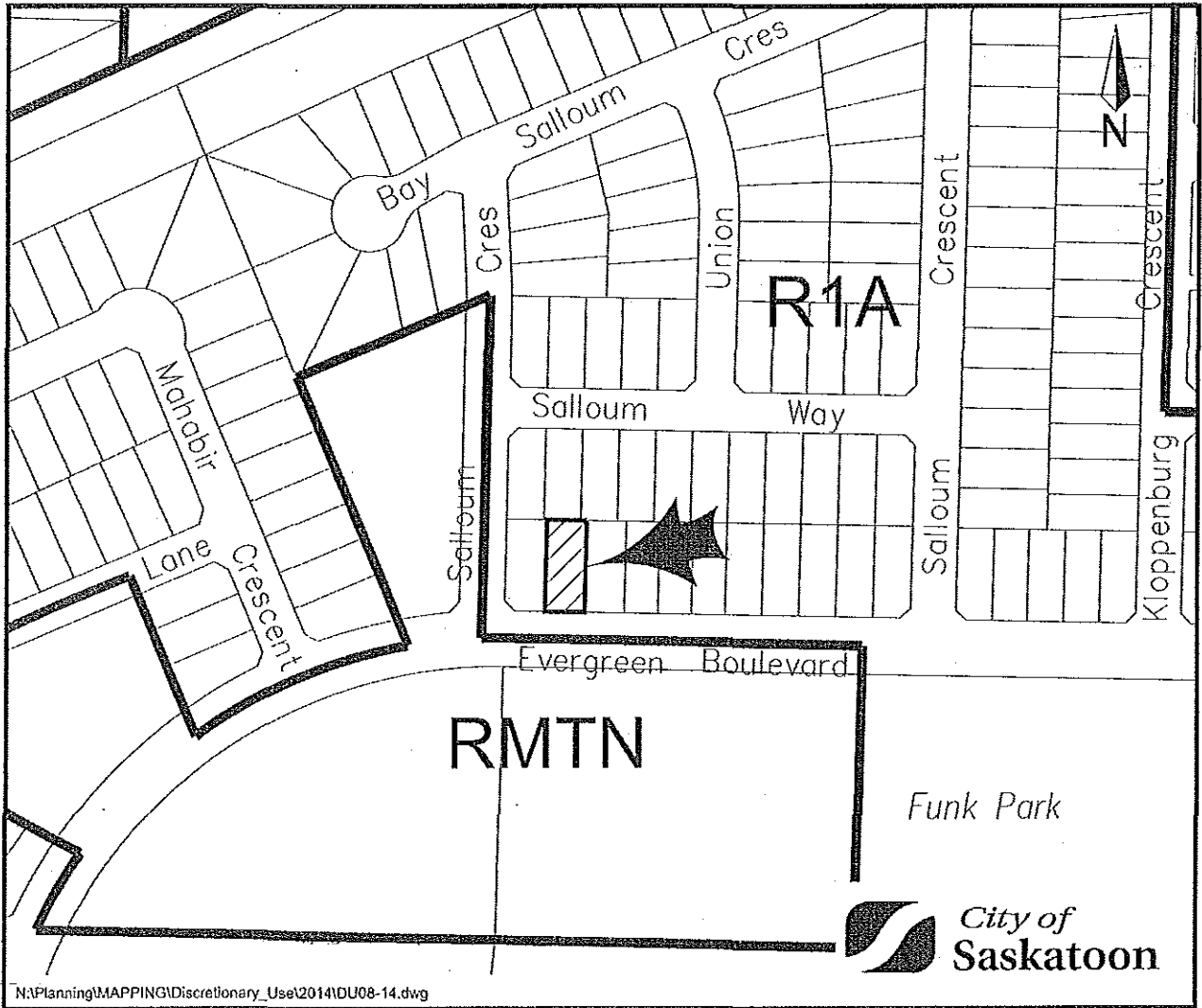
CONFEDERATION PARK
FAMILY HOUSING.
PLAN OF SURVEY SHOWING
SURFACE BUILDING CONDOMINIUM
REPLACEMENT OF
CONDOMINIUM PLAN
NO. 91S43618
LOTS 41 & 42,
BLOCK 685,
REG'D PLAN NO. 71S05615
IN ACCORDANCE WITH
SECTION 17 OF THE
CONDOMINIUM PROPERTY ACT, 1993
S.E. 1/4 SEC.36-TWP.36--
RGE.6-W.3rd MER.
SASKATOON, SASKATCHEWAN
BY: T.R. WEBB, S.L.S.
SEPTEMBER 1991-OCTOBER 2013
SCALE: AS SHOWN

