



REVISED PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON PLANNING, DEVELOPMENT
AND COMMUNITY SERVICES

Monday, July 20, 2015, 9:00 a.m.
Council Chamber, City Hall
Committee:

Councillor D. Hill (Chair), Councillor T. Davies (Vice-Chair), Councillor Z. Jeffries, Councillor P. Lorje,
Councillor T. Paulsen, His Worship Mayor D. Atchison (Ex-Officio)

Pages

1. CALL TO ORDER

2. *CONFIRMATION OF AGENDA*

Recommendation

1. That request to speak from Dr. Michael Schwandt be added to items 7.2.9 and 7.2.10 and that he be heard; and
2. That the agenda be confirmed as amended.

3. DECLARATION OF PECUNIARY INTEREST

4. ADOPTION OF MINUTES

Recommendation

That the minutes of Regular Meeting of the Standing Policy Committee on Planning, Development and Community Services held on June 1, 2015 be adopted.

5. UNFINISHED BUSINESS

6. COMMUNICATIONS (requiring the direction of the Committee)

6.1 Delegated Authority Matters

6.1.1 Addition of Names to the Names Master List [File No. CK. 6310-1]

10 - 31

Recommendation

That the names 'Kostiuk' and 'Dybvig' be added to the Names Master List (Kostiuk to be assigned to the West Montgomery

area - acknowledging him being a Veteran).

6.2 Matters Requiring Direction

- 6.2.1 Sump Water Discharge Issue Between Properties - 863 Sauer Lane and 859 Sauer Lane [File No. CK. 7820-1] 32 - 34**

Request to Speak - Deep Sanyal

A powerpoint presentation will be provided.

Recommendation

That the direction of Committee issue.

- 6.2.2 Information Report on Crime Free Multi-Housing Best Practices and Nuisance Properties - A Review of Programs in Canada [File No. CK. 430-13] 35 - 45**

Recommendation

That the information be forwarded to City Council at its meeting to be held on August 20, 2015 as information.

- 6.2.3 Exceptions to Animal Control Bylaw to Allow Dogs in Friendship Park in Fenced Area and River Landing on leashes for PotashCorp Fireworks Festival Event on September 4, 5 and 6, 2015, from 5:00 to 10:30 p.m. - Mandy Pravada [File No. CK. 205-1] 46 - 47**

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the request be approved subject to administrative conditions.

- 6.2.4 Unlicensed Airbnb Businesses Operating in Saskatoon [File No. CK. 4355-1] 48 - 48**

Recommendation

That the direction of Committee issue.

6.3 Requests to Speak (new matters)

7. REPORTS FROM ADMINISTRATION

7.1 Delegated Authority Matters

- 7.1.1 Request for Extension - Innovative Housing Incentives and Sale of Predesignated Site - 211 Slimmon Road [Files CK. 750-4 and PL. 951-90] 49 - 51**

Recommendation

1. That the Innovative Housing Incentives Agreement with Habitat for Humanity Saskatoon Inc. be amended to extend the expected completion date for the affordable housing project at 211 Slimmon Road to June 30, 2018; and
2. That the City Solicitor be requested to prepare the appropriate agreements and that His Worship the Mayor and the City Clerk be authorized to execute the agreements under the Corporate Seal.

- 7.1.2 Request for Funding - 2017 Canadian Country Music Awards - Special Events Policy No. C03-007 [File No. CK. 1870-15 and RS. 1870-12-2]** 52 - 72

Recommendation

1. That funding, in the amount of \$150,000, be approved for the 2017 Canadian Country Music Awards, under the Special Event (Arts) category of Special Events Policy No. C03-007;
2. That funding, in the amount of \$135,000, be approved for release to Tourism Saskatoon on August 1, 2015, to be used towards the 2017 Canadian Country Music Awards licensing fees; and
3. That the remaining \$15,000 be released to Tourism Saskatoon upon completion of the event and submission of a post-event evaluation report, including audited financial statements.

- 7.1.3 Land Use Applications Received by the Community Services Department For the Period Between May 14, 2015 to July 2, 2015 [Files CK. 4000-5, PL. 4132, PL. 4355-D, PL. 4350, PL. 4300]** 73 - 101

Recommendation

That the information be received.

- 7.1.4 Denial of Proposed Plan of Subdivision - 715 Walmer Road and 202 Avenue H North [Files CK. 4300-1, PL. 4300-87/14]** 102 - 107

Recommendation

That Subdivision Application No. 05/15 be denied as proposed Lot 9, as shown on Plan of Proposed Subdivision of Lots 5 to 9, Block 10, Plan No. F2006, dated November 5, 2014, does not comply with the Development Standards of Zoning Bylaw No. 8770 regarding minimum site area for a one-unit dwelling in the

B2 Zoning District

- 7.1.5 **Concept Plan for Redevelopment of 920 Avenue R North - Jubilee Residences Inc. [Files CK. 800-3 and PL. 951-132]** 108 - 144

Recommendation

That the information be received.

- 7.1.6 **Approval for Advertising: Proposed Rezoning - Aspen Ridge Neighbourhood - Phase 1 [Files CK. 4351-015-011 and PL. 4350-Z5/15]** 145 - 151

Recommendation

1. That the advertising, in respect to the proposed amendment to Zoning Bylaw No. 8770, be approved;
2. That the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed amendment to Zoning Bylaw No. 8770; and
3. That the City Solicitor be requested to prepare the required bylaw to amend Zoning Bylaw No. 8770.

- 7.1.7 **Growth Plan to Half a Million Update [Files CK. 4110-2 and PL. 4110-12-7]** 152 - 639

The Appendices for the February to June 2015 Engagement Summary Report #4 can be viewed at <http://www.growingfwd.ca/>

Recommendation

That the information be received.

7.2 Matters Requiring Direction

- 7.2.1 **Innovative Housing Incentives - Mortgage Flexibilities Support Program - Innovative Residential Investments Inc. - 545 Hassard Close and 130 Marlatte Crescent [Files CK. 750-4, PL. 951-126 and PL 951-135]** 640 - 645

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council at its meeting to be held on August 20, 2015:

1. That the number of housing units designated under the Mortgage Flexibilities Support Program, as defined in Innovative Housing Incentives Policy No. C09002 to be built at 545 Hassard Close, be reduced from 36 units to 30 units;

2. That the five units at 545 Hassard Close, targeted at buyers with incomes below the Saskatchewan Household Income Maximums, be any combination of one-and two-bedroom units, to a maximum of 4 two-bedroom units;
3. That six affordable housing units to be built at 130 Marlatte Crescent be designated under the Mortgage Flexibilities Support Program, as defined in the Innovative Housing Incentives Policy No. C09-002, contingent upon this housing project being fully approved for mortgage loan insurance flexibilities by Genworth Canada and/or Canada Mortgage and Housing Corporation; and
4. That the City Solicitor be requested to prepare the necessary incentive and tax sponsorship `agreements, and that His Worship the Mayor and the City Clerk be authorized to execute these agreements under the Corporate Seal.

7.2.2 Request to Approve Albert Recreation Unit Playground as a Municipal Project [Files CK. 4205-1, RS. 4206-LA, RS. 158-NU]

646 - 650

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council at its meeting to be held on August 20, 2015:

1. That the installation of playground equipment in the Albert Recreation Unit Park be approved as a municipal project; and
2. That Corporate Revenue Division, Asset and Financial Management Department, be authorized and directed to accept donations for this project and to issue appropriate receipts to donors who contribute funds to the project.

7.2.3 Innovative Housing Incentives - Stewart Property Holdings Ltd. - 623 Avenue L South [Files CK. 750-4 and PL. 951-129]

651 - 658

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council at its meeting to be held on August 20, 2015:

1. That funding of 10% of the total capital cost of the construction of seven affordable rental units at 623 Avenue L South by Stewart Property Holdings Ltd., estimated at \$67,782 be approved, subject to approval of this project under the Provincial Rental Development Program;

2. That a five-year abatement of the incremental property taxes for the seven affordable rental units be applied, commencing the next taxation year, following the completion of construction; and
3. That the City Solicitor be requested to prepare the necessary incentive and tax abatement agreements, and that His Worship the Mayor and the City Clerk be authorized to execute these agreements under the Corporate Seal.

7.2.4 Fire Service Agreements - City of Saskatoon and Surrounding Communities - 2015 Update [File No. CK. 2500-1] 659 - 661

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council at its meeting to be held on August 20, 2015:

1. That the information be received; and
2. That City Council delegate to the Saskatoon Fire Department the authority to enter into and renew Fire Service Agreements on an ongoing basis and instruct the City Solicitor to draft these agreements on the terms outlined in this report.

7.2.5 Heritage Reserve Funding [Files CK. 4110-48, x1870-1 and PL. 710-10] 662 - 665

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council at its meeting to be held on August 20, 2015:

1. That remaining funding from the former Facade Rehabilitation and Renovation Grant program be redirected within the Heritage Reserve; and
2. That a copy of this report be forwarded to the Municipal Heritage Advisory Committee for information.

7.2.6 Recreation and Parks Master Plan [Files CK. 5500-1 and RS. 5500-1] 666 - 1052

A powerpoint presentation will be provided.

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council at its meeting to be held on July 23, 2015:

1. That the Recreation and Parks Master Plan be endorsed to provide guidance for future decision making, related to the provision of recreation and parks programs, services, amenities, and facilities; and
2. That the Administration be requested to report back, through the Standing Policy Committee on Planning, Development and Community Services, on a short-, medium-, and long-term implementation strategy.

7.2.7 Leisure Centre Market Research [Files CK. 5500-1, x1720-3 and RS. 1720-1]

1053 -
1075

A powerpoint presentation will be provided.

A communication has been received from Mr. Robert Kavanagh.

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council at its meeting to be held on July 23, 2015:

1. That the Leisure Centre Admission products strategy, as outlined in this report, be supported; and
2. That the Leisure Centre General Admission price strategy be implemented, effective September 1, 2015.

7.2.8 Off-Leash Dog Parks in the Rural Municipality of Corman Park [Files CK. 4205-38, x4205-1 and RS. 4206-WC]

1076 -
1084

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council at its meeting to be held on July 23, 2015:

1. That the update concerning the detailed design process and interim use of Chief Whitecap Park be received for information;
2. That the City of Saskatoon provide financial assistance to the Rural Municipality of Corman Park to support bylaw enforcement efforts in Chief Whitecap Park for 2015 and 2016, as outlined in this report;
3. That the Off-Leash Recreation Area located north of Hampton Village, in the Rural Municipality of Corman Park, be permanently closed, and the City Solicitor be requested to bring forward an amendment to Animal Control Bylaw,

- 1999, Bylaw No. 7860 to implement the closing; and
4. That the current scope of Chief Whitecap Park Capital Project No. 2353 be amended to include the construction of a gravel parking lot in 2015, at an estimated cost of \$60,000, to be funded from the Animal Services Reserve.

7.2.9 Prohibition of Smoking in City-Operated Public Places [File No. CK. 185-3]

1085 -
1090

Request to Speak - Dr. Michael Schwandt

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council at its meeting to be held on August 20, 2015 that an extension of the no smoking prohibition to include all public places operated by the City be addressed by amendment to the No Smoking Bylaw, 2004, as opposed to the No Smoking Policy No. C06-001.

7.2.10 Regulation of Electronic - Cigarettes/Vaping [File No. CK. 185-3]

1091 -
1099

Request to Speak - Dr. Michael Schwandt

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council at its meeting to be held on August 20, 2015 that City Council approve an amendment to Policy No. C06-001, The No Smoking Policy, to include electronic cigarette use under the definition of "smoke/smoking" thereby prohibiting electronic cigarette use in all City-owned buildings, pools, seating areas of outdoor sports facilities and within nine metres of the entrance of any civic building.

8. MOTIONS (notice previously given)

9. GIVING NOTICE

10. URGENT BUSINESS

11. IN CAMERA SESSION (If Required)

Recommendation

That the Committee move In Camera to consider item 11.1.

11.1 Leasing of Civic Facility [Files CK. 600-3, AF. 600-1, 290-1 and LA. 4225-80-1]

[In Camera - Economic/Financial - Land]

12. ADJOURNMENT

June 26, 2015

Secretary, SPC on Planning, Development, and
Community Services

Dear Secretary:

Re: Addition of Names to the Names Master List
(File No. CK. 6310-1)

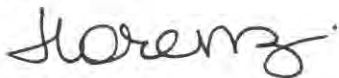
Please place the following on your agenda of meeting scheduled for July 20, 2015.

At its meeting held on May 21, 2015, the Naming Advisory Committee considered the attached report of the General Manager, Community Services Department, requesting the Committee's direction with respect to four general naming requests.

After consideration of the report, and review of the policy and its guidelines, the Naming Advisory Committee puts forward the following recommendation:

1. That the names 'Kostiuk' and 'Dybvig' be added to the Names Master List (Kostiuk to be assigned to the West Montgomery area – acknowledging him being a Veteran)

Yours truly,



Jodi Lorenz
Committee Assistant, Naming Advisory Committee

JL:

Attachment

cc: His Worship the Mayor, Chair, Naming Advisory Committee
D. McLaren, Administrator, Naming Advisory Committee

**PUBLIC RESOLUTION
NAMING ADVISORY COMMITTEE**

Main Category: 6. REPORTS FROM ADMINISTRATION

Item: 6.1 Naming Advisory Committee Report (File No. CK. 6310-1)

Date: May 21, 2015

Any material considered at the meeting regarding this item is appended to this resolution package.

Administrator McLaren presented the report, noting that the Committee is requested to issue direction with respect to the following name submissions:

General Naming Requests

- Dybvig
- Kilpatrick
- Flood and Greenaway
- Kostiuk

Kostiuk

Carol Kostiuk, daughter of Robert Kostiuk spoke to her application and read the biography of her father and provided additional information on his contributions and achievements. She noted that her father is the last surviving Ukrainian WWII Veteran. She felt that any civic property or park bearing the name would be an honourable recognition.

The Gallery was excused prior to further discussion and consideration of the item.

Upon review of the policy and its guidelines discussion ensued regarding the above name submissions. The Committee agreed that the general name requests of Kostiuk and Dybvig meet criteria for addition to the Names Master List.

The Committee did not support the names Kilpatrick and Flood and Greenaway at this time as they felt additional information regarding volunteer contributions or history would be required.

Moved By: Councillor A. Iwanchuk

That a report be submitted to the Standing Policy Committee on Planning, Development and Community Services recommending:

1. That the names 'Kostiuk' and 'Dybvig' be added to the Names Master List (Kostiuk to be assigned to the West Montgomery area - acknowledging him being a Veteran)

CARRIED

Naming Advisory Committee Report

Recommendation

That the Naming Advisory Committee issue direction with respect to the name submissions contained within this report.

Topic and Purpose

The purpose of this report is to update the Naming Advisory Committee (NAC) on names assigned since the previous meeting and to consider general naming requests to ensure they meet City Council guidelines for naming, as set out in Naming of Civic Property and Development Areas Policy No. C09-008 (Naming Policy).

Report Highlights

1. A total of 14 names have been assigned from the Names Master List since the last NAC meeting.
2. The following naming submissions require screening: Dybvig, Kilpatrick, Flood, Greenaway, and Kostiuk.
3. The names “Lions” and “Henry Dayday” are currently on the Names Master List and available for use for the naming of a park or civic facility.

Strategic Goal

Under the City of Saskatoon’s (City) Strategic Goal of Quality of Life, this report supports the recognition of our built, natural, and cultural heritage. The naming of civic facilities, streets, and parks celebrates the history, environment, and outstanding contributions of our diverse community.

Background

According to the Naming Policy, all requests for naming from the Names Master List will be selected by His Worship the Mayor. All of the names on the Names Master List have been previously screened by the NAC and meet City Council’s guidelines for name selection, as set out in the Naming Policy. Name suffixes are circulated through the Administration for technical review.

Report

Names Assigned from the Names Master List

The following names have been assigned since the previous meeting:

In the Aspen Ridge neighbourhood:

- 1) Kalra Street;
- 2) Barrett Street;
- 3) Thakur Street;
- 4) Brentnell Avenue;

Naming Advisory Committee Report

- 5) Whitehead Avenue;
- 6) Shevechenko Avenue;
- 7) Woolf Bend, Place, and Bay; and
- 8) Henry Dayday Road and Crescent.

In the Brighton neighbourhood:

- 9) Dagnone Crescent, Lane, Link, and Terrace;
- 10) Delainey Court, Manor, and Road;
- 11) Dubois Crescent, Link, Manor, and Terrace;
- 12) Newton Link and Way;
- 13) Secord Bend, Link, Manor, Way; and
- 14) Underhill Bend, Lane, Link, Road, and Way.

General Naming Request

The following name submissions have been received and require screening:

- 1) “Dybvig” – Bob Dybvig has served as a volunteer in various capacities over the past 44 years. Along with being the President of the City Centre Bingo since 1998, Mr. Dybvig has acted as an executive, coach, and manager for amateur hockey, fastball, and volleyball. He earned the Saskatchewan Centennial Medal from the Province of Saskatchewan in 2005. The original submission is attached (see Attachment 1).
- 2) “Kilpatrick” – Robert Allen Kilpatrick entered the College of Education at the University of Saskatchewan in 1952. After teaching high school for a brief time in Indian Head, Mr. Kilpatrick went on to work for the federal government in the Department of National Revenue. Mr. Kilpatrick’s career with the federal government culminated in his appointment as Deputy Minister of International Trade in 1993. In 1995, Mr. Kilpatrick accepted an honorary Doctorate from the University of Saskatchewan and gave the convocation address. The original submission is attached (see Attachment 2).

The name Kilpatrick is not on the Names Master List; however, the name Kirkpatrick currently exists as roadways in the Dundonald neighbourhood. As such, it is recommended that if Kilpatrick is endorsed to be added to the Names Master List, it only be added for use for a park or civic facility.

- 3) “Flood” and “Greenaway” – John Flood and Norman (Ted) Greenaway are the founders of Asphalt Services Ltd. (ASL), a Saskatoon-based paving business that began operations in 1950. ASL is a significant contributor to the construction, development, and expansion of the infrastructure in Saskatoon. It is estimated that ASL has constructed over 3,000 lane kilometres of roadway in Saskatoon. The original submission is attached (see Attachment 3).
- 4) “Kostiuk” – Peter Kostiuk is the longest surviving Ukrainian World War II veteran in Saskatoon and Saskatchewan. He was born in Albertown, Saskatchewan, in 1916 and returned to Saskatoon after the war where he was married and has

Naming Advisory Committee Report

lived ever since. In his younger days, he volunteered many hours with the Ukrainian Brotherhood at St. George's Ukrainian Cathedral. The original submission is attached (see Attachment 4).

Background Information Requests

- 1) "Lions" – The Lions Club of Saskatoon applied for the name "Lions" to be used for a park naming. It was approved and added to the Names Master List in March 2012. At its February 23, 2012 NAC meeting, the Lions Club suggested that they were prepared to pay for lighting for a park. The NAC suggested that a district or multi-district park be used to apply the "Lions" name, as neighbourhood parks in Saskatoon are not lit. To date, an appropriate park has not been chosen. The next opportunity for a naming of a district park may be in the Evergreen, Elk Point, or Aspen Ridge neighbourhoods.
- 2) "Henry Dayday" – "Henry Dayday" was added to the Names Master List in October 2000. It was applied to be used for roadways in the Aspen Ridge neighbourhood in February 2015. According to the Naming Policy, names of former elected officials of the City will remain on the Names Master List after their initial use, for potential future use. "Dayday" or "Henry Dayday" has the potential to be used for a civic facility or park naming.

Public and/or Stakeholder Involvement

Stakeholders or members of the public are invited to make a short presentation to the NAC in support of their naming submissions.

Policy Implications

The screening of requests and suggestions for naming or renaming of municipally-owned or controlled facilities, streets, suburban development areas, neighbourhoods, and parks must be in compliance with the Naming Policy.

Other Considerations/Implications

There are no options, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

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

Attachments

1. Dybvig Original Submission
2. Kilpatrick Original Submission
3. Flood and Greenaway Original Submission
4. Kostiuik Original Submission

Naming Advisory Committee Report

Report Approval

Written by: Daniel McLaren, Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Lynne Lacroix, Acting General Manager, Community Services Department

S/Reports/DS/2015/NAC – Naming Advisory Committee Report/ks

the PROCESS

General Name Request

Suggestion
Submit Application Form to Planning & Development Branch to request that a name be added to the Names Master List.

Screening
Naming Advisory Committee reviews naming request in accordance with Council guidelines.

Recommendations
Naming Advisory Committee recommends to City Council the support or non-support for adding the name to the Names Master List.

Approval
City Council approves or rejects adding names to the Names Master List.

Requests
Requests to assign a name from the Names Master List are made to Planning & Development Branch by Developers, Land Branch, or other Civic Departments.

Selection
Requests to assign a name from the Names Master List are forwarded to the Mayor's Office who selects a name from the Names Master List.

Notification
The Mayor notifies applicant and affected others that the name has been selected for use.

Specific Naming Request

Screening
Naming Advisory Committee reviews naming request in accordance with Council guidelines.

Recommendations
Naming Advisory Committee recommends to City Council the support or non-support for the naming request.

Approval
City Council approves or rejects naming request.

Notification
The Mayor notifies applicant and affected others of City Council's decision.

Re-Naming Request

Consult
The applicant is required to consult property owners affected by the proposed re-naming. Please contact the Planning & Development Branch to determine the consultation requirements.

Suggestion
Submit Application Form to Planning & Development Branch to re-name a specific municipally-owned property. Include written comments from affected property owners.

Comments
Planning & Development Branch contacts all affected civic departments, community associations, property owners, etc. to gather comments and estimate costs.

Screening
Naming Advisory Committee reviews re-naming request in accordance with Council guidelines.

Recommendations
Naming Advisory Committee recommends to City Council the support or non-support for the re-naming request.

Approval
City Council approves or rejects re-naming request.

Notification
The Mayor notifies applicant and affected others of City Council's decision.

APPLICATION FORM To Name Streets, Parks & Civic Properties

Please complete the attached application form for all new name submissions and requests for re-naming a street, park, or other civic properties.

Name: Stacy Dybvig
Address: 382 - Sauer Ave
City/Town: Saskatoon Province: SK Postal Code: S7N 0S9
Phone: 306 - 241 - 7744 E-mail: Stacy.dybvig@cityofsaskatoon.com

New Name Submission Re-naming Request

Requested Name(s) (please print) BOB Dybvig

Requested Use of Name
 Street Park Municipal Facility
 Neighbourhood Any of the Above
 Suburban Development Areas

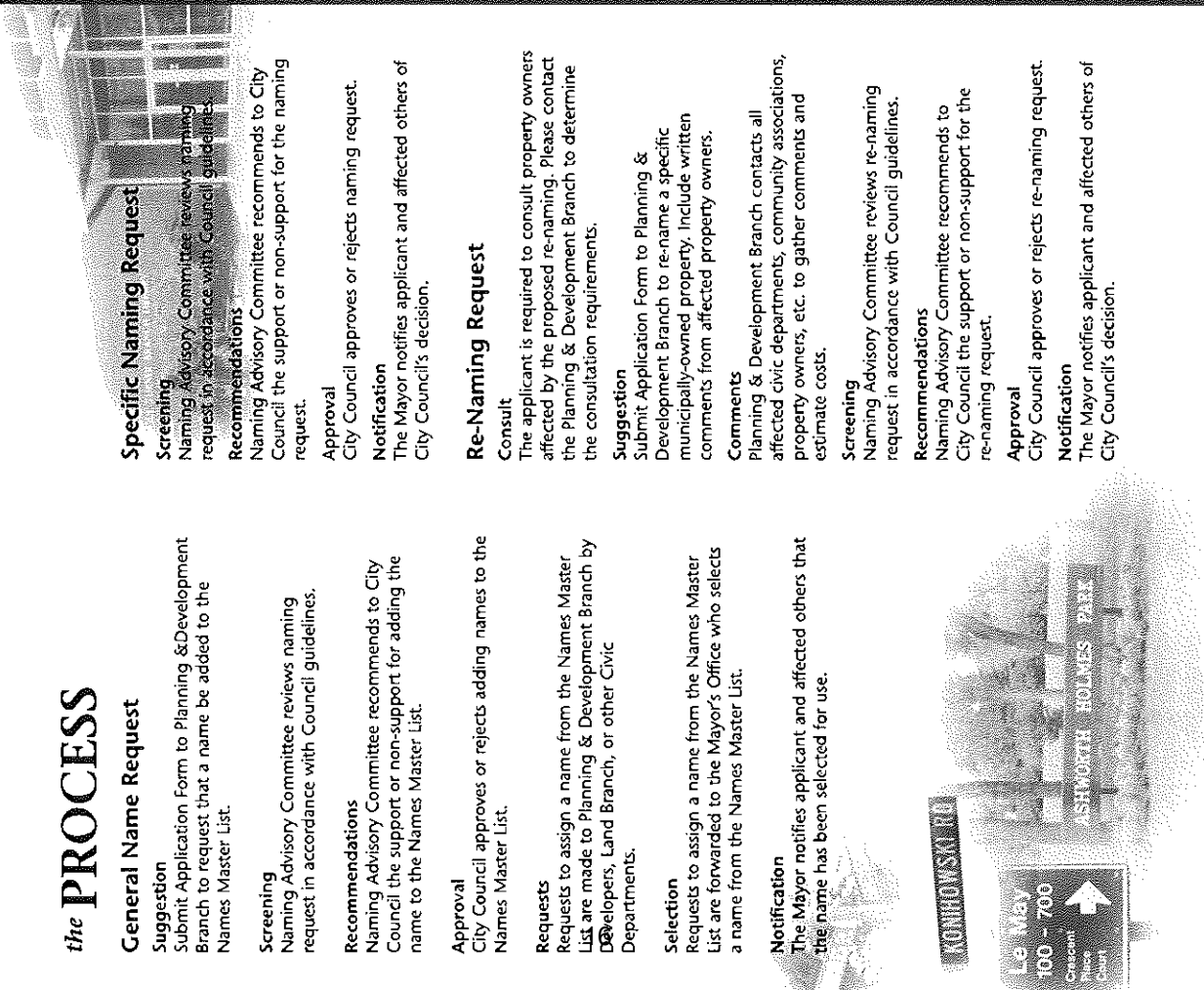
If this is a request for re-naming an existing location, please indicate the current name:

PLEASE INCLUDE THE FOLLOWING INFORMATION AS PART OF YOUR APPLICATION
(Indicate which items are attached to the application form)

1. Background Information (Reason for request)
 2. Short Biography (Given name, date of birth/death, place of birth, contributions, awards, achievements, or other relevant information)
- Do you wish to speak to the Naming Advisory Committee? YES NO

Please send the completed application form to:
City of Saskatoon Naming Advisory Committee
Community Services Department, Planning & Development Branch
222-3rd Avenue North
Saskatoon, SK
S7K 0J5

Reference: Troy Davies
Myles Hiedt



Bob Dybvig

Born: Saskatoon, Saskatchewan

Date of Birth: August 6th 1946

The reason for the request to have a street, park, neighbourhood or Municipal facility named after my father Bob Dybvig is that he has never asked or expected anything in return during his volunteer services over the last (44yrs).

We all know that being a volunteer sometimes is a thankless job and those who understand this are tremendous individuals.

It would be a great way to say “Thank You” to a man that has given so much to our community.

Stacy Dybvig

Stacy.dybvig@icrecommercial.com

3062417744

Saskatoon Twin Charities Inc., (City Centre Bingo)

President of City Centre Bingo since 1998, (17 yrs).

50-60 charity organizations per year fundraise through City Centre.

City Centre gives on average of \$900,000.00 per year back to its charities.

Member of SLGA, Strategic Planning Committee from 2004-2006 (2yrs).

Hockey

Saskatoon Minor Hockey

-President, Vice President and Past President of Saskatoon Minor Hockey for (6yrs).

Zone K Barons Executive

- Executive 1982-1987 (6yrs)

- President 1988-90 (2yrs)

Zone C Aces Hockey Executive

-Executive from 1977- 1981 (10yrs)

Saskatchewan Hockey Association

- Zone 6 Director (3yrs)

Coach

- Minor Hockey Barons and Aces from 1977-1986 (10yrs)
- Junior Hockey Saskatoon Chiefs from 1994-95.(1yr)
- Senior Hockey Delisle Bruins 1994-1995 (2yrs)

NSJHL (North Saskatchewan Junior Hockey League)

- President from 1995-2007 (13yrs)

PJHL (Prairie Junior Hockey League)

- Instrumental in combining the NSJHL with the SSJHL to form the PJHL which is now a 10 team league throughout the province.
- Vice President From 2008-2010 (3yrs)
- President from 2010-2015 (6yrs)

Ladies Fastball

Coach

- Senior Ladies Fastball (Softball) - Saskatoon Renegades – (3yrs)
- which were Provincial Intermediate “C” Champions - 2004.
- Lasers Squirt and Peewee (4yrs)
- Midget Selects Provincial Champions (1yr)
- Which the Selects represented Saskatchewan at Canadians in Antigonish, Nova Scotia

Saskatoon Minor Softball League

- Executive for (4yrs)

Men's Fastball

Manager

- Senior Men’s Fast Pitch (Softball) - Saskatoon Merchants - 4 years.
- Provincial Senior “A” Champions - 2003 and 2004.
- Canadian Senior “A” Championships finished in the top 8 in 2002, 2003 and 2004.
- Canadian Senior “A” Bronze medal Champions in 2004.

- Junior Diamond Backs Provincial Champions (1yr)

Head Coach

-Delisle Brewhouse Tigers represented Saskatchewan in Western Canadians in Calgary (1yr)

Assistant Coach

- Toontown Thunder from 2008-2011 (4yrs)

High School Athletics

-Saskatchewan High Schools Athletic Association - Section 4 Director - 4 years.

-Saskatchewan High School Athletics "SHSA" Awarded Bob the Merit award in 1985 for his contributions to high school athletics.

-Track official from 1971-86 (15yrs)

-High school athletics committee member

-Coached High school Volleyball from 1975-90 (15 years)

General Community Involvement 1971 - 2001

-Westview Community Association - President - 1 year, Director - 1 year.

-Saskatoon West Teachers Association - President - 2 years, LJNC member - 2 years.

-Volunteer for Junior Hockey – (3yrs)

-Numerous Provincial, Western Canadian, National and World Championships

Awards

-Merit Award from Saskatchewan High Schools Athletic Association which only (1) is given out each year.

-Saskatchewan Centennial Medal from the Province of Saskatchewan in 2005.

Kilpatrick Original Submission

APPLICATION FORM

To Name Streets, Parks & Civic Properties

Please complete the attached application form for all new name submissions and requests for re-naming a street, park, or other civic properties.

Name: Elwood Flynn.

Address: 412 - Bate Cres.

City/Town: SASKATOON Province: SASK Postal Code: S7H 3A7

Phone: (306) 374 6558. E-mail: elaine.walker@telus.net

New Name Submission Re-naming Request

Requested Name(s) (please print)
Allen Kilpatrick.

Requested Use of Name

- Street
 - Neighbourhood
 - Suburban Development Areas
 - Park
 - Other
 - Municipal Facility
 - Any of the Above
- ROSE WOOD DEVELOPMENT
(same place of Elwood Flynn)

If this is a request for re-naming an existing location, please indicate the current name:

PLEASE INCLUDE THE FOLLOWING INFORMATION AS PART OF YOUR APPLICATION
(Indicate which items are attached to the application form)

1. Background Information (Reason for request)
 2. Short Biography (Given name, date of birth/death, place of birth, contributions, awards, achievements, or other relevant information) Is should you wish?
- Do you wish to speak to the Naming Advisory Committee? YES NO

Please send the completed application form to:
City of Saskatoon Naming Advisory Committee
Community Services Department, Planning & Development Branch
222-3rd Avenue North
Saskatoon, SK
S7K 0J5

A. E. KILPATRICK SUBURBAN NEIGHBOURHOOD
444 - ROCK FOREST OF OTTAWA D.P.M.T
DUNROBIN, QNTL. K2A 1E5 S4B5.

ROBERT ALLEN KILPATRICK



I was born in Saskatoon and after graduating from Bedford Road Collegiate, entered the College of Education at the University of Saskatchewan in 1952. I taught for two years after graduation in the small four-room high school at Indian Head, Sask. Upon hearing of job opportunities in the federal government which might offer international opportunities, I wrote the Public Service exam and, to my amazement, ended up working for the Department of National Revenue, which led to my being posted to Prague, Czechoslovakia as part of the Canadian Legation. Two years in Prague left me hungry for other work involving international travel so in 1962 I applied for and was successful in joining the Trade Commissioner Service of the then Department of Trade and Commerce. After a year of training, I was posted to Accra, Ghana for two years and then Mexico City for three years, in both cases working in the Trade Section of the embassy, promoting Canadian goods and services to those and neighbouring countries. A three-year assignment in Ottawa followed, after which I was appointed as Consul and Senior Trade Commissioner in Cleveland, Ohio, i.e. head of the Consulate covering Ohio, Kentucky and West Virginia. Returning to Ottawa in 1974, I had a series of assignments, culminating in my appointment as Director General of the Trade Commissioner Service.

In 1981 I was appointed Commissioner for Canada (responsible for all Canada's interests) in Hong Kong. In 1983 the International Trade Department amalgamated with the Dept. of Foreign Affairs, thus becoming the Dept. of Foreign Affairs and International Trade and I was asked to return to Ottawa as the Assistant Deputy Minister of the Asia Pacific Region and later the ADM of International Trade Development for Canada.

In 1988 I was appointed High Commissioner to Australia, Papua New Guinea, Solomon Islands and Vanuatu, followed by an appointment in 1991 as Deputy Minister of Western Economic Development, a federal department headquartered in Edmonton. My career with the federal public service culminated in my being appointed Deputy Minister of International Trade (and Commissioner of the Northern Pipe Line) in 1993. I served on the Boards of the Export Development Corporation, the Royal Canadian Mint, the Asia Pacific Foundation, the Canadian Nuclear Association and the Energy Council of Canada. 1995 was a momentous year, as it was the year I was humbled and honoured to accept an honorary Doctorate from the University of Saskatchewan and to give the convocation address. It was also the year that I left the Government to become Vice-President of Marketing for Atomic Energy of Canada Limited. Two years later, I was appointed President and CEO of AECL where I remained until I retired in 2001.

An interesting career and one never envisaged when I entered the College of Education but one which was enhanced not only by my parents' good Saskatchewan values and strong work ethic, but by the excellent academic background, communication skills and teaching experience gleaned from my years at the U. of S. College of Education.

* AL KILPATRICK WAS SENIOR WATCH AT BEDFORD ROAD COLLEGIATE IN HIS FINAL YEAR.

Elaine Walker

From: Kilpatrick <alchriskilpatrick@rogers.com>
Sent: December-12-14 6:48 PM
To: elainewalker.ef@sasktel.net
Subject: Kilpatrick biography
Attachments: RAK biography.doc

It was great to talk to you tonight, Elwood and I'm thrilled at the possibility of having a street named after me and even more so, if it is next to "Flynn Crescent"! I am attaching a biography which I hope is suitable for your purpose. If you need any additional material, please let me know. I hope to talk to you again soon.

Al

January 27, 2015

City of Saskatoon Naming Advisory Committee
Community Services Department, Planning and Development Branch
222-3rd Avenue North
Saskatoon, SK S7K 0J5

ATTN: Daniel McLaren

Dear Committee,

I would like to add a few of my own opinions and valuations of my friend Allen Kilpatrick. He is a man of good character, very humble, and relates well to people of all walks of life. His track record around the world and success speaks for itself. He has keen sense of interest in the arts, music, sports, and world affairs, and family.

He likes to get back to Saskatoon because he is just a good old prairie boy that appreciates his home city. I wish that all of the Naming Advisory Committee would have the opportunity of meeting Allen Kilpatrick in person.

I would like to express my sincere thanks for your consideration of possibly naming a place in Saskatoon's proud history that would honor Allen Kilpatrick.

Sincerely,



Elwood Flynn
Elwood Flynn

APPLICATION FORM To Name Streets, Parks & Civic Properties

Please complete the attached application form for all new name submissions and requests for re-naming a street, park, or other civic properties.

Name: David Paslawski - ASL Paving Ltd.

Address: 1840 Ontario Avenue

City/Town: Saskatoon Province: SK Postal Code: S7K 1T4

Phone: 306 652-5525 E-mail: dpaslawski@aslpaving.ca

New Name Submission

Re-naming Request

Requested Name(s) (please print)

Requested Use of Name

Street

Park

Municipal Facility

Neighbourhood

Other

Any of the Above

Suburban Development Areas

If this is a request for re-naming an existing location, please indicate the current name:

PLEASE INCLUDE THE FOLLOWING INFORMATION AS PART OF YOUR APPLICATION

(Indicate which items are attached to the application form)

1. **Background Information** (Reason for request)
2. **Short Biography** (Given name, date of birth/death, place of birth, contributions, awards, achievements, or other relevant information)

Do you wish to speak to the Naming Advisory Committee? YES NO

Please send the completed application form to:

City of Saskatoon Naming Advisory Committee
Community Services Department, Planning & Development Branch
222-3rd Avenue North
Saskatoon, SK
S7K 0J5

January 28, 2015

City of Saskatoon Naming Advisory Committee
Community Services Department,
Planning and Development Branch
222 3rd Avenue North
Saskatoon, Saskatchewan
S7K 0J5

Dear Naming Advisory Committee.

Re: Street Naming Request – John Flood and Norman Greenaway

Please accept this letter in support of the attached street naming application form for John Flood and Norman Edward (Ted) Greenaway. John and Ted are the founders of Asphalt Services Ltd. which is based in Saskatoon and began operations in 1950. The business was renamed ASL Paving Ltd. (ASL) in 1980 in conjunction with a corporate reorganization. Throughout its history, ASL has been a successful and respected business in Saskatoon and beyond.

Saskatoon has remained the head office of the business which today also has branches in Regina and Lloydminster. 2015 represents the 65th Anniversary of ASL Paving Ltd. It is in conjunction with the anniversary that this application is being made.

John Flood was born January 7, 1913 in Winnipeg, Manitoba. He died October 5, 2006 in Saskatoon.

Norman Edward Greenaway was born July 31, 1920 in Dodsland, Saskatchewan and died September 11, 2000 in Toronto, Ontario while on vacation from Saskatoon.

ASL Paving Ltd.'s history has been closely tied to the history of the city over the past 65 years. The 1950's were a time of growth and opportunity in Saskatoon. The urban paving market was growing and Asphalt Services began paving, focusing on streets, parking lots and commercial developments. By the mid 1950's Asphalt Services had established paving operations in Saskatoon, Swift Current and Red Deer.

ASL PAVING LTD.

In the 1960's the organization expanded by acquisition. Asphalt Services purchased Jim Patrick Sand and Gravel of Saskatoon and renamed it Argo Rock Ltd. Argo featured full crushing capabilities and enhanced the services provided by Asphalt Services Ltd.

Other ventures that Asphalt Services started but is no longer involved with include; Western Roto - Thresh Ltd., (which today is WRT Equipment Ltd.), Carrot River Peat Moss Ltd., Northstar Transport Ltd., Pounder Emulsions, Fibreform Industries Ltd., Cypress Paving Ltd., Border Paving Ltd. and Star Blacktop.

In 1995 ASL Paving Ltd. acquired the assets of Interprovincial Concrete Ltd. to expand into the concrete placing business. Today ASL remains a significant contributor to the construction, development and expansion of the infrastructure in Saskatoon. It is estimated that ASL has constructed over 3,000 lane km's of roadway in Saskatoon.

Over its history, ASL has employed thousands of University students who worked summers to put themselves through school, many of these people remained with the company and have had long and successful careers in the construction industry. Owner operators in the trucking and excavation businesses in Saskatoon have also shared in the success and history of ASL. The company also introduced innovative construction techniques, as well as equipment design and manufacturing of roadbuilding equipment to Saskatoon and Western Canada.

John and Ted were also leaders in their industry. They were recognized throughout their careers with industry project awards and safety awards. ASL helped found the Prairie Roadbuilders Association which was the forerunner to the Saskatchewan Heavy Construction Association and the Western Canada Roadbuilders Association. Ted was President of the Saskatchewan Heavy Construction Association in 1959, and was presented with their prestigious Pioneer Award in 1980.

It is for these reasons that we feel that John and Ted would be worthy candidates for streets in the City of Saskatoon to be named after them.

I Trust you will find this letter of support satisfactory, and we look forward to any other assistance we may provide in support of the application.

Sincerely,
ASL Paving Ltd.



David Paslawski, P. Eng.,
President

Kostiuk Original Submission

APPLICATION FORM
To Name Streets, Parks & Civic Properties

Please complete the attached application form for all new name submissions and requests for re-naming a street, park, or other civic properties.

Name: Robert Kostiuk
 Address: 166 Batsche Cres
 City/Town: Saskatoon Province: SK Postal Code: S7M 5B3
 Phone: 306 382-5983 E-mail: bc.kostiuk@sasktel.net
 New Name Submission Re-naming Request

Requested Name(s) (please print)
Kostiuk

Requested Use of Name
 Street Park Municipal Facility
 Neighbourhood Other Any of the Above
 Suburban Development Areas

If this is a request for re-naming an existing location, please indicate the current name:

PLEASE INCLUDE THE FOLLOWING INFORMATION AS PART OF YOUR APPLICATION
 (Indicate which items are attached to the application form)

1. Background Information (Reason for request)
2. Short Biography (Given name, date of birth/death, place of birth, contributions, awards, achievements, or other relevant information)

Do you wish to speak to the Naming Advisory Committee? YES NO

Please send the completed application form to:
 City of Saskatoon Naming Advisory Committee
 Community Services Department, Planning & Development Branch
 222-3rd Avenue North
 Saskatoon, SK
 S7K 0J5

Feb 21, 2015

Attention: Naming Advisory Committee:

Enclosed, please find our application form for "Kostiuk"

We had no idea that my father – Peter Kostiuk, had history significant to our city and province, until he was contacted by the Musee Ukraina Museum here in Saskatoon several years ago. At that time they notified him that he was then (and still is) currently the longest surviving Ukrainian WW11 vet in Saskatoon as well as Saskatchewan!!

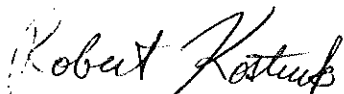
The Musee Ukraina Museum, invited him to a gala event at which time he was officially recognized and honored. (It may be one of the few times he ever rode in a limousine!) Since that time he has had his picture in one of the Ukrainian calendars, (enclosed) that shows his enlistment picture and his discharge certificate (he was Mr. November☺). We have also enclosed a write up from the Ukrainian Brotherhood magazine which depicts his distinction as the oldest Ukrainian WW11 Vet in Saskatoon and Saskatchewan. He was also honored by being asked to participate in the church service held here in Saskatoon, when His Beatitude Patriarch Sviatoslav Shevchuk came to Canada (also pictured in this magazine).

Dad (Peter Kostiuk) was born Oct 20, 1916 near Albertown, Sk. He was the third oldest of a family of ten and his older two brothers, even though of enlistment age, were allowed to stay back and look after the family farm. He lived in rural Saskatchewan until he went to war and his childhood sweetheart waited all that time for his return. Dad served in the United Kingdom, Continental Europe, North Pacific, Holland and Belgium. He was trained as a rifleman, sniper and signal man. When the war was over, they were married and have lived in Saskatoon ever since. Mom passed away 27 yrs ago and Dad will turn 99 this fall and is still going strong. We feel the idea of having a street or park or neighborhood or whatever you deem appropriate, named after him is awesome. We are not sure how long this naming acceptance process takes, but what an awesome gift this would be and testament to the veterans (specifically Ukrainian) of this city, if it could happen while he is still alive and before he turns 100 next year!! This would be a total surprise for him.

His outstanding attribute is surviving four years in WW11 representing the Saskatoon Light Infantry, which is life risking and courage in and of itself! He has volunteered many hours with the Ukrainian Brotherhood at St. George's Ukrainian Cathedral in his younger years. He also belongs to St. George's Seniors as well. His greatest gift to others these days is his smile and fantastic sense of humor which anyone who knows him will attest to. He currently resides in his own apartment at St. Volodymyr's Villa on Louise Place.

If you would like references, I am sure Diane Boyko (Saskatoon Catholic School Board) would be happy to talk to you as well. We would (as Dad would) be greatly honored if you could please consider and choose this outstanding gentlemen for your naming process.

Regards;



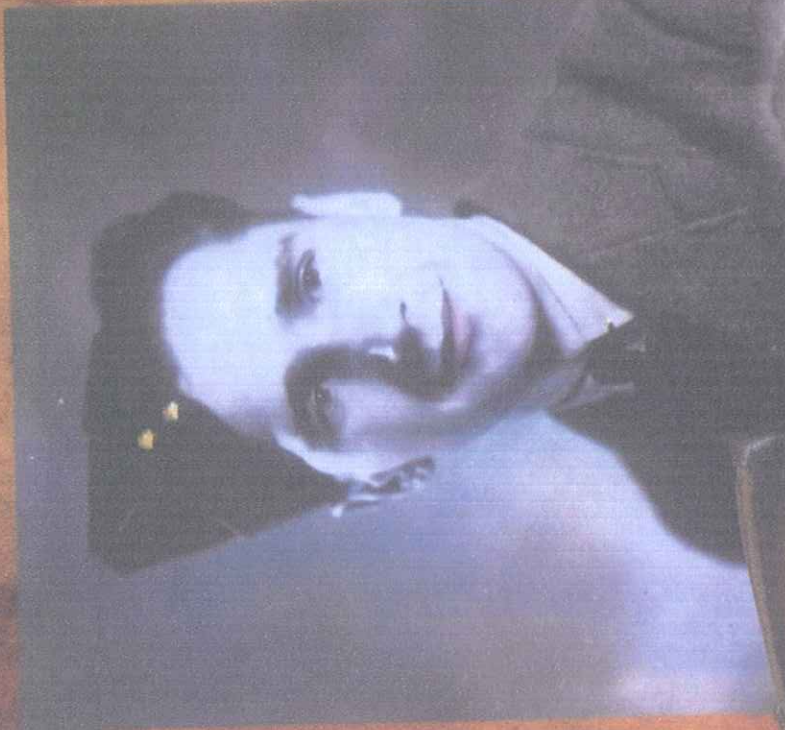
Robert Kostiuk

306 382-5983

bckostiuk@sasktel.net

Peter Kostiuk

was born on October 20, 1916 on a farm near Albertown, to Harry and Mary (Bereczowski). Peter was called to the Canadian Army on July 16, 1942. He trained in many locations throughout western Canada before being sent overseas. Peter served in the United Kingdom, Continental Europe, the North Pacific region as well as in Holland, Belgium and England. Peter was trained as a rifleman, sniper and signal man. He was discharged in January 30, 1946 and married Doris Katerynnych in 1947. Peter worked as a welder for most of his life. He has 1 son and 3 grandchildren. Peter is a member of St. George's Ukrainian Catholic Cathedral in Saskatoon, a member of the Ukrainian Catholic Brotherhood (Bishop Roborecki Branch), St. George's Seniors Club and Saskatoon Light Infantry. He is enjoying retirement at St. Volodymyr Villa in Saskatoon.



CANADIAN ARMY DISCHARGE CERTIFICATE

This is to certify that No. I. 524027 (Rank) Pte.,
 Home (in full) SPRINGTOWN, Ontario
 served in the 1st Canadian Parachute Battalion on the European
 theatre of operations from July 1942 to January 1946
 and is now discharged from the service under Service Order 1039 3 51 by reason of
being returned to civil life (on demobilization)

Medals, Decorations, Mentions, awarded in respect of service during this war
None

THE DESCRIPTION OF THIS SOLDIER on the DATE below is as follows:—
 Age 29 Years 3 Months
 Height 5 Feet 7 Inches
 Complexion Fair
 Eyes Blue
 Hair Dark Brown

Marks of Stars None
 Other Active Army Service (This War)
None

Signature of Soldier
 Date of Discharge

Peter Kostjuk

was born on October 20, 1916 on a farm near Albertown, to Harry and Mary (Berezowski). Peter was called to the Canadian Army on July 16, 1942. He trained in many locations throughout western Canada before being sent overseas. Peter served in the United Kingdom, Continental Europe, the North Pacific region as well as in Holland, Belgium and England. Peter was trained as a rifleman, sniper and signal man. He was discharged in January 30, 1946 and married Doris Katerynych in 1947. Peter worked as a welder for most of his life. He has 1 son and 3 grandchildren. Peter is a member of St. Georges Ukrainian Catholic Cathedral in Saskatoon, a member of the Ukrainian Catholic Brotherhood (Bishop Roborecki Branch), St. Georges Seniors Club and Saskatoon Light Infantry. He is enjoying retirement at St. Volodymyr Villa in Saskatoon.

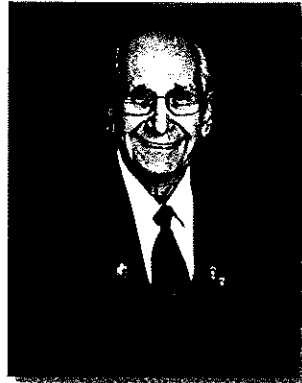


CANADIAN ARMY (RESERVE)

DISCHARGE CERTIFICATE

Order is to Certify that No. I. 534097 (Rank) Pte.,
Name (in full) KOSTIUK Peter
 enrolled in the Under National Resources Mobilization Act 1940
 the **CANADIAN ARMY (RESERVE)** at Regina, Sask. on the **Sixteenth**
 day of **July** 19 **42**
 He served in **Canada UNITED KINGDOM CONTINENTAL EUROPE NORTH PACIFIC AREA**
 and is now discharged from the service under Routine Order **1029 5 CI** by reason of
To return to civil life (on demobilization)
 Medals, Decorations, Mentions, }
 awarded in respect of service }
 during this war }
THE DESCRIPTION OF THIS SOLDIER on the DATE below is as follows:—
 Age **29** years **3** months. Marks of Scars **Nil**.
 Height **5** feet **7** inches. Complexion **Dark**
 Eyes **Brown** Other Active Army Service (This War)
 Hair **Dark Brown**
 Signature of Soldier *Peter Kostjuk*
 Date of Discharge

Oldest Ukrainian Veteran in Saskatchewan - Brother Peter Kostiuk



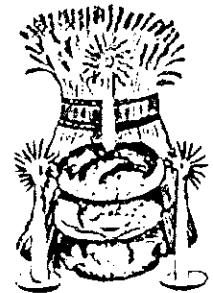
Peter Kostiuk was born on October 20, 1916 on a farm near Albertown, to parents Harry and Mary (nee Berezowski). Peter was called to the Canadian Army on July 16, 1942. He trained in many locations throughout western Canada before being sent overseas. Peter served in the United Kingdom, Continental Europe, North Pacific region as well as in Holland and Belgium. Peter was trained as a rifleman, sniper and signal man. He was honourably discharged in January 30, 1946 and married Doris Katerynych in 1947.

Recently he had the honour of being a candle bearer for the blessing of the new Musée Ukraina Museum by His Beatitude Patriarch Sviatoslav Shevchuk.

Peter continues to be an active member of his community as he is enjoying retirement at St. Volodymyr Villa in Saskatoon at the age of 96 years.


Христос Раждається!
Славте Його!

Christ is Born!
Let us Glorify Him!



Musée Ukraina Museum is located in the heart of Saskatoon's historic community. A place that celebrates and preserves the cultural and religious history of the Ukrainian people.

Please visit the museum website for more information
www.mumsaskatoon.com

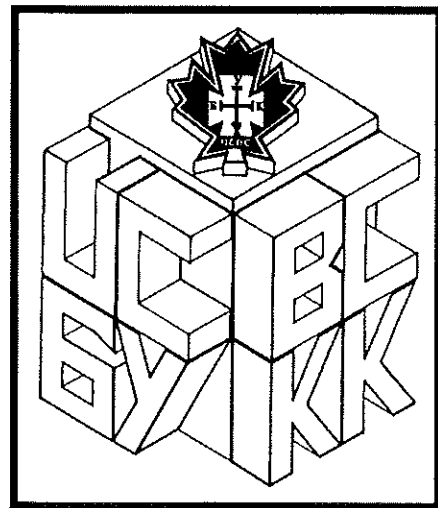
 Musée Ukraina Museum Saskatoon

222 Avenue M South
Saskatoon, SK

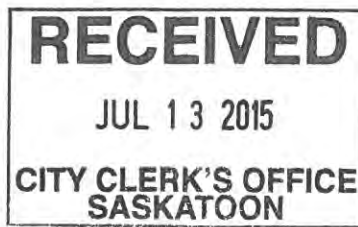


L-R: Patricia Mialkowsky, Rose Worona, Gladys Rogalski, Marie Woytowich, Bro. Peter Kostiuk, Bro. Micheal Mialkowsky, His Beatitude Patriarch Sviatoslav Shevchuk

Peter worked as a welder for most of his life. He has one son and three grandchildren. Peter is a long time member of St. George's Ukrainian Catholic Cathedral in Saskatoon, a member of the Ukrainian Catholic Brotherhood Bishop Roborecki Branch since 1990, St. George's seniors and Saskatoon Light Infantry.



Created By Brother Victor Fedyna, KSV, Edmonton.



7830-1

July 13 2015

To,

His Worship the Mayor and Members of City Council

Subject: Sump Water Discharge Issue between Properties – 863 Sauer Lane and 859 Sauer Lane, Saskatoon

Purpose

I would like to bring to your attention that I am facing sump water discharge issue at my backyard (863 Sauer Lane) from neighbor's (859 Sauer Lane) sump hose since June 2014. The sump discharge has negatively impacted my property (863 Sauer Lane). I would request you to review the below mentioned situation and recommend my neighbor to remove sump hose along my side fence and place the hose in his own lawn so that sump water can be absorbed by his own property. This would significantly improve the condition of my backyard (863 Sauer Lane).

Situation Overview

I (Deep Sanyal) am a Canadian Citizen moved from Toronto to Saskatoon in 2012 and bought a house in Evergreen neighborhood in September 2013. During home inspection I noticed that my neighbor's sump pump discharging excessive water in my side entrance causing flood condition in my basement. I notified this issue to my home builder and he was able to address this issue with my neighbor by putting an extension pipe attached to neighbor's sump pump outlet to allow sump water to discharge to neighbor's front yard. I have noticed that the sump hose used to discharge water every 20-30 minutes all year round (even in 30 degree Celsius). During June 2014, my neighbor built their concrete driveway and placed the sump hose from his front driveway to the backyard along my side fence. The constant flow of sump water negatively impacted my property. My backyard remained wet even during hot sunny days. The sump water left yellowish stain on my backyard. Also, algae/mould started growing on my backyard due to this condition. The sump water passes onto the side walk causing unsafe condition for public and icy condition during winter. Also this sump water is passing through the electric boxes located beside the side walk. This situation caused a hazardous environment for my daughter (4 year old) to play in the backyard and created a stressful situation for my family. My attempts to find solution with my neighbor failed. My neighbor was not willing to place the sump hose back to the front driveway as the sump water left yellow stain his driveway. I couldn't complete my landscaping work in 2014 and was able to partially complete landscaping in 2015. I have a young family with 4 year old daughter, 2 month old son, and both husband-wife working full time. I faced several challenges to get response from City officials to

address this issue since June 2014. I made my first complaint to Gerald Prefontaine (Drainage Inspector) in June 2014. I tried to contact Zach Jeffries (Ward Councilor) in July 2014 but didn't get any response. I also contacted the city fire & safety personnel and she mentioned that this issue will need to be addressed by the drainage inspector (Gerald Prefontaine). I waited for couple of months (July –Aug 2014) but never got any response from Gerald. However, in the meanwhile my neighbor's sump pipe was continuously discharging water and my backyard remained wet even during hot sunny days. I put some earth dam, rocks to obstruct the abnormal water flow. After a few days, I received call from Gerald that he would like to review the sump issue. Gerald didn't requested my neighbor to remove sump hose along my side fence instead asked me to build a weeping tile in my yard at my own cost to absorb abnormal sump water coming from neighbor's house. Gerald couldn't address the issue neutrally. I was unable to appreciate Gerald's views and discussed the matter with Andrew Hildebrandt in Sept 2014. Andrew mentioned that he will discuss the issue with my neighbor and get back to me. However, I didn't hear back from Andrew in 2014.

During March 2015, I got written notice from Gerald that I should remove the obstruction as I am causing flood in my neighbor's house and violated Drainage Bylaw 8379. I responded with a letter and pictures to Andrew Hildebrandt and Zach Jeffries to show my neighbor's dry yard and no sign of flooding in entire neighborhood. Snow melted water from all houses at Sauer Lane/Zary Road have flown from my yard very easily irrespective of the few rocks, earth dam I have put along my side fence. I researched on Bylaw 8379 and found the purpose of the bylaw – "Regulate the drainage of Storm water between private properties so as to protect properties and abute nuisances". I am confused whether we can consider this abnormal sump discharge as Storm Water.

I again started to reach out to Zach Jeffries from Mar 2015 and finally was able to meet him in a public meeting in Apr 2015. Zach mentioned he will follow-up with Andrew and hopefully Andrew will provide a good perspective. After initial meeting with Zach, I removed the obstruction from my backyard in Apr 2015 and notified Zach. Andrew visited my house in May 2015 to review the situation. Andrew was surprised to see my neighbor's sump hose directly discharging water to my property and mentioned he will talk to my neighbor and ask to put sump hose either in front driveway (where the hose was originally located in 2014) or to other side of the house so that sump water can be absorbed by neighbor's property. I mentioned to Andrew that in Protective Plumbing Handbook (City of Saskatoon), it is clearly mentioned "Do not allow water from your sump pit to be discharged onto your neighbor's property". Andrew acknowledged that this regulation mentioned in City's handbook is correct. Andrew also mentioned that no Drainage Inspection being done before houses are built in Saskatoon. Andrew agreed that Drainage Bylaw 8379 doesn't reflect the abnormal sump discharge situation and thereby this need to be included in later revisions of the bylaw.

Andrew replied after couple of weeks and changed his initial decision mentioned at my house in May 2015. Andrew recommended that my neighbor can discharge sump water to my property from minimum 9 feet distance. I followed up with Andrew after a week and mentioned that although my neighbor removed the sump hose about 9 feet from my side fence but unfortunately there is no improvement of sump drainage situation at my backyard. I requested Andrew to provide details regarding his newly proposed sump discharge regulation (minimum 9 feet from property line) and review the current situation of my backyard. Unfortunately Andrew replied with the below comments:

- "The drainage CAN be accommodated"
- "What your neighbor was doing with the discharge to the fence was not appropriate. They have now very willingly changed and are in compliance. I appreciate you are still bothered by the water that must drain along your fence line"
- "Until either the drainage bylaw of the sump pump regulations are violated again, this is no longer a case that the City can regulate"

As Zach Jeffries was kept in loop in all communications between me and Andrew, I requested Zach to advice on this matter as the recommendation provided by Andrew didn't resolve the sump discharge issue at my backyard. I am still waiting to hear back from Zach!

I would request that this matter be given immediate attention and following recommendation can be provided to my neighbor to improve condition of my backyard.

- Remove sump hose along my side fence
- Place the sump hose in his own lawn (front or back side)
- Sump water should be absorbed by neighbor's property (859 Sauer Lane)

I would like to attend City Council's meeting to be held in July and represent this issue to the council committee. I have provided PowerPoint presentation with pictures attached to this document.

Thank you for your time and consideration.

Regards
Deep Sanyal
Email: deepsanyal7@gmail.com
Cell: 306-241-0064
Address: 863 Sauer Lane, Saskatoon, S7W0K1

Sign: Deep Sanyal
Date: July 13 2015

Board of Police Commissioners

To: Chief C. Weighill
Saskatoon Police Service

Date: June 30, 2015

Phone: 306-975-2778

Our File:

From: Joanne Sproule
Secretary to the Board

Your File:

Re: INFORMATION REPORT ON CRIME FREE MULTI-HOUSING BEST PRACTICES AND NUISANCE PROPERTIES – A REVIEW OF PROGRAMS IN CANADA

Attached is an excerpt from the minutes of meeting of the Board of Police Commissioners held on June 18, 2015 regarding the above matter. The Board resolved:

1. That the information be received and forwarded to City Council for information; and
2. That the Saskatoon Police Service investigate further ways of dealing with crime free multi-housing programs.

This matter will be forwarded to the Standing Policy Committee on Planning, Development and Community Services and included on the agenda for July 20, 2015.



JSjf

Attachment

cc: Deputy City Clerk, Standing Policy Committee on Planning, Development and Community Services
General Manager, Community Services Department

The following is an excerpt from the minutes of meeting of the Board of Police Commissioners (Open to the Public) held on June 18, 2015:

9. **INFORMATION REPORT ON CRIME FREE MULTI-HOUSING BEST PRACTICES AND NUISANCE PROPERTIES – A REVIEW OF PROGRAMS IN CANADA**

Donna Thiessen, Crime Free Multi-Housing Coordinator, was in attendance to discuss the report of the Chief of Police dated June 4, 2015.

Discussion followed with respect to:

- continuing to take this to the next step in consultation with the City Solicitor (bylaws involved)
- talking to stakeholders and coming up with a proposal in writing
- moving forward and having landlords take more responsibility and ownership
- a situation in Alberta about five years ago where cheques were issued

Moved By: Commissioner Hill

1. That the information be received and forwarded to City Council for information; and
2. That the Saskatoon Police Service investigate further ways of dealing with crime free multi-housing programs.

CARRIED

C2

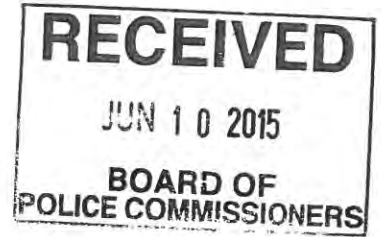
TO: His Worship, Mayor Don Atchison, Chairperson
Board of Police Commissioners

FROM: Clive Weighill
Office of the Chief

DATE: 2015 June 4

SUBJECT: Information Report on CFMH Best Practices and Nuisance properties
– a review of programs in Canada

FILE #: 2,016



ISSUE:

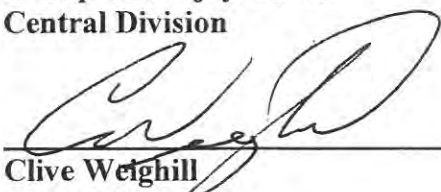
This report has been created in response to a request from the March Board of Police Commissioners "that the Saskatoon Police Service report no later than June 2015 on what other communities are doing with crime-free multi-housing, including information on any 'nuisance property' bylaws."

RECOMMENDATION:

That the Board of Police Commissioners receive this report and that the report be provided to City Council for information.

Written by: Donna Thiessen
Crime Free Multi-Housing Coordinator

Approved by: A/Inspector Ajay Chevli
Central Division

Submitted by: 
Clive Weighill
Chief of Police

Dated: June 8/15

CFMH Best Practices Review and Dealing with Nuisance Property Bylaw Information

Report Highlights

1. There are best practices that can inform the Saskatoon CFMH program.
2. Other municipalities, primarily in British Columbia have implemented a repeat nuisance abatement bylaw that allows them to impose a fee for service for each nuisance call at a property once a relatively low threshold has been reached (ex. 3 calls for service in a year or more than 2 service calls in a 24 hour period) and a time period for remediation has passed. This practice is implemented as a last resort once other entreaties and options have failed to produce a change at the property.
3. In 2014, a few rental property and temporary accommodation addresses received exceptionally high Saskatoon Police service levels to deal with nuisance properties. Two properties that offer temporary/rental accommodation accounted for over 2000 calls for service last year.
4. In 2014, the 20 properties with the highest calls for service generated over 5000 calls.
5. The owners / managers of these properties are making excessive use of the City’s emergency services in lieu of managing their properties sustainably.

Strategic Goal(s)

The information in this report may be utilized to address the quality of life in Saskatoon by reducing and preventing crime and providing appropriate service levels to address ongoing problems at properties. The report supports continuous improvement of the City of Saskatoon by providing information about how other municipalities support health and safety as a top priority. Emerging trends have been identified. This report identifies a targeted opportunity to implement specific continuous improvement tools within the City’s emergency response and to reflect best practices from other jurisdictions.

Background

When the Crime Free Multi-Housing program was established in Saskatoon, a survey was undertaken of other programs across the county. A proposal was developed that reviewed the best practices from those programs and was adopted by City Council in 2008. This proposal has guided the CFMH program through the first five years of development. All goals within the proposal have been realized with the exception of the staff resourcing. Currently the program is staffed with one full time permanent Coordinator position, one temporary full-time Assistant Coordinator position and one 0.4% FTE Administrative Assistant position.

While there are CFMH programs that exist in isolated communities throughout Canada, British Columbia has been the most successful in implementing the strategy throughout the lower Mainland and in many other communities, in part due to a provincial crime prevention association. Currently nuisance abatement bylaws that provide remedy for repeat nuisance service calls have been implemented in several communities in British Columbia where the CFMH program has a strong presence.

Since 2008, the CFMH program has continued to expand in British Columbia, due to provincial influence and support. One key addition to the program in B. C. has been the addition of repeat nuisance abatement by-laws to address the problem of properties choosing not to participate in

the CFMH program and continuing to draw on emergency services to address the behavioral nuisances.

Saskatoon City Council passed the Property Maintenance and Nuisance Abatement bylaw in 2003. The bylaw addresses the condition of the property and remediation, but does not address the issue of the demand on emergency services. A nuisance can result from the physical condition of a property, but it can also be the result of the behavior of the people using or living at the property.

CFMH Best Practices

The CFMH base program is designed to be flexible to allow communities to address particular local problems. Many CFMH best practices are implemented to deal with particular local problems. As an example, in certain communities in the lower main land of British Columbia, there are significant problems with grow ops and illegal drug labs. In Saskatoon, the CFMH program has implemented community events such as a barbecue for the Pleasant Hill neighborhood to try to develop community connections since this area contains 15% of Saskatoon’s multi-family rental accommodation. Best practices that deal with local scenarios have not been included in this report. Some of the best practices from other communities include:

1. Business licenses for rental property implemented in several communities in British Columbia. The business license allows an inspector to check on a property prior to the business license being granted or renewed. The CFMH program provides recommendations on standards for rental properties including:
 - a. a record of current tenancy (tenant registry),
 - b. proper tenant screening,
 - c. ongoing property management including monitoring tenant behavior, documenting and addressing infractions of tenant agreements and
 - d. maintaining the physical condition of the rental property.
2. Repeat/Excessive nuisance abatement property bylaw. This addition has provided several cities in British Columbia with a mechanism to charge a fee for service (See Appendix A for a summary of the fees) for a fixed period of time (ex. 2 years) once a threshold of nuisance calls has been exceeded. A warning is provided and properties have a period of time (ex. 60 days) to rectify the problem prior to the abatement fee being put in place. The CFMH program and other civic departments monitor the calls to properties and recommend properties to be placed under the abatement bylaw.
3. Mandatory criminal record checks for all residents of CFMH properties has been applied in Ottawa since 2008. The Ottawa CFMH program supports the provision of record checks. In Ottawa, the CFMH program deals primarily with one social housing agency.
4. The Edmonton and Saskatoon CFMH programs have implemented a process to provide information from Police reports to CFMH certified properties. An application for information is provided to the CFMH office by a landlord along with a copy of the CFMH lease addendum

document, which the tenant has signed indicating they have provided permission for the release of the Police information. The landlord must sign a legal contract indicating that the information may only be used for the purpose of seeking an eviction.

5. At least one community in British Columbia has implemented a practice of providing a letter to thank rental apartment residents who have provided information to Police related to a problem at the property. Often residents may be intimidated to call Police despite the ongoing risk to their own safety and security. This practice may encourage more people to report concerns to the police service.
6. Several communities have implemented other Crime Free (CF) programs including CF condo, CF Hotel/Motel, CF single family rental, CF Business and CF Storage Containers to address particular issues within their communities.

Details on the specifics of the implementation of best practices in each community can be found in Appendix B.

Nuisance Properties

Most communities (with a CFMH program) have already regulated nuisance properties. The nuisance property bylaws address issues with the physical condition of the property. A few communities have recognized that a nuisance may also be defined by behavior, which will generally require emergency services response. These communities have implemented an excessive nuisance abatement fee for service.

In Saskatoon, the Property Maintenance and Nuisance Property Bylaw, nuisance is defined as

- (i) A condition of property; or
- (ii) A thing;
that affects or may affect the amenity of a neighbourhood or the safety, health and welfare of people in the neighborhood, and includes:
- (iii) A building in ruinous or dilapidated state of repair;
- (iv) An unoccupied building that is damaged and is an imminent danger to public safety;
- (v) Land that is overgrown with grass and weeds;
- (vi) Untidy and unsightly property;
- (vii) Junked vehicles;
- (viii) Open excavations on property.

This definition does not consider the possibility that behavior of the property users may also be a characteristic of a nuisance property that will result in increased demand on emergency services to address the problem. This prolonged demand may be an indication of a loss of management control or the ceding of management control to the proxy of emergency services to deal with problems that management is unable or unwilling to address. Information on the nuisance property calls to Saskatoon’s multi-family properties can be found in Appendix C.

In all communities that have implemented an excessive nuisance abatement bylaw, if a threshold number of service calls is exceeded, a warning letter may be issued with a time period to provide

the requested remedy. If the problem continues through the warning period and there is no abatement in place at the end of the period, the property is placed under abatement for a period of time (typically 2 years) during which the City may impose upon the owner of that property a fee for service for each additional nuisance service call response within that period. The imposition of the nuisance abatement fees are in addition to the City’s right to seek other legal remedies or actions for abatement of the nuisance. Typically this process is only implemented after other remediation actions have been offered and been refused.

Communities with an excessive nuisance abatement option have cautioned that this program was never intended to be generally applicable to all properties that meet the threshold. This program is used as a last resort after numerous other attempts to encourage the property owners to address the problems have been unsuccessful.

Public and/or Stakeholder Involvement

Since the Saskatoon CFMH program was last established in 2010, it has been informed by an advisory committee that represents key stakeholders including representatives from Fire and Protective Service, The Ministry of Justice – Office of Residential Tenancies, The Ministry of Social Services – Sask. Housing Corp, City of Saskatoon Community Services, Saskatchewan Landlords Association, Saskatoon Police as well as rental apartment residents. That committee has reviewed this report.

Other Considerations/Implications

This report has no implications for the areas of policy, finance, Environment, privacy, safety/crime prevention through environmental design (CPTED) and no options considered. No communication plan is required.

Due Date for Follow-up and/or Project Completion

There is no further follow-up or project completion.

Public Notice

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

Appendix A - Fees related to Nuisance Abatement

In each community that has implemented a nuisance abatement bylaw, there has been different schedules in place to ensure the costs incurred by “abated” properties reflect the City’s costs. The nuisance service call response fee and administration and overhead fee have been calculated to reflect the actual cost within each community.

Location	Police	City	Admin	Nuisance Call Fee	When Passed?
Victoria	\$200/ call (2 officers and 1 vehicle)	\$75 / hour	15%		2005
New Westminster (Vancouver)	\$250 / hour	\$100 / hour	10%		2010
Surrey			\$378 / service call	\$709 / service call	2014
North Vancouver	\$195 / call	\$50 / hr	10%		2008
Vernon			\$114 / hour		2008
Abbotsford	\$195/call Fire – as prescribed.	\$70/ hr			2003
Penticton			yes	Payroll cost + benefits, cost of vehicles, repairs to damaged City equipment.	2012

Appendix B – Review of Implementation of CFMH Best Practices

The following chart provides an overview of the CFMH Best practices that have been applied in the surveyed communities. CFMH has been implemented more widely in the United States, where it originated. This survey only includes the Canadian communities.

Location	Business License	Excessive / Repeat Nuisance Abatement	Tenant Registry	CFMH standard In bylaw	Mandatory Criminal Record Checks	Thank you to Residents	Other CF Program
New Westminster	yes	yes	yes	yes	no	no	no
North Vancouver	yes	yes	yes	yes	no	no	no
Vancouver	yes	no	no	no	no	no	no
Victoria	yes	yes	yes	no	no	no	no
Surrey	no	yes	no	no	no	yes	no
Vernon	no	Yes	no	no	no	no	no
Abbotsford	yes	yes	no	no	no	no	no
Penticton	no	yes	no	no	no	no	No CFMH
Chilliwack	yes	no	no	no	no	no	Condo townhouse
Vernon	yes	yes	no	no	no	no	no
Burnaby	yes	no	no	no	no	no	no
Edmonton	yes	no	no	no	no	no	no
Stony Plain							
Toronto (Peel)	no	no	no	no	no	no	no
Ottawa	no	no	no	no	yes	no	no
Saskatoon	No	No	No	No	No	No	no

The CFMH program deals almost exclusively with multi-family housing with 4 units or more. The CFMH program uses a combination of education, support, information, security building requirements and resident engagement to achieve results. The program is not intended to provide emergency services or deal with emergent situations.

In the municipalities that have a CFMH program, the definition of a nuisance property is not defined by the scope of the CFMH program. The CFMH program may administer the bylaw as it relates to their properties, but the bylaw has implications for other service areas.

Nuisance Abatement Implementation

In reviewing information on excessive nuisance abatement, there were two somewhat different practices that had been implemented.

New Westminster and Surrey – 3 or more nuisance service calls within a 12 month period related to abatement of nuisance conduct, activity or condition. Once implemented, the service call fee is

implemented for 24 months. 60 day remediation period provided following the warning letter which outlines the requested remediation. New Westminster has had up to 20 properties “on abatement”. Calls are monitored monthly and other steps are generally taken prior to the imposition of the service fee.

Vernon, Abbotsford, Penticton – Good Neighbor bylaw specifies if more than 1 nuisance service call within a 24 hour period or more than 3 nuisance service calls within a 12 month period with response by RCMP, bylaw Enforcement officer or other city official. Service fee implemented for 12 months.

While the thresholds for inclusion in the abatement program are low, the program managers have cautioned that this program was never intended to be generally applicable to all properties that meet the threshold. All communities that have nuisance abatement have mentioned that the program is used as a last resort after numerous other attempts to encourage the property owners to address the problems have been unsuccessful. The abatement program is not conducive to good business relations and is used as a punitive measure once all other avenues have been exhausted.

Other communities that were reviewed include Winnipeg, Mission, Prince Albert, Regina, Calgary and Edmonton. None of these bylaws included provision for repeat emergency service, although there was provision for addressing nuisance problems.

APPENDIX C - Nuisance Property calls to Saskatoon Police related to Multi-family Accommodation

One of the effects noticed over the past 5 years that the CFMH program has existed in Saskatoon has been a concentration of high calls to a few addresses. In the past year, there have been several addresses that tallied very high calls to Saskatoon Police. In 2014, there were 2 locations providing rental/ temporary housing that accounted for over 2000 calls for service to Police. There were 3 additional rental properties that each had between 200 – 250 calls for service in 2014. We have noted over the past year, that the disruption in management at one company that is in the rental apartment market accounted for an increase of 370 additional calls for service at 4 of their sites. If the 20 rental property addresses with the most calls in 2014 were tallied, they account for 5000 calls for service.

Over the past five years, the CFMH program has been able to work with landlords to address some of the problems at their addresses. Many of the landlords that were identified as having high calls in 2010 and have chosen to work with the CFMH program have seen much lower calls in 2014. Properties that have been involved with the CFMH program for a number of years show remarkable improvement in their calls for service.

205-1

To: Mandy Pravda
Subject: RE: Saskatoon PotashCorp Fireworks Festival

RECEIVED
JUL 06 2015
CITY CLERK'S OFFICE
SASKATOON

From: Mandy Pravda [mailto:mpravda@onpurpose.ca]
Sent: July 06, 2015 1:44 PM
To:
Subject: RE: Saskatoon PotashCorp Fireworks Festival

Good Afternoon,
I am an organizer of the PotashCorp Saskatoon Fireworks Festival. Our festival dates are September 4 & 5th (also Sunday Sept 6th if the rain comes and we have to cancel one of the other evenings) from 5pm-10:30pm in Friendship Park, River Landing and River Landing Phases 2. In previous years of our festival we have had dog activities in the parks (Rotary). Again this year we would like to have dogs present on site. The two dog activities will be- FLYBALL (a dog show) in Friendship Park that is fenced in, kept contained and are very professional with keeping the dogs in the show on proper leashes. As well as NEW HOPE DOG RESCUE at River Landing in our who would like to have a couple dogs on leashes for their exhibit station. Can we please have permission to have both area with pets?

Looking forward to hearing from you!

Mandy Pravda
Marketing and Communications
Fireworks Festival September 4 & 5 2015
131 Wall St
Saskatoon, Sk
S7K 6C2
O:306-652-1427 F:306-652-1528



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From: Mandy Pravda [mailto:mpravda@onpurpose.ca]
Sent: Friday, July 03, 2015 12:26 PM
To: Jenkins, Sandy (Clerks)
Cc: Newell, Heather (CP - Strategic & Business Planning)
Subject: RE: Saskatoon PotashCorp Fireworks Festival

Hi Sandy,

We have one display New Hope Dog Rescue who will be in our SGI safety fair in the River Landing area and they would like to bring a couple of the dogs on a leash, how do I go about getting permission for that?

Mandy Pravda

Marketing and Communications
Fireworks Festival September 4 & 5 2015
131 Wall St
Saskatoon, Sk
S7K 6C2
O:306-652-1427 F:306-652-1528



Please consider the environment before printing this email. Learn about [Green Stem](#) powered by Tourism Saskatoon.

From: Mandy Pravda [mailto:mpravda@onpurpose.ca]
Sent: Thursday, June 11, 2015 10:53 AM
To: Newell, Heather (CP - Strategic & Business Planning); City Clerk's Office
Subject: RE: Saskatoon PotashCorp Fireworks Festival

Hi Heather,

It is that time of year again!

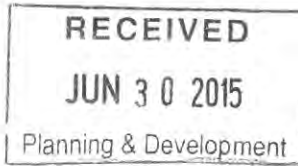
For the Saskatoon PotashCorp Fireworks Festival Sept 4 & 5th , located in Friendship Park we would like to have a fences in area with "Flyball" which is a dog entertainment group. We will be providing a fenced area where the dogs will be kept and preform. From last years' experience I need permission from the City to have them on the grass, can you help me with getting permission?

Looking forward to hearing from you!

Mandy Pravda
Marketing and Communications
Fireworks Festival September 4 & 5 2015
131 Wall St
Saskatoon, Sk
S7K 6C2
O:306-652-1427 F:306-652-1528



Please consider the environment before printing this email. Learn about [Green Stem](#) powered by Tourism Saskatoon.



4355-1

To: Saskatoon City Hall

June 25, 2015

Please forward this letter to:
Standing Policy Committee: Planning, Development and Community Living Services

Regarding: Unlicensed Airbnb businesses operating in Saskatoon

As of June 25, 2015, there are 96 rooms listed on the Saskatoon Airbnb website. Approximately 15 of the listed rooms have the business license required by city bylaws. The owners have taken the time, effort and money to operate their Airbnb's legally, be health, safety and fire inspected, have liability insurance and pay GST, PST and income tax.

In early 2015 the licensed Bed and Breakfasts met with Shall Lamb and Leonard Cherepacha from the City of Saskatoon licensing department, asking them to do something about the unlicensed businesses. The B&B owners were told that they needed to make official complaints. This was done

We have been told:

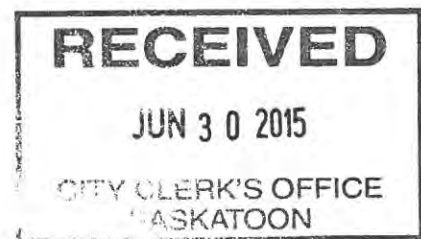
1. It may take more than a year.
2. They will need to contact guests that have stayed in the unlicensed Airbnb's.
3. They do not have the time or manpower to find them. Most can be found through Google Maps and Google Streets.
4. If a licensed and inspected B&B decides not to renew their business license every year, nothing will be done by the licensing department.

This is unfair and has caused many licensed B&B's to loose a large percentage of their business and some have closed because of it.

Will the Standing Policy Committee: Planning, Development and Community Living Services please look into this matter for us. We would like to come to one of your meetings and put this matter forward.

Thank you,
Concerned Bed and Breakfast operators

- Glacier Park B&B
- Prairieland B&B
- Nineth Street B&B
- Wild Rose B&B
- Inn-Chanted B&B
- Courtney Leanne B&B
- Meadowgreen Cottage B&B
- Chaplin's Country B&B
- Lorna's B&B
- College Park B+B



Kathy Chaplin
RR5, Box 43
Saskatoon, Sk.
S7K 3J8

Request for Extension – Innovative Housing Incentives and Sale of Predesignated Site – 211 Slimmon Road

Recommendation

1. That the Innovative Housing Incentives Agreement with Habitat for Humanity Saskatoon Inc. be amended to extend the expected completion date for the affordable housing project at 211 Slimmon Road to June 30, 2018; and
2. That the City Solicitor be requested to prepare the appropriate agreements and that His Worship the Mayor and the City Clerk be authorized to execute the agreements under the Corporate Seal.

Topic and Purpose

The purpose of this report is to allow Habitat for Humanity Saskatoon Inc. (Habitat for Humanity) additional time to complete their affordable housing project at 211 Slimmon Road.

Report Highlights

1. The Administration is recommending that Habitat for Humanity be granted additional time to complete the affordable housing project at 211 Slimmon Road.
2. Habitat for Humanity's project at 211 Slimmon Road addresses many priorities in the City of Saskatoon's (City) 2013 – 2022 Housing Business Plan (Housing Business Plan) and fills a housing need that no other organization in Saskatoon addresses.

Strategic Goal

This report supports the City's long-term Strategic Goal of Quality of Life by increasing the supply and range of affordable housing options.

Background

On December 6, 2010, the site located at 211 Slimmon Road was predesignated by City Council for affordable housing. City Council authorized Saskatoon Land to sell the site through a Request for Proposal (RFP) process to the proponent that received the highest score based on evaluation criteria set by City Council.

During its August 11, 2011 meeting, City Council approved a recommendation to sell this site to Habitat for Humanity, whose proposal to build 12 affordable townhouse units received the highest score on the evaluation criteria. City Council approved funding of \$181,500 and a five-year incremental property tax abatement under Innovative Housing Incentives Policy No. C09-002. The cash grant was provided in the form of a discounted purchase price under the Land Cost Reduction Program when Habitat for Humanity took possession of the site in May 2012.

Request for Extension – Innovative Housing Incentives and Sale of Predesignated Site – 211 Slimmon Road

Habitat for Humanity entered into an Innovative Housing Incentives Agreement (Agreement) with the City in which they agreed to use their best efforts to finish all work on the site, on or before, August 15, 2014.

During its January 20, 2014 meeting, City Council resolved to amend the Innovative Housing Incentives Agreement with Habitat for Humanity, extending the completion date for the affordable housing project at 211 Slimmon Road to November 30, 2015.

Report

Habitat for Humanity Requires Additional Time to Complete Affordable Housing Project

The City provided Habitat for Humanity with a grant of \$181,500 under the Land Cost Reduction Program that helped Habitat for Humanity purchase the site at 211 Slimmon Road. The Innovative Housing Incentives Policy No. C09-002 allows non-profit housing providers to receive, in advance, the capital grant that they typically would receive upon project completion. This provision helps non-profit housing providers to secure land in new areas that lack affordable housing. The amount of the grant that Habitat for Humanity received was based on the estimated cost of building the 12 units.

Habitat for Humanity has not started construction on the site at 211 Slimmon Road and is requesting a three-year extension, which will allow them to complete the project in phases, with the final units being complete by June 2018.

Habitat for Humanity has faced challenges in recruiting volunteers and securing sufficient donations to begin this project. In the past year, Habitat for Humanity has completed five units in the Riversdale and Westmount neighbourhoods, which will allow the organization to now focus its resources on the Slimmon Road project. Habitat for Humanity's proposal is to complete the 12-unit project, one building at a time, with three units complete in 2016, six units complete in 2017, and the final three units complete in 2018.

In addition to the City's funding, each housing unit may qualify for a \$65,000 cash grant from the Saskatchewan Housing Corporation when construction is commenced. Habitat for Humanity has new funding and volunteer partnerships with Lafarge Canada Inc., Hamm Construction Ltd., Graham Construction & Engineering Inc., PCL Construction Management Inc., and the Saskatoon Fire Department, which has a station next door to the building site.

The Administration supports Habitat for Humanity's request for an extension, recognizing that the timing of donations and the availability of volunteer labour is not always predictable.

Habitat for Humanity's Project addresses City Priorities

When complete, the project at 211 Slimmon Road will address a number of priorities in the City's Housing Business Plan, including:

- 1) attainable housing in all neighbourhoods;

Request for Extension – Innovative Housing Incentives and Sale of Predesignated Site – 211 Slimmon Road

- 2) accessible housing;
- 3) housing that meets identified needs (large families); and
- 4) energy efficient housing.

Habitat for Humanity provides home ownership opportunities to families with very low incomes who typically cannot afford to purchase a home under the City's Mortgage Flexibilities Support Program.

Options to the Recommendation

City Council can choose to deny Habitat for Humanity an extension to the completion date for the project at 211 Slimmon Road. This would obligate Habitat for Humanity, under the terms of the Agreement, to repay the City the \$181,500 in funding already provided for this project.

Public and/or Stakeholder Involvement

Public and/or stakeholder consultations were not required.

Financial Implications

If City Council were to request that the \$181,500 grant be repaid and were to cancel the five incremental property tax abatements, the City could use these resources to support other projects.

Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications or considerations. No communication plan is required at this time.

Due Date for Follow-up and/or Project Completion

The project at 211 Slimmon Road is expected to be complete by June 2018.

Public Notice

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

Report Approval

Written by: Daryl Sexsmith, Housing Analyst, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Reviewed by: Frank Long, Director of Saskatoon Land
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/CP/2015/PDCS – Request for Extension – Innovative Housing Incentives and Sale of Predesignated Site – 211 Slimmon Road/ks

Request for Funding — 2017 Canadian Country Music Awards — Special Events Policy No. C03-007

Recommendation

1. That funding, in the amount of \$150,000, be approved for the 2017 Canadian Country Music Awards, under the Special Event (Arts) category of Special Events Policy No. C03-007;
2. That funding, in the amount of \$135,000, be approved for release to Tourism Saskatoon on August 1, 2015, to be used towards the 2017 Canadian Country Music Awards licensing fees; and
3. That the remaining \$15,000 be released to Tourism Saskatoon upon completion of the event and submission of a post-event evaluation report, including audited financial statements.

Topic and Purpose

The purpose of this report is to seek approval of grant funding for the 2017 Canadian Country Music Awards (CCMA), being hosted in Saskatoon from September 7 to 10, 2017.

Report Highlights

1. The 2017 CCMA will take place from September 7 to 10, 2017, and is being hosted at Teachers Credit Union (TCU) Place and SaskTel Centre. It is estimated that public attendance numbers may reach 15,000 participants.
2. The Administration has reviewed the business plan and has concluded it meets all the eligibility criteria for funding under the Special Event (Arts) category of Special Events Policy No. C03-007 (Special Events Policy).
3. Tourism Saskatoon has requested that grant funding be advanced, as outlined in the recommendations, which will be used towards the CCMA licensing fee for the hosting of this event.

Strategic Goal

Under the City of Saskatoon's (City) Strategic Goal of Quality of Life, the recommendations in this report support the long-term strategy to support community building through direct investment.

Background

On May 7, 2015, the Administration received a draft business plan submission from Tourism Saskatoon requesting funding in the amount of \$150,000 for the 2017 CCMA (see Attachment 1). On June 2, 2015, a final business plan submission was received. The Administration reviewed the business plan to determine if 2017 CCMA is eligible for funding under the Special Event (Arts) Category of the Special Events Policy.

Report

2017 CCMA

The event is being hosted at SaskTel Centre and TCU Place, as well as other local venues, from September 7 to 10, 2017, and it is estimated that attendance at the various events held over these four days may exceed 15,000 participants. This estimate is based on public attendance numbers from the 2014 CCMA event.

Other Funding Sources

The Provincial Government has been asked to contribute \$350,000 towards this event. This amount has not yet been confirmed. The organizing committee is looking to secure \$400,000 in sponsorship revenue for this event. Registrations, award show ticket sales, and other activity ticket sales make up the remaining revenue sources.

Event Business Plan

The Administration has reviewed the business plan submitted for the 2017 CCMA and has concluded that the key eligibility criteria have been met as follows:

- a) minimum \$100,000 operating budget;
- b) significant economic impact to the city; and
- c) CCMA estimates that this event will generate over \$4.7 million net economic impact on the community, based on the Sport Tourism Economic Assessment Model (STEAM) used to provide an overview of this event's economic impact.

Attachment 2 provides a summary of event highlights taken from the business plan submission.

Release of Grant Funding

Tourism Saskatoon has requested that \$135,000 be advanced to assist with expenses being incurred in advance of the event. These expenses relate to the CCMA licensing fee, which is to be paid in advance of the event taking place.

The Administration is recommending that \$135,000 of the grant request be advanced, effective August 1, 2015, and that the remaining \$15,000 would be paid upon submission of a post-event evaluation report, including audited financial statements for the event. This recommendation is based on findings from the 2012 Grants Audit, which indicated that compliance of submitting post-event evaluation reports were not being fulfilled in some cases and that withholding a portion of the funding request would promote compliance to Special Events Policy requirements in this regard.

Options to the Recommendation

The options that may be considered are:

- 1) deny the recommendations outlined in this report;
- 2) suggest a grant amount other than the original amount requested; or
- 3) suggest a grant advance amount other than that recommended.

Public and/or Stakeholder Involvement

On May 7, 2015, the Administration received a draft business plan submission from Tourism Saskatoon requesting funding in the amount of \$150,000 for the 2017 CCMA. A final business plan submission was received on June 2, 2015.

Communication Plan

The Administration will inform Tourism Saskatoon of the Planning, Development and Community Services (PDCS) Committee's decision regarding the outcome of the recommendations outlined in this report.

Financial Implications

The 2014 ending balance in the Special Event Reserve was \$1,056,139, which is comprised of \$505,000 in the Special Event Category and \$551,139 in the Profile Saskatoon Event Category. Attachment 3 outlines the funding and expenditures for the Special Event Reserve for 2015.

Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

A post-event evaluation report, including audited financial statements, is to be submitted by the CCMA to the Administration within 90 days of event completion (submission by January 15, 2018).

Public Notice

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

Attachments

1. 2017 Canadian Country Music Awards Business Plan
2. Event Business Plan Highlights
3. Projected 2015 Special Event Reserve Funding and Expenditures

Report Approval

Written by: Loretta Odorico, Facility Supervisor, Customer Service, Recreation and Sport
Reviewed by: Cary Humphrey, Director of Recreation and Sport
Approved by: Randy Grauer, General Manager, Community Services Department

S:\Reports\RS\2015\PDSCS – Request for Funding – 2017 Canadian Country Music Awards – Special Events Policy No. C03-007\kt

Special Event – Business Plan Outline Canadian Country Music Association September 7-10, 2017

Mission Statement

As a national not-for-profit trade association, the Canadian Country Music Association (CCMA) is committed to the promotion and recognition of Canadian country talent, both domestically and internationally.

Through programs that EDUCATE, ELEVATE, and CELEBRATE, the CCMA offers members these advantages in an increasingly competitive environment. The annual Country Music Week showcases focused efforts for the organization and members. It provides professional development, showcasing opportunities for country talent, and an opportunity to heighten awareness, increase exposure and audience appreciation for a truly Canadian experience.

Country Music Week brings fans, country artists, high profile music industry players, and national media from coast to coast. Four days of celebrations of unique industry and fan-accessed events brings excitement to all that attend. With Saskatoon's past success of hosting Country Music Week in 2012, we know first-hand the cross-country exposure this brings our city.

The breakdown of public attendance at the 2014 event was as follows:

CCMA Awards Show	8,269
Songwriters Series	960 (limited space for public)
Legends Show	1,177
FanFest	3,000 (estimated – at West Edmonton Mall)
Discovery Showcase	585
Countdown Concert	1,000

There were 960 industry representatives at the Gala Dinner and a total of 210 volunteers.

In 2014, television ratings of a total of 947,000 average viewers on both broadcasters' networks with a combined reach of 3.2 million.

Strategic Goals

Saskatoon will be viewed as a premier hosting destination in Canada for the Canadian Country Music Awards. Once again, we will develop innovation within the industry, building on the success of the 2012 CCMA's while pioneering new ideas to make this event the most successful to date. Saskatoon will foster new relationships while aligning with the CCMA's vision of a year-round celebration. We will demonstrate hosting excellence, innovation, and help all sectors of the country music industry develop over the course of the year. Saskatchewan is where

country music lives, and through its energy, sharing community and reputable facilities, Saskatoon will celebrate Canadian Country Music Week.

Hosting such a successful and well known event holds many benefits to our community. Quality of life will increase by the exposure to both local and leading artists in Country Music and the opportunity to work together to be a part of this event will unite Saskatoon residents. There is a sense of pride that comes along with showing our nation this city and this provides us with the opportunity to bring together volunteers on different levels.

Strategic Alliance

We will be working with all media in Saskatoon, including the Saskatoon Media Group. There has been a major corporate sponsor secured who is very well known in the community (confidential until the June 18 announcement), and of course sponsorships with other corporations, Tourism Saskatoon and Sask Music.

Our plan is to bring forth fresh people and partners, utilizing key players in multiple industries such as Music and Entertainment Industry Leaders- Experienced Community Organizers - Media and Marketing Specialists - Government, Corporate and pivotal area Partners- Tourism and Hospitality Specialists - and experienced Venue and Logistics individuals.

Having hosted one of the most successful CCMA's in 2012, as well as the 2007 Juno Awards, a core group of executive volunteers, with direct experience in hosting major music events, are available to assist us on our Host Committee. We are dedicated to maintaining the unique character of the Canadian Country Music Awards, while ensuring we contribute to the legacy of the event for the future with new approaches, programs and events.

Local Organizing Committee

Saskatoon is committed to working closely with the CCMA and the Host Committee to ensure every person is a perfect fit to ensure another successful event. Many members detailed below are past members from the 2012 Country Music Week and have expressed interest in participating once again.

There will be an 8 person host committee and Dawn Woroniuk has been appointed as the Local Organizing Committee Chair by the association.

Dawn Woroniuk is the Promotions & Client Services Manager at Saskatoon Media Group; she is the President of Sask Music and a former CCMA member of the Board of Directors. Dawn was also the Marketing Chair for the 2012 Country Music Week in Saskatoon.

Confirmed committee members are as follows:

Shawna Nelson – Sheraton Cavalier
 Mitch Riabko – Great Works Consulting
 Diane Boyko – Greater Saskatoon Catholic Schools
 Trish Cheveldayoff – Trish Cheveldayoff Communications and Consulting
 Hugh Vassos – Vassos Marketing Group
 Kaelen Klypak – SaskMusic
 Gerard Cullen – TCU Place

Infrastructure Requirements

All facilities we are using currently meet standard and no new facilities are required.

Requested City Services

The budget includes provision for purchasing city services as required. Numerous city facilities will be utilized during this event including TCU Place and SaskTel Centre. Saskatoon Transit may be utilized for the major awards show and events at Prairieland Park. Members of the Saskatoon City Police may be required (to hire) primarily for traffic enforcement for the major awards show.

Event Operating Budget

Revenue:		
Provincial Grant	\$ 350,000	Tentative
City Grant	\$ 150,000	Tentative
Sponsorships	\$ 400,000	
CCMA Registrations	\$ 400,000	700 packages
CCMA Awards Show Ticket Sales	\$ 500,000	9,000 tickets
Other Ticket Sales	\$ 110,000	Cabaret & other events
In-Kind Sponsorship	\$ 100,000	
Total Revenue	\$ 2,010,000	
Expense:		
CCMA Hosting Event Fee	\$ 500,000	
Pre-promotion	\$ 20,000	
Conference/Brunch's/Banquet	\$ 250,000	
Hotel - Accommodations	\$ 20,000	
SaskTel Centre Rental/Staff/Awards Show	\$ 250,000	Includes 6 day set-up - all costs
Arena Awards Show TV	\$ 400,000	

Production		
Showcase/Other Venues & Events	\$ 50,000	Gospel, Fanfest, etc.
Production (other venues)	\$ 110,000	
Marketing	\$ 100,000	
Country Fest Management	\$ 30,000	
Audio/Visual	\$ 20,000	Video - 3 separate events
Volunteers	\$ 25,000	300 volunteers
Transportation	\$ 30,000	Delegates & artists transportation
Signage	\$ 15,000	
Printing	\$ 15,000	
Sponsorship Fulfillment	\$ 45,000	
Administration (local for CCMA)	\$ 5,000	
Registration Delegates & Volunteer	\$ 10,000	System, badges, etc.
Legacy	\$ 15,000	Saskatoon Legacy
In-Kind Marketing	\$ 100,000	Significant Radio in-kind
Total Expense	\$ 2,010,000	
Total Variance	\$ -	

Post Event Operating Costs

N/A

Legacy

“Legacy” is defined as a gift or a bequest, which is handed down, endowed or conveyed from one person to another. The 2012 Saskatoon Host Committee took this to heart and created the *Saskatoon CCMA Showcase Travel Support Program*. This program provides financial support to local Saskatchewan artists and music industry professionals to attend future CCMA’s. Their presence helps to increase professional networks and enhances their status within the industry. In 2013 and 2014, the program approved artists and industry professionals to attend the CCMA’s in Edmonton.

Economic Impact

Country Music Week will bring the Country Music Industry to Saskatoon. The event is a convention for industry professionals and a celebration of Canadian Country Music with a multitude of events and activities in facilities throughout Saskatoon open to all country music fans to attend. This unique combination, (Industry delegates and country music fans) creates a

city wide experience and showcase resulting in tremendous economic benefits. At the same time Saskatoon will be in the national spotlight as the event is broadcasted nationally.

Bringing Country Music Week into Saskatoon can easily be categorized as a music or cultural event, and cultural events have both significant economic and social impacts. The dynamic combination of culture, economics and social factors together create major outcomes.

The economic spinoff of this event for our community is vast. We have a strong country music following in our province, and our central location makes it easy to get to. For further information about the economic effects of

With input directed from the CCMA, our economic model shows the economic impact on Saskatoon.

**Please see Appendix A for the economic assessment report.*

Past Event History

CANADIAN COUNTRY MUSIC ASSOCIATION

Statement of Operations
For the year ended December 31, 2014

	2014	2013
Revenues		
Country Music Week (note 7)	\$ 1,198,329	\$ 1,227,648
Awards Show Broadcast	571,201	629,804
Membership Fees	104,204	94,411
Canadian Content Development Funding	62,500	85,911
Other	53,515	17,299
Donations	20,046	20,750
	<u>2,009,795</u>	<u>2,075,823</u>
Expenditures		
Country Music Week Events	647,431	647,801
Country Music Week Marketing and Publicity	80,955	84,888
Awards Show Broadcast	352,893	339,365
Awards and Balloting	55,779	53,919
Project 51 Program	128,964	99,252
Board of Directors	23,009	19,277
Hall of Fame Program	11,390	18,133
Salaries and Benefits	473,753	429,887
Office and General	163,040	140,671
Donations	16,681	17,800
Amortization	3,884	3,808
	<u>1,957,779</u>	<u>1,854,801</u>
Excess of revenues over expenditures	\$ 52,016	\$ 221,022
Allocated as follows:		
Unrestricted General Fund	\$ 46,814	\$ 198,920
Internally Restricted Fund B	5,202	22,102
	<u>\$ 52,016</u>	<u>\$ 221,022</u>

Benefits to our community include:

- Quality of life by exposure to professional artists and their music
- Market exposure

- Development of local artists
- Community volunteer involvement
- National and International TV exposure on CBC and CMT

Non Profit Certificate

**Please see Appendix B for the Tourism Saskatoon Corporate Registry Profile Report.*

Prize Purses

N/A

Event Profits

Any additional profits will flow to support the Canadian Country Music Association, or will be used to increase the investment to the legacy program.



2017 Canadian Country Music Association Awards - Saskatoon Sports Tourism Economic Assessment Model Summary *

Initial Expenditure

The 2017 Canadian Country Music Association Awards would produce an Initial Expenditure of \$4,341,537. This amount is the sum total of all expenditures made by tourists, being that it is new money, the Initial Expenditure indicates the magnitude of spending in Saskatchewan and its regions.

Gross Domestic Product

Gross Domestic Product (GDP) of this event is an estimated \$4,736,147. The GDP is the *net economic impact* the event has on the community. It represents the profit generated from the initial expenditure as described above.

Wages & Salaries

Wages & Salaries for the 2017 Canadian Country Music Association would be approximately \$2,788,609. This amount is an estimate of the incremental wages and salaries supported by the event as the initial expenditure works through the economy.

Employment (Jobs)

The above stated salaries can also be translated into the number of jobs that can be supported by the 2017 Canadian Country Music Association. It is estimated that the event will support 49.2 jobs, with 41.1 in Saskatoon and 8.1 throughout the rest of the province.

Taxes

Taxes collected for the 2017 Canadian Country Music Association are an estimated \$1,874,586. This amount refers to the total tax revenue supported by the initial expenditures of the event.

Industry Output

Industry Output or total economic activity is anticipated at \$9,228,034. This amount is the total of all direct, indirect and induced impacts on all goods and services produced within Saskatchewan's economy. This number appears higher than GDP because, in addition to all outputs, it includes the cost of purchased inputs in the intermediate production phase.

Produced by Saskatoon Sports Tourism – April 30, 2015

*Note: The STEAM model was designed to evaluate spectator sport event economic impacts. The above figures represent a general overview of this event's economic impact within the parameters of the STEAM model.

Table #A - Economic Impact Summary - Combined Total:
(Dollars)

Saskatchewan

	Total Saskatchewan	Local Area Saskatoon	Rest of Saskatchewan
Initial Expenditure	\$4,341,537	\$4,341,537	\$0
Gross Domestic Product			
Direct Impact	\$1,744,362	\$1,744,362	\$0
Indirect Impact	\$1,876,591	\$955,005	\$921,585
Induced Impact	\$1,115,194	\$588,990	\$526,205
Total Impact	\$4,736,147	\$3,288,357	\$1,447,790
Wages & Salaries			
Direct Impact	\$1,195,191	\$1,195,191	\$0
Indirect Impact	\$999,329	\$688,889	\$310,440
Induced Impact	\$594,089	\$335,576	\$258,513
Total Impact	\$2,788,609	\$2,219,656	\$568,953
Employment (Full-year jobs)			
Direct Impact	21.3	21.3	-
Indirect Impact	17.1	12.0	5.1
Induced Impact	10.9	7.8	3.0
Total Impact	49.2	41.1	8.1
Direct Taxes			
Federal	\$396,814	\$396,814	\$0
Provincial	\$392,669	\$392,669	\$0
Municipal	\$174,924	\$174,924	\$0
Total	\$964,407	\$964,407	\$0
Total Taxes			
Federal	\$832,538	\$662,020	\$170,518
Provincial	\$757,048	\$608,268	\$148,780
Municipal	\$285,000	\$239,078	\$45,922
Total	\$1,874,586	\$1,509,366	\$365,220
Industry Output			
Direct & Indirect	\$6,837,007	\$5,531,179	\$1,305,828
Induced Impact	\$2,391,027	\$1,263,574	\$1,127,453
Total Impact	\$9,228,034	\$6,794,753	\$2,433,281

Saskatchewan



**Information
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Corporate Registry

Profile Report

Entity No: 290382

Entity Name: SASKATOON VISITOR & CONVENTION BUREAU INC.

As of: 22-May-2015

Entity Name: SASKATOON VISITOR & CONVENTION BUREAU INC.

Entity Number: 290382

Status as of Profile date: Active

Entity Type: NON-PROFIT CORPORATION

Entity Sub Type: SASKATCHEWAN CHARITABLE CORPORATION

Incorporation Date: 16-Jun-1977

Home Jurisdiction: SASKATCHEWAN

Annual Return/Renewal Date: 31-Jul-2015

Fiscal Year End Date: 31-Dec-2015

Financial Statement Due Date: 30-Apr-2016

Nature of Activities: TO PROMOTE TOURISM & CONVENTIONS

Auditor(s):

Name: KPMG

Address: 600 - 128 FOURTH AVE S

City/Province: SASKATOON, SK

Country/Postal Code: CANADA,

Registered Office:

Name: SASKATOON VISITOR & CONVENTION BUREAU INC.

Address: 101 - 202 4TH AVENUE NORTH

City/Province: SASKATOON, SK

Country/Postal Code: CANADA, S7K0K1

Attention: ANGELA WALLMAN

Mailing Address:

Name: TOURISM SASKATOON

Address: 101 - 202 - 4TH AVENUE NORTH

City/Province: SASKATOON, SK

Country/Postal Code: CANADA, S7K0K1

Attention: ANGELA WALLMAN

Allowable Number of Directors: Min: 9 Max: 15

Director/Officer Information:

Dir Became:	18-Mar-2013		
Name:	BRITZ, DREW	Director:	YES
Address:	SUITE 1, 2625 AIRPORT DRIVE		
City/Province:	SASKATOON, SK		
Country/Postal Code:	CANADA, S7L7L1		
Resident Canadian:	YES		

Director/Officer Information:

Dir Became:	19-Mar-2014		
Name:	CHRIST, LOUIS	Director:	YES
Address:	1500 SASKATOON SQUARE, 410 - 22ND STREET EAST		
City/Province:	SASKATOON, SK		
Country/Postal Code:	CANADA, S7K5T6		
Resident Canadian:	NO		

Director/Officer Information:

Dir Became:	18-Mar-2013		
Name:	DAVIES, TROY	Director:	YES
Address:	222 - 3RD AVENUE NORTH		
City/Province:	SASKATOON, SK		
Country/Postal Code:	CANADA, S7K0J5		
Resident Canadian:	YES		

Director/Officer Information:

Dir Became:	20-Mar-2012		
Name:	GRANT, DALE	Director:	YES
Address:	612 SPADINA CRESCENT EAST		
City/Province:	SASKATOON, SK		
Country/Postal Code:	CANADA, S7K3G9		
Resident Canadian:	YES		

Director/Officer Information:

Dir Became:	19-Mar-2014		
Name:	HEIMBECKER, JENNIFER	Director:	YES
Address:	215 - 2553 GRASSWOOD ROAD		
City/Province:	SASKATOON, SK		
Country/Postal Code:	CANADA, S7T1C8		
Resident Canadian:	NO		

Director/Officer Information:

Dir Became:	18-Mar-2013		
Name:	IFILL, SALLY	Director:	YES
Address:	203 BILL HUNTER AVENUE		
City/Province:	SASKATOON, SK		
Country/Postal Code:	CANADA, S7R1E3		

Profile Report

Resident Canadian: YES

Director/Officer Information:

Dir Became:	20-Mar-2012		
Name:	IWANCHUK, ANN	Director:	YES
Address:	222 - 3RD AVENUE NORTH		
City/Province:	SASKATOON, SK		
Country/Postal Code:	CANADA, S7K0J5		
Resident Canadian:	NO		

Director/Officer Information:

Dir Became:	19-Mar-2014		
Name:	MACKAY, DALE	Director:	YES
Address:	265 - 3RD AVENUE		
City/Province:	SASKAT, SK		
Country/Postal Code:	CANADA, S7K1M3		
Resident Canadian:	NO		

Director/Officer Information:

Dir Became:	19-Mar-2014		
Name:	MCGILP, IAN	Director:	YES
Address:	35 PORTEOUS CRESCENT		
City/Province:	SASKATOON, SK		
Country/Postal Code:	CANADA, S7J2S7		
Resident Canadian:	NO		

Director/Officer Information:

Dir Became:	18-Mar-2009		
Name:	PARNO, DOREEN	Director:	YES
Address:	500 - 122 1ST AVE. S.		
City/Province:	SASKATOON, SK		
Country/Postal Code:	CANADA, S7K7G3		
Resident Canadian:	YES		

Director/Officer Information:

Dir Became:	19-Mar-2014		
Name:	SEIFRIED, RUSSELL	Director:	YES
Address:	111 - 2ND AVENUE SOUTH		
City/Province:	SASKATOON, SK		
Country/Postal Code:	CANADA, S7K3R1		
Resident Canadian:	NO		

Director/Officer Information:

Dir Became:	16-Mar-2010		
Name:	STAMPE, BILL	Director:	YES
Address:	269 - 3RD AVE. S		
City/Province:	SASKATOON, SK		
Country/Postal Code:	CANADA, S7K1M3		
Resident Canadian:	YES		

Director/Officer Information:

Profile Report

Dir Became: 16-Mar-2010
 Dir Ceased: 19-Mar-2014
 Name: BENTLEY, MYRNA Director: NO
 Address: 138 SANDY PL. Officer Position: PAST CHAIR
 City/Province: SASKATOON, SK
 Country/Postal Code: CANADA, S7K4M4
 Resident Canadian: YES

Director/Officer Information:

Dir Became: 15-Mar-2011
 Name: MCGAUGHEY, LYN Director: YES
 Address: 108 - 502 COPE Officer Position: CHAIR
 WAY
 City/Province: SASKATOON, SK
 Country/Postal Code: CANADA, S7T0G3
 Resident Canadian: YES

Director/Officer Information:

Dir Became: 25-Mar-2004
 Dir Ceased: 20-Mar-2012
 Name: TURNBULL, ANDREW Director: NO
 Address: 601 SPADINA Officer Position: PAST CHAIR
 CRES E
 City/Province: SASKATOON, SK
 Country/Postal Code: CANADA, S7K3G8
 Resident Canadian: YES

Membership Structure:

Class	Voting Rights	Number of Members
MEMBERS	YES	450
ASSOCIATE	NO	0
LIFE	NO	0
HONORARY	NO	1

General Information:

Licensed with Consumer Protection Branch: NO
 Number of Paid Full Time Employees: 15

Business Names Owned by the Corporation:

Entity No: 101071522
 Entity Name: TOURISM SASKATOON
 Entity Sub Type: SOLE PROPRIETORSHIP

Event History:

Event	Date
CONVERSION	10-Sep-1999
FINANCIAL STATEMENT	21-Jun-2000
ANNUAL RETURN	21-Jun-2000
GENERAL INFORMATION	31-Jul-2000
FINANCIAL STATEMENT	04-Sep-2001

Profile Report

ANNUAL RETURN	04-Sep-2001
FINANCIAL STATEMENT	17-May-2002
ANNUAL RETURN	02-Jul-2002
FINANCIAL STATEMENT	26-Jun-2003
ANNUAL RETURN	26-Jun-2003
NOTICE OF DIRECTORS	09-Oct-2003
FINANCIAL STATEMENT	20-May-2004
ANNUAL RETURN	11-Jun-2004
FINANCIAL STATEMENT	01-Apr-2005
ANNUAL RETURN	17-Jun-2005
FINANCIAL STATEMENT	27-Apr-2006
ANNUAL RETURN	23-May-2006
FINANCIAL STATEMENT	16-Apr-2007
ANNUAL RETURN	30-Jul-2007
FINANCIAL STATEMENT	13-Mar-2008
ANNUAL RETURN	18-Jun-2008
GENERAL INFORMATION	01-Aug-2008
CHANGE OFFICERS	09-Sep-2008
FINANCIAL STATEMENT	26-Mar-2009
STRIKE OFF	01-Dec-2009
RESTORAL	25-Jan-2010
FINANCIAL STATEMENT	17-Mar-2010
ANNUAL RETURN	05-Jul-2010
FINANCIAL STATEMENT	31-Mar-2011
ANNUAL RETURN (Filed on the Web)	24-Jun-2011
FINANCIAL STATEMENT	04-Apr-2012
ANNUAL RETURN (Filed on the Web)	14-Jun-2012
FINANCIAL STATEMENT	20-Mar-2013
ANNUAL RETURN (Filed on the Web)	03-Jul-2013
FINANCIAL STATEMENT	07-Apr-2014
ANNUAL RETURN (Filed on the Web)	28-Jul-2014
FINANCIAL STATEMENT	20-Apr-2015

Saskatchewan



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Corporate Registry

Profile Report

Entity No: 101071522
Entity Name: TOURISM SASKATOON

As of: 22-May-2015

Entity Name: TOURISM SASKATOON
Entity Number: 101071522
 Status as of Profile date: Active

Entity Type: BUSINESS NAME
 Entity Sub Type: SOLE PROPRIETORSHIP

Registration Date: 17-Jun-2005
 Home Jurisdiction: SASKATCHEWAN
 Annual Return/Renewal Date: 30-Jun-2017

Nature of Business: TOURISM MARKETING FOR THE CITY OF SASKATOON

Mailing Address:

Name: TOURISM SASKATOON
 Address: 101 - 202 - 4TH AVENUE NORTH
 City/Province: SASKATOON, SK
 Country/Postal Code: CANADA, S7K0K1
 Attention: ANGELA WALLMAN

Owner:

Entity No: 290382
 Name: SASKATOON VISITOR & CONVENTION BUREAU INC.
 Address: 101 - 202 - 4TH AVENUE NORTH
 City/Province: SASKATOON, SK
 Country/Postal Code: CANADA, S7K0K1

General Information:

Licensed with Consumer Protection Branch: NO
 Number of Paid Full Time Employees: 14
 Number of Paid Part Time Employees: 1

Places of Business in Saskatchewan:

Address: 101 - 202 - 4TH AVENUE NORTH
 City: SASKATOON
 Postal Code: S7K0K1

Profile Report

Event History:

<u>Event</u>	<u>Date</u>
REGISTRATION	17-Jun-2005
RENEWAL (Filed on the Web)	05-May-2008
RENEWAL (Filed on the Web)	25-May-2011
RENEWAL (Filed on the Web)	14-May-2014

Event Business Plan Highlights

Event Purpose

The annual Canadian Country Music Week promotes and recognizes Canadian country music talents over the course of this four-day event, culminating with the Awards show.

This event brings together country music fans, artists, high-profile music industry players, and national media from coast to coast for a celebration of country music through various activities and events held in facilities throughout Saskatoon.

Local Organizing Committee

The local organizing committee (committee) is committed to working closely with the Canadian Country Music Association (CCMA) to ensure a successful event. Many of the local organizing committee members were past members of the 2012 CCMA event hosted in Saskatoon, which will provide past experience and knowledge in hosting such an event.

The committee is chaired by Dawn Woroniuk. Ms. Woroniuk is the Promotions and Client Services Manager at Saskatoon Media Group. Other committee members include:

Shawna Nelson—Sheraton Cavalier
 Mitch Riabko—Great Works Consulting
 Diane Boyko—Greater Saskatoon Catholic Schools
 Trish Cheveldayoff—Trish Cheveldayoff Communications and Consulting
 Hugh Vassos—Vassos Marketing Group
 Kaelen Klypak—SaskMusic
 Gerard Cullen—TCU Place

Event Operating Budget

The budget outlines the expected revenue and expenditure for the 2017 CCMA event. A summary of the operating budget is as follows:

Total Income	\$2,010,000
Grants/Sponsorships	\$1,000,000
Registrations	\$400,000
Ticket Sales	\$610,000
Total Expense	\$2,010,000
Hosting Fee	\$500,000
Facilities/Food	\$940,000
Production Costs	\$555,000
Legacy	\$15,000
Surplus/ (Loss)	\$0

Economic Impact

Based on public attendance statistics for the 2014 CCMA event, it is estimated that 15,000 public participants will be attending this event. Using the Sport Tourism Economic Assessment Model (STEAM), it is estimated that this event will produce a Gross Domestic Product (GDP) of \$4.7 million, which is the net economic impact the event has on the community.

External Media Attention

The annual CCMA event is broadcast on national television on both CBC and Country Music Television (CMT) which will put the spotlight on Saskatoon as the host city.

Other Funding Sources

The Provincial Government has been asked to contribute \$350,000 towards this event. This amount has not yet been confirmed.

Projected 2015 Special Event Reserve Funding and Expenditures

	SPECIAL EVENTS	PROFILE SASKATOON	TOTAL RESERVE
2014 Ending Balance	(\$505,000)	(\$551,139)	(\$1,056,139)
2015 Annual Provision	(\$250,000)	(\$250,000)	(\$500,000)
2015 Projected Requests	\$165,000	\$440,500	\$605,500
2017 CCMA Request to be Advanced in 2015	\$135,000		
2015 Projected Ending Balance	(\$455,000)	(\$360,639)	(\$815,639)

Land Use Applications Received by the Community Services Department For the Period Between May 14, 2015 to July 2, 2015

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to provide detailed information on land use applications received by the Community Services Department from the period between May 14, 2015 to July 2, 2015

Report

Each month, land use applications within the city of Saskatoon are received and processed by the Community Services Department. See Attachment 1 for a detailed description of these applications.

Public Notice

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-02, is not required.

Attachment

1. Land Use Applications

Report Approval

Reviewed by: Alan Wallace, Director of Planning and Development

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

S/Reports/DS/2015/PDCS – Land Use Apps – July 20, 2014/kt

Land Use Applications Received by the Community Services Department For the Period Between May 14, 2015 to July 2, 2015

The following applications have been received and are being processed:

Condominium

- Application No. 7/15: 343 70th Street (Six New Units)
Applicant: Webb Surveys for Six Guys Ventures Ltd.
Legal Description: Lot 19, Block 933, Plan No. 102100543
Current Zoning: IH
Neighbourhood: Marquis Industrial
Date Received: May 27, 2015

- Application No. 8/15: 602 Avenue G South (Three New Units)
Applicant: Webb Surveys for Habitat for Humanity
Legal Description: Lots 3 and 4, Block 50, Plan No. G1684
Current Zoning: RM2
Neighbourhood: King George
Date Received: June 3, 2015

- Application No. 9/15: 4014 Arthur Rose Avenue (Nine New Units)
Applicant: Webb Surveys for Sheray Enterprises Ltd.
Legal Description: Lot 6, Block 278, Plan No. 102193444
Current Zoning: IH2
Neighbourhood: Marquis Industrial
Date Received: June 3, 2015

- Application No. 10/15: 3718 8th Street East (70 New Units)
Applicant: Webster Surveys for Providence Developments Ltd.
Legal Description: Parcel AA, Plan No. 101317485
Current Zoning: RM3
Neighbourhood: Wildwood
Date Received: June 8, 2015

- Application No. 11/15: 210 Rajput Way (16 New Units)
Applicant: Webb Surveys for Newrock Developments Inc.
Legal Description: Unit 1, Plan No. 102187278
Current Zoning: RMTN
Neighbourhood: Evergreen
Date Received: June 9, 2015

- Application No. 12/15: 1301/1305 Idylwyld Drive North
 Applicant: Larson Surveys for Zdravko Besermenji
 Legal Description: Lots 1,2 & 3, Block 16, Plan No. F5509 and Lot 42, Block 16, Plan No. 101450584
 Current Zoning: B3
 Neighbourhood: Mayfair
 Date Received: June 10, 2015
- Application No. 13/15: 110 - 170 Phelps Way
 Applicant: Larson Surveys for GDP Astoria Project
 Legal Description: Parcel J, Plan No. 102109711
 Current Zoning: RM3
 Neighbourhood: Rosewood
 Date Received: June 11, 2015

Discretionary Use

- Application No. D3/15: 3120 Caen Street
 Applicant: Jeff Nattress, Laneway Suites
 Legal Description: Lot 5, Block 1, Plan No. G792 and G652
 Current Zoning: R2
 Proposed Use: Garage Suite
 Neighbourhood: Montgomery Place
 Date Received: May 14, 2015
- Application No. D4/15: 201 Maple Street
 Applicant: Shelley LePoudre
 Legal Description: Lot 26, Block 16, Plan No. F532
 Current Zoning: R2
 Proposed Use: Garage Suite
 Neighbourhood: Exhibition
 Date Received: May 19, 2015
- Application No. D5/15: 600 Queen Street
 Applicant: Saskatoon Downtown Youth Centre
 Legal Description: Lot 19, Block 4, Plan No.98SA35499
 Current Zoning: M2
 Proposed Use: Child Care Centre
 Neighbourhood: City Park
 Date Received: May 26, 2015
- Application No. D6/15: 321 Hugo Avenue
 Applicant: Jeff Nattress, Laneway Suites
 Legal Description: Lot 45, Block 25, Plan No. G18
 Current Zoning: R2
 Proposed Use: Garage Suite
 Neighbourhood: Varsity View
 Date Received: June 10, 2015

- Application No. D7/15: 134 Avenue O South
 Applicant: Sanctum Care Group Inc.
 Legal Description: Lot 19, Block 31, Plan No. F5554
 Current Zoning: R2
 Proposed Use: Type II Care Home
 Neighbourhood: Pleasant Hill
 Date Received: June 16, 2015

Rezoning

- Application No. Z22/15: 530, 532, 534, and 538 Avenue F South
 Applicant: Shift Development Inc.
 Legal Description: Lot 35, and 37 - 40, Block 34, Plan No. G1685; and Lot 36, Block 34, Plan No. 101467986
 Current Zoning: RM3 by Agreement
 Proposed Zoning: Amendment to RM3 by Agreement
 Neighbourhood: Riversdale
 Date Received: May 21, 2015

Subdivision

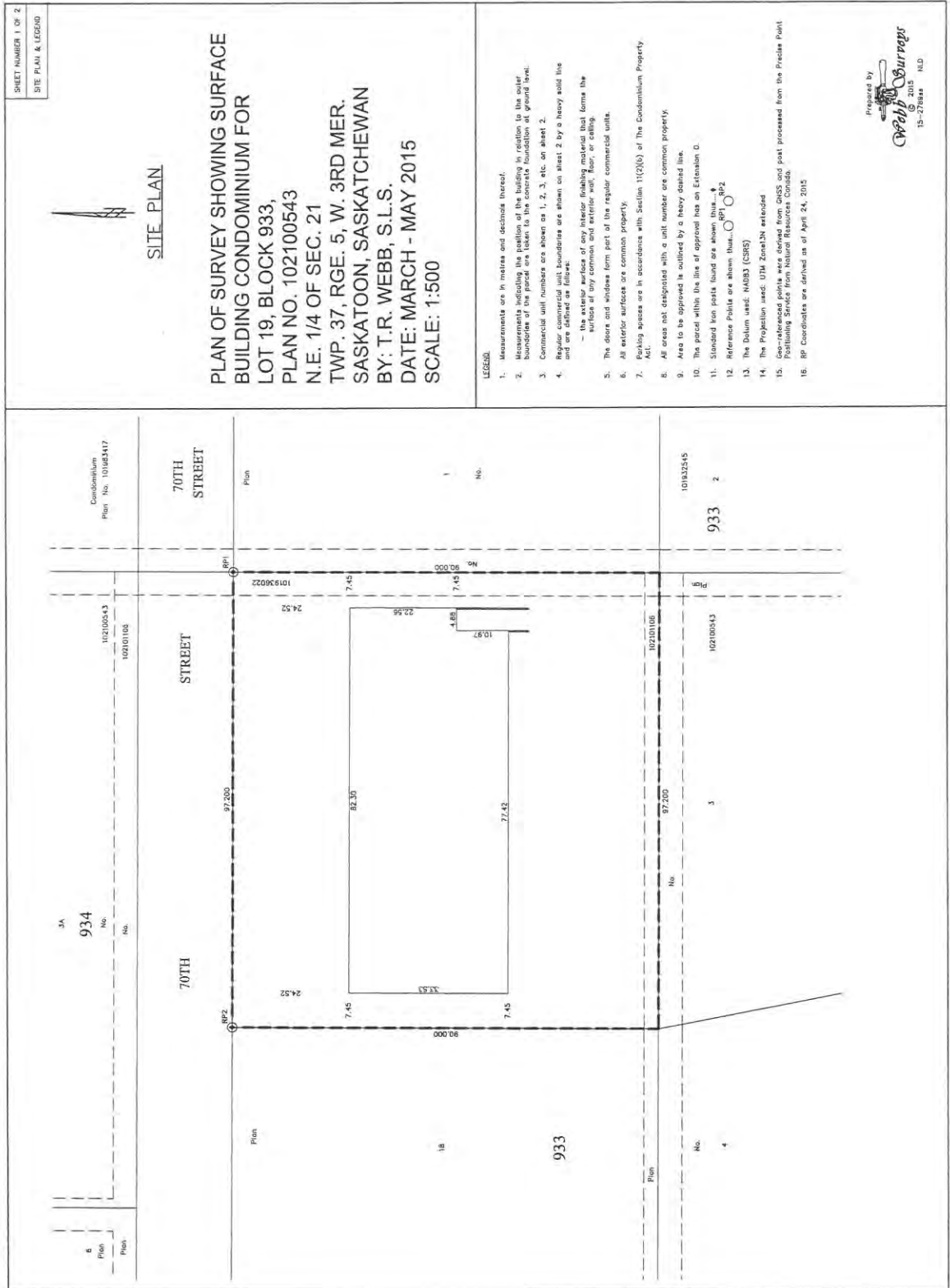
- Application No. 27/15: 125 Cree Crescent
 Applicant: Meridian Surveys for 101038088 Sask. Ltd.
 Legal Description: Part of Lot 9 all Lot 10, Block 914, Plan No.82S30513
 Current Zoning: M3
 Neighbourhood: Lawson Heights
 Date Received: May 20, 2015
- Application No. 28/15: Aspen Ridge
 Applicant: Altus Geomatics for City of Saskatoon
 Legal Description: Part of LS3 and E. ½ Section 18-37-4 W3M
 Current Zoning: FUD
 Neighbourhood: Aspen Ridge
 Date Received: May 21, 2015
- Application No. 29/15: West of Yarrow Youth Farm
 Applicant: Meridian Surveys for Zang Brothers Development Corporation
 Legal Description: Part S.E. ¼ Section 3-37-6 W3M
 Current Zoning: FUD
 Neighbourhood: Blairmore
 Date Received: May 25, 2015

- Application No. 30/15: 1533 Prince of Wales Avenue
 Applicant: Altus Geomatics for Andrew Benjamin Machnee
 Legal Description: Lot 18, Block 6, Plan No. I196
 Current Zoning: R2
 Neighbourhood: North Park
 Date Received: May 25, 2015
- Application No. 31/15: Kensington Boulevard/33rd Street
 Applicant: Meridian Surveys for Saskatoon Land
 Legal Description: Part Parcel A, Plan 98SA07556 and
 LS3 Sec. 2-37-6 W3M
 Current Zoning: R1A
 Neighbourhood: Kensington
 Date Received: May 26, 2015
- Application No. 32/15: 1502 - 1504 7th Avenue North
 Applicant: Larson Surveys Ltd. For Mark Kelleher
 Legal Description: Lots 69 and 70, Block 3, Plan No. H1377
 Current Zoning: R2
 Neighbourhood: North Park
 Date Received: June 4, 2015
- Application No. 33/15: 840 4th Street East
 Applicant: Webster Surveys for L. Weisgerber and A. Cowburr
 Legal Description: Lots 19 and 20, Block 4, Plan No. G186
 Current Zoning: R2
 Neighbourhood: Haultain
 Date Received: June 8, 2015
- Application No. 34/15: 460 and 802 Melville Street
 Applicant: Webb Surveys for Vaughn Wyant Investments
 Legal Description: Lots 20 and 21, Block 536, Plan 102176872
 Current Zoning: IL1
 Neighbourhood: CN Industrial
 Date Received: June 8, 2015
- Application No. 35/15: 1203 - 1205 Munroe Avenue
 Applicant: Larson Surveys for David Stuckel
 Legal Description: Lots 13, 23, and 24, Block 21, Plan No. I2414
 Current Zoning: R2
 Neighbourhood: Haultain
 Date Received: June 26, 2015

Application No. 36/15:	1220 Pringle Way
Applicant:	Webb Surveys for North Prairie Developments
Legal Description:	Parcel HH, Plan No. 102147285
Current Zoning:	RMTN
Neighbourhood:	Stonebridge
Date Received:	June 30, 2015

Attachments

1. Plan of Proposed Condominium No. 7/15
2. Plan of Proposed Condominium No. 8/15
3. Plan of Proposed Condominium No. 9/15
4. Plan of Proposed Condominium No. 10/15
5. Plan of Proposed Condominium No. 11/15
6. Plan of Proposed Condominium No. 12/15
7. Plan of Proposed Condominium No. 13/15
8. Plan Of Proposed Discretionary Use No. D3/15
9. Plan Of Proposed Discretionary Use No. D4/15
10. Plan Of Proposed Discretionary Use No. D5/15
11. Plan Of Proposed Discretionary Use No. D6/15
12. Plan Of Proposed Discretionary Use No. D7/15
13. Plan of Proposed Rezoning No. Z22/15
14. Plan of Proposed Subdivision No. 27/15
15. Plan of Proposed Subdivision No. 28/15
16. Plan of Proposed Subdivision No. 29/15
17. Plan of Proposed Subdivision No. 30/15
18. Plan of Proposed Subdivision No. 31/15
19. Plan of Proposed Subdivision No. 32/15
20. Plan of Proposed Subdivision No. 33/15
21. Plan of Proposed Subdivision No. 34/15
22. Plan of Proposed Subdivision No. 35/15
23. Plan of Proposed Subdivision No. 36/15



SHEET NUMBER 1 OF 2
SITE PLAN & LEGEND

PLAN OF SURVEY SHOWING SURFACE
BUILDING CONDOMINIUM FOR
LOTS 3 & 4, BLOCK 50
REG'D PLAN NO. G1684
S.E. 1/4 OF SEC. 29
TWP. 36, RGE. 5, W. 3rd MER.
SASKATOON, SASKATCHEWAN
BY: T.R. WEBB, S.L.S.
DATE: JULY 2014
SCALE: AS SHOWN

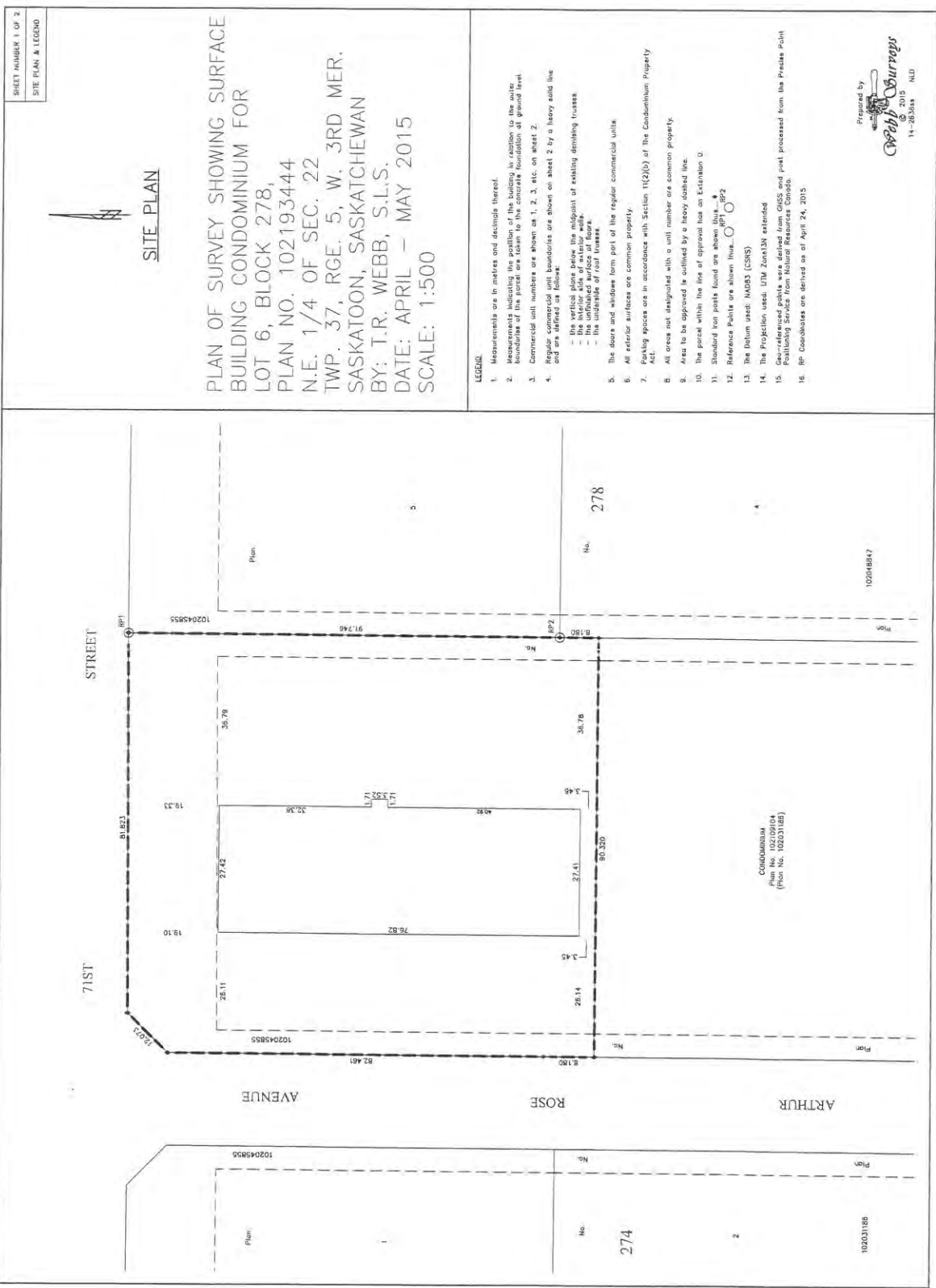
- LEGEND:
1. Measurements are in metres and decimals thereof.
 2. Measurements indicating the position of the building in relation to the outer boundaries of the parcel are taken to the concrete foundation at ground level.
 3. Residential unit numbers are shown as 1, 2, 3 on street 2.
 4. Regular residential unit boundaries are shown on Sheet 2 by a heavy solid line and are defined as follows:
 - the exterior surface of any interior finishing material that forms the surface of any common area exterior wall, floor, or ceiling.
 - the doors and windows form part of the regular residential units.
 5. All exterior surfaces are common property.
 6. The owner of each regular residential unit shall have exclusive use of that balcony that unit has sole access.
 7. Parking spaces are in accordance with Section 11(1)(c) of The Condominium Property Act.
 8. Parking spaces shown on Sheet 1 are designated P1, P2, P3, etc.
 9. Visitor parking space shown on Sheet 1 is designated as V1.
 10. All areas not designated with a unit number are common property.
 11. Area to be approved is outlined by a heavy dashed line.
 12. The parcel within the line of approval has an Extension D.
 13. Standard iron poles found are shown thus unless otherwise shown. ♦
 14. Reference Points are shown thus... ○ RPT ○ RP2
 15. The Datum used: NAD83 (CSRS98)
 16. The Projection used: UTM Zone13N extended
 17. Geo-referenced points were derived from GNSS and post processed from the Precise Positioning Service from Natural Resources Canada
 18. RP coordinates are derived as of July 24, 2014

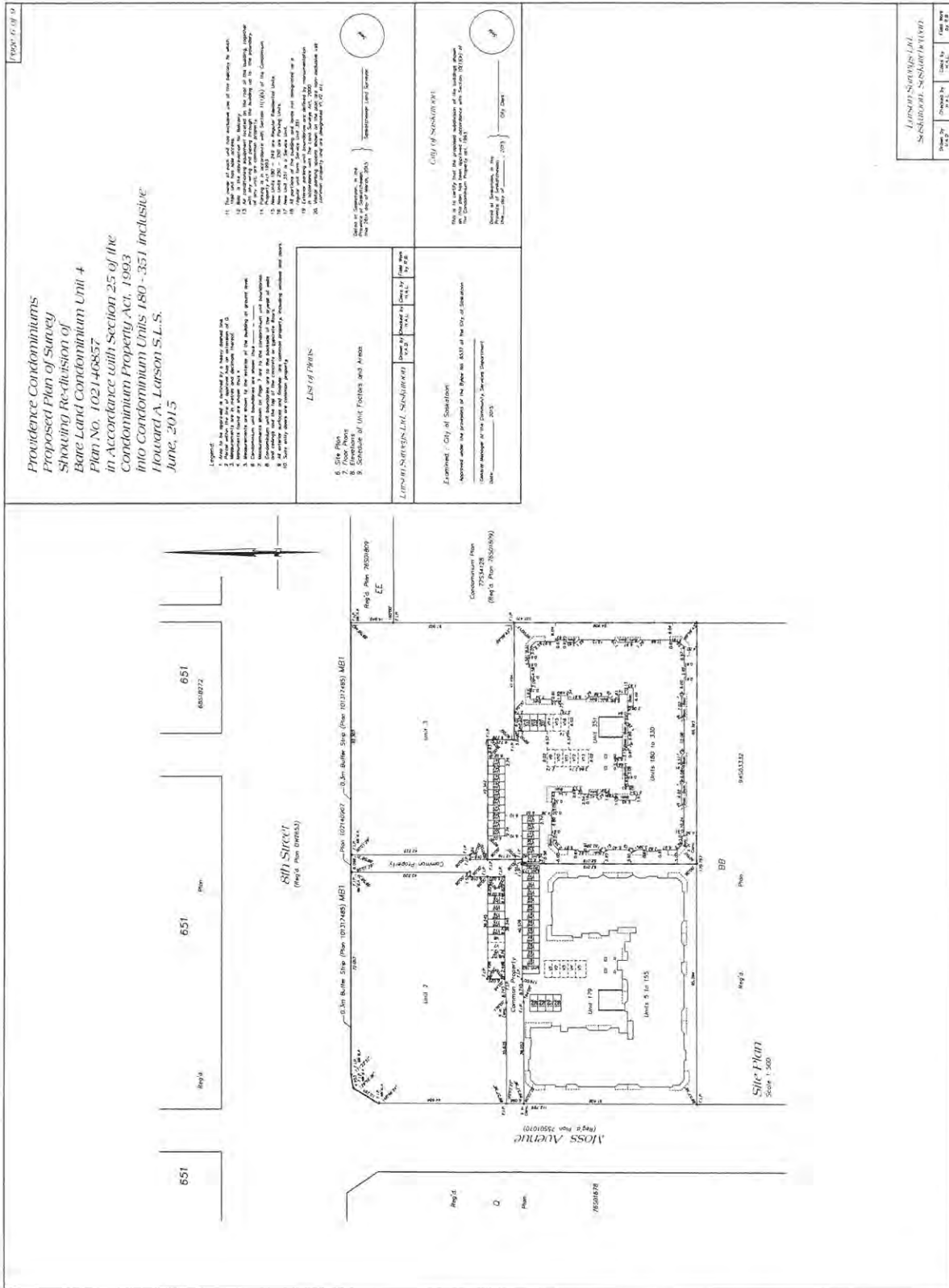


17th STREET
SITE PLAN
SCALE 1:200



1	REG'D	PLAN	NO.	27
2	REG'D	PLAN	NO.	49
3	REG'D	PLAN	NO.	5
4	REG'D	PLAN	NO.	6
5	REG'D	PLAN	NO.	7
6	REG'D	PLAN	NO.	17
7	REG'D	PLAN	NO.	101469270





PPS #102181278
Approved: 30-Mar-2015

SHEET NUMBER 1 OF 1

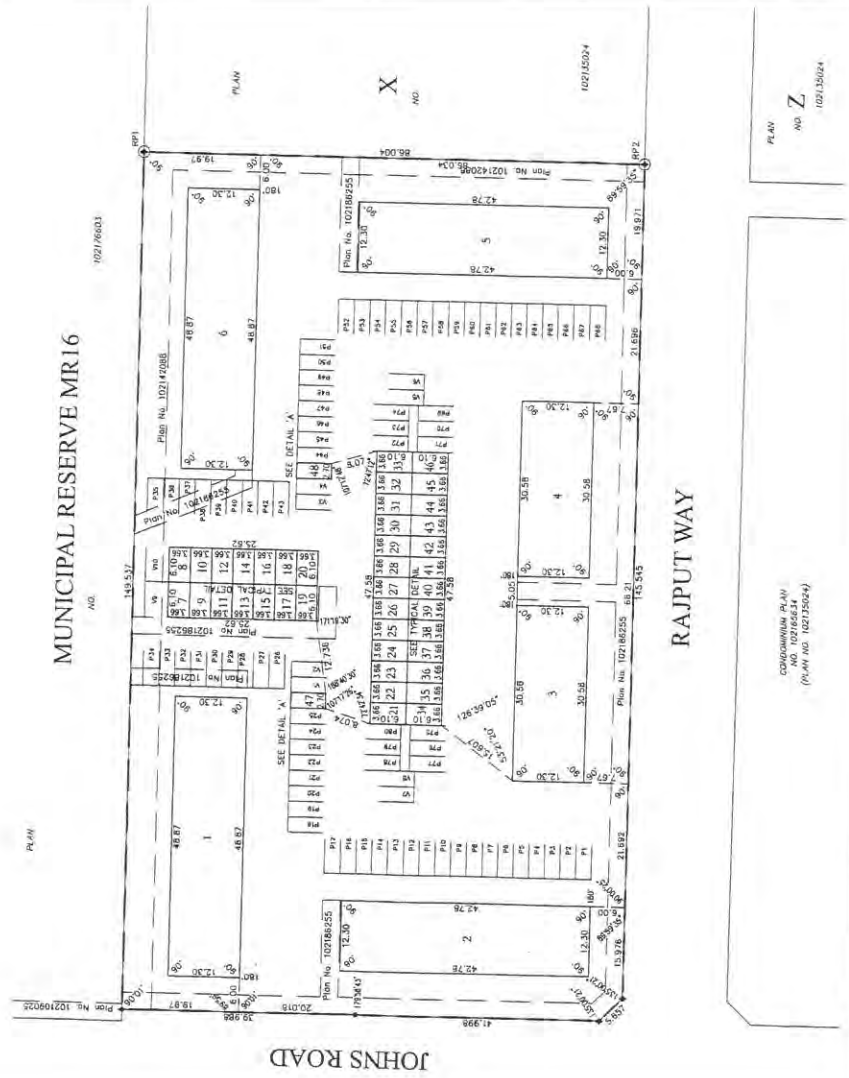
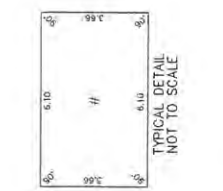
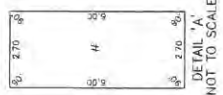
PLAN OF SURVEY SHOWING
SURFACE BARE LAND
CONDOMINIUM FOR
PARCEL S,
PLAN NO. 102135024
N.W. 1/4 SEC. 7
TWP. 37, RGE. 4, W. 3RD MER.
SASKATOON, SASKATCHEWAN
BY: T.R. WEBB, S.L.S.
DATE: JANUARY 2015
SCALE: 1:500

- Legend**
1. Unit boundaries are shown in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48.
 2. Unit boundaries are shown in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48.
 3. Unit boundaries are shown in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48.
 4. Unit boundaries are shown in 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48.
 5. All areas not designated with a unit number are common property.
 6. All areas not designated with a unit number are common property.
 7. All areas not designated with a unit number are common property.
 8. All areas not designated with a unit number are common property.
 9. All areas not designated with a unit number are common property.
 10. All areas not designated with a unit number are common property.
 11. All areas not designated with a unit number are common property.
 12. All areas not designated with a unit number are common property.
 13. All areas not designated with a unit number are common property.
 14. All areas not designated with a unit number are common property.
 15. All areas not designated with a unit number are common property.

UNIT FACTOR SCHEDULE

UNIT #	TYPE OF UNIT	UNIT FACTOR	UNIT AREA (sq. m)	OTHER
1	PANORAMA	1.00	100.00	
2	PANORAMA	1.00	100.00	
3	PANORAMA	1.00	100.00	
4	PANORAMA	1.00	100.00	
5	PANORAMA	1.00	100.00	
6	PANORAMA	1.00	100.00	
7	PANORAMA	1.00	100.00	
8	PANORAMA	1.00	100.00	
9	PANORAMA	1.00	100.00	
10	PANORAMA	1.00	100.00	
11	PANORAMA	1.00	100.00	
12	PANORAMA	1.00	100.00	
13	PANORAMA	1.00	100.00	
14	PANORAMA	1.00	100.00	
15	PANORAMA	1.00	100.00	
16	PANORAMA	1.00	100.00	
17	PANORAMA	1.00	100.00	
18	PANORAMA	1.00	100.00	
19	PANORAMA	1.00	100.00	
20	PANORAMA	1.00	100.00	
21	PANORAMA	1.00	100.00	
22	PANORAMA	1.00	100.00	
23	PANORAMA	1.00	100.00	
24	PANORAMA	1.00	100.00	
25	PANORAMA	1.00	100.00	
26	PANORAMA	1.00	100.00	
27	PANORAMA	1.00	100.00	
28	PANORAMA	1.00	100.00	
29	PANORAMA	1.00	100.00	
30	PANORAMA	1.00	100.00	
31	PANORAMA	1.00	100.00	
32	PANORAMA	1.00	100.00	
33	PANORAMA	1.00	100.00	
34	PANORAMA	1.00	100.00	
35	PANORAMA	1.00	100.00	
36	PANORAMA	1.00	100.00	
37	PANORAMA	1.00	100.00	
38	PANORAMA	1.00	100.00	
39	PANORAMA	1.00	100.00	
40	PANORAMA	1.00	100.00	
41	PANORAMA	1.00	100.00	
42	PANORAMA	1.00	100.00	
43	PANORAMA	1.00	100.00	
44	PANORAMA	1.00	100.00	
45	PANORAMA	1.00	100.00	
46	PANORAMA	1.00	100.00	
47	PANORAMA	1.00	100.00	
48	PANORAMA	1.00	100.00	

Prepared by
Webb Surveys
© 2015
14-202601 B.F.



**Proposed Surface Building Condominium Plan
in Lots 1, 2, 3, Block 16, Plan No. F5509 and
Lot 42, Block 16, Plan No. 101450584
in the S.E. 1/4 Sec. 5, Twp. 37, Rge. 5, W.3 Mer.
Saskatoon, Saskatchewan
Howard A. Larson S.L.S.
June, 2015**

Legend:

1. Area to be approved is outlined by a heavy dashed line.
2. Faced with the line of approval and any extension of it.
3. Measurements are shown to the exterior of the building at ground level.
4. Measurements are shown to the exterior of the building at ground level and the boundaries of interior walls, outside of the space of ceilings and the top of floors.
5. Extension (that is common property).
6. Measurements shown on Page 2 are to the condominium unit boundaries.
7. Measurements shown on Page 2 are to the condominium unit boundaries.
8. Measurements found are shown thus *.

10. Doors and windows are part of a unit.
11. Parking is in accordance with Section 11(f)(g) of the Condominium Act, 1991. The parking spaces are shown on the Schedule of Unit Factors.
12. Wall or parking spaces shown on the plan are non-assignable use common property and are designated P1, P2, P3 etc.

List of Plans

1. Site Plan, Schedule of Unit Factors and Areas
2. Floor Plans and Elevations

Dated at Saskatoon, in the
this 3rd day of June, 2015

Saskatchewan Land Surveyor



City of Saskatoon

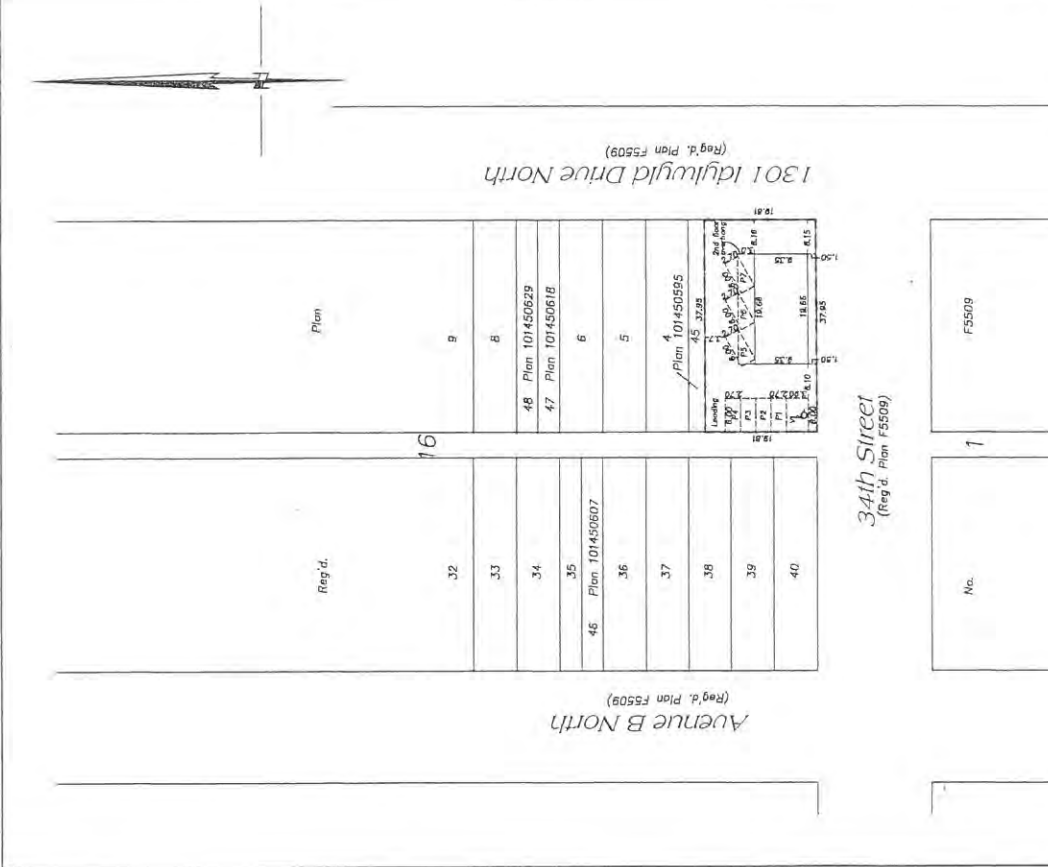
This is to certify that the proposed subdivision of the
on this plan has been approved in accordance with:
the Condominium Property Act, 1991.

Dated at Saskatoon, in the
this _____ day of _____, 2015

City Clerk

Examined: City of Saskatoon
: Approved under the provisions of the *Bylaw No. 6537* of the City of Saskatoon

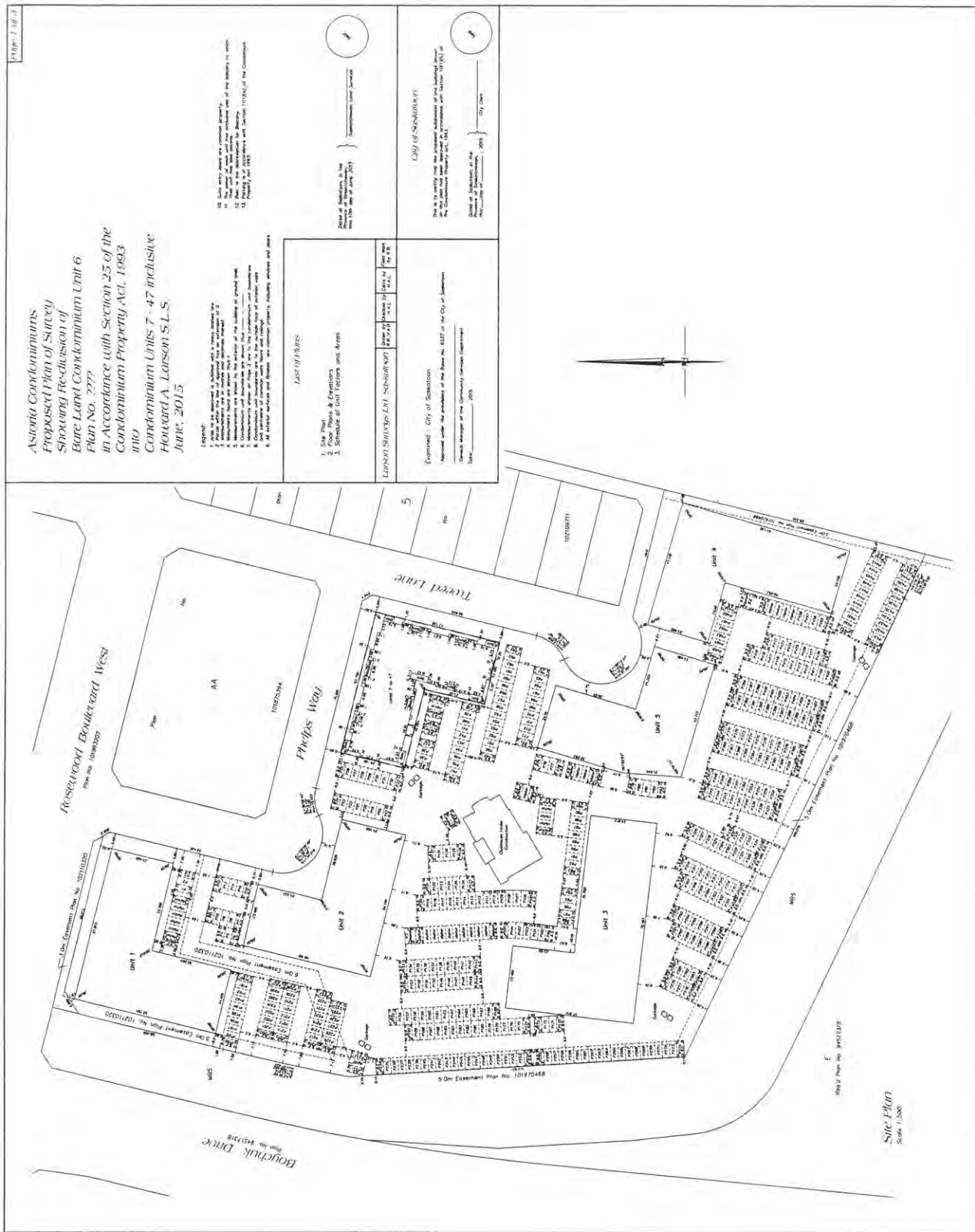
: General Manager of the Community Services Department
Date: _____, 2015.



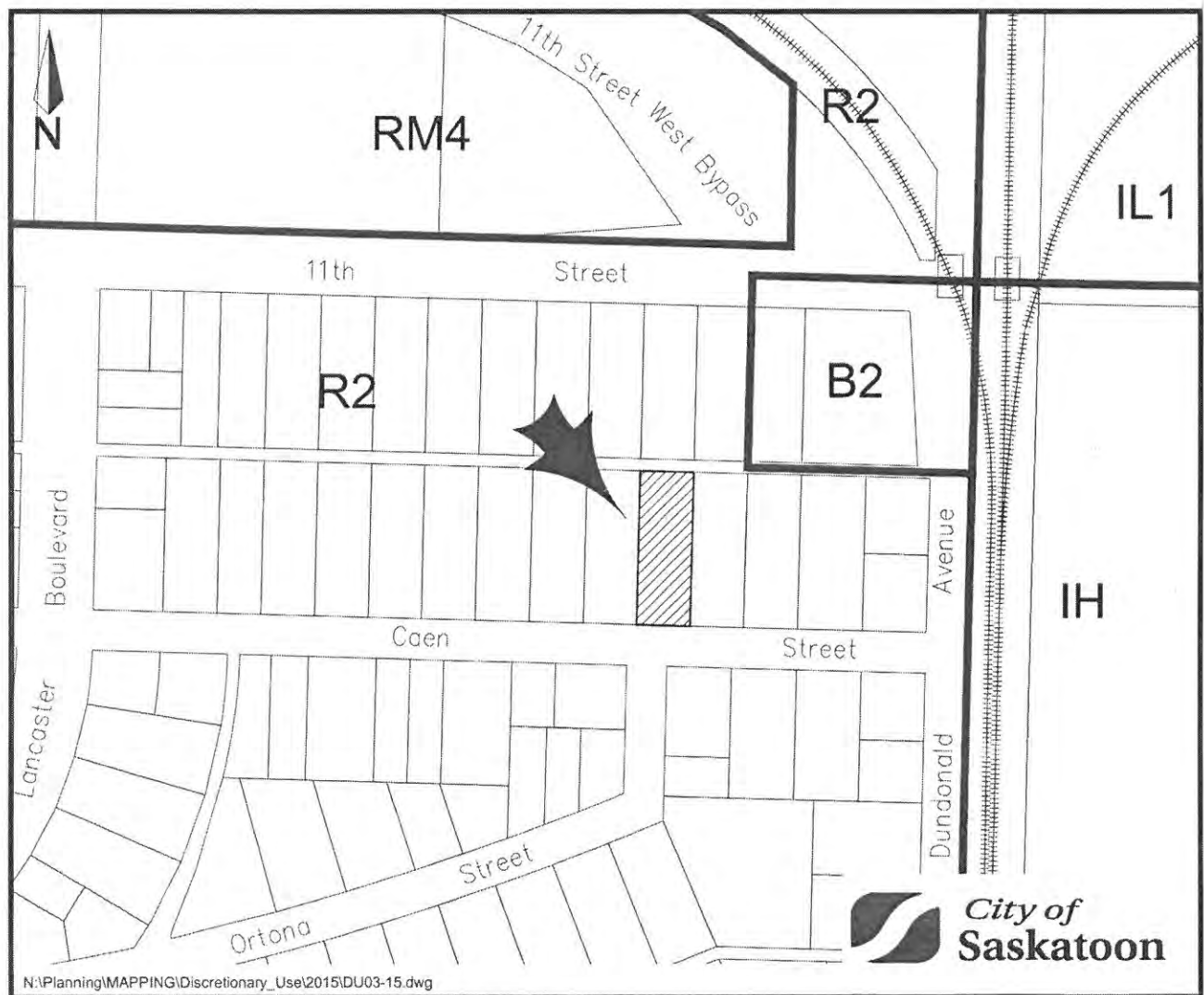
Site Plan
Scale 1:500

Schedule of Unit Factors and Areas

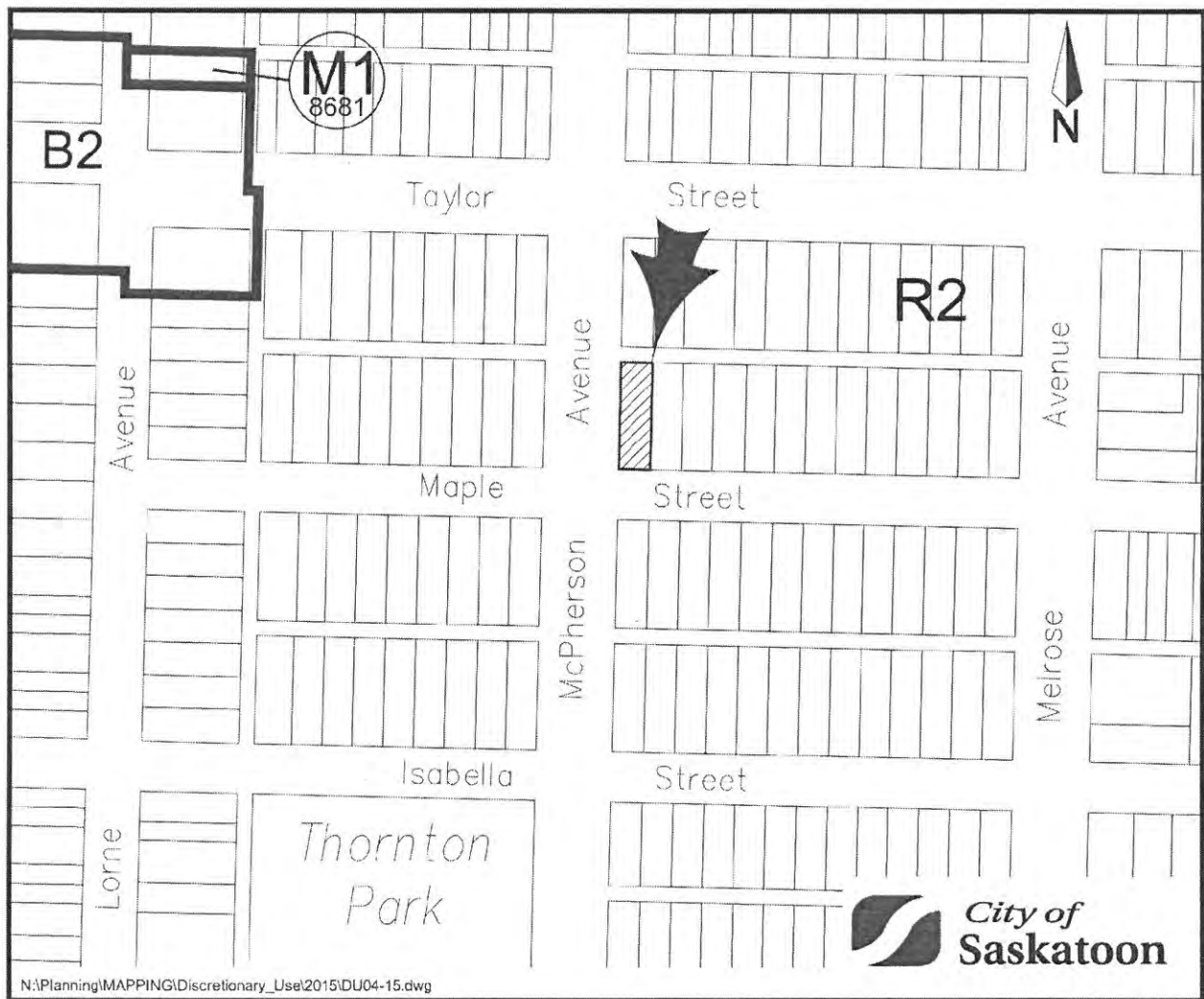
Unit Number	Unit Type	Approximate Area (sq./m.)	Unit Factor
1	Reg./Com.	142	3087
2	Reg./Com.	176	3826
3	Reg./Com.	142	3087
Total			10,000



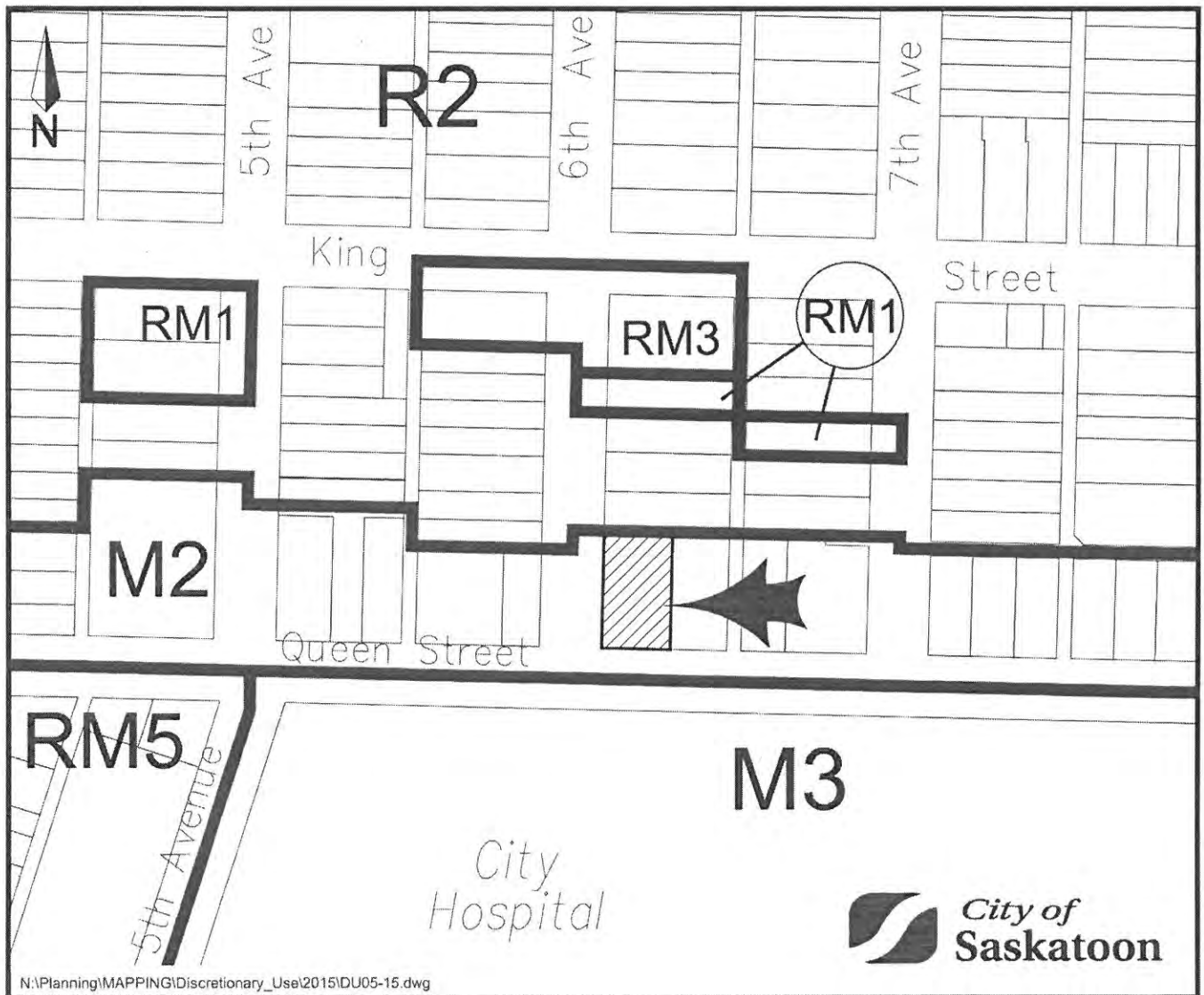
Plan of Proposed Discretionary Use No. D3/15



Plan of Proposed Discretionary Use No. D4/15



Plan of Proposed Discretionary Use D5/15



Plan of Proposed Discretionary Use No. D6/15




Proposed Discretionary Use No. D7/15

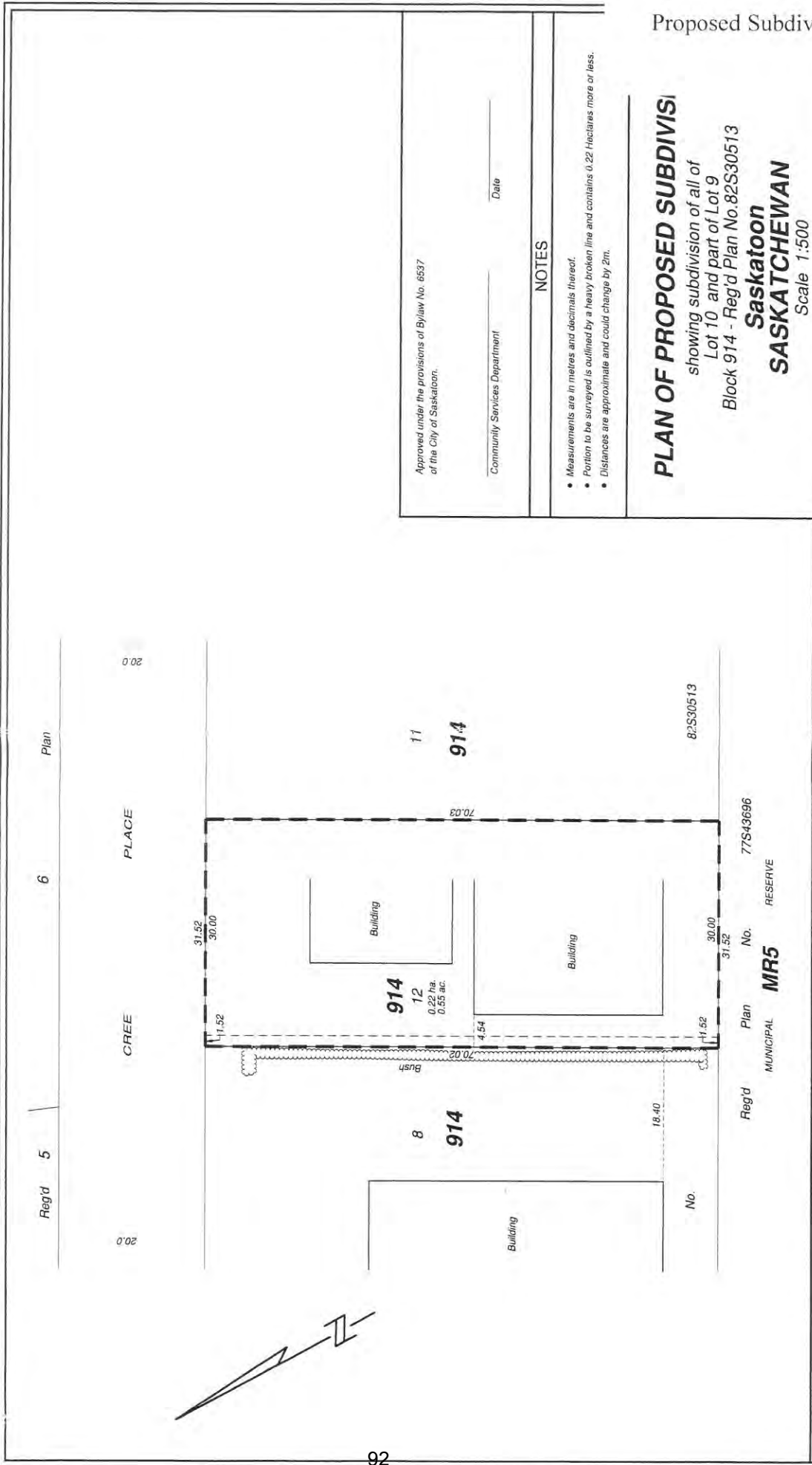




PROPOSED ZONING AMENDMENT

 Amendment to RM3 by Agreement

File No. RZ22-2015



Approved under the provisions of Bylaw No. 6537 of the City of Saskatoon.

Community Services Department _____ Date _____

NOTES

- Measurements are in metres and decimals thereof.
- Portion to be surveyed is outlined by a heavy broken line and contains 0.22 Hectares more or less.
- Distances are approximate and could change by 2m.

PLAN OF PROPOSED SUBDIVISION
 showing subdivision of all of
 Lot 10 and part of Lot 9
 Block 914 - Reg'd Plan No. 82S30513
Saskatoon
SASKATCHEWAN
 Scale 1:500

No.	Date	Revision

Drawn By: <i>ifm</i>	Date: April 15, 2015	File No: S15054	Drawing Name: S1505-Dev.dwg	Rev: 0
----------------------	----------------------	-----------------	-----------------------------	--------

Examined and Approved:

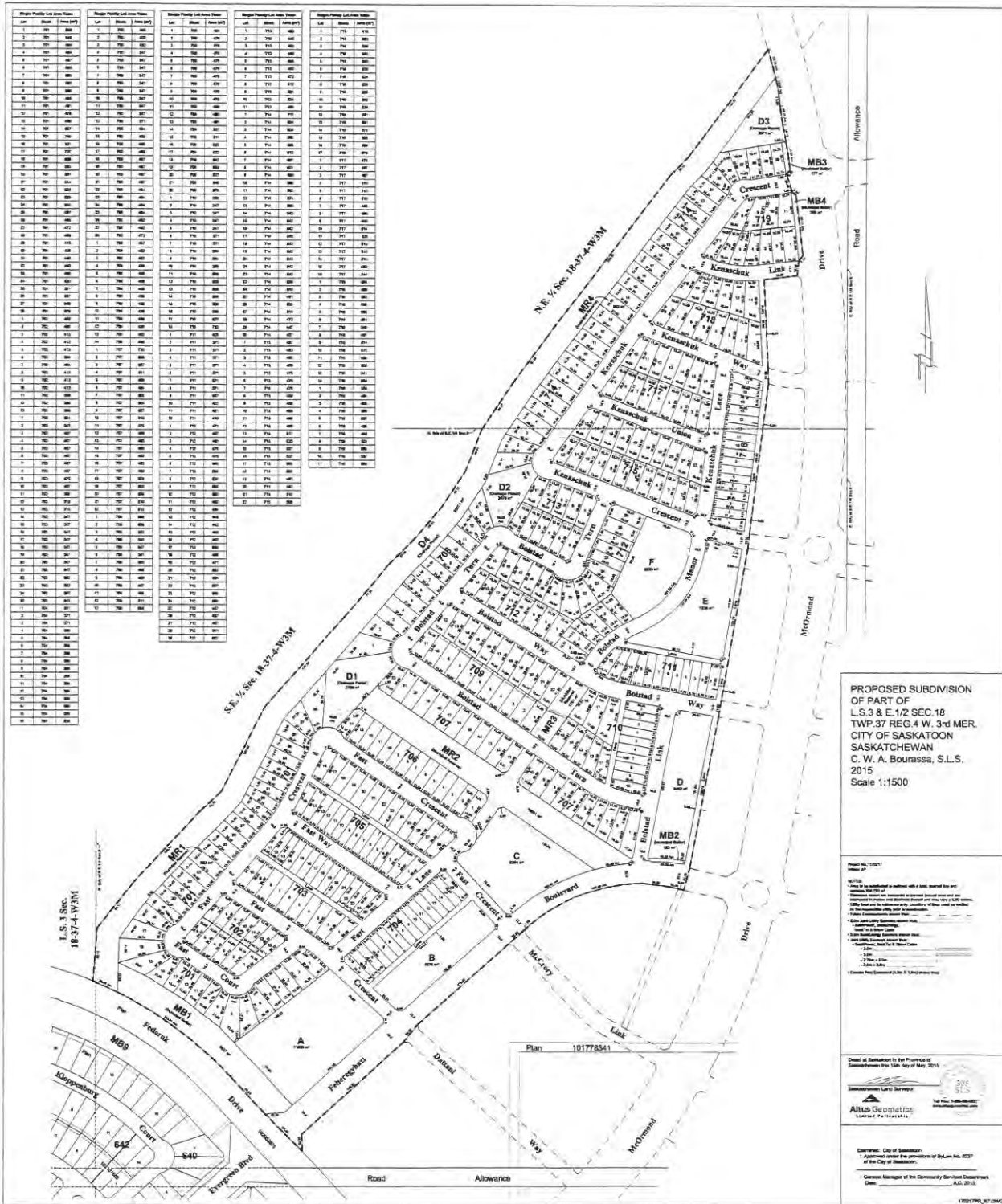
Alita Anne D. ...
 Lot 9, Block 914 - Ursuline Sisters of St. Angela's Convent

April 30, 2015
 Date

April 29, 2015
 Date

By: *[Signature]*
 SASKATCHEWAN LAND SURVEYOR

Lot 9, Block 914 - 101039088 Saskatchewan Ltd.





S.E. ¼ Sec. 3-37-6-W.3Mer.

LS 9
A
Plan No.
102180495

LS 10

3
37-6-3

LS 5

Reg'd Plan No. 79S11722
LS 4

A
32.19 ha
79.54 ac.

Reg'd Plan No. 65S19275

402.56

799.49

799.82

402.50

15.24

30.0

NOTES

- Measurements are in metres and decimals thereof.
- Standard road allowances shown in this plan are 20.117m in width.
- Portion to be surveyed is outlined by a heavy broken line and contains 32.19 Hectares
- Distances are approximate and could change by 10m.

PLAN OF PROPOSED SUBDIVIS
showing subdivision of all of
Saskatoon
SASKATCHEWAN
Scale 1:5000

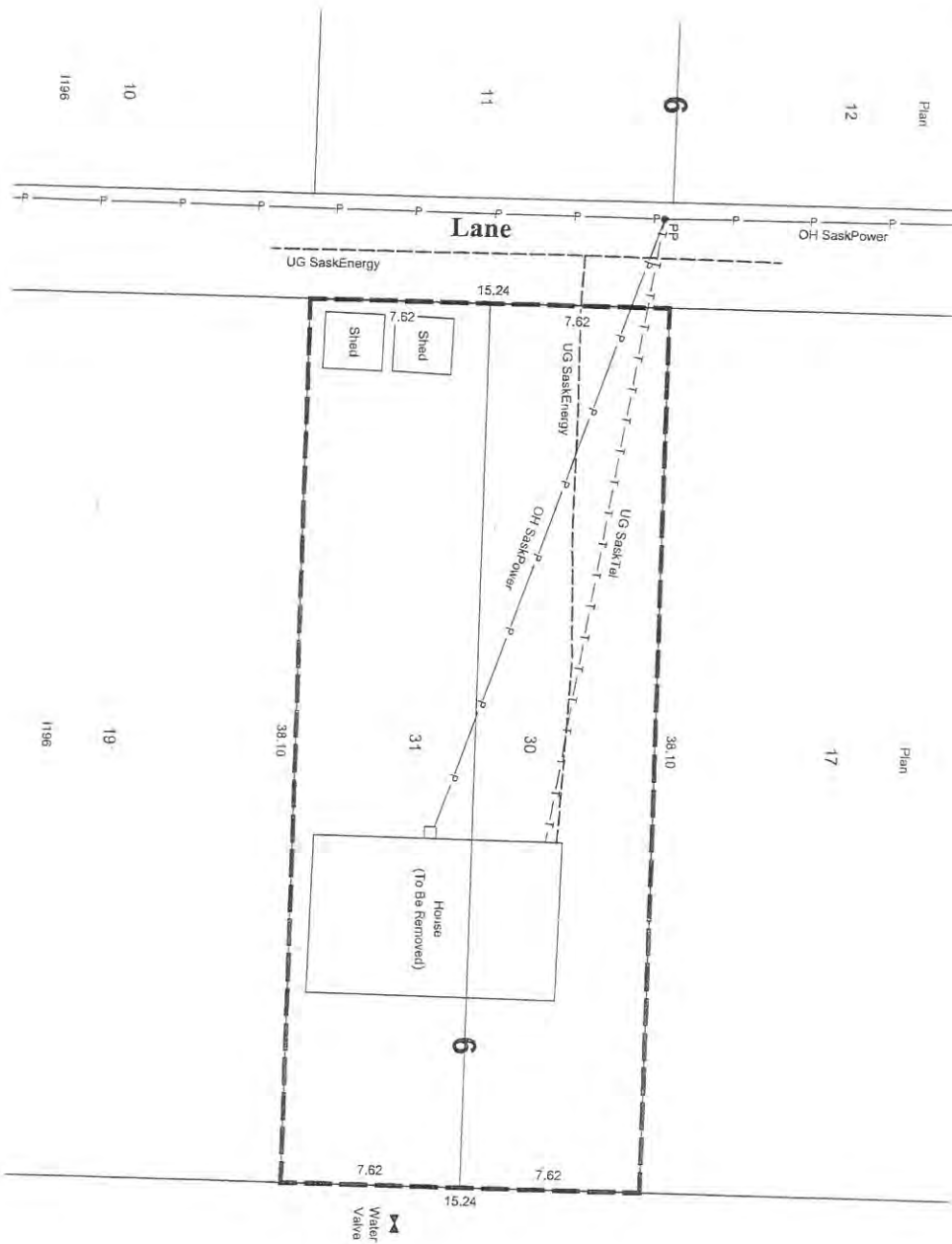
No.	Date	Revision	

Drawn By:	Checked By:	Date:	File No.	Drawing Name:	Rev.
atc	mjr	February 9, 2015	S15016	S15016Rev.dwg	0

Examined and Approved:
Zhang Bros. Development Corp.
[Signature]
Representative

Date: Feb 11, 2015

By: *[Signature]*
SASKATCHEWAN LAND SURVEYOR



Prince of Wales Avenue



PLAN OF PROPOSED SUBDIVISION

of All of
Surface Parcel # 119004689

Lot 18, Block 6, Plan 1196

S.W. 1/4 Sec. 3 - Twp. 37 - Rge. 5 - W3Mer.

City of Saskatoon

Saskatchewan

D.L. Codling, S.L.S.
2015

Scale 1:200

OWNER(S):

Andrew Benjamin Machnee

Measurements are in metres and decimals thereof.
Measurements are approximate and may vary by ±0.30m.
Area to be approved is outlined in bold dashed line
and contains 0.06 ha (0.14 acs).

REV.	REVISION	DATE	INITIALS
0	Issued	April 2, 2015	AM - DT - MM

Job No.: 184941 File:

Preliminary Survey: April 1, 2015
Dated at Saskatoon in the Province of Saskatchewan this 8th day of April, 2015.



Saskatchewan Land Surveyor
Altus Geomatics
Limited Partnership

Toll Free: 1-800-465-8233
www.altusgeomatics.com

Examined: City of Saskatoon
: Approved under the provisions of ByLaw No. 8537
of the City of Saskatoon.