- LEGEND**
1. Dimensions shown are in metres and decimal thereof.
 2. Measurements indicating the position of the building in relation to the outer boundaries of the parcel are taken to the concrete foundation at ground level.
 3. Residential unit numbers are shown as 1, 2, 3, etc. on sheets 2 to 4.
 4. Regular residential unit boundaries are shown on Sheets 2, 3 and 4 by a heavy solid line and are defined as follows:
 - the exterior plywood surface of all exterior unit walls and the extension thereof across all doors and windows.
 - the exterior of all concrete foundation walls except common foundation walls where the boundary shall be the centreline of all common walls.
 - the centreline of all common walls.
 - the bottom of basement floor.
 - 0.080 into ceilings.
 5. The doors and windows form part of the regular residential units.
 7. All exterior surfaces are common property.
 8. The owner of each regular residential unit shall have exclusive use of that balcony to which that unit has sole access.
 9. Parking spaces are in accordance with Section 11(1)(a) of The Condominium Property Act.
 10. Visitor parking spaces are labelled V1, V2 etc.
 11. All areas not designated with a unit number are common property.
 12. Area to be approved is outlined by a heavy dashed line.
 13. The parcel within the line of approval has an Extension 0.

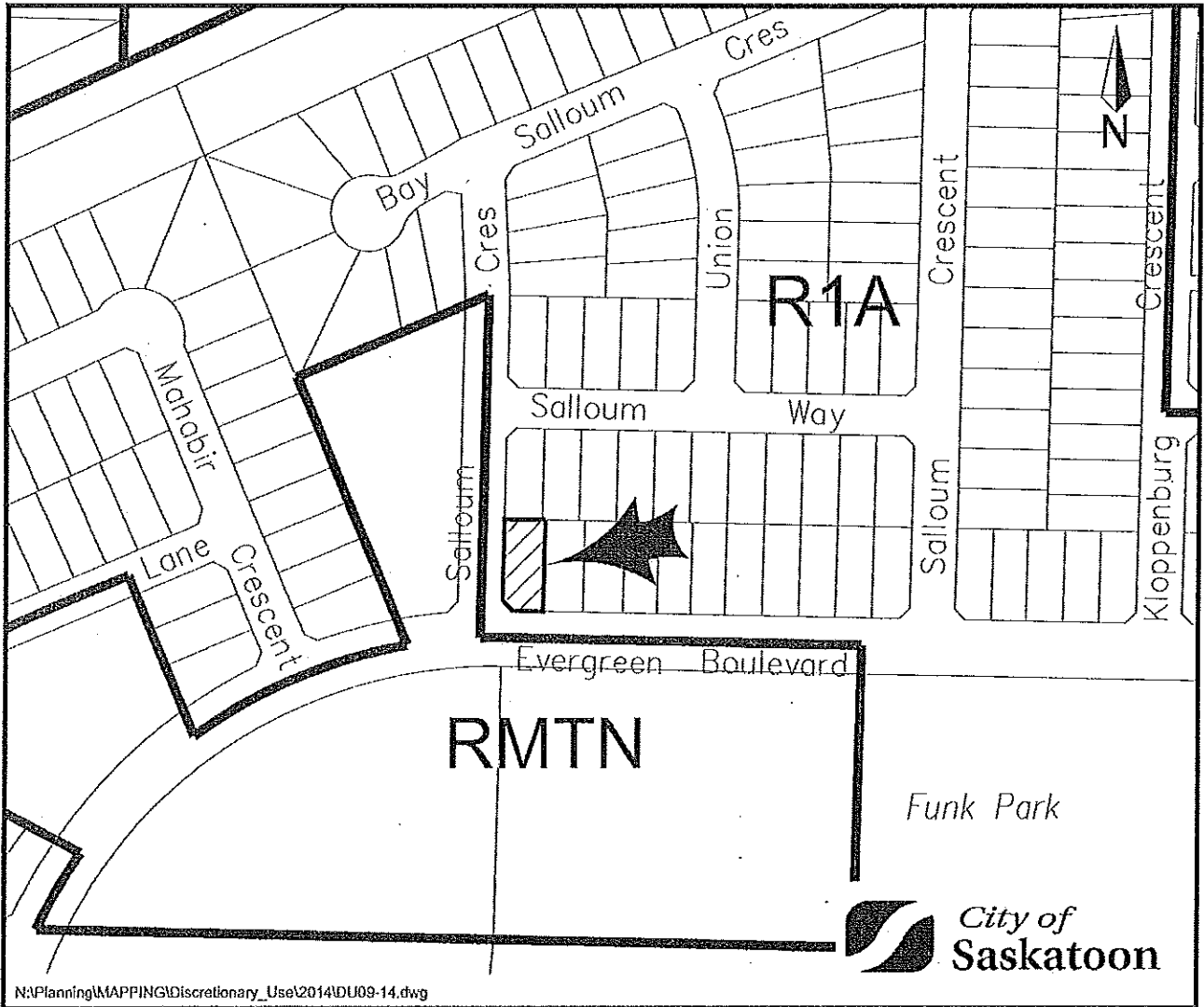
Prepared by
Public Survey
13-2570-000 CAS