: General Manager of the Community
Services Department
Date: _____, A.D. 2015.

PENDING

APPR

S 3 Sec. 2-37-6-W.3Mer.

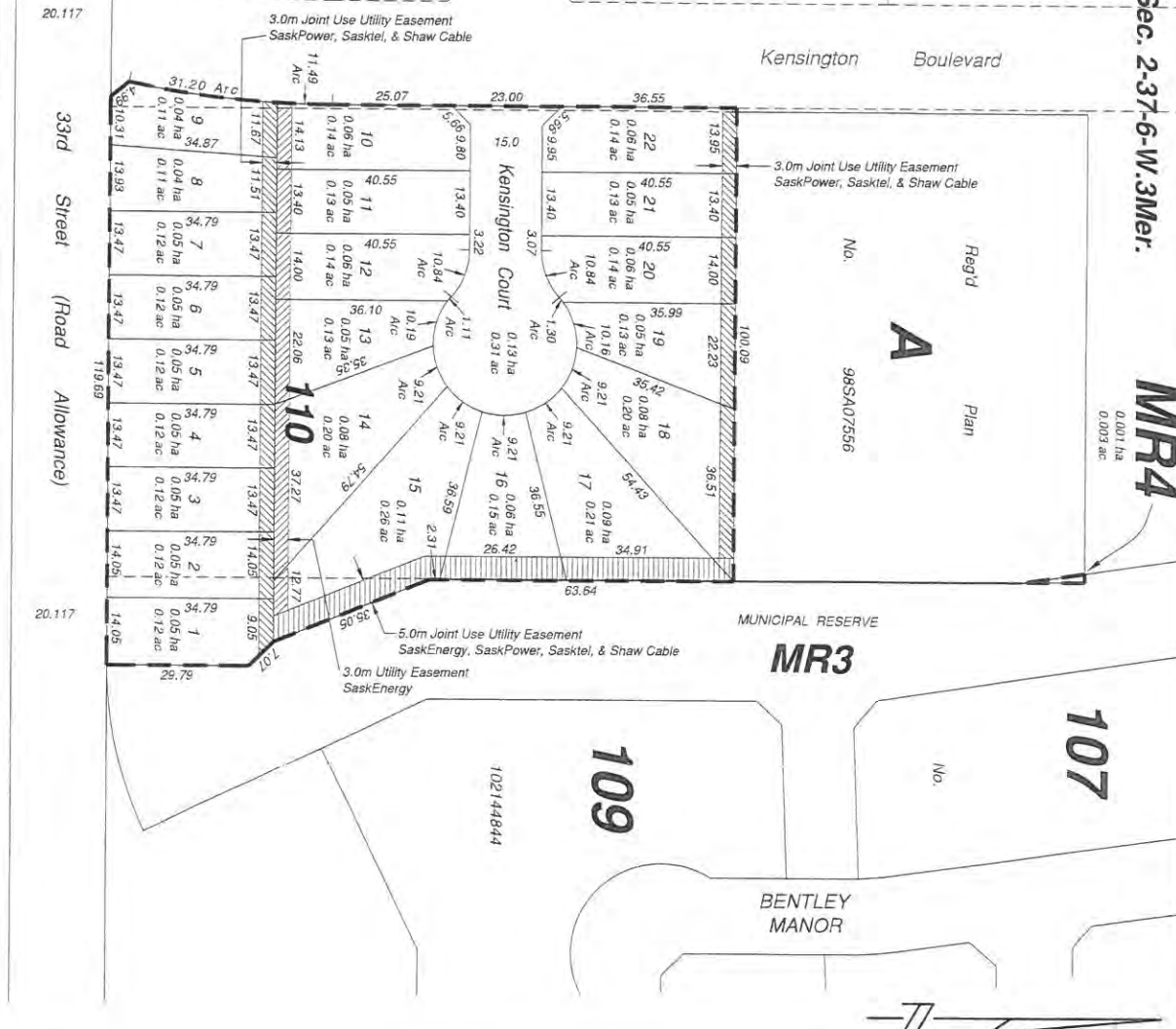
MR4
0.001 ha
0.003 ac

107

109

MR3

BENTLEY MANOR



NOTES

- Measurements are in metres and decimals thereof.
- Standard road allowances shown in this plan are 20.117m in width.
- Portion to be surveyed is outlined by a heavy broken line and contains 1.42 Hectares more or less.
- Title to the dedicated lands shown hereon is to issue to the City of Saskatoon 222 - 3rd Ave. N. Saskatoon, SK. S7K 0J5

KENSINGTON
PLAN OF PROPOSED SUBDIVISION
Showing subdivision of part of
Parcel A - Reg'd Plan No. 98SA07556
& L.S. 3 Sec. 2 - Twp. 37 - Rge. 6 - W.3Mer.
Saskatoon, SASK.
Scale 1:1000

By: *[Signature]*
SASKATCHEWAN LAND SURVEYOR

Examined and Approved:

[Signature]
Representative - West Canadian Development Kensington Project Ltd.
Owner - L.S. Sec. 27 Twp. 37 - Rge. 6 - W.3Mer.
Lakhwinder Singh Khush
Owner - Parcel A - Reg'd Plan No. 98SA07556

No.	Date	Revision	Rev. By	Chd. By
1	2014/09/08	Finalize plan onto smaller sheet, change street name to Kensington Court.	mjm	bs
2	2014/09/16	Show proposed utility easements.	mjm	bc

Drawn By: *[Signature]* Checked By: *[Signature]* Date: May 23, 2014 File No: S14079 Drawing Name: S14079Dev-R2.dwg Rev: 2 Meridian Surveys Ltd.

Saskatoon
 Plan of Proposed Subdivision
 of Lots 69 and 70, Block 3,
 Reg'd Plan No. H1377
 in the S.E. 1/4 Sec. 4,
 Twp. 37, Rge. 5, W.3 Mer.
 Saskatchewan
 by Howard A. Larson, S.L.S.
 2015

Scale 1:1000

Measurements are in metres
 Area to be subdivided is outlined thus - - - -

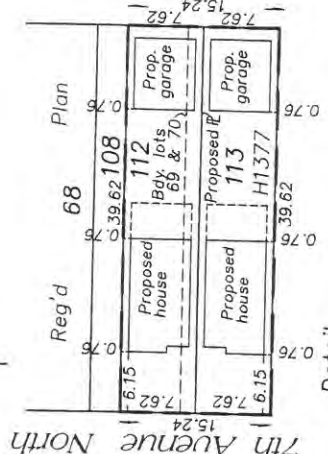
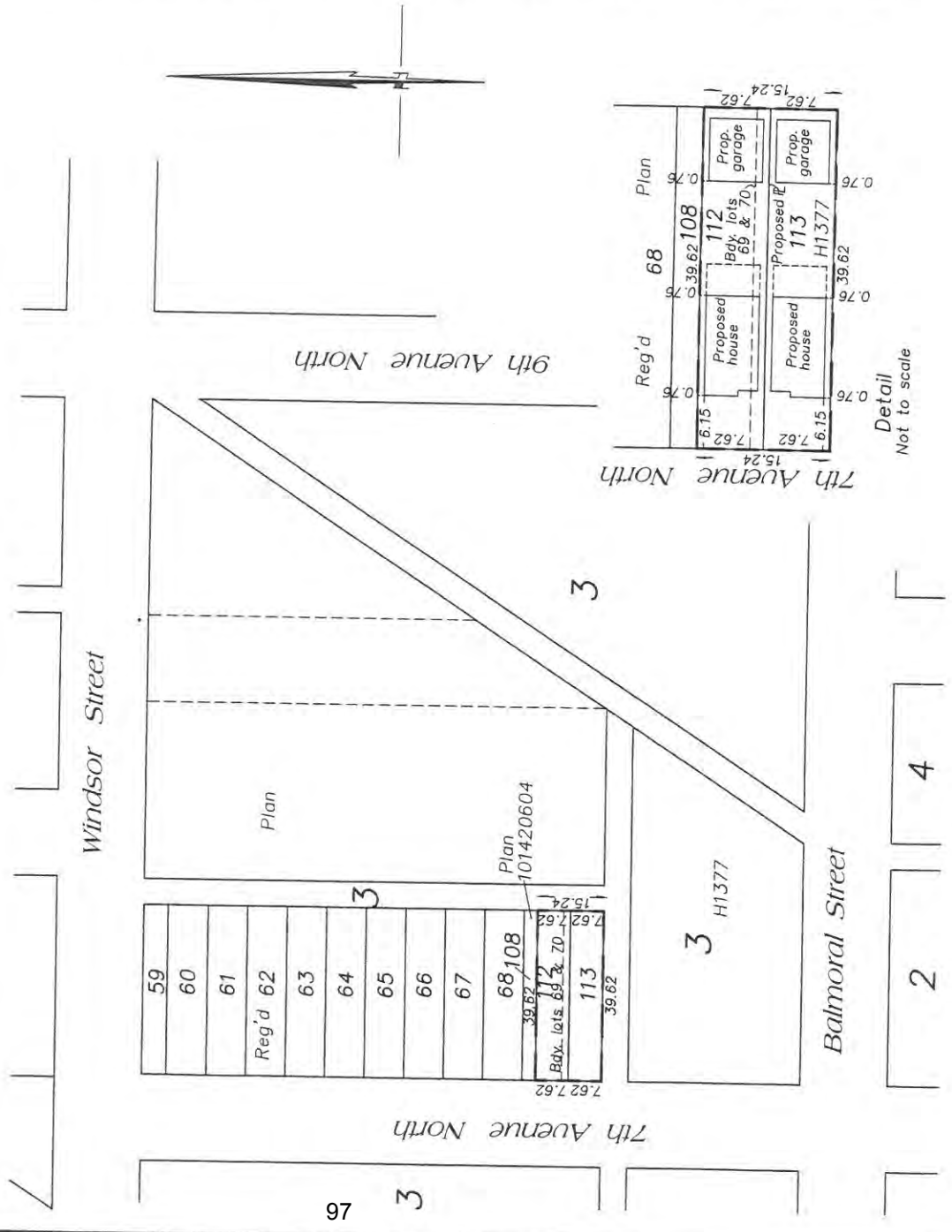
April 30, 2015


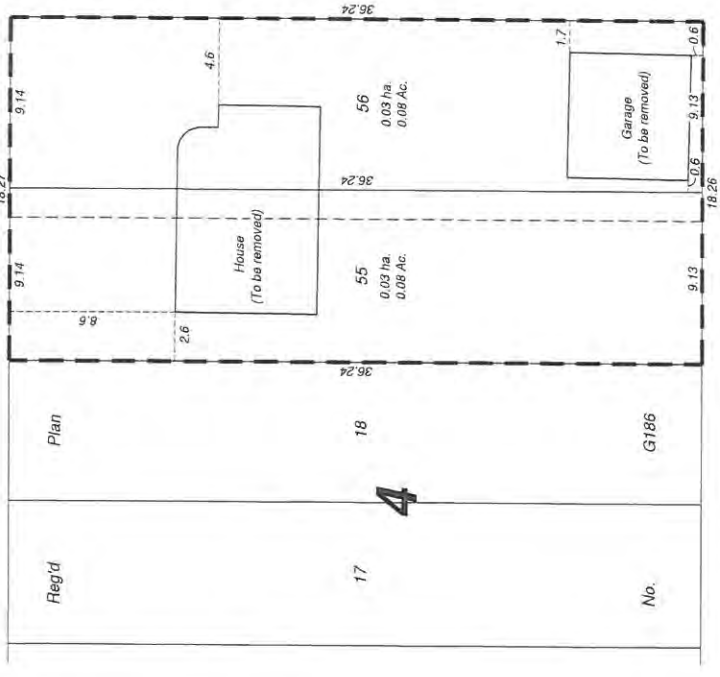
Saskatchewan Land Surveyor

Approved under the provisions of Bylaw
 number 6537 of the City of Saskatoon.

Community Services Department

Larson Surveys Ltd., Saskatoon



<p>EXAMINED: CITY OF SASKATOON Approved under the Provisions of Bylaw No. 6537 of the City of Saskatoon</p> <p>General Manager of the Community Services Department</p> <p>Date: _____, A.D. 2015.</p> <p>Examined and Approved:</p> <p><i>[Signature]</i> May 4 2015 Date</p> <p><i>[Signature]</i> May 5, 2015 Date</p> <p>Alene Coombs, Owner, 1/2 Interest Lots 19 & 20, Block 4, Reg'd Plan No. G186</p> <p>Lee Waisorther, Owner, 1/2 Interest Lots 19 & 20, Block 4, Reg'd Plan No. G186</p> <p>By: <i>[Signature]</i> SASKATCHEWAN LAND SURVEYOR</p>	<div style="text-align: center;">  <p>ALBERT AVENUE</p> </div> <div style="text-align: center;">  </div> <div style="text-align: center;"> <p>4th STREET</p> </div> <p style="text-align: center;">PLAN OF PROPOSED SUBDIVISION showing subdivision of all of Lots 19 & 20 - Block 4 - Reg'd Plan No. G186 in N.E. 1/4 Sec. 21 - Twp. 36 - Rge. 5 - W3rd Mer. Saskatoon</p> <p style="text-align: center;">SASKATCHEWAN Scale 1:250</p> <p>NOTES</p> <ul style="list-style-type: none"> • Measurements are in metres and decimals thereof. • Portion to be surveyed is outlined by a heavy broken line and contains 0.06 Hectares more or less. <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>No.</th> <th>Date</th> <th>Checked By</th> <th>Date</th> <th>File No.</th> <th>Drawing Name</th> <th>Rev.</th> </tr> </thead> <tbody> <tr> <td>17</td> <td></td> <td>mky</td> <td>April 27, 2015</td> <td>SW15064</td> <td>SW15064.Dev.dwg</td> <td>0</td> </tr> <tr> <td>18</td> <td></td> <td>mgr</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>19</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>20</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>21</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	No.	Date	Checked By	Date	File No.	Drawing Name	Rev.	17		mky	April 27, 2015	SW15064	SW15064.Dev.dwg	0	18		mgr					19							20							21						
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PLAN OF PROPOSED
 CONSOLIDATION OF
 LOTS 20 & 21, BLOCK 536
 PLAN NO 102176872
 NE 1/4 SEC 9-
 TWP 36-RGE 5-W 3RD MER
 SASKATOON, SASK.
 SCALE 1:1500

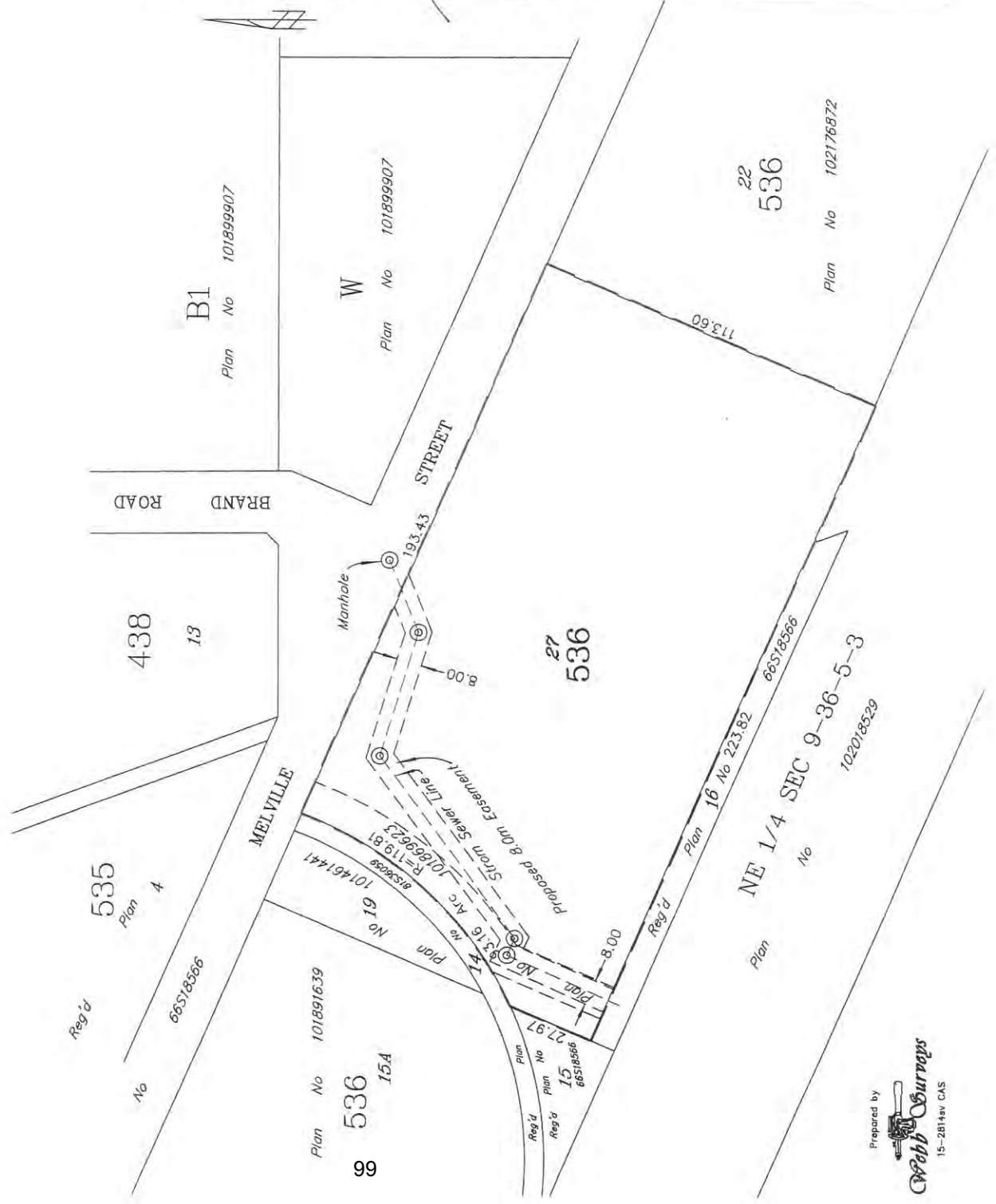
[Signature]
 I.R. Webb June 24th, 2015
 Saskatchewan Land Surveyor

Seal

Dimensions shown are in metres and decimals thereof and may vary from the final plan of survey by 0.05± metres.
 Portion of this plan to be registered is outlined in red with a bold, dashed line and contains 2.36± ha (5.83± ac.)

Approved under the provisions of
 Bylaw No. 6537 of the
 City of Saskatoon

Date _____
 Director of Planning and Development
 Division



Saskatoon
 Plan of Proposed Subdivision
 of Lots 13, 23 and 24, Blk. 21,
 Reg'd Plan No. 12414
 in the N.W. 1/4 Sec. 22,
 Twp. 36, Rge. 5, W.3 Mer.
 Saskatchewan
 by Howard A. Larson, S.L.S.
 May, 2015

Scale 1:800

Measurements are in metres
 Area to be subdivided is outlined thus ---

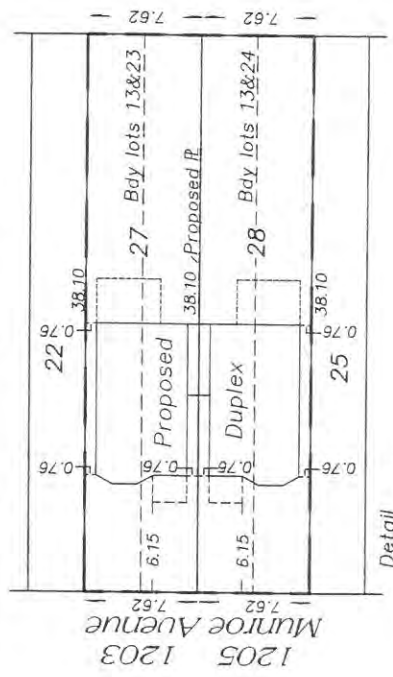
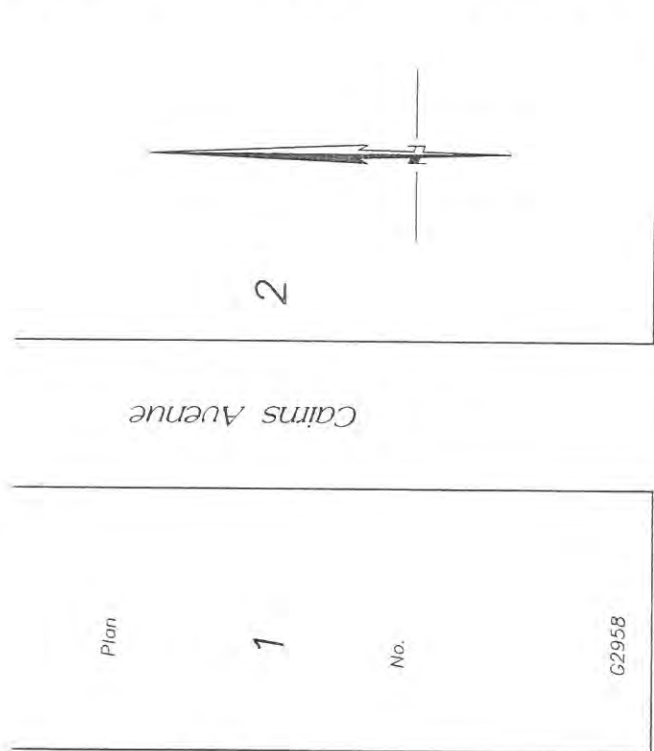
May 20, 2015

Howard A. Larson
 Saskatchewan Land Surveyor

Approved under the provisions of Bylaw
 number 6537 of the City of Saskatoon.

Community Services Department

Larson Surveys Ltd., Saskatoon



Detail
 Not to scale

Plan 21	101456760
Plan 11	10
Plan 38.10	22 101456771
Plan 38.10	27 101456782
Plan 38.10	28 Proposed R.
Plan 38.10	25 101456782
Plan 38.10	25 101456805
See Detail 15	21
No.	16
No.	17
No.	18
No.	19
No.	20

Murroe Avenue

7th Street East

12414

16

20

17

13

**LIVING STONE TOWNHOMES
PLAN OF PROPOSED SURFACE
BARE LAND CONDOMINIUM FOR
PARCEL HH,
PLAN NO. 102147285
S.W. 1/4 SEC. 11
TWP. 36, RGE. 5, W. 3RD MER.
1220 PRINGLE WAY
SASKATOON, SASKATCHEWAN
BY T.R. WEBB, S.L.S.**

SCALE 1:500

Continued buildings or buildings to be constructed are wholly within the proposed unit boundaries as shown.

All unit boundaries are a minimum of 0.30m outside of buildings.

All areas not designated with a unit number are common property.

Portion of this plan to be approved is outlined with a bold, dashed line and contains 1424 ha (4.784 ac).

Distances shown are approximate and may vary from the final plan of survey by ± 1.0m.

Proposed 3.0m Joint Use Utility Easement for SaskPower, SaskTel and Shore Cable

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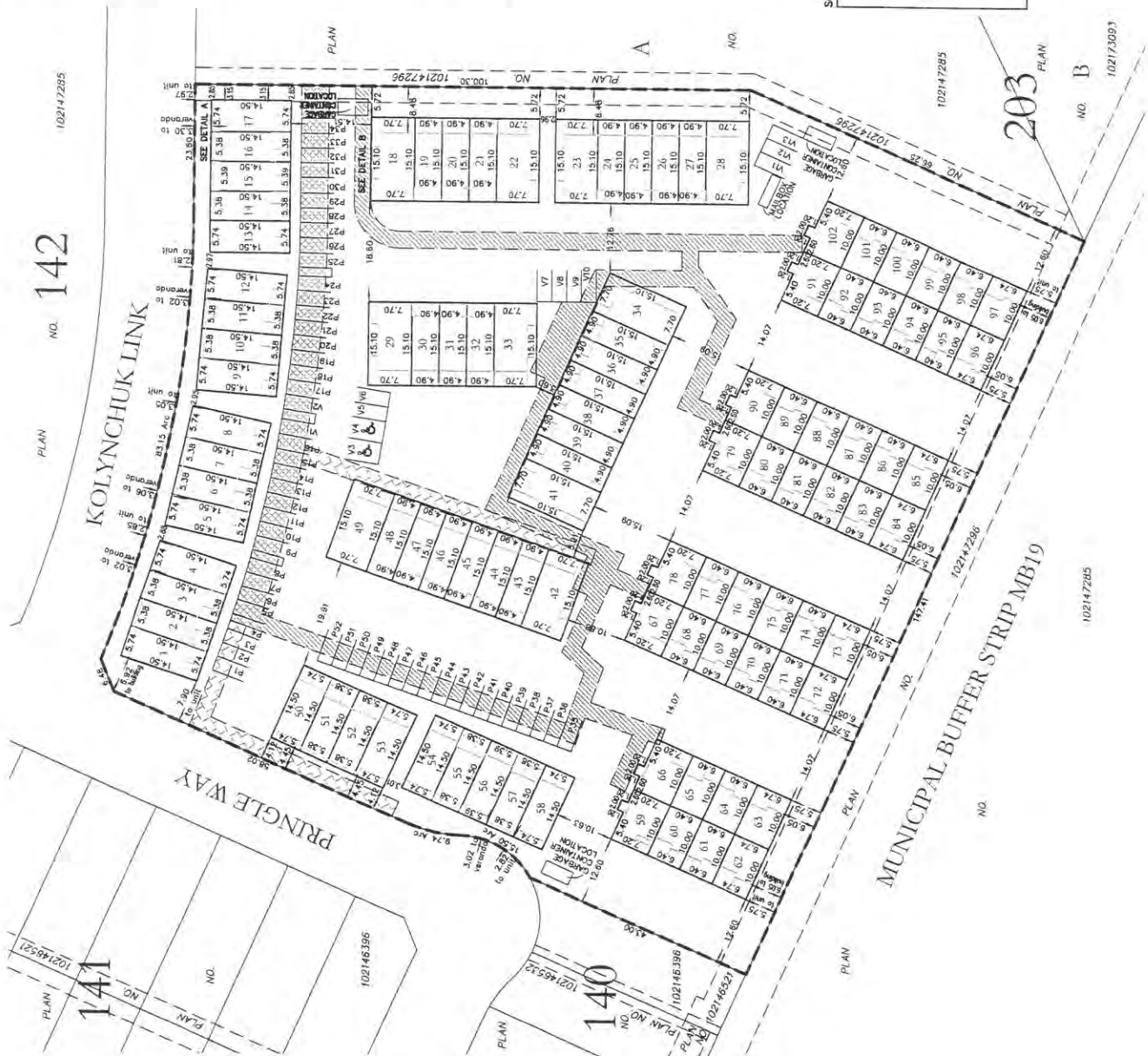
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Proposed 5.0m Joint Use Utility Easement for SaskPower, SaskTel and Shore Cable



DETAIL A
SCALE 1:150

DETAIL B
SCALE 1:150

Approved under the provisions of the Municipal Act, R.S.O. 1990, c. M.56, s. 47(1) of the City of Saskatoon
 Prepared by
 T.R. Webb, S.L.S.
 Saskatchewan Land Surveyor
 June 25th, 2015
 Community Services Department
 15-27724w 15F

Denial of Proposed Plan of Subdivision – 715 Walmer Road and 202 Avenue H North

Recommendation

That Subdivision Application No. 05/15 be denied as proposed Lot 9, as shown on Plan of Proposed Subdivision of Lots 5 to 9, Block 10, Plan No. F2006, dated November 5, 2014, does not comply with the Development Standards of Zoning Bylaw No. 8770 regarding minimum site area for a one-unit dwelling in the B2 Zoning District.

Topic and Purpose

An application has been submitted by Webster Surveys Ltd. to subdivide Lots 5 to 9 inclusive, Block 10, Plan No. F2006 (202 Avenue H North and 715 Walmer Road), as shown in Attachment 1.

The purpose of the subdivision is to create a usable area for parking behind 202 Avenue H North by taking a section of the southern piece of 715 Walmer Road (see Attachment 2). It is the property owner's intention to retain the existing dwelling at 715 Walmer Road. As a result of the proposed subdivision, Lot 9 (715 Walmer Road) will not comply with the minimum site area for a one-unit dwelling under Zoning Bylaw No. 8770 (Zoning Bylaw).

Report Highlights

1. The application to subdivide 202 Avenue H North and 715 Walmer Road does not comply with the minimum site area for a one-unit dwelling under the Zoning Bylaw. The property owners wish to appeal the decision, which requires the subdivision application to be denied by the Standing Policy Committee (SPC) on Planning, Development and Community Services (PDCS).

Strategic Goal

Subdivisions that comply with the appropriate policies and regulations support the Strategic Goal of Sustainable Growth through working to increase and encourage infill development and balanced growth.

Background

An application was received by the Community Services Department on January 22, 2015, to subdivide 202 Avenue H North and 715 Walmer Road. The Plan of Proposed Subdivision, submitted for the application, proposes to adjust the boundaries of two sites, one of which would not comply with the minimum site area for a one-unit dwelling under the Zoning Bylaw (see Attachment 3).

Under provisions of the Zoning Bylaw and in accordance with *The Planning and Development Act, 2007*, an applicant for subdivision has the right to appeal to the Development Appeals Board if their application for subdivision has been denied. To file

Denial of Proposed Plan of Subdivision – 715 Walmer Road and 202 Avenue H North

an appeal with the Development Appeals Board, the applicant must first apply for the subdivision, and subsequently, the subdivision must be denied by the SPC on PDCS.

Report

The Plan of Proposed Subdivision of Lots 5 to 9, Block 10, Plan No. F2006, dated November 5, 2014, shows two proposed sites; one site containing an existing one-storey commercial building and one site (Lot 9) containing a one-unit dwelling.

The proposed site containing the one-unit dwelling is 206.97 square meters (m²). Section 10.4.2(1) of the Zoning Bylaw currently requires that the site area for one-unit dwelling sites in the B2 District be a minimum of 225 m², creating a site area deficiency of 18.03 m².

Public and/or Stakeholder Involvement

Subdivision applications are referred to various internal and external stakeholders as part of the review process. No significant issues were noted during this review process. Refer to Attachment 4 for comments from the review process.

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy, or CPTED implications or considerations. No communication plan is required.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

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

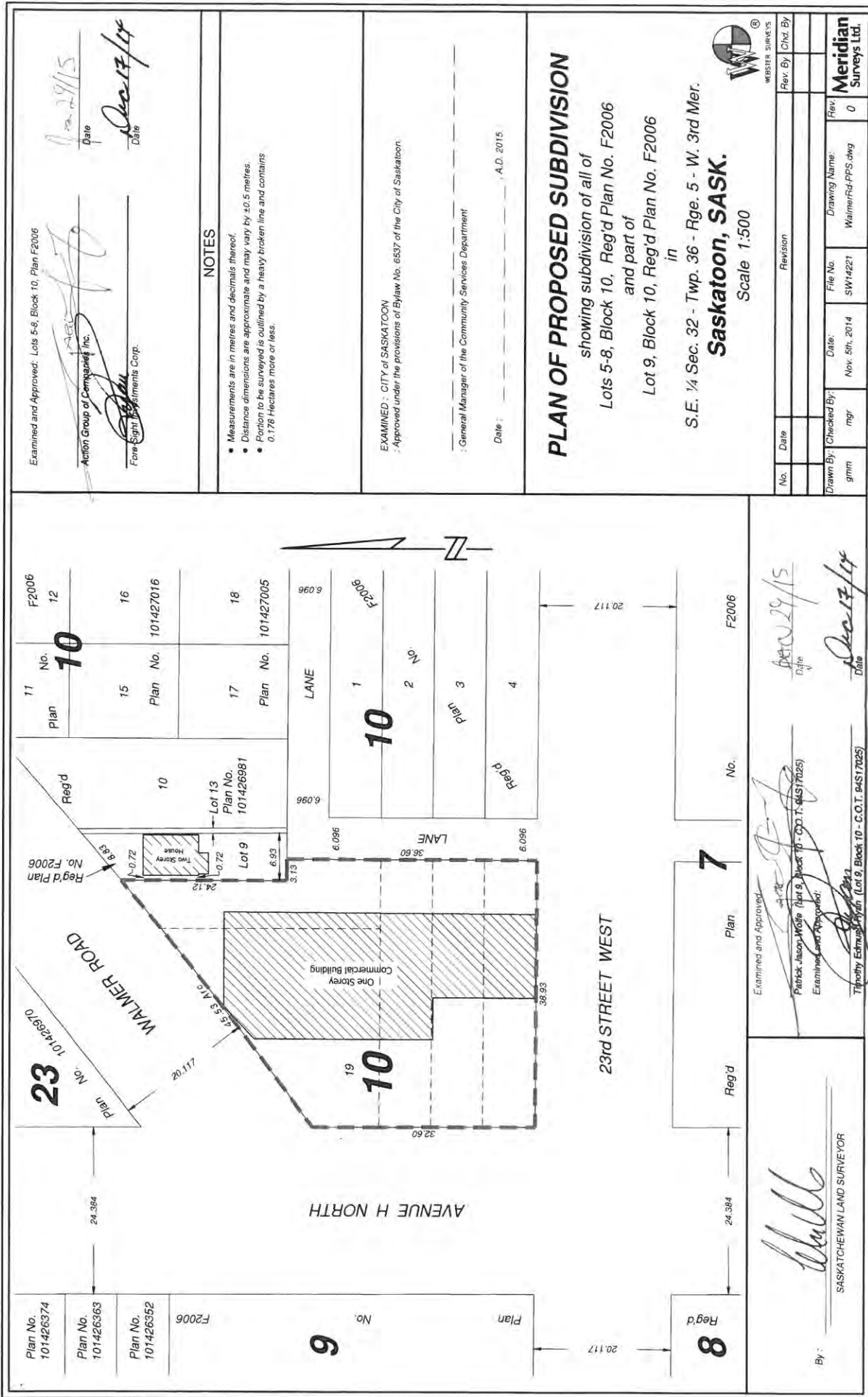
Attachments

1. Plan of Proposed Subdivision
2. Illustrative Plan
3. Location Plan
4. Comments from Other Divisions

Report Approval

Written by: Keith Folkersen, Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S:\Reports\DS\2015\PDCS – Denial of Proposed Plan of Subdivision – 715 Walmer Road and 202 Avenue H North\ks



Examined and Approved: Lots 5-8, Block 10, Plan F2006
 Action Group of Companies Inc.
 Date: Dec 29/15
 Date: Dec 17/14

NOTES

- Measurements are in metres and decimals thereof.
- Distance dimensions are approximate and may vary by ±0.5 metres.
- Portion to be surveyed is outlined by a heavy broken line and contains 0.178 Hectares more or less.

EXAMINED: CITY OF SASKATOON
 Approved under the provisions of Bylaw No. 6537 of the City of Saskatoon.

General Manager of the Community Services Department
 Date: _____ A.D. 2015

PLAN OF PROPOSED SUBDIVISION
 showing subdivision of all of
 Lots 5-8, Block 10, Reg'd Plan No. F2006
 and part of
 Lot 9, Block 10, Reg'd Plan No. F2006
 in
 S.E. ¼ Sec. 32 - Twp. 36 - Rge. 5 - W. 3rd Mer.
Saskatoon, SASK.
 Scale 1:500

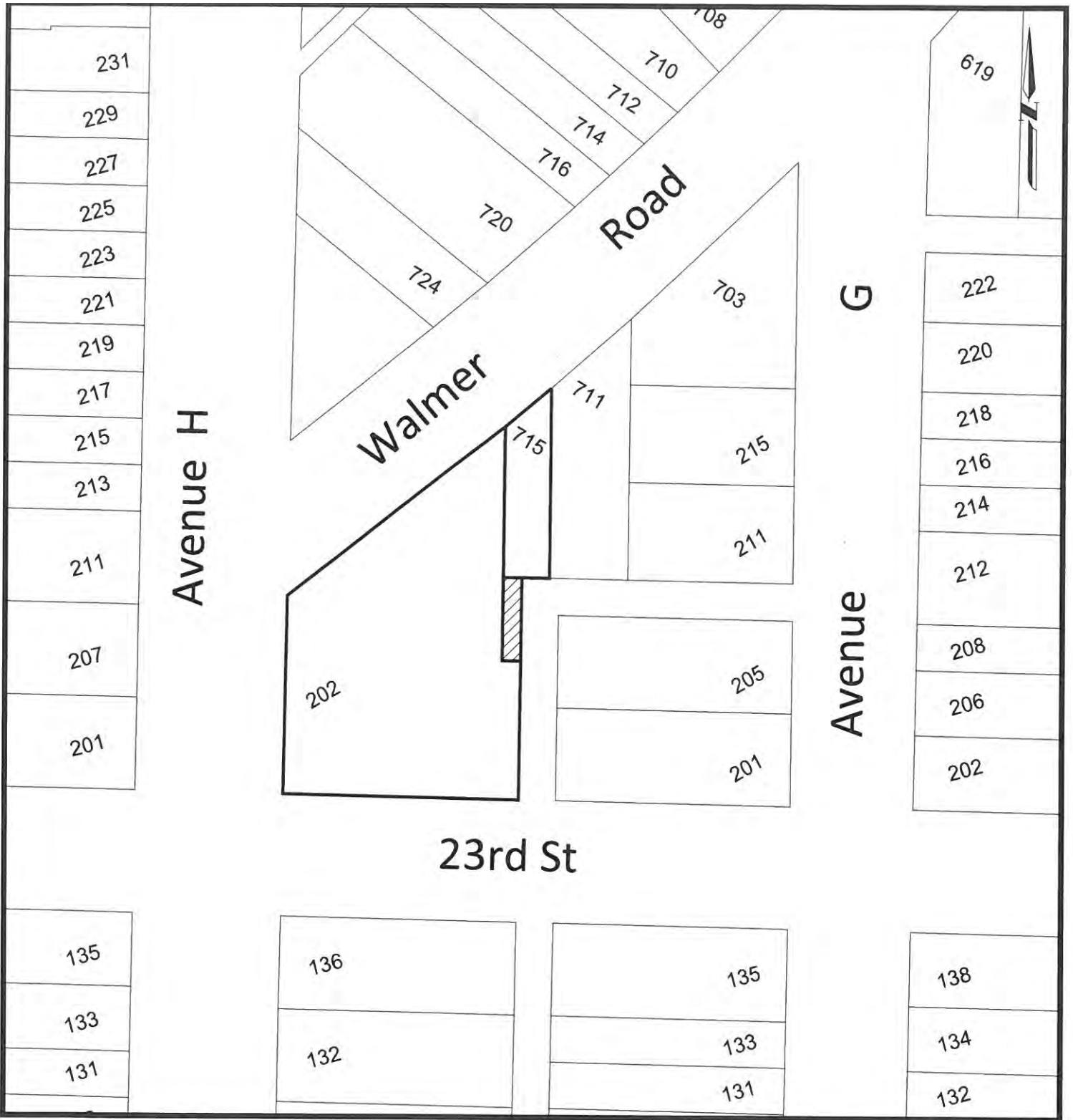


No.	Date	Revision	Rev. By	Chg. By

Drawn By: gmm	Checked By: mgr	Date: Nov. 5th, 2014	File No: SW14221	Drawing Name: WalmersRd-PPS.dwg	Rev: 0
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Examined and Approved:
 Patrick Jacob Wolfe (Lot 9, Block 10 - C.O.T. 64S77025)
 Examined and Approved:
 Timothy Edmunds (Lot 9, Block 10 - C.O.T. 64S77025)
 Date: Dec 29/15
 Date: Dec 17/14

By: *[Signature]*
 SASKATCHEWAN LAND SURVEYOR



Section of 715 Walmer Road to be combined with 202 Ave H North and used for parking for Commercial space.

COMMUNITY SERVICES DEPARTMENT

APPLICATION NO. 05/15	PROPOSAL Plan of Proposed Subdivision	EXISTING ZONING B2
LEGAL DESCRIPTION Lots 5 to 8, Block 10, Plan No. F2006, and Part of Lot 9, Block 10, Plan No. F2006		CIVIC ADDRESS 202 Avenue H North and 715 Walmer Road
APPLICATION VERIFIED COMPLETE June 15, 2015		NEIGHBOURHOOD Caswell Hill
DATE June 15, 2015	APPLICANT Webster Surveys Ltd. 100 310 Wellman Lane Saskatoon SK S7T 0J1	DECISION OF APPROVING AUTHORITY ON OR BEFORE September 13, 2015
		OWNER Tim Ryan and Patrick Wolfe 401 Witney Avenue Saskatoon SK S7L 3M6

LOCATION PLAN



Comments From Other Divisions

The proposed subdivision, as noted in the report, was distributed and found to be acceptable by the following departments/divisions, without any comments:

1. Recreation and Sport (Brad Babyak)
2. Parks Division (Darren Crilly)
3. Fire and Protective Services (Wayne Rodger)
4. Saskatoon Police Service (Carla Leuschen-Mewis)
5. Environmental Services Solid Waste (Debbie Kautzman)
6. Transportation and Utilities (Daryl Schmidt, Valerie Hardy)
7. Saskatoon Light and Power (MD Mohosin)
8. Building Standards (Roger Bradley)

Concept Plan for Redevelopment of 920 Avenue R North - Jubilee Residences Inc.

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to provide information related to the concept plan for the redevelopment of the Jubilee Heights site beginning with the former Mount Pleasant Court site at 920 Avenue R North.

Report Highlights

1. Jubilee Residences Inc. is proposing to redevelop the Jubilee Heights site with additional rental housing as permitted in the current M3 zoning district.
2. The project will help meet the targets of the City's Ten-Year Housing Business Plan.

Strategic Goal

This report supports the City of Saskatoon's (City) long-term Strategic Goal of Quality of Life by increasing the supply and range of affordable housing options.

Background

On February 28, 1955, City Council approved the transfer of Blocks 13, 14, 15, and 16, Plan G, No.165 to Jubilee Residences at a price of \$1 in support of their plan to build affordable housing for seniors on the site. On August 1, 1955, City Council approved lane and street closures between these blocks to create a large campus-style site called Jubilee Heights bordered by Avenue P, Avenue R, 29th Street, and 31st Street.

In 1959, Jubilee Residences developed two seniors' housing projects on the Jubilee Heights site; Mount Royal Court and Mount Pleasant Court. Along with these projects, Porteous Lodge was built for seniors no longer able to live independently. Jubilee Residences also sold land parcels on this site to the Saskatoon Housing Authority and Masons of Saskatoon, both of which developed further affordable rental housing.

In 2004, the units at Mount Pleasant Court were demolished and the site at 920 Avenue R North has remained vacant for the last 11 years.

Section 5.2 of the Official Community Plan (OCP) Bylaw No. 8769 encourages infill residential development that:

- a) helps to meet the housing needs of a diverse population;
- b) makes efficient use of civic and community infrastructure; and
- c) recognizes the interests of local residents and the impact of development on neighbourhood character and on infrastructure.

Concept Plan for Redevelopment of 920 Avenue R North - Jubilee Residences Inc.

Section 18.5 of the OCP Bylaw requires appropriate public consultation on land use issues, such as significant infill redevelopment processes.

Report

Jubilee Residences Proposal – Redevelopment of Jubilee Heights Land

On November 19, 2014, Planning and Development received an application from Jubilee Residences to develop 70 to 86 rental units at 920 Avenue R North (see Attachment 1). The project will include eight single family homes facing Avenue R North, each with a suite in the basement. The project will also have two multi-unit personal care homes and three 3-storey apartment or townhouse complexes (see page 12 of Attachment 1).

The single-family homes facing Avenue R North are similar in size and scale to the neighbouring homes across the street and provide a transition to the taller apartment buildings. The proposed site plan shows surface parking on the interior of the site and a play area for young children.

These units at 920 Avenue R North will be constructed in phases over a five-year period and will be targeted at families, couples, seniors, and singles requiring affordable housing. The concept plan also shows that at some point in the future, the Mount Royal Courts site (Avenue R North and 29th Street West) will also be redeveloped with the potential for a four-storey apartment building.

The site can be serviced and the proposed development is permitted in the existing M3 zoning district.

The Project will Help Meet the City's Attainable Housing Targets

This project will be built during a five- to ten-year period, and as housing needs change during that time, Jubilee Residences can propose revisions to the concept plan. These revisions may include an increase in density or incorporate affordable housing ownership. Any revisions that drastically change the initial concept plan will be brought forward to the Standing Policy Committee on Planning, Development and Community Services for review. Once the plan is fully finalized and building permits issued, the project may qualify for financial incentives under the City's New Rental Construction Land Cost Rebate Program and the City's Innovative Housing Incentives Program.

This project aligns with the targets for purpose-built rental and affordable rental housing identified in the City's 2013-2022 Housing Business Plan. This will help the City meet its attainable housing targets in the 2016 to 2018 period and beyond.

Public and/or Stakeholder Involvement

Jubilee Residences hosted two public consultation meetings on November 3 and 5, 2014, with approximately 60 people in attendance. Additionally, Jubilee Residences met with the presidents of the Hudson Bay Park and Mount Royal Community Associations. Responses were generally supportive with area residents, businesses, schools and the community at large confirming the need for more rental accommodation.

Concept Plan for Redevelopment of 920 Avenue R North - Jubilee Residences Inc.

Concerns were expressed about additional cars parked on the streets and possible negative behaviors from future renters. Jubilee Residences responded to these concerns by indicating that they would provide sufficient off-street parking as required by Zoning Bylaw No. 8770. They advised they are an experienced landlord with established procedures for dealing with difficult tenants. For additional information on the public consultation process and Jubilee Residences' response to the public feedback, please see Attachment 2. Attachment 3 contains a complete list of all feedback received from City departments and external stakeholders.

Communications Plan

Jubilee Residences will host an official project launch and sod-turning ceremony when construction is scheduled to begin and City representatives will bring greetings at this event. In the future, should significant amendments to the concept plan be proposed, Jubilee Residences, with assistance from Planning and Development, will conduct additional public consultation with area residents and community associations.

Other Considerations/Implications

There are no options, policy, environmental, financial, privacy implications or other considerations. This report is for information only and does not constitute pre-approval for any housing incentives. Application for incentives will be received and considered in due course.

Due Date for Follow-up and/or Project Completion

Construction of the first phase of the project is estimated to begin at the end of 2015.

Public Notice

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

Attachments

1. Concept Plan Report
2. Public Consultation Report
3. Summary of Feedback Received from City Departments and External Stakeholders

Report Approval

Written by: Michael Kowalchuk, Housing Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S:\Reports\CP\2015\PDCS – Concept Plan for Redevelopment of 920 Avenue R North – Jubilee Residences Inc\kt

Jubilee Residences Inc.

Rental Housing Needs Assessment and Concept Plan for the Redevelopment of the Former Mount Pleasant Courts Jubilee Heights Land (Parcel C Plan G820 Ext 0)

November 17, 2014

Executive Summary

Jubilee Residences Inc. believes the time is right to redevelop its now unused 3.5 acres of Parcel C land on the corner of Avenue R North and 31 Street West into modern good quality rental housing. The need and the economic climate is right to redevelop this property, to help fill the current housing need and generate additional positive cash flow that will assist in updating and/or replacing Jubilee's much older existing portfolio of affordable rental housing.

The location of the proposed redevelopment is expected to be very attractive to prospective tenants due to;

- It's close proximity to the City Centre;
- Good access to public transit and commuter roadways;
- The quiet and well treed neighbourhood;
- Nearby employment opportunities – specifically in healthcare at our adjacent Porteous Lodge & Villa and St Paul's Hospital;
- The older age, the condition and placement of much of the existing rental housing in our region or area; and
- As Jubilee Residences' future development plans for all of this parcel of land and other land adjacent and near Porteous Lodge emerge and progress, the opportunity to be part of a bigger community will also attract.

Our concept plan for the full Parcel C anticipates a phased finalization of design plans, community reviews, the construction and rental of 70 to 86 mixed housing units and group care home bedrooms. At this time, we are asking for local area and the City of Saskatoon's acceptance of a concept plan that will be comprised of;

- Phase 1 (2014 & 2015) – The construction, landscaping and rental of eight Avenue R facing detached bi level rental houses, with basement suites.
- Phase 2 (2015 through 2017) – The final selection of group personal care and higher density rental housing designs, the construction of one/two personal care homes and related street and green space finishing; to be positioned on the interior lane portion of our 3.5 acre redevelopment.
- Phase 3 (2016 through 2018) – The construction and related street and green space finishing and the rental of multi-family housing units; to be positioned on the interior lane portion of our 3.5 acre redevelopment, to the east of the eight bi level rental housing units.

Our Parcel C land is currently blessed with a number and varied varieties of mature trees. As our designs and placements are finalized, we will take steps to retain as many healthy trees as is reasonably possible.

1.0 Introduction

The purpose of this report is to present Jubilee Residences' needs assessment and concept plan for a proposed market rate / affordable rental housing and personal care development. The 3.5 acres (Parcel C) on the corner of Avenue R North and 31 Street West was previously developed as Mount Pleasant Courts rental housing.

The need and the economic climate is right to bring this property back into Jubilee's portfolio of rental housing, to help fill the current housing need and to generate additional positive cash flow that will assist in updating and/or replacing our existing rental housing.

This report and plan will assist Jubilee Residences Inc. to assess its capacity to undertake this project as it continues to examine the feasibility of the project, particularly in terms of the financial commitment required. It will also serve as a tool for the use of project funders in reviewing the proposed development and its long-term sustainability.

The concept and business plan will be an evolving document, one that will be updated as the project proceeds through the development stages.

2.0 Background

2.1 An Introduction to Jubilee Residences Inc.

Jubilee Residences is a non-profit corporation that was originally formed by community members who saw a need within Saskatoon to provide affordable housing for older adults. Today, as an affiliate of the Saskatoon Health Region, Jubilee Residences' Porteous and Stensrud Lodges are home to 203 long term care residents. Our goal is to ensure their lives are as rich and comfortable as possible; we strive to provide the comforts of home, to show respect, and to provide opportunities for them to share their wisdom and have fun.

Jubilee also provides affordable housing for approximately 300 older adults in Cosmopolitan, Eamer and Mount Royal Courts.

A volunteer Board of Directors made up of community minded professionals oversees the operation of this non-profit organization.

Our Mission – “To meet the needs of residents so they may live with dignity, companionship, and the assurance of excellent care and service.” This is accomplished by providing care and support programs to clients, to promote the individuality of each person, in consultation with the client and their family.

2.2 History, Services and Current Operations of Jubilee Residences Inc.

In 1955 John D. McAskill, Mayor of Saskatoon, called together a group of community volunteer leaders to consider developing housing alternatives for senior citizens in Saskatoon. Under the guidance of Mayor McAskill, the group formed a non-profit organization that remains a cornerstone of caring for senior citizens in Saskatoon; Jubilee Residences.

The organization's first project was a housing project located at Avenue P and 29th Street. It was called Mount Royal Court and provided sheltered housing in cottages for 46 couples. The demand for sheltered housing became so great that it was soon necessary to consider building more independent housing units. Consequently, Jubilee Residences entered into an arrangement with the Saskatchewan Teachers Federation, to provide sheltered housing for teachers on low-income pensions. Through these arrangements, Mount Pleasant Court was opened in early 1959 with accommodation for 48 couples in cottages.

During the late 1950's it became apparent that a fundamental need existed "to care for those who were no longer able to live independently". This need is still very real and evident today. This growing demand for care resulted in the opening of a lodge adjacent to the Courts. At the time the lodge was built, 1958, it was named Mount Royal Lodge – in keeping with the district in which it was built. Its first administrator was George Porteous, who later became Lieutenant Governor of Saskatchewan. It was a true honour for Mr. Porteous when the name was changed to Porteous Lodge.

In 1965, Jubilee met the growing demand for services for seniors by expanding to a new site – Taylor Street in the southeast part of the city. In 1965 Cosmopolitan Courts was built providing 50 cottages for senior couples and 50 suites for single seniors. In 1969, Eamer Court site was opened providing 103 suites for single seniors. Eight years later, in 1977, Stensrud Lodge was built on the Taylor Street site. This was a 100-bed nursing care facility – 43 level III beds and 57 level II beds. All these projects were created in co-operation with the province of Saskatchewan, the City of Saskatoon and the Saskatoon Cosmopolitan Club.

Over the years, Jubilee has provided a continuum of care to seniors and has strived to meet their needs, keeping in mind the philosophy that the company has adhered to since 1955. Our fundamental philosophy is to meet the needs of residents so they may live with dignity, companionship, and the assurance of excellent care and service.

In 2015, Jubilee will celebrate 60 years of providing safe, affordable housing and compassionate long-term care for seniors in Saskatoon.

Jubilee Residences Inc.'s current operations is comprised and facilitated by;

- A \$16 million non-profit operating budget, 475 residents and 350 staff,
- 2 sites - one on Taylor St and one on Ave P,
- 2 long-term care Lodges - Stensrud and Porteous, and
- the following 3 existing rental residential Courts.

***Mount Royal Courts,
on the West side***



***Cosmopolitan Courts,
on the East side***



***Eamer Courts,
on the East side***



3.0 Our Rental Housing Needs Assessment

3.1 Factors Driving Need for Market Rate / Affordable Rental Housing

The need for more rental housing is being driven by a number of factors, including economic and demographic trends that are expected to continue over the coming years.

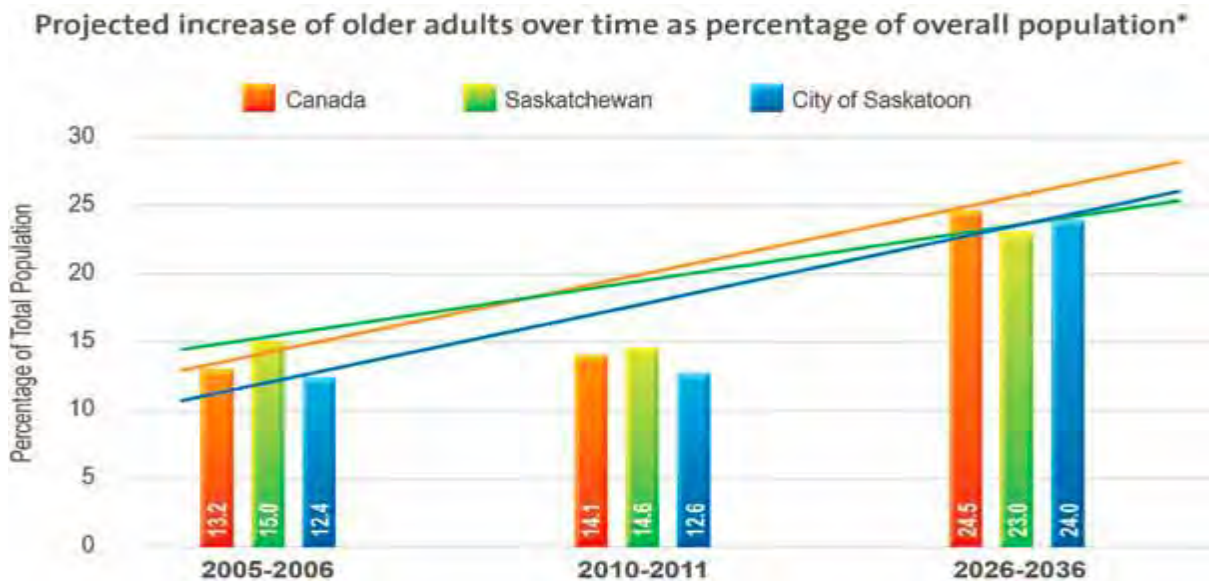
3.1.1 Economic Drivers

- A strong economy is driving population growth. Saskatchewan produces commodities the world, particularly China and India, are interested in – potash, oil, uranium, agricultural products. As the global economy recovers from recession, commodity demand is projected to build, spurring exports, investments, employment opportunities and population growth.
- A strong economy supports strong employment. In its Spring 2014 Housing Market Outlook report for the Saskatoon CMA, CMHC noted the Saskatoon economy has “continued employment growth and rising wages will keep drawing migrants to the region, adding to overall rental demand. More than 18,000 newcomers have arrived in Saskatoon in the past two years, the majority of whom have been international migrants with a high propensity to rent upon their arrival.” The report states that average employment in Saskatoon is expected to increase further in 2014 and 2015, but at a more moderate rate than the 7.5% gain in 2013. “The expansion of Saskatoon’s labour market is expected to generate an average unemployment rate of 4.4 per cent and 4.5 per cent in 2014 and 2015, respectively”.
- From the City of Saskatoon’s “2014 Strategic Community Trends” biannual publication – “Saskatoon’s economy continues to grow at rates that are among the strongest in the nation. The Conference Board of Canada predicts Saskatoon’s GDP growth to moderate to 2.9% in 2014 and 2015 after a hefty 6.7% gain in 2013 (the fastest since 1997), while Canada is expected to grow 2.2% during this period.”

3.1.2 Demographic Drivers

- Population growth: In 2013, Saskatoon’s population surpassed 248,000. Since 2009, the city has grown by approximately 30,000 people. From the City of Saskatoon’s “2014 Strategic Community Trends” biannual publication – “Based on Statistics Canada Annual population estimates, the City of Saskatoon has been growing at an average annual rate of 3.1% for the period 2009-2013 and 3.8% for the 2011-2013 period. Maintaining a 3% growth rate will mean Saskatoon’s population will be approximately 279,000 by 2017.”

- Immigration growth: “Saskatchewan’s population grew by about 5,000 people during the first quarter of 2014, due primarily to net international migration of about 3,000 people.” (Star Phoenix June 18, 2014) The provincial government projections call for Saskatchewan’s population to grow by 10,000 people a year. This includes natural growth, interprovincial migration and international migration. International migration is expected to continue to account for the large majority of new growth. Historically, Saskatoon attracts 40 to 50% of new immigrants. Given this trend, Saskatoon can expect to continue to welcome approximately 4,500 new immigrants a year.
- Senior population growth: The following comments and chart have been taken from the Saskatoon Council on Aging’s report on “Age-Friendly Saskatoon Initiatives: Findings” - Saskatoon citizens are living longer and the proportion of older people in the total population is increasing. The city is experiencing the first crest of a wave of aging baby boomers expected to swell the ranks of seniors over the next several decades. Saskatoon seniors are a diverse cohort, ranging in age from 60 to over 100 years, with varying backgrounds, living arrangements, family circumstances, abilities and interests, marital status, cultural background and incomes. Within the older adult demographic the most dramatic growth will occur in the over 80 age group and there will be increasing ethnic and social diversity including higher proportions of Aboriginal peoples and visible minorities. Seniors (aged 65+) currently comprise approximately 13% of Saskatoon’s population; by 2026 the percentage is expected to climb to 23%. Statistics suggest that the population of seniors will more than double.



- Aboriginal population growth: The city’s Aboriginal community is young and growing. From the City of Saskatoon’s “2014 Strategic Community Trends”

biannual publication - “2011 census data suggests that aboriginal citizens make up about 10% of the total population (a 1.7% increase since 1996

3.1.3 Housing Market Drivers

- Demographic and economic drivers are putting pressure on Saskatoon’s housing market. Over the last several years, the city has experienced a significant increase in housing prices and a corresponding decline in affordability.
- The average price of a resale home continues to rise. The average MLS® price in Saskatoon is forecast to increase from \$332,000 in 2013, by 2.8 % to \$341,300 in 2014 and rise 2.1% to \$348,600 in 2015. (per CMHC Saskatoon Housing Market Outlook, Spring 2014)
- The price of a new home has also increased significantly. CMHC’s “Saskatoon Housing Market Outlook, Spring 2014” forecasts a single detached home in Saskatoon will increase by similar amounts, reaching \$450,000 in 2014 and \$456,000 in 2015.
- This same CMHC Outlook report states “Rental apartment vacancies in Saskatoon are forecast to rise modestly to 2.8 per cent in 2014 and 2.9 per cent in 2015, as builders add to supply via new construction and more renter households move into homeownership. On the demand side, continued employment growth and rising wages will keep drawing migrants to the region, adding to overall rental demand. More than 18,000 newcomers have arrived in Saskatoon in the past two years, the majority of whom have been international migrants with a high propensity to rent upon their arrival. On the supply side, additions to the rental universe via new construction will offer more units for renters. In the 12-month period ending March 2014, completions of units for rental tenure totaled 192”. ...“While demand for rental apartments in Saskatoon will remain elevated over the forecast period, the gradual increase in vacancies will reduce the incentive for landlords to raise rents too quickly. As a result, the average monthly rent for a two-bedroom apartment is forecast to increase to \$1,075 in October 2014 compared to \$1,041 in October 2013. Next year, additions of new rental units at higher price points will help push up the average monthly rent for a two bedroom apartment to \$1,105.”

3.1.4 Income & Affordability

- Generally speaking, housing is considered affordable if the monthly cost of shelter (meaning rent or mortgage payments plus utilities, condo fees and property tax) does not exceed 30% of gross household income before taxes.
- Based on a 5% down payment, 5% interest rate and 25 year amortization, a family with an annual income of \$55,000 could afford to purchase a home in the

\$177,000 price range. A family with an annual income of \$75,000 could afford to purchase a home in the \$268,000 price range.

- Household income in Saskatoon has been growing, but the increases for most are not enough to keep pace with the increases in the cost of new or resale homes.
- In general, households with incomes of less than \$25,000 are concentrated in Pleasant Hill, Confederation Suburban Centre, University of Saskatchewan South Management Area (mostly students), Nutana Suburban Centre (80% seniors), Riversdale and the Airport Business Area. Households with incomes of over \$75,000 are concentrated in the Arbor Creek, Erindale, Lakeridge and Briarwood neighborhoods.

3.2 Our Conclusion

Jubilee Residences has concluded the time is right to redevelop its 3.5 acres of land on the corner of Avenue R North and 31 Street West into modern good quality rental housing. The following support this conclusion;

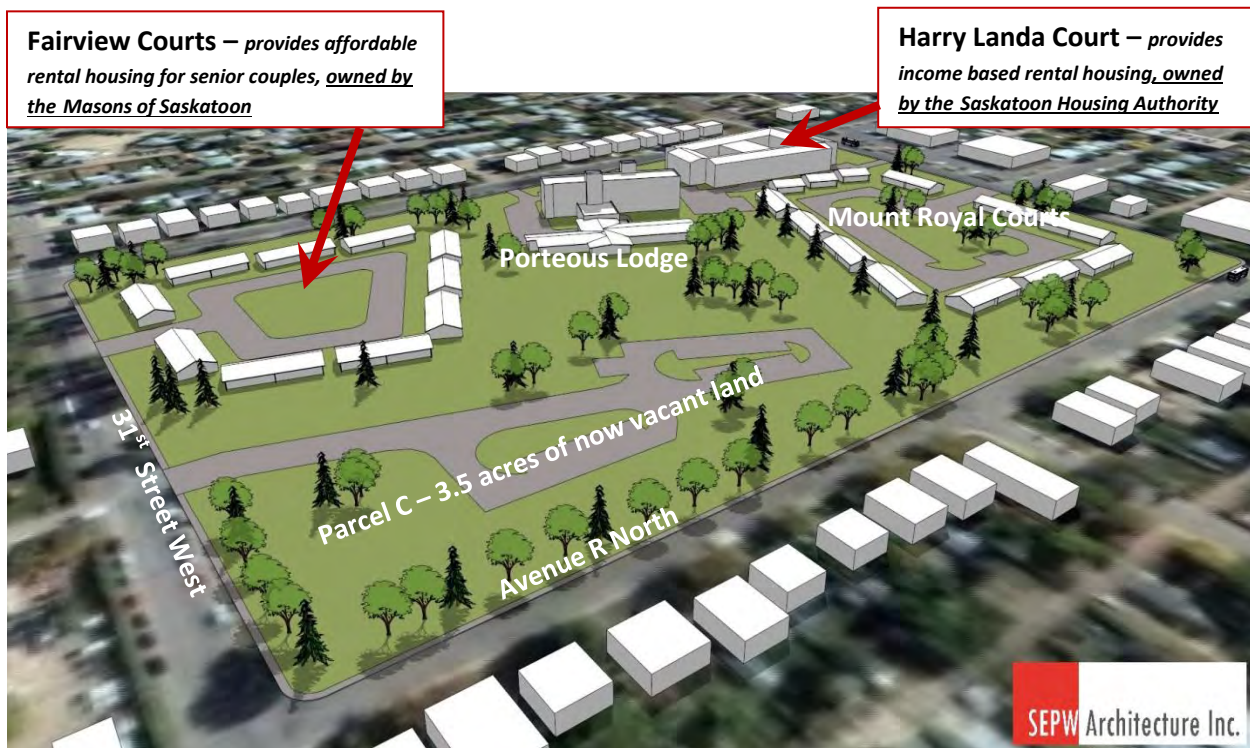
- Economic growth in Saskatchewan and Saskatoon is expected to be among the top in Canada for 2014 and in the next years.
- Saskatoon's population and employment numbers will follow and grow at a rate that will exceed many other regions of Canada.
- Resale and new home selling prices will continue to increase and will remain out of reach for many of those making up the growth of Saskatoon.
- The proposed development is expected to be very attractive to future prospective tenants due to;
 - It's close proximity to the City Centre
 - Good access to public transit and commuter roadways;
 - The quiet and well treed neighbourhood;
 - Nearby employment opportunities – specifically in healthcare at our adjacent Porteous Lodge & Villa and St Paul's Hospital;
 - The older age, the condition and placement of much of the existing rental housing in our region or area; and
 - As Jubilee Residences' future development plans for all of this parcel of land and other land adjacent and near Porteous Lodge emerge and progress, the opportunity to be part of a bigger community will also attract

- Market rent research and consultations with others active in the development of rental housing support the target rents we are using in our business case assessment of our first phase. (See also comments in section 7.2 regarding the potential for a rent reducing option that we will consider applying for from Saskatchewan Housing Corporation)

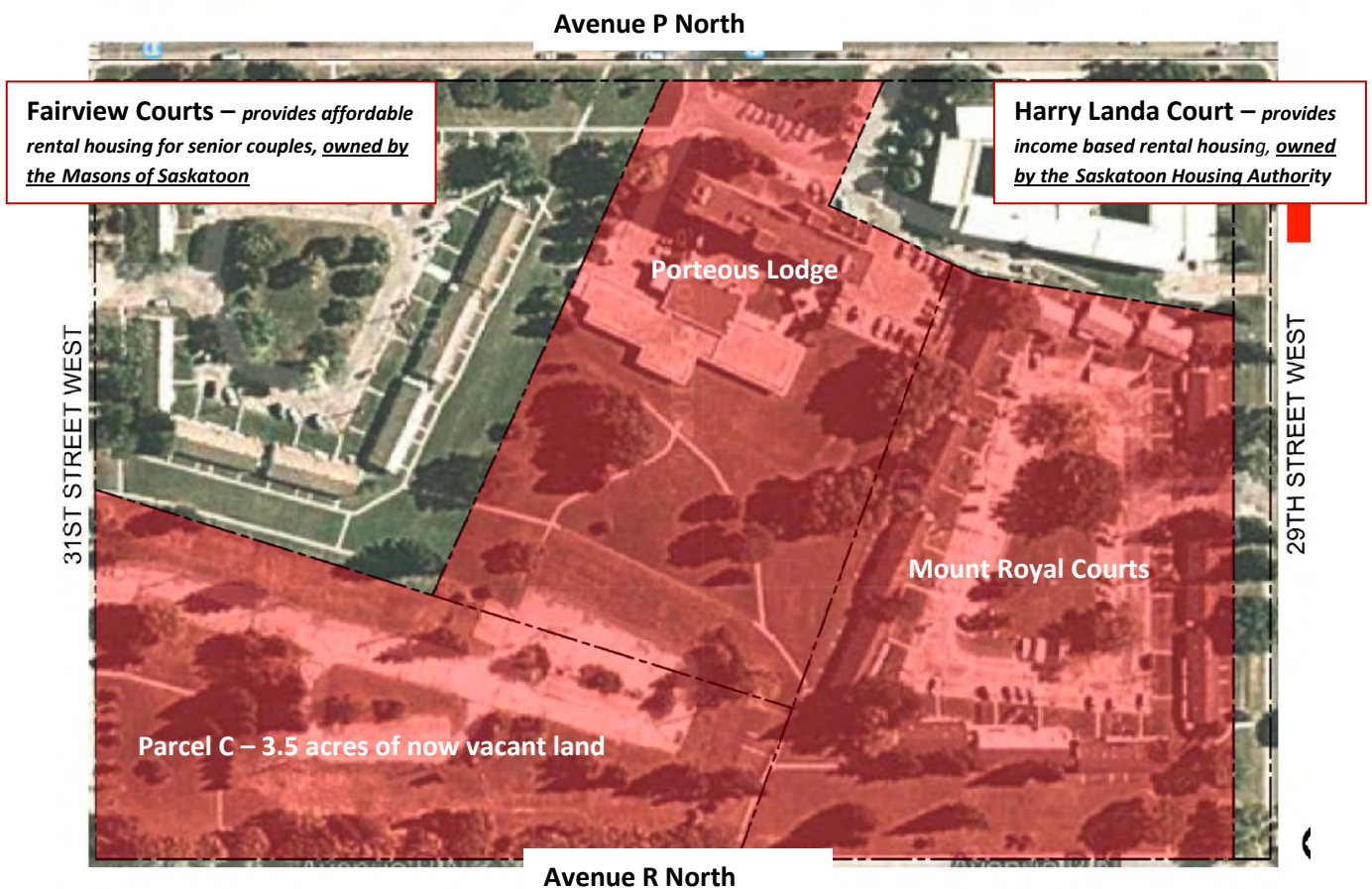
4.0 Our Development Concept – Longer Term (2 to 15 years), and Short Term (2- 5 year)

Our short term redevelopment project will be on the Parcel C 3.5 acres of land on the corner of Avenue R North and 31 Street West, abutting Porteous Lodge at 833 Avenue P North and the existing, and aged, Mount Royal Courts affordable rental housing complex on the corner of 29th Street West and Avenue R; both owned and operated by Jubilee Residences.

The following 3-D sketch provides an overview of the west side Saskatoon block, that includes all of the above;



The following satellite view shows the legal boundaries of this same west side Saskatoon block, with the Jubilee Residence owned areas in rose shade;



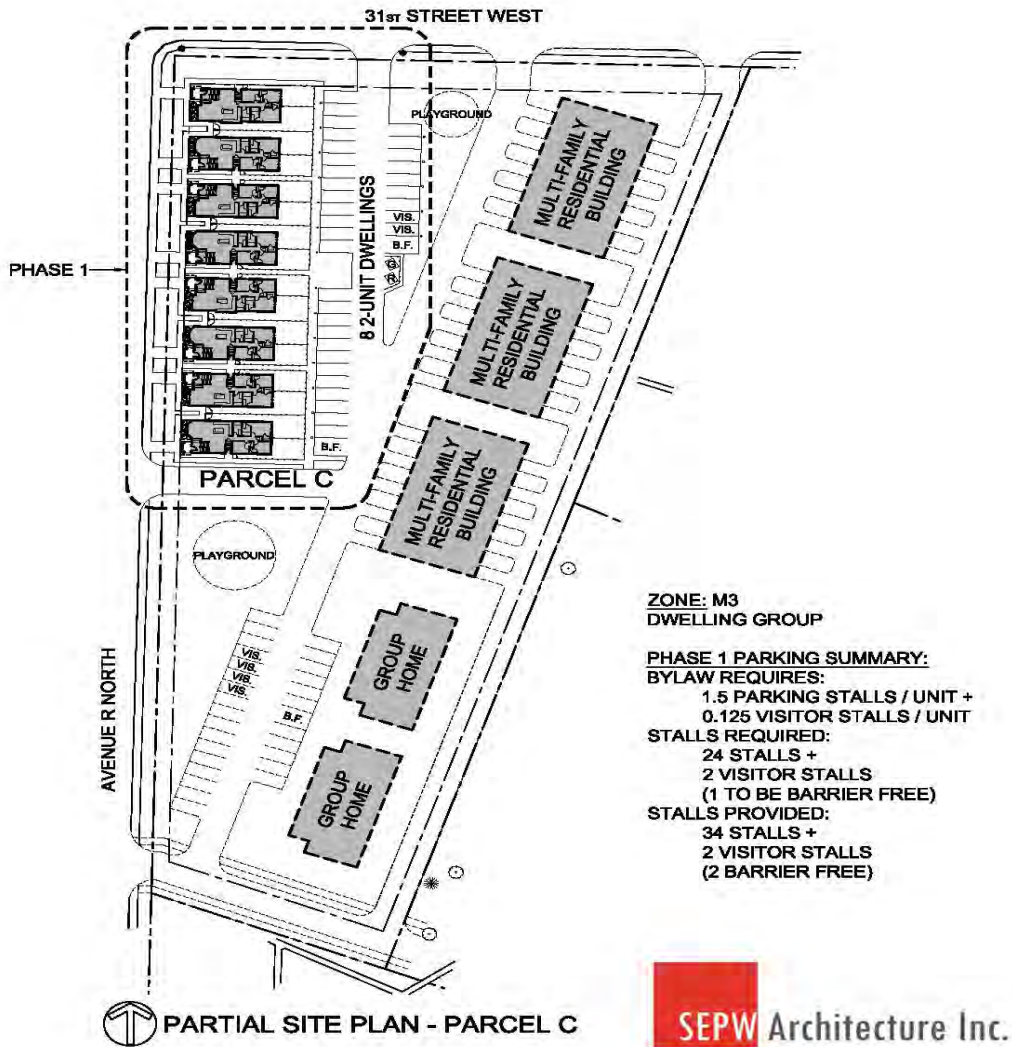
The next 3-D sketch shows one long term redevelopment concept that has been proposed for the current vacant Parcel C lands on the corner of Avenue R North and 31 Street West and the still in use Mount Royal Courts, on the corner of Avenue R North and 29th Street West. The Mount Royal Courts will be re-developed at some point in the future. The drawing for the Mount Royal Courts land is being provided to show one concept that might be considered for this redevelopment. It is included in this report only to demonstrate Jubilee’s intention to redevelop this site in the future.

At this time, we anticipate the selected redevelopment concept for the Mount Royal Courts land will be a multi-level, higher density housing and service complex – that could include seniors’ life-lease and rental housing, more personal care housing, a day-care and other local area services or retail. No final decision will be made for the Mount Royal Courts site until the community and other stakeholders are consulted.



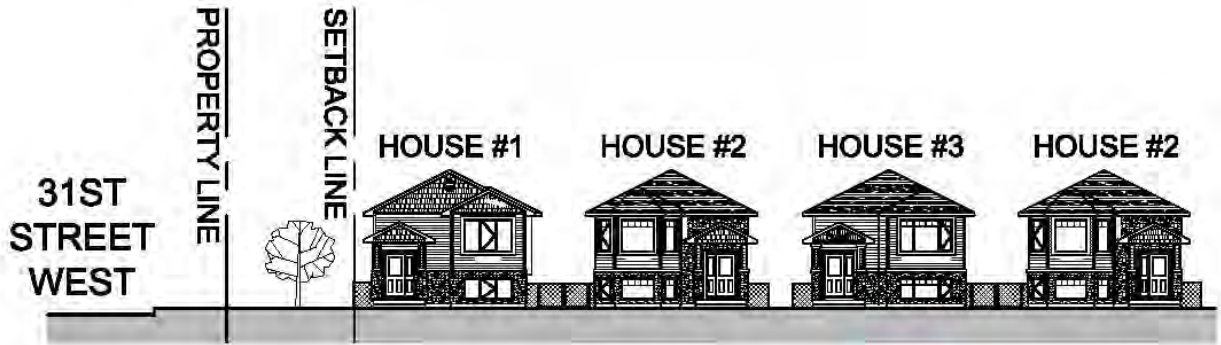
At this time, and for the next 2 to 5 years (the short term), our focus will be on our Parcel C land (corner of Avenue R North and 31 Street West), with a staged or phased redevelopment concept that proposes rental and group personal care housing that makes good use of the land area. The following is an enlarged sketch of the concept we are proposing for this Parcel C, followed by our latest more detailed site plan.





Over the next five years, the redevelopment of this Parcel C land will involve the following three phases.

- Phase 1 (2014 & 2015) – The construction, landscaping and rental of eight Avenue R facing detached bi level rental housing units that contain a main floor and partial lower level, 3 bedroom suite of approximately 1,500 square feet, and a lower level 2 bedroom suite of 685 square feet;
 - To be concept approved and permitted in 2014 and constructed in 2015.
 - The following Avenue R “Street Elevation” drawing provides the west facing look of the three stylish bi level designs we have selected for this start of our redevelopment.



PRELIMINARY STREET ELEVATION



- Phase 2 (2015 through 2017) – The final selection of the group personal care designs, the construction of one/two personal care homes and related street and green space finishing; to be positioned on the interior lane portion of our 3.5 acre redevelopment, most likely on the southern portion of the Parcel (closer to Porteous Lodge).
 - We expect that this phase will be started in 2015 and spread over 2016 and 2017. The Saskatoon rental market’s interest and acceptance of what we are proposing in our above described Phase 1 will be assessed in the final decision to move forward with this phase.
 - At this time, we believe the final selection of design and placement of the personal care home(s) would be made as the construction of Phase 1 progresses.
 - In keeping with Jubilee Residence’s experience and mission, we will be examining further the need and economics of constructing and operating one or two personal care homes that would accommodate 10 to 24 residents, providing;
 - Individual rooms and bathroom,
 - Help with personal care, with 24 hour supervision in a family like environment,
 - Meals, laundry, housekeeping, and
 - Recreation activities.

- Phase 3 (2016 through 2018) – The construction and related street and green space finishing and the rental of multi-family housing units; to be positioned on the interior lane portion of our 3.5 acre redevelopment, to the east of the eight bi level rental houses.
 - We expect the final selection of the design of the multi-family units would be made in conjunction with the Phase 2 selection. However, the start of construction would likely be at, or near the end of the construction of the personal care homes.
 - In our final assessment and selection of the higher density rental housing buildings we plan to revisit and reconsider our ability to include and designate a number of these units as “affordable” rental housing units.
 - The previous sketches and site plan views of a possible 10 unit multi-family housing concept depict a style and design that has been considered.
 - We expect our final selected multi-family housing design will include 30 to 36 rental units, with parking.

As we work through each of the above described phases and study further redevelopment concepts for the longer term replacement of housing or development on the Mount Royal Courts land that will complement our proposed redevelopment of our Parcel C land, we will continue to return to and reconsider the following interests of our Jubilee Residences’ Board;

- Quality housing at a fair rental rate.
- Some component of “affordable” rental housing.
- Something for most stages of life – within a quiet, green space included, multi-purpose campus like environment.
- Day care, supportive/ assisted living services and long term care.
- Other retail services.

5.0 Our Organizational Structure

5.1 Mission and Objectives

To meet the needs of residents so they may live with dignity, companionship and the assurance of excellent care and service.

Recognizing the continuing need for affordable and reasonable market rate rental accommodation in the community and its own need to improve and/or replace a relatively large existing portfolio of rental housing, Jubilee Residences is interested in expanding its housing portfolio by intensifying the use of land it currently owns.

5.2 Corporate Structure and Legal Status

Jubilee Residences Inc. has been in operation since 1955 and provides affordable rental accommodation for low-income seniors in Saskatoon. It's Board of Directors consists of many members who have been on the board for a number of years, with backgrounds in business, healthcare, finance, education, law, government and industry. Jubilee Residences is affiliated with the Saskatoon Health Region. The Saskatoon Health Region is accountable to Saskatchewan Health and ultimately to the people of Saskatchewan through the provincial government.

5.3 Governance

Jubilee Residences is a non-profit corporation governed by a volunteer board of directors. This community-minded group devotes countless hours to the business of the organization. We are grateful for the contributions of their skills, hard work and devotion to the needs of our elders and residents.

Executive Officers:

R.J. (Bob) Cowan, Chair

Donna L. Birkmaier, Vice-Chair

Murray Scharf, Secretary

Leo Bourassa, Treasurer

Directors:

T.E. Turple

Simone Kerby

Kathie Jeffrey

Donna Goodridge

Amanda Neudorf

Randy Pangborn

Ryan Hallman

Herve Langlois

Directors and past directors with experience in housing development will continue to provide guidance in a volunteer capacity during all stages of our proposed redevelopment. Directors with financial management experience are working with the management team on capital and operating budgets to ensure the financial viability of the proposed project. The full Board of Directors will monitor and provide support to the management team and the Future Planning Committee throughout the redevelopment.

6.0 Planning and Approvals

As there are many factors to be considered and possibilities to be investigated, Jubilee Residences has engaged and used the services of SEPW Architecture Inc. to identify and consider concepts for the redevelopment of the 3.5 acres in the short term, and other adjacent lands in the longer term. In addition to help with the selection of concepts and designs, SEPW has been engaged to assist with;

- Compliance with zoning;
- Discussions with City officials;
- Coordination of necessary survey, geotechnical, civil, landscape architectural and electrical consultants;
- Design stage site planning; and
- Permit stage working drawings and specifications necessary for the Phase 1 construction.

A preliminary discussion with the City of Saskatoon Planning and Development and Saskatoon Water divisions found the land is zoned and serviced for the intended use (including sewer and water capacity); therefore no major barriers are currently anticipated from a planning standpoint. The proposed development would be designed to comply with all municipal planning requirements.

7.0 Our Financing Plan

7.1 A Strategy for Self-Sustaining Operations

Each phase of the redevelopment must demonstrate that it is self-sustaining for Jubilee Residences - able to generate sufficient revenue to cover all operating costs, mortgage payments, future maintenance and replacement needs and a reasonable surplus cash flow return on equity invested to enable Jubilee to move forward on plans to improve or redevelop other aging housing that it currently owns and operates.

7.2 Capital and Equity Contributions

The lands of our short and long term proposed redevelopment concept are owned free and clear by Jubilee Residences Inc. Over each phase of our redevelopment process, Jubilee currently plans to contribute the related lands - without factoring into its business/financial plan modeling a cash flow return on this equity contribution.

Based on our current best redevelopment total cost and other funding estimates, and discussions to date with financial institutions regarding the potential for a component of mortgage financing, Jubilee Residences plans to make equity contributions of approximately \$1 million to Phase 1, and \$1.8 million to Phase 2 of the proposed 3.5 acre redevelopment project.

To help meet the capital redevelopment costs of the proposed phased project, Jubilee Residences Inc. will be seeking capital and ongoing operating funding from the following;

- **City of Saskatoon New Rental Construction Land Cost Rebate Program**

The City of Saskatoon has allocated funding under the New Rental Construction Land Cost Rebate Program to encourage the construction of 1,000 new market rentals to be complete by 2015. Incentives offered include:

- Up to \$5,000 per unit capital grant, depending on final assessment
- Five year incremental property tax abatement

Program requirements:

- Multi-unit Construction
- Units must remain on the rental market for 15 years

- **City of Saskatoon Waiver of Offsite Levies**

We are also asking the City of Saskatoon to confirm that “offsite levies” will not be assessed for proposed rental redevelopment.

- **Saskatchewan Housing Corporation’s (SHC) Capital Rent Subsidy Program**

Through SHC funding may again be available in the future for a \$40,000 per unit capital subsidy. This program’s subsidy comes in the form of a forgivable capital loan provided by SHC to the sponsor upon meeting the conditions of the contract. Forgiveness is earned over 120 months by reducing the rents charged to eligible tenants by a fixed amount of \$300 per unit per month. We understand the next opportunity to submit an application to participate in this program will be in late 2014. We plan to consider this opportunity.

8.0 Summary and Conclusion

This concept plan demonstrates the interest and capacity of Jubilee Residences Inc. to move forward with the redevelopment of its Parcel C land – to make available to the surrounding community good quality, reasonable market rate, rental housing for households with moderate incomes.

To date, the following have been completed:

- Design stage site surveys, geotechnical, electrical and site servicing engineering, with landscape and design architectural services, to finalize the Parcel C site plan for use in the next steps;
- Consultations and a preliminary review with City representatives to ensure details of the zoning bylaws and community planning are being interpreted correctly; and
- A series of public consultation meetings, with an assessment of the feedback – a separated report summarizing the process, feedback and our proposed response has been prepared.

The next steps for the project will be as follows:

- A request for approval of our concept, in principle, from City Council
- Permit stage electrical and site servicing engineering, with further landscape and design architectural services to detail plans for permitting for Phase 1 of the Parcel redevelopment.
- Continued exploration of other funding sources.
- Updating and additional cost estimates and quotes pertaining to Phase 1.
- Updating of the financial feasibility analysis.
- Development and building permits from the City.
- Start of construction --- Spring 2015

Jubilee Residences Inc.

Public Consultations Report – Pertaining to the recent meetings and presentation of the Concept Plan for the Redevelopment of the Former Mount Pleasant Courts Lands

November 17, 2014

An Overview of the Planned Public Consultation Process

During the first half of November, 2014 Jubilee Residences Inc. held a number of information and public consultation meetings to present and collect feedback and input on the concept for redevelopment that it has for the former Mount Pleasant Court lands.

The following is a timeline of the announcements made, invitations extended and the various meetings held;

- On or about October 20 -- The following public service notice was sent out to various media including Rawlco Radio, The Saskatoon Media Group, Cruz FM, CFRC Community Radio, The StarPhoenix, CTV, Global TV and Shaw TV 10.

Jubilee Residences Inc. to hold public consultation meeting to engage residents in the Mount Royal neighbourhood of Saskatoon in the proposed development of 8 bi-level rental housing units in the area. We invite you to get involved.

Public Meeting

We invite you to attend a public meeting to learn more about this proposed rental housing development planned for 3.5 acres of unused land on the corner of Avenue R North and 31st Street West.

Date: Wednesday, November 5, 2014

Time: 7:00 p.m. to 9:00 p.m.

Location: Porteous Lodge

833 Avenue P North

Saskatoon, Saskatchewan

Information on the proposed development will be provided and concept drawings will be available for viewing. The meeting on November 5th will provide area residents, business owners, property owners, local groups and other stakeholders an opportunity to ask questions and comment on the proposed development

- October 21 -- An information meeting was held with representatives of Jubilee Housing, a body of the Masons of Saskatoon, and owners of Fairview Courts.
- October 28 -- Invitations to the above noted November 5th Public Meeting were distributed to approximately 300 surrounding area residential and business addresses.
- October 29 -- Two separate information meetings with;
 - Ward 4 Councillor ,Troy Davies; and
 - The Presidents of the Hudson Bay and Mount Royal Community Associations.

- October 30 -- Invitations to a November 3rd information meeting were delivered to all residences in the Mount Royal and Fairview Courts.
- November 3 -- At 2:30 pm, the above noted information, question and answer and input opportunity meeting with approximately 40 Mount Royal and Fairview Courts residents. (21 names of attendees were collected on a sign-in sheet at this meeting)
- November 5 -- At 7 pm, the previously announced and planned public information, question and answer and input opportunity meeting. Attendance was approximately 40 attendees, including interested area and community residents, and representatives from City Council, City of Saskatoon Planning & Development and board members of Jubilee Residences Inc. (Again, 21 names of attendees were collected on our sign-in sheet at this meeting).

At each meeting all attendees were provided with, or given the opportunity to take a copy of our October 27, 2014 draft report, entitled “***Jubilee Residences Inc. Rental Housing Needs Assessment and Concept Plan for the Redevelopment of the Former Mount Pleasant Courts, Jubilee Heights Land***”.

A Summary of the Feedback & Input Received

At all meetings prior to the more public forums of November 3 and 5, including the owners of Fairview Courts, the Ward 4 Councillor and the Presidents of the two community associations, all responses to our redevelopment concept plans for the former Mount Pleasant Courts lands can be described as positive and supportive. Comments like the following were offered after our overview of the concept plan;

- The area is in need of more rental accommodation.
- More residential in the area is good for the businesses and schools in the area.
- The longer term concepts for future phases, should help build a community for all.
- Phase 3 could offer an opportunity for a “joint project” of interest to both the Masons of Saskatoon and Jubilee Residences.
- Good off street parking is important.

Based on the public meetings of November 3 and 5, Jubilee Residences provides the following condensation of the main or more prominent and significant issues and concerns expressed. (For a detailed listing of questions and comments that were captured at the November 5 meeting, see the attached **Appendix**). Directly below each of the noted issue or concerns, we have added our reply, and for certain issues, our planned efforts to address the concern.

1. The redevelopment should be for seniors only, for rent that is “affordable” for all seniors.

Jubilee’s response – Our Phase 1 will not be restricted to seniors, but it will be available to seniors that may be interested, and able. Unfortunately, the market rent that we feel we must charge for this first phase, may not be affordable for many. To make some of the Phase 1 units more “affordable”, Jubilee is planning to apply to Saskatchewan Housing for a “Capital Rent Subsidy” that would enable a \$300 per month rent reduction per accepted units. (Applications to this program are accepted once the building permits are obtained.)

In Phase 2, our concept is focused mainly on seniors, however at a later life stage. As we move forward with the Phase 3 design, we will continue keep in mind the housing needs of seniors – including safety, accessibility, mobility and affordability.

In the more distant future, our current concept for the replacement of the existing Mount Royal Courts housing is, for the most part, seniors focused – likely a multi-level complex that could include seniors’ life-lease and rental housing and more assisted living and personal care options.

2. Will adequate off-street parking be provided?

Jubilee’s response – We understand that summer employees of the City Yard do provide some on street parking concerns in close proximity to our proposed redevelopment. We believe, as our redevelopment starts, the on street parking will be less attractive to the employees, and the employer will also discourage it.

Our Phase 1 design has generously provided for good off-street tenant and visitor parking – with 36 spots planned relative to a zoning bylaw requirement of 26 spots.

3. Will there be good advance notice of the need to move from Mount Royal Courts, prior to the demolition? Will Jubilee have other accommodation available?

Jubilee’s response – The need to move from Mount Royal Courts is not in the near future. It is not expected, at this time, to be necessary for approximately 10 years.

As a replacement design is selected, and at first steps leading to demolition and construction, Jubilee will commit to at least 12 months of “need to vacate notice”. As a decision is made to move forward with a Mount Royal Court redevelopment plan, we will also make available to impacted Mount Royal Courts tenants

vacated suites and cottages at our east side Cosmopolitan and Eamer Courts locations.

4. Concern was expressed about renting to families – that are expected to bring more noise, traffic and vandalism to the neighbourhood.

Jubilee's response – Our concept for the long term redevelopment of our Ave P/ Ave R lands is one that we hope will involve many or all life stages. We believe a community that includes younger couples and children is, and will be attractive to many others who are beyond this life stage.

Jubilee Residences is already an experienced landlord. As we offer our Phase 1 units, and the units in the next Phases, we will continue to carefully set the terms and conditions of our rental agreements, and select tenants that best fit the area and community.

5. What is your expected “market rate” rent for the Phase 1 units?

Jubilee's response – For Phase 1, being our first venture into a long term redevelopment program, the current high costs of construction have made it necessary for us to target those that are able to pay current market rental rates. For the bi level units that we are proposing, construction and development cost estimates used in our business analysis demonstrate the need for rents of \$1,100 per month for the lower level two bedroom suites, and \$1,400 per month for the main (plus partial lower level) three bedroom suites; all plus utilities.

Unfortunately, the market rent that we feel we must charge for this first phase, may not be affordable for many. To make some of the Phase 1 units more “affordable”, Jubilee is planning to apply to Saskatchewan Housing for a “Capital Rent Subsidy” that would enable a \$300 per month rent reduction per accepted units.

**Appendix – Noted Specific Questions, Concerns and Comments,
received at the Public Meeting on November 5, 2014**

1. Has there been a price set for rental of these properties?
2. Will there be on street parking? Lots of concerns about street parking. The City of Saskatoon workers park on the street in the summer making parking impossible.
3. Why are you not building something for seniors?
4. How many people will be in that 3.5 acre area? Concerns that there will be too dense of a population.
5. Confusion as to the renovations that the Mason's property had undergone? Fear that the MRC property will be 'bulldozed' very soon.
6. Concerns about it being market rent. Too high, seniors can't afford; vs. too low
7. Concerns about the specifics of phase 2 and 3 development. Will there be elevators?
8. Concerns about row housing, high density, bringing down the value of the properties around.
9. One woman suggested that we build up higher to allow for more parking and thought it was a good idea to make the most of having a multi-level building.
10. What will be the square footage of the units?
11. Many people were very interested in the specifics of the properties. It appeared as if they were using this as an opportunity to shop for a new rental property. Some wanted to see show homes.
12. Will utilities be included?
13. Concerns that these will be low income properties, for the masses and the perceived problems that could arise from that.
14. Questions as to why were all the Mount Pleasant properties torn down and nothing built at that time?
15. Inquiry about the previous development that fell through.
16. Concerns that a large number of young adults will move into these properties filling each room and each needing a car, which will drastically impact on street parking. Concerned with the type of lifestyles of younger tenants; late hours, partying.
17. Concerns that there is no way to vet the renters and keep it as families, versus a large number of young adults.
18. How do you rent these houses to the ideal target renter without running afoul of the rental authorities.
19. Further questions about the latter phases and the type of resident and level of care in those properties?
20. Are there plans to replace Porteous Lodge?
21. Corey Miller commented on SHR's interest in continuing to partner with organizations like Jubilee Residences that are looking into the future, and that are focused offering people resources to age in place.
22. Some realize that this is the first step in a long term project to create revenue to allow help fund LTC.

23. Some realize that the property will need to be developed or sold. If the property is sold to a developer that is not as concerned and as good a neighbor as Jubilee has been, that the community could be worse off.

Summary of Feedback Received from City Departments and External Stakeholders

Shaw Cable

Shaw Cable systems G.P. has reviewed the plans for the above-mentioned proposal and has no objections to the subdivision. We will require easements in the same locations as Saskatoon Light & Power and/or SaskTel as we share joint-use trenching.

SaskPower

Please be advised that SaskPower has no objection or comments to the proposed development. This area is serviced by Saskatoon Light & Power.

SaskEnergy

Thank you for your email dated February 5, 2015. After reviewing the Jubilee Residences Inc. submission and based on our past experiences with other multi-residential complexes, SaskEnergy has a few concerns. The specific concerns consist of the existing pipeline right-of-way and potential main alterations.

Depending on the layout, the residential proposal might take advantage of the existing mains on site. If not, alterations/removal will be required for those portions of mains that are affected at the developers cost.

Just based on the relative layout, it appears that alteration/removal will be required prior to any installation.

Saskatoon Health Region

At this point, we (public health) are only providing feedback within an active transportation context (not from a housing context at this time); however, I have included a few points (see attachment). I mention this not to discourage the City of Saskatoon (City) from sending us plans like this (please continue to do so), but rather, in explanation of why there isn't any housing context included in the review.

Attachment

- We strongly encourage that there is path development throughout the parcel's green space to promote and facilitate the resident's access to the green space.
- This can connect to the existing park network within the neighborhood, as well as to the Bike Route that is currently along 31st Street West.
- Incorporate age-friendly design concepts, such as lighting, benches/rest spots, shade, etc.

Zoning & Development Review

I am familiar with this project as I attended the public information that Jubilee Residences held in October.

This is zoned M3 and the uses contained in the proposed development dwelling group (8 two-unit dwellings) are multiple-unit dwellings, residential care homes, and special care

homes, which are permitted uses. All developments would have to comply with the standards contained in Zoning Bylaw No. 8770.

Greater Saskatoon Catholic School Division

GSCS has reviewed the proposal and has no concerns.

Saskatoon Fire Department

The Saskatoon Fire Department has no concerns with the above-mentioned concept plan.

Community Development

Looking over the concept of the increase in population in the area (Mount Royal) the only trigger point I saw might be a possible increase in traffic for the area with the multi-family housing units, single-family units on Avenue R North, and staff parking for group home workers and support persons on the short term and in the long term for the larger residence on 29th Street for staff parking. (CPTED-wise).

Mitigation of in-out traffic from the area is possible using 29 Street and 31 Street to Avenue P North or Avenue W, then to 33rd Street and Circle Drive. Alternate routes could be Avenue P North to 22 Street or 29 Street to Idylwyld Drive North. Lots of choices.

As discussed, I recently heard about this redevelopment project that Jubilee Residences Inc. was planning back in November 2014, from Daryl Sexsmith (Planning & Development). A meeting was hosted by Jubilee Residences Inc. and intended to get resident feedback on the redevelopment idea.

I did not hear how the November public meeting went, however, when I told the Mount Royal Community Association executive about the public meeting, the group acknowledged all that Jubilee Residences Inc. has done to support seniors with housing concerns, and saw no concerns with the redevelopment of Parcel C. In addition, since Parcel C is adjacent to Fairview Court, Porteous Lodge, and Mount Royal Courts – it seems like a suitable location for additional housing development for seniors.

Saskatoon Police

At this point I do not have any comments or concerns to add.

Neighbourhood Planning

2.0 Significant Findings Natural Surveillance and Territoriality

Orientation of the bi-level and group home units will maintain connection with the neighbourhood across Avenue R North, as well as interior to Parcel C. This will increase the natural surveillance within the site and connecting to the surrounding parcels. Open, wrought iron-type fencing should be required if any fencing is going to be used in the development. Good sight lines must be maintained in to and out of the parcel.

Housing developments should be oriented towards the green space and look for ways to integrate activities into the park space, while still maintaining a sense of privacy for the

residents. Connected to this is the potential for increased territoriality, as residents take responsibility for and exert ownership of the green space. Proximity to the green space for Parcel C has the potential to increase the attractiveness of the properties as the green space adds to any planned amenity space on the parcel. This encourages residents to use the area and increases natural surveillance and care for the property, as well as the green space.

Land Use Mix

The land use, zoning, and density is consistent with the area and adjacent uses. It will be important for users to understand and respect the formal and informal boundaries.

Movement Predictors

Developers must ensure that when development begins that pedestrians are not put at risk if areas are closed for construction. Dead-ends, movement predictors, and/or entrapment areas can unintentionally be created during development. This will be dependent on whether the dwelling groups are developed one at a time or at the same time.

Connectivity and Community Culture

Connectivity is very important for neighbourhood health and the opportunities that this development offers are many. Connections with and between the residents, the Community Association, and the other housing complexes will be critical to the long-term success of the redevelopment. Parcel C may be the first phase of Jubilee Residences' concept and will set the stage for perceptions in the long term. Changes in land use or increases in density can be a challenge for existing neighbourhoods. Strategies that bring residents together, like festivals, monuments, or community days will help blend the new developments and residents with the existing and celebrating both. Integrating surrounding housing groupings by using the green spaces for community activities will help build connections between the different areas. Working with the Community Association will help integrate residents into the larger community's activities.

3.0 Recommendations

- 3.1** That the proponent ensures open, wrought iron-type fencing in the area.
- 3.2** That the proponent ensures that the housing developments are oriented toward the green space and look for ways to integrate activities into the green space, while still maintaining a sense of privacy for the residents. This could occur through the request for proposals and proposed development evaluations processes.
- 3.3** That the proponent ensures the future development on the Jubilee Residences Inc. sites do not create unused or unsafe spaces in the area.
- 3.4** That the proponent provides contact information and/or sets up an introductory meeting that will help connect new residents with the school, Community Association, and adjacent residents.

Environmental and Corporate Initiatives

Sorry for missing your deadline. I don't believe E&CI has any specific environmental comments to make at this time. For your information, I passed this along to Public Works so they could review from a servicing perspective (ie. waste and recycling specifically).

Airport Authority

According to my information, the project site is approx. 2370 metres south of the threshold of runway 33 and 650 metres west of the centerline of runway 15/33 at the Saskatoon John G. Diefenbaker International Airport. At this location, there is a maximum height restriction imposed by the Saskatoon Airport Zoning Regulations of 545.23 MSL across the entire site (approx. 150 AGL depending on the ground elevation). I did not have any information regarding the proposed height of the various buildings involved in this project, but I suspect that unless you are building a multi-story hi-rise, the height restriction will not likely be an issue.

I do; however, wish to point out that this area will be exposed to aircraft landing and departing from our north south runway and, as such, may be subject to occasional sound levels, which may be noticeable by the residents. For your information, it is recommended by Transport Canada that for detached and semi-detached homes, townhouses, apartments, and nursing homes within close proximity to the 30 NEF (a form of airport Noise Exposure Contour), a detailed noise analysis be conducted and the required noise insulation features be considered by the architectural consultant responsible for building design. Having said this, I am certain that the existing residents of this site are well aware of the circumstances surrounding aircraft passing over them and would be a good indicator of just how important this consideration should be in your design.

Recreation & Sport

I have reviewed the concept plan. The proposed development is not adjacent to Municipal Reserve (MR) land or open green space. I have no concerns from a Recreation & Sport program perspective.

I would strongly encourage the developer to provide some active outdoor activity space for residents as part of the plan. Active recreation opportunity would improve the quality of life for residents, encourage an active lifestyle, and provide an opportunity for people to socialize. These types of opportunities will improve residents' overall physical health and emotional wellbeing while living in the residents.

Saskatoon Light & Power

The proposed redevelopment will necessitate the installation of a new underground electrical distribution system and the removal of the existing overhead electrical distribution system within the property.

Saskatoon Light & Power has no objection to the redevelopment of the area at the address of 920 Avenue R North provided the following easements are granted:

- 1) An onsite easement at the address of 920 Avenue R North; and

- 2) An offsite easement at the address of 833 Avenue P North.

The easements are 3 metres wide in perpendicular width throughout to the property line and are shown as in orange on the attached marked-up drawing. The easement shown may need adjustments once a final layout for service is completed.

Saskatoon Light & Power will install a new underground electrical distribution system to service the proposed eight Avenue R North facing rental housing units (Phase 1).

In the future, an extension to the underground electrical distribution facilities will be added to the proposed underground system within the property when the construction are undergoing for the future personal care homes (Phase 2), and the future rental multi-family housing units (Phase 3).

Saskatoon Light & Power currently owns and operates lighting within the property. Saskatoon Light & Power no longer provides lighting on private property. The existing lighting will be removed and the property owner will be responsible for on-site lighting.

The cost calculation will include the entire demolishing of the existing distribution system including street lighting within the property, plus the entire cost of the new distribution system less two years of the additional revenue. There are off-site electrical distribution extension costs that will be chargeable as well. These off-site costs will be apportioned among all the parcels on the block. At the current stage, the cost estimate is not available due to the lack of knowledge of property's electrical load situation, thus no cost estimate has been done by now until further load information provided by the property owner..

It appears from the drawing supplied by the applicant that the lighting on 31st Street West will not require alterations. If the applicant does require a street light to be relocated to make way for a driveway, it can be moved a maximum of 5 metres at a cost of \$3,020, plus GST, (2015 summer construction normal work-day rate).

Recreation & Sport

I have reviewed the concept plan. The proposed development is not adjacent to MR land or open green space. I have no concerns from a Recreation & Sport program perspective.

I would strongly encourage the developer to provide some active outdoor activity space for residents as part of the plan. Active recreation opportunity would improve the quality of life for residents, encourage an active lifestyle, and provide an opportunity for people to socialize. These types of opportunities will improve residents' overall physical health and emotional wellbeing while living in the residents.

Long Range Planning

The Long Range Planning Section has received the February 5, 2015 submission for the Rental Housing Needs Assessment (RHNA) and Concept Plan (CP) for the Redevelopment of the Former Mount Pleasant Courts Jubilee Heights Land, and has coordinated a review of the plan with Saskatoon Transit. Comments are referenced according to subject matter.

Except where otherwise noted in this memo, the RHNA and CP is consistent with the requirements of the Official Community Plan (OCP), the principles of the Growing Forward!

Bridging Document and other policies and standards are referenced by the Long Range Planning Section and Saskatoon Transit.

General

- Though generally supportive of the proposal, Long Range Planning would more strongly support a revised proposal that more effectively makes use of the potential of the site (i.e. increased residential density, a greater mix of uses, and a form that is more street/pedestrian oriented). This is in keeping with the Strategic Plan 2013-2023 and the Growing Forward! Growth Plan initiative;
- The proposal is consistent with infill policies stated in OCP Policy No.3.2.2, Section K); and
- The proposal is an example of affordable and supportive housing, which is consistent with OCP Policy No.5.3.2, Section D).

The proposal has a total of four additional vehicle access points onto Avenue R North and 31st Street. We trust that Transportation & Utilities will review this proposal and flag any concerns about this matter.

Transit

- Transit services are located 250 to 400 metres from Saskatoon Transit facilities on Avenue P North and 31st Street West. Adequate connections from the site to the street network should be maintained in order to provide accessible connections for residents and staff; and
- If residents are requiring, or eligible for the use of Access Transit services, sufficient interior roadway connections must be provided.

Zoning

- Parcel “C” is currently zoned M3 and designated “Residential” as per the OCP. Residential care homes and multi-family residential units are permitted uses under this district. Though development review should make the final determination, no OCP or Zoning Bylaw amendments appear to be required for the proposed developments outlined in Phases 1,2, or 3; and
- M3 zoning permits for a floor space ratio of up to 5:1. It is encouraged that this allowance be considered when reviewing the proposed phases.

Transportation & Utilities

Further to our comments from April 24, 2014, regarding the above site, the Transportation & Utilities Department has the following revised comments:

Water and Sewer Servicing

Water

The City’s design standards require a minimum fire flow of 150 l/s for RM3 development and a maximum hydrant spacing of 140 metres. On this basis, upgrades would be required for the water distribution system to satisfy the City’s design requirements.

However, for specific projects we recommend that the developer hire a professional engineer to calculate the actual required fire flow (based on acceptable fire codes) for the development to determine if the available fire flow is adequate for the proposed development. Hydrant spacing must be such that all principal entrances are within

90 metres of a hydrant and fire department sprinkler connections must be within 45 metres of a hydrant. Additional hydrants may need to be installed to meet the minimum distance requirements.

Sanitary

The sanitary sewer system should be able to handle the additional load that will be produced by the development.

Storm

On-site storage would be required to match the pre and post development storm flows for a two-year storm event.

2. Water and Sanitary Connections:

Phase I

Each unit must have a separate water and sanitary sewer service connection to the sanitary main on Avenue R North.

Phases II and III

The service main must be extended from Avenue R North to provide services for the proposed group homes and multi-family residential building and must include fire hydrants. Please note that the group homes will require a 50mm water connection for sprinklers.

3. The developer must arrange for an inspection with a Transportation & Utilities Department representative to determine the curb and sidewalk condition adjacent to each parcel upon final completion of construction. Any damage must be removed and replaced to City standards at the owner's expense.

As an option, until such a time as the inspection may be completed and/or any damage replaced, a deposit based on the frontage of the development site would be required in order for the Certificate of Approval to proceed. This deposit would be held by the City until an inspection is completed and any curb and sidewalk damage has been repaired.

4. Offsite levies would be payable upon subdivision or condominium application only. By way of illustration only, an estimate of the levies based on the current rates approved by City Council for 2014 would be as follows:

Parcel A \$562,051.08
Parcel B \$490,893.47
Parcel C \$447,007.72

Actual levy charges would be based on the rates in effect at the time of the subdivision or condominium application.

Appropriate permits must be obtained complete with required deposits.

Driveway crossings require separate application and permit.

Neighbourhood Planning

The Westmount Local Area Plan (LAP) was adopted by City Council in 2011, and while this project is within the adjacent Mount Royal neighbourhood, the document makes reference to

future planned expansions at Jubilee Residences, so it has long been known in the community that an expansion project would occur at some point. It is noted that a public open house was held in November, which was promoted through a variety of methods.

Generally speaking, the Neighbourhood Planning Section supports housing investments in established neighbourhoods. In particular, the Neighbourhood Planning Section supports projects that help a neighbourhood provide a variety of housing options, which can allow residents to “age in place” by being able to find local housing that meets their personal needs. Jubilee Residences Inc. provides a valuable local service through the provision of affordable housing for seniors.

The Westmount LAP notes:

The Westmount LAPC [Local Area Planning Committee] recognizes the need to offer a variety of housing types to serve all portions of the neighbourhood’s population. The LAPC supports increasing the range of housing choices through rezoning, redevelopment, or infill development in a way that is sympathetic to the existing architectural style.

The Neighbourhood Planning Section is concerned about the high concentration of rental housing in this area and strongly encourages Jubilee Residences Inc. to consider converting a portion from rental to home ownership. The City offers affordable ownership programs that this project may qualify for.

It is also noted that the Mount Royal neighbourhood was recently approved to undergo the LAP process. This detailed neighbourhood-wide community engagement process is likely to begin in 2017 to 2018 and, if issues were to arise from this proposed Jubilee Residences Inc. project, it may provide a suitable forum to address those issues through partnerships with Jubilee Residences Inc., Mount Royal Community Association, the City, and various local stakeholders and organizations.

Approval for Advertising: Proposed Rezoning – Aspen Ridge Neighbourhood – Phase 1

Recommendation

1. That the advertising, in respect to the proposed amendment to Zoning Bylaw No. 8770, be approved;
2. That the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed amendment to Zoning Bylaw No. 8770; and
3. That the City Solicitor be requested to prepare the required bylaw to amend Zoning Bylaw No. 8770.

Topic and Purpose

The purpose of this report is to request approval to advertise an application that has been submitted to rezone land in the Aspen Ridge neighbourhood.

Report

Saskatoon Land has applied to rezone land in Aspen Ridge.

Approval is required from the Standing Policy Committee (SPC) on Planning, Development and Community Services (PDCS) to advertise this rezoning, as required by Public Notice Policy No. C01-021, prior to a public hearing at City Council.

This rezoning is a required step in the land development process outlined in *The Planning and Development Act, 2007*.

This rezoning will be considered by the Municipal Planning Commission (MPC) on July 28, 2015. See Attachment 1 for the report that will be considered by MPC, which provides further detail on the amendments requested.

Option to the Recommendation

The SPC on PDCS could decline to approve the required advertising for the proposed amendments. Further direction would be required.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Public Notice Policy No. C01-021. If the recommendations of this report are approved, a notice will be placed in The StarPhoenix two weeks prior to the public hearing date. In conjunction with this notice, Planning and Development will notify all property owners with land included in the rezoning and all property owners within a 75 metre buffer of the proposed site of the public hearing date by letter.

Approval for Advertising: Proposed Rezoning – Aspen Ridge Neighbourhood – Phase 1

Attachment

1. Report to be Considered by MPC on July 28, 2015: Proposed Rezoning – Aspen Ridge Neighbourhood – Phase 1

Report Approval

Written by: Brent McAdam, Planner, Planning and Development

Reviewed by: Alan Wallace, Director of Planning and Development

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

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Report to be Considered by MPC on July 28, 2015: Proposed Rezoning – Aspen Ridge Neighbourhood – Phase 1

Proposed Rezoning – Aspen Ridge Neighbourhood – Phase 1

Recommendation

That a copy of this 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 Zoning Bylaw No. 8770 to rezone land in Aspen Ridge, as outlined in this report, be approved.

Topic and Purpose

An application has been submitted by Saskatoon Land proposing to rezone land in the Aspen Ridge neighbourhood. The rezoning is necessary to implement the Aspen Ridge Neighbourhood Concept Plan (Concept Plan) for the area outlined in this report.

Report Highlights

1. The rezoning will accommodate development of single family, group, and street townhouse-style residential.
2. The proposed rezoning is consistent with the Concept Plan.

Strategic Goal

This rezoning supports the Strategic Goal of Sustainable Growth. Aspen Ridge, a neighbourhood in the early stages of development, was designed to align with some of the new objectives of the Growing Forward! Shaping Saskatoon: Growth Plan to Half a Million, which is expected to be provided to City Council for consideration in 2016.

Background

The Concept Plan was approved by City Council on June 23, 2014 (see Attachment 1). It is important to note that this amendment is a required step in the land development process outlined in *The Planning and Development Act, 2007*.

Report

Concept Plan

The Concept Plan identifies lands within this area for development as:

- a) Single-unit detached dwellings;
- b) Low-density, multi-unit (group townhouse); and
- c) Low/medium density, multi-unit (group and street townhouse).

Official Community Plan

In conjunction with the adoption of the Concept Plan, the lands in question were designated as "Residential" on the Official Community Plan – Land Use Map.

Proposed Rezoning – Aspen Ridge Neighbourhood – Phase 1

Zoning Bylaw Amendment

The subject lands are proposed to be rezoned from FUD – Future Urban Development District to:

- a) R1A – One-Unit Residential District;
- b) R1B – Small Lot One-Unit Residential District;
- c) RMTN – Townhouse Residential District; and
- d) RMTN1 – Townhouse Residential District 1.

These proposed zoning designations are consistent with the uses identified for these lands on the Concept Plan, as well as the land use designation on the Official Community Plan – Land Use Map.

See Attachment 2 for a map showing the proposed application of these zoning districts.

Comments from Other Divisions

No comments or concerns were identified through the administrative referral process.

Options to the Recommendation

City Council could choose to deny this application. This option is not recommended as this application facilitates the initial stages of the implementation of the approved Concept Plan.

Public and/or Stakeholder Involvement

Extensive public consultation was undertaken during the development of the Concept Plan. As this application is consistent with the Concept Plan, no further consultation was conducted.

Other Considerations/Implications

There are no policy, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Public Notice Policy No. C01-021. 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.

Attachments

1. Aspen Ridge Neighbourhood Concept Plan
2. Location Map

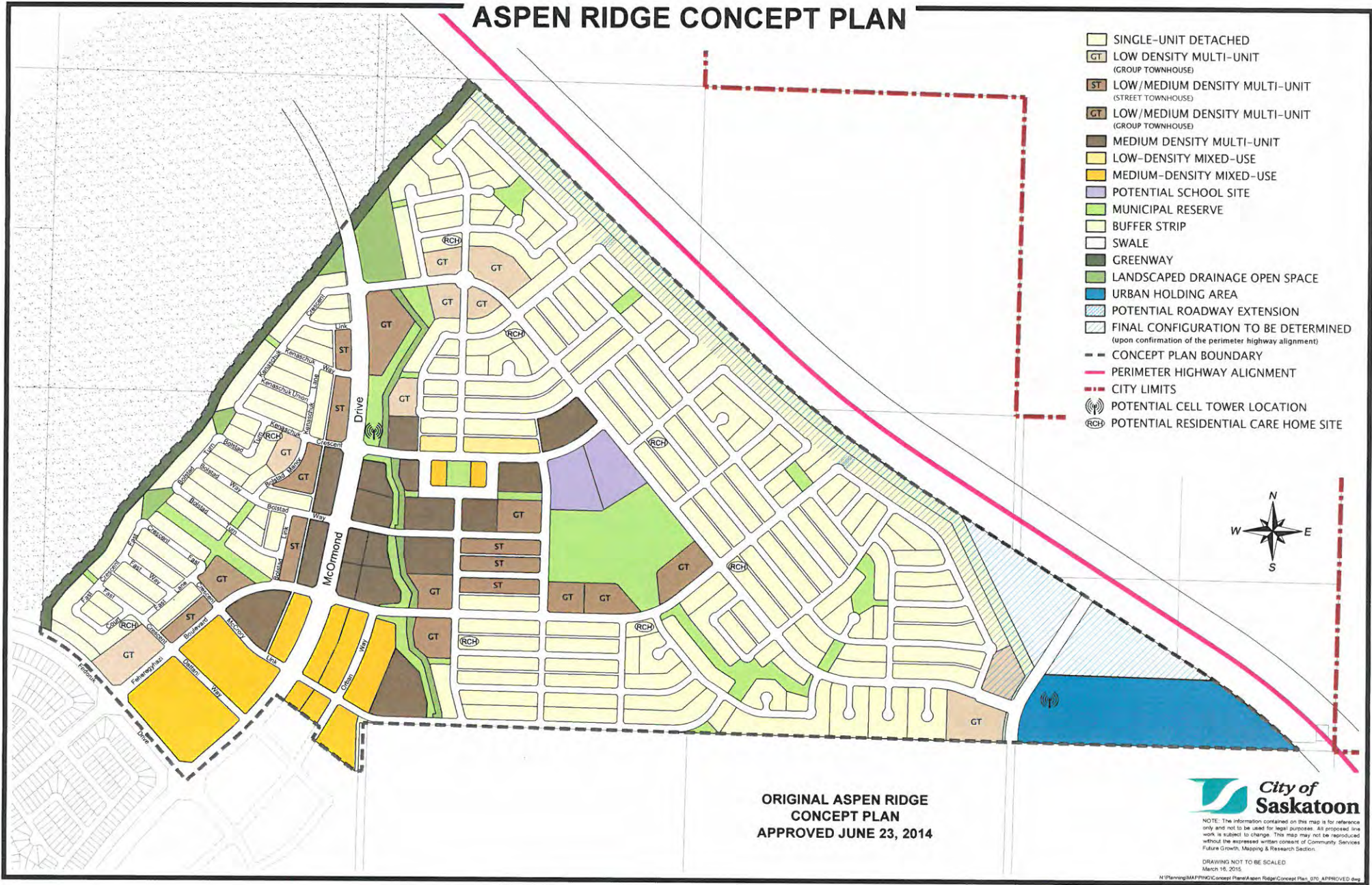
Proposed Rezoning – Aspen Ridge Neighbourhood – Phase 1

Report Approval

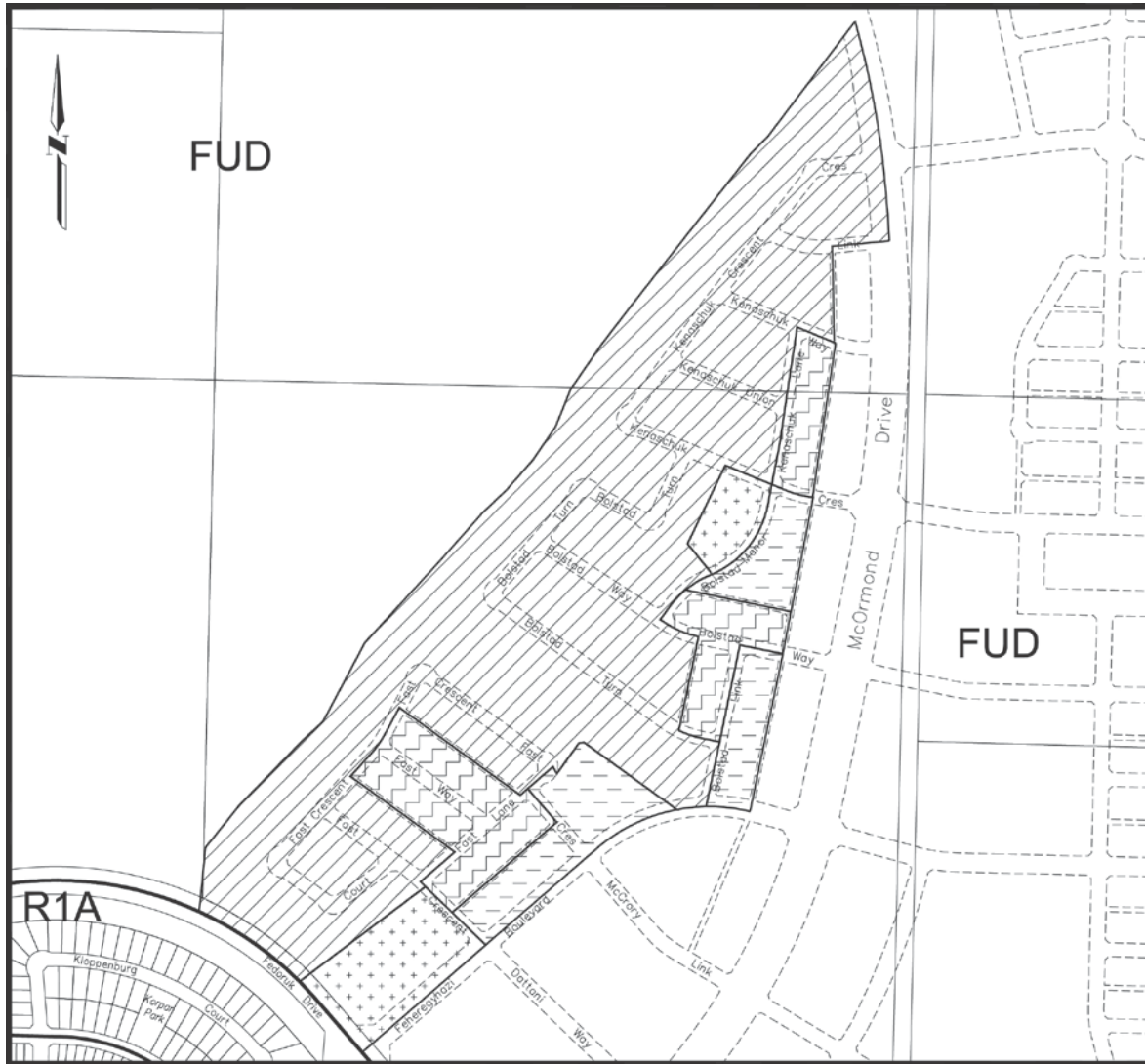
Written by: Brent McAdam, Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

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ASPEN RIDGE CONCEPT PLAN



Location Map



ZONING AMENDMENT



From FUD to R1A



From FUD to RMTN



From FUD to R1B



From FUD to RMTN1

Growth Plan to Half a Million Update

Recommendation

That the information be received.

Topic and Purpose

This report provides an update on the “Growth Plan to Half a Million” (Growth Plan), including two new reports that will:

- a) provide a summary of the proposed long-term possibilities being considered for the Growth Plan; and
- b) summarize what was heard regarding these long-term possibilities during the latest round of public engagement from February to June 2015.

Report Highlights

1. A high level summary (see Attachment 1) and the Growth Plan Summary Report #2: Long-Term Possibilities (see Attachment 2) have been prepared, which outline:
 - a) Saskatoon’s current plans for growth;
 - b) identifies and explains key Growth Plan needs in the areas of corridor growth, transit and bus rapid transit, and core area bridges; and
 - c) sets the stage for discussion of the preferred Growth Plan and implementation priorities which will be presented this fall.
2. Public engagement activities held between February to June 2015, focused on the discussion of the preferred long-term options and implementation priorities for the Growth Plan’s core initiatives of Corridor Growth, Transit, and Core Bridges.
3. The public engagement activities have been supplemented by a representative online survey of 800 Saskatoon residents to better assess the support of the general public for the Growth Plan.
4. As the development of the Growth Plan moves into the final phase, special efforts are being made to reach those stakeholders that would be most affected by the implementation of the project to provide opportunities to participate in the process.
5. The Engagement Summary Report #4 (see Attachment 3) has been developed to share what was heard during the last round of public engagement activities between February to June 2015.

Strategic Goals

The development of the Growth Plan supports a number of strategies and priorities for the City of Saskatoon’s (City) Strategic Goals of Asset and Financial Sustainability, Sustainable Growth, and Moving Around.

Growth Plan to Half a Million Update

The Growth Plan will also assist in meeting the Strategic Goal of Environmental Leadership by enhancing the range of choices for Moving Around and providing a new model for growth that more effectively utilizes infrastructure.

Background

Development of the Growth Plan began in 2013 with the award of the Transit Plan; Rapid Transit Business Case; Core Area Bridge Strategy; and the Nodes, Corridors, and Infill Plan to Urban Systems Ltd. Other projects are being completed alongside this work that will be incorporated into the Growth Plan, including:

- a) an Active Transportation Plan;
- b) an Employment Areas Study;
- c) a Financing Growth Study; and
- d) a Water and Sewer Plan.

Major Public Engagement – Phase 1 and 2 (February to March 2014)

The first round of Growth Plan public engagement occurred from February to March 2014, which confirmed Saskatoon's aspirations for growth and set strategies to guide the development of options for the Growth Plan's core initiatives of growth near major corridors, transit, and core area bridges within Circle Drive. The Winter 2014 Engagement Summary Report was released in June 2014, alongside the Growth Plan Summary Report #1, to share what was heard during the engagement and outline the work that was completed.

Major Public Engagement – Phase 3 (November to December 2014)

The second round of Growth Plan public engagement occurred from November 19 to December 7, 2014, to discuss potential options for encouraging growth near major corridors, the future transit plan, and managing core area bridges as Saskatoon's population doubles. Opportunities and challenges for developing future employment areas were also introduced and discussed. The Fall 2014 Engagement Summary Report was released in February 2015 to share what was heard.

Report

Reporting on Long-term Possibilities

A summary of the long-term possibilities and implementation priorities presented during the last round of engagement is outlined in Attachment 1. The consultant has prepared the Growth Plan Summary Report #2: Long-Term Possibilities (see Attachment 2), which provides a detailed assessment of the recommended options for corridor growth, transit, and core bridges, as well as an overview of the process undertaken. It lays out the material that was presented and discussed during the last round of engagement in February/March 2015, and will help inform members of the public and stakeholders that may or may not have been following this process. The Growth Plan Summary Report #2: Long-Term Possibilities will be available on the project website at www.growingfwd.ca, and hard copies will be distributed throughout the summer to inform and support interest in the last phase of the project.

Growth Plan to Half a Million Update

Public Engagement to Discuss Preferred Long-Term Options – Phase 4

The latest round of Growth Plan public engagement took place from February 25 to March 18, 2015. The intent of this engagement was to:

- a) present the preferred long-term options (recommendations) for the Growth Plan's core initiatives of Corridor Growth, Transit, and Core Bridges; and
- b) introduce and seek input on implementation possibilities and priorities for Corridor Growth, Transit and Core Bridges for the 0- to 5-year, 5- to 10-year and 10- to 20-year planning horizons.

Representative Survey of Saskatoon Residents

In order to better understand the level of support for the initiatives contained in the Growth Plan among the general public in Saskatoon, an online survey was undertaken by Inshtrix Research Inc. in early June 2015. The survey reached 800 residents of Saskatoon. In order to compare and validate the results, the survey asked the same questions as had been used during the last round of open public engagement.

Engagement with Affected Stakeholders

As the development of the Growth Plan has moved into the preferred directions and implementation planning phase, it is even more important to ensure that the appropriate stakeholders are invited to participate in the process. Stakeholders, such as the North Park and City Park neighbourhoods, as well as the business and land owners along the major corridors, are being targeted for enhanced opportunities in both the most recent round of engagement and again in the fall.

Engagement Summary Report #4

The Engagement Summary Report #4 (see Attachment 3) documents the communications and engagement activities that took place during the Phase 4 engagement, including the input received from the open public survey, stakeholders, and the representative survey. All input gathered during this round of engagement will be used to finalize the long-term recommendations and set the direction for implementation priorities for the Growth Plan's core initiatives of Corridor Growth, Transit, and Core Bridges. The resulting draft Growth Plan will be presented for confirmation during the last round of public engagement in fall 2015.

Public and/or Stakeholder Involvement

Public and stakeholder engagement has been continuous throughout the project, primarily at key project milestones. The final round of engagement will occur in Fall 2015 to confirm the final Growth Plan and implementation priorities with the public.

In addition to general public engagement, several stakeholder groups have been specifically engaged throughout the project, including, but not limited to:

- a) stakeholders internal to the City;
- b) business groups and representatives;
- c) Aboriginal leaders and organizations;
- d) neighbourhoods, newcomers, low income, seniors and youth; and
- e) other interested groups/parties.

Growth Plan to Half a Million Update

As the project is now addressing preferred directions and implementation priorities, it will be critical to continue to reach out to a variety of project stakeholders, in particular those that would be most impacted by the implementation. The project team will continue to undertake these meetings over the summer and into the fall.

Communication Plan

Communications is ongoing throughout the Growth Plan's development and aligns with key project milestones and deliverables.

Website

The project website, www.growingfwd.ca, is the primary location for Growth Plan-related updates and information. To date, over 1,000 people have subscribed to the project website to receive Growth Plan updates.

Growth Plan Video

A five-minute video was produced to help explain the various growth planning initiatives that will form the City's Growth Plan. It provides a big picture overview of how the Growth Plan will guide the way we build, service, and move around a city of half a million people. This video has received 5,433 views to date.

News Releases/Public Service Announcements

News Releases and PSAs are distributed to announce key project events and information.

Engagement Promotions

A variety of promotions have been organized to promote public engagement opportunities, including utility bill inserts, print/online/radio ads, social media posts/ads, posters, and handbills.

Summary Reports

Growth Plan Summary Reports and Engagement Summary Reports are also provided at key milestones throughout the development of the Growth Plan. These reports are provided on the www.growingfwd.ca website.

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

All projects included in the development of the Growth Plan are expected to be complete by the end of 2015, with communications occurring at key milestones throughout the process.

Public Notice

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

Growth Plan to Half a Million Update

Attachments

1. Summary of the Long-Term Possibilities and Proposed Implementation Priorities
2. Growth Plan Summary Report #2: Long-Term Possibilities
3. February to June 2015 Engagement Summary Report #4

Report Approval

Written by: Lesley Anderson, Project Manager, Growing Forward! Shaping Saskatoon
Jennifer Pesenti, Marketing Coordinator, Special Projects

Reviewed by: Alan Wallace, Director of Planning and Development

Reviewed by: Carla Blumers, Director of Communications

Approved by: Randy Grauer, General Manager, Community Services

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Summary of the Long-Term Possibilities and Proposed Implementation Priorities

The long-term possibilities and proposed implementation priorities for the Growth Plan's core initiatives presented during this last round of engagement, include:

Corridor Growth:

Redevelopment along certain areas of 22nd Street, Idylwyld Drive, College Drive, Preston Avenue and 8th Street have been identified as the highest potential locations to support growth;

- These corridor locations would be prioritized for the development of Secondary Plans, which would be necessary to consider and facilitate changes that are sensitive to the community character and integrate with transit planning; and
- The development of these Secondary Plans would involve engagement with land owners, residents and businesses along these major corridors.

Transit:

A new transit system that provides a broader range of services to support the different travel patterns of a growing population is proposed;

- Bus Rapid Transit (BRT) facilities are one component of the overall system that will help provide direct and frequent service to and through the core area, providing service to the primary transit markets today and in the long-term;
- A number of phased Transit improvements are being proposed for the next 10 years, ranging from items addressing the customer experience to those addressing operational services and facilities.

Core Area Bridges:

Based on the technical evaluation and public input, a 33rd Street crossing in conjunction with Bus Rapid Transit lanes on the University Bridge is recommended as a long-term option to support core area travel demands, as well as the growth in the strategic infill areas of the Downtown, North Downtown and the University.

Timing for Implementation:

Plans for Corridor Growth and Transit, including BRT, may be implemented incrementally with high priority changes identified for the next 0-10 years, while a new bridge would not likely be considered until some time after ten years.

Long-term Possibilities

GROWTH PLAN SUMMARY REPORT #2

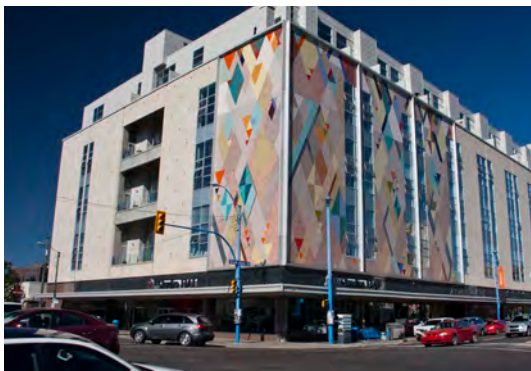


Learn more at www.growingfwd.ca

JUNE 2015

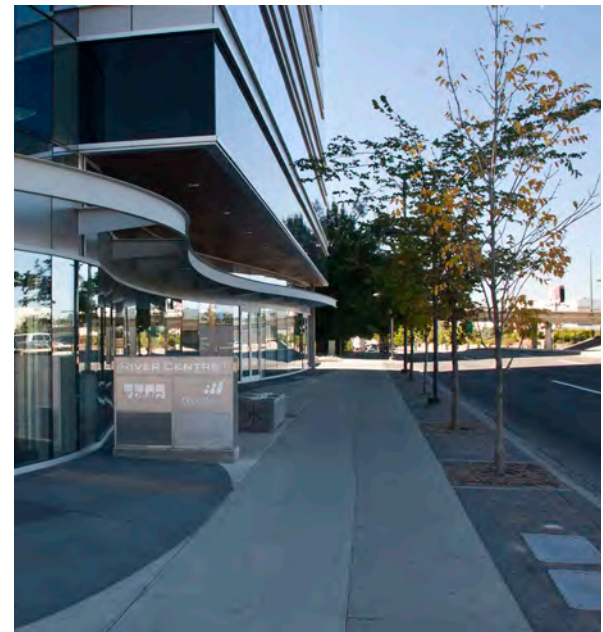
Prepared for the City of Saskatoon by Urban Systems Ltd.

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Looking south along 3rd Avenue S at 22nd Street E, Saskatoon, SK, Source: Urban Systems; Victoria Bridge from the west bank of the South Saskatchewan River, Saskatoon, SK, Source: Urban Systems; 2nd Avenue N lofts, Saskatoon, SK, Source: Urban Systems



Broadway Avenue mural, Saskatoon, SK, Source: Urban Systems;
The River Centre, Saskatoon, SK, Source: Urban Systems

PART 1: Setting the Stage

Saskatoon has evolved from a prairie community that once experienced modest growth, to one where prosperity and opportunity has made our city among the most attractive and exciting places to live in Canada today. With Saskatoon's population expected to double to half a million people over the next thirty to forty years, change in the city is inevitable.

The ***Growth Plan to Half a Million (Growth Plan)*** is about making choices to proactively manage this change and to create a city that is vibrant and attractive to future generations. A vibrant Saskatoon is a city with a diverse mixture of housing, commercial, social, cultural and recreational opportunities that are universally accessible by all modes of transportation including walking, cycling, transit and driving.

Creating a healthy and sustainable Saskatoon is also essential to support and attract people from other parts of Canada and the world. This migration is necessary to sustain current and anticipated levels of economic growth and increasing diversity, which benefits the region, province of Saskatchewan and Canada as a whole.

This ***Growth Plan Summary Report #2*** highlights the first four stages of the development process. It begins with an overview of existing land use and transportation plans, as well as the long-term aspirations for additional forms of sustainable growth and moving around the

city with half a million people. The preliminary long-term directions for the ***Growth Plan's*** core initiatives of Corridor Growth, Transit and Core Bridges are then described in further detail. These preliminary directions will be further shaped by the feedback received during the March 2015 public events and subsequent surveys.

1.1 Background to the Plan

A few years ago, residents developed a comprehensive vision for the city through the ***Saskatoon Speaks*** process. This City-led initiative engaged a large portion of the community in a discussion about the city's future. Residents were asked to share what they value and their aspirations for Saskatoon. Eight interrelated themes and visions were identified. These themes contributed significantly to Council's ***Strategic Plan 2013-2023 (Strategic Plan)***.

The ***Growth Plan*** is centred on the City's ***Strategic Plan*** goals of Sustainable Growth and Moving Around. These goals are about building places to bring people together and providing more transportation choices as described in **Figure 1**.

Strategic Plan Goals

Sustainable Growth. Saskatoon's growth is environmentally and economically sustainable and contributes to a high quality of life. The city has grown both upward and outward – reflecting a balance of greenfield and infill development. Balanced growth has made the city a model of efficiency and resulted in attractive new people places that reinforce Saskatoon's sense of community.

Downtown is built up and bustling. Main streets and community hubs are urban villages. New neighbourhoods are walkable and well-planned; older neighbourhoods have been renewed and revitalized.

Our City Centre is a vibrant hub for culture, commerce and civic life. And, getting to and from this thriving, creative space is easy, safe and enjoyable.

Moving Around. Our investments in infrastructure and new modes of transportation have shifted attitudes about the best ways to get around.

Our transportation network includes an accessible and efficient transit system and a comprehensive network of bike routes. People still use cars, and also rely on options such as public transit, walking and cycling.

Growth has brought new roads and bridges that improve connectivity for all travel modes. Improved streetscapes, interconnected streets and well-planned neighbourhoods encourage walking and cycling.

Attractive options to the car alleviate congestion and ensure people and goods can move around the city quickly and easily.

Figure 1: Strategic Plan 2013-2023

1.2 Growth Plan to Half a Million

The **Growth Plan** is made up of several parts that, when combined, form a new growth model for Saskatoon (see **Figure 2**). Corridor Growth, Transit and Core Bridges make up the core initiatives. There are also four supporting initiatives that will serve the needs of our growing city. These supporting initiatives include Employment Areas, Active Transportation, Water & Sewer and Financing Growth.



Figure 2: Growth Plan Themes

1.3 What Has Been Done?

The City has already prepared several strategic plans to support a doubling of Saskatoon’s population over the next thirty years. **Figure 3** illustrates sustainable land use plans developed for New Suburban Areas, Neighbourhood Infill and Strategic Infill Areas of the Downtown, North Downtown and within the University of Saskatchewan. Additionally, road network improvements for expanding areas of the city have also been planned to serve the movement of people, goods and services.

These land use plans and transportation system investments highlighted below and on the following page, serve as the foundational assumptions for the **Growth Plan**.

New Suburban Neighbourhoods

The City has recently developed detailed plans for new growth areas including Blairmore, University Heights and Holmwood. Through these area plans, the traditional models of suburban growth are being re-imagined so that new neighbourhoods include mixed-use buildings, apartments and townhouses that are

focused around higher density cores and include public gathering spaces. These neighbourhoods could support approximately 60% of the long-term population growth in the city.

Strategic Infill

Saskatoon’s Downtown, North Downtown and areas around the University of Saskatchewan have the potential to accommodate significant growth. As major employment and activity hubs, these areas are focal points for Saskatoon. Their success as complete communities that support opportunities to work, live,

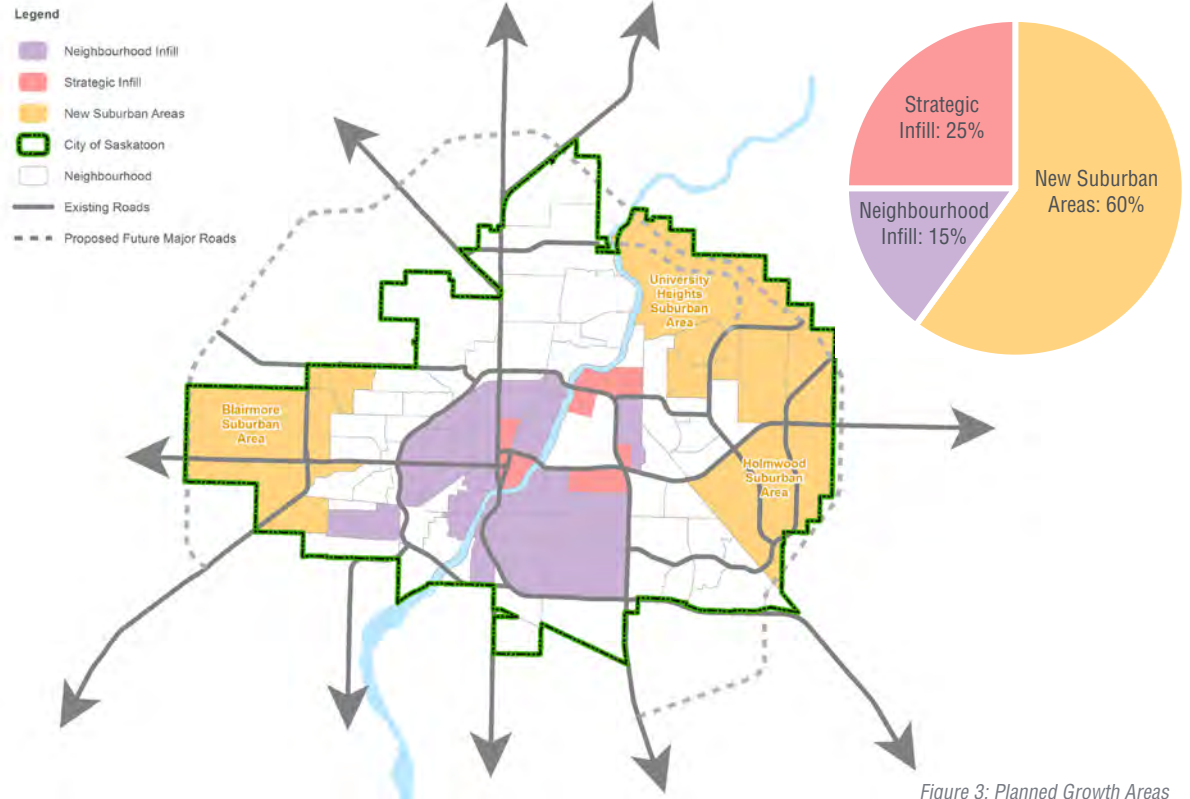


Figure 3: Planned Growth Areas

shop and socialize in the same area is critical to the economic success of the city, region and Province. Once completed, these areas could accommodate approximately 25% of the city's growth to half a million people.

Neighbourhood Infill Areas

The City has also identified an existing trend towards increasing density in established residential neighbourhoods that can accommodate smaller-scale growth (e.g. duplexes, townhouses, secondary suites). Known as Neighbourhood Infill, growth in these areas will provide additional housing options for current and future residents. Neighbourhood Infill could accommodate approximately 15% of the city's long-term population growth.

Transit

In recent years, the rate of population growth has outpaced the annual increases in transit services (1.8% per year) in the city. With current population growth expected to continue at approximately 2.5% per year, Saskatoon as a whole will continue to experience declining transit service levels in many areas. As the city's population moves toward half a million people, the lagging investments in transit will reduce the share of transit travel and will place even more pressures on the roadway network.

Roadways

The city's roadway network supports the movement of people, goods and services. The City has been working with residents, as well as the Province of Saskatchewan, on the provision of new and improved roadways that will serve New Suburban Neighbourhoods and support the

movement of people, goods and services (see **Figure 4**). Investments in major municipal roads and the Perimeter Highway will expand areas of the city, including employment growth planned for the North Industrial area. Other network improvements within the core area of the city and new crossings such as the Traffic Bridge will make best use of existing infrastructure, and serve other modes such as transit, walking and cycling.

Even with the foundations for planned growth and investments in the roadway network across the city over the next thirty to forty years, travel demands and delays on the city's street system will increase significantly. Beyond the long-term pressures of growth on the transportation systems, the overall character and quality of life within

the city is at risk. Without further efforts to shape growth patterns as well as to increase transportation choices in Saskatoon, the social, economic and environmental aspirations of the community may not be achieved. As major streets become busier and more congested, they will become even greater barriers for social and economic connections and activity. In fact, residents have clearly stated that corridors such as 22nd Street and 8th Street are already significant barriers. In much the same way that Broadway Avenue has become one of the city's most vibrant streets for people, many other areas of the city have significant potential to become attractive places through integrated land use and transportation planning.

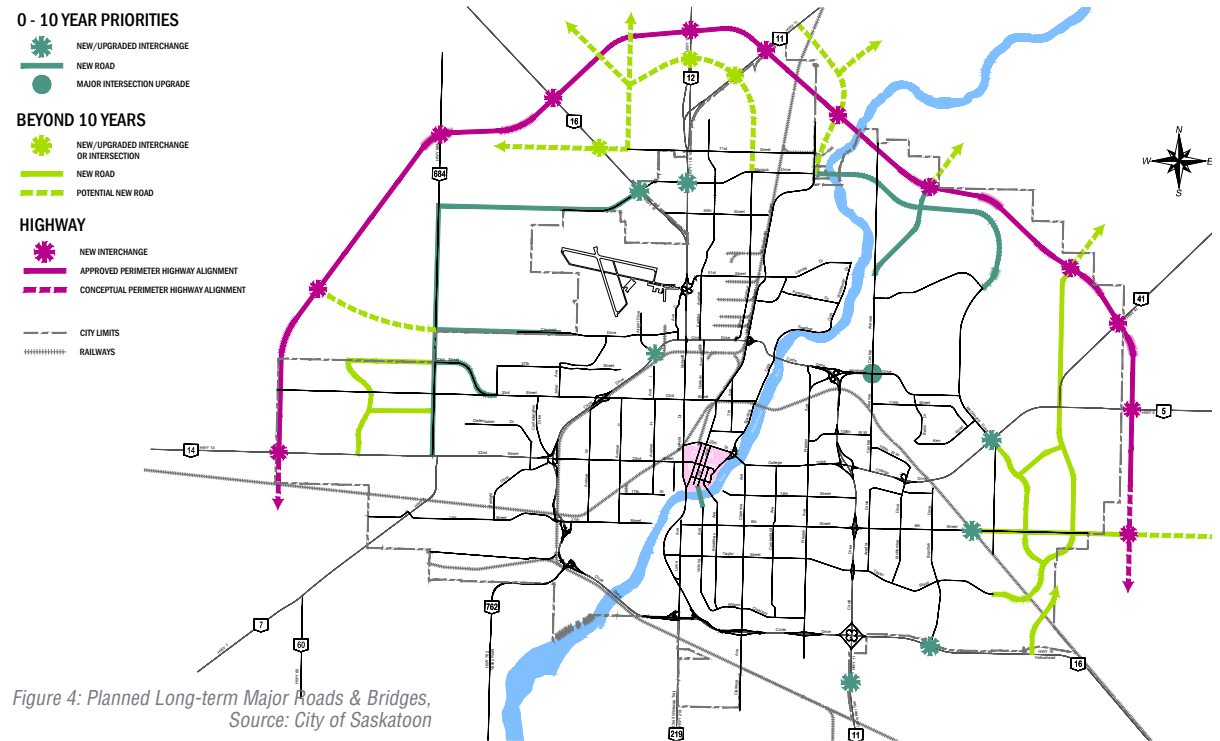


Figure 4: Planned Long-term Major Roads & Bridges. Source: City of Saskatoon

1.4 What Needs to be Addressed?

To establish a new growth model for Saskatoon, the **Growth Plan** is centered on three core initiatives as outlined below:

Corridor Growth

Much like many other cities, major corridors in Saskatoon tend to attract low density, auto-oriented land uses and can discourage other modes of transportation. They are typically disconnected from the communities that surround them and are often considered barriers to neighbourhoods on either side of the corridor.

As the city grows, major corridors have the potential to not only become the centre of the communities that surround them, but they can support and foster a greater mixture of housing choices, employment opportunities and retail activity. They can become places with excellent transit services and facilities, attractive pedestrian amenities and a comfortable cycling network.

The Corridor Growth theme of the **Growth Plan** explores opportunities for increased densities and a greater mixture of residential and commercial uses along Saskatoon's major corridors over the next thirty to forty years. Following the **Growth Plan**, localized area plans (referred to as Secondary Plans) will be prepared for those corridors with the greatest potential for redevelopment. These Secondary Plans will work with land owners and area residents on the form of growth that may occur.

Transit

Attractive and accessible transit is essential to improve mobility in Saskatoon. The transit system must strive

for an exceptional customer experience through efficient, accessible and reliable service. The **Growth Plan** examines current and projected travel markets and explores options to make future transit service in Saskatoon a more attractive choice for daily travel needs.

As part of the transit system, rapid transit can provide frequent, higher capacity transit services between key areas of the city, and support growth and development along major corridors. The **Growth Plan** considers the feasibility of rapid transit in Saskatoon to serve primary travel patterns and to support Corridor Growth. The preferred rapid transit technologies (bus and/or rail), routes and transit station locations are identified within the long-term plan.

Core Bridges

As Saskatoon's population grows within and outside the core area of the city, so too will demands for travel across the river. The **Growth Plan** will assess forecasted travel demands across core area bridges and identify potential strategies to increase the people-carrying capacity of existing and potential future river crossings in the core area of the city.

As the long-term directions of the **Growth Plan** takes shape, four other supporting initiatives are also being explored: Employment Areas, Active Transportation, Water & Sewer and Financing Growth.

1.5 The Process

The **Growth Plan** is being developed through a five phase process. Residents of Saskatoon have already been involved in discussions on everything from current and future challenges to identification of potential long-

term changes for the city. The timing and outcomes of each phase are described below and are illustrated in **Figure 5**.

Phase 1: Setting the Stage (October to December 2013) provided a review past planning initiatives, presented current plans and summarized existing conditions and baseline growth patterns in order to highlight what's at stake for Saskatoon.

Phase 2: Focusing Our Shared Vision (January to March 2014) utilized input from Saskatoon residents to create the goals and objectives that will shape the long-term directions for Corridor Growth, Transit and Core Bridges. Public Event #1 examined what's at stake for the city without the **Growth Plan** to solicit input on challenges and opportunities to be addressed through the process.

Phase 3: What are the Possibilities? (April to December 2014) included the development and evaluation of optional strategies for Corridor Growth, Transit as well as Core Bridges. Preliminary ideas were presented at Public Event #2 and further evaluated with community input and feedback.

Phase 4: What is the Preferred Plan? (January to June 2015) will form the long-term directions of the **Growth Plan**. Public Event #3 examined preliminary long-term directions with the community and the feedback will be used to shape the preferred plan.

Phase 5: How do We Make this Happen? (July 2015 to December 2015) will outline the steps to start implementing the **Growth Plan**. The preferred plan and implementation priorities will be presented to the community during Public Event #4.

1.6 Who's Involved and How

Balanced, representative engagement is paramount to the success of the **Growth Plan**. Throughout the process, the broader Saskatoon community has been engaged at each stage through public events, workshops, focused discussion groups, and one-on-one conversations as illustrated in **Figure 5**.

While much of the community involvement has taken place during key project milestones, several forms of

outreach and engagement have also been available throughout the process as outlined below.

Public events: including presentations, open houses and workshops with residents and community stakeholders at four key milestones during the project.

Website: the project website, www.growingfwd.ca, is used to allow interested individuals the opportunity to learn more about the **Growth Plan**, share opinions through surveys and find out about upcoming events.

Community outreach: targeted towards groups that may be under-represented at public events and to promote greater opportunity for discussion among key stakeholders.

Council meetings: preliminary directions and public feedback have been shared with City Council throughout the process.

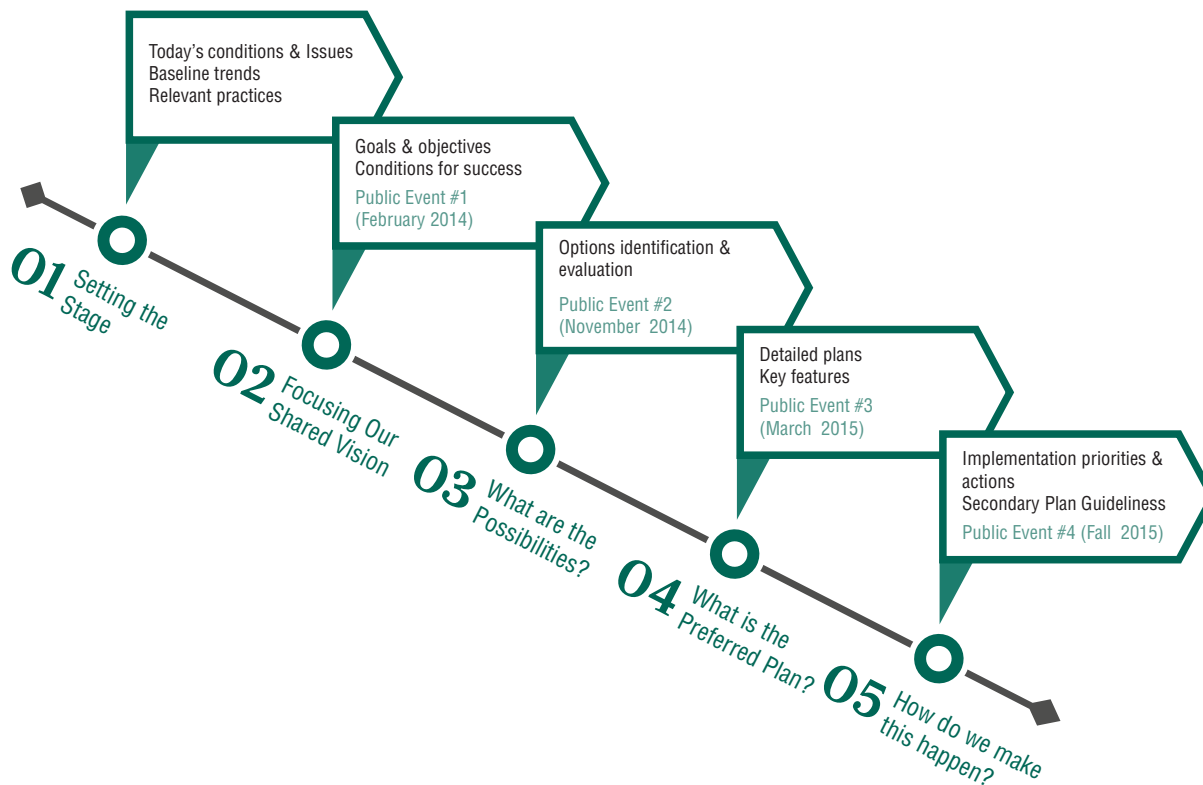


Figure 5: Project Stages and Public Engagement Schedule



Photos: Growth Plan public engagement sessions, Source: Urban Systems



21st Street East, Saskatoon, SK, Source: Urban Systems;
College Drive, Saskatoon, SK, Source: Urban Systems

PART 2: Corridor Growth

City residents have expressed a desire to live in communities with more housing options, transportation choices and amenities - all within a walkable and safe environment. Great strides have already been taken towards planning sustainable growth patterns with the design of New Suburban Neighbourhoods, plans for redevelopment in Strategic Infill Areas, and new policies for small-scale Neighbourhood Infill. The next step for shaping Saskatoon's plans for sustainable land use patterns involves identifying major corridors in the city that have the potential to support redevelopment.

2.1 Saskatoon Today

Like many North American cities, Saskatoon initially developed outward from downtown along a network of streetcar lines. During the first half of the twentieth century, streetcar lines and bridges helped to drive residential and commercial growth along key corridors. At the same time, the city maintained a relatively compact urban form. In the Post-War period, the rise of the automobile led to the rapid expansion of the city's built-up area, typically in the form of auto-oriented development in the urban and suburban areas of the city.

Today, many of Saskatoon's major corridors are designed primarily for automobiles, with very little space for walking and cycling or for socializing along the street. As a result, many of these corridors are barriers

to the community.

Permitted land uses along most major corridors generally consist of low-density, commercial activity which is designed to support automobile access, rather than encourage other modes. These forms of development typically consist of large-scale blocks that are not walkable or accessible for transit and cycling. Buildings are set back from the street with a vast expanse of parking in front and there are limited pedestrian connections to neighbouring areas of the community. For many major corridors in the city (such as 22nd Street, 8th Street, etc.), this development form can be spread along the entire corridor (linear) and at specific points along the corridor (nodes) as experienced at suburban centres (such as Confederation Suburban Centre, etc.). In either case, these land use characteristics are not inviting to people and are often barriers to the communities that surround them.



2.1 Future Land Use Patterns Without the Growth Plan

Without the *Growth Plan*, Saskatoon's major corridors would continue to attract low density, auto-oriented land uses that typically discourage walking, cycling and public transit. In many locations, major corridors function primarily as a major travel route, and they do not provide vibrant places that might attract one to stop, linger and go from place to place for typical daily activities such as shopping, eating, working out, meeting others for coffee, etc.

In many locations, the city's major corridors have the potential to function as destinations for surrounding neighbourhoods, providing places where people can go to access retail stores, restaurants, offices and community amenities. In other locations, the city's



Figure 6: Example Major Corridor Attributes, Source: Urban Systems

major corridors have the potential to offer new, urban housing opportunities with attractive access to transit. Thus, Corridor Growth has the potential to create new, vibrant communities along the city's major transit routes and along other developing corridors.

During the first public event, community members identified areas they considered to be vibrant already as well as areas that are the least vibrant as summarized in **Figure 7**.

It is expected that initial Corridor Growth will occur along the city's major transit routes. In this respect, transit investment has the potential to act as a catalyst for Corridor Growth, and Corridor Growth has the potential

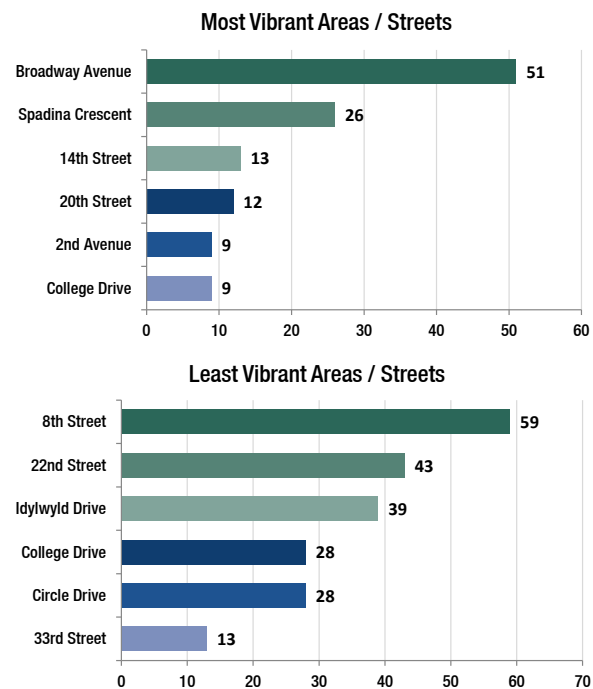


Figure 7: Most Vibrant & Least Vibrant Areas / Streets
Source: Winter 2014 Engagement Summary Report #1

to reinforce transit ridership. Corridor Growth would provide exciting new choices for housing, meeting daily needs, and moving around the city. It is also essential to transform the appearance of major roadways. Without Corridor Growth, by default these opportunities would be more limited.

2.3 Aspirations for Corridor Growth

The **Growth Plan** explores opportunities for developing complete communities along major corridors, supported by attractive transit services. These communities will be designed to achieve the following objectives:

- Support and encourage a variety of building types, densities and forms;
- Create public spaces that are inviting, active and

“ *Transit investment has the potential to act as a catalyst for Corridor Growth, and Corridor Growth has the potential to reinforce transit ridership.* ”

memorable for residents and visitors alike;

- Improve access to employment opportunities and commercial businesses and services;
- Improve mobility options for people along major corridors and across the city;
- Enhance connectivity between and within neighbourhoods; and,
- Support the efficient provision of infrastructure.

In principle, most major roads in the city could become attractive places for people and support a balanced



Figure 8: 2nd Avenue - Attributes of Vibrant Corridors

transportation system to enhance mobility for all modes. In order to achieve these objectives, the form and shape of development surrounding these major corridors must include the following attributes:

- **Scale** of development that is significant enough to attract people throughout the day and evening and to support frequent transit services.
- **Density** of development that provides a growing market to support local business and creates life and vitality on the street while remaining sensitive to the character of surrounding communities.
- **Design** corridors for people and include wide sidewalks, street trees, intuitive pedestrian connections and active, social spaces that will bring life to the street.
- **Mixture** of land uses that draw people to the area throughout the day and evening periods. This is also essential for attractive two-way transit services.
- **Grid Block Structure** along major corridors will create well-connected streets that allow multiple, convenient and intuitive options to drive, walk, bike and take transit.

2.4 Preliminary Directions for Corridor Growth

Within Saskatoon, there are approximately 165km of major and minor arterial roads. Each of these roadways is different in terms of their form, function and character. Although the City wants to encourage all major corridors in the urban area to be inviting for people with supportive roadway and land use characteristics, more detailed plans (known as Secondary Plans) will be needed for those corridors with the greatest potential to redevelop

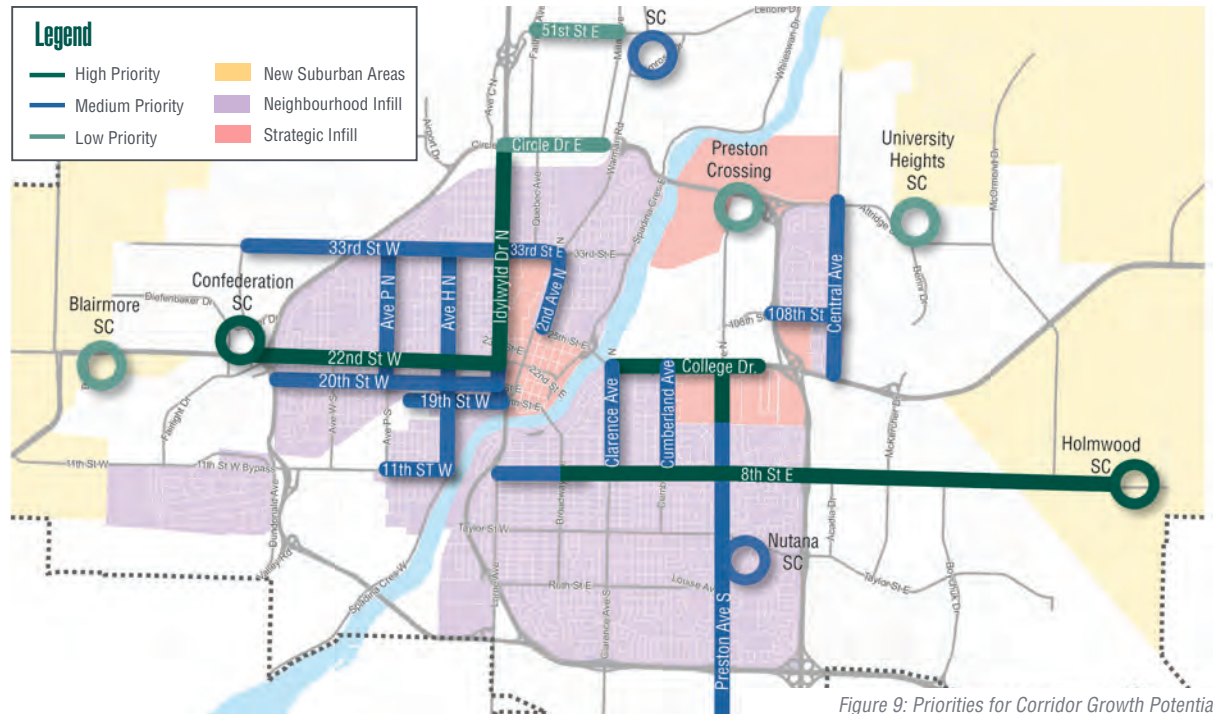


Figure 9: Priorities for Corridor Growth Potential

over the next thirty years and to achieve many of the previously noted attributes.

In order to evaluate the potential for corridor growth, a screening process was applied to corridors throughout the city. Eight types of corridors were evaluated by a team of planners, architects and land economists and assessed based on the following considerations:

- ✓ **Proximity to transit** needed to support higher density, mixed use development either today, or through the *Growth Plan* process.
- ✓ **Opportunity to invest** in currently underutilized lands that could be redeveloped.
- ✓ **Urban block structure** that is easy to navigate with

compact blocks that improve accessibility, provide route choice and support street-facing development.

- ✓ **Continuity of destinations** that connect key areas of the city, and bring street presence as land uses are en-route to other places

The screening process resulted in a short list of major candidate corridors. These candidate corridors were further evaluated for redevelopment potential. **Figure 9** illustrates the priority of candidate corridors and nodes with the greatest potential for redevelopment in which to undertake Secondary Plans.

The Secondary Plan process must include extensive stakeholder consultation with land owners, as well as area residents and businesses to develop a complete vision for the area in addition to confirming the scale and type of development that is flexible and supported by the community.

Although increased scale, density and mixture of land uses may be encouraged for all major corridors, a preliminary review of each high priority corridor provided further insight to the infill potential and suitability for linear and nodal development. This review found that certain sections along the high priority corridors have greater potential for redevelopment than others. For example, sections of 22nd Street between Avenue P and Idylwyld Drive have greater potential than others along the corridor. Additionally, the Confederation Suburban Centre was found to have a high potential for redevelopment to accommodate a greater mixture of land uses in a more walkable urban shopping district.

Over the next thirty years, the City can take steps to transform these important assets into great places for people to live, work, shop and socialize.

Figure 10 and the following discussion illustrates the potential character and scale of redevelopment that may be explored along each high priority corridor through Secondary Plans.

“ In fact, these high priority corridors could account for up to 15% of the city’s growth over the next thirty years. ”

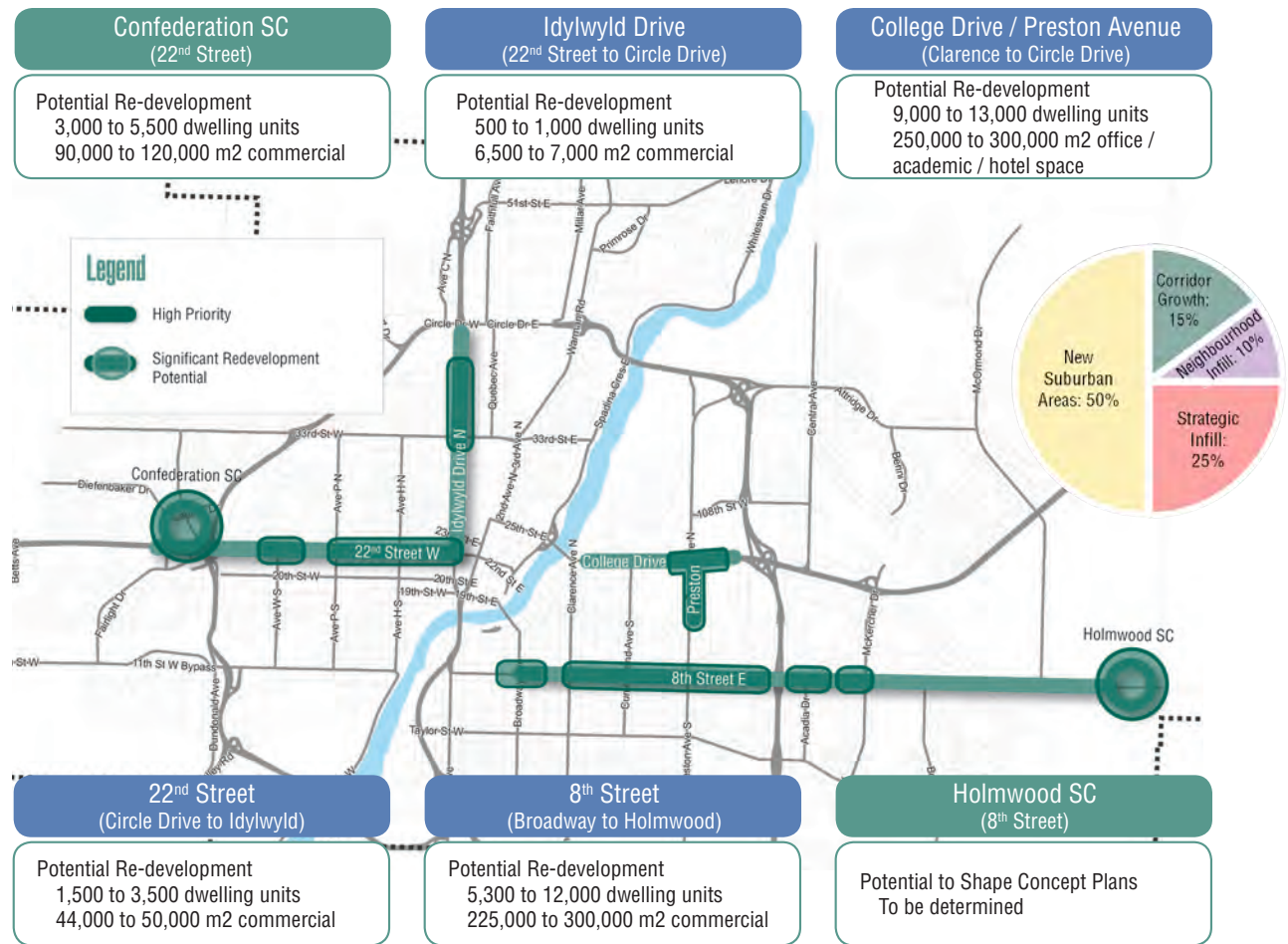


Figure 10: Magnitude of Potential Growth on High Priority Major Corridors (Linear & Nodal)

Linear Growth Areas

- **22nd Street.** Introduce higher density transit-oriented development on under-utilized parcels, adjacent to future rapid transit, that support more diverse and intensive residential, commercial and amenity opportunities.
- **8th Street.** Focus higher density development on large parcels adjacent to planned rapid transit and enhance the streetscape to facilitate a more comfortable and inviting walking and cycling experience.

- **College Drive/ Preston Avenue.** Support the University of Saskatchewan's **Vision 2057** to create a mix of housing types and densities with services and employment within a five minute walk of rapid transit stations.
- **Idylwyld Drive.** Advance the mixed-use infill opportunities that support the objectives in the North Downtown Master Plan and Saskatchewan Polytechnic long-term plans for facility expansion and student housing. Enhancing the streetscape of Idylwyld Drive to be more inviting, attractive and safe for pedestrians.

Nodal Growth Areas

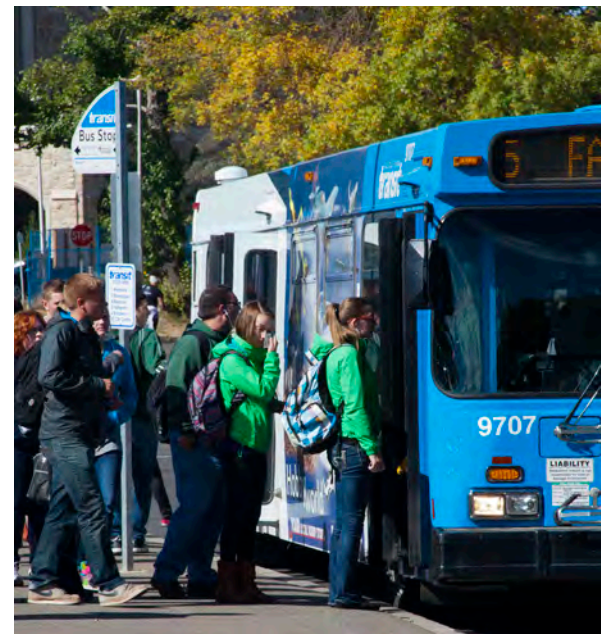
- **Confederation Suburban Centre.** Potential to build on the success of the existing centre by creating strong multi-modal connections within the area, to surrounding neighbourhoods and to future rapid transit facilities using attractive land uses that bring life to the centre.
- **Holmwood Suburban Centre.** Because Holmwood is currently in the concept phase, there is opportunity to create a mixed-use, walkable and dynamic suburban centre that is built around a rapid transit station and

functions as the heart of the neighbourhood. This will need to happen in conjunction with the development plans being completed by the principal developer.

Redevelopment of these priority areas could significantly enhance sustainable growth patterns for Saskatoon, while at the same time improving the street environment for people. In fact, these high priority corridors could account for up to 15% of the city's growth over the next thirty years.



Figure 11: What's Possible for 8th Street



*Downtown Transit Terminal, Saskatoon, SK, Source: Urban Systems;
Place Riel Transit Terminal, Saskatoon, SK, Source: Urban Systems*

PART 3: Transit

Public transit is a major focus of the *Growth Plan*, given the important role that transit service plays in supporting and shaping the growth of any city. Residents have expressed a desire for Saskatoon to have an accessible and efficient transit system with an attractive customer experience. While people will still use cars, an efficient transit system with rapid transit priority lanes will provide options to alleviate and even bypass congestion ensuring that people can move around the city quickly and easily.

There is also a community desire to link transit with the development of major corridors. In this respect, frequent transit services and attractive transit facilities will act as a catalyst for growth and support investments in rapid transit along select major corridors. New transit-oriented community development would also support various strategic goals such as access to housing options and the development of attractive, mixed-use neighbourhoods where people can work, shop and play.

The *Growth Plan* includes the development of a long-term transit plan which examines the feasibility of rapid transit to better serve the residents of Saskatoon.

3.1 Saskatoon Today

Saskatoon's transit system accommodates approximately 9.5 million passengers per year (based on 2013), or less than 5% of daily travel (see **Figure 12**). In comparison to other mid-size Canadian cities, the proportion of people using transit for work trips in Saskatoon is relatively low. Factors contributing to this lower ridership may include the transit customer experience, low density land use patterns and other transportation system characteristics (such as abundant supplies of free parking and roadways with limited congestion).

Most weekday transit trips start along a select number of corridors in the city where there is a concentration of medium and high density land uses. **Figure 13** illustrates the most active bus stop locations in Saskatoon during the afternoon peak period. These patterns suggest that a majority of transit customers start their afternoon trips in higher density areas of the city such as Downtown, the University and Suburban Centre locations. In fact, approximately 80% of all transit trips start and end in the Downtown and University areas. Additionally, several major corridors with higher density and a greater mixture of land uses support the strongest transit ridership in the city today. Conversely, suburb-to-suburb travel, can be more difficult to serve with transit since driving is often much more convenient and travel times are relatively low compared to transit.



Figure 12: Commuting via Transit Across Canada

Like many Canadian cities, it is time for Saskatoon to move beyond a coverage based system where moderate services are within walking distance of most people, to one where exceptional services are concentrated along specific high-demand corridors. Although most residents are within reasonable walking distance of a bus route, transit service frequency along many of these corridors is generally low with buses running every 15 minutes during peak periods, and over 30 minutes during off-peak periods. This is a typical coverage-based transit system.

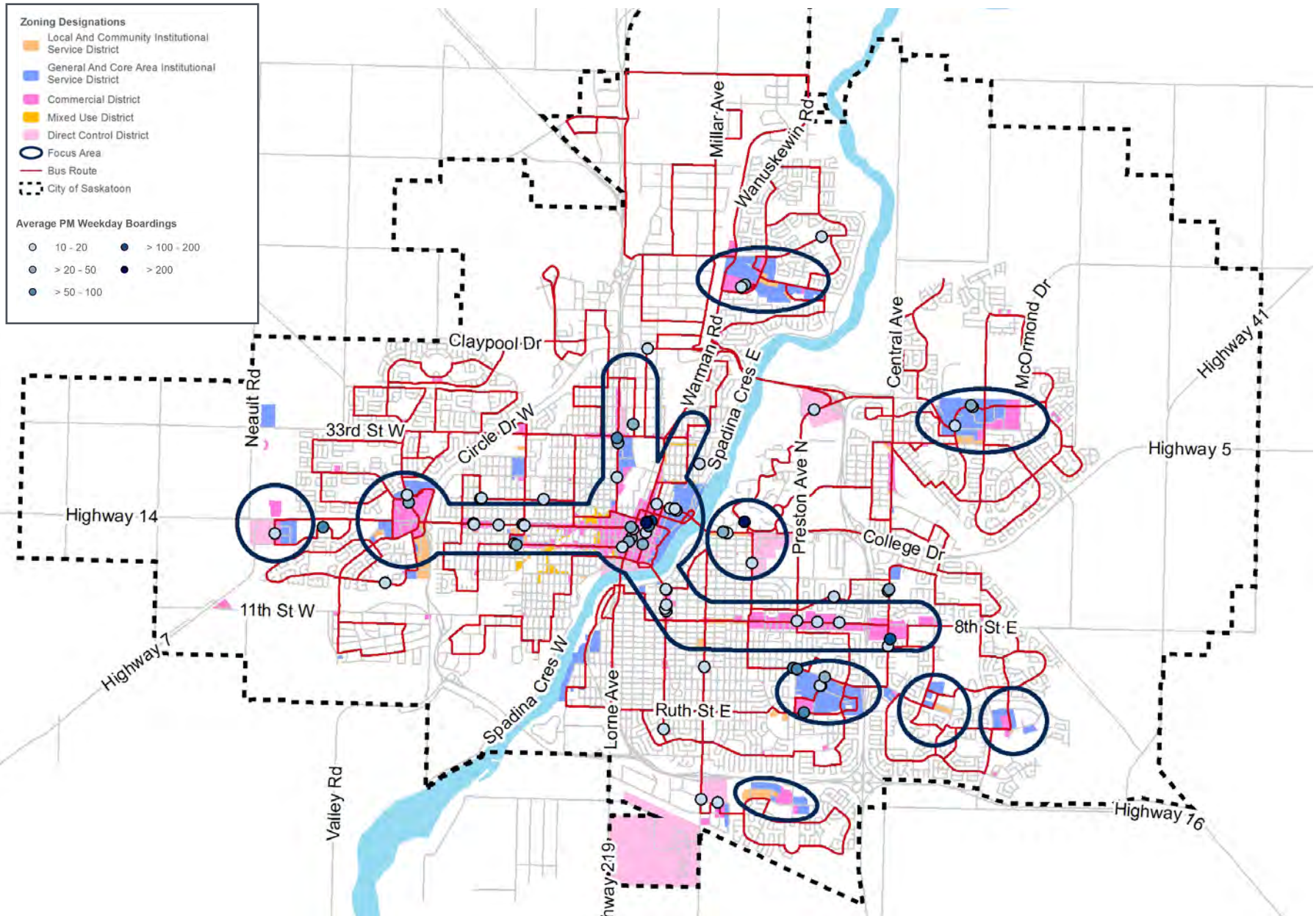


Figure 13: Primary Afternoon Transit Customer Origins (>10 passenger boardings)

3.2 Future Patterns Without the Growth Plan

Thirty-year transit ridership forecasts serve as a starting point in identifying key transit customer markets. These forecasts account for a 'base' level of transit service and do not reflect significant changes to the transit system. If we maintain the current rates of investment, transit service will not keep pace with Saskatoon's rapid population growth. As **Figure 14** illustrates, with lagging investments in transit, overall service hours per capita will decline over the next thirty years. Although the overall travel demand is expected to grow, the proportion of people using transit will decline without a corresponding increase in service levels.

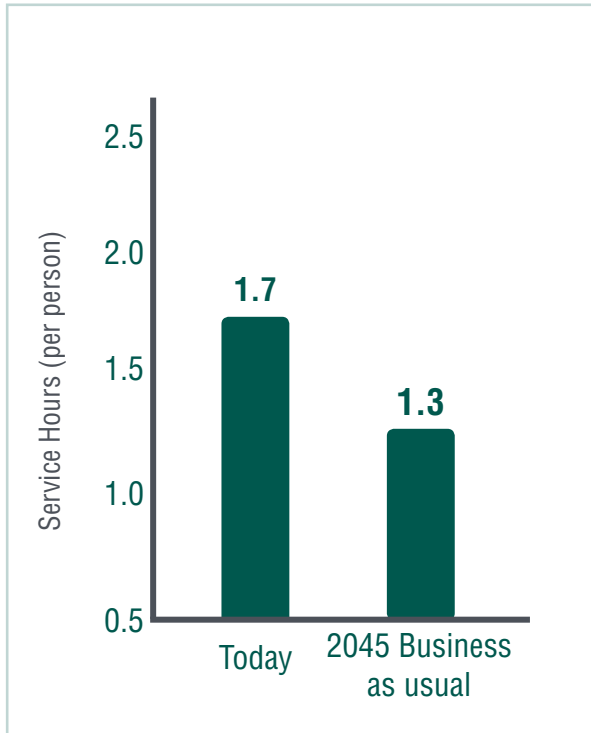


Figure 14: Transit Service Levels (per person)

Consistent with today's patterns, east-west transit demands across the city will continue to be higher than north-south demands. The Downtown and University will remain the strongest transit markets in the long-term. However, in order to achieve goals for transit mode share, north-south transit service will also need to be improved.