Proposed Condominium No. 71/4

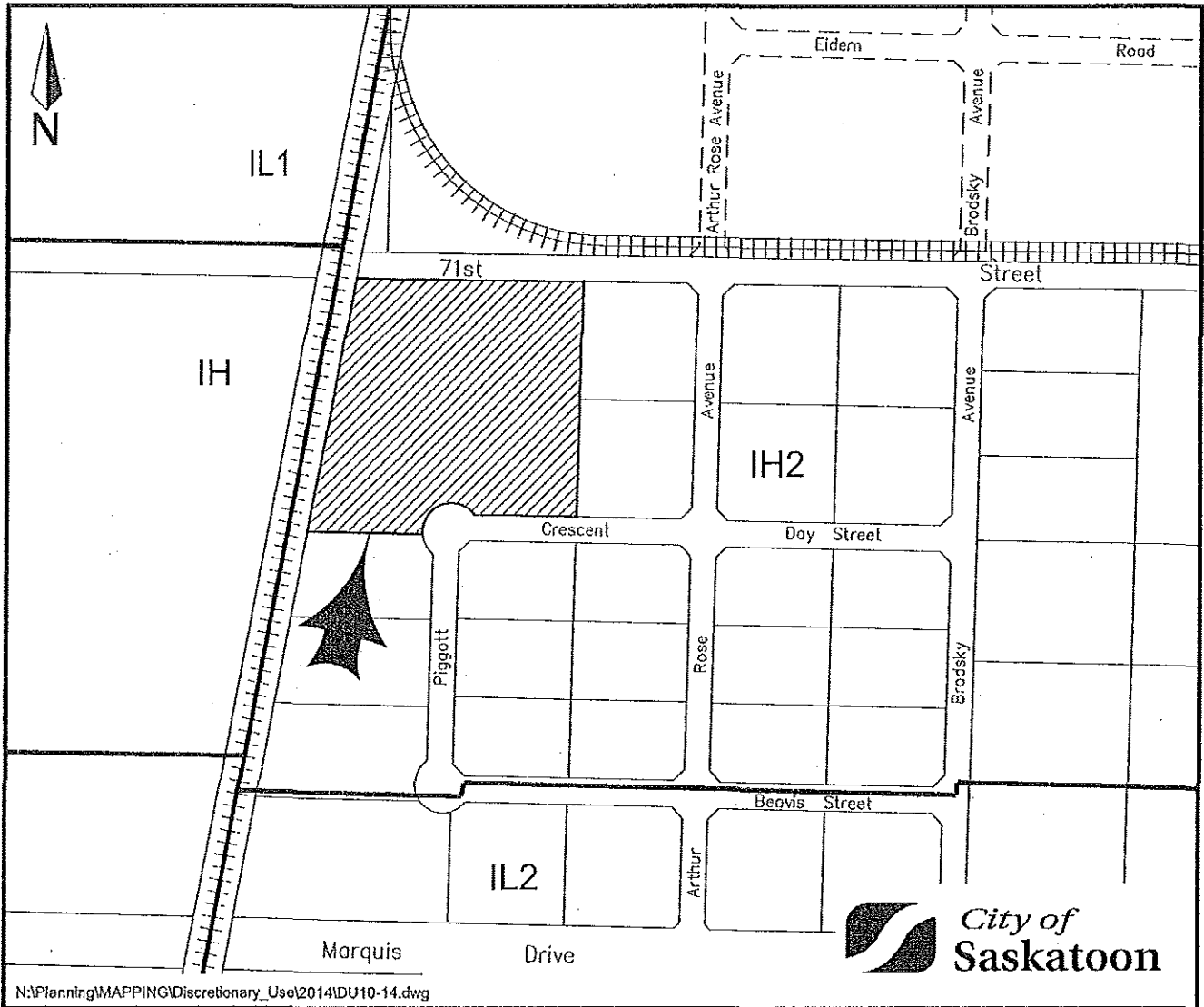
Plan of Proposed Discretionary Use No. D8/14



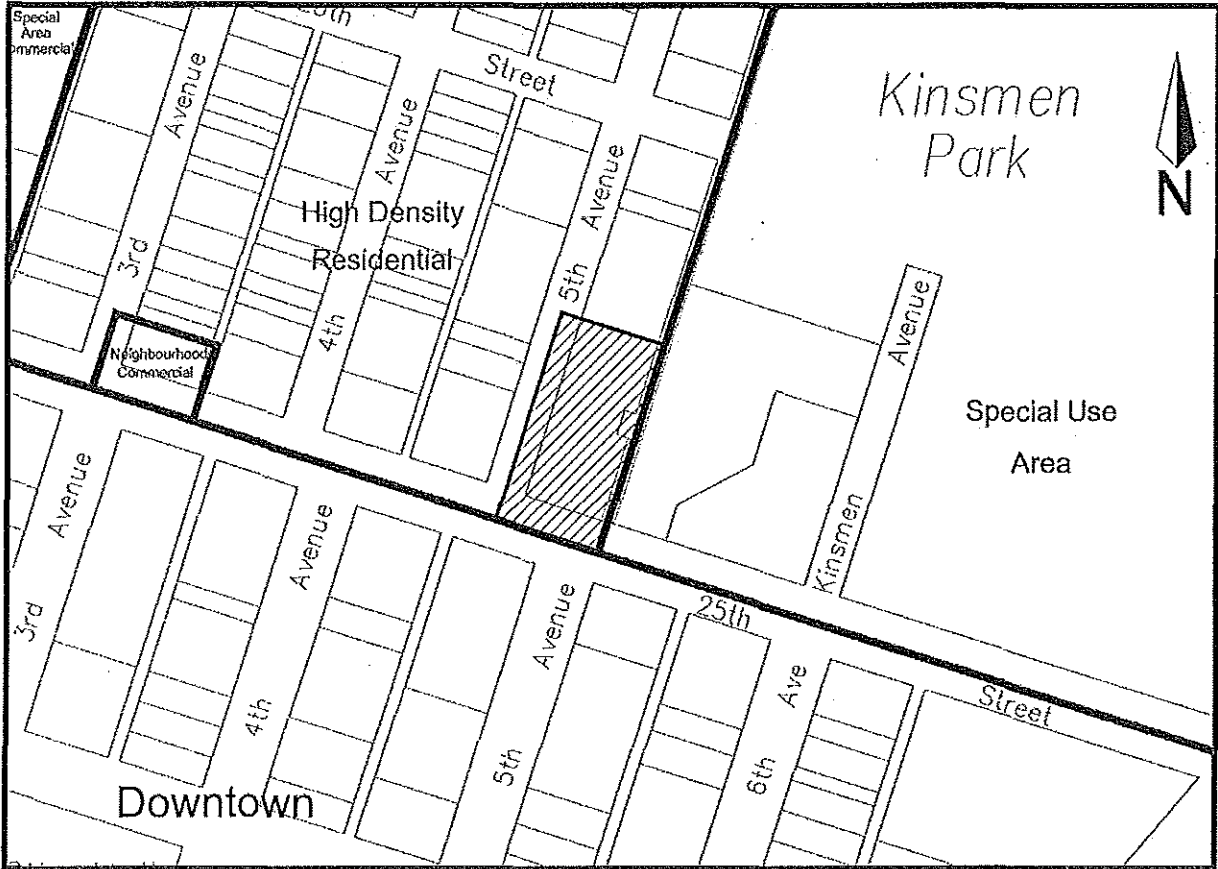
Plan of Proposed Discretionary Use No. D9/14