Figure 15 illustrates the major transit travel patterns forecasted for Saskatoon with a population of half a million people. Primary transit markets support the largest transit ridership patterns and offer the greatest opportunities for rapid transit. Secondary transit markets are the next highest in terms of transit travel

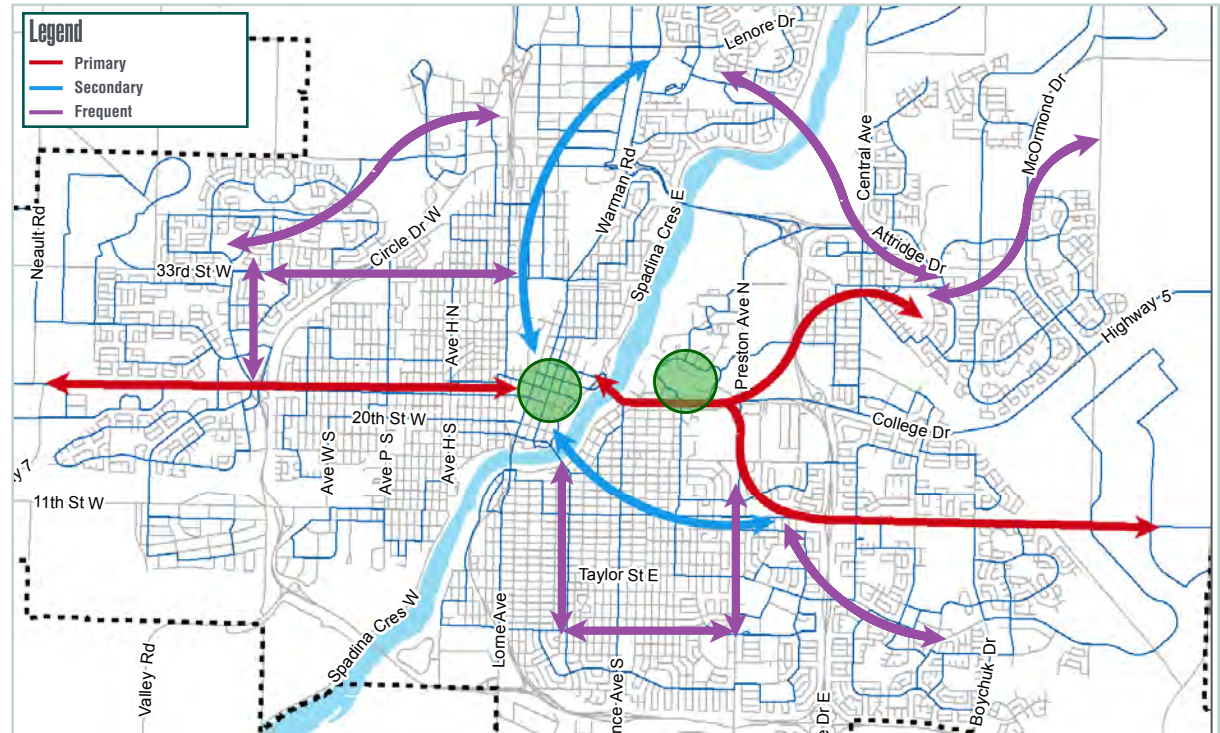


Figure 15: Long-term Transit Markets

“ If we maintain the current rates of investment, transit service will not keep pace with Saskatoon's rapid population growth. ”

demands, where rapid transit services could warrant transit priority treatments along congested corridors and at intersections. Frequent transit service markets include areas where customers would ideally be able to access attractive services throughout the day and evening, seven days a week. Along both rapid and frequent transit corridors, attractive and accessible customer amenities at stops and stations must be designed for the safety and comfort of passengers.

3.3 Aspirations for Transit

When asked about the barriers to using transit today in Saskatoon, many people that participated in the Winter 2014 public events and online survey pointed to attributes that are critical to making transit attractive such as transit frequency, travel time, directness and reliability. When asked about the features most important to them for rapid transit, most people identified not only increased frequency, but the provision of transit priority treatments to reduce travel times between key destinations.

Transit in Saskatoon will strive to be an attractive customer-oriented service. A broader range of services will support varying travel demands and rapid transit will complement the overall transit system and serve as the spine of the transit network. Rapid transit corridors and stations will be planned to enhance mobility for residents and visitors. The long-term objectives for the transit system are briefly highlighted below:

- Support and shape growth and development within the city;
- Provide frequent, direct and reliable transit services for the most significant travel markets;
- Provide neighbourhood services that support local area travel and connections to primary corridors;
- Over the next thirty years, increase daily city-wide transit mode share (proportion of people using transit) from 4% to 8% percent, and peak period transit mode share to the downtown and University areas from 10% to 25%, and;
- Provide facilities that enhance safety and comfort for customers.

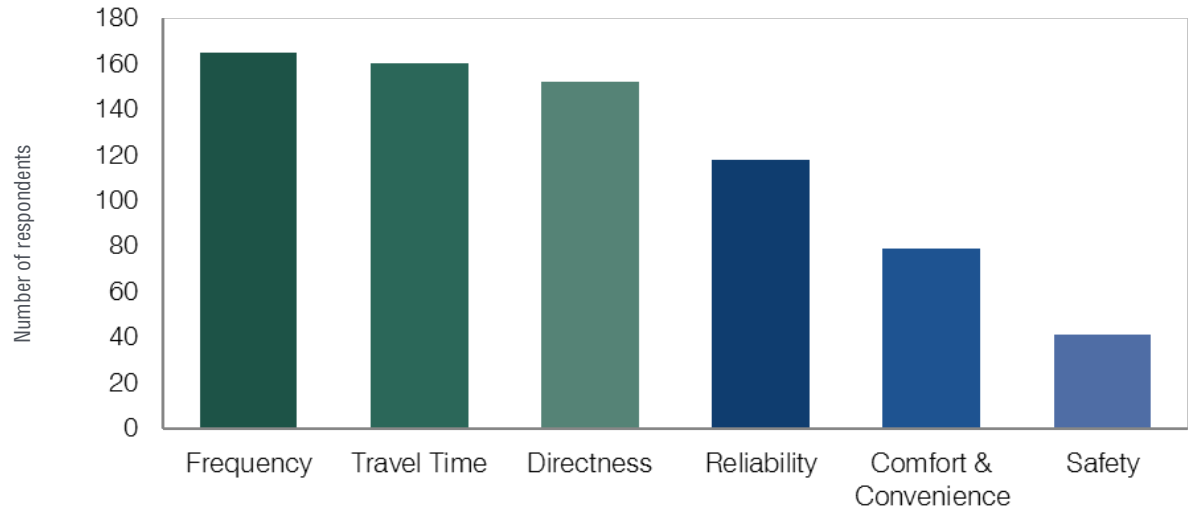


Figure 16: Barriers to Using Transit in Saskatoon
Source: Winter 2014 Engagement Summary Report #1

For transit to be successful in serving the travel needs of existing and potential customers, the community has clearly identified the need to get the ‘basics’ right. As noted by some of the feedback received to date from the broader Saskatoon community, the most important features to improve in the transit system are:



Frequency. Transit services that operate every 15 minutes (or better) mean customers spend less time waiting.



Directness. Transit routes that provide direct connections to key destinations create higher demand.



Travel times. Reduced travel times provide an attractive alternative to driving for some users.



Reliability. Reliable service and priority treatment during high-traffic times makes it easier to use transit for getting to and from work.



Safety, comfort, and convenience. Accessible transit stops, exchanges and stations located close to amenities make transit more convenient. Improved facilities featuring seating, shelters, lighting and transit system information improve safety and create a more comfortable user experience.



Customer service and information. Readily available schedule and route information helps to reduce transit wait time frustrations and makes it easy to navigate the transit system.

3.4 Preliminary Directions for Transit

Enhanced transportation choices throughout Saskatoon must be centered on improving the transit experience for existing and potential customers and addressing some of the critical barriers previously described. The preliminary long-term directions for transit are captured through six key themes as described below. Many of these changes need to begin **NOW** and require increased investments to improve service levels and transit facilities.

1. Transit Customer Experience

The customer experience is central to the success of transit in Saskatoon. The community has clearly stated the experience on transit needs to be improved **NOW!** The preliminary directions include steps that Saskatoon

Transit can take to make customer service a foundation of the transit business. Whether it's planning a trip or getting to the destination, there are many things that can be done to improve the experience for customers of all ages and abilities. Some of the potential improvements included in preliminary plans are illustrated in **Figure 17**.

2. Increasing the Range of Bus Services

The needs of transit customers vary. Some want to get around their neighbourhood and need reliable, accessible service near their home and destination. Others want fast, direct service and are willing to walk to catch a bus - especially if the bus is frequent. Saskatoon's existing services and routing provide reasonable coverage to a majority of residents, but cannot adequately serve many of the customer needs. The preliminary directions for transit include offering a broader range of services

“Many changes to the transit system need to begin NOW and require increased investments to improve service levels and transit facilities.”

and routing that will do more for existing and future customers (see **Figure 18**).

3. Transit Services Network

For transit to be a more attractive choice for residents, the amount of service offered in Saskatoon needs to grow faster than the population. By increasing frequencies and introducing new services to more areas of the city, transit will better serve existing and future travel demands of its customers. **Figure 19** illustrates the proposed structure of long-term transit services for Saskatoon.



Figure 17: Improving the Customer Experience

SERVICE TYPE	WHAT DOES IT DO?	VEHICLE TYPE	FREQUENCIES	FREQUENT	DIRECT	FAST	RELIABLE	COVERAGE
Bus Rapid Corridors	Connects major destinations and areas with the highest demands.		Peak: 5 min. or less Off-peak: 10 min.	✓	✓	✓	✓	
Frequent Transit Service	Connects higher demand areas.		Peak: 10 min. Off-peak: 15 min. or less	✓	✓	✓	✓	
Conventional Service	Connects neighbourhoods.		Peak: 15 min. or less Off-peak: 30 min.				✓	✓
Community Shuttle	Connects low demand outer areas to main corridors.		Peak: 15-30 min. Off-peak: 30 min.				✓	✓
Commuter Service	Connects with surrounding communities.		Peak period and limited midday service		✓		✓	✓

Figure 18: Broader Range of Transit Services

City of Saskatoon Future Conceptual Transit Network

Rapid Transit Corridors

- █ Blairmore - University Heights - Holmwood
- █ Lawson - Nutana
- Rapid Transit Terminus

Transit Network

- █ Frequent Transit Service
- █ Conventional Transit Service
- Community Shuttle/Flexible Service
- Commuter Service

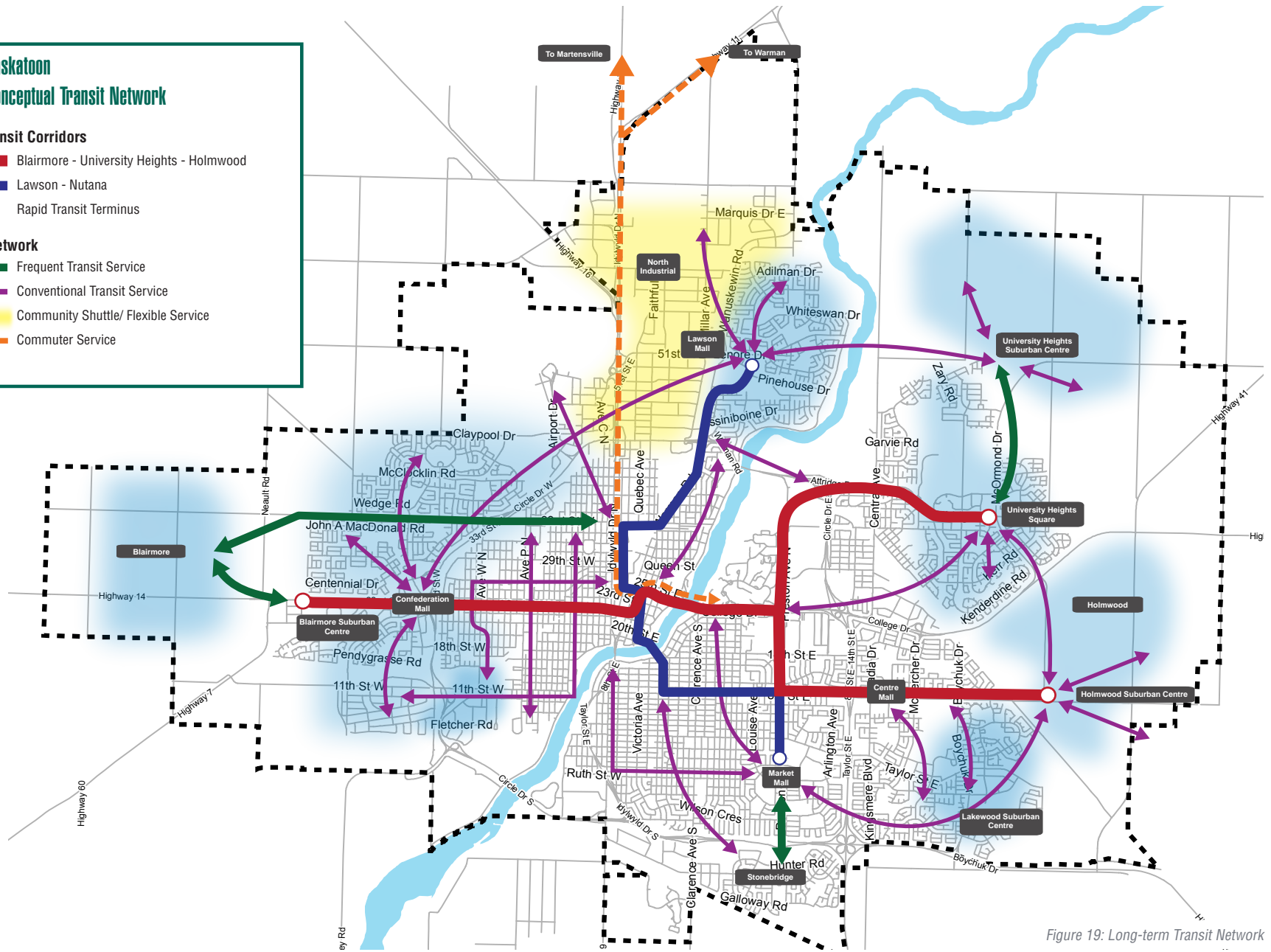


Figure 19: Long-term Transit Network

✓ **Rapid Transit.** The ‘spine’ of the transit system in Saskatoon will be defined by Bus Rapid Transit (BRT) corridors equipped with dedicated lanes and unique stations. Buses operating in dedicated lanes will easily support the city’s projected ridership for the next 25 years or more. Beyond this timeframe, other technologies such as Light Rail Transit (LRT) may be explored to support higher levels of demand and corridor growth around planned stations and corridors.

The enhanced rapid transit services and facilities will also encourage higher density, mixed land use patterns that contribute toward vibrant, walkable communities. Similar to other transit-friendly communities such as Ottawa and Winnipeg, buses will be directed toward the rapid transit corridors from surrounding areas to provide a direct, transferless transit service to and through the downtown and University areas. The cumulative frequencies will result in 5 minute or less bus service along BRT corridors.

The Red Line BRT corridors represent approximately 22 km of dedicated bus lanes with 26 stations between Blairmore, University Heights and Holmwood (see **Figure 21**). As dedicated lanes are implemented, nearby transit terminals such as in the downtown, University and Confederation Suburban Centre may be replaced with on-street stations.

The Blue Line BRT corridors include approximately 12 km between Nutana and Lawson Heights. The projected ridership and service levels would support transit priority treatments such as intersection queue jumpers and signal priority.



Photo: 3rd Avenue N Transit Stop, Source: City of Saskatoon

✓ **Frequent Transit Corridors.** Beyond the BRT corridors, Frequent Transit Corridors (FTC) will become an identifiable feature of the city’s transit system. Bus services should operate every 15 minutes or less along FTCs, for 15 hours per day, 7 days a week. With growing north-south travel from Stonebridge and planned growth in Blairmore, University Heights and Holmwood, FTCs can be created along corridors such as 33rd Street, Preston Avenue and McCormond Drive. FTCs should be equipped with comfortable stops with shelters and rider information where transit ridership and boardings is highest.

✓ **Conventional Transit Services (including Suburban Centre Services).** Conventional transit services may form the largest part of the transit network in the city. Within the core areas of the city, the ‘grid structure’ of conventional services along several major roadways could enhance access to BRT Lines and FTCs where customers can transfer at stations

and have comfortable stops. Conventional services may also be designed to support local trip making and connections between Suburban Centres and the North Industrial Area. In order to be attractive, peak and off-peak services should be at least every 15 minutes and 30 minutes respectively.

✓ **Community Shuttle and Flexible Service.** Lower density residential and employment areas of the city such as the North Industrial Area may be best served by smaller buses and in some cases on-demand pick-up and drop-off areas.

✓ **Commuter Service.** As the city and surrounding communities continue to grow, so too will regional travel. Commuter Services in Saskatoon can provide connections between surrounding areas such as Warman / Martensville and primary destinations in the city such as the industrial area, downtown and the University. Although Commuter Services are included in the long-term Transit Plan, they would be financially supported by surrounding municipalities.

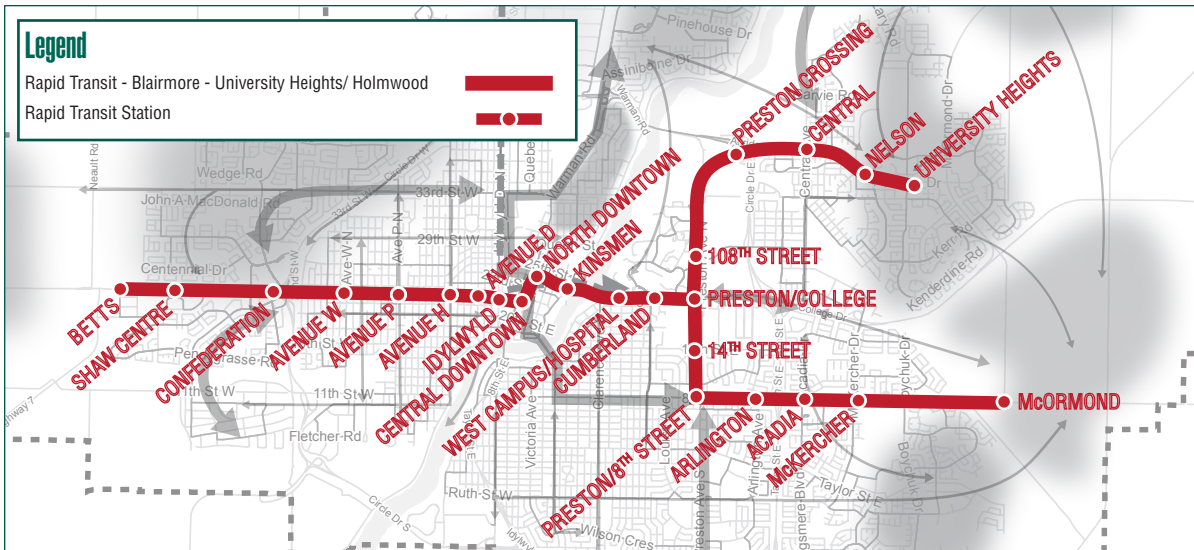


Figure 20: Dedicated Bus Lanes & Stations

4. Dedicated Rapid Transit Lanes & Stations

Many of the city's frequent and conventional transit services from Blairmore, University Heights and Holmwood will be directed toward the Red Line BRT corridor. As ridership grows, dedicated bus lanes will be developed to accommodate demands and to improve travel times and reliability for transit passengers and services. Transit stations will need to be designed with large platforms, heated shelters, seating and other amenities to comfortably support more passengers. **Figure 20** illustrates the rapid transit corridors and planned station locations.

5. Park-and-Ride Lots

Park-and-ride lots will be required nearby stations on the periphery of the city to increase opportunities to use transit. Preliminary locations for consideration include University Heights, Acadia Drive and Confederation, as well as Lawson Heights.

6. Transit Terminal Removal

The Downtown and Place Riel Transit Terminals will be removed and replaced with on-street transit stations along 3rd Avenue and College Drive, respectively, as part of the BRT corridors. These corridors and station areas may be improved not only for transit customers, but to create a street environment that attracts and accommodates people to the area. Stops and layover facilities may still be required for some local serving routes.

“Rapid transit services will operate on dedicated bus lanes as demand grows to support projected ridership and enhance travel speed, reliability and time.”

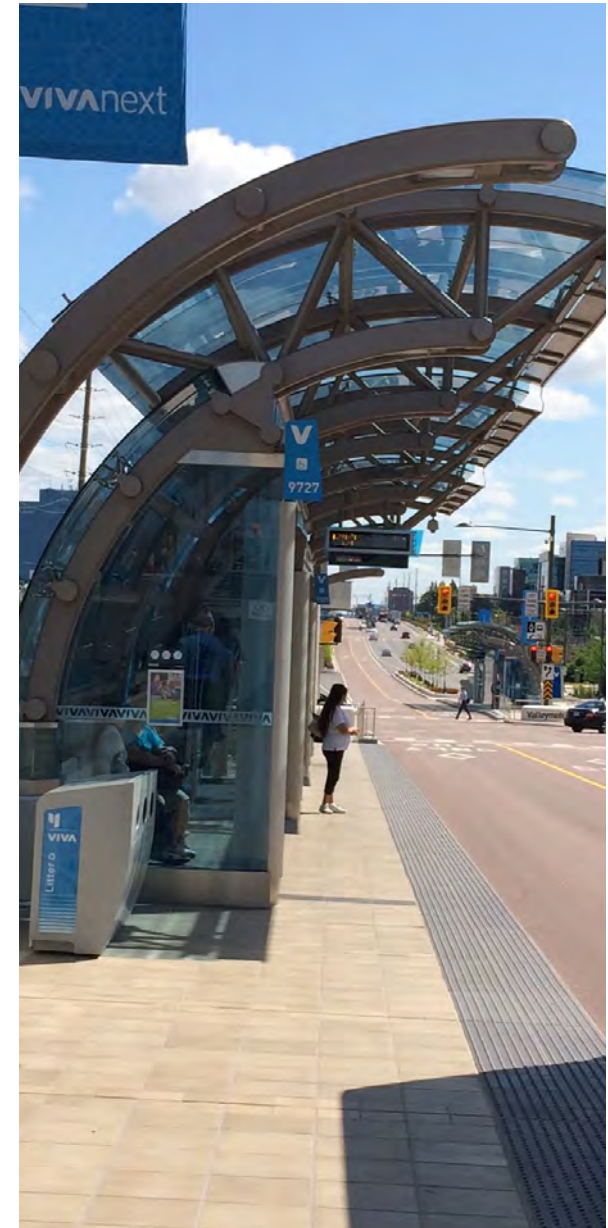


Photo: Valleymede Drive Vivastation, Richmond Hill;
Source: Urban Systems

PART 4: Core Bridges

Saskatoon residents have identified a desire for new roads and bridges that improve connectivity for all transportation modes. Another initiative of the **Growth Plan** includes a review of the city's core area bridges and the roadways that surround them in order to accommodate both growth in traffic as well as the potential of dedicated space for rapid transit. The City has already worked to identify several long-term roadway improvements to support growth and mobility throughout Saskatoon (such as the Perimeter Highway, the North Commuter Parkway Bridge and the Traffic Bridge). The **Growth Plan** builds on these improvements and focuses primarily on bridge and network needs in the core area within Circle Drive.

4.1 Saskatoon Today

Saskatoon's existing road network inside Circle Drive is distinctly different than the network outside Circle Drive. In the older, more established areas inside Circle Drive, there is a grid network of roads that provide alternative and continuous north-south and east-west routes. With the exception of river crossings, the grid road system provides a variety of optional routes, which helps to ensure that most roads do not need to be more than four lanes wide. The grid road system also helps to maintain the quality of urban areas by providing a coherent, walkable block structure with parcels that can easily

redevelop over time. Outside Circle Drive, the street system is more curved and indirect in some areas, often with only one route in and out of the community. These areas are often less walkable and bicycle friendly and are challenging for transit as all routes in and out of the community are indirect.

In the city's core, the current level of congestion is generally modest and typical of a mid-size city. Saskatoon's core area is currently supported by three bridges where afternoon peak traffic volumes are slightly higher than the morning period. Although core area bridges can generally support the existing peak hour traffic demands (see **Figure 21**), roadways connecting

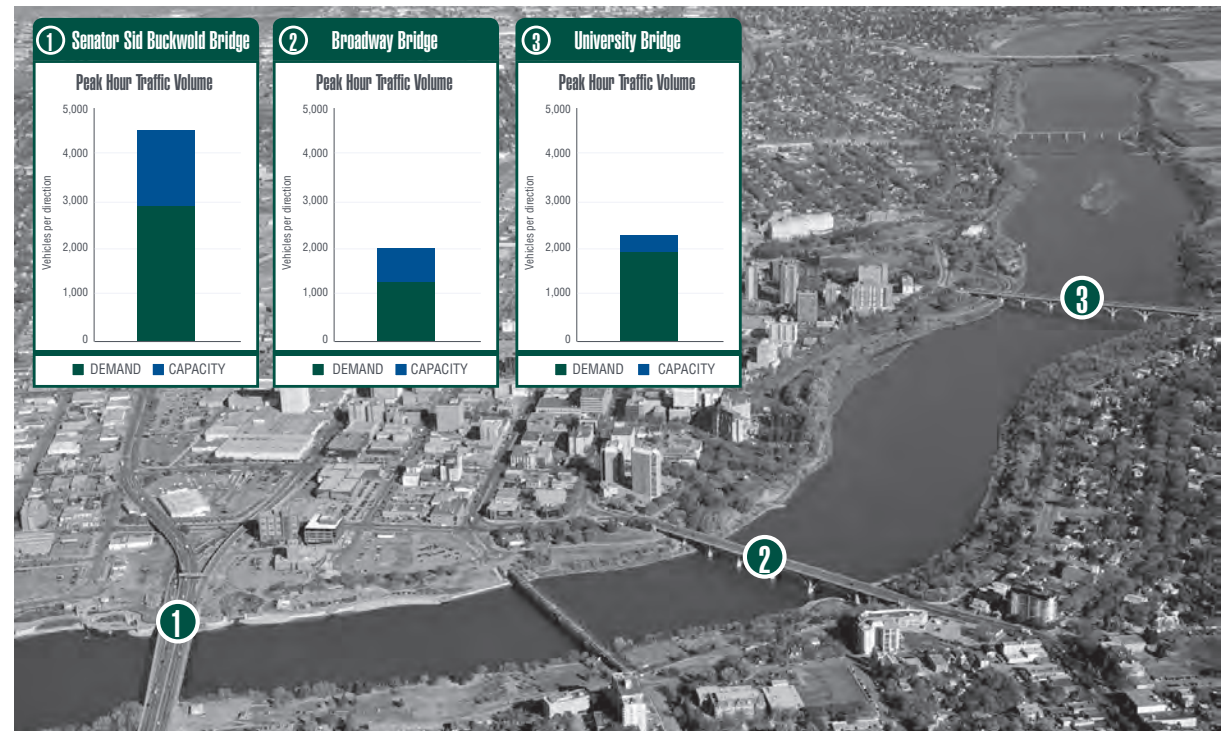


Figure 21: Existing Traffic Demands vs. Capacity of Core Area

to the bridges typically experience moderate delays with some isolated areas of recurring congestion during peak periods. These core area bridges are largely serving travel to and from the core area of the city, as opposed to ‘through’ trips that neither start nor end inside the Circle Drive area.

4.2 Future Trends Without the Growth Plan

As Saskatoon’s population reaches half a million people over the next thirty to forty years, it is projected the city’s roadway network will need to support 100,000 additional

vehicle trips during the morning and afternoon peak hour (a 220% increase).

Although all areas of the city are expected to generate more vehicle travel, suburban areas will experience the greatest increase. At the same time, without significant investment in transit, vehicle travel across core area bridges is projected to increase by 80 to 100 percent during the peak periods. Even with the replacement of the Traffic Bridge, peak delays and congestion will grow significantly across core area bridges with a ‘business-as-usual’ approach (see **Figure 22**). In order to alleviate some of this congestion, the ‘people-carrying’ capacity of the city’s core area bridges will need to increase significantly.

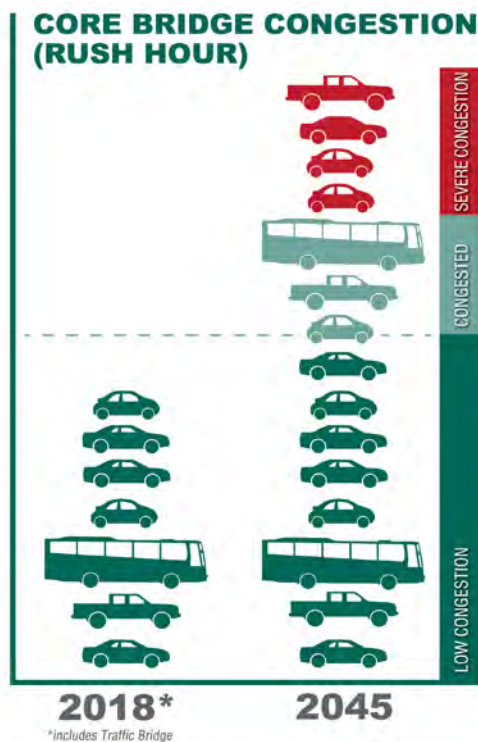


Figure 22: Core Bridge Congestion (2045 Rush Hour)

4.3 Aspirations for Core Bridges

Core area bridges will continue to be primary routes to and from established areas of the city, while planned peripheral roadways and bridges support vehicle travel among suburban growth areas. Core area bridges and networks should support growing travel for all transportation modes (cars, transit, bikes, walking) and serve planned growth within the City Centre, North Downtown and University area.

Potential new crossings serving the core area of the City for the long-term must be designed with the following key attributes:

- Connect arterial roads that serve travel between growing communities in Saskatoon.
- Primarily serve core area travel rather than vehicle travel that starts and ends outside Circle Drive.

“ In order to accommodate this growth in traffic, the ‘people-carrying’ capacity of the city’s core area bridges will need to increase significantly. ”

- Connect pedestrians, cyclists, transit and vehicles to promote sustainable modes of travel within the core areas.
- Continue the grid street pattern that exists within the core area to not only promote use of alternative modes, but to minimize impacts of increasing traffic on neighbourhoods.
- Create an urban street character on both sides of any new crossing within the core area (see **Figure 23**).



Figure 23: Urban Character for New Crossing, Photo source: Urban Systems

When asked about the core area bridge choices that should be considered, most people that participated in the public events and online surveys supported the need to increase ‘people-carrying capacity’ across the river by either converting lanes for rapid transit or building a new bridge to accommodate increased vehicle travel and rapid transit. A very low proportion of people preferred to ‘do nothing’ or the ‘business-as-usual’ approach to the long-term challenges of core area bridge congestion.

4.4 Preliminary Directions for Core Bridges

As population and employment grows, travel demands will eventually exceed the available capacity of existing and planned river crossings within the core area of the city. Several integrated strategies for increasing the ‘people-carrying’ capacity across the river inside the city’s core have been explored, as described and illustrated in **Figure 24 and 25**. It should be noted that existing core area bridges cannot be widened, and that any new crossing would need to support pedestrians and cyclists in addition to vehicles and transit.

Through initial community input on the optional strategies (Public Event #2), an additional crossing connecting Queen Street to Preston Avenue through the University was also identified and considered. The technical evaluation of the optional crossing strategies is summarized in **Table 1**. Each option is compared with the ‘business-as-usual’ option which includes the planned network improvements and base-level transit investments. Qualitative and quantitative ratings of each concept are summarized and compared based on multiple factors that include: transportation, community, environment as well as financial criteria.

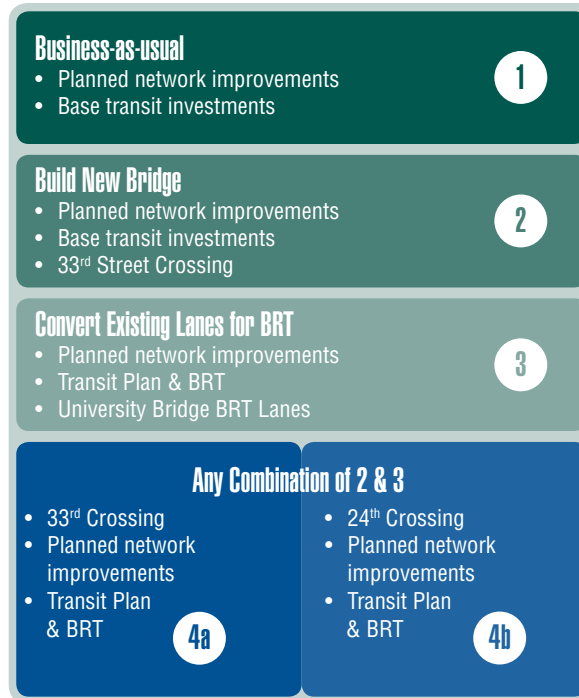


Figure 24: Optional Crossing Strategies

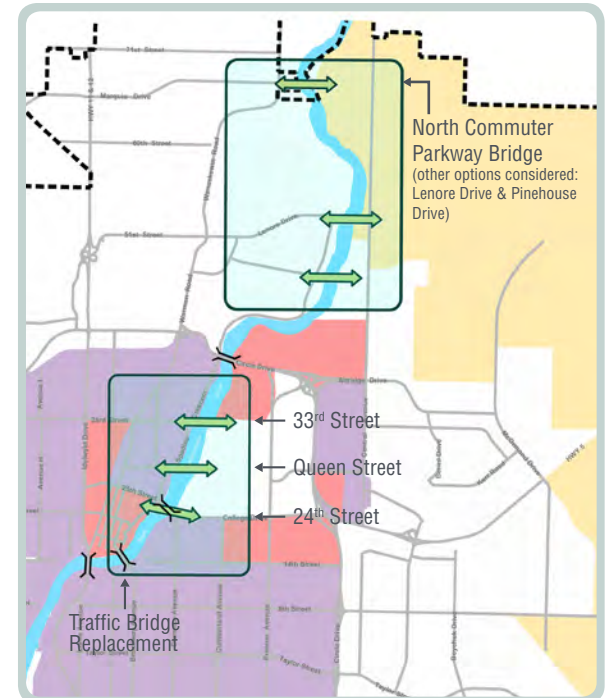


Figure 25: Crossing Alternatives

With the limited options available to increase the ‘people-carrying’ capacity of core area bridges, an integrated strategy of investments in rapid transit as well as attractive bicycle and pedestrian facilities crossing the river is required. Based on the technical evaluation, the preliminary preference to increase mobility of the city’s core bridges includes the provision of dedicated BRT lanes across the University Bridge combined with a new river crossing at 33rd Street.

Significantly improved transit in Saskatoon is centered on increased service levels across the city as well as approximately 22km of dedicated rapid transit lanes between Blairmore, Holmwood and University Heights. Over the next 20 to 30 years, dedicated bus-only lanes

approaching and crossing the University Bridge will be required to serve projected transit ridership with half a million people in Saskatoon. In fact, if rapid transit lanes are not implemented, the projected transit ridership would otherwise require three vehicle travel lanes in each direction. Effective and attractive rapid transit is therefore required to increase the ‘people-carrying’ capacity and to limit road widening in response to the city’s growth. It should also be noted that converting travel lanes for rapid transit can occur over time with priority given to College Drive and 25th Street. With improvements to the bridge approaches, it is anticipated that dedicated rapid transit lanes will not be required on the University Bridge for the next 20 years.

Criteria		Build New Bridge 33 rd Crossing	Convert to BRT Lanes University Bridge	33 rd Street Crossing & BRT Lanes	24 th Street Crossing & BRT Lanes	Queen Street Crossing & BRT Lanes
Transportation						
Vehicle Mobility: Change in travel time per vehicle		●	●	●	●	●
Transit Mobility: Change in travel times per person		●	●	●	●	●
Traffic Diversion: Spillover traffic impacts other roads		●	●	●	●	●
Transit Ridership Change: Change in PM peak hour transit ridership		●	●	●	●	●
Walking & Cycling: Potential for increased walking and cycling		●	●	●	●	●
Community						
Neighbourhood Impacts: Degree of community severance (barriers that limit mobility)		●	●	●	●	●
Property Requirements: Impacts on property		●	●	●	●	●
Community Connectivity: impacts on community		●	●	●	●	●
Environment						
Impact on GHG Emissions: Vehicle emissions		●	●	●	●	●
Impact on Sensitive Areas: Potential impact on sensitive areas		●	●	●	●	●
Financial						
Costs	Annual Transit Operating Cost Increase: Estimated increase in annual operating cost	\$0	\$22-32M	\$22-32M	\$22-32M	\$22-32M
	River Crossing: Estimated Capital Cost	\$100M	N/A	\$100M	\$70M	\$100M
Benefits	Transit Travel Time: % reduction in passenger transit travel time	- 0.1%	- 5.0%	- 5.0%	- 5.0%	- 5.0%
	Vehicle Travel Time: % reduction in vehicle travel time	- 2.9%	- 3.4%	- 5.2%	- 3.5%	- 4.6%

● Negative/Low ● Neutral/Moderate ● Positive/High

Table 1: Technical Comparison and Evaluation



Photo: South Saskatchewan River; Source: Tourism Saskatoon

Once dedicated rapid transit lanes are implemented on the University Bridge, a new core area river crossing will be needed to support planned growth inside the core areas of the city (e.g. City Centre, North Downtown and University). Although a combined solution of dedicated bus only lanes on the University Bridge with a new 24th Street crossing is possible, the technical benefits of a 33rd Street crossing are greater. As indicated in **Table 1**, a 33rd Street crossing provides better transportation connections between growth areas on the east and west sides of the river. Walking, cycling and transit services would improve sustainable transportation choices to and from the core area, including planned development for

the University Endowment lands. A 33rd Street crossing would also connect arterial roads to serve growing travel within the city's core area. In fact, the spacing of the 33rd Street crossing (approximately 1.5km north and south of the Circle Drive and University Bridges respectively) would enhance the grid system of arterial roadways needed to minimize vehicle travel on neighbourhood streets.

Although the 33rd Street crossing will enhance long-term connectivity between growing communities of the core area, the impacts on property and neighbourhoods that surround the corridor will need to be addressed through the planning and design process. Ultimately, the City

will want to plan and design a crossing that connects urban streets with arterial streets similar to Broadway Avenue and sections of 33rd Street.

Recognizing the importance of encouraging alternative modes of transportation throughout the city, the 33rd Street crossing may be deferred for the very long-term through accelerated investments in transit services and facilities, maintaining general purpose travel lanes across the University Bridge as well as implementing other land use and transportation demand management strategies, such as parking management in the downtown area and initiatives to encourage increased use of transit.

PART 5: NEXT STEPS

Community feedback from the third round of Public Engagement (March to May 2015) will be considered alongside technical evaluations to finalize the preferred long-term Growth Plan in Phase 4 of the process. An implementation and phasing strategy will then be developed to support the long-term **Growth Plan**. These strategies will be presented during the final round of Public Engagement in the Fall of 2015. A final **Growth Plan** will be presented to Council following that stage for consideration and approval, in early 2016.

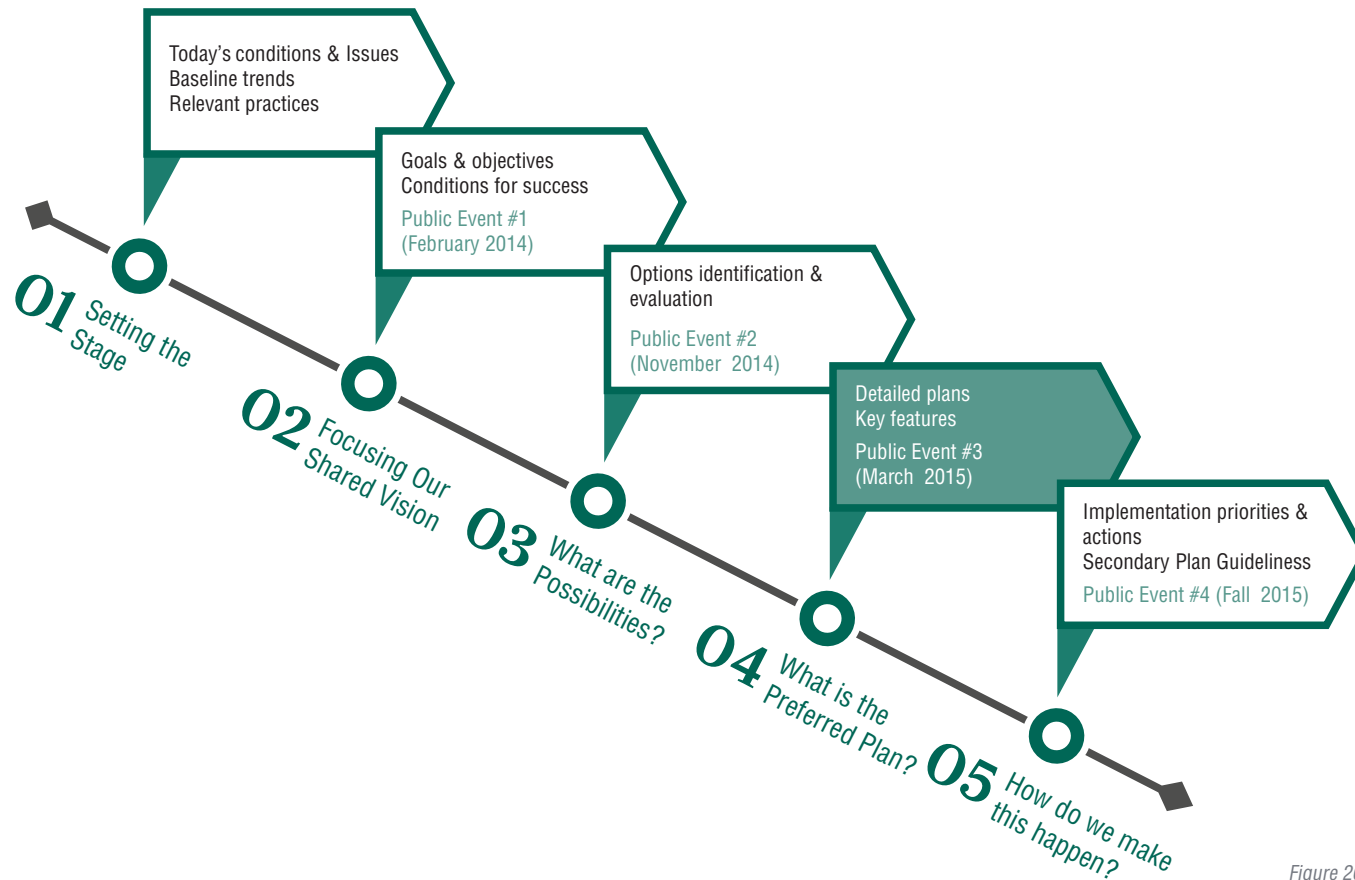


Figure 26: Project Phasing and Next Steps



February to June 2015

ENGAGEMENT SUMMARY REPORT #4



June 2015

OVERVIEW

BETWEEN FEBRUARY AND JUNE, 2015, THE GROWTH PLAN TO HALF A MILLION TEAM CONSULTED WITH OVER 2,000 SASKATONIANS, GATHERING INPUT ON THE DRAFT LONG-TERM GROWTH PLAN AND PROPOSED IMPLEMENTATION PRIORITIES. THROUGHOUT THE THIRD ROUND OF GROWTH PLAN ENGAGEMENT THERE WERE A VARIETY OF ENGAGEMENT OPPORTUNITIES FOR THE COMMUNITY TO GET INVOLVED IN AND HAVE THEIR SAY!





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Long-term Directions . . . Present

Team Working Agreement

The team is committed to the success of Project 1. We will work together to achieve our goals and objectives. We will communicate openly and honestly, and we will support each other in our efforts. We will work together to create a positive and productive team environment.

Project 1: [Illegible]

Task	Start Date	End Date	Status
[Illegible]	[Illegible]	[Illegible]	[Illegible]
[Illegible]	[Illegible]	[Illegible]	[Illegible]
[Illegible]	[Illegible]	[Illegible]	[Illegible]
[Illegible]	[Illegible]	[Illegible]	[Illegible]

Project 2: [Illegible]

Task	Start Date	End Date	Status
[Illegible]	[Illegible]	[Illegible]	[Illegible]
[Illegible]	[Illegible]	[Illegible]	[Illegible]
[Illegible]	[Illegible]	[Illegible]	[Illegible]
[Illegible]	[Illegible]	[Illegible]	[Illegible]

1 INTRODUCTION

In March 2015, the City of Saskatoon completed the third round of open public engagement for the *Growth Plan to Half a Million (Growth Plan)*. This followed two rounds of public engagement in 2014 where community members were asked first to provide input on the high-level direction of the *Growth Plan* and then subsequently provide feedback on specific possibilities/options being considered for the *Growth Plan*'s core initiatives, Corridor Growth, Transit and Core Bridges. The input received during the first two rounds of engagement is outlined in the Winter 2014 Engagement Summary Report #1 and Fall 2014 Engagement Summary Report #2 and helped to inform the draft long-term plan and implementation priorities presented during this round of engagement.

The third round of open public engagement for the *Growth Plan* occurred from February 25 to March 18, 2015. This round of engagement presented the community with a detailed overview of the proposed draft long-term plan and possible implementation priorities for major corridor redevelopment, a new transit system with BRT, and a 33rd Street river crossing with BRT lanes on the University Bridge.

Supplementary Engagement, including an online representative citizen survey and targeted engagement with affected stakeholders, took place between May and June, 2015.

The input received during this round of engagement is summarized in this report and will be used to help finalize the long-term directions contained in the *Growth Plan* and shape priorities for implementing the final plan.



2

ENGAGEMENT ACTIVITIES

2.1 Growth Plan Public Workshops

Two *Growth Plan* Public Workshops were held on March 3, 2015, at TCU Place. The Public Workshops were open to all residents and included both a mid-day (12–2 p.m.) and an evening session (6–8 p.m.). A workbook with detailed information on the draft long-term plan, proposed implementation priorities and activity sheets was given to each participant as they arrived. The workbook approach was first used during the second round of engagement and provided participants the choice of working through the material during the workshop sessions or on their own. This approach was well received by those who participated in the second round of engagement and as a result was incorporated into the third round of engagement. The March 2015 workbook was also available online one week prior to the workshops, for those who preferred to review the information independently, then provide their input either in-person or electronically.

Each Public Workshop began with an overview of what can be anticipated if the City continues with “Business-As-Usual” and the impact growth will have on peak travel times, travel demands and traffic volumes, as well as the impact on transit services. This was followed by an overview of what is included in the long-term plan and possible short- and medium-term implementation phasing for a new transit system with BRT and redevelopment along major corridors.

Participants sat around tables of eight and were encouraged to introduce themselves to the others at the table. Sitting in groups of eight allowed participants the opportunity to share points of view and ideas. Three separate tabletop discussions took place throughout each workshop, allowing each table the opportunity to share their perspectives on the proposed long-term plan and the implementation phasing being considered for Transit and Corridor Growth. Each tabletop discussion lasted 10 minutes and included a group report back to end each session. Facilitators moved throughout the room during these discussions, answering questions and providing support to any group in need of additional attention.

Workshop Attendance

Workshop attendance was recorded using sign-in sheets, however sign in was entirely voluntary. In total, 234 participants signed in to the Public Workshops. Participants represented a relatively broad cross-section of Saskatoon's community, including:

- students
- seniors;
- newcomers to Saskatoon, and;
- individuals from various interest groups such as Business Improvement Districts (BID's) and community associations.

Input Intake Methods

The workshops used a variety of methods for recording attendee input, including:

- Detailed workbooks where participants provided feedback on activity sheets included in the workbook. The activity sheets were handed in after each session;
- In-person dialogue through tabletop discussions and group report backs,
- Large group question and answer periods;
- A biggest opportunity and challenge call-out exercise, and;
- One on one discussion between participants and project team members after the formal session.



2.2 Other Engagement Activities

A variety of targeted engagement activities were hosted following the Public Workshops in an effort to engage a larger audience and to accommodate those that could not attend the Workshops. Activities included a Campus Consultation session, transit intercept surveys, a lunch-and-learn session and meetings with stakeholder groups. A brief overview of the targeted engagement activities is outlined below with a complete snap shot of the events and input described in Section 3.

GROWTH PLAN CAMPUS CONSULTATION

On March 10, 2015, approximately 90 students, faculty and residents attended the *Growth Plan* Campus Consultation, which included a presentation based on the material presented at the Public Workshops, tabletop discussions and facilitated Q&A.

TRANSIT OPERATOR ENGAGEMENT

Transit Operators were invited to participate through both an in-person intercept survey or by completing an anonymous information package and questionnaire, both focusing on the Transit portion of the *Growth Plan*. Approximately 35 Transit Operators provided input.

CITY EMPLOYEE COME-AND-GO INFORMATION SESSION

A come-and-go *Growth Plan* Information Session was held on March 12, 2015, for city staff. *Growth Plan* Steering Committee members were present to overview the *Growth Plan* and answer any questions. In total, 20 employees attended the noon hour session at City Hall.

TRANSIT CUSTOMER INTERCEPT ENGAGEMENT

City staff carried out short 3-minute pedestrian intercept surveys at the Downtown and Place Riel Transit Terminals. In total, 50 residents were surveyed on their use of Saskatoon Transit and interest in short- to medium-term service and facility improvements.

ABORIGINAL FOCUS GROUP

On March 16, 2015, a *Growth Plan* Focus Group with the Aboriginal Community was hosted, in partnership with the University of Saskatchewan's Aboriginal Engagement Office and the Saskatoon Aboriginal Professional Association (SAPA). Eighteen (18) people attended the facilitated session and provided input through the March 2015 Workbook.

TWO-TWENTY LUNCH-AND-LEARN

On March 18, 2015, a lunch-and-learn session was hosted at Two-Twenty, a co-working office in Saskatoon, for approximately 25 people. The session included a condensed version of the presentation given at the Public Workshops – modified for time. Attendees were able to ask questions throughout the presentation.

NORTH PARK & CITY PARK COMMUNITY CONSULTATION

On June 17, 2015, a presentation was held at North Park Wilson School for North Park and City Park residents. Approximately 66 people attended. The session included presentations on the preliminary long-term *Growth Plan* directions for Corridor Growth, Transit and Core Area Bridges, followed by general Q&A.

CORRIDOR SURVEY

In May 2015, Inshtrix Research Inc. conducted a survey of land owners and businesses in Saskatoon along 22nd Street, 8th Street and College Drive/Preston Avenue to gather feedback on the preliminary long-term recommendations and implementation priorities included in the *Growth Plan*. Over 800 land owners and businesses were invited to participate through mail out letters, with 19 surveys completed

2.3 Online Public Engagement

Several online tools were used to enhance the public engagement opportunities, allowing participants to contribute to the *Growth Plan* at their own convenience. These tools included an online survey accessible through both the project website (growingfwd.ca) and the City's online public engagement forum Shaping Saskatoon (shapingsaskatoon.ca), as well as Facebook, Twitter and Email, as described below. A complete overview of the input collected through online engagement can be found in Appendix C.

ONLINE PUBLIC SURVEY

A survey was available online from February 25 to March 18, 2015. The online survey was based on the information and questions outlined in the March 2015 workbook and used the same set of questions posed to those who attended the in-person events. A digital version of the workbook was available for reference to those completing the survey online. In total, 639 surveys were submitted online. The input received from the online survey has been included with the overall summary of community input in Section 3 of this report.

GROWINGFWD.CA

Visitors to the Growing Forward! Shaping Saskatoon website (growingfwd.ca) are able to keep up-to-date on the progress of the project and learn about opportunities to become engaged. One week prior to the Public Workshops, the workbook and online survey were made available on the site, as well as on the Shaping Saskatoon Forum. A subscription-based email newsletter provides real-time updates to subscribers and an email intake form sends requests for more information directly to the project team. By the end of this round of engagement over 960 people had subscribed for updates on www.growingfwd.ca.

FACEBOOK

Three (3) Facebook event pages were created to promote the Public Workshops and Campus Consultation sessions. In addition, Facebook ads were used to drive traffic to growingfwd.ca and to promote engagement opportunities. A number of postings were also made to the City's Facebook page timeline throughout this round of engagement. In total, promotion for this third round of *Growth Plan* engagement generated 587 likes, 326 shares and 207 comments.

TWITTER - LIVE TWEET CHAT

Community members were also engaged on the City's official Twitter account (@cityofsaskatoon), throughout this round of engagement. The majority of the Twitter messaging was centered on encouraging residents to attend the workshops or complete the online survey.

EMAIL

Feedback was also received by email, through the Contact Us form on the project website (growingfwd.ca) and direct contact with individual project team members. Thirty (30) emails were received during this round of engagement.

2.4 Citizen Survey

A random sample survey was conducted through an online research panel, gathering feedback on the preliminary long-term recommendations and implementation priorities included in the *Growth Plan*. This research, undertaken by Insightrix Research Inc., served as a complements the other engagement activities undertaken during this round of public engagement. A total of 801 randomly selected Saskatoon residents participated in this survey. The results from this quantitative survey has been summarized in Section 4 of this report and is provided in full in Appendix E.

2.5 Promotion of Engagement Activities

Several channels were used to promote the March 2015 engagement activities, including utility bill inserts, appearances on local morning news shows, print and online advertising, personalized stakeholder email invitations, radio ads and public service announcements (PSAs). The March 2015 workbooks were also posted to the Growing Forward! Shaping Saskatoon project website (growingfwd.ca) one week prior to the workshops to promote the engagement opportunities and allow participants the chance to become familiar with the material.

PRINT, ONLINE AND RADIO ADVERTISING

Engagement activities and information was advertised in several ways leading up to and throughout the third round of engagement, including:

- Utility Bill Inserts (80,000 households): February
- Facebook Ads: February 3 to March 18
- Bridges Ads: February 11, 18, 26 and March 11
- Star Phoenix Saturday Paper: February 28
- City Pages Ad: February 21/22
- Star Phoenix Online Ads: February 25 to March 17
- Eagle Feather News Ad: February publication
- Eagle Feather Online Ads: February 25 to March 17
- The Sheaf Ad: February 26
- The Sheaf Online Ads: February 25 to March 17



Figure 2.1: Growth Plan Utility Bill Insert

- Planet S Ad: February 19
- Planet S Online Ads: February 25 to March 17
- 30-second *Growth Plan* commercials on CTV and Global TV online: February 21 to March 6
- 30-second radio commercials: February 17 to March 3
- Posters (displayed at leisure sites, libraries, BID poster kiosks, transit buses and the University of Saskatchewan): February 10 to March 18
- E-newsletters to subscribers (growingfwd.ca): February 11
- More than 120 targeted stakeholder emails

MORNING SHOW APPEARANCES

Alan Wallace, Co-Chair of the *Growth Plan* Steering Committee, appeared on the Global Saskatoon and CTV Morning Shows to promote *Growth Plan* engagement on February 26 and 27 respectively.

NEWS RELEASES AND PSAS

PSAs were sent to all local media outlets in the weeks leading up to the third round of public engagement, including:

- Event and engagement PSAs: February 9, 25, March 2, 9, and 18
- Media advisory: March 2

3

COMMUNITY INPUT

Participants in all engagement activities (Public Workshops, Campus Consultation, targeted stakeholder engagement and the online survey) were asked to provide input on the proposed long-term plan and implementation phasing being considered for Corridor Growth, Transit and Core Bridges. The input received will be used to help finalize the *Growth Plan* and how it will be implemented. The following is an overview of what is included in the proposed long-term plan and the questions posed during this round of engagement.

OVERALL GROWTH PLAN

Participants were presented with the proposed long-term plan, described in further detail below, and asked to indicate their support through the following questions:

1. Do you support the recommended long-term direction of the *Growth Plan*?
 - a. Overall *Growth Plan*
 - b. Redevelopment and Infill along our Major Corridors
 - c. The Transit Plan with BRT
 - d. A possible 33rd Street River Crossing with Bus Lanes on the University Bridge
2. How could we enhance the *Growth Plan*?
3. Are there other comments you would like to make?

In addition, those who participated in the online survey between February 27 and March 18 were asked the following question in relation to their support for a new river crossing:

1. If you have low or no support for a possible 33rd Street River Crossing combined with bus lanes on the University Bridge, please indicate what part(s) you do or do not support? Would you support a different location?

IMPLEMENTATION PHASING FOR CORRIDOR GROWTH

Saskatoon’s major corridors, like 8th Street and 22nd Street, are ideal locations for a greater mixture of land uses and density to support more sustainable growth. This piece of the *Growth Plan* has explored ways to encourage growth near our major corridors to help reduce outward growth pressures, provide more housing options close to employment areas and enhance transportation choices throughout the city. Through this work, the suitability and potential for redevelopment along major corridors in Saskatoon were evaluated and high priority corridors identified.

During this round of engagement, participants were presented with the long-term plan for Corridor Growth and possible phasing for six corridors and suburban areas identified as high priority, as shown in Figures 3.1 and 3.2. Based on the material presented on Corridor Growth, participants were asked the following questions:

1. Do you support the proposed phasing for secondary plans along our major corridors? Are there any that you would assign a different priority to?

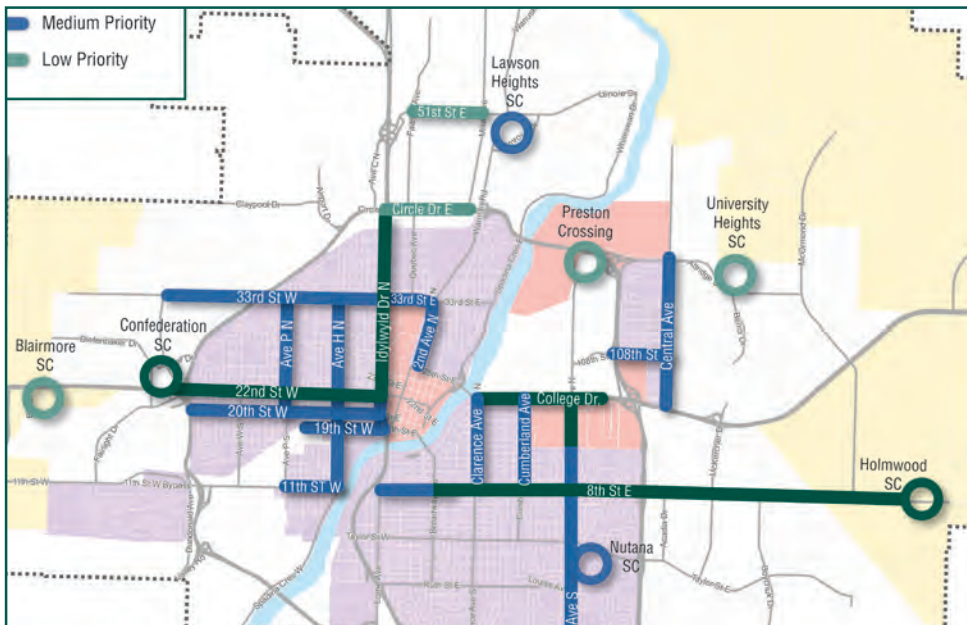


Figure 3.1: Priority Corridors for Redevelopment

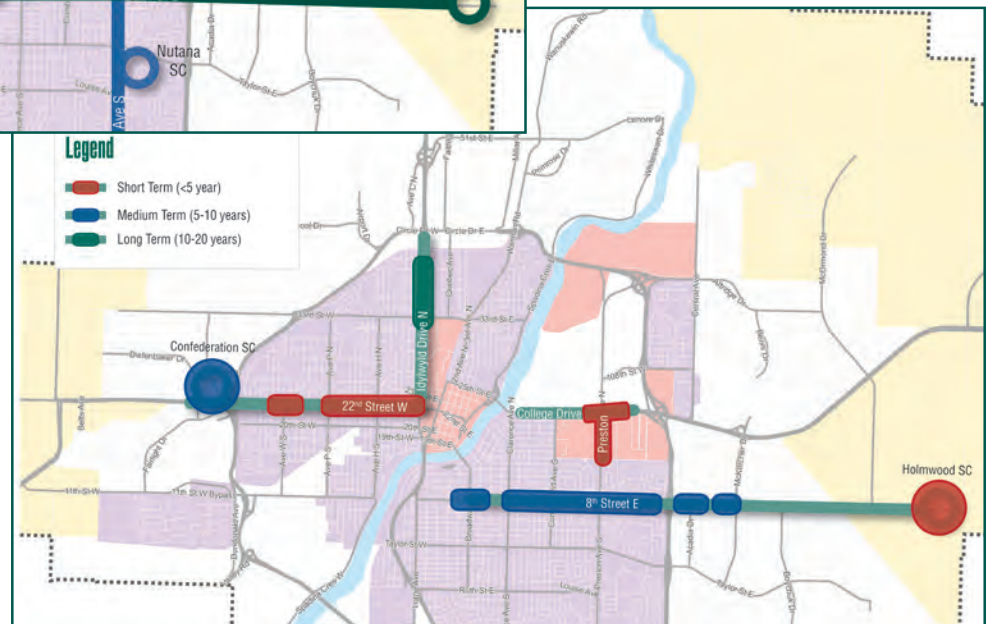


Figure 3.2: Proposed Implementation Phasing for High Priority Corridors

IMPLEMENTATION PHASING FOR TRANSIT

Convenient and accessible transit is essential to support mobility and growth in Saskatoon. For transit to be a more attractive choice for residents, the amount of service offered in Saskatoon needs to grow faster than the population. Additionally, the customer experience is central to the success of transit in Saskatoon. By increasing frequencies, introducing new services and making customer service the foundation of the transit business, the City will be better able to meet the needs of existing and future transit users.

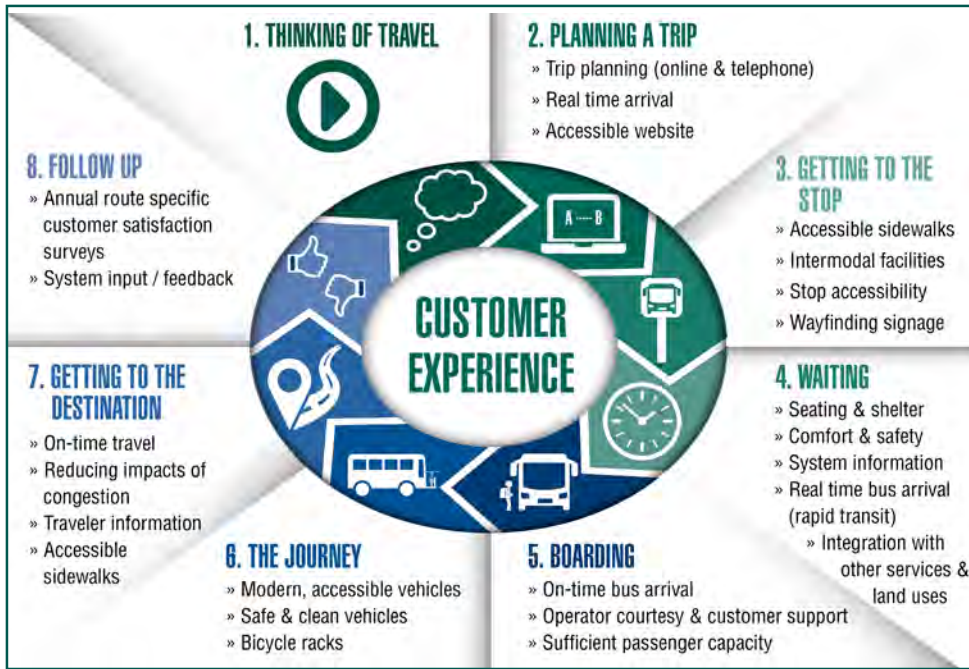


Figure 3.3: Enhancing the Customer Experience

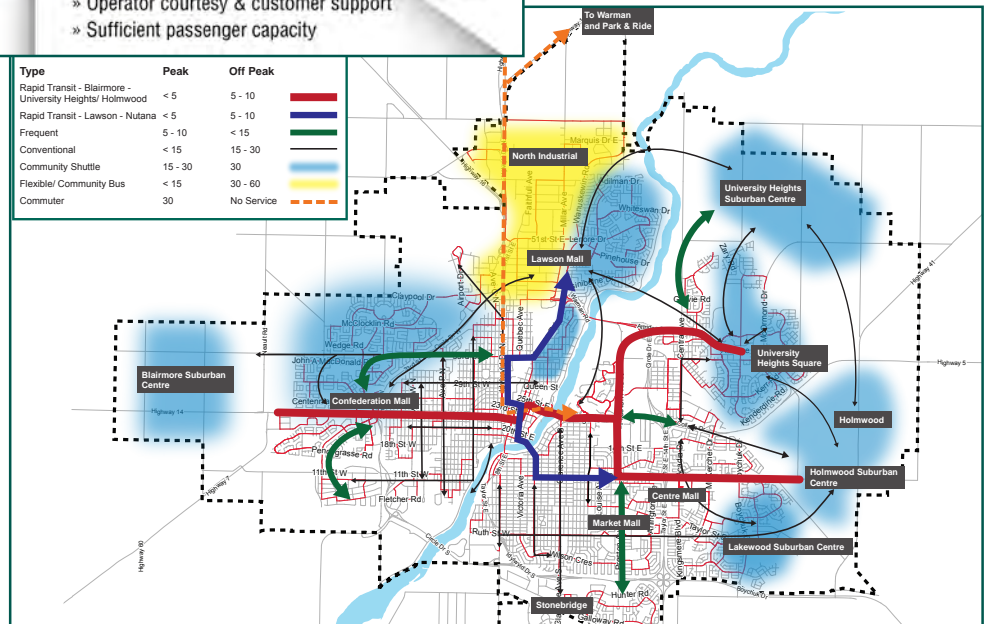


Figure 3.4: Proposed Long-term Transit Plan

During this round of engagement, participants were presented with the proposed long-term Transit Plan and asked the following questions:

1. What are the most important priorities for the next 10 years to enhance the customer experience?
2. The transit service and facility improvements outlined below are being proposed for short-term implementation within 5 years. Do you agree with the high priority assigned to each of these improvements? Are there any that you think should not be a high priority for the 5 year plan?
3. Do you agree with the high priority assigned to each of the medium-term improvements? Are there any that you think should not be a high priority for the 5 to 10 year plan?

The input received from the Public Workshops, Campus Consultation Session, stakeholder meetings and online survey have been collated together to provide a comprehensive overall summary of the input received from those who participated in the third round of Growth Plan Engagement. A complete list of the comments and input received is included in Appendix D. Please note, the views represented in this *Growth Plan Engagement Summary Report* reflect the priorities and concerns of those who participated in the engagement opportunities outlined in the Report. Participants self-selected into community consultation and therefore results are not necessarily statistically-representative of public opinion.



3.1 Overall Growth Plan

Participants were asked to indicate their support (strong, medium, low, no support and I don't know) for the recommended directions of the *Growth Plan*. In general, there was strong or medium support for the overall *Growth Plan*. While the possibility for a new river crossing received strong or medium support from over 60% of respondents, of the core initiatives this option received the lowest support from those who participated.

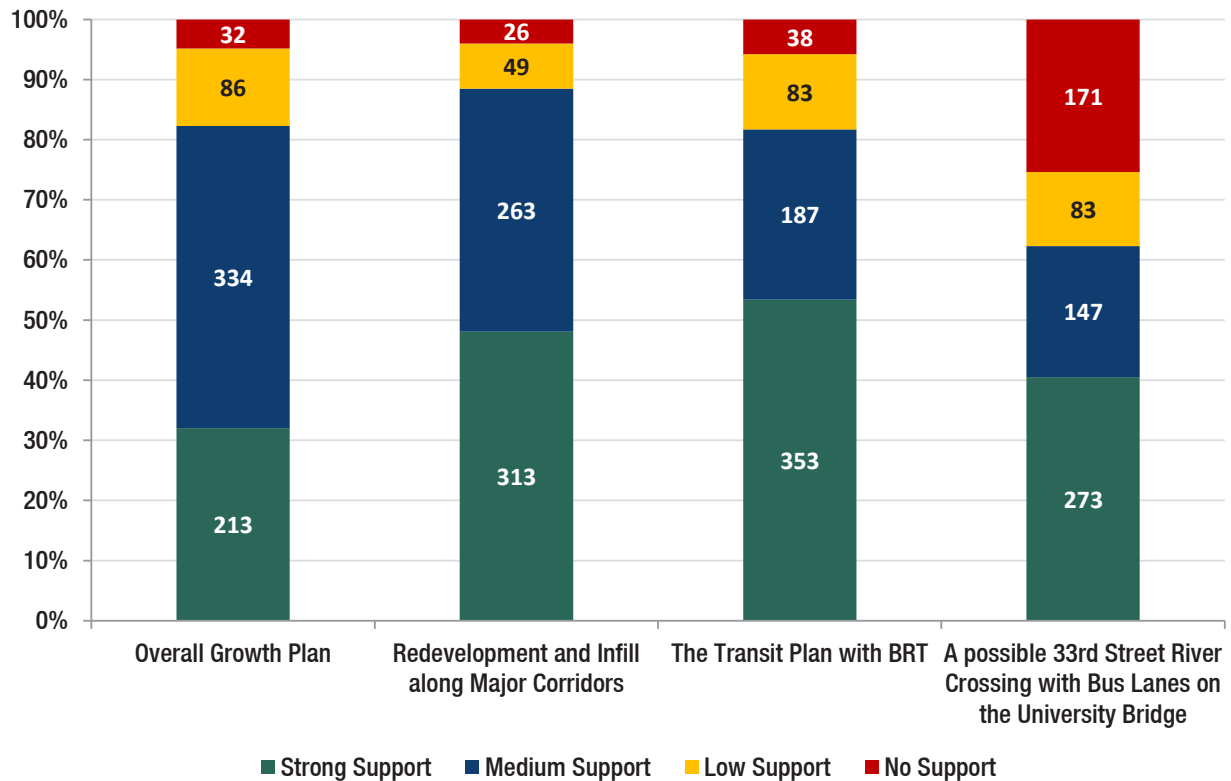


Figure 3.5: Support for Growth Plan

As a follow-up, respondents completing the online survey who had low or no support for a possible 33rd Street River Crossing with Bus Lanes on the University Bridge were asked to indicate what part(s) of the strategy they do or do not support – either the location of the bridge or the location of the bus lanes.

Participants were asked first if they would support a new river crossing in a different location. The comments have been grouped into themes and are outlined on the next page.

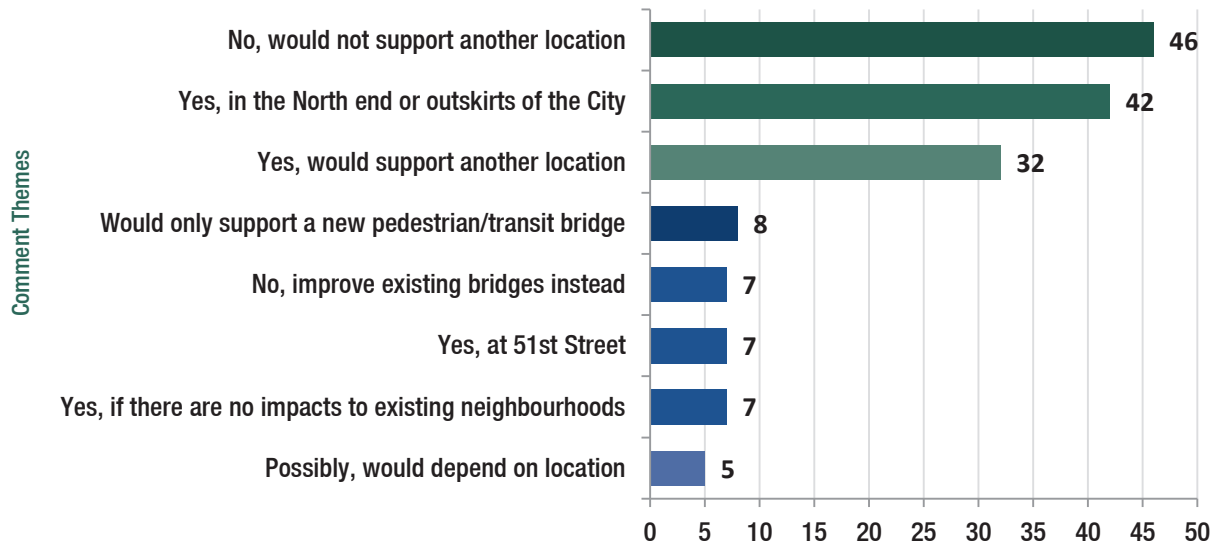


Figure 3.6: New River Crossing Location Themes

Respondents were then asked if they would support bus lanes in a different location. The comments have been grouped into themes and are outlined below.

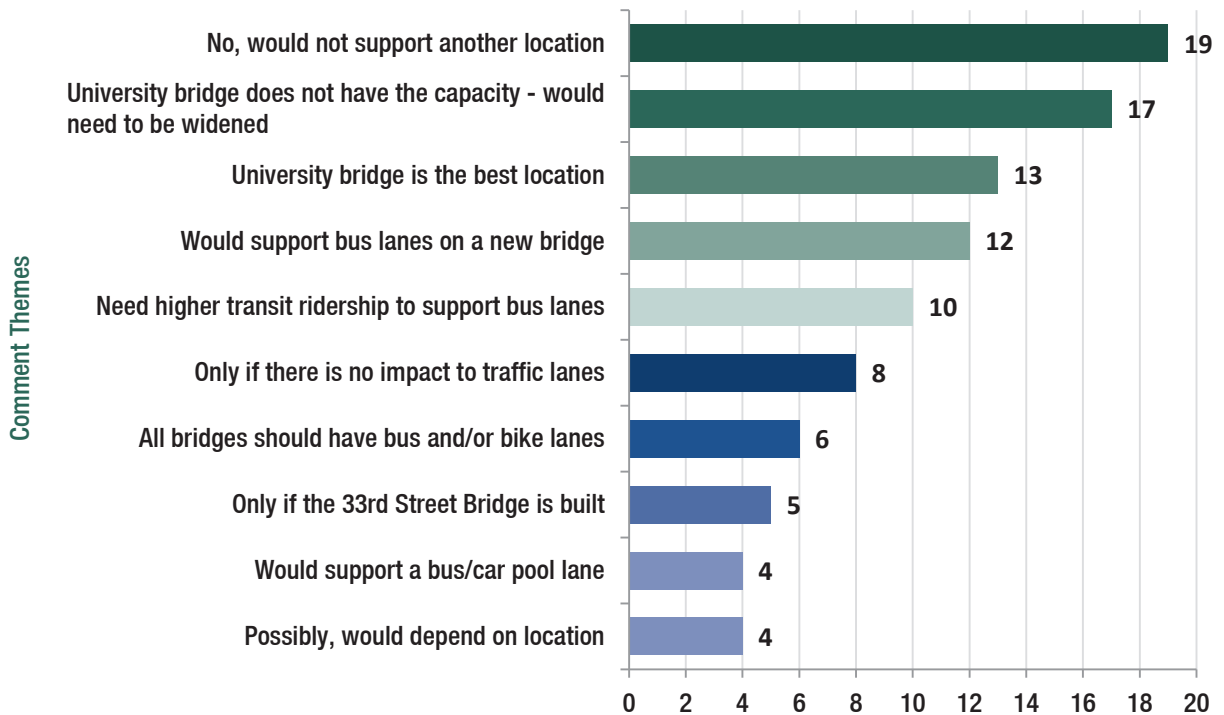


Figure 3.7: Location of Bus Lanes Themes



Participants were also asked to provide suggestions for how the *Growth Plan* could be enhanced. The comments have been grouped into themes and are outlined below. Examples of what we heard from the community for the top 10 themes are listed on the following page.

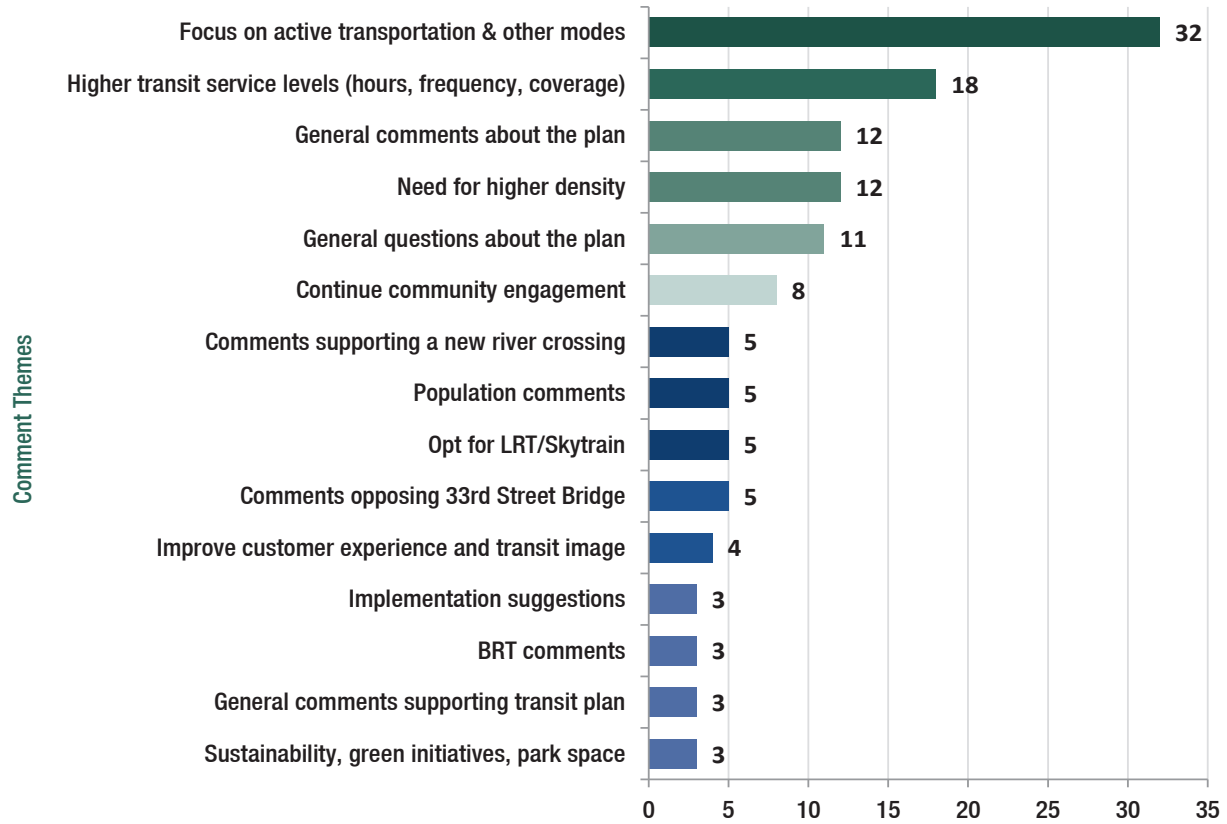


Figure 3.8 Growth Plan Enhancement Themes





3.1.1 WHAT YOU SAID: GROWTH PLAN ENHANCEMENTS

THEME 1: FOCUS ON ACTIVE TRANSPORTATION & OTHER MODES

- I'd love to see an increased emphasis on dedicated bike lanes throughout the city. Perhaps this would be part of the Corridor Growth, but I think it would be great to see bike paths or shared walkways that ran the lengths of 8th Street, 22nd, Idylwyld, etc. Since the goal is to reduce or stall traffic growth/congestion it only makes sense to dramatically enhance the safety, accessibility and aesthetic elements of cycling in the city. Especially important in this regard would be the downtown core itself.
- Could you expand a pedestrian and cycling plan? As the city grows, neighbourhoods will become even more important and central to the living experience-quality of life.
- Additional focus on different modes of transportation.
- Allow people more ways to walk, bicycle, and bus. Would rather see a foot/bike/BRT bridge instead of a car bridge.

THEME 2: HIGHER TRANSIT SERVICE LEVELS (HOURS, FREQUENCY, COVERAGE)

- Look at including the North Industrial area, SaskTel Centre and Aspen Acres. The traffic in the north end is extremely high, partly because there is low-level transit services.
- There are many high school students whose bus transit time takes an hour or more from home to school and vice versa. It may be useful to look into ways to reduce this time.
- More routes for the Bus Rapid Transit.
- There should be more transit on Taylor Street because there isn't a bus that goes all the way down to the exhibition grounds.

THEME 3: GENERAL COMMENTS ABOUT THE PLAN

- Do it sooner, rather than later. Will save costs overall.
- You could increase my support of the rapid transit through 22nd Street if it was done in conjunction with guaranteed low income housing in that area. If done together this will be a great opportunity for Saskatoon's most vulnerable.
- Ensure that all development is viewed through a heritage lens. Does any proposed development have an impact on our heritage resources?
- Improve overall flow of all traffic.

THEME 4: NEED FOR HIGHER DENSITY

- Better land use. Less urban sprawl.
- Encourage density via Transit.
- The *Growth Plan* continues to focus on suburban growth. I think more emphasis should be placed on downtown growth. Build condos in towers with extensive parking provided for everyone. Residents of downtown and patrons of the central shopping district.
- Zoning for more high-rise buildings.



THEME 5: GENERAL QUESTIONS ABOUT THE PLAN

- Has any thought been given to having the Victoria Bridge one way but switching direction? Morning --> to city centre. Afternoon --> out of city centre.
- Clearer ideas on strategic growth. What densities? Is Saskatoon maintaining a grid? What housing types? Mixed-use? Affordable housing?
- Why some options are off the table (e.g. transit other than buses)?
- The *Growth Plan* is entirely infrastructure focused. What plans are in place for the growing pains that are going to come in the social services sector?

THEME 6: CONTINUE COMMUNITY ENGAGEMENT

- Keep asking questions of people.
- More engagement with public.

THEME 7: COMMENTS SUPPORTING A NEW RIVER CROSSING

- The plan of a potential bridge in 20 years (maybe) seems pretty irrelevant. We need to be more proactive.
- The 33rd Street bridge is unexpected, and brilliant.

THEME 8: POPULATION COMMENTS

- Identify the areas of the City that will house the highest percentage of our future citizens. Consider the demographics of Saskatoon's future citizens and focus funds and timelines on their neighbourhoods.
- Show where the majority of the growth is going to be. Where are all the people going to be placed?

THEME 9: OPT FOR LRT

- Could possibly insert a light railway system.
- Building a Skytrain system to all major stops with buses at those terminals - less buses more effective.

THEME 10: COMMENTS OPPOSING 33RD STREET BRIDGE

- Bridge development simply reinforces the car culture.
- I'm not overly sure about the 33rd Street Bridge due to reduce demand. The only way people will stop driving everywhere is if it becomes less convenient. Another bridge will only cause more people to drive (rather than walk, bike, or take transit). I question how this fits into the overall plan of moving people in more sustainable ways.

Finally, those participating were also asked to provide any additional comments relating to the overall *Growth Plan*. The comments have been grouped into themes and are outlined below. Examples of what we heard from the community for the top 10 themes are listed in Section 3.1.2.

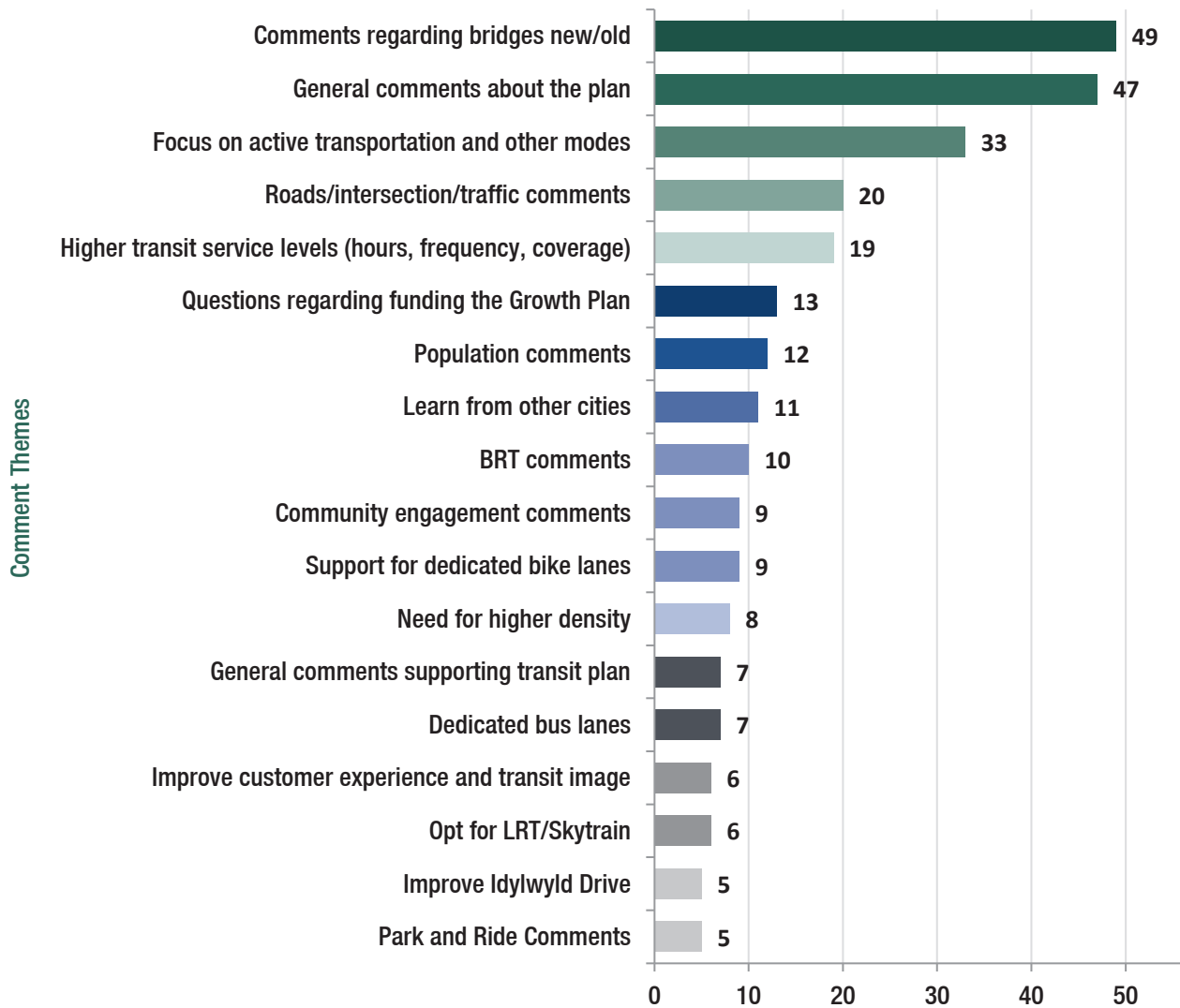


Figure 3.9 Growth Plan Additional Comments



3.1.2 WHAT YOU SAID: OVERALL GROWTH PLAN

THEME 1: COMMENTS REGARDING BRIDGES (OLD/NEW)

- Escalate the need for 33rd Street River Crossing.
- If you mention a bridge, I think you need to alleviate stress by giving us more details. If you open that can of worms I want to know what the potential impact for my house is. I live at ** and 33rd Street.
- 33rd Street crossing should be finished in 10 years.
- I strongly voice my opinion that there is NO need for either a 24th Street nor a 33rd Street bridge.

THEME 2: GENERAL COMMENTS ABOUT THE PLAN

- The planning process is absolutely essential so that we are not knee jerk responding to situations in the future. Creative planning is of the utmost importance, using the best and most innovative practices from desirable cities. Urban pedestrian areas, buses, etc.
- Not too sure of the weight of this plan in making the necessary change. On one hand, it can't be so inflexible as to be a weight on future generations if circumstances change. On the other, it needs to push things forward and not simply be ignored when there is political push-back from various group.
- The city is growing and needs to move forward. Planning now will save headaches later. Having a plan ready to implement is the only way to run a business such as the city is.
- Get on with a plan. No more studies.

THEME 3: FOCUS ON ACTIVE TRANSPORTATION AND OTHER MODES

- For a fraction of the cost of any major infrastructure project, an entire bike lane network could be developed. Please move forward in the next 5 years. Calgary went from being one of the worst bike cities to one of the best in under 7 years.
- Make bicycle commutes safe and attractive to all ages. I bike year around and pay taxes and do not get support to my life style choice but motorists friends get subsidies for their choices to drive to amenities.
- Please consider the environment, pedestrians and other alternatives of transportation.
- Making commuting by bicycle easier more people with ride, regardless of weather. Streets that aren't swept so the cycling lane is loose gravel on pavement is not acceptable.

THEME 4: ROAD/INTERSECTION/TRAFFIC COMMENTS

- Wondering what the plan is for semis and northbound traffic coming from airport/West to get out to Costco and/or the lake?
- There seems to be little focus on flowing traffic. Removing traffic corridors and installing stop or yield signs every four blocks is not accommodating the increased traffic.
- Someone needs to take a long, long look at the timing of the traffic lights in this city. I drive for a living and could make a 2 hour long video filled with major streets where you drive from one red light to another. How is that helping traffic flow?



- We desperately need a perimeter road/freeway similar to Anthony Henday in Edmonton or Stony Trail in Calgary.

THEME 5: HIGHER TRANSIT SERVICE LEVELS (HOURS, FREQUENCY, COVERAGE)

- I would like to see the buses run more frequently like every 10 to 15 minutes.
- I would really like to see transit changes implemented ASAP for the west end. There needs to be a route that goes from Confederation Mall to downtown and the university that only stops at those locations, not every stop in between. Also have frequent feeder buses from the nearby areas to get passengers to the Confederation Mall to take the direct bus that stops at Downtown/ University of Saskatoon only.
- Would like to see bus stops near nursing homes, for those that work and come to visit family. Also would like to see earlier buses on Sunday and for them to run longer.
- I've lived in a middle class household for 20 years in Saskatoon. We have always needed two cars. I don't think that need is going to change. The bus has never been a good alternative whether I've had a car or not. I would like to see that change. The public transit has improved substantially. If we are going to double population then are we going to stop there? Probably not. If the city can't afford anything but buses then they need to have a better system: more frequent buses or roads dedicated to them moving without congestion.

THEME 6: QUESTIONS REGARDING FUNDING THE *GROWTH PLAN*

- Homeowners are already paying too much in taxes and how are we going to pay for all of this without taxing people to the point of bankruptcy??
- Is there enough funding for the BRT? (seems unrealistic)



THEME 7: POPULATION COMMENTS

- I would prefer that we do NOT encourage an increase in population within tax incentives. I prefer a smaller population for our city.
- I hate the idea of urban sprawl where the only objective is growth. I would really like to know where these other 200,000 people are going to come from, and how that's beneficial to the average citizen of Saskatoon.

THEME 8: LEARN FROM OTHER CITIES

- Learn from other contemporary/cohort communities, apply the principles learned there and avoid the problems due to the planning decisions of the 50's - 90's.
- Consult with people from cities that had a similar path to Saskatoon. Mexico City, as unlikely as it sounds, was much like Saskatoon 70 years ago and poor planning has made it hellish to get around.

THEME 9: BRT COMMENTS

- BRT needs to be implemented as quickly as possible.
- BRT to exhibition/special event locations.

THEME 10: COMMUNITY ENGAGEMENT COMMENTS

- The presentation was well organized and I enjoyed it!
- Make sure people's ideas are looked at not just some engineer's idea.



3.2 Implementation Phasing for Corridor Growth

Implementation priorities for encouraging growth and redevelopment along the identified six high priority major corridors have been broken up into short-, medium- and long-term phasing options. Participants were asked whether they support the proposed phasing for each of the high priority corridors or if they would assign the corridor a different priority.