Plan of Proposed Discretionary Use No. D10/14



Proposed Official Community Plan No. OCP 17/14



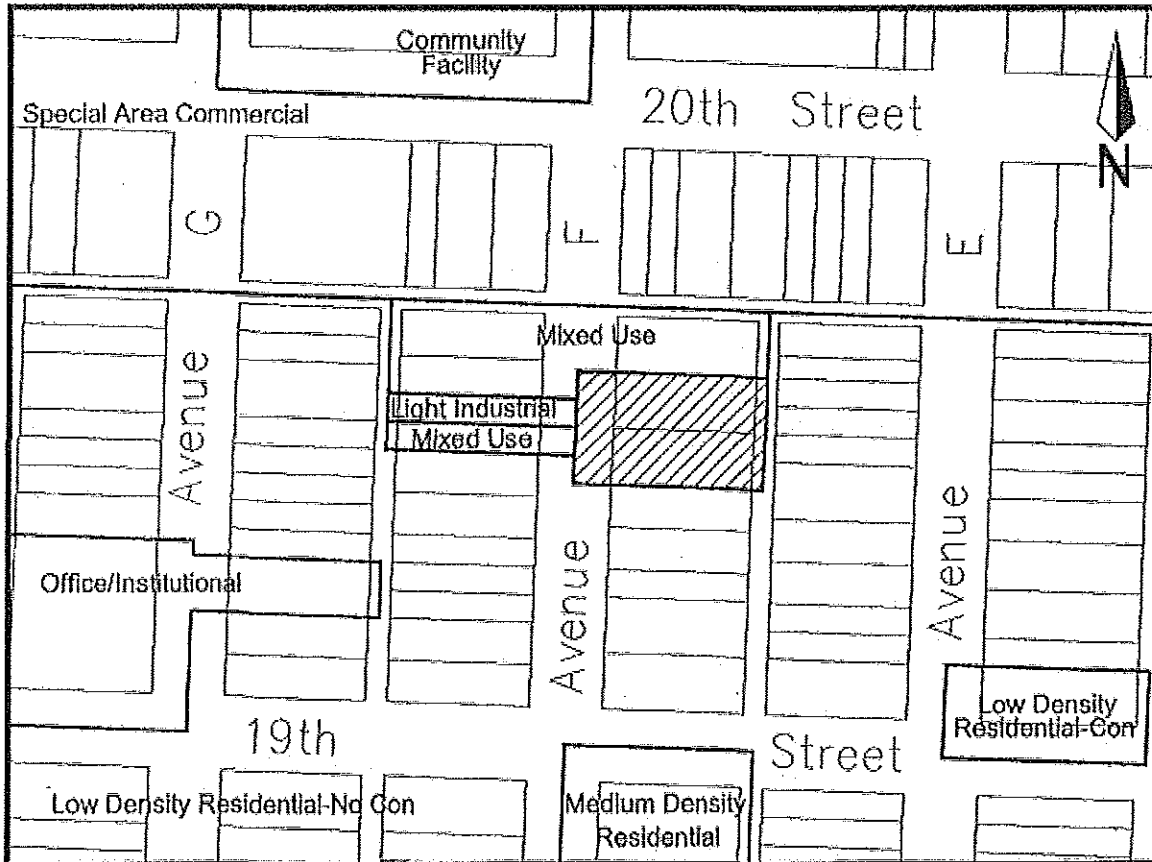
PROPOSED AMENDMENT TO THE OFFICIAL COMMUNITY PLAN
CITY PARK LAND USE POLICY MAP



From High Density Residential
to Special Area Commercial

File No. OCP17-2014





PROPOSED OFFICIAL COMMUNITY PLAN AMENDMENT
RIVERSDALE LAND USE POLICY MAP

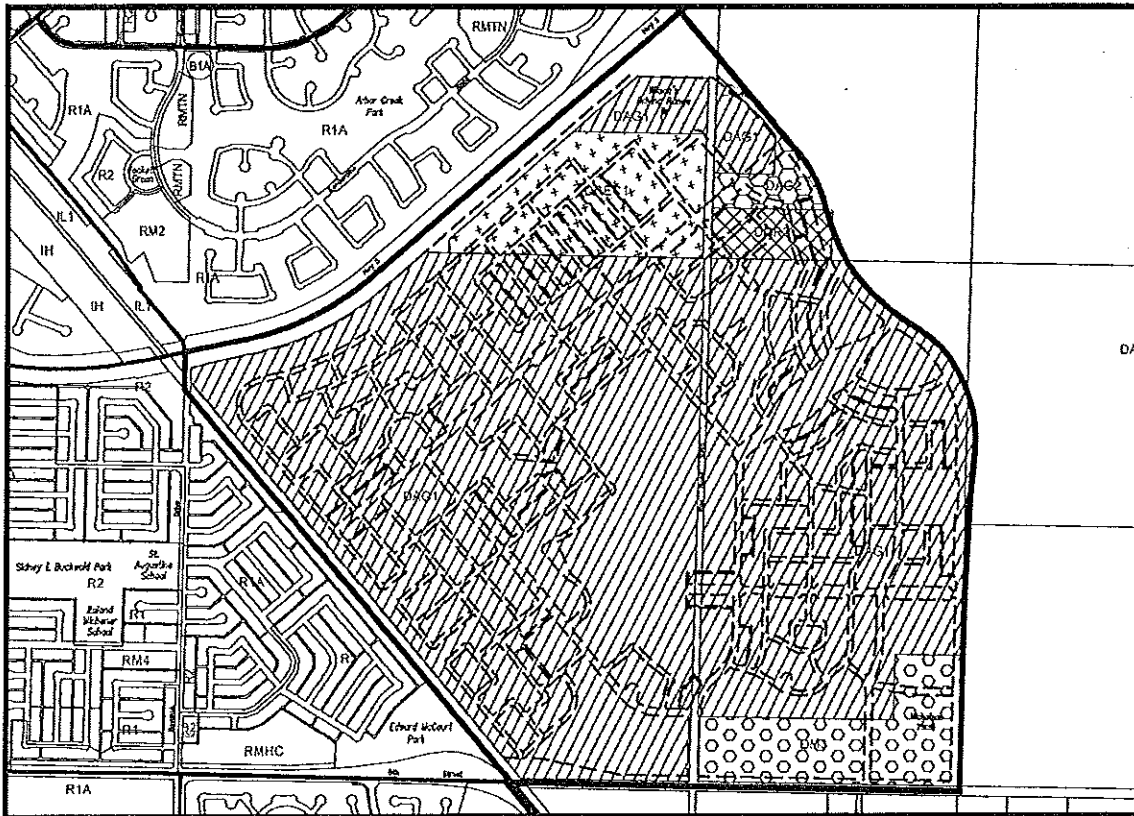


From Low Density Residential (No Conversions)
to Mixed Use

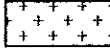




File No. OCP20-2014





Proposed Rezoning No. Z8/14

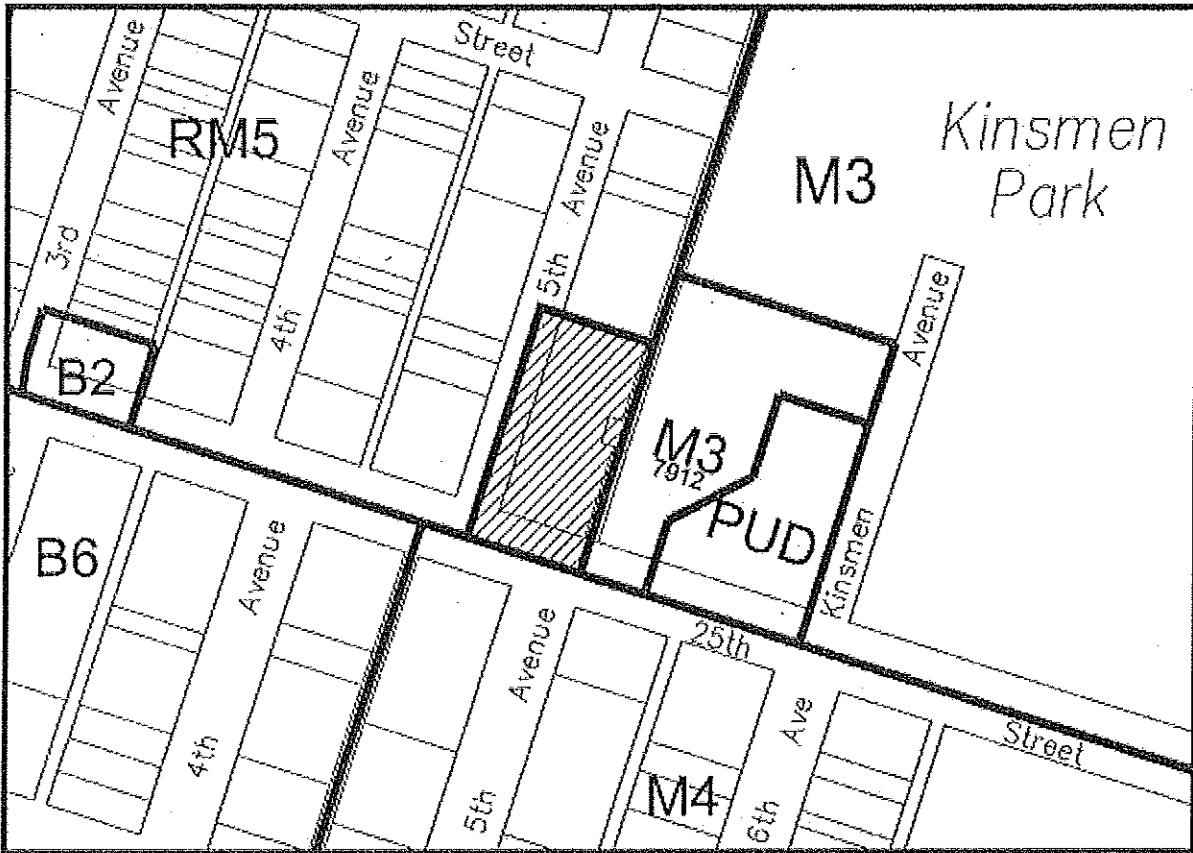


PROPOSED REZONING

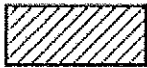
	From DREC1 to FUD		From DCR3 to FUD
	From DAG1 to FUD		From DM3 to FUD
	From DAG2 to FUD		