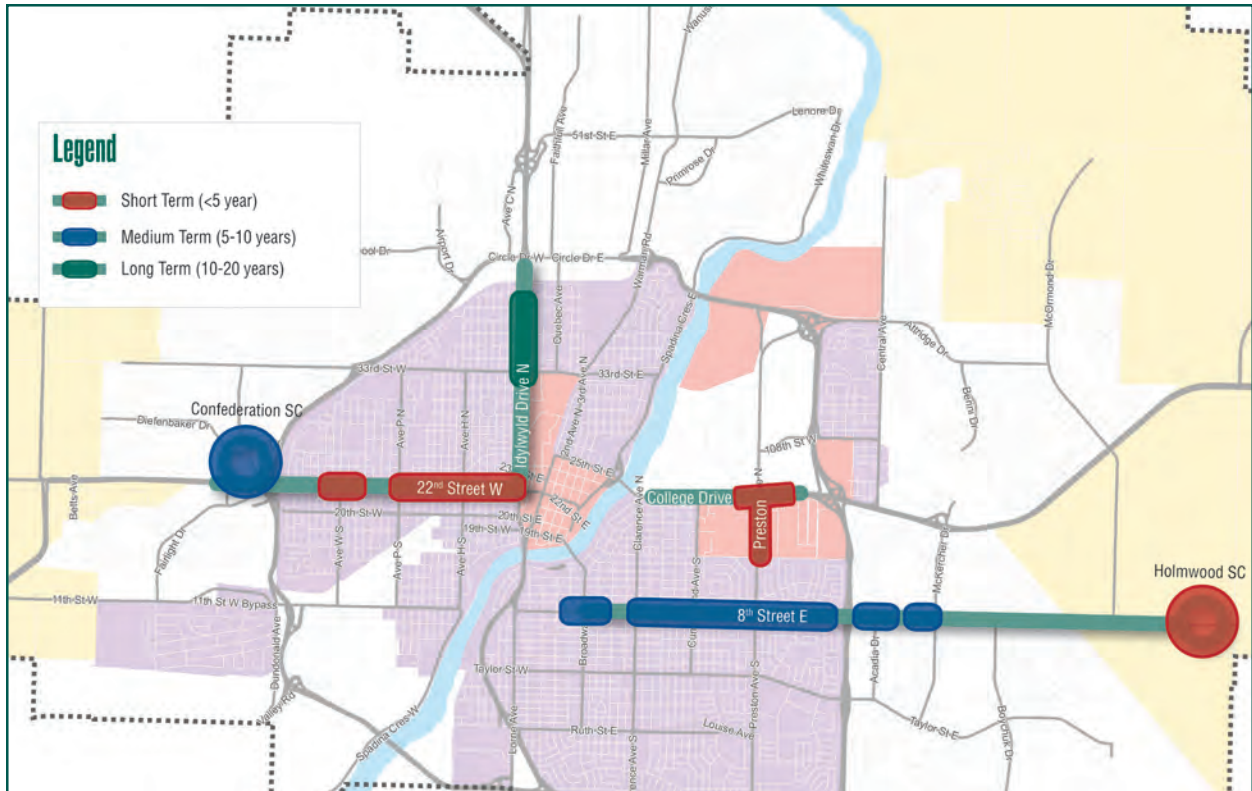


Figure 3.10: Proposed Implementation Phasing for High Priority Corridors

Over half of those that responded to this question agreed with the short-term implementation priority assigned to both 22nd Street West and Preston Avenue/College Drive. However, 31% of those who responded said Holmwood Suburban Centre, also being considered as a short-term priority for redevelopment, should happen later. Many respondents also disagreed with the long-term priority assigned to Idylwyld Drive North, with 48% saying redevelopment should happen sooner.

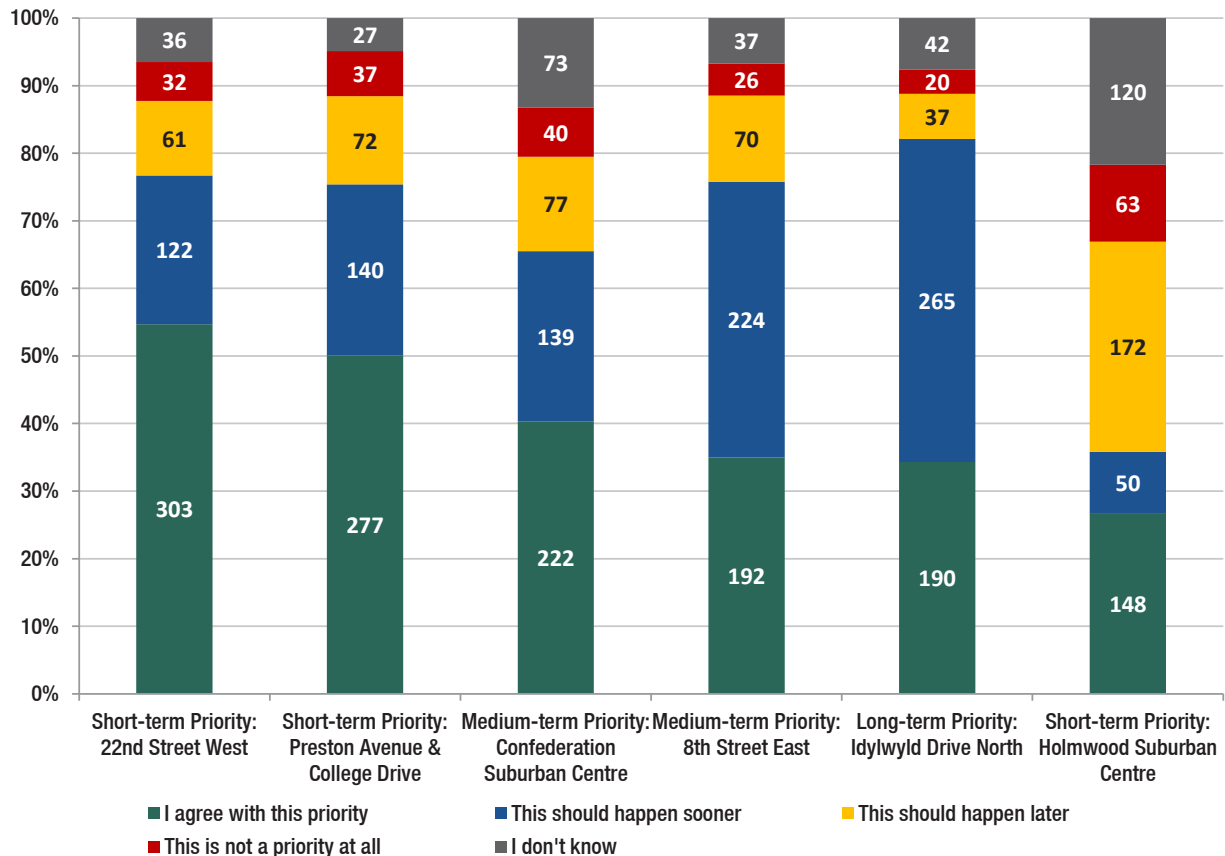


Figure 3.11: Support for Proposed Implementation Phasing for High Priority Corridors



Participants were also asked to provide additional comments or suggestions on the priority corridors. The comments have been grouped into themes and are outlined below. Examples of what we heard from the community for the top 10 themes are listed in Section 3.2.1.

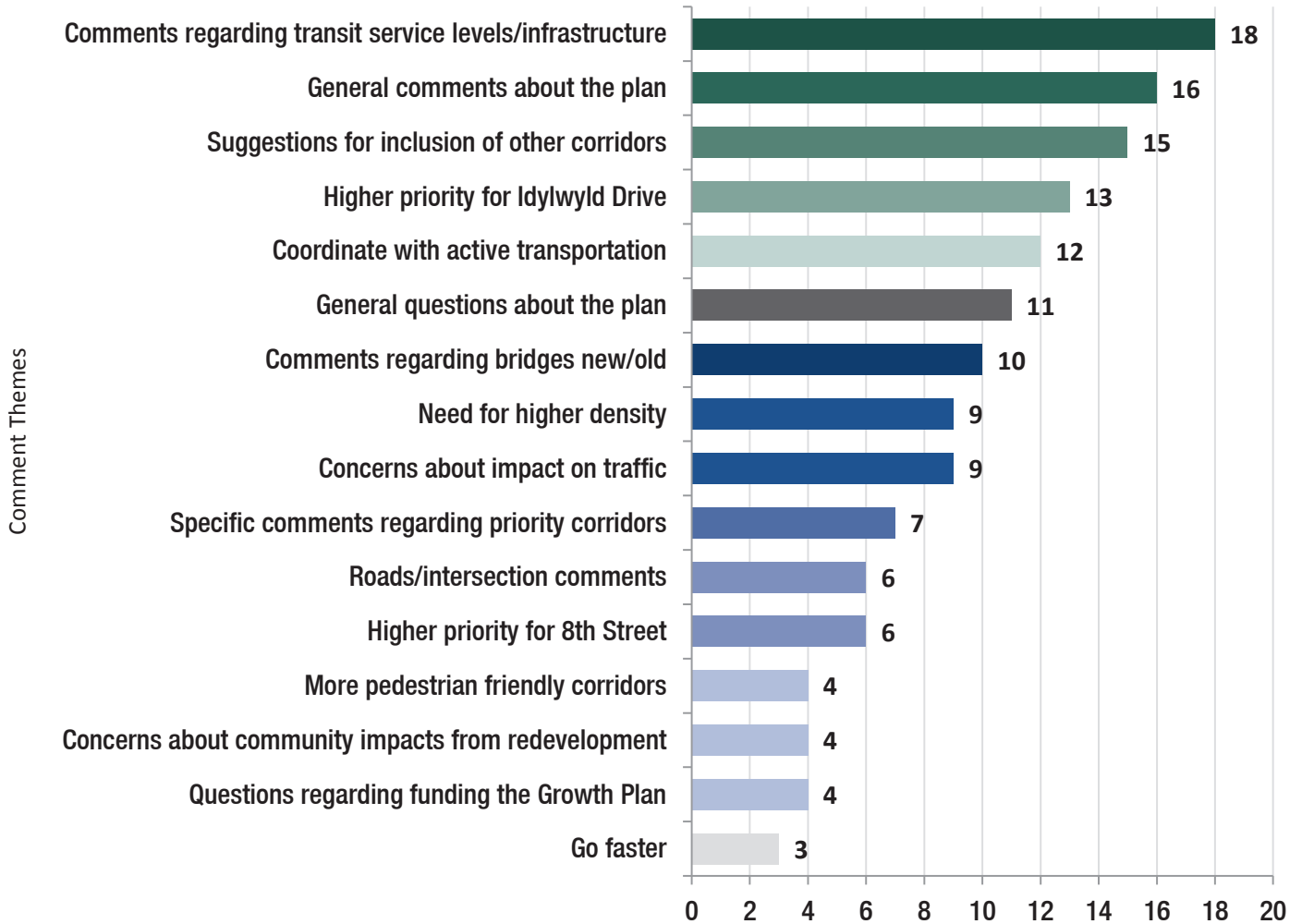


Figure 3.12: Implementation Phasing for Corridor Growth Themes



3.2.1 WHAT YOU SAID: CORRIDOR GROWTH

THEME 1: COMMENTS REGARDING TRANSIT SERVICE LEVELS/INFRASTRUCTURE

- Dedicated bus lanes on College Drive, University Bridge and 25th Street is NOT A FEASIBLE OPTION.
- I strongly support only if the bus lanes are located on the sides, right sides of the road. This option is only \$1M and not \$10M as other options. It is also easier to have bus stops on the sidewalks.
- Newer more reliable buses. Shuttle buses should be updated with slightly better accessibility (two doors) - e.g. smaller versions of the full sized buses.
- I assume the curb lane option is the one that can make BRT happen sooner.

THEME 2: GENERAL COMMENTS ABOUT THE PLAN

- Trees and other plants make streets like these more appealing, as well as increasing the air quality. This is not a priority but it's something to consider.
- I suggest you put long-term plans into action first so you will be being positively affected during the time you begin the short-term plans.
- Good idea, but will likely be a mess in implementation.
- Remove the nasty hurdle of zoning and parking requirements and it will be much easier. The strip malls on 8th Street were zoned in the golden age of the automobile; we're well passed those days. Let's scrap the antiquated zoning laws that enable car culture!

THEME 3: SUGGESTIONS FOR INCLUSION OF OTHER CORRIDORS

- Lack of attention to North Saskatoon and its industry needs
- What about Downtown? How will you encourage greater density and increased mix use there?
- I would like to see more emphasis on developing Riversdale, King George and the West Industrial. There's a lot of potential in these neighbourhoods due to the land available and the proximity to the river and downtown. Old industrial sites can be cleaned up and re-purposed.
- 33rd Street West redevelopment, similar to proposed plans for other streets

THEME 4: HIGHER PRIORITY FOR IDYLWYLD DRIVE

- Idylwyld Drive should be a much higher priority in my opinion, especially tied in with the North/Downtown development taking place.
- Idylwyld Drive is a disaster. Needs a higher priority!
- We should take advantage of the lower traffic numbers on Idylwyld now, in order to create a new vision for the street that is more accommodating for people who cycle, walk and take transit. Rezoning to create more active frontage and less surface parking should also take place now.
- Idylwyld Drive North needs improvement be a more desirable corridor to attract desirable businesses, and be attractive for drivers coming into the City and Mayfair residents.

THEME 5: COORDINATE WITH ACTIVE TRANSPORTATION

- Propose better flexible alternative transportation including transit - not transit only.

- If major redevelopments are taking place consider putting a physically separated bike lanes along the road.
- These plans MUST also consider separated bike lanes along these corridors.
- Let's ensure that these areas become more attractive for pedestrians and cyclists.

THEME 6: GENERAL QUESTIONS ABOUT THE PLAN

- Would like to know more about what the secondary plans involve. Will that information be coming at the fall workshops? Of course all the puzzle pieces need to be appreciated and understood to have a complete vision.
- This is a winter city. How will these plans adapt to the weather conditions that occur in Saskatoon 8 months of the year (e.g. snow & large rain events, moving point A to B)

THEME 7: COMMENTS REGARDING BRIDGES OLD/NEW

- I want to see a beautiful signature bridge replace the Victoria, something that is more beautiful than any other bridge in Canada. If we are the City of bridges let's make something amazing.
- I feel that putting a bridge down 33rd will direct too much traffic through a residential area where there are plenty of cyclists and people walking. So I am strongly against it.

THEME 8: NEED FOR HIGHER DENSITY

- Stop subsidizing suburban sprawl. All future developments should cover full costs - growth should pay for growth, otherwise the perverse incentives distort the rational and most efficient urban design. Development Charges in greenfield sprawl suburbs do NOT cover the costs of sprawl development - hence the discussion of new bridges and more cars and long commutes; those costs and delays can be lessened through infill, increased density, higher density transit, active transport (and all more cost-effectively than current low-density greenfield suburban development).
- What about increasing density standards or bouncing in all neighbourhoods and not just a few areas? Density for new developments is equally as imperative.

THEME 9: CONCERNS ABOUT IMPACTS TO TRAFFIC

- Just make sure you have the infrastructure in place to avoid increased traffic congestion - before you start allowing more businesses and infill in to these places.
- Just don't do anything to restrict flow of ALL traffic.

THEME 10: SPECIFIC COMMENTS REGARDING PRIORITY CORRIDORS

- Preston and College, not sure what kind of development you can do on the University land?
- Attridge Avenue should be a short-term priority, especially with the massive suburban developments occurring in the area. There are only two exits out of University Heights: Attridge Drive or McCormand.

3.3 Implementation Phasing for Transit

CUSTOMER EXPERIENCE

Participants were presented with 15 initiatives aimed at improving all aspects of the transit customer experience and asked to identify the most important priorities for the next 10 years. Initiatives that would improve transit information ranked the highest amongst respondents. All 15 initiatives were identified as either a high or medium priority by more than 70% of respondents.



Figure 3.13: Proposed Customer Experience Initiatives

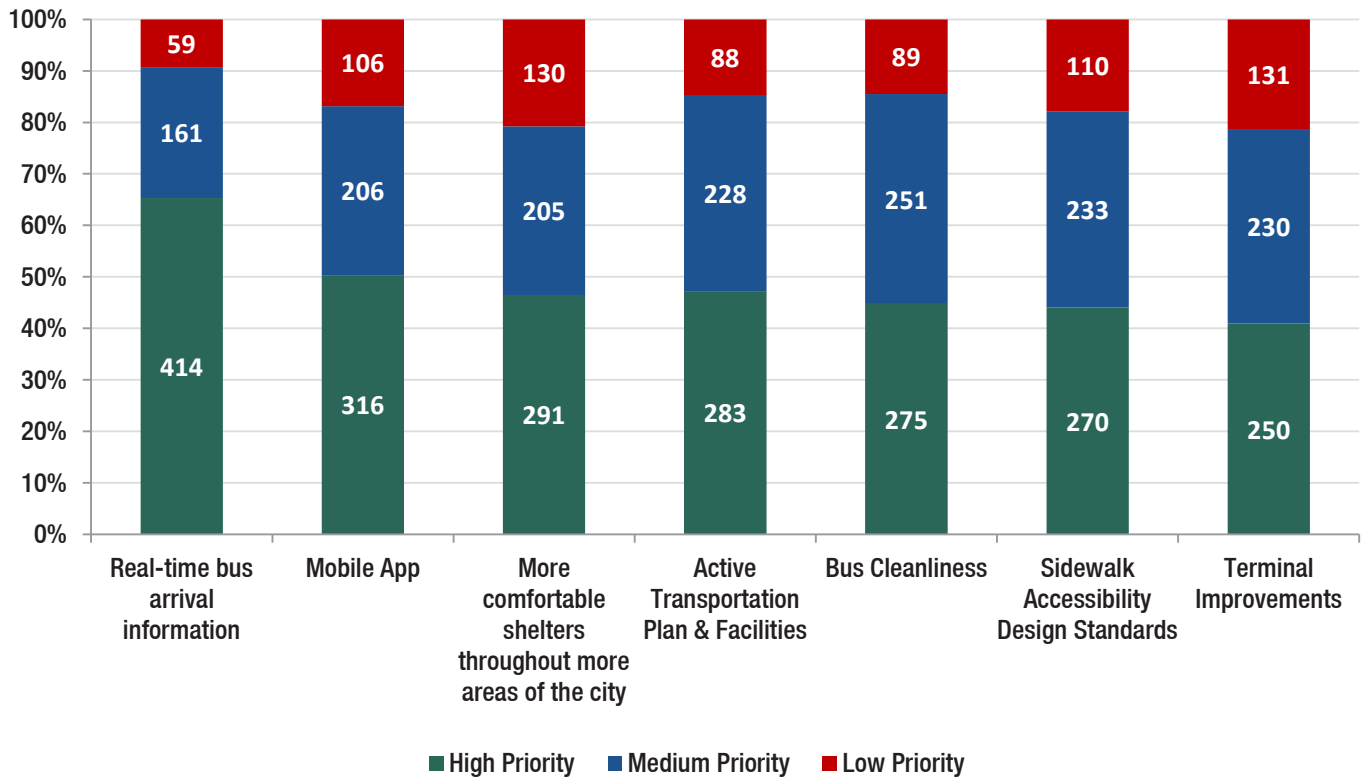


Figure 3.14: Support for Proposed Implementation Phasing for Customer Experience Initiatives (1-7)

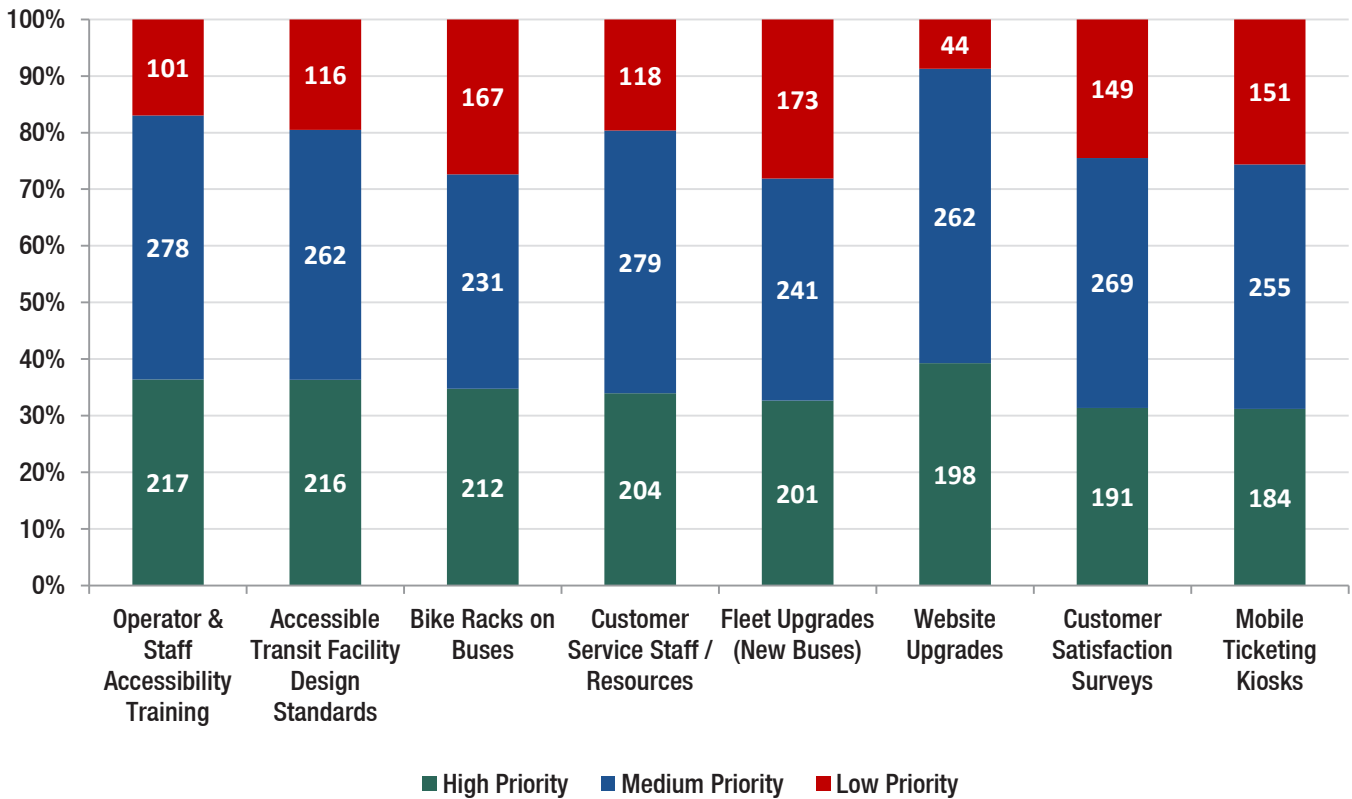


Figure 3.15: Support for Proposed Implementation Phasing for Customer Experience Initiatives (8-15)

As a follow up, participants were also asked to identify any additional initiatives they believe should be implemented in the next 10 years. The comments have been grouped into themes and are outlined below. Examples of what we heard from the community for each of the themes are listed in Section 3.3.1.

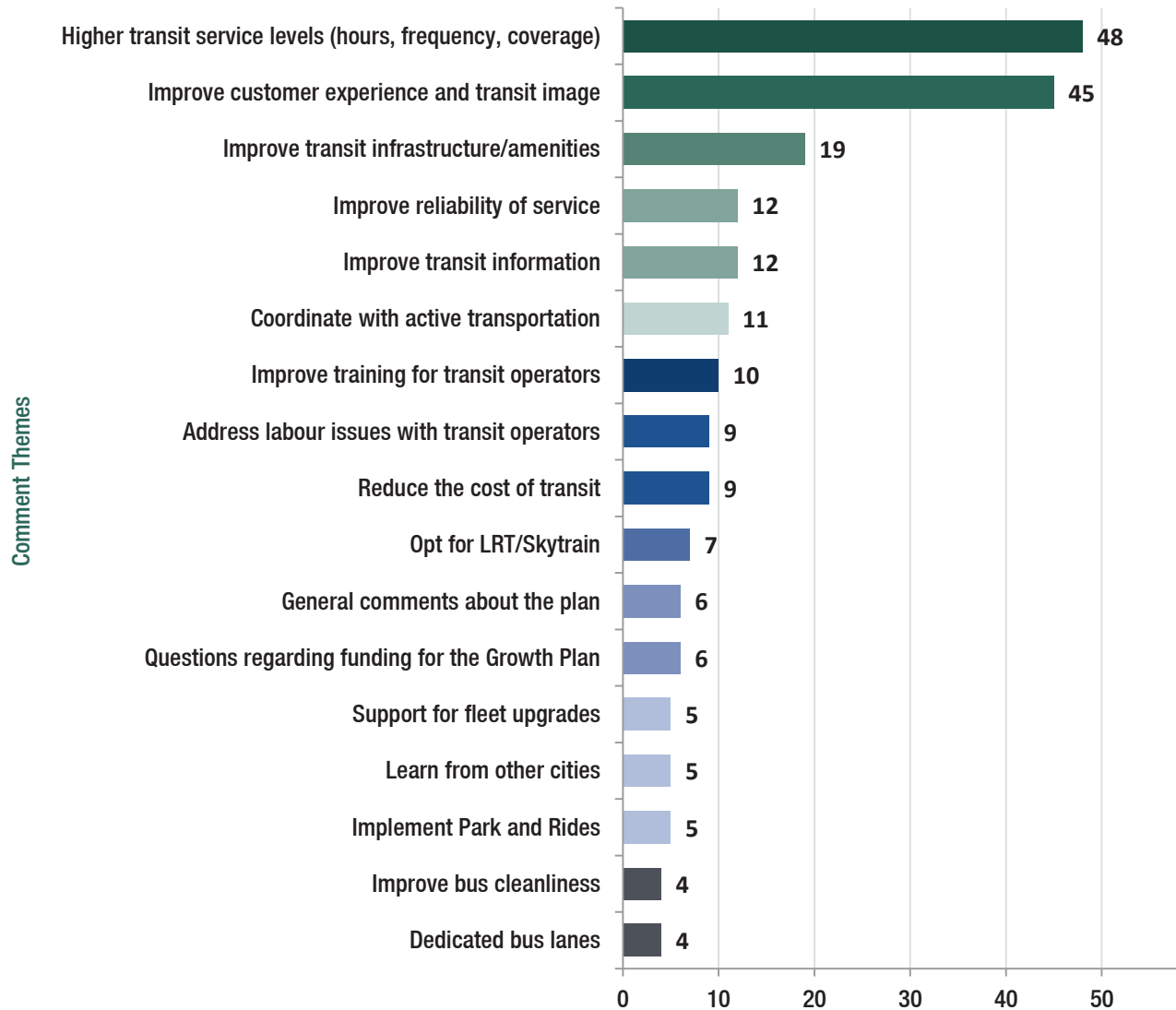


Figure 3.16: Customer Experience Initiative Comment Themes

3.3.1 WHAT YOU SAID: CUSTOMER EXPERIENCE

THEME 1: HIGHER TRANSIT SERVICE LEVELS (HOURS, FREQUENCY, COVERAGE)

- Establish permanent routes (fewer route changes), then increase frequency.
- Buses that travel outside the City to take people into the City
- Park and rides further out deep into Stonebridge, Blairmore, Willowgrove.
- Number 1 priority: increased routes and 15 minutes max wait time between buses at peak times.

THEME 2: IMPROVE CUSTOMER EXPERIENCE AND TRANSIT IMAGE

- Safer downtown bus terminal. Friendlier bus workers. Safer buses (pull a cord if you don't feel safe).
- Driving past people on cold days happens too often!
- Riding the bus should feel like I am commuting to and from work, not like I am being punished or feel like a 3rd class citizen or criminal. I often take the transit in other cities when visiting them, but in Saskatoon I would rather bike or drive because the bus is too much work, too slow and too dirty and most terminals (especially bus mall downtown) too neglected.
- By far and away the biggest impediment to the future of transit in Saskatoon is the citizenry's attitudes about transit. In order for any of these plans to make any difference, driving to and through downtown and to other destinations has to become far less attractive to people. Parking will have to be more expensive, less convenient and harder to find and it is a guarantee that the downtown businesses will fight tooth and nail to make sure that never happens. Saskatonians believe they have a given right to drive their extended cab F150 anywhere and everywhere, anytime and that parking should be cheap and readily available. They have to somehow be convinced they are wrong.

THEME 3: IMPROVE TRANSIT INFRASTRUCTURE/AMENITIES

- Heated bus stops in winter (solar powered). Elimination of downtown bus mall or make more efficient.
- Bus terminals should not be embedded in mall parking lots. This impacts the ability of the buses to keep on time.
- Better design of bus shelters.
- When building new streets, if you look at major cities, the bus stops don't stop on the street, there is a cut-out for them so that cars can still get by them and not having to stop behind them and back up traffic behind them.

THEME 4: IMPROVE RELIABILITY OF SERVICE

- Improve buses arriving on time!
- More frequent service on more routes. More reliable service.
- Reliability of service is critical and does not appear in the above list.
- Improving service and reliability are more important than nicer looking or heated shelters on terminals.

THEME 5: IMPROVE TRANSIT INFORMATION

- Terminal improvements must include effective directories and vastly improved signage.

- More advertising of transit changes to familiarize the general public.
- The new GPS tracking of buses is very useful. This service should be expanded upon. A mobile app would be very useful, especially for younger people who should be one of your major target demographics.
- Bus maps located in shelters or terminals - any large city has physical maps for tourists (& others).

THEME 6: COORDINATE WITH ACTIVE TRANSPORTATION

- Active transportation planning completed alongside transit planning.
- Important that active transportation be considered with BRT planning.

THEME 7: IMPROVE TRAINING FOR TRANSIT OPERATORS

- Could you start training bus drivers to adhere to their schedules, instead of blowing past bus stops five to ten minutes before scheduled?
- Some of the cities bus drivers need customer service training! Some are very good; others are terrible or have ZERO CUSTOMER SERVICE SKILLS. How do they get hired??

THEME 8: ADDRESS LABOUR ISSUES WITH TRANSIT OPERATORS

- Improved wages and benefits for drivers. Proper training and a respectful attitude towards staff. No, I am not a driver. Under paid.....terrible.
- All of these are great ideas but we need to settle the wage dispute and pension issues with these drivers so they can go on being happy workers - an employee that's just satisfied with the 10 player isn't a good thing.

THEME 9: REDUCE THE COST OF TRANSIT

- Lower fares. Larger cities in Canada with better transportation systems charge less money per trip. Calgary's LRT costs \$2 per trip.
- Bus fares that match the service provided... I think we pay too much now for the service we get.

THEME 10: OPT FOR LRT

- Again, as referenced in my previous comments, the above questions appear to suggest/indicate enhancing current bus travel, rather than a move to other modes of transit such a light rail rapid transit, sub-terrain, etc., etc... There is a need to look at the 'big' picture, think-outside the box, a shift in paradigm problem solving, etc.
- LRT on the railway line that runs through the City.

POSSIBLE SHORT-TERM IMPLEMENTATION PHASING

The transit service and facility improvements being proposed for short-term implementation within 5 years were presented to those participating. Respondents were asked whether they agree or disagree with the high priority assigned to the improvements presented for the 5 year plan.

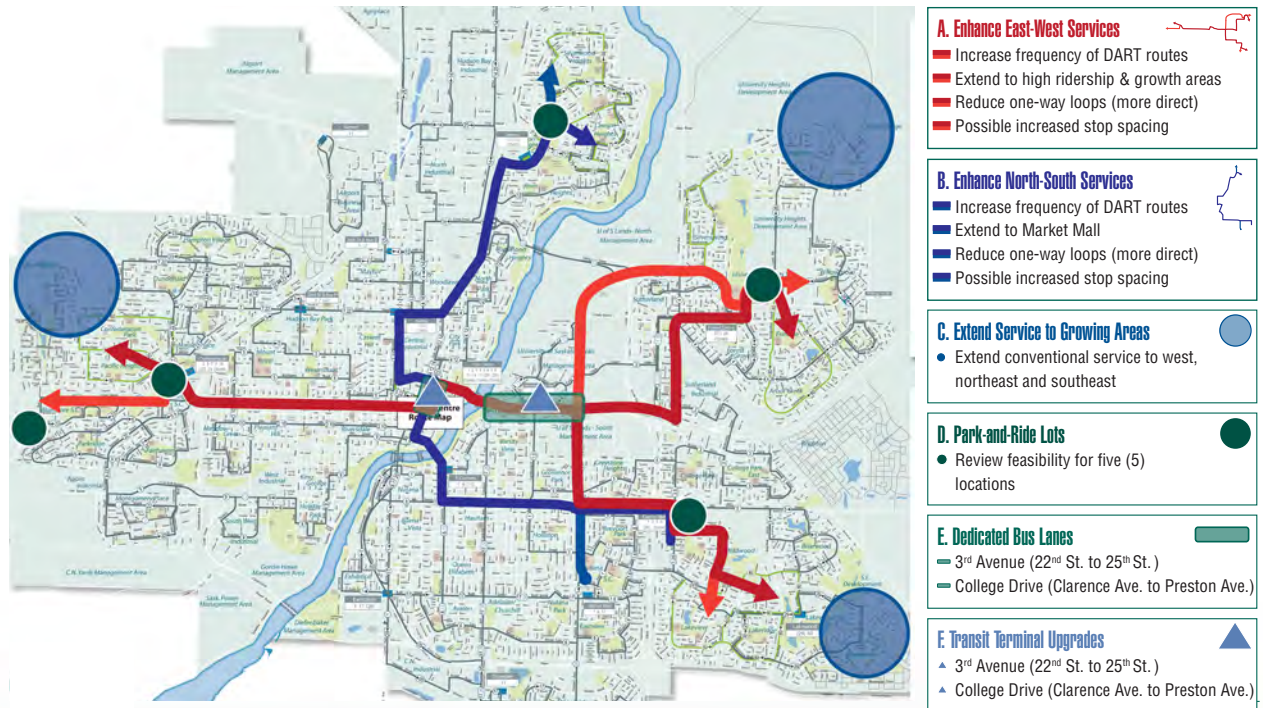


Figure 3.17: Possible Short-term Transit Service and Facility Improvements



In general, respondents agreed with the high priority assigned to each of the seven short-term transit service and facility improvements. For all but one improvement (dedicated bus lanes on 3rd Avenue), more than half of those who responded to this question said the improvements were a high priority for the 5 year plan. Enhance East-West (red line) rapid transit services (by increasing frequency, extending service into high ridership areas and making the routing more direct), received the highest support with 76% of respondents saying the improvement is a high priority.

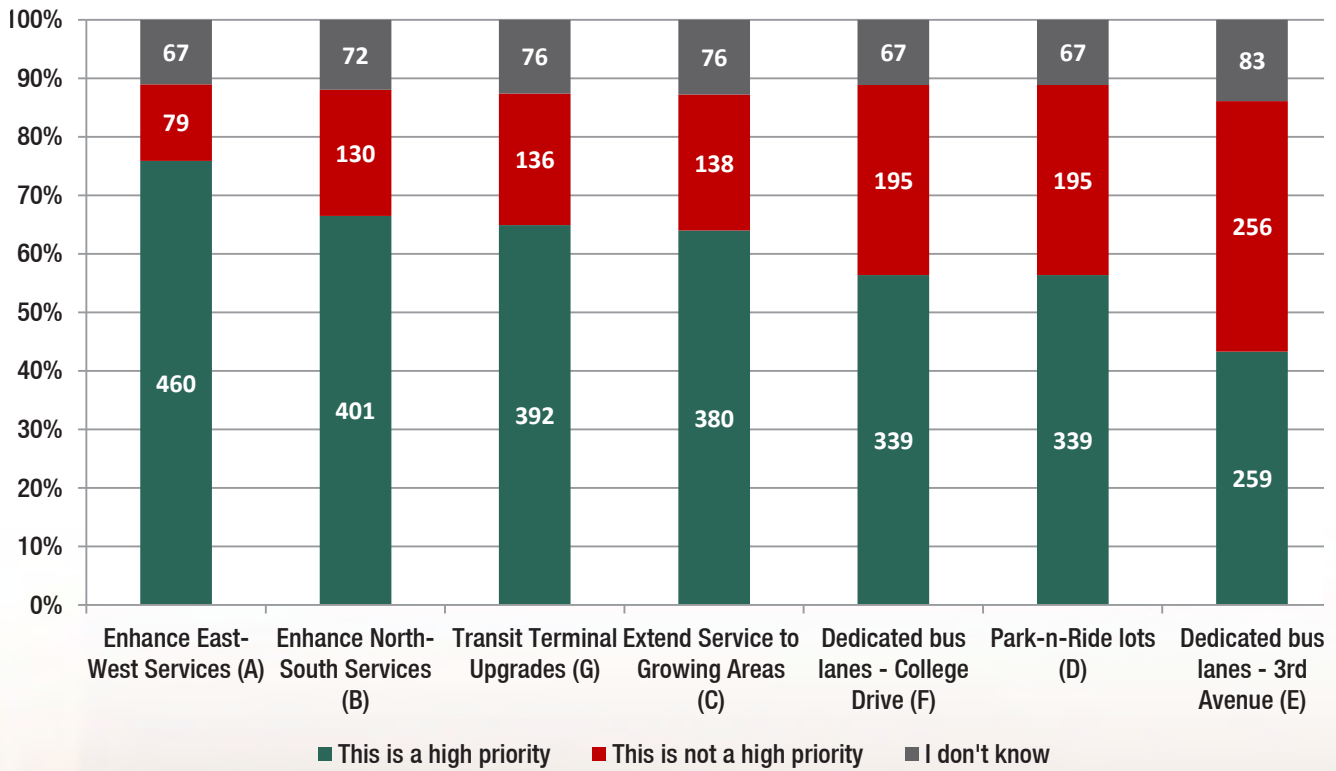


Figure 3.18: Support for Possible Short-term Transit Service and Facility Improvements

3.0 Community Input



POSSIBLE MEDIUM-TERM IMPLEMENTATION PHASING

Seven transit service and facility improvements being considered for implementation in the medium-term (5 to 10 years) were presented to participants. The medium-term improvements build off the high priority improvements outlined in the 5 year plan, described above. Respondents were asked whether they agree with the high priority assigned to each of the medium-term improvement.

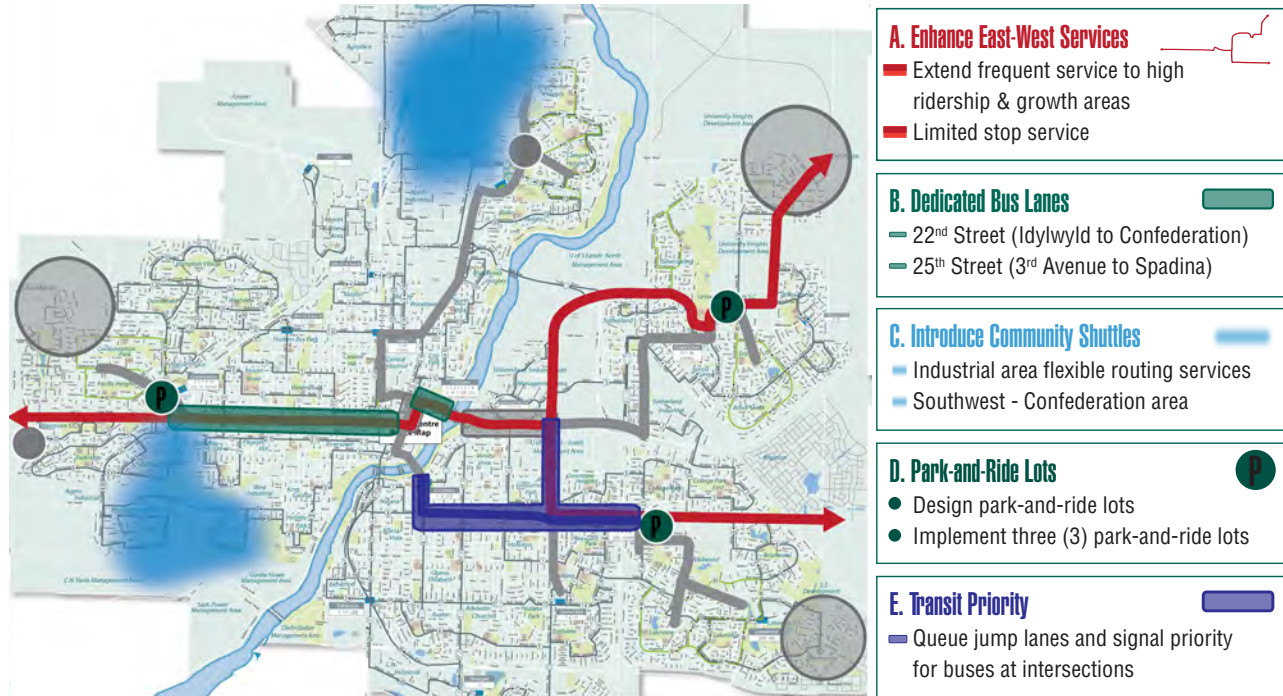


Figure 3.19: Possible Medium-term Transit Service and Facility Improvements



In general, these medium-term improvements were accepted by respondents as a high priority. Dedicated bus lanes along 25th Street received the least support of the improvements presented, with 39% of respondents saying this medium-term improvement is not a high priority.



Figure 3.20: Support for Possible Medium-term Transit Service and Facility Improvements



Finally, participants were also asked to identify any additional transit service and facility improvements they believe should be implemented in the next 10 years. The comments have been grouped into themes and are outlined below. Examples of what we heard from the community for the top 10 themes are listed on the following page.

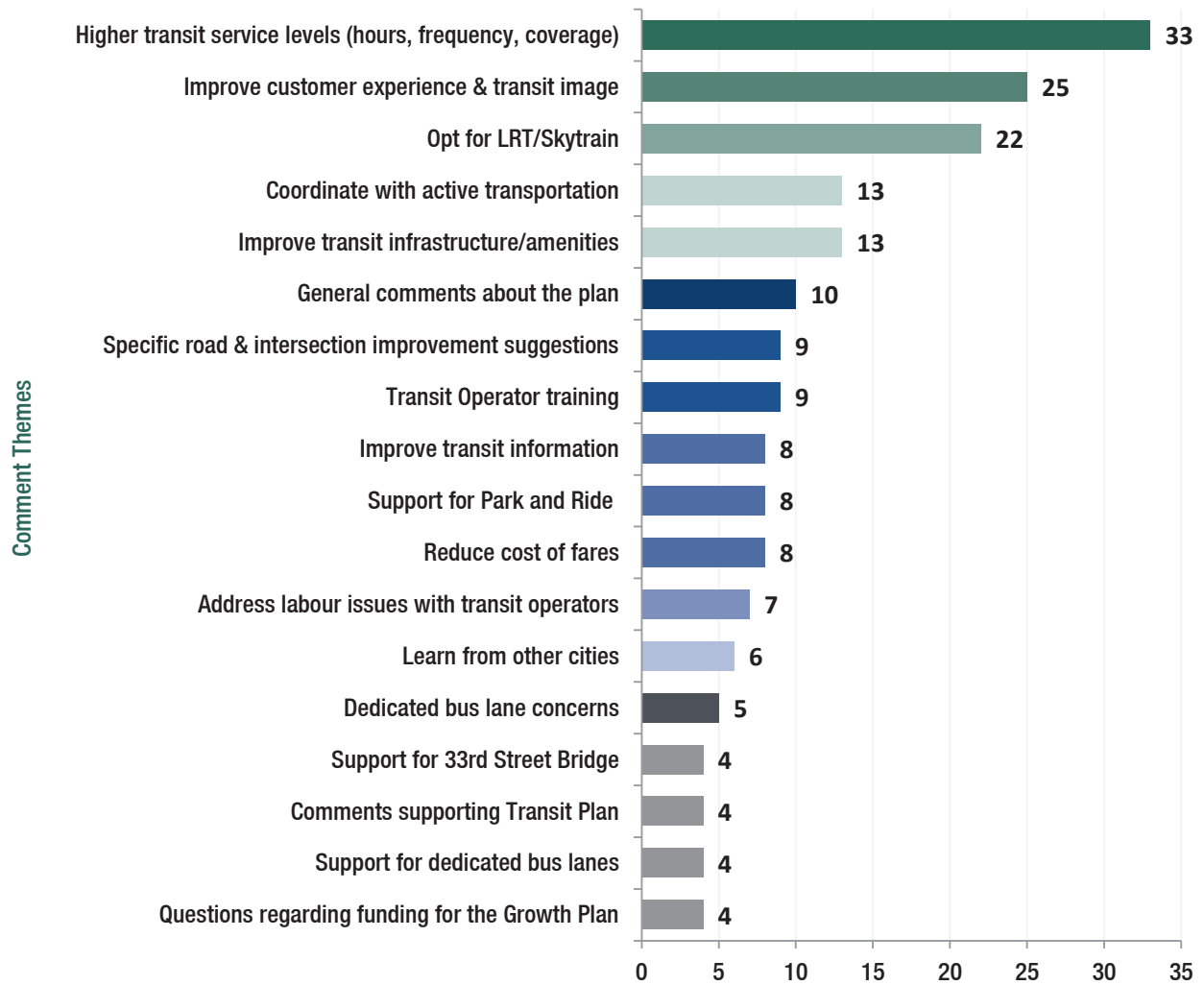


Figure 3.21: Transit Service and Facility Improvement Comment Themes



3.3.2 WHAT YOU SAID: POSSIBLE MEDIUM-TERM IMPLEMENTATION PHASING

THEME 1: HIGHER TRANSIT SERVICE LEVELS (HOURS, FREQUENCY, COVERAGE)

- Increased bus frequency along with smaller buses.
- What about airport services? Cabs cost a fortune, and are difficult to get sometimes. Perhaps some bus service that takes you to the major hubs on intervals that mesh with flights? What about bus services to outlying areas that are bedroom communities like Warman or Martinsville? If we're looking long-term, this needs to be considered. Don't know if this would work, but it might help reduce traffic and parking issues. Better service to the far north end areas.
- Late night bus service would improve safety and retain college bus riders, as well as people who are working evening jobs. All neighbourhoods, 7 days a week, service past midnight.

THEME 2: IMPROVE CUSTOMER EXPERIENCE AND TRANSIT IMAGE

- It's critical to keep an efficient and reliable service while providing upgrades as to not lose ridership.
- Put cameras in buses to monitor how effective buses are in providing service in different routes with time clocks to see how far off schedule they are and this may help plan routes better and help make decisions on routes that are not needed.
- Better bus cleaning.
- Security on the buses. The reason I choose not to ride the bus, second to the fact that it's so utterly inconvenient for me, is that I don't feel entirely safe from other riders in the enclosed crowded space.

THEME 3: OPT FOR LRT/SKYTRAIN

- We need something more radical like a sky train. Also a walkway underneath the rivers small dam near the train bridge would be awesome, made with see through glass it would be a tourist attraction like none other.
- Plan for rail transit over rapid bus. That will improve transit much more.
- Has anyone given thought to a Rapid Rail Transit (elevated) system, which could effectively circle the entire city with terminals located within strategic residential and industrial areas (closely affiliated with bus transit terminals) to eliminate the volume of traffic increasing and egressing these areas (due primarily to the length of time that it takes for normal bus transit to cover the vast distances through or around the city core).
- Any plans for an LRT system in the future?

THEME 4: COORDINATE WITH ACTIVE TRANSPORTATION

- Why ignore cycling? Make sure every new bus or new facility is bicycle friendly. Check Copenhagen for inspirations and think for planning ahead.
- Increase in bike lanes as a way to reduce traffic. A lot more people are riding their bikes to work and there are some areas that have no dedicated bike lanes - such as Broadway and the Broadway bridge - I cringe every time I see a person with no helmet going 30-40 km down the bridge to keep up with traffic!! Something bad is going to happen.
- Bike lanes aren't mentioned and they need to be considered right now as we plan for the future.
- Still want & need better bike access.

THEME 5: IMPROVE TRANSIT INFRASTRUCTURE/AMENITIES

- Bus shelters, benches, easier entrance/exit from buses would be enormously helpful for those of us with decreased mobility and make bus travel more comfortable. The more comfortable and pleasant the bus experience is, the more likely people are to use them.
- The North end there are no sidewalks and comfortable bus shelters to encourage people to walk to and from bus.
- Ensuring that stations/stops along the key corridor routes are comfortable, possibly heated, and have easily visible route maps and arrival time information screens.
- Sheltered bus lanes (wind/rain/snow screening) on 8th, College Drive, 19th and 22nd.

THEME 6: GENERAL COMMENTS ABOUT THE PLAN

- Improve access to all city/private recreation facilities (Shaw, soccer centre, hockey rinks).
- Focus on getting people out of their cars and using more environmental options for transportation and we would have no need for more bridges in the core. Keep the core neighbourhoods safe and desirable.

THEME 7: SPECIFIC ROAD & INTERSECTION IMPROVEMENT SUGGESTIONS

- Our city should reduce parking on Preston Avenue and make it a thoroughfare like Clarence Avenue. 14th Street should also be optimized for traffic (East West) to relieve pressure on 8th Street, Main Street, and especially College Drive (which I avoid without exception).
- Complete the perimeter bypass, like Regina's new one. It will help reduce the congestion in the city.

THEME 8: TRANSIT OPERATOR TRAINING

- Quality of service from operators must be addressed.
- You should make sure that transit workers have first aid training.

THEME 9: IMPROVE TRANSIT INFORMATION

- MOBILE APP WITH REAL TIME INFORMATION PLEASE. This is a NECESSITY for winter because sometimes buses come a few minutes early and other times they are up to 10 minutes late.
- Maybe having the schedule at each bus stop would be nice. It would increase ridership, as people could look at the schedule right at the bus stop and be able to wait 5 minutes and catch the bus. They could replace the poles and sign that currently mark the bus stops with a rectangular post containing the schedule for that stop and bus fares, etc. Would be costly, but could be beneficial in picking up new riders. Could also increase late night riders as well looking for a ride home from the bar.

THEME 10: SUPPORT FOR PARK AND RIDE

- Growing suburban areas should be serviced by park and ride nodes rather than a grid of routes.
- Park & Rides facilities outside Saskatoon, branching into Warman and Martensville or an LRT system as population increases in these communities.

3.4 Challenges and Opportunities

To conclude the Public Workshops and Campus Consultation Session, participants were asked to call-out, first, what they believe to be the biggest opportunity for Saskatoon moving forward based on what they heard during the session, followed by the biggest challenge.

The opportunities identified include Bus Rapid Transit, redevelopment/revitalization, 8th Street, density and transit frequency/options. As well, the car culture/ mentality, implementation, community buy-in, funding and collaboration were identified as the biggest challenges for the City moving forward.

A complete picture of the opportunities and challenges identified are included in Appendix E.



WELCOME

Please sign-in and take a Growth Plan
March 2015 Workbook

PLEASE, you may be on camera!

A professional photographer will be in attendance today to take promotional and educational photographs for the City of Saskatoon to be used for a variety of purposes. Please let staff know if you have any concerns and we will do our best to address them. Thank you!

www.growingfwd.ca

City of Saskatoon | **GROWINGforward!**
Shaping Saskatoon

4

CITIZEN SURVEY

In May 2015, the City of Saskatoon contracted Inshtrix Research Inc. to conduct a general public survey of citizens in Saskatoon, gathering feedback on the preliminary long-term recommendations and implementation priorities included in the *Growth Plan*. This research served as a complements the other engagement activities undertaken during this round of public engagement. Results from this study are summarized below and a full overview of the findings is included in Appendix E.

A total of 801 randomly selected Saskatoon residents participated in the survey, which was conducted online, accessing Inshtrix's online research panel, SaskWatch Research™. This online panel includes more than 4,600 Saskatoon residents. Data was collected between June 1 and June 9, 2015.

The survey questions were based off of the March 2015 Workbook and online public survey. This enabled a direct comparison between the input collected through those public engagement activities and this quantitative survey with Saskatoon residents.

OVERALL GROWTH PLAN CORE INITIATIVES

- Citizens support the overall *Growth Plan* proposed by the City, with 90% of Inshtrix Research respondents supporting the overall plan. This is consistent with the community input results in Section 3 (80%).
- Redevelopment and Infill along Major Corridors, transit plans with BRT, and a possible 33rd Street River Crossing combined with Bus Lanes on the University Bridge are all also strongly supported (88%, 83% and 78%, respectively). Similar support is noted through the public engagement activities (85%, 80% and 60%, respectively).
- Suggested enhancements most commonly relate to improvement of traffic design planning and congestion reduction. Other suggestions include repair and maintenance of existing infrastructure and higher transit service levels, among other items.

POSSIBLE IMPLEMENTATION PHASING FOR TRANSIT

- Approximately three quarters of citizens surveyed by Inshtrix believe that real-time bus arrival

information is a high priority item for the City of Saskatoon. This is followed by one half of residents who feel increasing the number of comfortable shelters throughout more areas of the city, and active transportation and facilities are also a high priority item. Findings are consistent with public engagement activity findings.

- Citizens state that they believe higher transit service levels (hours, frequency, coverage) (22%) and improvement to the customer experience and transit image (17%) are missing priority items from the 10 year implementation plan.

SUPPORT FOR POSSIBLE SHORT-TERM TRANSIT SERVICE AND FACILITY IMPROVEMENTS

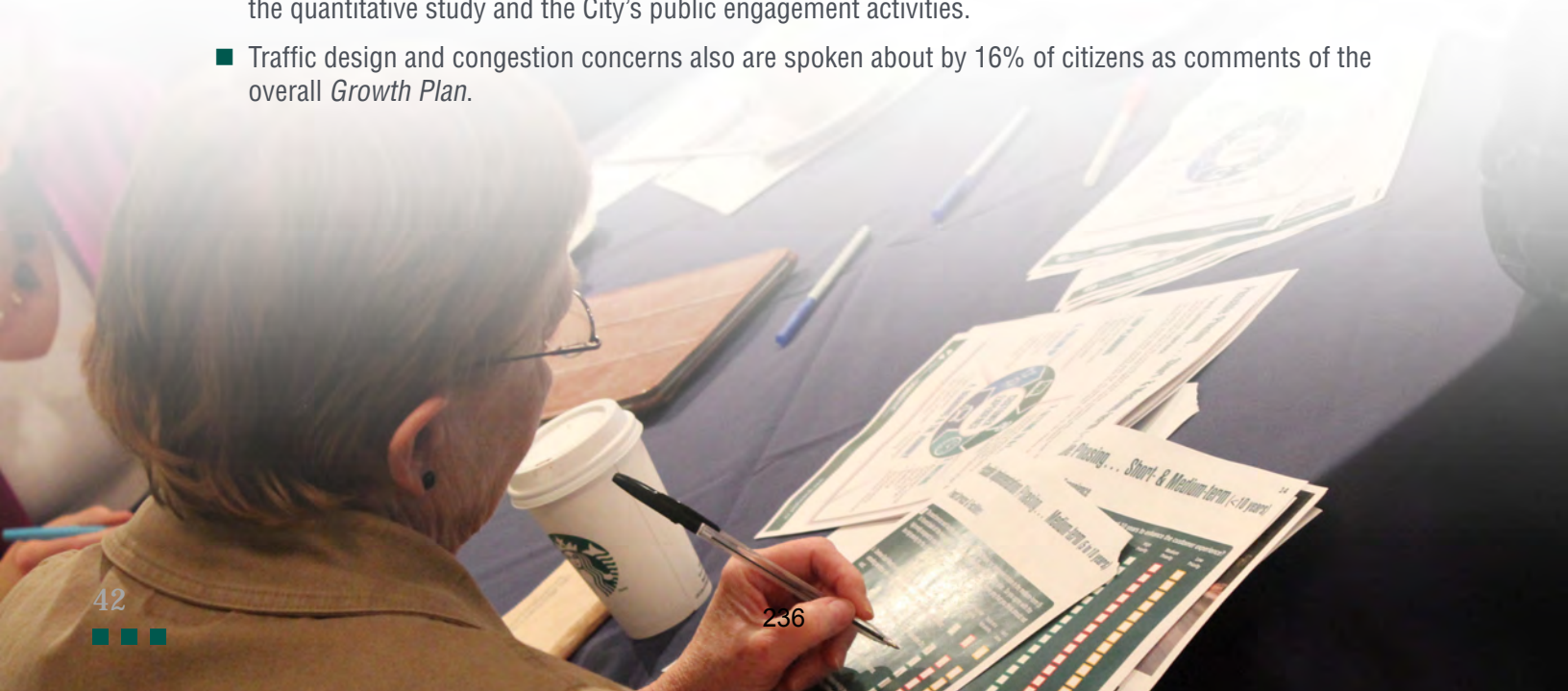
- Enhancement of the East-West rapid transit service is viewed as a high priority by three quarters of citizens surveyed in the Inshightrix study (76%), with slightly less feeling extended conventional transit service to growing areas in the West, Northeast and Southeast (69%) is also a high priority. Building dedicated bus lanes on 3rd Avenue has mixed support among Saskatoon citizens (46% viewing as a high priority, and 41% indicating it is not a high priority item). These findings are also consistent with the public engagement results.

SUPPORT FOR POSSIBLE MEDIUM-TERM TRANSIT SERVICE AND FACILITIES IMPROVEMENTS

- Among medium-term improvements, most Saskatoon residents believe the East-West rapid transit is a high priority (74%) in the next 5 – 10 years. Opinions on remaining improvements are somewhat more divided, especially for dedicated bus lanes on 25th Street. Again, findings are in line with those from the public engagement sessions.
- Suggested enhancements to this section of the *Growth Plan* are most often related to higher transit service levels (26%).

POSSIBLE IMPLEMENTATION PHASING FOR CORRIDOR GROWTH

- One half of citizens are supportive of the priority assigned to short-term projects, excluding Holmwood Suburban Centre. Support for medium-term project is moderate, with one third feeling 8th Street should receive an increase in priority (45%). Idylwyld Drive North as a long-term priority is supported by slightly less than one half of citizens (41%). Findings are generally consistent between the quantitative study and the City's public engagement activities.
- Traffic design and congestion concerns also are spoken about by 16% of citizens as comments of the overall *Growth Plan*.



5

OTHER STAKEHOLDER ENGAGEMENT

The City hosted a variety of other targeted stakeholder engagement activities following the Public Workshops at TCU Place. This additional engagement provided a greater opportunity for public and stakeholder involvement and further diversification of input into the consultation process. The following is a summary of the additional events and meetings hosted by the City during the third round of *Growth Plan* engagement.

5.1 Growth Plan Campus Consultation

A workshop presentation was held at Louis' Loft (University of Saskatchewan) on March 10, 2015, from 3 p.m. to 5 p.m. Approximately 90 people attended, including students, faculty and other area residents. The session included a presentation of the long-term directions and 5 to 10 year implementation priorities. Each section of the *Growth Plan* presented was followed by tabletop discussions and opportunities for questions. Participants were also asked to identify the biggest opportunity and challenge for Saskatoon, moving forward.

Input was recorded in the workbooks provided and collected at the end of the session. All workbook input has been included within the summary input outlined in sections 3.1 to 3.3. The following is a summary of the general Q&A from the Campus Consultation session.

GENERAL GROUP Q&A: TRANSIT

Q What is the current and projected ridership?

A About 9.5 million riders per year now and we are looking to triple that as our population doubles.

Q What is the plan for cycling infrastructure?

A The Active Transportation Plan is just starting and will tie in to the overall *Growth Plan*.

Q In your opinion, which dedicated bus lane helps cyclists most . . . either with bike lanes and/or by carrying more bikes?

A Each configuration impacts the street layout and provides opportunity for infrastructure... but we're not at that level of detail yet with our review.

GENERAL GROUP Q&A: CORRIDOR GROWTH

Q Will 22nd Street revitalization push current residents out of the area? How do we avoid that?

A The city has few tools to control displacement . . . it's a free market and we don't get involved in rent and land value discussions. But we can help with affordable housing. Values reflect demand. Displacement is something that happens and we have to be aware of it to accommodate this.

Q What about the future perimeter highway?

A It's not really a perimeter highway anymore... not a full circle. This is still a priority with Highways and they are reviewing the south route to connect 8th Street to Highway 14. The north route (connecting 8th Street to Highway 14) is more solid and [hopefully] in the plans for the next 15 years.

GENERAL GROUP Q&A: OPEN DISCUSSION

Q Is there a *Growth Plan* for the downtown core?

A Yes. It's the City Centre Plan.

Q Are there issues with bank stability on the University of Saskatchewan property that will be developed?

A It's early for that level of discussion, as the University of Saskatchewan is still at the Concept Plan stage. That level of assessment will come later.

Q The bylaw for driveways in infill areas is bad. I'm against banning them. Back alleys are too tough to get through.

A There will be a public hearing about that on the 23rd.

Q There was a major Transit study in 2005... what was actually implemented from this? Almost nothing was! So we fear that no one will implement this new transit plan.

A Actually, most of the 2005 Transit Plan was implemented. In fact, what we have today is a reflection of that plan and we have now outgrown it due to our rapid population growth.

5.2 Transit Operator Engagement

Two rounds of Transit Operator engagement were completed between March 5 and 13, 2015. The first round involved in-person intercept surveys, while the second involved an anonymous (i.e. lock-box) info package with questionnaire.

TRANSIT OPERATOR ENGAGEMENT ROUND 1

Growth Plan Project Manager, Lee Thomas, was stationed in the Downtown Operators' Lounge from 10:15 a.m. to 12:45 p.m. on Thursday, March 5, 2014 to discuss key improvements outlined in the 5- and 10-year Transit Plans (as part of the *Growth Plan* initiative). Between 25 and 30 operators provided input during this session. The following questions were asked:

- Q** Would you mind telling me, based on what you hear and see every day on the job, how would you prioritize the following 5-year and 10-year Transit Plan initiatives?
- More east-west service on 8th Street, College Drive and 22nd Street?
 - More north-south service on Broadway Avenue, Idylwyld Drive and Warman Road?
 - Extending bus service into new neighbourhoods?
 - Park-n-ride lots for suburban areas?
 - Building dedicated bus lanes on 3rd Avenue?
 - Building dedicated bus lanes on 25th Street?
 - Building dedicated bus lanes on College Drive?
 - Building dedicated bus lanes on 22nd Street?
 - On-street Downtown and Place Riel Stations?
 - Introducing shuttle service from the Lawson Mall area to major destinations in the North Industrial area?
 - Introducing shuttle service from the Confederation area to the South Industrial and Montgomery areas?



Additional discussion occurred to expand on the items and/or related service improvements listed on the previous page. A total of nine surveys were completed reflecting the input from group discussion. Participants were asked to rank their support (high support, low support or not applicable) for each service improvement. The survey results and general discussion are summarized below.



GENERAL GROUP SURVEY RESULTS & DISCUSSION

1. More east-west service on 8th Street, College Drive and 22nd Street?



General comments included:

- 22nd Street needs more service
- 20th Street needs more service... or take all buses off there and move them to 19th Street so we're not overlapping with service on 22nd Street
- 8th Street needs more service
- Cumberland Avenue needs more service

2. More north-south service on Broadway, Idylwyld Drive and Warman Road?



General comments included:

- Service on Idylwyld Drive needs to be extended north to 39th Street (at a minimum) to serve the houses in this area.
- These roads are still important, but not as important as the east-west corridor.

3. Extending bus service into new neighbourhoods?



General comments included:

- This is a moderate priority depending on which neighbourhoods we are talking about.
- All areas of the city should have 15-minute service.

4. Park-n-ride lots for suburban areas?



General comments included:

- Serves newer areas, businesses and students.
- It will be hard to convince people to do this... need to increase parking rates.
- Need plug-ins for winter.
- Lakeview, Lakeridge, Lawson, Arbor Creek, Confederation and Willowgrove would be good candidates.

5. Building dedicated bus lanes on 3rd Avenue?



General comments included:

- All arterials should have dedicated lanes.
- Dedicated lanes rank higher here is we remove the terminal.
- Prefer signal priority and queue jumps and quicker signal cycle lengths (i.e. passive priority) to buses higher priority... this is cheaper than dedicated lanes.

6. Building dedicated bus lanes on 25th Street?



General comments included:

- Generally ranked 1st or 2nd priority of all possible dedicated lane corridors (alongside College Drive) need this at peaks with alternating signals at the bridge.
- Staying in the general traffic lane helps... like the bus bulbs because it lets us do this.

7. Building dedicated bus lanes on College Drive?



General comments included:

- General ranked 1st or 2nd for priority of all possible dedicated lane corridors (alongside 25th Street).
- We need lanes on the bridge... not to the bridge.

8. Building dedicated bus lanes on 22nd Street?



9. On-street Downtown and Place Riel Stations?



General comments included:

- Prefer to stay on College Drive in the artics.
- This would be more convenient for riders.
- These hubs currently have safety issues because people run between buses... so bringing the stations out to the street should help to stop that.
- Bringing the stations out to the streets would just cause people to run across, disregard traffic control, so they can get to their bus. This would be unsafe.
- Need more shelters and snow clearing.
- Need transit police.
- Train riders how to take the bus (flag a bus, etc.).
- Connections need to schedule transfers and breaks. We only have 2 minutes for connections, but 5 would be better because older people and not everyone can make it.

10. Introducing shuttle service from the Lawson Mall area to major destinations in the North Industrial area?



General comments included:

- It works well as-is.
- Bring back the 24.
- Dial-a-Ride during off-peak... I drive this route and it's empty from 11:00 to 13:00.
- Route 14 works well. It should be every 30 minutes all day.
- More frequent service is needed (24/25).
- Route times should be offset to work better with workers' schedules... I regularly get calls from one guy asking me to wait for 5 minutes because his boss won't let him leave earlier and he has to wait another hour for the next bus.

11. Introducing shuttle service from the Confederation area to the South Industrial and Montgomery areas?



General comments included:

- It's good as-is... not costing people extra because we just swing into Montgomery on our way by anyways.
- Maybe dial-a-ride would work here... catch a ride to the Confederation terminal.



OTHER COMMENTS: ROUND 1

- We need to adopt Yield-to-Bus legislation
- We don't need stops every block (like on 20th Street). Every other block would be fine.
- We need better-timed connections.
- It would be good if the snow could be cleared from the curb lane more... the lanes get quite tight in the winter.
- Please clear snow and ice from the stops. It makes it really hard for people to get on the bus and/or my bus slides into the curb no matter how slowly I drive.
- If you put a dedicated lane on 8th Street, please run it down the centre. If it's in the curb lane, we'll just get stuck behind all the people turning right at intersections and into all the driveways (so there's no benefit to us).

TRANSIT OPERATOR ENGAGEMENT ROUND 2

A four-page information package was developed specifically for Transit Operators, using excerpts from the March 2015 *Growth Plan Workbook*. The information package outlined the long-term (30-year) Transit Plan and some possible initiatives for implementation in the next 5 to 10 years. The March 2015 Workbook questions for the 5 and 10 year implementation priorities were attached to the information package. Between March 9 and 13, 2015, Transit Operators were asked to submit their completed surveys into the locked comment box, located in the Downtown Operators' Lounge. In total, six surveys were returned. Survey results and comments are summarized below:

SHORT-TERM TRANSIT SERVICES AND FACILITIES (< 5 YEARS)

Implementation Item	High Priority	Not a High Priority	I Don't Know
Enhance E-W rapid transit services (red line) by increasing frequency, extending service into high ridership areas and making the routing more direct.	5		1
Enhance N-S rapid transit services (blue line) by increasing frequency, extending service to Market Mall and making the routing more direct.	5	1	
Extend conventional transit services to growing areas in the west, northeast and southeast.	5		1
Review the feasibility for 5 park-n-ride lots.	5	1	
Build dedicated bus lanes on 3 rd Avenue (22 nd to 25 th Street).	5		1
Build dedicated bus lanes on College Drive (Clarence Avenue to Preston Avenue).	6		
Convert the Downtown and Place Riel Transit Terminals for rapid transit operations.	6		

OTHER COMMENTS (HIGH PRIORITIES):

- We need to have passengers prepay! Terminals, etc. takes so long with case, especially in low income areas.
- Possible Transit Police to check ticket purchases and for bus security!
- Replace older buses (95's and 9700's).
- Pay drivers a decent wage and give them the respect any professional would get, including making routes that include time to make proper bathroom trips.

MEDIUM-TERM TRANSIT SERVICES AND FACILITIES (5 - 10 YEARS)

Implementation Item	High Priority	Not a High Priority	I Don't Know
Continue E-W (red line) rapid transit service enhancements by extending services into higher ridership areas to the northeast, east and west.	5		1
Build dedicated bus lanes on 22 nd Street (Idylwyld Drive to Confederation Drive).	5	1	
Build dedicated bus lanes on 25 th Street (3 rd Avenue to Spadina Crescent).	6		
Introduce Community Shuttles to the North Industrial Area.	6		
Introduce Community Shuttles to the southwest-Confederation areas.	4		1
Implement 3 park-n-ride lots.	4	2	
Implement transit priority for buses at intersections along 8 th Street, Broadway Avenue and Preston Avenue.	6		

OTHER COMMENTS (SUGGESTIONS FOR OTHER TRANSIT SERVICE & FACILITY IMPROVEMENTS)

- \$29.04 / hour please!
- Service is as good as the employees that provide the service. Please maintain a pay scale which will reflect the pride that was once known by past drivers. Working for the City as a transit driver should be considered a career. Most drivers are looking to discontinue after 5 to 10 years.
- Transit Policy Security for safety on buses as well as at terminals! For driver safety, as well as for passenger comfort / safety. This should be a high priority in the near future! A lot of people say they won't use or let their kids use Transit because of unsavoury people or lack of security.
- When new streets, curbs and sidewalks are installed in new areas, bus stop signage should be installed at the same time. And routes through these areas should already be in place. Thus giving the new residents immediate knowledge of transit routes in relation to their new neighbourhood.



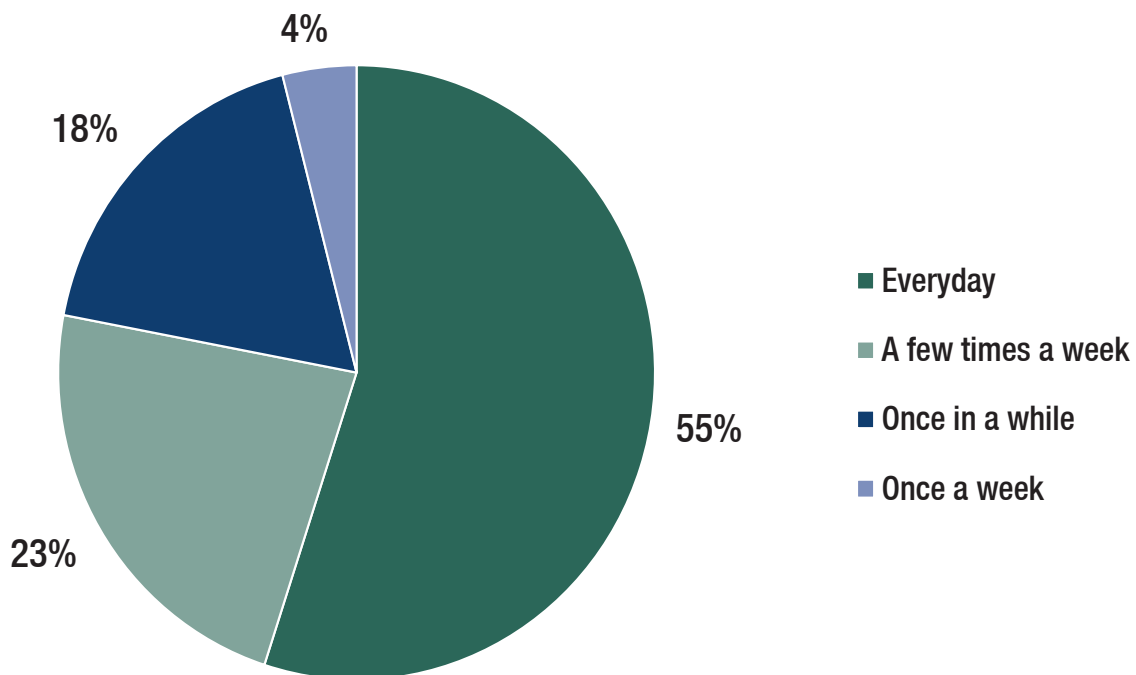
5.3 City Employee Come-and-Go Information Session

A come-and-go *Growth Plan* Information Session was held for City employees over the noon hour on March 12, 2015, at City Hall. Information boards were set up around the room, with a rotating presentation displayed on a monitor and workbooks available for completion. Several *Growth Plan* Steering Committee members were on hand to answer questions. In total, 20 employees attended, however no workbooks were completed.

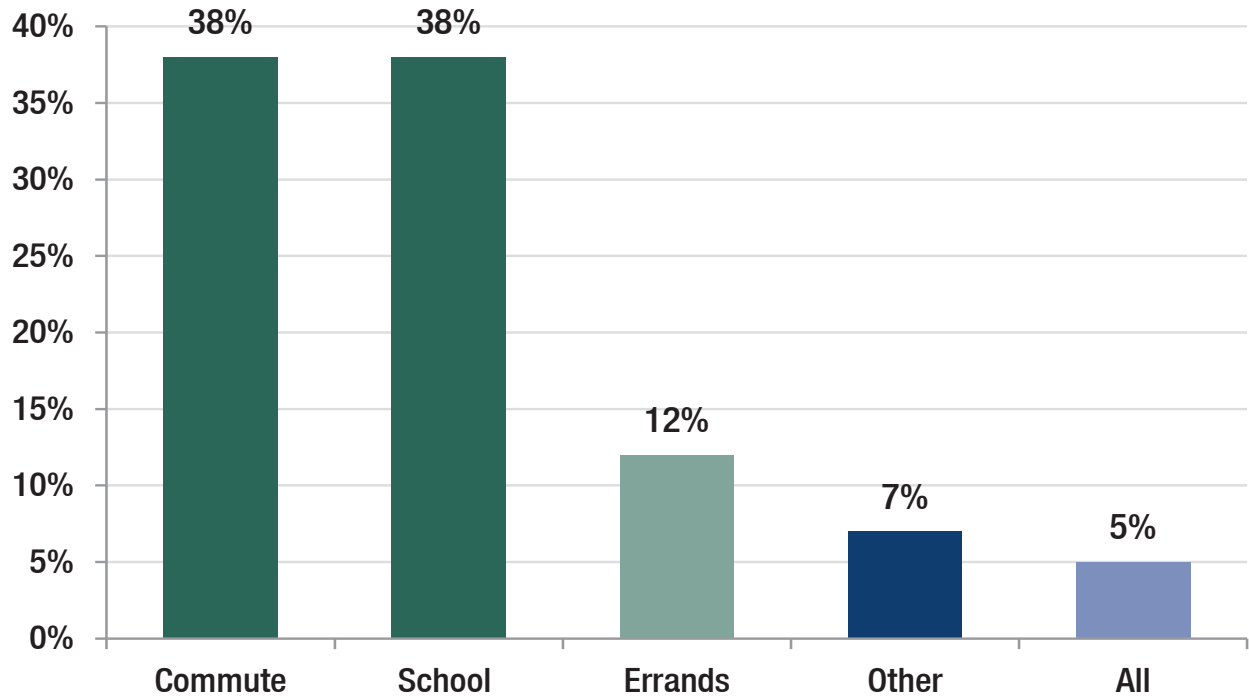
5.4 Transit Customer Intercept Surveys

During the first few weeks of March, two Long Range Planning staff carried out pedestrian intercept surveys at the Downtown and Place Riel Transit Terminals. Twenty-five (25) people at each location were asked a series of questions about Saskatoon Transit. Each participant's answer was recorded on individual pages then collated into a spreadsheet along with any additional comments made during the survey. Surveys took approximately three minutes to complete and the demographics of the respondents varied significantly. Below is a summary of the combined responses.

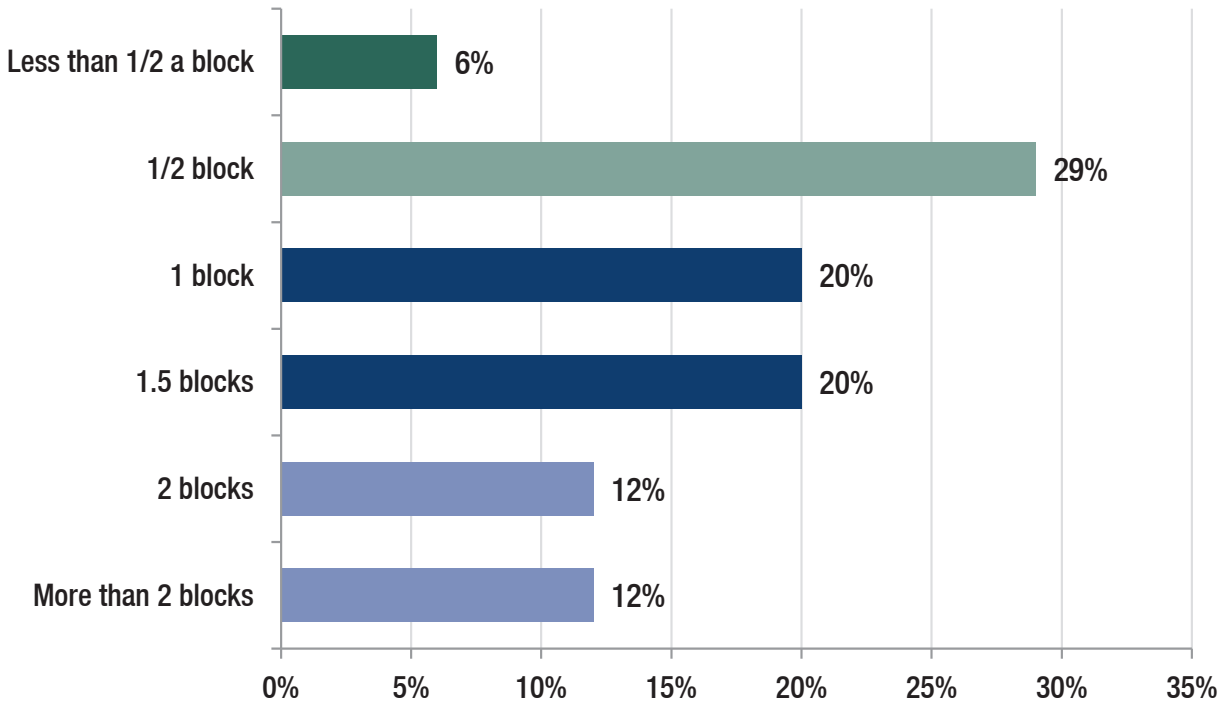
HOW OFTEN DO YOU USE TRANSIT?



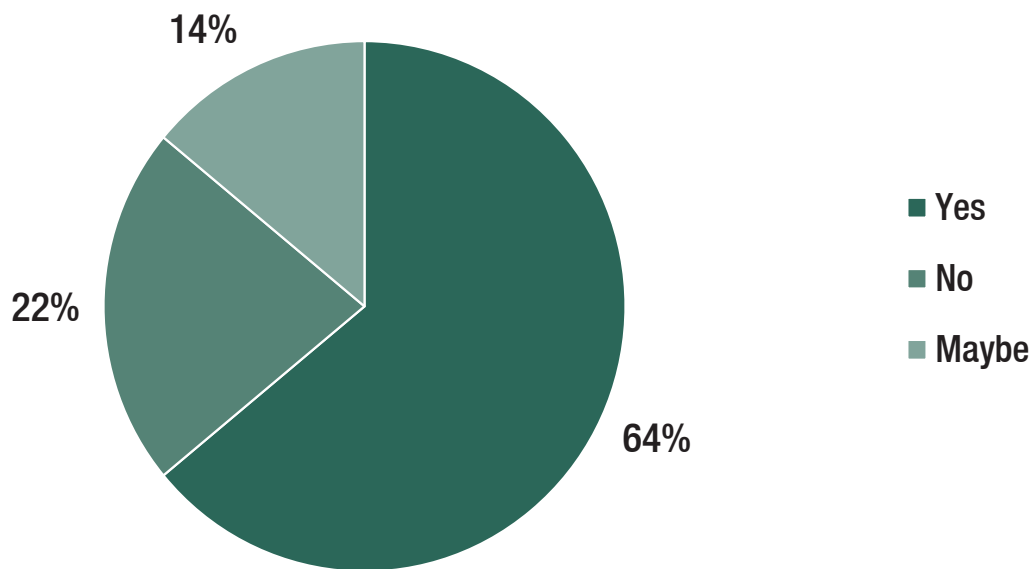
WHAT DO YOU USE TRANSIT FOR?



HOW FAR DO YOU WALK TO CATCH YOUR BUS?



WOULD YOU WALK FURTHER IF YOUR BUS CAME EVERY 15 MINUTES, YOU COULD TRACK IT ON YOUR PHONE AND IF YOU HAD SHELTER?



PROPOSED MEDIUM-TERM TRANSIT SERVICE & FACILITY

Improvements	High Priority	Low Priority	N/A
More frequent service on 8 th Street, College Drive and 22 nd Street?	36	4	9
More frequent service on Broadway Avenue, Idylwyld Drive and Warman Road	19	10	19
What do you think about dedicated bus lanes on College Drive?	40	6	3
What do you think about dedicated bus lanes on 25 th Street?	28	8	12
What do you think about dedicated bus lanes on 3 rd Avenue?	25	13	9
What do you think about dedicated bus lanes on 22 nd Street?	32	10	7
Extending bus service into new neighbourhoods?	30	11	7
Park-n-ride lots for suburban areas?	32	8	8
Introducing shuttle service from Lawson Mall area to major destinations in the industrial area?	20	7	20
Introducing shuttle service from the Confederation Mall area to the South Industrial and Montgomery?	19	8	20



5.5 Aboriginal Focus Group

A *Growth Plan* focus group was held with members of the Aboriginal community at the English River Business Complex on March 16, 2015. The focus group was hosted in partnership with the University of Saskatchewan's Aboriginal Engagement Office and the Saskatoon Aboriginal Professional Association (SAPA). In total, 18 people were in attendance.

The session was facilitated by Warren Isbister-Bear, the Aboriginal Diversity & Inclusion Consultant with the City of Saskatoon and included presentations of long-term directions and 5 to 10 year implementation priorities. Input was recorded into the workbooks provided and collected at the end of the session. All workbook input has been included within the summary input outlined in sections 3.1 to 3.3. The following is a summary of the general group Q&A from the Aboriginal focus group session.

GENERAL GROUP Q&A: LONG-TERM DIRECTIONS

- Q** Will Preston Avenue South be extended to Grasswood?
- A** No, that is not in the long-term *Growth Plan*. Preston Avenue will likely not be extended south because it would then divide the Stonebridge neighbourhood in half.
- Q** Is the *Growth Plan* looking at servicing and transit service to Grasswood area?
- A** The *Growth Plan* focuses on growth within Saskatoon's core (the areas within Circle Drive). However, the City of Saskatoon has partnered with surrounding communities to complete a Regional *Growth Plan*, which will address these concerns.
- Q** Does the City have density level data?
- A** Yes, the City collects this information and it's available to the public through our Neighbourhood Profiles. The consultant has used this information in their technical evaluations.

GENERAL GROUP Q&A: TRANSIT IMPLEMENTATION

- Q** Has the City/consultant looked at transit usage data? Where are people going? Where do they work?
- A** Yes, the East/West (Red Line) BRT is being proposed because that is the most heavily used transit route today and is predicted to continue to grow.
- C** The City should consider giving people an incentive to use transit. For example, if you use your transit pass X number of times in a year, you get a discount on taxes or other City services.
- Q** What are we doing to address the railroad tracks that run through our City?
- A** Unfortunately, the railroad tracks won't be moving any time soon. However, a Steering Committee has recently been formed with the City and the railway companies to try and come up with solutions to problems.
- Q** Is the City looking at payment kiosks, Wi-Fi on buses, etc.?
- A** Yes, this is all part of the Transit Customer Experience component of the *Growth Plan* (pg. 13).

Q What if people do not feel safe taking the bus? Is the City looking at other alternative transportations options (like Uber)?

A The City is currently working on an Active Transportation Plan and is also working with a third party on a car share co-op program.

Q What are the plans beyond the E/W, N/S BRT lines?

A There will be a mix of frequent, conventional and community shuttles.

GENERAL GROUP Q&A: CORRIDOR GROWTH IMPLEMENTATION

Q Why are we not looking at developing new neighbourhoods in the south of Saskatoon?

A There are many acreages and housing developments located south of the City limits. This makes it difficult to annex lands for neighbourhood development.

Q What are costs of a transit station?

A It varies depending on the amenities and size.

Q How do we avoid growing like Calgary?

A That is why we are developing a *Growth Plan to Half a Million* now, so that we grow in strategic ways.

GENERAL GROUP Q&A: OPPORTUNITIES & CHALLENGES

1. It will be a real cultural shift for people in Saskatoon to take transit. It's not the norm here.
2. How did Calgary make LRT successful?
3. Incentives will be important. 'What's in it for me?'
4. Need to make sure people are aware of what will happen if we don't embrace this plan. Sell where you want to be.
5. Like Park and Rides.
6. Mayor and City Employees should be required to take the bus. Set an example.
7. Think of everybody. Not everybody will take transit. Car is faster to get kids to activities.
8. Like facelift to 22nd Street and Confederation Mall – would like to see this happen sooner!
9. Housing will need to be considered.
10. Important how you advertise the improvements
11. Partner with Employers to build transit usage as a benefit
12. Service to educational facilities will be important (4th & 20th)



5.6 TwoTwenty Lunch-and-Learn

On March 18, 2015, a small scale *Growth Plan* presentation was given at the TwoTwenty, a co-working office in the heart of the Riversdale District. Arranged by Brian Hoessler of Strong Roots Consulting, the lunch-and-learn session ran from noon to 1 p.m. with approximately 25 people in attendance. All attendees have office space at the TwoTwenty, which is currently home for many of the city's creative and progressive industries and businesses.

The content of the presentation aligned with all other public engagement during this round of consultation, however was condensed to one hour for efficiency. The long-term directions for the *Growth Plan*, relating to Transit, Corridor Growth, and Core Bridges, were presented and included opportunities for questions throughout the entire discussion, rather than at the end.

TWOTWENTY QUESTIONS AND COMMENTS

- Q** How do we reverse the trend of suburban growth and change the shift the ideal suburban lifestyle to something more urban and downtown?
- A** This is a shift that should occur on a cultural plane.
- Q** Corridor growth has been described as higher density, mixed use development and more transit...is this accurate?

A Yes

Q How do we get property developers, especially residential, to relocate their emphasis to urban neighbourhoods, rather than the suburban lifestyle?

Encourage a cultural shift both publicly and administratively. A reinvented transit system needs to

A happen before anything else, though. Once transit operations spread to suburban areas, attractiveness will increase. As transit improvements are made, the core will see greater usage of transit.

Q How do we change the built form of 22nd Street and 8th Street? What changes can be made?

Invest in infill strategies. There is a greater chance of doing this on the soon-to-be-developed ends

A of both streets. There is great infill opportunity on both corridors. More immediate changes include streetscape enhancement, dedicated bus lanes.

Q How are these changes (*Growth Plan*) going to be financed?

A As part of the *Growth Plan*, a study on funding for its implementation has been completed—Financing Growth.

Q Is there a media/communications plan for Growing Forward! Shaping Saskatoon? How is this going to be rolled out?

A Yes. Shaping Saskatoon has been the main communication channel

Q Has the city taken a look at Ottawa's transit system? It is highly used.

A Yes, but it has not been looked at to a very high degree as the population is not comparable to that of Saskatoon. Ottawa is too big.

Q Could you provide some details on proposed changes to Transit?

A The Customer Experience is at the core of the Transit Plan. Basically, everything is connected to the experience of the customer, so increasing this will reinvent the transit system.

Q Has the city ever considered purchasing lots on Idylwyld Drive? Why not?

A No. Not sure.

Q Is LRT being considered?

A LRT is being considered, yes. Of the three possible BRT scenarios, two of them allow for easy LRT integration in the future.

Q 4th and 3rd are planned as complete streets, which would presumably result in parking space loss. Would there not be push back from downtown business people?

A Yes. The dedicated group of stakeholders will be involved during the entire process and compromises may have to be made.

Q Is extending transit into new areas (Rosewood) feasible? People buy/live in this area assuming to never take transit and always use their personal vehicle for everything.

A This is something that has been considered. Again, by focusing on the customer experience, we hope that the appeal of transit does increase. That being said, there will always be people who always drive.

Q Would transit ever contract out services? Like Uber but for transit?

A This has been discussed for possible feeder buses that then feed into the BRT lines.

Q Would BRT be better along 20th Street, rather than 22nd Street?

A 22nd street was identified as a desirable BRT route because of its built form and width.

Q Is the University on side with plans for BRT and Preston stations?

Q Would a “loop” bus service work downtown?

Q Proposed transit plans and cooperation from transit unions.

Q How do people that care/want to see this *Growth Plan* passed get their voice heard and help?

A Attend things like this lunch and learn. Write down your thoughts and comments, fill out the survey, provide feedback, etc.

Q Would a transit referendum be a good idea here (like Vancouver)?

A Due to different taxation systems, this would not function in Saskatoon the same way.

Q How would the *Growth Plan* implementation be paid for?

C Drop 33rd Street bridge idea entirely.

C Environmental concerns - the City is not doing enough to eliminate usage of fossil fuels and reduce GHG emissions. There is no mention of either of these things in the *Growth Plan*.

C The *Growth Plan* is all about driving.

C Federal and Provincial funding for *Growth Plan* implementation.

5.7 North Park & City Park Community Consultation

A Growth Plan presentation was held at North Park Wilson School on Wednesday, June 17, 2015, from 7 to 8:30pm for North Park and City Park residents. Approximately 66 people attended. The session included presentations on the preliminary long-term *Growth Plan* directions for Corridor Growth, Transit and Core Area Bridges, followed by general Q&A.

Participants could provide their input by filling out Comments Sheets at the event or emailing GrowingFwd@Saskatoon.ca by June 26, 2015 (Appendix F). The Question & Answer period was also recorded and is summarized below.

GENERAL GROUP Q&A

C On behalf of North Park and City Park Community Association Boards, thank you for coming out and providing us with more information.

Q What happened to the 24th Street Bridge Option?