File No. RZ08-2014



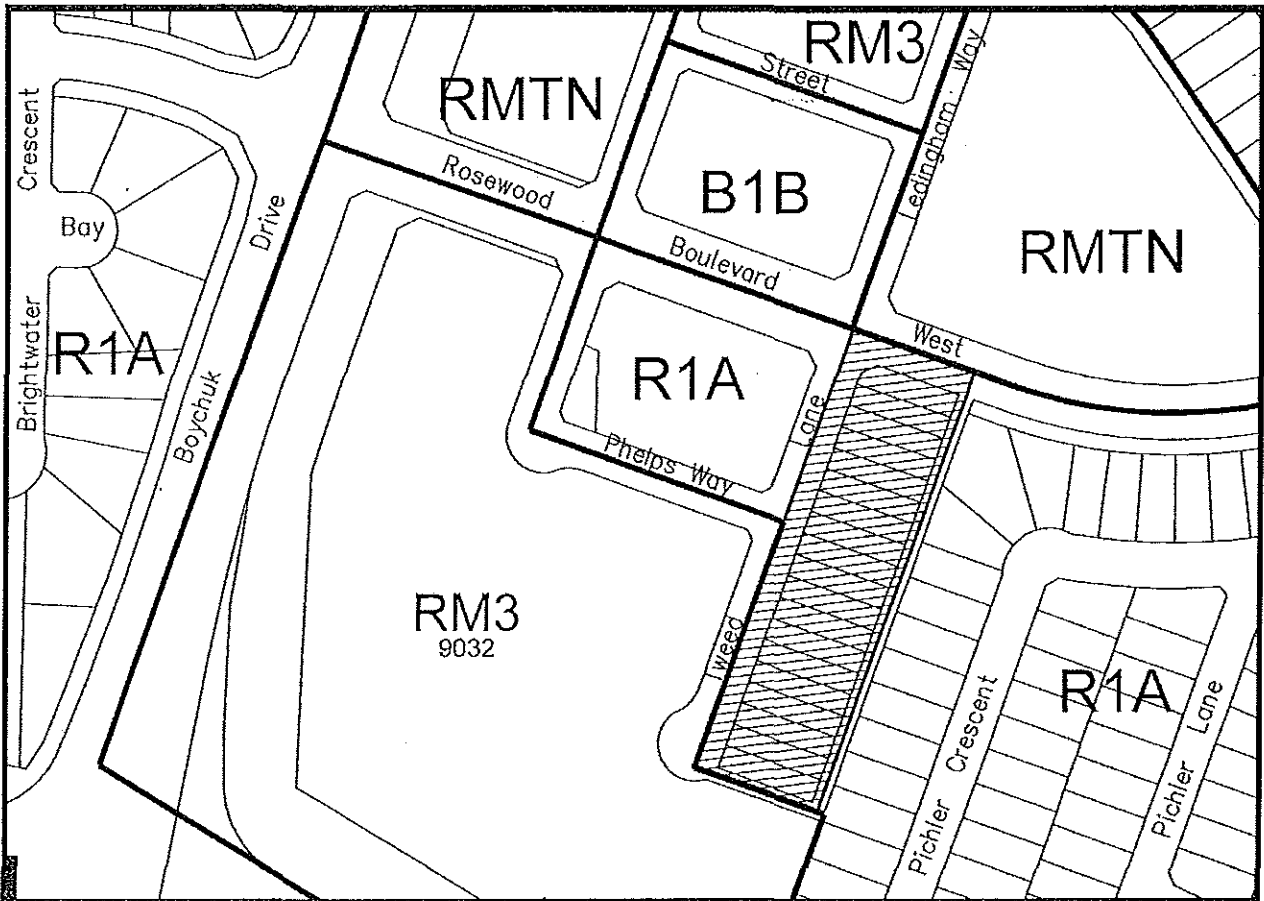
PROPOSED REZONING



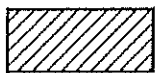
From M3 to B5



Plan of Proposed Rezoning No. Z19/14



PROPOSED REZONING

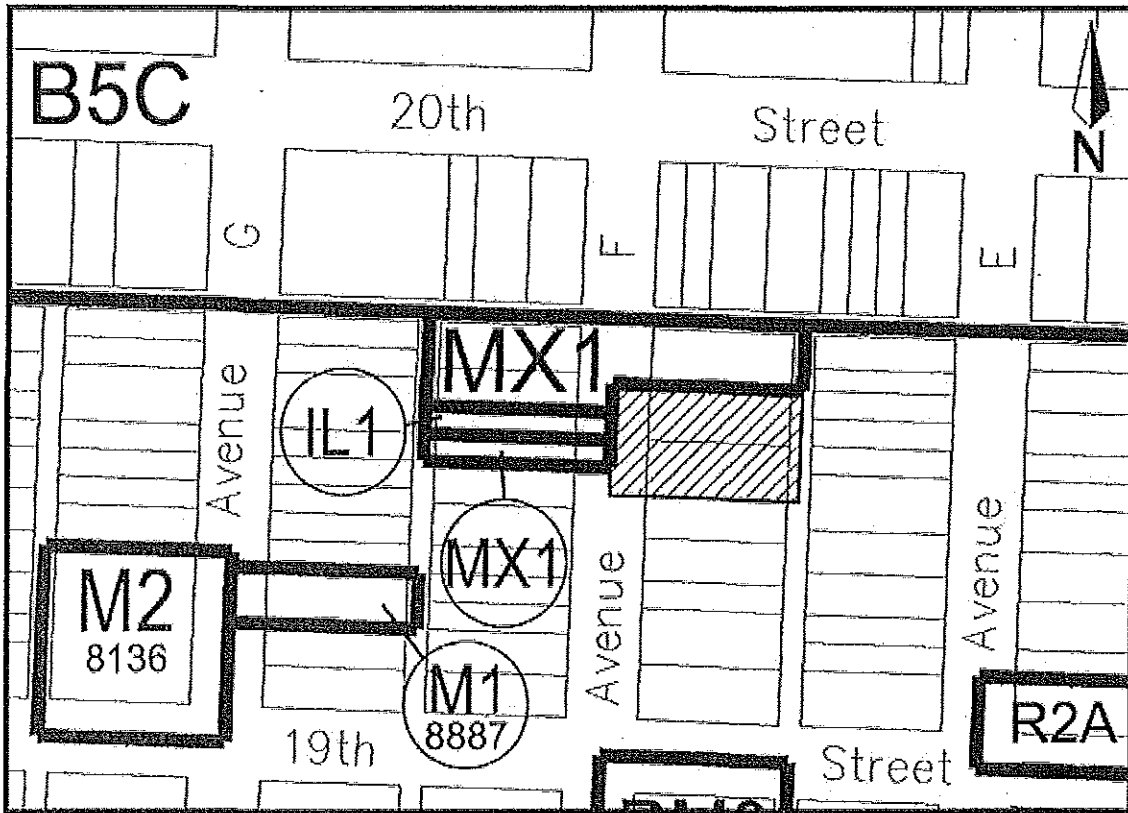


From R1A to R1B