A All options went through a Technical Comparison & Evaluation review and the 24th Street Bridge option did not rank as high as the option to build a 33rd Street Bridge combined with BRT lanes on the University Bridge.

Q Have lane controls been looked at on the University Bridge during the morning and afternoon commute times?

A Yes, we have looked at lane controls; however, the directional flow going East and West on the University Bridge does not change during peak times so lane controls would not work in this instance. This works best in situations where there are an odd number of lanes and unbalanced trips in each direction.

Q What about the Victoria Bridge? When is that getting replaced?

A Yes, the funding has been approved to rebuild the Traffic Bridge. It will be one-lane of traffic in either direction, with wide pedestrian lanes on either side of the bridge.

Q What about adding BRT on the Traffic Bridge?

A There is not enough demand along that corridor to warrant BRT on the Traffic Bridge. The highest demand corridor is College Drive/University Bridge/22nd Street.

Q What about relocating the rail lines? Why hasn't that been considered or mentioned in the Growth Plan?

A Unfortunately, the City does not have a whole lot of influence on getting CP and CN to move their rail lines. We wish we did. The rail lines are federally-regulated private companies and they have flat out told us that they have no plans to move the rail lines anytime soon.

Q This whole plan seems focused on the automobile. The UN recently announced their goal to have no carbon emissions by 2100 and building a new bridge with traffic lanes is completely going against this target. I am not in favour of a bridge.

A The goal of the Growth Plan is to get more people out of their car and using transit and other modes of transportation. More river crossing capacity is necessary to provide dedicated infrastructure to transit.

Q What about changing the RR Bridge near 33rd to an LRT?

We did at one time consider converting the RR Bridge into a rapid transit bridge. However, it is just not an option. Unfortunately the rail companies have no plans to move the rail lines. They still have big customers on the line and that likely will not change in the foreseeable future, so we have to plan around them.

A

That said, the City has recently formed a Task Force which includes City Leaders, the Fire Chief and RR officials to work together on solutions around safety and infrastructure to bypass rail lines that cause significant congestion.

As for LRT (Light Rail Transit), our consultant did look at the possibility for LRT in Saskatoon. However, we simply will not have enough population or ridership to make it a feasible option in the 30 to 40 year horizon. BRT (Bus Rapid Transit) is the better option for Saskatoon.

Q I like the Transit Plan, especially the Park & Ride option. Have you investigated where the markets are today and in the future? Transit needs to go to high volume employment areas like the hospitals, downtown and University.

We know the highest transit ridership today is along the East/West line (shown in red in the plan).

A Hospitals tend to be located along these corridors. What the Growth Plan will help us do is to develop high ridership areas into gold-level transit service. And link land use along corridors with transit/transportation targets. This development approach has never been done before in Saskatoon.

Q I attended the recent Active Transportation public event and somebody I was talking to told me about the University's plans to develop their land along College Drive and near the river. Can you tell me more about that?

A Yes, the University has a plan called Vision 2057 to develop these parcels of land into mixed-use developments. Essentially, once complete, they would equal the size of two new neighbourhoods within the City's core. They are already starting now with plans for the College Quarter section.

Q Has the University allowed for academic and Innovation Place expansion in their plans?

A Yes, the University will ensure the needs of campus and Innovation Place are met within their plans.

Q If the rail lines stay and the 33rd Street Bridge gets built, how will congestion be avoided if a train is going through?

A As part of the Task Force I mentioned earlier, the rail companies have agreed to help the City with funding requests to improve grade separation infrastructure at key rail crossings throughout the city.

Q With all these new bridges being built, won't people just go up Warman and over the Circle Drive Bridge? I don't think it will ever be necessary to build a 33rd Street Bridge.

A Once the North Commuter and Traffic Bridge are open, we will be OK for a while, but that will not last forever. As our population reaches 500,000, we will need another river crossing.

C I agree that Public Transit needs improvement and Saskatoon's density profile has always been sparse. However, if you look at the millions of dollars already going towards new bridges and roads. It seems all of our budget focus favours roads.

C The 33rd Street Bridge option didn't come from public consultation.

C I would caution proposing Transit Plan as aggressive. . the goals don't seem overly aggressive to me.

Our goal is to reach 8% mode share, which for Saskatoon is very aggressive. Unfortunately, we simply do not have a transit-oriented culture in Saskatoon and it will take a lot of investment to develop a system that people want to take. I am not sure on the actual stats, but I believe even the best transit cities like Toronto only have around 10% mode share.

Q Who are you trying to accommodate by building a bridge at 33rd Street?

Essentially everyone. With the development of the City Centre, North Downtown, University and Corridor

A Growth, the population and density within Circle Drive will significantly increase and people will need another means of crossing the river to access these developments.

Q Have you considered having BRT lanes on the 33rd Street Bridge instead of the University Bridge?

A BRT needs to go on the highest demand corridors – the Red and Blue lines. There is not enough demand to warrant putting BRT lanes on 33rd Street Bridge.

Q Was the 33rd Street Bridge being considered when they were planning the new multi-use pathway in the neighbourhood?

A No, it wasn't a consideration at that time.

I have neighbours from Finland that recently moved here and they do not have a car. Compared to Finland's transit system, they can't believe how long it takes to get around Saskatoon using our transit system. I sometimes drive them to where they need to go because it would take them hours to go by bus. He works at the University and a 33rd Street bridge would probably be good for him, but I think a bridge is going to cost too much money.

C

Q Why isn't someone from Transit here to answer questions?

A Transit's focus is on planning for today and Long Range Planning works with Transit to plan for the future.

Q Will the new Transit Plan completely replace what we have today?

A No, not completely. It will become a hybrid of many services working together to be more efficient.

C I understand that sometimes what's best for the city as a whole is not always what's best for a community. When I first heard about the possibility of a 33rd Street Bridge, I was against the idea. But, I started attending the engagement events to learn more, and while I'm still exploring the idea, I have started to lean the other way. A bridge would relieve congestion and move people within Circle Drive.

Q You said that the average number of people per car in Saskatoon today is 1.1. Have you projected what the average number of people per car will be 30 years from now?

A It's hard to predict that number because we can't really tell people how to move around, we can only encourage them by providing other choices. For example, perhaps dedicated lanes for BRT could also be used for High Occupancy Vehicles.

C I am concerned this plan is going to Council in 2016 before we even know what a 33rd Street Bridge will look like. You need to work with City Park and North Park because we live here and a bridge will affect our communities. I understand that people need to move through, but I hope you work us before anything is decided.

C I moved to North Park because of the character of the neighbourhood. With a bridge traffic along 33rd Street will be even faster and it will destroy our neighbourhood. This appears to be providing more tools for car owners and car use and is not providing an incentive for bike use, or transit use. Rather it is providing better car options.

Q I have lived on the corner of 33rd and Spadina for 30 years. Did anybody think that people who live in this neighbourhood live here for a reason – to enjoy the scenery of the river? If you put a four-lane bridge at 33rd Street, you will have to take parking out along 33rd Street and the businesses along 33rd Street need those parking spaces for their patrons. If there is no parking, their businesses will suffer.

A The boards at the back show all the factors that were considered when evaluating the bridge options. No matter where a bridge goes, it will have an impact. At this point, we are at a very conceptual stage and will only be seeking acceptance in principle on the location of a river crossing at 33rd Street. More work will need to be done on mitigating impacts to the community once it's determined a bridge is needed.

Q Is the City planning to acquire property?

A There are no plans to acquire property at this time.

C Be careful talking about consultation. This meeting should have happened a long time ago and more consultations need to be had with more neighbourhoods. It was a mistake in the process to not have earlier consultations with affected neighbourhoods. I was surprised to learn that we couldn't quantify where people were coming from during the Engagement. This needs to be improved for future.

Q Have future demographic characteristics been considered in the development of this plan? I believe the types of people who will choose to live in the core neighbourhoods of the city want to live in communities where they can live close to where they work. They don't want to have to get into a car to get around. A bridge to move more traffic is not the answer. Victoria recently built a toll bridge under these same congestion assumptions and not nearly as many people are using the bridge as they predicted would. I think we need to concentrate on completely reconfiguring transit and not building a new bridge.

Yes, we do know that the Millennial generation who are in their 20's now want to live in more dense neighbourhoods, with more options to get around than just the car. Much of the Growth Plan is about creating more density and transportation options within the City's core. However, we still live in a prairie city and there will likely always be a certain sector of the population that will favour the automobile. While growth in new neighbourhoods will not disappear, we hope that the Growth Plan will help us to shift this outward growth to 60/40 or even 50/50. We know that some of these concepts are pushing the limits of Saskatoon's acceptance for change. There has been no decision on a bridge, only technical analysis.

A city and there will likely always be a certain sector of the population that will favour the automobile. While growth in new neighbourhoods will not disappear, we hope that the Growth Plan will help us to shift this outward growth to 60/40 or even 50/50. We know that some of these concepts are pushing the limits of Saskatoon's acceptance for change. There has been no decision on a bridge, only technical analysis.

Q Was a pedestrian/bike only bridge considered at 33rd? We need to think beyond the automobile. We currently have two major core bridges down and the sky has not fallen.

A We have to plan for a future population that will be much greater than today, which will mean more people in cars, on bikes and taking transit. The bridge being proposed would accommodate all modes of transportation.

C You mentioned in your presentation that if we do nothing travel times will increase from 10 minutes to 40 minutes. This might be what it will take for people to start using Transit. If we continue to make changes to accommodate automobile travel, people will never change.

Q What about LRT? Was that considered?

A LRT is not a feasible option for Saskatoon – it's simply too expensive.

Q First, I want to thank you for coming out. I do not envy your job. You mentioned this plan is about bringing people downtown, why is that important?

A The Plan is not just about bringing people downtown; it's a combination of factors. Without an additional river crossing, we won't be able to dedicate lanes for Transit along the University Bridge. Building a bridge isn't about just the car; it's to support all transportation modes.

C Cyclists need better choices. Biking is dangerous in Saskatoon. We need separate bike lanes in this city. Put all the money from bridges into protected bike lanes instead.

A The protected bike lane pilot project is starting soon along 23rd Street this year and 4th Avenue next year. It will be evaluated after 2-years and hopefully will lead to more protected bike lanes throughout the city in the future.



5.8 Corridor Survey

In May 2015, the City of Saskatoon contracted Insightrix Research Inc. to conduct a survey of land owners and businesses in Saskatoon along 22nd Street, 8th Street and College Drive/Preston Avenue to gather feedback on the preliminary long-term recommendations and implementation priorities included in the *Growth Plan*. The objective of this study was to identify the support for future planning and investment in the areas of Corridor Growth, Transit, Rapid Transit and Core Area Bridges.

Over 800 land owners and businesses were invited to participate through mail out letters. The study was conducted online and data was collected between June 6 and June 30, 2015. A total of 19 surveys were completed.

The survey results have been included in Appendix F. Please interpret results with caution due to low sample sizes.





6 NEXT STEPS

With the third round of engagement for the *Growth Plan* complete, we are now working to refine the details in the *Growth Plan* based on what we have heard from the community and various stakeholder groups. The hundreds of suggestions and comments received during this round of engagement will be used to help us finalize the long-term directions of the *Growth Plan*'s core initiatives and further shape priorities for implementation.

We will be back in the Fall 2015 to share the draft *Growth Plan* and the implementation strategy for further review and feedback from Saskatonians.

The *Growth Plan* team would like to thank everyone that has contributed to the process so far. We look forward to hearing more from the community this Fall!

If you would like to learn more about the various components of the *Growth Plan to Half a Million*, we encourage you to visit growingfwd.ca.



FEBRUARY TO JUNE 2015

ENGAGEMENT SUMMARY REPORT #4 APPENDICES



Appendices

Appendix A: Exit Survey

Appendix B: Promotion of Engagement Activities

Appendix C: Digital Engagement

Appendix D: Raw Workbook & Survey Comments

Appendix E: Citizen Survey

Appendix F: Additional Stakeholder Engagement Input

Appendix G: Challenges & Opportunities



APPENDIX A

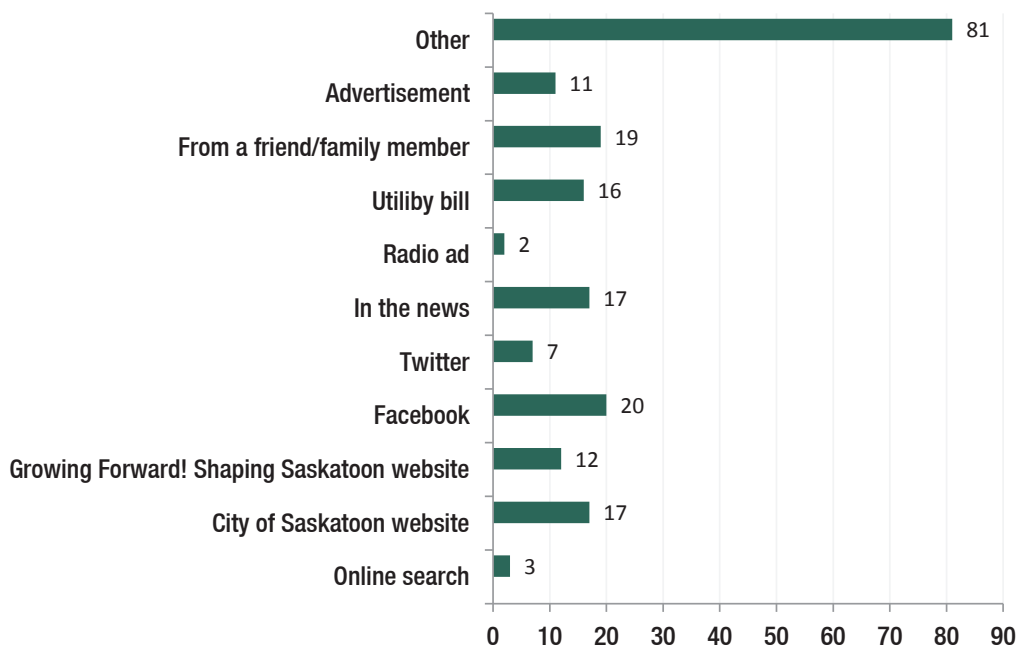
Exit Surveys



Exit Survey

On March 3, 2015, Saskatoon residents were invited to attend workshop sessions for the *Growth Plan to Half a Million* project at TCU Place. Two workshops were held, one from 12 p.m. to 2 p.m. and another from 6 p.m. to 8 p.m. Participants were encouraged to complete exit surveys so we could better understand how they felt about the event, and gather feedback as to how the engagement process could be improved. Ultimately, we received 145 exit surveys, the results are below.

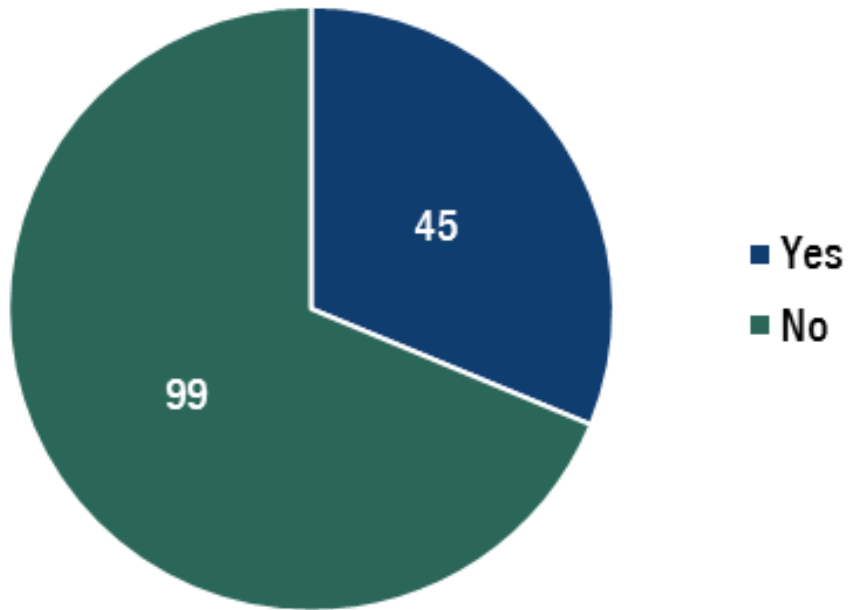
HOW DID YOU HEAR ABOUT THIS EVENT?



Sixty-eight (68) respondents provided comments that could not be categorized into the given survey answers:

- School – teacher
- Co-worker
- Eblast
- Community consultant
- Bus riders of Saskatoon
- Email
- Community Association
- University of Saskatchewan
- City Staff or Council
- SRAR
- Saskatoon Age-Friendly Institution
- CARP
- Press Release
- Realtors Association

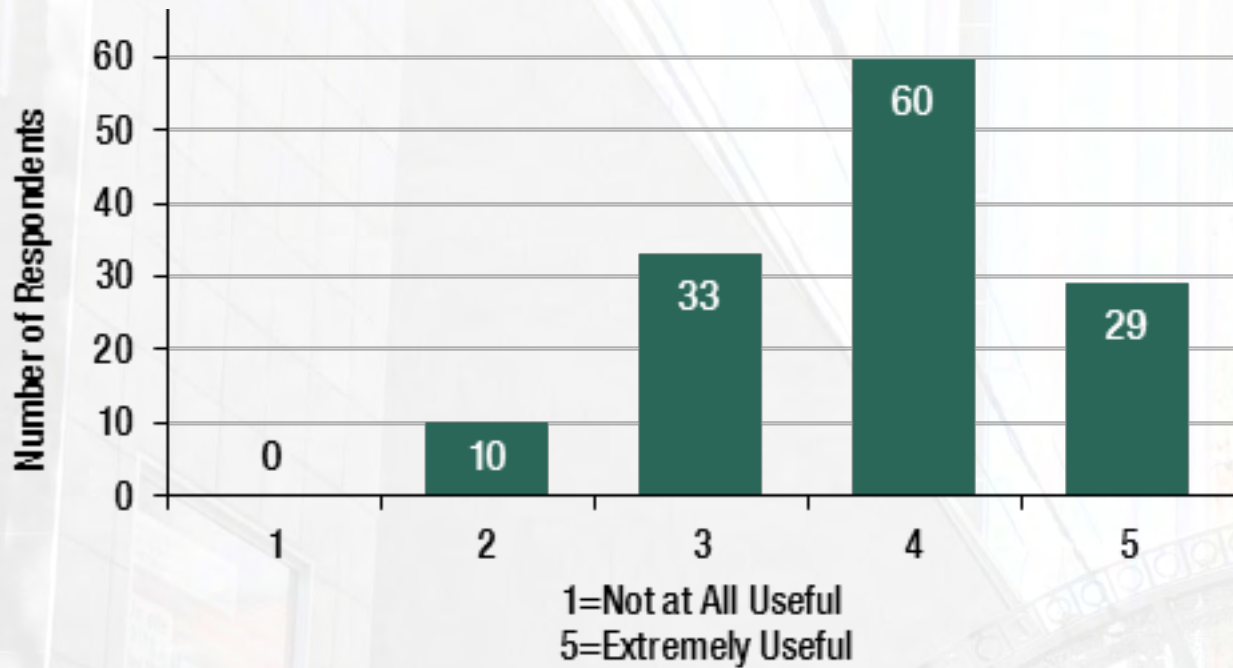
HAVE YOU ATTENDED ANY OTHER GROWTH PLAN EVENTS?



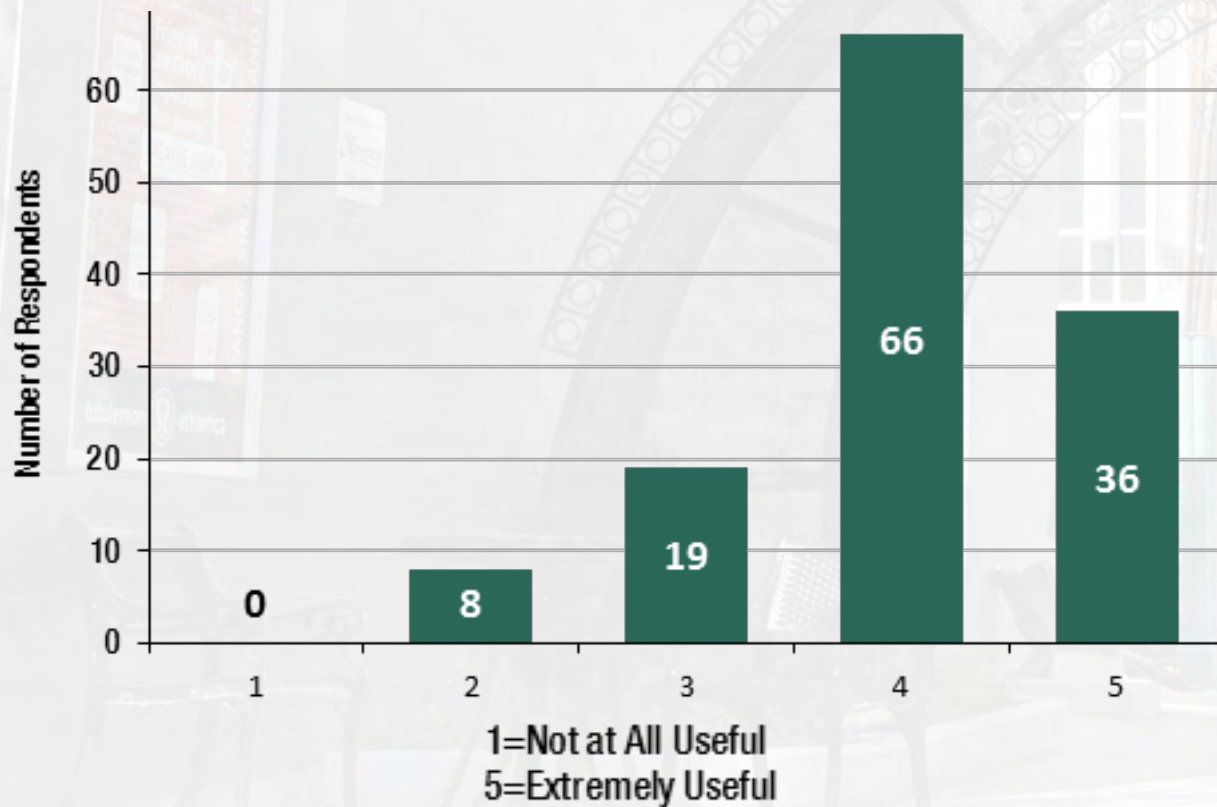
Those who have attended other *Growth Plan* events were asked to indicate which event(s) they have attended previously. Responses include:

- Previous set of events
- Public engagement at TCU – Fall 2014
- Parks and Recreation – February 2014
- Information session – December 2014
- Downtown Plan
- City presentation at Saskatoon realtors events

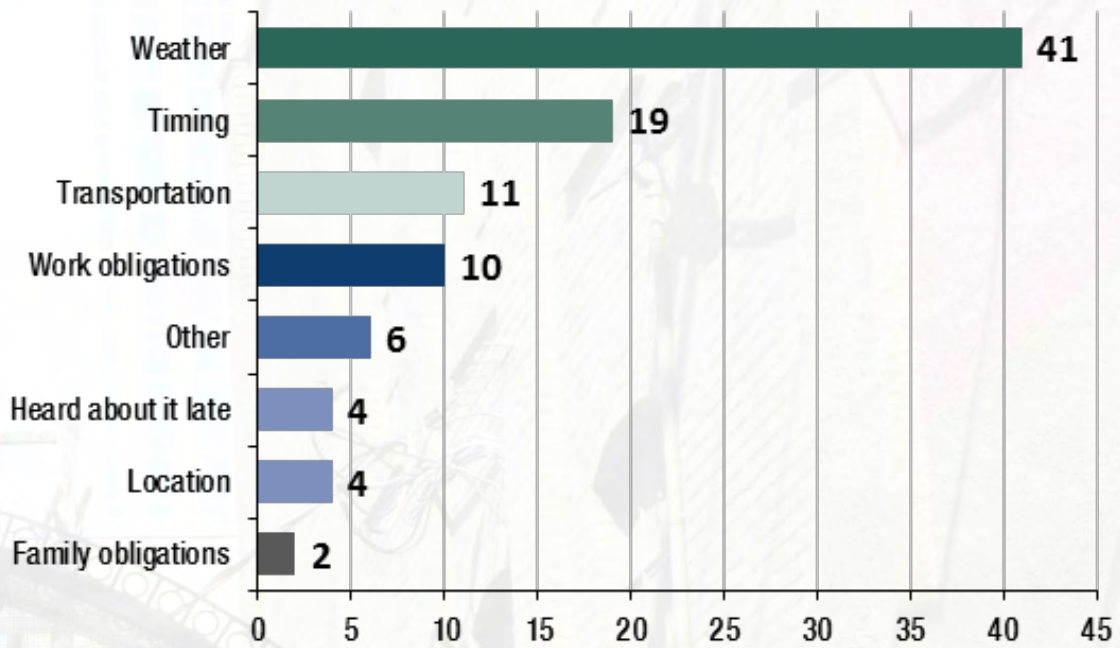
DID YOU FIND THE INFORMATION USEFUL?



DID YOU FEEL YOU WERE GIVEN THE OPPORTUNITY TO SHARE IDEAS AND/OR EXPRESS ANY CONCERNS?



DID YOU FACE ANY CHALLENGES IN ATTENDING TODAY'S EVENT?



Six (6) respondents provided comments that could not be categorized according to the given answers:

- Parking
- Un-cleared city sidewalks
- Bike lanes were covered in snow
- No childcare

WHAT DID YOU ENJOY ABOUT THE EVENT?

Prominent Themes

- Attendees indicated that the workshop format was easy to follow and conducive to productive discussion
- Information and workbooks provided were easy to understand and complemented the presentation
- Attendees appreciated having multiple opportunities to share comments and opinions throughout the workshop

Examples

- Clear presentations – booklet made very clear by the speaker. Welcoming staff at the door. Luncheon was a nice touch
- Great presentation. Well attended and good help from city representatives
- I liked the small group discussions
- The speaker was great at answering questions and he really knew what he was talking about
- Packages were clear, interactive and colourful, which allowed me to understand the overall plan
- The opportunity to give feedback and to ask questions was appreciated. The TCU location was very convenient and enjoyable. The workbook was very helpful as it explained the plans more clearly and in that we can study it more in depth
- Very professional handling of the off-beat questions
- Well put together, easy to consume/digest. The presentation was informative and fostered excitement for the future
- Thoughtful discussion, good questions. Welcomed the clear information
- The facilitators were open and inviting. The conversation felt genuine. Thank you to the organizers and facilitators for an excellent opportunity to participate
- Range of people present was good, however there wasn't a First Nations presence
- It was a very welcoming environment where you were encouraged to share your ideas
- Well-explained with multiple opportunities for input in a short period of time. Hearing people focus on transit in Saskatoon and not roads and cars for a change was so exciting and refreshing
- The fact that the city is willing to show the public their plans for the future and are using the public's opinion to shape the growth plan
- Well organized – kept moving and focused. Varied modes – speaker, discussion, Q&A, workbook – very good and I could see and hear everything
- I got a general idea of what is going to be happening and other people's opinions. It was very well done

IS THERE ANYTHING WE COULD HAVE DONE TO ENHANCE YOUR EXPERIENCE?

Prominent Themes:

- The format of the workshop wasn't clearly communicated prior to the event which caused some confusion
- Attendees indicated that additional promotion of the event through social media would have been an effective way of informing the community
- The workshop seemed rushed and attendees indicated that they could have used more time to discuss and share their ideas

Examples:

- More of a clear-cut list of objectives and priorities is needed
- Perhaps have people walk to a common microphone to present their questions so it would then be a very clear way to gain floor time
- Have more of an open forum with speakers discussing why the option was chosen
- Short term/intermediate plans would have been interesting to see as well
- Rather short presentation – a lot to take in during a limited time span
- More opportunities needed to discuss specific topics
- It was a bit rushed, I felt that more ideas came out of the small group discussions
- Incorporate cycling discussion into the topic as the transit and cycling go hand in hand
- Longer discussion periods needed
- Could have had a better description of what the event would consist of (thought it was a come and go session)
- This was a presentation asking for agreement on priorities with no time to address why those priorities were proposed. Realize there has been more to the process but planning assumptions need to be there for all to understand.
- Give more promotion to the meetings as I did not see any social media promotion on or before the day of the meeting
- More time for large group discussion
- I find the open “whole room” Q&A discussion is least productive as citizens just air their grievances about civic issues and not discuss the IGP



APPENDIX **B** Promotion Of Engagement Activities



City of Saskatoon | **GROWINGforward!**
Shaping Saskatoon

A 33rd Street Bridge in Saskatoon?

Join us in person or online at www.growingfwd.ca from February 25 to March 18 to provide your input on the proposed **Growth Plan to Half a Million** including long-term plans and implementation priorities for:

- a new transit system with Bus Rapid Transit (BRT);
- a new river crossing at 33rd Street and BRT lanes on the University Bridge; and,
- changes to how we live, work and play along our major corridors.

Mark your calendars!

Have your say!

Main Event | Growth Plan Focused Discussions
Tuesday, March 3, 2015
 TCU Place, 35 22nd Street East
 Daytime Session: Noon to 2 p.m.
 Evening Session: 6 to 8 p.m.

Growth Plan Campus Consultation
Tuesday, March 10, 2015
 Louis' Loft, 93 Campus Drive
 3 to 5 p.m.

Online Survey
February 25 to March 18, 2015
www.growingfwd.ca

Learn more and get involved at www.growingfwd.ca

March 2015 Growth Plan Engagement Print Ad (Example)

City of Saskatoon | **GROWINGforward!**
Shaping Saskatoon

Bus Rapid Transit in Saskatoon?

Have your say!

Help us shape Saskatoon's *Growth Plan to Half a Million*.
 Online survey open until March 18!

Click to learn more and get involved.

March 2015 Growth Plan Engagement Online Ad (Example)



A new look for 8th Street? 22nd Street? Preston Ave.?

Join us in person or online at www.growingfwd.ca from February 25 to March 18 to provide your input on the proposed **Growth Plan to Half a Million** including long-term plans and implementation priorities for:

- a new transit system with Bus Rapid Transit (BRT);
- a new river crossing at 33rd Street and BRT lanes on the University Bridge; and,
- changes to how we live, work and play along our major corridors.

..... **Have your say!**

Main Event | Growth Plan Focused Discussions

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TCU Place, 35 22nd Street East
Daytime Session: Noon to 2 p.m.
Evening Session: 6 to 8 p.m.

Mark your
calendars!

Growth Plan Campus Consultation

Tuesday, March 10, 2015

Louis' Loft, 93 Campus Drive
3 to 5 p.m.

Online Survey

February 25 to March 18, 2015

www.growingfwd.ca



Learn more and get involved at www.growingfwd.ca

March 2015 Growth Plan Engagement Poster (Example)

Growth Plan to Half a Million

Proposed Long-term Plans for 8th Street

Information and Survey

Saskatoon is changing. It's how we manage change that is important. This is why the City of Saskatoon is developing a **Growth Plan to Half a Million (Growth Plan)** to help guide future infrastructure investments in areas like Corridor Growth, Transit, Core Area Bridges and Active Transportation, so residents will have more choices for how they live and move around the city as Saskatoon grows.

In March 2015, the preliminary **Growth Plan** was introduced to the public and includes long-term recommendations for:

- a new transit system with Bus Rapid Transit (BRT);
- redevelopment along major corridors like 22nd Street, Idylwyld Drive, 8th Street, College Drive and Preston Avenue; and,
- a new core area river crossing at 33rd Street, combined with BRT lanes on the University Bridge.

Redevelopment along 8th Street would involve more detailed planning efforts and engagement with the community before implementation could begin. **However, as these changes would impact you as a business or land owner, we'd like to invite you to review the preliminary Growth Plan and provide your feedback online by June 30, 2015.**

<http://surveys.insightrix.com/YXEGrowthPlan>

Further opportunities for input will be offered in Fall 2015 when the final proposed **Growth Plan** and implementation strategy will be confirmed with the public.

For more information on the **Growth Plan**, please visit www.growingfwd.ca.

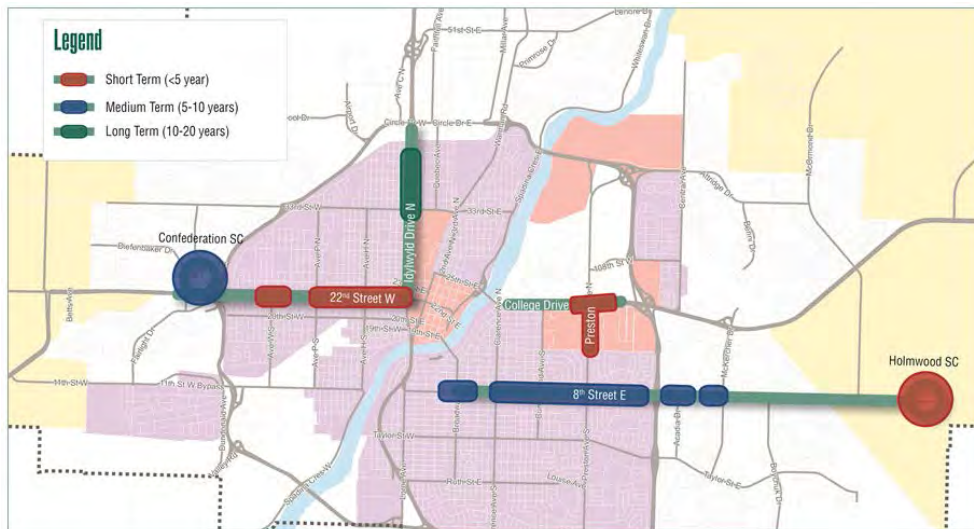
Learn more at www.growingfwd.ca

Corridor Survey Flyer: 8th Street Business & Land Owners (pg. 1)

Potential Redevelopment Areas Along 8th Street



Implementation of Secondary Plans* for High Priority Corridors



*The Secondary Plan process will include extensive stakeholder consultation with land owners, businesses and residents to develop a complete vision for the corridor in addition to confirming the scale and type of development appropriate for the area.

Learn more at www.growingfwd.ca

Growth Plan to Half a Million

Proposed Long-term Plans for 22nd Street W.

Information and Survey

Saskatoon is changing. It's how we manage change that is important. This is why the City of Saskatoon is developing a **Growth Plan to Half a Million (Growth Plan)** to help guide future infrastructure investments in areas like Corridor Growth, Transit, Core Area Bridges and Active Transportation, so residents will have more choices for how they live and move around the city as Saskatoon grows.

In March 2015, the preliminary **Growth Plan** was introduced to the public and includes long-term recommendations for:

- a new transit system with Bus Rapid Transit (BRT);
- redevelopment along major corridors like 22nd Street, Idylwyld Drive, 8th Street, College Drive and Preston Avenue; and,
- a new core area river crossing at 33rd Street, combined with BRT lanes on the University Bridge.

Redevelopment along 22nd Street West would involve more detailed planning efforts and engagement with the community before implementation could begin. **However, as these changes would impact you as a business or land owner, we'd like to invite you to review the preliminary Growth Plan and provide your feedback online by June 30, 2015.**

<http://surveys.insightrix.com/YXEGrowthPlan>

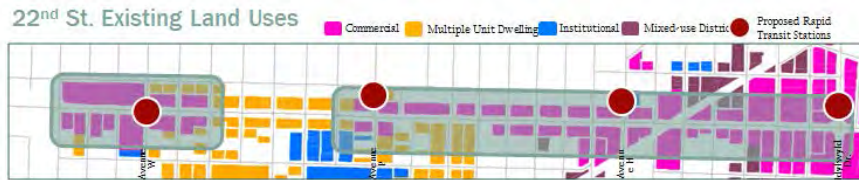
Further opportunities for input will be offered in Fall 2015 when the final proposed **Growth Plan** and implementation strategy will be confirmed with the public.

For more information on the **Growth Plan**, please visit www.growingfwd.ca.

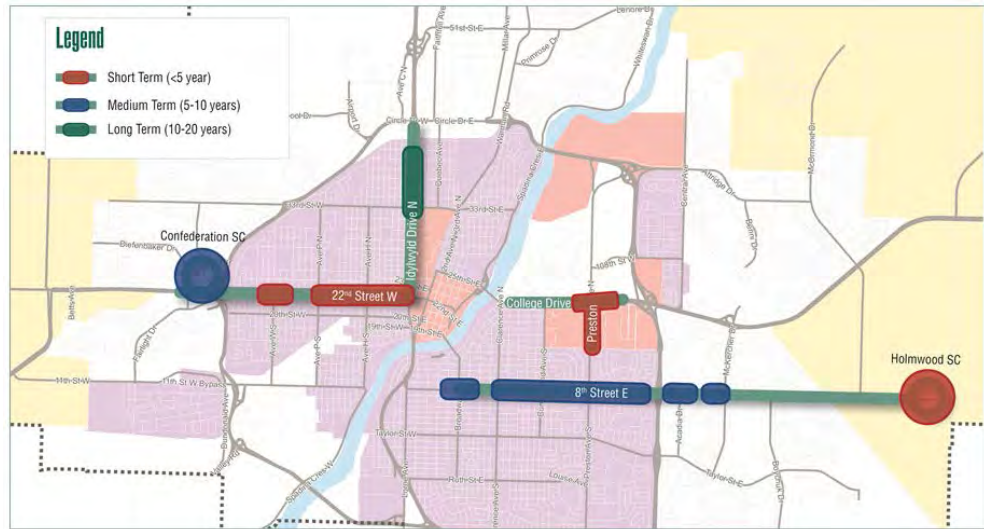
Learn more at www.growingfwd.ca

Corridor Survey Flyer: 22nd Street Business & Land Owners (pg. 1)

Potential Redevelopment Areas Along 22nd Street W.



Implementation of Secondary Plans* for High Priority Corridors



*The Secondary Plan process will include extensive stakeholder consultation with land owners, businesses and residents to develop a complete vision for the corridor in addition to confirming the scale and type of development appropriate for the area.

Learn more at www.growingfwd.ca

Growth Plan to Half a Million

Proposed Long-term Plans for College Drive & Preston Avenue

Information and Survey

Saskatoon is changing. It's how we manage change that is important. This is why the City of Saskatoon is developing a **Growth Plan to Half a Million (Growth Plan)** to help guide future infrastructure investments in areas like Corridor Growth, Transit, Core Area Bridges and Active Transportation, so residents will have more choices for how they live and move around the city as Saskatoon grows.

In March 2015, the preliminary **Growth Plan** was introduced to the public and includes long-term recommendations for:

- a new transit system with Bus Rapid Transit (BRT);
- redevelopment along major corridors like 22nd Street, Idylwyld Drive, 8th Street, College Drive and Preston Avenue; and,
- a new core area river crossing at 33rd Street, combined with BRT lanes on the University Bridge.

Redevelopment along College Drive and Preston Avenue would involve more detailed planning efforts and engagement with the community before implementation could begin. **However, as these changes would impact you as a business or land owner, we'd like to invite you to review the preliminary **Growth Plan** and provide your feedback online by June 30, 2015.**

<http://surveys.insightrix.com/YXEGrowthPlan>

Further opportunities for input will be offered in Fall 2015 when the final proposed **Growth Plan** and implementation strategy will be confirmed with the public.

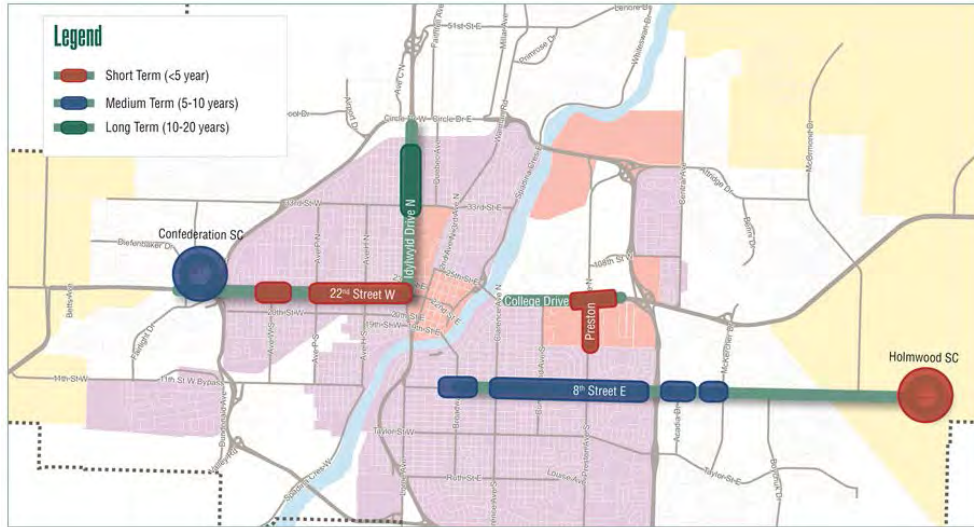
For more information on the **Growth Plan**, please visit www.growingfwd.ca.

Learn more at www.growingfwd.ca

Corridor Survey Flyer: Preston Avenue/ College Drive Business & Land Owners (pg. 1)



Implementation of Secondary Plans* for High Priority Corridors



**The Secondary Plan process will include extensive stakeholder consultation with land owners, businesses and residents to develop a complete vision for the corridor in addition to confirming the scale and type of development appropriate for the area.*

Learn more at www.growingfwd.ca

Corridor Survey Flyer: Preston Avenue/ College Drive Business & Land Owners (pg. 2)



Please Tell!

1. How did you do
 Excellent
 Good
 Fair
 Poor



2. Have you at
 Yes
 No

3. If you have

4. Did you do

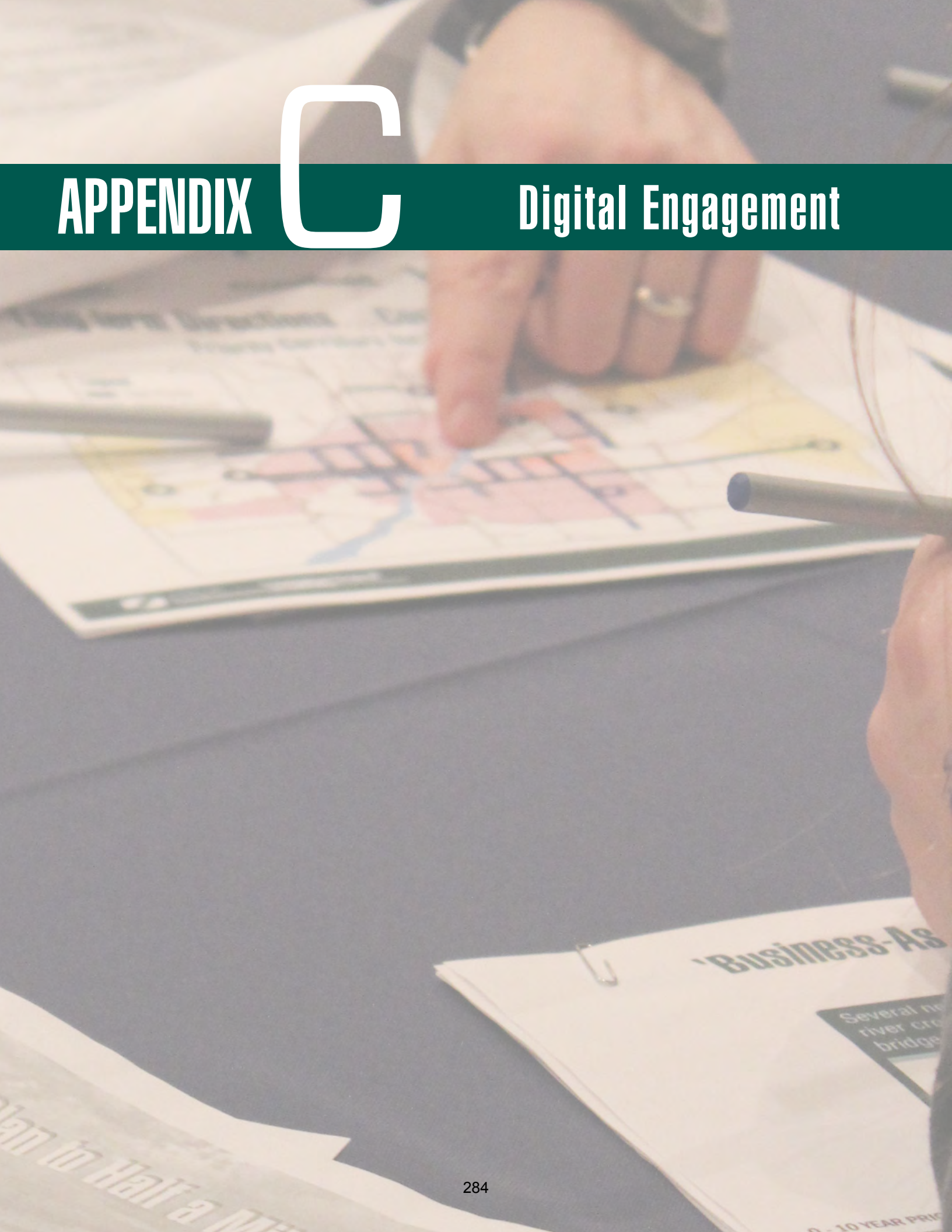
5. Do you
Not at all

6. Did



APPENDIX C

Digital Engagement



Facebook Ads: Likes, Shares and Comments

 **Saskatoon City News**
Written by Cy Rgrauer (?) · 13 February · 🌐

Have your say in Saskatoon's future! Growth Plan events planned for March 3 and 10.



BRT in Saskatoon?

WWW.GROWINGFWD.CA [Learn More](#)

11,324 people reached [Boost Post](#)

Like · Comment · Share

👍 25 people like this.

🔗 3 shares

-  **Jaime Svennes** is BRT like LRT's, sorry to ask a dumb question
Like · Reply · 14 February at 10:48
-  **Evan Edlund** BRT is Bus Rapid Transit... sadly very far from LRT.
Like · Reply · 👍 3 · 14 February at 17:54
-  **Michelle Campeau** I've been on part of the BRT in Ottawa. It was terrifying. Our drivers will fit right in! 😊
Like · Reply · 15 February at 10:06
-  **Mike Sliva** BRT and LRT are very similar, but LRT is a quarter the cost
Like · Reply · 15 February at 10:45
-  **Raven Pitchford** BRT isn't the same as LRT. One runs on tracks and can disappear underground at some points. BRT still relies on the road itself. LRT is similar to a subway. Except subways are way better. Went to New York and their transit system(subways, buses etc) are so efficient.



Stephanie Sydiaha There are many examples of citizens giving input, indeed volunteering many hours to the development of plans, giving of their ideas, only to have years go by without implementation, and often to have plans thrown out. I won't be wasting my time on any more input. I will vote.

Like · Reply · 15 February at 22:10



Matt Cloud Winnipeg has a good BRT system operating with new designated bus roadways that cut through the city, and even elevated roadways to core areas.

BRT will only work with designated roadways.

Like · Reply · 2 · 16 February at 16:35



Russell Matthews Get rid of transit and build seasonally maintained bike lanes. IMO!

Like · Reply · 19 February at 16:33



Cory McIntyre ...maybe they should have these events in the afternoon and evening, so people with and without 9 to 5s have a say...

Like · Reply · 2 · 19 February at 17:22



Skip Seabrook Roman. Please do not be deceived . These events are not to give you the chance to be heard. They are for the City to tell you what decisions have already been decided within the hallowed walls of City Hall. It will look like they want to hear wh... See More

Like · Reply · 1 · 19 February at 21:20 · Edited



Stacey Jayne I've been sharing this for a few years. My BRT idea. <https://www.google.com/maps/d/edit...>



BRT yxe

My idea for a BRT system.
I think the BIGGEST thing that the Saskatoon transit lacks is an easy way to get...

GOOGLE.COM

Like · Reply · 20 February at 18:54



Hans-Jurg Buchi The creation of another eternally indebted infrastructure plus continue to pay for the past ineffectiveness uber priced....

Like · Reply · 23 February at 09:48



Saskatoon City News

Written by Cy Rgrauer [?] - 13 February · 🌐

Have your say in Saskatoon's future! Growth Plan events planned for March 3 and 10.



A new look for 22nd St?

WWW.GROWINGFWD.CA

[Learn More](#)

12,768 people reached

[Boost Post](#)

Like · Comment · Share

👍 20 people like this.

↪️ 2 shares



Carter Blaine That's 21st St.

Like · Reply · 👍 1 · 13 February at 21:15



Pete Zbetnoff How about fixing our destroyed roads and aging sewer and water systems befor spending money to make a street look pretty fix the street the cars drive on first

Like · Reply · 👍 5 · 16 February at 16:46 · Edited



Vanessa Dieno I'd rather have new roads

Like · Reply · 👍 2 · 19 February at 10:58



Robert Clipperton Planning to move the Bessborough Hotel?

Like · Reply · 👍 1 · 24 February at 00:20





Dan Purschke The title is "A new look for 22nd St", the picture is of 21st St. Yup, seems legit.

Like · Reply · 👍 13 · 24 February at 17:29





Darrell Lutzko There goes our garbage pick up budget,lol.



Like · Reply · 👍 2 · 25 February at 13:49



 **Mish Lynn Tires** Perhaps they can stop making the streets look "pretty" and fix the roads or shovel residential streets (the ruts are horrible). There are a million things wrong with this city and all they care about is how it looks, pfft. Give your heads a shake and start putting the money where it needs to go!!!
Like · Reply ·  6 · 26 February at 09:08

 **Leda Huxley** If 21st was a pedestrian only street and all pretty with cobblestone n' little shops n' whatnot. I'd get behind that.
Like · Reply ·  5 · 27 February at 17:10


 **Rob Perry** hopefully some novel idea and solutions about.
Like · Reply · 27 February at 22:38

 **Chris Holmes** Let's stop increasing the population until services and schools catch up. Stop building houses on tiny little lots. Stop trying to set records for population density.
Like · Reply ·  4 · 28 February at 10:09


 **Matt Manly** I don't think our city council is capable of making good decisions for our future. I also agree that fixing our streets should take priority over making things look pretty.
Like · Reply ·  4 · 28 February at 11:19

 **Rob McCarthy** How about keep up with our increasing taxes with services that we actually get for those increased taxes lorass is a joke for recycling if they dont pick up when they should the resident has to wait til next time so essentially my taxes were increased to get crappier service GOLLYGEE THANKS ATCHISON...do we vote soon? ?
Like · Reply ·  3 · 28 February at 14:38

 **Vanessa Dieno** ^ lol
Like · Reply · 28 February at 16:21

 **Dedrick Mc** The bass awkwards ideas and decisions this city puts forth just blows my mind sometimes. It also just makes me and my family feel like moving on and away from the BS. Wake the heck up Saskatoon our city is beautiful enough and more so than most others. How about first stop letting the infrastructure fall apart and use our tax dollars properly.
Like · Reply · 2 March at 01:16 · Edited

 **Nicole Ramsey-Rausch** Snow covers the "pretty" most of the year, I'd much rather see the snow they push into hills in front of my house removed so we can park there instead thx!!
Like · Reply · 2 March at 07:34

 **Colin Kunkel** You can put lipstick on a pig, but it's still a pig in the end. That's how Saskatoon is being operated right now. Put lipstick here and there and maybe no one will notice the sub par bus service, garbage collection and snow removal. Infrastructure is... See More
Like · Reply · 2 March at 20:11



Saskatoon City News

Written by Cy Rgrauer [?] · 13 February ·

Have your say in Saskatoon's future! Growth Plan events planned for March 3 and 10.



A 33rd Street Bridge?

WWW.GROWINGFWD.CA

[Learn More](#)

19,720 people reached

[Boost Post](#)

Like · Comment · Share

99 people like this.

24 shares

A.p. Ratz Boooo. Spending wisely is still not in the vocabulary of city officials? It's fun to dream but damn.... We don't need to chase every one of them.

Like · Reply · 1 · 13 February at 20:18

Scott Paisley Here's a plan, hire new City planners and snow removal managers.

Like · Reply · 32 · 14 February at 11:08

Tanya Loucks Wrecks the weir atmosphere Don't think we need another bridge?!? Maybe fix the streets we have

Like · Reply · 7 · 14 February at 21:58

R Gerald J Demencuik What about the Victoria Bridge !!!!!!

Like · Reply · 5 · 15 February at 14:11

Pete Zbetnoff No 33rd st bridge north park and city park are quiet neighborhoods put a bridge there and that will be all out the window. And why have a bridge that dead ends on to university property build a replicated Victoria bridge that is a bit wider

-  **Matthew Hamilton** Maybe clear some snow...
Like · Reply ·  3 · 16 February at 02:38
-  **Laura Ford Lewis** We need a serious change in the idiots we have for city planning. Starting with a new mayor
Like · Reply ·  14 · 17 February at 07:42
-  **Jeri Lynn Henderson** Focus on a north circle drive before a bridge so trucks can go around the city not through it!
Like · Reply ·  14 · 17 February at 10:06
 1 Reply
-  **Shaun Dyksman** Sustainability. Not a bridge for cars, perhaps a LRT. Move the trains outside the city, use existing railbeds, convert the rails to LRT and connect to the suburbs. Have parking depots/ bike storage lots.
Like · Reply ·  22 · 17 February at 10:58
 8 Replies
-  **Dean Wade Lavall** Fix the bridges that need it before moving forward I say, the city cannot afford to even demolition the 2nd or 3rd oldest historical bridge in sask
Like · Reply ·  2 · 17 February at 12:06
-  **Robin Baerg** 33rd St bridge? Hilarious. Did someone actually think that was a good idea?
Like · Reply ·  4 · 17 February at 16:14
-  **Brian Gilley** a city that size with that many bridges?
Like · Reply · 18 February at 09:53
-  **Corinne McKay** Ridiculous. Saskatoon needs better public transit, not more traffic flow.
Like · Reply ·  3 · 18 February at 12:37
 3 Replies
-  **Jonathan Walker** We need to focus on improving public transportation in the city. Maybe have buses run 24/7. Could lower the amount of drunk driving incidents as well could cut down on carbon emissions. Maybe install a train system. Public transportation if better would also encourage more people to use it and would cut down on traffic.
Like · Reply ·  6 · 18 February at 22:08
 3 Replies
-  **Christopher Pequin** Why not run a parallel bridge to the train bridge. Sounds good to me! Run LRT from downtown to Sasktel centre then out to Martensville and Warman.
Like · Reply ·  2 · 19 February at 11:59
-  **Kevin Bartlett** maintain the bridges and roads you have now before spending TAXPAYERS money on things we dont need, listen up city council before your voted out....
Like · Reply ·  3 · 19 February at 16:50
-  **Jay Fisher** North bridge is the most important right now. 33rd can wait.
Like · Reply ·  2 · 20 February at 13:40



Saskatoon City News This is why we are encouraging all of you, your friends, and family to attend these upcoming events. These events are for residents like yourselves to hear the reasons behind the ideas and have your say when it comes to future development in Saskatoon!

Like · Reply · 4 · 20 February at 15:54 · Edited



Ron J. Lange Ok what the hell is BRT ? Is that like BLT's ? I love BLT's

Like · Reply · 1 · 21 February at 14:03



Lisa Jayne MONORAIL MONORAIL

Like · Reply · 1 · 21 February at 19:21

↳ 1 Reply



Shanene Cameron try to better the areas within our City that need improving..QUIT spending our hard earned money on unnecessary things and services!!!! Take that money and put it back into the existing saskatoon!!!

Like · Reply · 1 · 22 February at 00:45



Raven Pitchford Please no more destroying of the river bank. Please?

Like · Reply · 22 February at 02:32



Errol Sutherland hmm the university bridge is gna be down around that time as well great timing on the marketing ... sure lets beefup the public routes thru these areasthis other connection to college drive? is this the plan or does the bridge come with a whole new street as well?

Like · Reply · 22 February at 08:39



Diane Fontaine I won't be able to attend the meetings but, the city would be best to fix the roads we currently have before spending more money on unnecessary things. With regards to people wanting to move the CN/CP trains it will always be in the city cause the city is growing to fast and where are the trains to go and yet access what they need in the city.

Like · Reply · 1 · 22 February at 10:00



Sean Shea North bridge and Victoria street bridge before talk of another bridge.

Like · Reply · 2 · 22 February at 21:06



Ken Strohan Pave a road please.

Like · Reply · 1 · 22 February at 21:43



Melanie Roundsky Cmon I love going to the train bridge to enjoy the views... not view one side n turn around n damn bridge in the way...

Like · Reply · 23 February at 17:49



Alec N Capay remove the Photo at the Stop lights or get the 20 second count down before the Yellow light...if Prince Albert can afford them so can we!!

Like · Reply · 3 · 24 February at 07:05



Murray Helmer Seems to me it would be easier to divert the river around the city and fill in the current basin with the dirt they take out of the new river bed lol

Like · Reply · 24 February at 16:02



Hans-Jurg Buchi Thats a thought where on the eastside to connect???

Like · Reply · 24 February at 17:33



Jeffrey J Benson This is to please the well to do Kensington area going up.

How about we fix what we have and avoid more debt before appeasing a new well to do suburban area.



Al Stewart What about markus dr. All the way around by Aberdeen like the next circle dr 2

Like · Reply · 25 February at 11:44



Dexter Hiltz Fix the roads. Get more snow removal. Have better transit. countdown lights for the red lights. Many things could be improved but they won't listen

Like · Reply · 25 February at 17:58



Jonathan Webb no new bridge fix the ones we have like victoria bridge that is useless right now

Like · Reply · 25 February at 18:25



Lynn Seguin Great plan! Please work hard at making it happen!

Like · Reply · 26 February at 10:11



Austin Uthe Cheri Uthe

Like · Reply · 26 February at 21:43



Barbara Rackel No thanks! I have a hard enough time getting on to 33rd....parking for stores on 33rd is already difficult...and one lane was already closed for a bike lane between warman and spadina. A traffic bridge now too? Thats just stupid!!!

Like · Reply · 27 February at 11:33



Michael Chmelnyk We live in a real life Springfield.. Maybe we should have an " I didn't feel like it day" also...

Like · Reply · 27 February at 15:27



Saskatoon City News

Written by Cy Rgrauer [?] · 27 February at 16:29 ·

Watch this video to learn more about Saskatoon's Growth Plan to Half a Million.



55,072 people reached

Boost Post

16,900 Views

Like · Comment · Share

148 people like this.

168 shares



Scott Paisley I like how it includes building an inadequate overpass in Stonebridge. Nice job.

Like · Reply · 7 · 27 February at 18:09

1 Reply



Dustin Hicke More bike paths

Like · Reply · 28 February at 10:32



Ryan Stensrud Maybe try digging up the old (50 year old) sewage system to put in larger pipes to accommodate the additions to the city.

Last I recall, the city of Saskatoon was being sued by the insurance companies for excessive and avoidable sewer backups in conf... See More

Like · Reply · 3 · 28 February at 11:28 · Edited



Jonathan Walker Why the street cars were ever removed from downtown is beyond me. We need more public transportation

Like · Reply · 7 · 28 February at 17:41



Mark Trischuk If you watched this, you'll probably love this blog
<http://www.humantransit.org/>



Human Transit

The professional blog of public transit planning consultant Jarrett Walker, focusing on how to have clearer...

HUMANTRANSIT.ORG

Like · Reply · 1 March at 13:30



Brandon Yeung no doubt. we only make video in the summer....

Like · Reply · 1 March at 15:00



John Vm Give people incentives to ride the bus or a bus but I'm sure S.G.I. wouldn't like that. More radar cameras hey S.G.I. !!!

Like · Reply · 1 · 2 March at 20:21



Daryl Penner As long as it DOESNT include the legacy building Atch

Like · Reply · 1 · 3 March at 09:32



Carla Michelle I agree more needs to be done with transit, I seem to recall an hour and 45 minute ride for my kids in high school (2 buses, they had to leave before 7am to make it to school on time) we moved from one area of the city to another, but the commute was a... See More

Like · Reply · 1 · 3 March at 18:00



Jeremy Mather Can we now think about moving traffic instead of controlling it. Very frustrating to have a light go red in your face when you are doing the speed limit.

Like · Reply · 5 · 4 March at 09:38

↳ 2 Replies



Jill Sauter What about the fact that we have communities and land use around the city that prohibit growth - cities with outlying industrial areas to the north, acreages to the south. What about schools and civic facilities? What about considering growth in different ways - P3, toll roads? How we get what we need is as important as what we need.

Like · Reply · 5 March at 06:42



Kimon Kercredi Build a 80 tall storie tower. Then you'll bring more people in. Simple the view is great too the flat land..

Like · Reply · 5 March at 10:14 · Edited



Kimon Kercredi And name it the starlight tower.

Like · Reply · 5 March at 10:15



Ruby Clarke Oh my Saskatoon you will get so big I'll never find my way around any mote

Like · Reply · 5 March at 20:50



Rietta Greiner that extra bridge they are talking about they were talking about a north bridge and charging a toll for it... See More

Like · Reply · 5 March at 21:19



Capko Vesna To vaoris u htorim mi teraz zijeme(prekrasni varos)

Like · Reply · 6 March at 00:37



Tammy Tremblay Talking about moving people... when are they going to realize that we could really use a C-Train like the Big Cities have... more people would probably use it if it meant getting places faster. Now that's planning for the future.

Like · Reply · 6 March at 10:57



Velvet Platel lol just walk up the street and get shanked in hood stoon! hahaha
Like · Reply · 6 March at 11:04



Ryan R Rempel fix circle drive south side and 11 that's just not safe and north end circle and 11 what a joke I just moved back I've been goon in Alberta for 13 years and I tell you some things haven't changed . lots has changes but by reading all these comments, this city has a lot of work to do. I'm happy to be home. but edmonton was better build . less head ache.
Like · Reply · 7 March at 07:00



Nelly Martel Poche comme video
See Translation
Like · Reply · 7 March at 11:04



Jessie Schwark People don't like to walk, bike, or sit and wait when it's cold, snowing, slushy, slippery, windy or raining. Which is more than half our year. Please accept that this city doesn't have good weather, and we like sitting in our comfortable vehicles. Their are other ways to move traffic, ie. carpool lanes.
Like · Reply · 2 · 8 March at 13:34



Elfie Martens I always loved Saskatoon , having lived their two times
Like · Reply · 11 March at 07:49



Donny Taylor I love that city, it,s were young people have a good chance at a future. I just hope it does not become Condo City, Like my city Toronto. Our water front is ruined. We should have a took a tip from Chicago , it,s a lake city like ours, but they had a better better vision for there waterfront
Like · Reply · 12 March at 07:20



Lorraine Bekolay Kirsten Kirstin Tischer
Like · Reply · 1 · 14 March at 21:36



Dedrick Mc I love this city, but I hope they consult and involve developers from other cities that know how to do this. Half of what finally gets put into place for infrastructure growth here gets done bass akwards or completed poorly. I hope the future holds positive change to the past screw ups and that things get done correctly and with growth beyond what they speculate in mind.
Like · Reply · 15 March at 09:03



Amanda Lynn Letwiniuk Except that one time we didn't have buses running for 3 some months. Rights guys?
Like · Reply · 16 March at 16:51



PJ Johnston It is a great little city, will probably change a lot. Sad to say!
Like · Reply · 17 March at 22:25



Marla Horosko Strachan City planning is an oxymoron . Lights over Victoria bridge comes to mind first .
Like · Reply · 17 March at 23:13



Cory Paul Ledoux Imagine this saskatoon to crowded. Cost lots of money to. And who's paying us.
Like · Reply · 18 March at 18:42



Saskatoon City News

Written by Cy Rgrauer [?] · 27 February at 14:16 ·

BRT? A 33rd St Bridge? Have your say in Saskatoon's future. Growth Plan survey now open.



Online Public Survey

SHAPINGSASKATOON.CA

Learn More

65,024 people reached



Boost Post

Like · Comment · Share

264 people like this.

118 shares



Cari Taras We are in debt so badly now... so why not?

Like · Reply · 3 · 28 February at 12:42



Heather Graham Blew \$1.8 mill on a bike path down 33rd that no one uses. People being killed in car accidents at Wanuskewin and hwy11; more killed at Marquis and hwy 16, at the other end of hwy 16 and Boychuk more deaths ... but we'll increase taxes to put a light rail bridge at 33rd. Whatever. Just more proof this city is run by idiots. No use going to the survey. They've already made up the plan.

Like · Reply · 33 · 28 February at 13:16



Martin Been Well said Heather

Like · Reply · 1 · 28 February at 16:48



Brian Rebalkin Great! Another bridge we can ignore till it becomes a useless art piece. What is Saskatoon doing with the extra money it's making from house lot prices? Now triple the price from what they were in 2006 for no apparent reason whatsoever. Instead of rais... See More

Like · Reply · 19 · 28 February at 17:54




Veronica Walters Terry Fitch

Like · Reply · 28 February at 18:27





Sara Worsham Shouldn't they fix the bridges we currently have before even thinking about building another one? Just a thought.


Like · Reply · 30 · 28 February at 22:14 · Edited

 **Matthew Hamilton** Why not spend some money on snow removal and fixing the existing bridges?


Like · Reply  3 · 1 March at 00:05

 **Jason Machinine** We have a choice?

Like · Reply  6 · 1 March at 02:43


 **Tobi Loopsomethin** I love it when people complain about Saskatchewan problems thinking Saskatoon will fix them. That's almost as smart as a politician that doesn't do anything.

Like · Reply  1 · 1 March at 04:46


 **Gerry Quintin** I think and I'm sure a lot would agree with me, install lights at Marquis and hwy 16 would be a first priority.


Like · Reply  15 · 1 March at 09:19


↳ 3 Replies

 **Tobi Loopsomethin** Funny how they hire all these educated individuals and they can't do their jobs. Wow dumb founding!!!


Like · Reply · 1 March at 12:24

 **Raven Pitchford** No to the 33rd bridge. Leave the nature on the river bank in the area alone.


Like · Reply  19 · 1 March at 13:12


 **Raven Pitchford** Also, you guys should've spent money on fixing and maintaining the Victoria Bridge when you had the chance. I find it disturbing that you guys didn't preserve a piece of history. It's almost like you wanted it to decay.


Like · Reply  19 · 1 March at 13:14

 **Jeffrey A. Richards** 33rd Street bridge is NOT necessary.


Like · Reply  10 · 2 March at 02:04

 **Darryl Dennett** get rid of isis


Like · Reply  3 · 2 March at 07:22


 **Nathan Mac** I think its a good idea because it really is an ideal place to build it, in terms of feasibility all the infrastructure is there. For people who think it will interfere with the river, how much have the circle drive bridges affected the river? The pige... See More


Like · Reply  2 · 2 March at 13:14 · Edited

 **Luanne Schlosser** This is an ill-conceived idea. The traffic on 33rd is already a nightmare at peak times. With 2 school zones and a red-light camera at 33rd and Idylwyld, traffic is already congested and slow, and I question how many people would want to venture down ... See More

Like · Reply  5 · 3 March at 20:30 · Edited

 **Terra Dionne** Bad,bad,bad,needs to be in North end farther out


Like · Reply  4 · 2 March at 21:15

 **Shaun Lorrie Thomson** I

Like · Reply · 2 March at 21:32

 **Rodney Brown** Stupid idea.

Like · Reply · 2 March at 21:54

 **Colin Chatfield** Not sure why they have all but forgotten about replacing the Victoria Bridge. There was money in place for that and they blew it on something else. Would have come in handy to have a bridge that now that the University Bridge will be closed most of this year. They could have planned it better and build a replacement bridge before shutting down the University one for repairs.



Pamela Noordman with all these condos going up - I pay 1800\$ property tax for 700 sq ft!! where's all this extra revenue going?!?

Like - Reply 2 - 3 March at 07:34



Viv Boisvert Let's focus some creative efforts on Victoria bridge to begin. A new bike & walking bridge would be great! We had some very creative designs done a few years back let's revisit these....

Like - Reply 3 - 3 March at 08:17



Jeremy Mather Stop with the stop and go traffic. Set the traffic lights to move traffic not to control it. Move traffic towards the core in the morning and change the sequence to move them out in the afternoon. Deal with the bridges we have now. Make a ring road that has no stop lights. This is not hard to imagine. MNAke a bus loop at the RUH.

Like - Reply 12 - 3 March at 08:41

1 Reply



Saskatoon City News Share your thoughts at our Growing Forward discussion from Noon until 2:00 TODAY or 6:00-8:00 this evening (Mar. 3) at TCU Place! <http://owl.li/JSDdj>

Like - Reply - 3 March at 08:58

View previous replies



Saskatoon City News No problem Pamela - you can also take the online survey about these topics: <http://owl.li/JSimK>

Like - 2 - 3 March at 09:24

View more replies



Mavis Ens Fix the GD potholes and clear the snow - actually CLEAR it instead of leaving windrows, PLEASE!

Like - Reply - 3 March at 15:37



Bill Bailey i guess in a perfect world we could kill two birds with one stone and replace the cpr railbridge(and entire line through the center of the city)with a traffic bridge for better access for citizens of this city and not highly dangerous/hazardous(at times) materials going through the city

Like - Reply - 3 March at 16:20



RJ McDonald Hospitals falling apart , potholes that wreck your vehicle, snow clearing for side streets non existent, a bridge half in the river and the list goes on and on. Maybe we should have another river landing we can't pay for and just for kicks raise the taxes to cover these blunders. NO MORE BRIDGES.

Like - Reply 16 - 3 March at 17:14



Gary Cox And don't forget the world class art gallery they just had to have, boy there's a real good investment. Spent a ton of money on that, lets hope they don't let it run down like they did the Mendal.

Like - Reply 3 - 3 March at 20:32



Arthur Rachul Can we put our faith in our City Administrators. Probably not. Reduce 33rd St to 1 lane and now you want to put up a bridge! Backwards thinking. The City spent 10 million on making a bike path and taking a lane away from Warman Rd to Spadina Cr.


Tr... See More


Like - Reply 8 - 3 March at 21:30




Jason Chadney Snow removal? Streets that don't cave in? We can dream!


Like - Reply - 3 March at 22:37

 **Travis Sorenson** just get the marquis bridge up and running..... hope the province creates the bridge just north of warman/martensville on the 305 and actually have a "real" city bypass. that will alleviate the heaviest of all traffic.... the semis. And really? what wa... See More


Like · Reply  9 · 3 March at 23:27

 **Eve Smith** Anyone lose a tire in the bucket hole on the side of the road under the college drive under pass, in the turning lane?

Like · Reply · 4 March at 00:18


 **Karen L Meyers** Don't need another bridge fix Ave P lots of roads need fixing, do something about housing .

Like · Reply · 4 March at 00:26


 **Eric Hingsburger** My future regarding Saskatoon? MOVE BACK TO VICTORIA BC!


Like · Reply  2 · 4 March at 02:21


 1 Reply

 **Trent Oleksuik** how is it a city of this small size needs 2000.3 bridges to cross? oh right, it's because the city can't maintain the ones we already have...my bad...


Like · Reply · 4 March at 12:36


 **Grace Blazeiko** North Bridge first. Where would a 33rd St. bridge end up on the other side of the river?


Like · Reply  2 · 4 March at 14:00


 **Terry Sirman** how about finally finishing a proper circle drive around Saskatoon

Like · Reply  3 · 4 March at 20:52


 **Bart Chatterson** A 33rd st. bridge would come out right on University land. What's the point. Why not extend circle drive past the dump all the way to highway 7 to Rosetown so you could bypass the awful mess on 22nd where the new Walmart is?

 **Bill Love** best idea since the lets can MR DON !!!!

Like · Reply  1 · 5 March at 01:39

 **Stephanie Sydiaha** More infrastructure for more cars is the wrong direction for Saskatoon. Mass public transportation subsidies to get people out of cars and onto busses, fast trains, protected bike lanes is what we need.


Like · Reply  1 · 5 March at 14:05

 **Jessy Budnick** Far north city bypass... done.


Like · Reply  4 · 5 March at 20:05

 **Donny Smith** fckn retards,


Like · Reply · 5 March at 23:01

 **Amelia Moffatt** no we really don't need another bridge down in this area, but now Prince Albert, could do with another one.....


Like · Reply · 6 March at 08:51

 **Tracy Creighton** no. put this money towards public and active transport. it's a no brainer.


Like · Reply  1 · 6 March at 10:23


 **Kent Winslow** LOL They dont even have the money to tear that horrible eye sore the Traffic Bridge down.

Like · Reply · 6 March at 12:51

 **Paul Cory** 33rd St bridge is a great idea maybe 15-20 years down the road..but get that North bridge and the Victoria bridge done first.


Like · Reply  1 · 6 March at 20:13

 **Frank Krijnen**




Like · Reply · 9 March at 08:04


↳ 1 Reply

 **Joanne C. Fleming** Do not need a bridge there.


Like · Reply · 2 · 9 March at 08:41

 **Marlo Hamon** Time to reflect on just what our tax dollars are being used for. Fix the f-----g streets


Like · Reply · 1 · 9 March at 10:43

 **Curtis Parish** How about quite worrying about something so far down the road your kids probably won't see and fix are fricken streets in this embarrassment of a city

Like · Reply · 9 March at 16:03


 **Julia Campbell** North

Like · Reply · 9 March at 16:40


 **Misha Reid** Fix all the bloody streets already stop being money grubbers and fix what's needed before waisting a crap ton on a bridge.

Like · Reply · 1 · 9 March at 19:14


↳ 1 Reply

 **Margi Corbett** I think it's good that the City of Saskatoon is looking to the future. I only wish we could use that kind of foresight to protect our built heritage. Can we please have a municipal heritage policy that means something before all of our historic jewels are gone?


Like · Reply · 6 · 9 March at 20:08

 **David Scott** North bypass bridge first get the trucks out of the city.


Like · Reply · 2 · 10 March at 00:36

 **Garry Colin** Guys just remember DON'T VOTE ATCH! If we want things fixed we need change! #bootatch

Like · Reply · 5 · 10 March at 13:21


 **Anita Schrutek** That us stupid fix the north end

Like · Reply · 10 March at 15:23

 **Erin Elizabeth** Annex the travelodge and deal with the bottleneck at circle and idylwyld. It's the worst intersection in the city.

Like · Reply · 4 · 10 March at 18:55

↳ 1 Reply

 **Maurice Melnychuk** First things first, city hall needs a good overhaul.

Like · Reply · 1 · 10 March at 20:02

↳ 1 Reply



Rachel Jansen I think what all these people are trying to say is... fix what you already have FIRST. If what the city already has isn't the priority then whatever is built next will also never be fixed in the future.

Like · Reply · 2 · 10 March at 23:43



Alvin Constantino How about put the money on snow removal and road repair.

Like · Reply · 1 · 11 March at 06:07



Trevor Dyck Worry about the issues affecting us today. Not 30 year's from now.

Like · Reply · 3 · 11 March at 09:45



Murray Helmer No there are 2 on the books now that need building

Like · Reply · 11 March at 15:39



Peter MacDonald Let's get a bypass for truck traffic so it gets off the roads and over passes within the city and let's build some roads to help with the amount of vehicle traffic flowing in and out of the new neighborhoods mainly hampton village

Like · Reply · 1 · 11 March at 17:36



Charlene Anne Michael No new bridge there. at least not until these other major traffic flow hazards and issues are fixed. And we can't keep paying higher taxes so the city can continue to waste our money on projects that are unnecessary!!

Like · Reply · 12 March at 09:52



Matticulous Lads They should do one on Lenore in silverwood!!!!

Like · Reply · 12 March at 15:19



Michael Trevisan Fix the screw up at Confed and 22nd eastbound (confed Tim Hortons). That is the biggest messed up area. Move the trains off 11th st. too. That is bloody ridiculous .

Like · Reply · 2 · 12 March at 16:01



Michael Trevisan The next person I vote for will have to prove they are worthy of my vote.

Like · Reply · 1 · 12 March at 16:03



Cynthia Lange The city could pay for that bridge and more if they didn't pay companies 500k each for 'participant ribbons' when they don't get awarded a project that they bid on.... Just saying

Like · Reply · 12 March at 20:46



Terry Elliott Forget about the Traffic bridge. Spend the money on a north end bridge to divert truck traffic from core of city. We are surviving nicely without the traffic bridge.

Like · Reply · 2 · 13 March at 07:09



Michael Trevisan I'm not sure that this is a very popular idea.....

Like · Reply · 13 March at 11:39



Cameron Bergerman Let's build bridges every 5 blocks. Money is no object. ...er what?

Like · Reply · 13 March at 15:37



Cari Taras While they are at it... add more onto the Remai Art Gallery.. pot holes are in dire need of fixing... but who cares... maybe we should vote in someone new for the mayor this time.

Like · Reply · 6 · 13 March at 16:42



Carla Michelle Seriously? Do you really think they listen? Bike lanes, garbage pick up, clearing snow and ice, fines for not clearing sidewalk, photo radar, art gallery....I've seen little evidence of any regard for what people of saskatoon say on FB. I also think city council has an out of control city administration.

Like · Reply · 4 · 13 March at 20:39



Sterling Harley Laliberte Lol should just build a lane running bridge to bridge haha dam this city

Like · Reply · 13 March at 22:27



Donavon Kemppainen Plan a 33 rd street bridge? How about fix the victoria bridge or put another one there first. Like wtf?

Like · Reply · 3 · 13 March at 22:55



Ace Lafond Build a pedestrian /bike bridge, something that vendors could set up their shops on! It will encourage foot/bike travel to downtown, create jobs and Saskatoon will have a attraction we can be proud of.

Like · Reply · 4 · 14 March at 09:16



Blain Johnson Should the city not pay for the last one first

Like · Reply · 1 · 14 March at 17:48



Dennis Cavill already a bridge at 33rd

Like · Reply · 1 · 14 March at 18:36



R Gerald J Demencuik Priorities !! Victoria Needs some Repairing !! Saskatoon !!

Like · Reply · 1 · 14 March at 20:23



Liisa Scherban You are never going to get support from your citizens if you address issues that will happen in 20+ years. Let's talk now, let's fix the problems today and stop wasting money on consultants and crap that isn't our biggest concerns. Fix our basics, than... [See More](#)

Like · Reply · 4 · 14 March at 21:34



Ross Edwards I don't live in the city but a bridge at 33rd st is pointless Replace the 19th st bridge first

I also heard though the grape vine that the contractor that won the tender to repair the 25th st bridge is not a reputable contractor ... [See More](#)

Like · Reply · 15 March at 16:06 · Edited



Bibek Shrestha "Here and Now" please. Let's focus on quality, not the quantity. Should we send our experts to Norway or Finland or Sweden or somewhere else to provide a high level technical input to improve the road condition?



Like · Reply · 3 · 15 March at 18:18



Clint Polnicky 71st bridge, HW 16, 12, 11 would have free sailing to 5, 16s and 11s

Like · Reply · 1 · 15 March at 19:04



Christine Sommerfeldt We have circle drive around the city now yet semi's are still driving down 22nd street and idylwyld drive and damaging them even more, not to mention the noise and traffic!

Like · Reply · 1 · 16 March at 01:35



Monique Quintal Planning for the future is important, I get that, so I'm still unsure about a 33rd street bridge. I don't think we need it now, but I think the city is doing future planning with this potential project. I agree with most on here to spend money on fixin... See More

Like · Reply · 1 · 16 March at 08:32



Frank Poncsak Get rid if the granola munching earth muffins in the City Planning department who can't design streets wide enough to allow for proper snow removal.

Like · Reply · 1 · 16 March at 11:01



Dale G Therrien Yes a 33rd ST Bridge would be great!

Like · Reply · 16 March at 12:56



Ricardo Garcia Pineda streets please
<http://20minutegarden.com/.../04/Tulips-in-Potholes.jpeg>



Like · Reply · 17 March at 07:09 · Edited



Paulette Haywood Definitely need the north bridge first and foremost before any other bridges are built,,,,redirect traffic coming out of industrial area off of Warman and Millar and Whiteswan/Spadina.....and concentrate on fixing the roads.....!!!!

Like · Reply · 1 · 17 March at 21:33



Les Groat Wait till this summer when they shut university bridge then we will see how important another bridge is

Like · Reply · 18 March at 09:18



Dean Wade Lavall How about repair the ones we have

Like · Reply · 18 March at 18:50

Facebook Posts: Likes, Shares and Comments

Saskatoon City News
City of Saskatoon February 23 · 🌐

Thoughts and questions about the City's Growth Plan? We're listening! Join us March 3rd or 10th! #yxegrowingfwd

City of Saskatoon – Growing Forward!
Events The Growth Plan is taking shape thanks to the hundreds of comments and suggestions we've received from Saskatonians over the past year. Please join us in person or online from February 25 to March 18, 2015, to provide your input on the proposed long-term plans and possible implementation pr...

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Saskatoon City News
City of Saskatoon February 24 · 🌐

33rd St. Bridge? New look for 8th, 22nd, Preston? BRT Transit? What do you think about Saskatoon's long-term plans and priorities? Come see us Tues. Mar 3 or 10 or join the discussion online!

City of Saskatoon – Growing Forward!
Events The Growth Plan is taking shape thanks to the hundreds of comments and suggestions we've received from Saskatonians over the past year. Please join us in person or online from February 25 to March 18, 2015, to provide your input on the proposed long-term plans and possible implementation pr...

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Saskatoon City News
 February 26 at 3:24pm · Edited

33rd St. Bridge? New look for 8th, 22nd, Preston? Bus Rapid Transit? What do you think about Saskatoon's long-term plans and priorities? Any questions? Ideas? Come see us Tues. Mar 3 or 10 or join the discussion online!

City of Saskatoon – Growing Forward!
 Events The Growth Plan is taking shape thanks to the hundreds of comments and suggestions we've received from Saskatonians over the past year. Please join us in person or online from February 25 to March 18, 2015, to provide your input on the proposed long-term plans and possible implementation pr...

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Saskatoon City News
 February 27 at 9:30am

We'd like you to weigh in on a new look for 8th, 22nd and Preston, a Bus Rapid Transit system, and a 33rd Street Bridge! Questions, ideas or opinions about these long-term plans? Come see us Tues. Mar 3 or 10 or join the discussion online!

City of Saskatoon – Growing Forward!
 Events The Growth Plan is taking shape thanks to the hundreds of comments and suggestions we've received from Saskatonians over the past year. Please join us in person or online from February 25 to March 18, 2015, to provide your input on the proposed long-term plans and possible implementation pr...

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Saskatoon City News
 March 3 at 9:17am · Edited

Today @ Noon or 6: Growth Plan discussions at TCU Place! 33rd St. Bridge? New look along main corridors? Thoughts? Drop by and talk to us!

City of Saskatoon – Growing Forward!
 Events The Growth Plan is taking shape thanks to the hundreds of comments and suggestions we've received from Saskatonians over the past year. Please join us in person or online from February 25 to March 18, 2015, to provide your input on the proposed long-term plans and possible implementation pr...

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Saskatoon City News
 March 3 at 12:39pm · Saskatoon

Great turnout @ Growing Forward discussion underway now @ TCU Place. Bus Rapid Transit? A new look for major corridors? 33rd Street Bridge? Stop by - tell us what you think. We're here till 2 and back for another chat at 6.



634 people reached [Boost Post](#)

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Saskatoon City News

March 3 at 1:15pm · Saskatoon · Edited

In 30 years: double the population, peak travel demands. So, Bus Rapid Transit? 33rd St Bridge? What else in our long term plan? Join the Growing Forward discussion @ TCU till 2 & again @ 6 tonight.



882 people reached

Boost Post

Like · Comment · Share · 2 6

Sanjiv Pandey and Linda Bargewell like this.



Curtis Parish Get rid of atch ASAP
Like · Reply · 2 · March 3 at 1:29pm



Hans-Jurg Buchi Presently broke and overspend. ...let borrow more so the future generation can pay for there for sight of today....we all live happily ever after...
Like · Reply · March 3 at 1:40pm



Linda Bargewell bringing the victoria bridge back into use would help us alot
Like · Reply · March 3 at 2:43pm



Linda Bargewell when I came home 10 years ago it was good to see how much this city had grown while I was gone
Like · Reply · March 3 at 2:45pm



Saskatoon City News Stop by TCU Place tonight at 6! Bring your ideas, have a coffee, and a chat about the long term possibility of Bus Rapid Transit, a 33rd Street Bridge, and major corridor enhancements. Can't make it? Take part here: www.growingfwd.ca
Like · Reply · March 3 at 3:02pm



Heather Graham So this 33rd Street bridge is for a bus? That's it? No cars?
Like · Reply · March 3 at 4:35pm

Saskatoon City News No, all traffic. The 33rd Street crossing is recommended as a very long-term option to support core area travel demands as the population and traffic volume increases. The details are in the attachment on this page <http://owl.li/JTz1Q>
Like · March 3 at 4:40pm

Heather Graham Please define "long-term". 10 years? 20 years?
Like · March 3 at 6:17pm

Write a reply...

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10 Comments · 8 On Post · 2 On Shares

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Saskatoon City News

March 10 at 11:00am · 🌐

Great turnout last week at the Growing Forward consultations! Here's hoping to see more of you today at Louis' Loft!

City of Saskatoon – Growing Forward!

Events The Growth Plan is taking shape thanks to the hundreds of comments and suggestions we've received from Saskatonians over the past year. Please join us in person or online from February 25 to March 18, 2015, to provide your input on the proposed long-term plans and possible implementation pr...

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Twitter Comments



City of Saskatoon @cityofsaskatoon · Mar 10

Great turnout last week at the Growing Forward consultations! Here's hoping to see more of you today at Louis' Loft! owl.li/K9MFi

👍 1 🌟 1



Isaac @isaacpratt · Mar 10

Asked about cycling plans in **saskatoon** growth plan at **Growing Forward** session, city official: "there is no plan" #yxex #usask #yxexcc

👍 1 🌟



Arin Jorgenson @ArinJorgenson · Mar 6

The #yxex Growth Plan has been in the news a lot this week. shapingsaskatoon.ca/projects/growi...

👍 🌟



Charlie Clark @charlieclark6 · Mar 3

Couldn't make it to the Open House on **Saskatoon's** future growth but have opinions 2 share? Fill out this survey #yxex! shapingsaskatoon.ca/projects/growi...

👍 3 🌟 1



Scott Theede @TDEnterprises · Mar 2

Provided my comments about the future of @cityofsaskatoon at shapingsaskatoon.ca/projects/growi... You should provide yours too, it's our city! #yxex

👍 1 🌟



Jason Neufeld @jason_neufeld · Mar 1

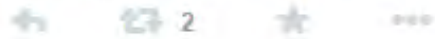
You have a say what happens in your city. So take 15 minutes and take the survey. ow.ly/JN50q

👍 🌟



EcoFriendly Sask @EcoFriendlySask · Mar 3

Review @cityofsaskatoon Recreation + Parks Master Plan Mar 5 + Mar 12 shapingsaskatoon.ca/projects/recre...



ScienceTrek @ScienceTrek · Mar 3

Helping shape the growth of **Saskatoon** at **Shaping Saskatoon** @tcu_place #yxe #spslearn



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Michael Kinar @MichaelKinar · Mar 3

shapingsaskatoon.ca/discussions/ho... fb.me/3EmZwlkfN



City of Saskatoon @cityofsaskatoon · Mar 3

Drop by **Growing Forward** discussion @ TCU- on till 2. Here again @ 6. BRT, 33rd St Bridge, corridor enhancements.



City of Saskatoon @cityofsaskatoon · Feb 25

Bus Rapid Transit, redevelop 8th/22nd, 33rd St. Bridge - need your input!
Join us in person or online! owl.li/JEkrP #yxegrowingfwd

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[View photo](#)



City of Saskatoon @cityofsaskatoon · Mar 3

@awallace1961 talking about City's **Growing Forward Plan** @ TCU Place. Join the discussion! Here till 2 and again at 6.



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[View photo](#)


 **City of Saskatoon** @cityofsaskatoon · Mar 3

Workshop & chatting about City's long term plans 10&30 years from now. TCU Place again @ 6. Stop by! There's coffee:)



  4  2  

[View more photos and videos](#)

 **City of Saskatoon** @cityofsaskatoon · Mar 3

In 30 years: double population, peak travel demands. New bridge, rapid transit in long term? Join our discussion @ TCU till 2 & again @ 6.

  4  2  



City of Saskatoon @cityofsaskatoon · Mar 3

Heavier traffic, longer commutes over next 30 years. Talking long term plans @ TCU now and again @ 6pm. Stop by!



[View more photos and videos](#)



City of Saskatoon @cityofsaskatoon · Mar 3

Drop by Growing Forward discussion @ TCU- on till 2. Here again @ 6. BRT, 33rd St Bridge, corridor enhancements.





City of Saskatoon @cityofsaskatoon · Mar 3

Today @ 12 or 6: Growth Plan discussions at TCU Place! 33rd St. Bridge? New look on major roads? Thoughts? Tell us! owl.li/JSh6K

3 1



Brenda Wallace @bwallace1970 · Mar 3

Great conversation @cityofsaskatoon #yxegrowingfwd excitement about transit and corridors is obvious. People love yxe



[View photo](#)



City of Saskatoon @cityofsaskatoon · Feb 25

Bus Rapid Transit, redevelop 8th/22nd, 33rd St. Bridge - need your input! Join us in person or online! owl.li/JEkrP #yxegrowingfwd

3 1



Wild about Saskatoon and 7 others follow



in motion @inmotion_SHR · Feb 25

Survey open for @cityofsaskatoon #yxegrowingfwd owl.li/JEddh 33rd St. Bridge? New look for 22nd? BRT Transit? What do you think?

1



City of Saskatoon @cityofsaskatoon · Feb 23

Thoughts and questions about the City's Growth Plan? We're listening! Join us March 3rd or 10th! owl.li/JxSdi #yxegrowingfwd

5 1

Email Feedback

From: Alexey
Sent: Monday, March 16, 2015 9:41 PM
To: Web E-mail - Growing Forward <GrowingFwd@Saskatoon.ca>
Subject: Growth Plan Comment

Message Body:

I have been in many cities, big and small, around the world. There is one thing that I'd say would make Saskatoon much more attractive to live in. We know it gets really dusty here in Summers, and dirty in Springs. Yet we need gravel/sand for road safety in winter.

The answer is to adopt street washing with big water trucks. It is done in many cities in the world and makes it REALLY big difference for

- Dust content in air;
- City appearance;
- even... provide continued jobs in summer for snow removal workers.