File No. RZ19-2014





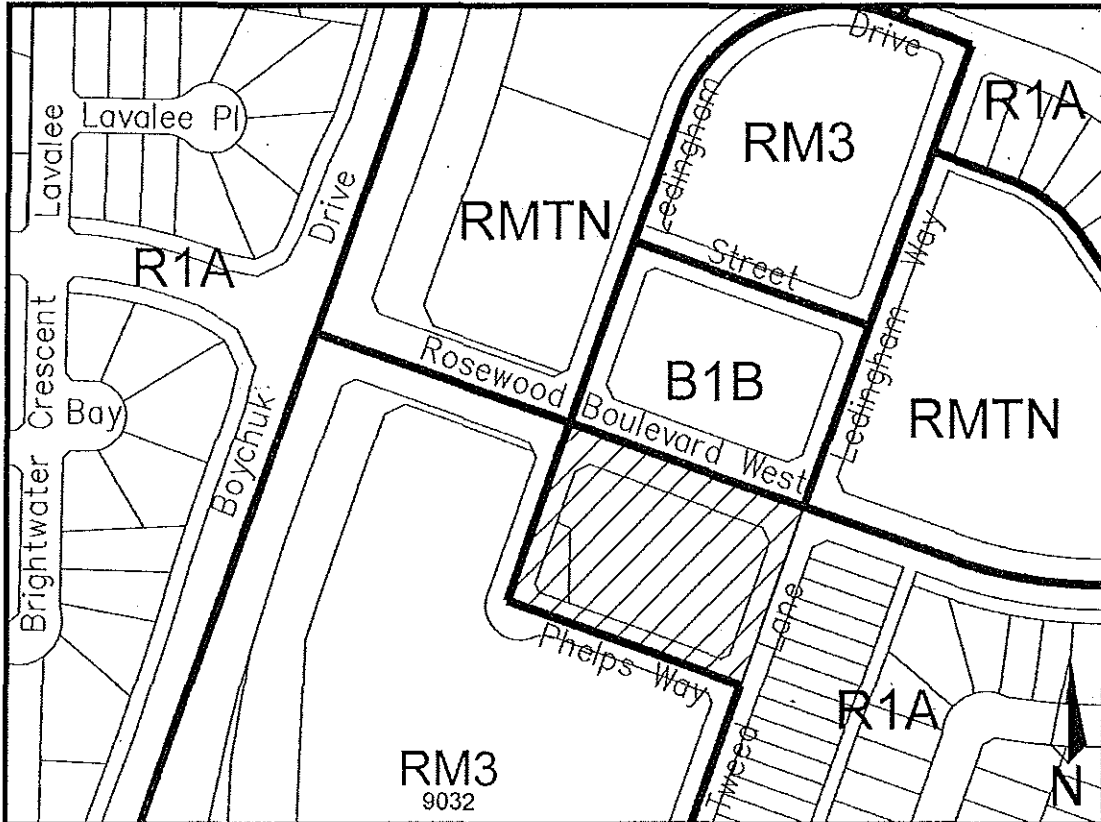
PROPOSED ZONING AMENDMENT

 From R2 to MX1

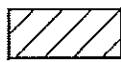
File No. RZ21-2014



Proposed Rezoning No. Z23/14



PROPOSED ZONING AMENDMENT

 From R1A
to B1B

File No. RZ23-2014