What I mean is e.g. in this image:

http://www.sheridanmedia.com/files/image/street_wash.jpg

Many people complain about the dust and dirt on roads in Saskatoon. I think we have enough water to do this... I grew in a city where washing was a regular thing in Spring/Summer. It was great. I would like the City of Saskatoon to seriously consider this suggestion, or try, and see the difference it'll make, shaping Saskatoon into a much more attractive, beautiful city.

Please let me know what you think.

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Kent
Sent: Monday, March 9, 2015 12:29 PM
To: Web E-mail - Growing Forward <GrowingFwd@Saskatoon.ca>
Subject: Growing Forward City Transit Plan

Message Body:

Our Chamber supports growth oriented planning for the City of Saskatoon, and we acknowledge that public transit will play an important role in sustaining accessibility around the city as that growth occurs. Despite this, we feel that there are a number of changes which must be made to the city's "Growing Forward" transit plan as it currently exists.

We are of the view that new transportation technologies and approaches to business are likely to emerge over the next 30 years and that these changes will significantly alter transportation solution/options, as well as the built form of our city. As the travel and demand assumptions embedded within the proposed growth

plan may significantly change over time due to the aforementioned factors, we urge a staged approach to the adoption of transit solution proposals.

In a submission to the City of Saskatoon's 2011 operational review, our Chamber urged the city to adopt a higher cost recovery target from its transit system than is currently experienced (about 40% or less is cost recovered today, while the historic norm more closely approached 60%).

A review of the City of Winnipeg's award winning transit system shows that with approximately 2.8 times the population of Saskatoon, Winnipeg does not achieve the 8% transit ridership target embedded in the City's concept under discussion. This suggests that the 8% target is very aggressive. Furthermore, the Winnipeg system, which was the top ranked transit system in Canada in 2013 as judged by the Ontario Municipal Benchmarking Initiative (an independent benchmarking authority) was able to achieve a cost recovery of 59% in 2011, 60% in 2012 and 61% in 2013.

Our Chamber therefore suggests that the City of Saskatoon establishes cost recovery targets that increase in tandem with the transit service enhancements proposed within the City's Growth Plan and that in the longer term, the Saskatoon cost recovery target be similar to those currently being met by Winnipeg's transit system.

We look forward to your response.

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Annemarie
Sent: Friday, March 6, 2015 12:29 PM
To: Web E-mail - Growing Forward
Subject: RE: Growth Plan Comment

Hi Lee

Just wanted to send you a picture of something that I find to be very effective for crossing pedestrians through busy traffic without the use of traffic lights. This system works very similar to a 'Fire Truck' exit light (like Idylwylds, without a siren). The blinking lights are activated by pedestrian button and are timed of course, but the best thing is that as soon as the pedestrian is out of harms way, you can continue driving. Not near as frustrating for, nor as obstructing to traffic flow. Yet very effective, especially where elementary schools and daycare facilities are located near high density traffic. Please see attached picture.

--REPLY--

From: Thomas, Lee (CY - Planning and Development)
Sent: Monday, March 9, 2015 10:32 PM
To: Annemarie
Cc: Magus, Jay (TU - Transportation)
Subject: RE: Growth Plan Comment

Good morning, Annemarie.

Thanks again for your suggestion! These flashing amber pedestrian crossing lights are great for helping with safe pedestrian crossings. We currently use them throughout the city in conjunction with other tools to assist safe pedestrian crossing. I've attached two pictures of this concept applied in Saskatoon: one at the intersection of Spadina Crescent & 23rd Street, the other on Central Avenue & Reid Road.

I've cc-ed Jay Magus on this email as he heads-up the department that oversees crosswalk reviews in Saskatoon. Please feel free to contact him if you have further questions or comments.

Cheers!

-LT

Lee Thomas | tel 306.975.3110

Project Manager, Growing Forward! Shaping Saskatoon

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

lee.thomas@saskatoon.ca

www.saskatoon.ca | www.growingfwd.ca

From: Chantal

Sent: Sunday, March 8, 2015 12:58 PM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

Hi there,

I'm a homeowner on ***, and obviously I have a lot of questions about the proposed bridge.

Would this include demolishing our houses? When would this occur? Is there a chance that it won't. Feel free to email or call me at ***.

-- This e-mail was sent from a contact form on www.growingfwd.ca

--REPLY--

From: Thomas, Lee (CY - Planning and Development)

Sent: Monday, March 9, 2015 10:32 PM

To: Chantal

Cc: Cook, Don (CY - Planning and Development)

Subject: RE: Growth Plan Comment

Hi Chantal,

Thanks for getting in touch on this! The 33rd Street Bridge review is in its early stages and we don't have sufficient information yet to be able to give you a definitive answer on how much the adjacent properties will be impacted.

Right now we are trying to raise awareness that (1) traffic is growing and (2) our existing core bridges

won't have enough capacity to support this growth in the long-term. So we are trying to have community conversations about the long-term impacts of growth and how we may address these impacts.

A 33rd Street Bridge is a long-term option (at least 20 years away) that would offer the greatest city-wide benefit for all modes of transportation and would help us to accommodate significant infill in the North Downtown and UofS lands. However, there are other options we can explore to delay the need for an additional river crossing, such as:

- More aggressive and committed funding for transit and active transportation infrastructure and programs; and,
- Stronger incentives for redevelopment along our major corridors to help densify these areas and lessen our reliance on cars.

These community conversations will continue into the Fall when we come back with more detail on implementation of the Transit Plan and Corridor Growth/Redevelopment Plan. The input we get will be collated and provided to Council for consideration in early 2016 alongside our technical reviews. If Council decides to commit the resources to develop a functional plan for a 33rd Street Bridge, then more work will be done to specifically identify the impact of a new bridge on adjacent properties and roads.

So, to summarize that long-winded response:

- Our current bridge review is very high level to get the big picture of what's needed to double our population. This level of review won't have enough detail to answer the questions you have.
- If Council decides to pursue a 33rd Street Bridge when they review the project in early 2016, a more detailed assessment with community engagement will be completed.
- We are at least a year or more away from starting any detailed 33rd Street Bridge planning work sufficient to answer the questions you are asking.

My apologies that I don't have answers to your questions right now. But please feel free to keep asking and I will do my best to keep you in the loop.

Regards,

-LT

Lee Thomas | tel 306.975.3110

Project Manager, Growing Forward! Shaping Saskatoon

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

lee.thomas@saskatoon.ca

www.saskatoon.ca | www.growingfwd.ca

From: Bonnie

Sent: Monday, March 9, 2015 7:31 AM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

People who park on the east side and walk downtown to work are: keeping cars out of downtown, reducing pollution, and promoting exercise and healthy lifestyle.

The problem is finding a place to park. In winter 12th Street is not kept clear so cars can park. Snow is plowed into the curb and cars can't park. The other issue is two hour residential parking.

For the future: address these issues near the bridges so more people will walk downtown. Address the neighbourhood parking issue so residents and walkers are all treated fairly. For bridge repairs summer 2015, address these parking issues to keep cars out of downtown

Hope these ideas are helpful.

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Michelle
Sent: Sunday, March 8, 2015 5:18 PM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

Hi! I'm happy to know you're working towards a city that is accessible by all. One thing that I think is very important for pedestrian & bike traffic is not only a safe lane/sidewalk but also one that is safe from the car grime. If you've ever tried to get out of Saskatoon's core across a bridge on foot you know that you are at the mercy of the cars. There may be high rails but those rails don't allow you to arrive at your destination clean - especially in weather like this, or when it's dry & the streets haven't yet been cleaned from the winter salt/gravel. Broadway, University & idylwyld bridges are all the same.

Thanks for listening

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Annemarie
Sent: Thursday, March 5, 2015 8:10 AM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

Maybe you've done this already, but we should put forth a challenge to the University of Saskatchewan Civil Engineering students to come up with cost effective and environmentally friendly solutions for our growing city. These bright young minds are currently immersed in the best technology and education we have to offer so they should be able to come up with some awesome solutions!

Free labour for us... And excellent resumes for the students :)

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Annemarie
Sent: Thursday, March 5, 2015 7:52 AM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

A couple more :)

For all new Residential Developments... Having a 'Park and Ride' lot with express bus service to the major bus terminals. Having a designated 'Industrial Area' Express bus which only services major terminals and the industrial working areas (but make sure it runs during industrial working hours).

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Annemarie
Sent: Thursday, March 5, 2015 5:22 AM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

A couple more ideas... Installing lane direction lights on the Broadway and/or University Bridges... Using 3 lanes into downtown, 1 lane out during morning rush, and reverse it during evening rush, 3 lanes out, 1 lane in. Or consider double decking one of the bridges rather than building an entirely new bridge.

Please revisit all left turn lights as many are not on during heavy traffic, And there are definitely a lot of places where left turn lights still need to be installed. Ask the city police service to assist you in determining lighting solutions as they probably run across these issues more than anyone. Tell them to note the intersection every time they find themselves swearing at the lights, lol.

Look at moving towards a downtown road system like Calgary, where smaller streets like 2nd, 3rd, 4th, 5th Avenues are a staggered one-way system. This moves traffic fast.

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Rhonda
Sent: Wednesday, March 4, 2015 5:49 PM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

I am still baffled by your plans to make yet another bridge at 33rd Street. If you have been keeping abreast of recent findings on pollution and the recommendations to have fewer cars, more green spaces, walking routes, etc. then why pay and plan to enhance bus routes only to undo rapid transit by making more and more car routes? Especially downtown!! The new neighbourhood proposal for this area should really include walking, rapid transit and recreational sites. Stop the madness!!

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Annemarie
Sent: Wednesday, March 4, 2015 2:31 PM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

Transportation ideas/comments that I posted cbc...

Let's have Bombardier design us a solar powered (make use of our endless sunshine) transit rail system that makes use of our inner city rail lines... And convert the Sutherland rail yard to the City transit rail yard! All we have to do is link the CN lines outside the city using only the Southwest Station and Bridge... And pay for it all LOL! But, it could be a good joint venture for CN, City of Saskatoon and Bombardier :)

Retort to someone who thought I was against cycling... No, I just think that cycling is not a year-round solution to transportation issues and therefore should be considered under 'Parks and Recreation'...

I think we should, from the 'Parks and Recreation' funded tax budget, use money to join all major parks in the city via Bicycle pathways. Which in turn can be a pleasant vehicle-free way for cyclists to maneuver throughout the city. Absolutely in-favour! I'm just saying to use transport funds for year-round transport, see my idea for solar-powered tram system :)

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Olga
Sent: Wednesday, March 4, 2015 11:28 AM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

I (and many others I know) are very concerned and alarmed that the established, older neighborhoods in which we live are being neglected and disseminated in many ways all for the good of the newer areas of this city. This exercise of Growing Forward must remember that many of the residents have lived here all their lives and contributed greatly in lots of ways to the betterment of the city only to watch with dismay the lack of concern and regard for our neighborhoods.

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Ron
Sent: Tuesday, March 3, 2015 5:22 PM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

Nowhere in this plan have I noticed any improvement (read; forward thinking) to address the age-old problem of directing the bulk of traffic (including highway traffic) away from current high traffic locations and even through the city core. As an example: Throughout the 1970's, the city of Calgary was fighting the same problems that Saskatoon is just starting to realize (i.e. in-gressing a egressing residential and commercial areas bottlenecked traffic causing driver frustration and even dangerous situations). Their answer and one

that Saskatoon should adopt sooner rather than later; to build perimeter access roads using on-ramps and off-ramps with fast moving (hi-way speed) traffic routes PRIOR to allowing any development of new areas. Once those new areas were developed under 50%, a new system of roadways is already being developed several kilometers further out. Saskatoon has the additional major consideration of a river dividing the city. This relates directly of the matter of cost for potentially numerous extra bridges. My opinion however, is that development should progress along these lines, so that it is completed properly the first time and not in a hap-hazard afterthought fashion (such as the Circle Drive access at 22nd Street and Confederation Drive) As an aside comment; our “City of Bridges” would more precisely be described as a “wagon wheel” with several major hi-ways intersecting at the “hub”. With the extreme volume of heavy truck traffic entering our city, even when they are simply passing through, would it not make more sense to give this traffic a means of circumventing altogether, instead of directing them through a kilometer or more of heavy city traffic, before even allowing them access to a faster more direct route (Circle Drive) which in the North Business district does little more than cause more frustration for them and regular city traffic which must all use this bottleneck!!!

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Shawna
Sent: Wednesday, March 4, 2015 10:54 AM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

I just took the growing forward survey, after attending the public consultation on march 3rd. It ended rather abruptly with no warning that there would be no further opportunity to provide additional comments! So here are some comments I was unable to make in the survey.

Re-energizing downtown MUST be part of the growth plan. A strong and vibrant downtown provides a city with a certain cohesion and spirit. Think about downtown Toronto, or Manhattan. There is a spirit and vibration there that is essential to the city. The time for Saskatoon to start planning for an invigorated downtown is now. We are a city with 6 months of winter. The fact that we have no heated, indoor pedway system is criminal. I am not talking about heated sidewalks where pedestrians are still out in the wind, snow and cold. I am talking about a real pedway that connects people with the places they want to go downtown. This pedway should travel east from Midtown Plaza, along 21st Street, connecting people to all the lovely shops and restaurants. At the Sheraton Cavalier, it should turn north along Spadina (but with an above ground connection to the Bessborough) turning west on 22nd for 1/2 block and then proceeding north up 6th Avenue to 23rd street, where it could provide access to the Medical Arts Building. It would head west from 6th Avenue to 1st Avenue, connecting City Hall, the library and the 3rd Avenue/23rd Street bus terminal, and then back south to the Midtown Plaza. Obviously there should be a way to access the Midtown Plaza’s underground parking from TCU - I can’t believe that this problem hasn’t already been solved, it’s so obviously needed. Transit users especially would benefit from a pedway system, but business travelers staying at the Sheraton or the Bessborough would be able to access TCU without having to go outside. It is so obviously needed. Businesses should be thrilled with the opportunity to cost share on this as they would gain a lot of revenues with this kind of increased downtown pedestrian traffic from November - April.

I have comments for the “make a problem out of nothing” whiners in North Park and City Park who are so concerned about increased traffic on 33rd Street if the bridge were to become a reality. First, where do they think increased traffic OUGHT to go? The existing bridges are barely handling the load we have in 2015. By 2030 they won’t be able to handle the load at all. Second, improving 33rd Street from 7th Avenue to Spadina

to give it more of a Broadway feel is 100% the right way to go and it would improve their property values by give them a fully functioning community. Finally, there are these inventions called “pedestrian overpasses” and “traffic signals” that help safely move people from one side of a busy street to the other. It’s nothing but good for those residents and it is unfortunate some of them are too myopic to see that.

My final comments relate to the Traffic Bridge. At the presentation on March 3rd, there was no discussion surrounding what should happen to this bridge. The fact that it leads right on to 3rd Avenue on the downtown side and has excellent access to 8th Street on the east side make it obvious choice for a rapid transit bus for the 8th street corridor instead of the University Bridge. If this bridge could handle busses, pedestrians and cyclists, it could conceivably lessen much of the burden on the other 2 commuter bridges (I am not counting the Buckwold Bridge as it is not a corridor route). It is surely something to carefully consider.

Thank you for the opportunity to provide feedback,

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Mike
Sent: Sunday, March 1, 2015 6:17 AM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

It appears that one option is dedicated bus lanes on College Drive, University Bridge and 25th Street. I commute downtown via University Bridge and I have no idea how all the vehicles using this route can be funneled into one lane. Have you done a traffic impact study? The idea is not feasible and will cause traffic gridlock.

Furthermore, the route is the only main corridor into downtown from the east. The east is expanding with development starting in Brighton. There is just no way dedicated lanes will work.

I also find it very unfair that residents in the south and south east have access to a freeway into downtown plus Broadway Bridge plus a new traffic bridge while those of us in the east should cram into one lane.

There are mornings when both lanes heading into downtown on College is backed up from Clarence to Cumberland. How do you fit that into one lane. At then end of the day 25th is backed up from Clarence to 2nd Avenue. Again, how do you fit this traffic in one lane.

My support for this idea of dedicated lanes is 0%. In addition, a bridge at 33rd Street does not change anything since most traffic using College would not be diverted to a 33rd Street Bridge.

To gain my support will require a bridge at 24th street. Anything less and my support remains at 0%

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Mark
Sent: Thursday, April 26, 2015 8:05 PM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

In addition to comments left in the survey, I'd like to see a (time-limited) dedicated transit lane on Preston Avenue between 14th street and 8th street. Congestion is the fatal blow to transit, as it means that buses are still slower, less reliable, and more expensive than taking a car. The congestion on Preston Avenue during rush hour would seriously impact a large amount of commuters, and it would be worth the loss of a parking lane during peak hours (considering that cars barely move with the light at Preston and 8th).

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Rhonda
Sent: Thursday, April 26, 2015 6:35 PM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

I am glad you are concerned about getting feedback and that you are looking at various ideas. I think it is very important that you really think first and foremost about the projected growth itself. Is it a real projection if oil is no longer a major employer or if potash also loses ground in the world market as we've seen lately. Coal? Agriculture? Are there any weather projections? Drought for example long term as in the states? If we are not thinking about forward ways to make a living and having a viable living city and province will people be able to live here? Will they want to? Will people stay. From what I've experienced most people are here for the boom. If it is no longer a working boom then it is bust. Spending all kinds of money on a to be ghost town is something to really consider. Continuing in the same direction with no real consideration of tomorrow is reckless and irresponsible. A lot of Saskatoon right now looks ripe for slum development (Stonebridge a row upon row upon complex upon complex) when it gets run down. As to bridge building are you kidding me? If one reads at all it seems to me they would be aware that walking neighbourhoods are recommended in all places more and more. Walking and bike riding. Instead of bus lanes think bike lanes. People in Saskatoon ride their bikes in -40 weather and snow. Bus riders are few and far between and taking put already built bridges for bus lanes is really really short-sighted. Don't waste money on bandages. The money should be saved and go to a real rapid transit system. Use the old Victoria bridge and if you can take the CP line out of the city convert it to above ground rapid transit. If possible also have bike lanes and pedestrian tragic on both. This could move a lot of people around and would be used. Cars as we know them are dinosaurs. There is nothing like looking ahead if you are trying to plan something!!!! I am horrified by the idea of yet another car bridge going over 33rd Street but getting the trains out of the city (let's not forget Lac Megantic) and using the infrastructure for a bike pedestrian or new real rapid transit (Boston's above ground light rail for example) could be something to consider. Spending money like drunken sailors is getting really worrisome and well sloppy. Which is a Shane because when I first moved here from Vancouver I was so impressed by how well Saskatoon had protected its river, has included green spaces so thoughtfully, and had seemed to be so careful and considerate in how the city had been built and managed. I am not seeing that now and that worries and saddens me. Cars bridges roads and cheap row houses are NOT the way of the future. Are you asking the young ones what they think? They are going to inherit this that is if they don't leave first. And are their jobs oil or potash or agriculture or for that natter WATER dependent. Don't talk to me about corridors that you want to pave over talk to me about walk ways for people to enjoy and benefit from on their way to a viable workplace. Talk to me about developing those conscionable and needed viable workplaces. Have you heard about Vancouver growing orchards in their old burnt out industrial waterfront areas and training some of the homeless of Vancouver's notorious east side to work there. So far none of your plans have impressed me. Some of your proposals have absolutely depressed and horrified me. But the city has good bones and

people have been thoughtful and considerate and even forward thinking in the past. Hopefully the same will be true going forward.

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Orla
Sent: Thursday, April 26, 2015 6:11 PM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

1. Please do not even think of a bridge at 33rd. It is those in the north end that need a bridge before anything else is considered. And please research it well. Why was a bridge built with traffic ending up on 42nd Street? Anything would have been better than 42nd which cannot be widened. What congestion!!!
2. Please put safety barricades along the overpass over College Drive. It gets very icy and windy there.
3. On Victoria Avenue please allow south traffic & those turning right to use the right-hand lane. Those turning left, the left lane.

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Jim
Sent: Thursday, April 26, 2015 7:22 AM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

I want to indicate my strong disagreement with the idea of new car bridge crossing the river at 33rd. With the new Traffic Bridge (which I also do not support), this would mean 6 bridges across the river in a relatively short span, each one bringing more traffic downtown or to an already congested route to the North Industrial area. By encouraging car traffic--and particularly by doing so in one of the few quiet areas of the river valley (that is the East side of the river between the University and Circle Drive bridge) this would dramatically diminish the ability for people to enjoy the river valley. All city planning research argues against plans like this that relieve one bottle neck only to create many more. On the other hand, a dedicated pedestrian and bike bridge across the river at this point would be most useful and effective, providing easy access to the University for most students (who do not drive) and encouraging fuller use of the trails.

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Tyler
Sent: Wednesday, April 25, 2015 11:31 PM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

I think in the best interest to our city would be a little more economical and safer for the people riding it would be two sky train (Vancouver has this system) which involves minimal drivers. Now city centre would be where they (both or all four depending on planning.) meet - same with your buses still going to main stops. One could go let's say Sutherland to Lawson to confederation then Blairmore and back downtown..the other University, Evergreen, Stonebridge exhibition 8th Street back downtown. This would eliminate buses running late, amount of buses, repair costs, gas cost....etc. The one in Vancouver runs on electricity and is very fast and efficient not to mention a Canadian company built it...I do understand the infrastructure needed to achieve this but circle drive is pretty open just saying please contact me if this comes into discussion I play Sim city all the time would love to be a part of building this great city thank you.

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Margi
Sent: Wednesday, March 18, 2015 7:52 AM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

The City of Saskatoon needs to adopt a Heritage Policy that actually means something. We are tired of losing our history. Please stop allowing developers to destroy it. Thank you.

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Harold
Sent: Thursday, February 26, 2015 1:11 PM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

On December 3rd 2014, I submitted a Queen Street Bridge Proposal to Don Cook, Alan Wallace (Planning and Development), Nick Baker(Transit), Colin Hartle (U of S. Traffic) and Dan Florizone(RUH /SHR).

I would like to know if this Proposal will be included in the March 3rd, 2015 Main Event: Growth Plan Focused Discussions: Tuesday, March 3, 2015.

Please reply - Thank you,

-- This e-mail was sent from a contact form on www.growingfwd.ca

--REPLY--

From: Thomas, Lee (CY - Planning and Development)

Sent: Friday, February 27, 2015 8:04 AM

To: Harold

Cc: Cook, Don (CY - Planning and Development); Wallace, Alan (CY - Planning and Development); Clark, Charlie (City Councillor); Pesenti, Jennifer (CY - Business Administration)

Subject: RE: Growth Plan Comment

Good morning, Harold.

Thank-you for submitting your proposal for a Queen Street bridge connection to Preston Avenue. Your submission was reviewed by our consultant alongside the other Core Bridge possibilities. A summary of the results of this technical review is outlined below for your information. Based on the results of this technical review, our discussions will focus on the highest-ranking and recommended alternative of a possible new bridge at 33rd Street combined with BRT lanes on the University Bridge.

Queen Street Bridge Review Summary

Review Criterion 1: A new crossing should connect arterial roads where their function is already designed to serve travel between neighbourhoods and other areas of the city. Queen Street is classified as a collector roadway with two travel lanes and on-street parking on both sides of the street. Consistent with collector roads throughout Saskatoon, Queen Street is designed to support neighbourhood traffic which includes travel to and from City Hospital. The extension of Queen Street through the University of Saskatchewan lands would likely be classified as an arterial roadway with four travel lanes.

Review Criterion 2: A new crossing should have the ability to handle projected traffic volumes with reasonable improvements to the road network (i.e. without significant impacts to adjacent properties). A four lane river crossing at Queen Street would generate approximately 2,000 vehicles in both directions of travel during the morning and afternoon peak periods. These volumes would exceed the capacity of the two-lane roadway and the design threshold for a collector road. It is expected that significant roadway upgrades and widening would be necessary along Queen Street to accommodate this anticipated increase in traffic.

Review Criterion 3: A new crossing should serve core area travel demands. It is anticipated that a Queen Street bridge would primarily serve core area travel with more than 80% of all peak travel starting or ending their trip inside the Circle Drive area.

Review Criterion 4: A new crossing should benefit walking, cycling and transit. A Queen Street crossing would provide an attractive crossing for pedestrians and cyclists, but would not likely serve transit due to its collector network connections.

Review Criterion 5: Preliminary review of Land Impacts. The impacts of a new arterial roadway through the centre of the University lands are significant. Sections of the corridor would cross lands designed for crop science research that are to remain part of the campus as per the long-term vision outlined in Vision 2057. The arterial road required for a Queen Street bridge crossing would dissect the campus in areas intended for future expansion and create a barrier for future developments, particularly those related to and connected to Innovation Place. This crossing also would not serve planned development north of the railway corridor which would otherwise be served by a 33rd Street crossing connecting to Preston Avenue.

Review Summary

Based on this review, it would appear that there are some fundamental challenges and limitations to a crossing in the core area connecting the University lands to Queen Street. Although the forecast traffic volumes and patterns crossing a Queen Street bridge would be comparable to a 33rd Street crossing, the road networks on either side of Queen Street crossing could not be modified to support projected east-west travel demands. In particular, the collector roadway function of Queen Street would serve as a constraint to the function of this new crossing and the new arterial roadway required through the University lands would likely impact existing buildings, future development plans and environmentally-sensitive areas.

Best regards,

-LT

Lee Thomas | tel 306.975.3110

Project Manager, Growing Forward! Shaping Saskatoon

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

lee.thomas@saskatoon.ca

www.saskatoon.ca | www.growingfwd.ca

From: Margi

Sent: Monday, March 9, 2015 12:15 PM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

Saskatoon is in danger of losing its built heritage due to the lack of civic policy. We need to protect our historic buildings and landmarks.

<http://www.gopetition.com/petitions/save-the-farnam-block.html>

-- This e-mail was sent from a contact form on www.growingfwd.ca

--REPLY--

From: Thomas, Lee (CY - Planning and Development)

Sent: Monday, March 9, 2015 1:01 PM

To: Harold

Cc: Fast, Joyce (Clerks)

Subject: RE: Growth Plan Comment

Hello, Margi.

Thank-you for your comment. For your information, I am including a link to the City's Civic Heritage Policy and our Municipal Heritage Advisory Committee (please scroll down the page a bit). If you wish to contact

the Committee and/or have further suggestions for their mandate, please call Joyce Fast with the City Clerk's Office at 306.975.3240.

Regards,

-LT

Lee Thomas | tel 306.975.3110

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From: Troy

Sent: February 25, 2015 10:10 PM

To: Hill, Darren (City Councillor)

Subject: Re: IMPORTANT TO YOUR NEIGHBOURHOOD - 33rd Street Bridge

I don't support the decision for this bridge. It's unnecessary and will just make 33rd even busier. A link from north downtown to University? Seems like a waste. Halifax has proven with traffic studies that additional bridges did not fix their traffic problems, additional bridges just lead to more people thinking they should drive. I agree that the city needs to be focused more on public transit. I would support a rail system before a 33rd Street bridge.

From: Gerry

Sent: February 25, 2015 10:10 PM

To: Hill, Darren (City Councillor)

Subject: 33rd Street Bridge

The City can buy up at least a row of houses along 33rd to get more than the current 2 lanes of roadway. Of course 33rd west of 2nd Avenue will be choked with traffic headed for the bridge. They'll have to knock a bunch of stuff out of the way to widen that street at least to Idylwyld.

Go to meetings? I don't - and many of my friends don't - care what the city does anymore. Spend, build, tax.. Whatever.

From: Lori

Sent: February 26, 2015 12:09 AM

To: Hill, Darren (City Councillor)

Subject: 33rd Street

No bridge is needed or wanted at 33rd Street. Thanks for the reminder about the meeting. I will put some thoughts together for this, and start getting my input in wherever I can. Thank you for caring-I appreciate that very much.

We are in Mayfair and this will increase the traffic here, and that is already a problem. I feel the city is catering to a select few that want to use the rest of the city as one big roadway to get to their destination, which means cutting through our neighbourhoods and tearing up our infrastructure. We are just as important as the rest of the city for wanting to maintain our communities, make them desirable and safe to live in and managing traffic. Heaven forbid we wanted to double/ triple or more the traffic in front of their schools, or run a road that cut through their neighbourhood multiplying the traffic via link to a bridge. We have already proven we have a dangerous roads with 33rd for children and Idlywyld with the elderly.

When you look at why others want this, it's kind of one sided for who this benefits and it's pretty clear who it hurts. They cut through our neighbourhood to their destination a little quicker, at the expense of the small communities trying to keep their neighbourhoods safe and desirable so we can grow. We divert traffic around other communities in the city to make them safe, why is there no plan for making ours safe? Why would anyone think we would want this? The city is really out of touch sometimes.

Again thank you for caring. It gives me hope.

PS: As a working class community the meeting times are not convenient to attend as most of us are still at work. I will try to attend the latest one. As most people will have to leave work to get there on time, we will see how the turnout is this next time. Its not right that a select few that most likely do not represent our community are deciding this! I hope we have a good turnout this time.

From: Carol
Sent: February 25, 2015 10:45 PM
To: Hill, Darren (City Councillor)
Subject: Re: IMPORTANT TO YOUR NEIGHBOURHOOD - 33rd Street Bridge

Hi Darren,
Thanks for keeping me informed.

I went to one of City Council's meetings about removing the lights at Avenue D (Safeway) and 33rd Street on a Tuesday evening. Near the end of the meeting they said City Council had already passed it the night before. Not much point in having a meeting for opinions. We do not need a bridge at the end of 33rd Street on Spadina. I feel the City needs to have a more advanced thinking pattern for Circle Drive and the future bridges. Half a million in a few years is pretty scary for our beautiful city. Let's go out further with the circle.

Perhaps you will get more responses out of your emails that you are sending out. Keep up the good work.

From: Rose
Sent: February 25, 2015 10:33 PM
To: Hill, Darren (City Councillor)
Subject: Re: IMPORTANT TO YOUR NEIGHBOURHOOD - 33rd Street Bridge

I am unable to attend the meeting. Please add my name to the list of those opposed to a new bridge at 33rd.

From: Erica
Sent: February 25, 2015 10:15 PM
To: Hill, Darren (City Councillor)
Subject: Re: IMPORTANT TO YOUR NEIGHBOURHOOD - 33rd Street Bridge

Hi Darren,

I think you may know that I'm living in *** this year, and so I haven't been to any of these consultation meetings. I won't be able to make the ones below, but I just wanted to email you and say I am not in support of a river crossing at 33rd. I completely agree with you about yet another bridge. Although I guess it's slightly better, in terms of location, than a new Victoria bridge! I also personally don't want increased traffic through my neighbourhood. And thinking ahead, I have heard great things for families will be happening at the Mendel and Kinsmen Park soon :) and I don't want increased traffic on Spadina either. Quite the opposite. Anyhow, if you could please add my voice to those opposed to the 33rd Street river crossing, even though I'm not in town right now, I would appreciate it. And I will definitely fill out the online survey too.

Thanks Darren! I've heard it's pretty wintry there, which I truly miss. It's all daffodils and crocuses and cherry blossoms here, sigh.... I guess it's okay too.... :)

From: Norman
Sent: May 23, 2015 9:03 PM
To: Web E-mail - Growing Forward
Subject: Growingforward

Have you considered designing the iron bridge to carry a future light rail rapid transit? Or put in a new bridge located more suitably for L R T. plus traffic. A huge number of bus routes end down town. Instead we should have 3 frequent rapid feeders to down town with area routes all connecting to the rapid feeders. Have you studied Portland Oregon for improving the city's downtown to develop a "Live near your work" attitude?

--REPLY--

From: Anderson, Lesley (CY - Planning and Development)
Sent: May 25, 2015 11:07 AM
To: Norman
Subject: RE: Growingforward

Hello Mr. Herriot,

Thank you for your message and your suggestions. At this point, the Growing Forward project is proposing the use of Bus Rapid Transit facilities, as a facility that would be suitable for our population and ridership levels up to and beyond 500,000 people. LRT could be considered in the future, but is not a necessity as Bus Rapid Transit can function in a very similar manner.

The proposal includes an East-West "Red" line and a North-South "Blue" line. These lines would function

basically as you suggest, with many routes connecting to them along their length. At this time, all new bridges will be considered for transit use, although the two main lines would most likely run across the University Bridge and the Broadway Bridge.

Thank you for the suggestion about Portland, I'll be sure to take a look at that. Should you have any further questions, please don't hesitate to get in touch.

Best regards,

Lesley Anderson | tel 306.975.2650

Project Manager, Growing Forward! Shaping Saskatoon

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lesley.anderson@saskatoon.ca

www.saskatoon.ca | www.growingfwd.ca

From: Allyson

Sent: April 2, 2015 3:46 PM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

I just realized I missed the opportunity to comment on the growth plan by a couple of days. I'd still like to express my concern about a 33rd Street bridge.

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Mark

Sent: June 9, 2015 12:02 PM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

Hi Growing Fwd team, I love your video, I've read all you materials, and it seems like your heads and hearts are in the right place. But then I go and read the Rosewood concept plan, and it seems like nothing you are attempting to accomplish is being taken into account. On page 45 of the Rosewood plan, there's one bike route. It goes through the commercial area. Given the crescent/court/limited access nature of the design, the walkability estimates seem very ambitious. The other figures show transit is loopy and indirect, going against the principles of good transit set out by Jarrett Walker (who I recommend to anyone interested in transit).

So, I guess after all this ranting, the question is, how much influence does Growing Forward have in the development of new areas in the city? Why are we making the same mistakes? Obviously I can't expect your team to give me a big answer, you're busy people, but please light a fire under whoever is designing this stuff to open their mind and read some research.

All the best

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Bonnie
Sent: March 19, 2015 10:22 AM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

I downloaded your transit plans and would like to encourage you in pursuing the BRT system using either a center or one side model of dedicated lanes (# 2or 3). I am concerned that the City is not planning a rapid transit system that specifically links high schools, post secondary campuses and civic centres/field house/ sports centres. (Too much emphasis on commercial areas.)

1. Many parents spend a lot of time transporting students to these places often in conjunction with the commute to work.
2. Good,safe transit to these centres mean a healthier population for senior and young citizens.

City should work with SGI to provide incentives to fuel efficient passenger vehicles and a penalty to greater than one car per household (some exceptions eg. disability). Currently more registered vehicles than eligible drivers [east side Saskatoon except NutanaSC].

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Kristen
Sent: March 20, 2015 6:10 PM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

In regard to the possible 33rd bridge crossing.... I seriously don't think a 33rd Street bridge would be very beneficial to the city. Because it's much too close to University bridge and would not help cut back the traffic on Circle bridge. In my opinion the best place for a 6th traffic bridge is Lenore Dr. It would seriously help cut back traffic on Circle Bridge, seeing as most of the back up is caused by people trying to get on to Attridge Dr. this was they can bypass Warman rd. which also has high traffic.

A Lenore Dr. bridge would be beneficial to people Working in the North end of the city, also to those working in Warman or even the West side, especially if they're trying to get to the Willow Grove, Erindale and Sutherland areas.

If we are expecting the city's population to double in size wouldn't that mean the city it self would be expanding? So instead of keeping all the bridges so congested within the Circle Dr. bridges, would it not make the most logical sense to also expand the bridges out too. If the city is booming as much as people say, eventually Circle will just be the center loop.

And on a side note..... We need more overpasses!.

Thank you for taking the time to read this.

Sincerely,
Kristen

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: James
Sent: May 16, 2015 8:14 PM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

The condition of our roads is appalling.

The climate cannot be blamed as I have lived in Sweden and their roads do not suffer the same problems. Perhaps this is a function of accepting the lowest tender for contracts?

There are potholes, huge dips, uneven streets (Ruth and Taylor to name but two). This is a major embarrassment. We cannot hope to get to 500,000 people if the current systems are poor, irrespective of increases in the system. Go for more costly, but better first time installments and perhaps we will benefit in the long-run.

It is a joke, but driving from Calgary to Saskatoon on Hwy 7, you know when you enter Saskatchewan as the quality of the road drops markedly.

-- This e-mail was sent from a contact form on www.growingfwd.ca

From: Denis
Sent: March 3, 2015 6:49 PM
To: Web E-mail - City Clerk
Subject: 33rd Street Bridge Plan

The weather and my tendency to completely avoid downtown parking at all cost is keeping me from attending tonight's meeting. Regardless, I want my feelings to be known on the 33rd street bridge proposal. I probably ran the span between the 42th and Buckwold bridge at least 4000 times in my time in Saskatoon and not once did I envision or anticipate the need for yet another bridge within the less than 5 km span and that's including replacement of the traffic bridge which I oppose.

The person(s) behind this proposal must have the "city of bridges" ingrained in their mind. Absolutely ridiculous... where does this traffic dissipate to on the west side? Won't the 42nd Street bridge going to make this proposal completely redundant once the bypass bridge is built and bypass traffic is finally diverted around the city?

--REPLY--

From: Anderson, Lesley (CY - Planning and Development)
Sent: March 26, 2015 3:37 PM
To: Denis
Subject: RE: 33rd Street Bridge Plan

As part of the Growth Plan to Half a Million project, right now we are trying to raise awareness that (1) traffic is growing and (2) our existing core bridges won't have enough capacity to support this growth in the long-term. So we are trying to have community conversations about the long-term impacts of growth and how we

may address these impacts. As part of these discussions, the 33rd Street Bridge review is in its early stages. A 33rd Street Bridge is a long-term option that would offer the greatest city-wide benefit for all modes of transportation and would help us to accommodate significant infill in the North Downtown and UofS lands. However, there are other options we can explore to delay the need for an additional river crossing, such as:

- More aggressive and committed funding for transit and active transportation infrastructure and programs; and,
- Stronger incentives for redevelopment along our major corridors to help densify these areas and lessen our reliance on cars.

These community conversations will continue into the Fall when we come back with more detail on implementation of the Transit Plan and Corridor Growth/Redevelopment Plan. The input we get will be collated and provided to Council for consideration in early 2016 alongside our technical reviews.

For further information on what has led to the review of the 33rd Street bridge option, I would invite you to look at the Growing Forward! Shaping Saskatoon website at www.growingfwd.ca. Under the “Shaping Core Bridges” discussion, is a workbook from the November 2014 round of engagement, that you might find interesting <http://www.growingfwd.ca/wp-content/uploads/2014/11/Core-Area-Bridges-Workbook.pdf>.

Thank you for your input, and I will pass it along for inclusion in the bridge assessment.

Regards,

Lesley Anderson | tel 306.975.2650

Project Manager, Growing Forward! Shaping Saskatoon

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

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From: Curtis

Sent: March 20, 2015 8:52 AM

To: Web E-mail - Growing Forward

Subject: Growth Plan Comment

I wanted to reiterate my comments during your presentation at The Two Twenty Wednesday March 18th.

The strategic growth plan has a heavy focus on improving public transit, which I wholeheartedly agree with. That said, by focusing on building independent, self-sufficient neighbourhoods you can reduce the need on transportation in the first place.

For example, I live in ** and work/shop in Riversdale. Public Transit is not part of my daily needs because I can accomplish 90% of my weekly tasks on foot or bicycle. We are a single car family only because of how well served we are by the density of services available within close proximity to us.

The presentation started off with an estimate that a trip across town could take 40 minutes if we continue to grow as per the status quo. I don't know that the scenario presented is such a bad thing, when viewed from the lens of city sustainability.

If the city developed new neighbourhoods around the premise that there needs to be enough employment located within the area for the residents that live in the area, we would immediately alleviate our dependence on driving. Again, Riversdale contains industrial, commercial, retail and office functions integrated within the fabric of residences. This is the model for a healthy, sustainable community that is resilient in the face of change, which is completely lacking in new neighbourhood designs that we have seen happen in Saskatoon. In regards to ANOTHER bridge...I think the city needs to seriously look at better use of existing infrastructure before contemplating yet another bridge. Why not traffic lane controls on the university bridge? ie. 3 lanes towards downtown in the mornings, 3 lanes leaving downtown in the late afternoons? This is the low hanging fruit that our city does not seem to be able to reach for.

--REPLY--

From: Anderson, Lesley (CY - Planning and Development)
Sent: March 25, 2015 1:38 PM
To: Denis
Subject: RE: Growth Plan Comment

Hi Curtis,

Thanks for passing along your comments below. You've raised some really interesting points about changing the nature of the city. The newest neighbourhoods being developed now are being planned to include larger amounts of employment lands in order to help address some of the need for people to travel longer distances on a daily basis, and create multi-functional neighbourhoods. I will pass along your comments to the project team for inclusion.

Regards,

Lesley Anderson | tel 306.975.2650
Project Manager, Growing Forward! Shaping Saskatoon
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
lesley.anderson@saskatoon.ca
www.saskatoon.ca | www.growingfwd.ca

From: Bonnie
Sent: March 9, 2015 8:31 AM
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment

People who park on the east side and walk downtown to work are keeping cars out of downtown, reducing pollution, and promoting exercise and healthy lifestyle.

The problem is finding a place to park. In winter 12th street is not kept clear so cars can park. Snow is plowed

into the curb and cars can't park. The other issue is two hour residential parking.

For the future, address these issues near the bridges so more people will walk downtown. Address the neighbourhood parking issue so residents and walkers are all treated fairly. For bridge repairs summer 2015, address these parking issues to keep cars out of downtown

Hope these ideas are helpful.

--REPLY--

From: Thoman, Lee (CY - Planning and Development)

Sent: March 09, 2015 11:24 AM

To: Bonnie

Subject: RE: Growth Plan Comment

Good morning, Bonnie.

Thank-you for your comments. Your suggestion of a park-n-walk is very interesting! I will be sure to include this for consideration.

Cheers!

Lee Thomas | tel 306.975.3110

Project Manager, Growing Forward! Shaping Saskatoon

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APPENDIX **D** Raw Workbook & Survey Comments

RAW COMMENTS: LONG-TERM DIRECTIONS

How could we enhance the Growth Plan?

- Focus more on the development of public transit in the short term and see the effect it has on traffic. New core bridges may be unnecessary if traffic can be reduced.
- No support for 33rd Street bridge. Support for bus lanes.
- I would like dedicated bike lanes that are separated completely from cars and pedestrians (bridges) crossings on any future bridges. More frequent buses to areas outside the core (downtown) areas. A clear, easy to read bus schedule and may on an app or website or phone line dedicated to the bus schedule. Safe and warm bus terminals or stops.
- I'd love to see an increased emphasis on dedicated bike lanes throughout the city. Perhaps this would be part of the Corridor Growth, but I think it would be great to see bike paths or shared walkways that ran the lengths of 8th Street, 22nd Idylwyld, etc. Since the goal is to reduce or stall traffic growth/congestion it only makes sense to dramatically enhance the safety, accessibility and aesthetic elements of cycling in the city. Especially important in this regard would be the downtown core itself.
- Give more detail on what a 33rd Street bridge actually entails... taking out the bike path that was just finished? Widening the street? How much traffic would be added to 33rd Street? There was a serious lack of detailed information regarding this proposal.
- Must incorporate plans for future LRT. Changing behavior - how do we encourage people to try it? People do what they know. Is there an incentive plan to encourage people of car habit to change how they get around? Lower fares?
- I am using question marks because I don't have a comfortable clear picture of these issues yet. Redevelopment and infill - I am not entirely clear on the impact of these particular elements on the overall quality of life in the city.
- Could you expand a pedestrian and cycling plan? As the city grows, neighbourhoods will become even more important and central to the living experience-quality of life.
- Has any thought been given to having the Victorian Bridge one way but switching direction? Morning --> to city centre. Afternoon --> out of city centre.
- Better land use. Less urban sprawl.
- When it comes to transit (getting more people to ride) I found that the bus I took 2 years ago not to be stroller friendly.
- Need to work with Zoning Department to help identify and communicate redevelopment options with the public and land owners/developers.
- Continue with public engagement planning sessions.
- Clearer ideas on strategic growth. What densities? Is Saskatoon maintaining a grid? What housing types? Mixed-use? Affordable housing?
- Rapid mono rail raised would may be save the changing of the roads.
- Look at including the North Industrial area + SK Tel Centre and Aspent Acres. The traffic in the north end

is extremely high, partly because there is low-level transit services.

- Transit has to be improved asap, and a culture change is required to make that happen. Corridor dev't will contribute to the culture change. Bridge dev't simply reinforce the car culture. Give Greater priority to the 8th Street corridor, which has no trains and is ripe for this dev't
- Don't know what you mean. Make the growth plan more practical or to explain it better?
- Additional Focus on different modes of transportation.
- How do we pay for the growth plan?
- Do it sooner, rather than later. Will save costs overall.
- Have rapid transit to the north Lawson Mall Terminal.
- Could possibly insert a light railway system.
- More Transit to north end and extended buses.
- Build the north bridge.
- Incorporate plan to reflect BRT- dedicated bus lanes for new and developing areas.
- Rebuild/Design University and Broadway to accommodate dedicated BRT and pedestrian/cycle.
- More big side walks.
- The west side is not just 22nd, need to look at 33rd too.
- Give us the big picture, how will it affect tax, economy etc.; make sure you are finish building everything before opening the roads etc.
- A bus over new/south bridge would be recommended; direct routes between suburbs would allow travel time to decrease.
- I believe we could improve the growth plan by making where different stores and shops are planted by having different districts. As well as focusing on bike lanes and designated transit.
- I think its important for the city to analyze how oil prices and an eventual phasing out of oil and gas in favour of wind and solar and biomass will impact the city. Will we see growth at the scale the city is anticipating if/when renewable are favoured over oil. Part of thinking about this would involve encouraging wind and solar development in Saskatoon. A sustainable growth plan designed around growth in an unsustainable industry is not sustainable. We will run out of oil if we don't phase it out. Also think infill and increased density is vital to reducing traffic.
- Relocate railways outside the city core. No more suburbs with just houses - need services and jobs.
- Understand future administration may have different priorities and need more flexibility. Hire a new transit planner.
- Possible "time sensitive" one way directional traffic lanes/corridors e.g. Victoria Bridge. Limiting automobile movement (one-way) at peak times during the day. Outside these time windows, limit traffic to pedestrian/cycling commuters only.

- Downtown development in terms of residential development. Beautification of downtown. More dedicated bus lanes/stations in suburbs i.e. Stonebridge, Willowgrove, Arbor Creek.
- Encourage density via Transit.
- More in depth analysis of demographic growth patterns e.g. 33rd Street, North Park/City Park - What community consultation has taken place in mature neighbourhoods?
- Support more local businesses in the city
- More long buses and more buses to the North.
- When people buy into my neighbourhood, they view it the way it is. You can't just build "Walmart" overpasses (Clarence over Circle Drive S) and load Clarence, a street designed in 1950, to levels it was not designed for. City projections are usually incorrect - we were told Clarence traffic would ass about 2000 cars/day, instead it added over 12,000 cars/day.
- Good work reducing suburban share of overall population growth from 65% to 50%, but that goal should be closer to 30%. This would be more effective at correcting the current plan of >90% of growth occurring in suburbs.
- The Growth Plan is entirely infrastructure focused. What plans are in place for the growing pains that are going to come in the social services sector?
- I'm not overly sure about the 33rd Street Bridge due to reduce demand. The only way people will stop driving everywhere is if it becomes less convenient. Another bridge will only cause more people to drive (rather than walk, bike, or take transit). I question how this fits into the overall plan of moving people in more sustainable ways.
- You could increase my support of the rapid transit through 22nd street if it was done in conjunction with guaranteed low income housing in that area. If done together this will be a great opportunity for Saskatoon's most vulnerable.
- We need to focus, as a city not just on the transit system. We talk about the growth in the City by about double the current population. We need to think about where these people will live. I think that the city needs to build more living areas in the downtown - condos and such.
- Allow people more ways to walk, bicycle, and bus. Would rather see a foot/bike/BRT bridge instead of a car bridge.
- Ensure that all development is viewed through a heritage lens. Does any proposed development have an impact on our heritage resources.
- I think of using the existing train system going through Saskatoon as an urban train system to move people - bridges and infrastructure are already there!
- BRT looks similar to existing DART. It lacks collection parking lots in suburban areas and then direct travel to downtown. If BRT stops 10 times along the way it will not be rapid transit! Designated lanes are welcomed but if BRT still takes 30-45 minutes to get downtown - who will take it? People will continue to drive cars.
- Identify the areas of the City that will house the highest percentage of our future citizens. Consider the demographics of Saskatoon's future citizens and focus funds and time-lines on their neighbourhoods.

- Removal of rail lines - bypass city core and reroute to city outskirts.
- Rapid transit is essential but it is needed first to have good local service to each secondary hub - within neighbourhood - within industrial areas. Link secondary hubs to main hub.
- Include why some options are off the table e.g. transit other than buses.
- I am not convinced another core area bridge is needed. I am not in support of building city infrastructure for alternative and active transportation. If a bridge is a consideration, how does it consider transit, cycling and pedestrians and existing infrastructure like the Meewasin Trail.
- Bike lanes. 11th Street -> sidewalks on both sides. Car doors smack bikers. Frequency of buses. Buses and big trucks have specific lanes inside because of bikers.
- Old railway track --> bike paths. Better buses on Montgomery. 11th Street is bad for biking - need sidewalks on both sides.
- Park and ride would be much more feasible if surface parking (free) were more restricted. I would only use park and rides if I knew it would be impossible to find parking at my destination or it was significantly cheaper to park and ride (rather than drive and park).
- The plan of a potential bridge in 20 years (maybe) seems pretty irrelevant. We need to be more proactive.
- Add extra lanes to Attridge Drive. Overpass at McCormand Drive to Highway 5.
- The Growth Plan continues to focus on suburban growth. I think more emphasis should be placed on downtown growth. Build condos in towers with extensive parking provided for everyone. Residents of downtown and patrons of the central shopping district.
- More consideration for people who cycle and walk.
- To look at all the Green options as possible.
- Look at as many Green options.
- Clarify, esp. Corridor Growth (sounds more like infill focus, yet reading the descriptor streetscaping is a huge component).
- Keep asking questions of people.
- Greater focus on HUMAN BEINGS, whether they be moving around on foot, bicycle, or using public transit. Removal of the "please-the-vehicles" mindset.
- Wider roads (residential and main)
- Listen to all Saskatoon residents & not just the business community
- Build freeway type bridges on the edge of the city
- I think a look need to be taken at the feasibility of the yet to be constructed new Victoria Street bridge for dedicated transit lanes. This would be less congestion prone than Broadway and has no school zones. Those BRT services along 8th Street would be better served without passing by the bottleneck Broadway and the Broadway bridge will entail.
- Improve overall flow of all traffic

- More emphasis on active transportation - cycling and walking
- While I generally support the promotion of a more active transportation network, I feel like this plan is trying to fit in with a residential development model that inherently doesn't accommodate active transportation very well. If the city if as committed to making active transportation as successful as possible then it should adopt a development model based on active transportation with public transit being the most important. Car based development will always render public transportation as secondary.
- Adopt only best practices for transportation design and include at least 4 modes - ped, cycle, transit, vehicle.
- Building a skytrain system to all major stops with buses at those terminals less buses more effective.
- Include robust and overt Winter City features i.e. ensure year-round use of the public realm (streets and civic spaces); facilitate alternate modes of transportation (walking, cycling); maximize sun exposure and minimize wind; and facilitate maximum snow removal.
- Start with implementing plans..enough talk..time for action.
- A focus on roadways and bridges as cures to traffic congestion is akin to treating the symptom. not the disease. Studies, including Turner and Durantons, have shown that adding roads correlates to an increase in drivers, requiring the addition of more roads. I can understand a focus on roads as it is what the average citizen is concerned with, but that is because we have a faulty paradigm in this city. Placating citizens by building more roads to placate citizens is like giving your children candy to stop them from whining. It is a short term solution to a chronic problem. As cities like Paris, Brussels and Copenhagen have done, we must show some tough love in the immediate future to see return on investments in the decades to follow. Few in this city will take the bus until it is the best possible solution to commuting and as long as the City keeps patching the damn with additional lanes and bridges we will continue along the vector that has led us to this point. The failure to embrace the opportunities of a pedestrian bridge on Victoria breaks my heart. This was an opportunity to put Saskatoon on the same stage as progressive European cities. It is hard to support and believe in a City when they barely listen to a group of students and concerned community members whose tenacity and optimism for the future eclipses that of our officials.
- Provide better non motorized alternative transportation modes.
- Strong focus on transit.
- Stronger regulation on suburban growth and more attention to building density in core.
- More infill, more transit, biking and walking accommodation.
- Get something done. Anything just do something.
- Build the city for people, not vehicles. Gathering spaces, bike-ways, green parks etc.
- Zoning for more high rise buildings.
- Focus on bringing more density into core communities.
- Communication.
- I think the city needs to carefully examine the suitability of the existing infrastructure for all of these plans. In the old neighbourhoods, water and sewer systems are very very old. They need to be replaced ASAP.

The increasing problems associated with water main breaks and the resulting mess made by digging and re digging streets is unacceptable. In the end the patch work of repairs is far more expensive than replacing aging infrastructure.

- Fix the Victoria bridge and build a new North Bridge near Akzo Nobel. Forget about a 33rd street bridge!!!
- Make room on roads for biking and walking.
- Take care to make active transportation (biking and walking) as attractive as possible.
- The 33rd street bridge is unexpected, and brilliant. If BRT is going to be successful, it needs go be frequent, reliable, and go in straight lines. Nothing works against that more than arterials that wind back and forth, and cul-de-sacs and crescents that make it impossible to walk to the nearest frequent-service bus stop in 800m, which seems to be the limit that someone will walk to get to a BRT station (see the Human Transit blog post on the matter). The BRT line ending in University Heights is a perfect example of how this concept has been ignored, and transit goes terribly wrong. How are you supposed to extend BRT beyond the University Heights station when growth happens there? Also, it needs to be kept in mind that if BRT is done properly, it will encourage growth around those stations (especially if they're heated and comfortable). Those stations should be placed, and future stations should be considered to be put in places where very intense development can happen (see an article online about the effect of transitway stations in Ottawa).
- Less artistry, more practicality and reality. Desirable street character? Pull your heads out of your asses!
- There is a need to encourage people walking and people biking.
- More engagement with public. Transit is key.
- Consider more recycle projects. The parking in the core is not user friendly.
- Focus on changing the city's culture on taking the bus, car pooling - like have the citizens consider this as they way of life instead of this idea of individual & car, etc.
- There are many high school students whose bus transit time takes an hour or more from home to school and vice versa. It may be useful to look into ways to reduce this time.
- Density, trends, data? Industrial work - where will this be in 10, 20, 30 years? Focus is on residential growth? Incentives for transit use (card). West, NE, East. Where is plan for North? Bypass hwy?
- When enhancing bus services, consider strongly the service for high school students. For example, a youth on the east side still needs to spend an hour on the bus to get to high school on the same side of town.
- Show where the majority of the growth is going to be. Where are all the people going to be placed.
- Continue with community engagement
- Include other alternative transportation options. Bus plan is good. Include technological advances and opportunities.
- Sitting at tables and discussing with larger groups. Less talking at podium.
- Better and safer bike lanes down major roads like Broadway and College Drive. Having a greener downtown area to reduce CO2 emissions. More routes for the Bus Rapid Transit.

- Transit is very slow. It takes me almost an hour and half just to get to school, but I think having a bus come every two minutes wouldn't be good for the environment.
- More action to increase and encourage active transportation.
- Especially about BRT, think about students. We need routes not only going downtown or to the university but to schools or different areas of the city.
- You could consider having more bus routes in the suburban neighbourhoods. I live out in one and I really only have one option that is convenient to me. There are some routes that come into my neighbourhood but they don't come out to a point that I feel they could.
- There should be more transit on Taylor Street because there isn't a bus that goes all the way down to the exhibition grounds.
- Attain sustainable provincial funding in terms of transit. Focus on focusing on transit and sustainable travel. Look into ways we can lower the price of public transit. Instead of adding more transit systems, improve the current ones.
- Involve cyclists - BRT taking away lanes, any lanes for cyclists? Or bike-only lanes (smaller)?
- Making plans for eventual LRT.
- I think we need to keep our history in this great city. We need to add new things but we also need to work on old things that have been in this city for well forever. We can't just forget about those things and leave them to rot and fall. We need to remember to not get to far ahead of ourselves.
- Make the transit plans more reliable. Growth in core neighbourhoods.
- Redevelopment and infill along our major corridors - especially Idylwyld. Widening Idylwyld would be nice. Not sure if it's in the plans but it could help alleviate traffic congestion and remove some of the unfavourable housing.

RAW COMMENTS: LONG-TERM DIRECTIONS

Are there other comments you would like to make?

- I agree with the improvements for transit but I also would like the city to be more bicycle friendly since many people would rather bike than ride buses. Also I am concerned whether the new changes will be pedestrian friendly. More local grocery stores that are within walking distance to downtown would be helpful. People are complaining about high traffic congestion so more bridges should be a high priority. I highly agree with the infill along our major corridors, like 22nd.
- I'm really happy to see the city thinking ahead and especially with a sustainable, reduced traffic (carbon-burning) perspective. Good to see "upstream" thinking. I just asked a question about cycling lanes and was told it would be address in the Active Transportation Group - perhaps those areas of study could be folded together? (Core bridges-transit-corridors-active transportation. It is being answered, but I would hope the departments are cooperating as early as possible. Contrary to the speakers thought that it is important to do something, lest we plan too long and do nothing, I would suggest it is in fact much more important to do something right the first time. If it takes a year or two longer to synthesize the different aspects of the Growth Plan, then wait.
- The planning process is absolutely essential so that we are not knee jerk responding to situations in the future. Creative planning is of the utmost importance, using the best and most innovative practices from desirable cities. Urban pedestrian areas, buses, etc.
- Connect green spaces to riverbank areas (now a long and narrow strip - could be enhanced).
- We must discover why the pavement on the roads are failing. Why build new ones if we can't figure out the failure rate on the ones that exist.
- Make use of Rapid Transit System in the Circle Drive pattern. The idea of a "pie shaped" idea to move traffic more efficiently and use drop off centres at the malls.
- Don't raise taxes to implement these plans.
- I personally don't like the 33rd Street bridge crossing and hope it isn't needed. It seems like a lot of money for minimal solution. I foresee the Idylwyld 33rd intersection getting worse. You can't turn left from Warman Road to 33rd so more traffic will end up going through the neighbourhood. The city just spent time removing lanes on 33rd from Warmen to Spandina and not they want to talk increasing traffic. Not to mention there's only one lane to cross Warmen Road if travelling from Idylwyld to Spadina. Many Saskatonians enjoy relaxing at the weir and my concern is that a bridge would ruin this space/experience. As a resident of North Park I can't see this changing my travel routes.
- With having a winter environment, I feel all bus stops (outside a certain spacing i.e. every 2 blocks or such) should have shelters. Not all need to be heater, but I feel it is important to provide protection from the elements.
- Offering the session at the U of S is a great idea!
- A successful and efficient BRT system is absolutely a must have if Saskatoon wished to continue being an attractive city for investment and growth. The plan should be implemented as quickly as possible.
- Concern on the connection between cw/cp rail and the rapid transit corridors.
- Grade separation for all traffic on these lines should occur immediately as a priority one.

- Bus service to City's North west areas must be addressed/improved.
- Not too sure of the weight of this plan in making the necessary change. On one hand, It can't be so inflexible as to be a weight on future generations if circumstances change. On the other, it needs to push things forward and not simply be ignored when there is political push back from various group.
- The roads linking the abandoned Victoria Street Bridge are low and med priority. This is a political issue but we have to carry the cost of construction and 100 year maintenance on a structure for sentimental purposes. City should abandon procurement of that bridge. It would cost less in the long run.
- How do we keep maintenance on-going over the years?
- For a fraction of the cost of any major infrastructure project, an entire bike lane network could be developed. Please move forward in the next 5 years. Calgary went from being one of the worst bike cities to one of the best in under 7 years.
- Enhancing core growth/density requires building up - 20 stories and as well as providing necessary amenities to encourage living/working/playing in downtown.
- BRT to exhibition/special event locations.
- <2 years implement 5 park & Ride.
- BRT to new areas < 5 years.
- Dedicated Bus lanes < 2 years.
- Missing service along 33rd.
- Saskatoon could use a bigger transit system if we grow more than 1/2 a million; free wifi on buses; make a reserved bike lane for bikes.
- It is important that business taxes be raised at least somewhat to pay for this, not just property tax increases. It's only fair that business should also pay their fair share. Other forms of taxes like gas tax would also be important so that the cost is being shared and that single occupancy vehicles are discouraged.
- Escalate the need for 33rd Street river crossing.
- Need to bring more people to the core to maintain downtown's vibrancy.
- If you mention a bridge, I think you need to alleviate stress by giving us more details. If you open that can of worms I want to know what is the potential impact for my house. I live right at Spadina and 33rd Street. Any thought towards having transit go in a spiral route around the City?
- Stop subsidizing car use.
- What input did elected officials have in these design plans?
- Redirect traffic flow to newly built freeways through the city.
- The presentation was well organized and I enjoyed it!
- I would like to see consideration for the urban centers of Martensville and Warman as bedroom communities, feeding Saskatoon employment base. Transit/BRT/Transportation Corridors, this should

expand outside Saskatoon's boards and be incorporated into the overall growth plan.

- Attracting business here is fundamental to implement any of these plans.
- Where's the cost benefit analysis of options and alignment with population needs?
- Add E. Train.
- There is no separate choice for BRT on University (no support) and 33rd Street Bridge (Strong Support). You have lumped it together so one can't choose properly.
- LRT System
- For all proposals, have clear goals for improved transportation based on best practices for urban planning and growth, that will apply 20 years in the future.
- I have concerns about the infill and redevelopment process. It seems likely to me that this will result in the gentrification of these neighbourhoods, meaning the development would harm those who most need/deserve help and community-delivered assistance. What plans have been made so that these people are not displaced?
- The dedicated bus lanes and stations graphic on the bottom of page 8 is great! Having rapid transit spanning the entire city would go a long way in planning for the future. This graphic looks almost like that of a large city and is crucial for starting and maintaining sustainable movement for people.
- I am opposed to the extension of 33rd Street bridge. I recently purchased a home and paid a premium price to live in a quiet character neighbourhood. Having 4 lanes of traffic this close would de-value our homes and bring more traffic and noise than we have already. Please find an alternative way to grow.
- Can dedicated bus lanes be added in Nutana?
- 33rd Street crossing should be finished in 10 years.
- Please consider using funding for the Traffic bridge for the bridge at 33rd - Having a ped bridge at Victoria could open many doors - healthy lifestyles, tourism, marathons, etc.
- Must be mindful of retail corridors downtown. Owners and more important potential developers will not appreciate bus noise and patrons detracting from storefront appeal.
- Transit talks increased frequency but trip times are more important. Park and ride lots will get people onto buses if it doesn't take 30 minutes more to get downtown. In order to get higher usage of transit, reduce time to get downtown. More stops result in longer trip times and people don't want to take 45 from home to get to downtown.
- The 33rd Street river crossing is an excellent idea. However if implemented it should include on and off access ramps directly from the university.
- I'm very encouraged by the idea of Park and Ride for Martensville and Warman. I wonder why it has not been proposed for other areas (even in the city).
- Is there planning to expand another or new hospital to compete with the load on RUH? A hospital with more staff, doctors and nurses alike, which would be able share half the load or emergencies and child births with RUH? The University hospital is already over worked with the population we are sitting at presently at. As well most hospital staff don't have parking anywhere close to the university due to the cost and lack of spaces. So a rapid bus system direct to the university is a great idea. But we mustn't

forget about our health care facilities.

- Make bicycle commutes safe and attractive to all ages. I bike year around and pay taxes and do not get support to my life style choice but motorists friends get subsidies for their choices to drive to amenities.
- I would to see public transportation included as the first priority rather than the third. I would also like to see active transportation included as a priority. Saskatoon is incredibly well positions, with a network of paths and minor corridors already in existence, especially along the river, to be a paradise for cyclist commuters. This should be a priority!
- Learn from other contemporary/cohort communities, apply the principles learned there and avoid the problems due to the planning decisions of the 50s - 90's.
- Proposal show some understanding of the need for public transit but it still seems to be as a poor relation to the automobile and one driver.
- Urban Systems offers education and promotion of sustainable choices. Urban Systems offers hope to Saskatoon's citizens. Hopefully, Council will support the Growth Plan. THANK YOU.
- Not only is pollution and issue but the amount of water we waste is on the up. With the population of the world growing exponentially we are at a risk of using between 70%- 90% of our water run off by 2025. We need to make Saskatoon a city that is sustainable and can live within our natural resources that we are depleting so rapidly. How will we function with no fossil fuels, no coal and no water??? We need to invest in solar power and wind power. Look for ways to save on water as the majority we waste as its used for showering and flushing toilets.
- Under no circumstances should there be surface intersections on high speed corridors like Circle Drive, College Drive East of McKercher, Idylwyld North of 51st, 22nd West of Diefenbaker, anywhere on hwy 11 or 16 particularly Marquis drive, and the proposed crossing on College Drive east of McOrmond, to name a few. Anything less than an interchange for these would be creating significant safety hazards. Saskatoon is backward in this area and could take some lessons from Calgary. No development along these routes unless the interchange is there first just like what happened for the Stonebridge Walmart.
- I actually would like a wage freeze for Councillors. It sucks when they get raises and those of us in the work force who are doing the best we can don't get any due to the economy. My company doesn't even do COL raises.
- We have enough motorway bridges already. We need bridges which allow for bikes and pedestrians only. We have none now. The train bridge is not a cycling bridge because of the difficult access, especially with bike trailers, etc.
- I would like to see more emphasis not just on zoning to allow mixed use, but encouraging mixed use. Commercial/retail at ground level like Broadway Avenue, with office & residential above. Not just 22nd & 8th Street. This would also be suited to Central Avenue. Encouraging development that is attractive to pedestrians, designed for public transit and easy and safe for riding bikes. Cars will still come regardless. You cannot ""balance"" the needs of all users by continuing to favour automobiles. Cars have had virtually complete priority for decades. One cannot balance a scale that is already leaning completely one way by adding equal amounts to each side of the scale. It will forever be unbalanced.
- The city is still bending over backward for developers who create overpriced housing developments with little green space, REALLY poor storm water management (then homeowners are slammed by flooding), and taxpayers are on the hook for all the infrastructure. No wonder the city's tax rates on property are ridiculously high.

- Plan BEFORE monies are spent that will later be viewed as money poorly spent due to poor planning.
- Plan ahead... Lenore drive bridge may be another river crossing that needs to be looked at in the future. Plan for this on the east side of river before north Silversprings is all developed! Also the North commuter parkway will be a perfect name for the bridge on Marquis drive if they plan on having the same number of stop light as Circle Drive North.
- Currently bus transit needs express bus routing from park and ride locations such as: Market Mall, Lawson Mall, Wall Mart @ Stone Bridge and Confederation.
- I would like to see mini of leash areas in neighborhood parks that are within a “normal park” that children can play ball with their dogs or where small breed dogs can run of leash in a low height fenced safe area in a normal park. The current off leash areas are not friendly for people who work shift work (no lites) no walk path that is maintained for wheelchair people or those with mobility issues.
- The options are limited if we don't have another bridge.
- Please change the workers at your main office as they are very rude. Also if they have too much work between callings and helping clients then assign more workers in this office. Big line ups to buy bus passes plus clients need to wait until they stop talking on the phone it does not give a good message to either client. Bye.
- Homeowners are already paying to much in taxes and how are we going to pay for all of this without taxing people to the point of bankruptcy??
- Please consider the environment, pedestrians and other alternatives of transportation.
- Attridge Drive would need to be updated with more lanes to accommodate the introduced traffic from a 33rd Street bridge. But I like the idea of the bridge. A roundabout at the intersection of Preston and Attridge would probably help keep traffic moving better at that intersection than a light.
- I don't understand how the pedestrian and coffee shop culture proposed along 22nd and 8th Street will evolve. How is downtown revitalization integrated into this plan? Downtown feels sketchy, dangerous and dirty these days. I wouldn't let my children go there on their own, yet we regularly visit developing countries and let our pre-teen travel with others his age. Why do we have this discrepancy in autonomy? Downtown Saskatoon is undesirable!
- With all of the new areas in the North End Hampton Village only has 2 real main exits, there is already a line up passed Leons at 5:00 to get in and out of Hampton and it's only going to get worse. Airport drive and the intersection at Claypool is insufficient.
- Don't think it will do any good you guys are making city grow to fast and pretty soon were going to pay for it hard in my opinion i think out mayer doesn't care cause he will be done soon and hes not living poor or average.
- I do not want a bridge at 33rd Street street, it makes no sense to increase the traffic along a corridor with two elementary schools nearby and neighbourhods with growing families. Focus on the North bridge and get the Yellow head traffic out and around the city, as they are only passing through and then local traffic can use circle for the North end. The transit needs to be improved to encourage ridership and less personal vehicle traffic. I want to see the city take as much care about core neighbourhods and safety for our children and elderly as other area of the city are given. We would never consider putting a bridge through other ares, and so close to elementary schools, we need to respect its not ok through our neighbourhods for the same reasons. Getting someone a few minutes quicker to wherever they are going by cutting through our neighbourhod is not fair to our neighbourhods. There are better ways

to go about managing traffic, by alternative transport options and a North bridge, that routes around the city and opening up circle for local traffic. Safety is number one, and one child lost is one too many. Help us to make our neighbourhoods safer not more dangerous for our children and elderly.

- I would like to see the buses run more frequently like every 10 to 15 minutes. I think that buses should receive more subsidy so it is so economical for people to take the bus that driving doesn't make any sense!!
- As long as these new developments include an improvement to road conditions in these corridors, as well as a synchronization of lights to improve traffic flow on and around these corridors, this will be a good plan. Even outside of these major corridors, improving traffic flow by evaluating light patterns would be important. A city of 500,000 cannot operate when simply driving through major areas is impeded by nonsensical traffic patterns.
- The city is growing and needs to move forward. Planning now will save headaches later. Having a plan ready to implement is the only way to run a business such as the city is.
- The Victoria Bridge is not in the illustrations, or mentioned in these plans... This is disturbing. Why is this river-crossing being ignored? The City has promised this bridge, are they backing out of that promise and not telling us??? Boo. And what about establishing bike lanes and the Meewasin trails? Buses are important, but so are these alternative modes of transportation in a growing City with environmentally conscious citizens. Boo. Even Calgary has excellent bike & walkability for it's people.
- More money for pot holes !!!!
- The design of these communications needs to improve. As a professional graphic designer and communicator I can't believe anyone would expect the citizens of Saskatoon to take these communications seriously. By improved design I'm really referring to improved clarity, effectiveness, communication, readability, aesthetics, and so on. I would assume the City of Saskatoon would prefer to come across as a professional authority rather than amateur.
- Corridor development, and the associated zoning changes, are a perfect opportunity to combat gentrification by requiring affordable housing to be provided in new developments along major corridors.
- Most of my comments support my 'strong support' so I didn't like that the text boxes only asked for 'low' or 'no' support explanations. I think you should hear from those of us who are tremendously excited about this plan! I think the City has done its homework and this project seems to be excellently managed. In fact can we do this all tomorrow and not 30-50 years from now?!?!?
- Genuine cycling corridors must be included in the growth report. The half-measure solutions currently implemented in the city are entirely inadequate. For instance, running a dedicated cycling lane through the bus mall is ridiculous.
- Again we need money spent on our roads, snow removal faster and more efficient and also pot holes need to be fixed or we need a better solution on why we get the potholes in the first place we need a new system to decrease how bad the roads are.
- Bike lanes or better routes East and west are required. If Saskatoon can build enough alternate practical means of transportation it can save money on roadwork as people park their cars more often.
- From what has happened with planing and management in the City of Saskatoon, we need from top down, better people to run this city.
- Traffic bridge should be limited car access and ensure pedestrian/bike access.

- See above - wondering what the plan is for semi's and northbound traffic coming from Airport/West to get out to Costco and/or the lake.
- When you spend public funds make sure it is a long term investment instead of a whim, like you are doing now.
- Our city is growing rapidly. We need to keep up. Even if we build a few toll bridges to help pay!
- Immediately scrap the rebuild of Victoria Street bridge.
- We should have the old traffic bridge replaced with another one. Long-term, this would mean a lot fewer traffic headaches for future necessary bridge repairs (even including having the proposed 33rd Street bridge).
- Close down the stupid exit lane you haphazardly threw up from Circle Drive south to 22nd Street East. The one that passes by the Tim Horton's (Fairmont Drive). That should be closed totally and make the drivers go up to Diefenbaker to turn right onto 22nd.
- i love the idea of making public transit a priority along with reworking major corridors to support pedestrian and bicycle traffic! Let's make a beautiful accessible city!
- I am excited that the city is looking to plan ahead but when you are struggling with the upkeep of the current infrastructure it is hard to agree with future plans.
- In all of the discussion in the media, etc, I have not heard any comments about improving our current traffic signals. We do not have enough advanced left-turn signals; those we have, activate erratically. For example: 20th Street - Spadina to it's end at Circle West - to my knowledge there is ONE location with a left turn arrow (idylwyld); Preston south-bound at Taylor - no arrow - no designated turning bay - this is a nightmare, and it is typical of intersections throughout the city.
- Suburban homes require more roads, utilities (with ongoing maintenance). Their property tax should reflect the burden they are placing on our community when they choose to live in sprawling neighborhoods.
- Making commuting by bicycle easier more people with ride, regardless of weather. Streets that aren't swept so the cycling lane is loose gravel on pavement is not acceptable.
- Thinking and concept development of transit development needs to be grounded in revised conceptual thinking...a different paradigm! What I see in you plan drafting is a model that attempts to "enhance" current transit rather than "change" it.
- Instead of worrying about growth we first need to worry about what we have. We have so many traffic flow problems as it is right now, a crappy transit system, roads that are always falling apart, little to know snow removal in residential areas where we do the most driving. The problems will not fix themselves, and will only get worse as we expand. Please shift your focus to making what we already have as efficient as possible, then worry about growing. This city is becoming a joke! I would be willing to pay more taxes just so that you can figure this out.
- City needs to figure out how to move traffic from one side of the city to the other. Try driving in rush hour!! Its not easy in Saskatoon. First start with Victoria St Bridge then move onwards. Finish what was started.
- The mayor and the councilman need to stop playing around and look after the transit employees there the people that make the transit system work.

- I strongly voice my opinion that there is NO need for either a 24th Street nor a 33rd Street bridge.
- Borrow by issuing 30 year notes at record low interest rates... Worry less about the AAA credit rating and be aggressive... Parking downtown would be addressed with a proper transit system... Buses don't cut it..
- Some bus drivers struggle to stay in their own lane so if bus lanes are added please make them some what wider then normal to protect the safety of other drivers.
- Is no. Discussing fixing transit or be you need to settle your labor problem show can you hire mechanics when you're paying low wages how can you get decent drivers when garbage truck drivers get paid more
- Do not make good inner city neighbourhoods pay for lack of traffic movement. Think about moving people around where they need to go (North end) with efficiency and ease (and warmth in winter). Allow people to get out of Evergreen and Willowgrove by getting the Northern bridge done.
- I would like to see continuing progress in better accessibility to bike lanes around our city.
- Lenore to Central could use a river crossing. The North Commuter Bridge is too far north to be a viable option to a lot of the residents of Silverspring, Southerland, Forest Grove, Silverwood, etc.
- Please don't wait until the Active Transportation Plan is done before considering bike lanes on any roads/bridges you'll be changing/constructing. Separating this form of transportation goes against your value of encouraging active transportation. And, it will cost more to fix the oversight later!
- Please learn from other cities that have done this already. We do not need to make their mistakes. Please think about the future, increasing energy costs, climate change, and reduction in emissions by encouraging public and bicycle transport.
- BIKE LANES. Victoria bridge should be pedestrian and bike. That would be GREAT!
- Fix the roads we have before you blow millions on a bridge that will ruin the calmness along the river in the north.
- You need to make your city accessible to the walking public. No one can take transit if they are mobility assisted with the state of the roads/sidewalks.
- The plan had not addressed the fact that we still have trains moving through our city inconveniencing drivers, buses, pedestrians, ambulances, etc. I understand that this could cost a lot of money to fix, building a bridge over or digging a trench under. But Saskatoon has avoided the problem on the west side long enough. A city with a half a million people and we still have trains stopping traffic for 10 minutes. How would any of your plans work when go old CP Rail drives through and destroys travel times around the city. Oh wait, only the west side of the city.
- City should consider light rail or tram system; much more appealing than buses.
- I feel as though residents who are actually affected haven't been made aware of this. I don't listen to the radio and as a result I'm just finding out. This is such an inappropriate place for a high traffic bridge.
- Moved to Saskatoon because it was a nice-sized city. Not sure if I will stay in a 500,000 sized city. It already seems to have too many traffic problems and I'm not confident any solutions will make half a million easier in terms of traffic than 250,000.

- I strongly expect that this plan for all its fine ideals will be watered down until we end up with a mess. Let's hear the mayor and councillors publicly declare that there are way too many cars on the streets of Saskatoon already and that we should stop subsidizing private car use by building more roads and bridges. Ain't going to happen in a city that is addicted to cars and has a very strong pro-car lobby in the form of the entire car industry.
- Consult with people from cities that had a similar path to Saskatoon (Mexico city, as unlikely as it sounds, was much like Saskatoon 70 years ago and poor planning has made it hellish to get around).
- Is the CPR track moving or staying? If the CPR goes else where...then use the existing bridge and embankment for a light rail transit link. Decrease dependency on automobiles not cater to it!
- Having frequent, consistent bus service is much more important than mobile apps and a "Where's my bus?" page. If I think I'm about to miss my bus I'm not going to stop to look at a web page, particularly if missing it means a 30 or 60-minute wait, and the occasional 90-minute wait in bad weather. Canceled and reduced service, buses that are an hour late, buses that stop running at 7 or 9 in the evening, are not acceptable. Get reliable and frequent service started now or the rest of this will never matter.
- I think the Traffic flow and Lights need some learning and schooling... Winnipeg and Vegas are huge cities and there is NO issues like our traffic jams downtown at 5 pm... and in the morning... It needs to flow better. Also Bike lanes take away from traffic flow.... That is something that needs to be considered.. Do Not waste Money and raise Taxes in order to do a Study or survey!!! Cramming the people in residential areas, where there are now 4 cars per house/legal suites, etc. So now you have 3 times the cars and two exits out of areas like Stonebridge. That is poorly thought out!! Just saying.
- The 33rd Street bridge is a great idea.
- Get on with a plan. No more studies.
- Strategic placement of walls needed on 22nd to block poor visual of derelict housing.
- The more bridges the easier the flow of traffic..With fewer potential delays...This city is very unlikely to decrease in size in future.
- Separate bike lanes and bike lights need to be included in this plan. More cyclists reduces motorized traffic congestion and adds to the picturesque and Eco savvy nature of our city.
- I hear that the mayor of the counselors don't have a vision for Saskatoon. It is time for new people they've shown this with how they handle the transit Fiasco now they're trying to cover the Ass if they really cared about making transit better they deal with the contract and give those bus drivers deal like they did fire & fix your labor problems and then discuss fixing it the rest of the problems.
- It would be great if the city departments would communicate a bit more. One example I come back to is the planning department planned and executed a streetscape on 3rd ave, and about a year later, were ripping it up because the pipes needed fixing. I find the new developments are again a breakdown in communication. Either the planning department grossly underestimates the growth of those new communities, or simply doesn't consider the flow of infrastructure when building those new areas. It seems that the city is just throwing ideas out there and whatever ones are popular, that's what we'll go with, no matter what it does to the growth of the city.
- There seems to be little focus on flowing traffic. Removing traffic corridors and installing stop or yield signs every four blocks is not accommodating the increased traffic.
- I would really like to see transit changes implemented ASAP for the west end. There needs to be a route

that goes from Confederation Mall to downtown and the university that only stops at those locations, not every stop in between. Also have frequent feeder buses from the nearby areas to get passengers to the Confederation Mall to take the direct bus that stops at downtown/U of S only.

- I moved to Saskatoon 15 years ago after growing up in large US cities -- at the time I felt we were Canada's best kept secrets. Aside from the weather, we had all the greatest things -- no traffic, so much green space, a great trail network, gorgeous heritage neighbourhoods, modest-sized houses and down to earth citizens. Over the last 7 years I've watched that all start to erode... the city now seems obsessed with more, bigger, faster, now. Old homes in my neighbourhood are torn down on a weekly basis, replaced with giant, ugly boxes that virtually fill every inch of their lot. The downtown is almost unbikeable, due to traffic and parking concerns that trump bikes and pedestrian traffic every time. So much money spent on roads and bridges and building suburbs as we slowly lose all that was wonderful about living here. Planning seems haphazard and short sighted. A prime example being the McOrmand/ College intersection by Willowgrove. That whole area is incredibly dangerous as people move to the left lane of College miles before the turn and then drive well under the speed limit. The amount of traffic being carried there is already substantial, and more neighbourhoods are being built...I see there is now a plan for an interchange, and it is mind-boggling that this wasn't part of the planning up front. The city seems to be playing catch up constantly due to poor planning, and this is just one example.
- The city initiatives are good, however the key concept here is to put further development into future areas, and build industrial areas, with sustainable or expandable infrastructure, Saskatoon is stuck in the past and being the city of bridges doesn't help most people who traverse them everyday for work, it is a huge bottleneck, instead of dealing with a south bridge should expand and make a actual perimeter road.
- Increasing use of public transport is pretty easy: make the bus much cheaper than driving+parking, more regular services, "fast" busses that will not stop on intermediate bus-stops (Non-stop city to U of S, stop only in suburbs, then non-stop to U of S). Much cheaper and probably more efficient.
- I would like to see city representatives making an effort to explain to the residences of City Park and North Park how building this bridge at 33rd Street will improve the core traffic conditions expected in the future of this city.
- The plan needs a 360 degree consideration of factors and needs they will generate. The population will be far more diverse, with a dramatic increase in the number of older adults.
- As a Mayfair resident, I have concerns about the location. We already have a long-standing problem with traffic cutting through our neighbourhood, I also have concerns about what this may do to our 33rd street business district. 33rd street has almost everything I need and I am able to WALK from home. My hope would be that the BRT plans work so the bridge would not be needed.
- Try to save some our history and historical buildings so that we don't just become another suburban sprawl with no distinction and no uniqueness.
- Someone needs to take a long look at the timing of the traffic lights in this city. i drive for a living and could make a 2 hour long video filled with major streets where you drive from one red light to another. How is that helping traffic flow??
- It's time for a change our mayor and council mins should call election after that transit Fiasco they don't want to compare them self the other cities but yet they are and why don't them bus drivers have a contract yet does a mayor have a vendetta.
- Try focusing on maintenance of current infrastructure and safety of your citizens. Quit trying to push

personal ideals on the general population. Not everyone is going to walk bike or bus downtown. Its frustrating to see a city who wants to be bigger than it is planning projects that are fiscally irresponsible. If the city could manage to maintain its budget for a few years without raising the mill rate or reassessing every property within its limits, then I might see considering some of these projects.

- I think the city really needs to seriously commit to an effective and attractive mass transit system, instead of taking half-measures and seemingly constantly changing things up.
- I suspect that, no matter what is said in these surveys, the city will do what ever the consultants tell them to do. I do think that the “activist” types have too much influence on the city council when making these types of decisions.
- A safe bike lane on the University Bridge is long overdue.
- It is good that this city is moving ahead and planning for future growth. If a 33rd street bridge is decided on, expansion of 33rd from Spadina to 3rd Avenue would probably be necessary. Perhaps a redesigned interchange at 33rd and 3rd to mitigate delays from rail traffic as well.
- Please do not waste my tax dollars on this venture!
- Let’s keep Saskatoon’s infrastructure expanding to meet the needs of our expanding population!
- These changes are 5 yrs to late. Stop building stupid stuff like a new mendle when the old one is great. I never voted for our current mayor. Fix the pothole right the first time and start clearing snow off the roads already!
- I would like to see the exit on Victor Road from Stonebridge to highway 11 include an exit to head south.
- I hate the idea of urban sprawl where the only objective is growth. I would really like to know where these other 200,000 people are going to come from, and how that’s beneficial to the average citizen of Saskatoon.
- We desperately need a perimeter road/freeway similar to Anthony Henday in Edmonton or stony trail in Calgary.
- I don’t understand building a new traffic bridge and a new north bridge to alleviate traffic and then impede traffic on College.
- 33rd Street is too narrow from Warmen Road to the river as the city just narrowed it.
- There has to be a real effort to incorporate dedicated bike lanes throughout the city. This will be a defining feature of cites that are deemed livable and people-friendly in the next 10 - 20 years.
- Streetcar from 33rd in the Confederation neighborhood all the way to 115th in the east. Would be an excellent of a core part of transit. Maybe one more east-west core line further south, and a few dedicated major north-south LRT/tram/streetcar routes, filled in by buses in between. A single bus mall is a terrible design vs mini-hubs and a few options to get between them. To have to go downtown to get anywhere is inconvenient. Transit has to be more convenient than driving to really get the growth you want. That said, you could start by running it later on (at least) Friday and Saturday nights (until 2 or 3 am, for example). Once people have that extra option for when they are going for entertainment, it starts to slip into the consciousness (that said it would have to run more often than every hour during those times). A simple place to start, too, might be to actually have a hub and spoke style of transit(with the current bus mall being the centre), and buses travelling around circle, then meeting other buses on various straight routes through the city in varying directional lines. Should be cheaper to implement

than a gigantic amount of infrastructure.

- We really need a bridge at 33rd Street.
- Yes, have less wait time, benches at all stops, more buses, better accommodating bus routes, more bus routes.
- Make sure peoples ideas are looked at not just some engineers idea.
- Walkable design and biking infrastructure is also lacking in this city.
- None of this will happen--aside, of course, from probably billions of dollars in roads! Roads! ROADS! Unless our Council actually starts USING Transit themselves instead of taking a “****” going good for me, man” stance on it.
- I’d like to know what happened to the proposal for the white water park, electricity generation station and pedestrian bridge at the weir. I think it’s a great idea.
- 33rd Street cannot handle the increased flow of traffic. This will increase speed, congestions on all traffic lights and intersections with Warman Road and Idylwyld, move.
- BRT needs to be implemented as quickly as possible.
- Build the north bridge and get semis out of the city.
- Combining the 33rd Street River Crossing with the Bus Lanes on the University Bridge is unfair. You are forcing people who strongly want a bike lane to vote for the building of the bridge and for people who strongly disagree with the building of the bridge to vote against the bike lanes.
- Infusing commercial areas with housing would be ideal; this would help to create a city where one could walk or cycle to pick up groceries, opposed to driving for every commodity. Transit is a major issue for me. I’ve used the transit system for the past right years, accessing it through UPass. Over the past year there has been significant growth in University Heights, and the transit system has failed to provide services to many students leaving campus due to overcrowding on the buses. There needs to be increased transit services during peak hours (ie. 8:00-9:00 and 16:00-18:00). Seasonal options should also be considered; increasing transit options (frequency, size of bus, length of routes) in the winter from the current numbers and then adjusting for the summer.
- I’d like to see a bicycle/pedestrian suspension bridge with its center pier on the sandbar, which should be forested.
- I am pleased to see dedicated bike lanes on the rendering of the bridge on the last page of the document. But even with that, the 33rd Street bridge is a BAD idea period. What should be done is continue to enhance the train bridge pedestrian and cyclist crossing. It could be a simple as widening the existing platform by 1 additional board and make the two way crossing much easier. Also your rendering shows lights that don’t comply with the cities dark sky policies.
- Be proactive and build now for the future. Cheaper to build a 4 lane one way bridge now then an additional bridge in the future.
- Need to make bus use free of charge. We don’t charge tolls for cars to use our civic roads so we also should not charge for use of civic buses. That would help encourage more people to take the bus. Also there needs to be a bus every 8 minutes during peak hours. Also need to focus on establishing more naturalized parks within the city where residents can experience a quiet area and escape the noise of

traffic. I would prefer that we do NOT encourage an increase in population within tax incentives. I prefer a smaller population for our city.

- Keep the downtown traffic downtown- 25th, Broadway and Victoria are excellent options
- Get rid of Don.
- Sound attenuation walls do not stop the sound, only transfer it. This is part of the reason traffic noise is so much worse in our area. We had the opportunity to ask Ilene Busch-Vishniac about this as she is an expert on sound attenuation walls and she confirmed this for us.
- The city needs to commit to a public & active transportation strategy or stay with its business as usual approach. But the say one thing and do the other is lousy public policy.
- I'm really looking forward to the transit improvements.
- More overpasses at busy intersections -- i.e. Boychuck/hgh 16, High 5 McCormand ... improve city entrance from Highway 7 and 14... A complete engineering failure.
- Please remember that we have a gorgeous natural riverbank. It is turning into a land of concrete and fair rides with the huge eye sore of a ferris wheel pretty much sitting right on the roadway. Nature within a city is a gorgeous thing. Please always keep that in mind (and keep the carnival rides set back a bit from the roadway. Only a matter of time before someone throws something from the ride and injures someone).
- I think that we have to keep our bridge per capita ratio at the same levels as other cities with bisecting rivers. There is no need for us to have a higher bridges per capita ratio than Edmonton for example.
- We need to make efforts in our "inner city" in Riversdale and Caswell Hill - where we are seeing urban growth and renewal. Develop the center to prevent urban sprawl.
- I am seriously concerned that while the city has been holding consultation meetings, there has been little to poor turnout and the city is basing its decisions on the input of only a few. I appreciate that decisions are made by those who show-up/get involved but something as important as this issue should cause the city to be more aggressive in seeking input.
- Reduce cost to ride the bus. This naturally promotes ridership. Between high cost and poor route connections, taking the bus is less than idea.
- More bike paths.
- I would support a plan with dedicated bus, bike and pedestrian development and no increase in private vehicle access.
- You need to begin plans for underground metro system.
- I feel as though this is a band aid for poor area planning - I feel as though we need to focus on having the population focus on living near their places of employment instead of in newer areas like Rosewood, Evergreen, etc that require them to use a bridge to get across a river to get to work. I think that city planning area, councilors, the major, and senior administration should be setting the example for the population by moving closer to their work and utilizing such things as bikes, car pooling, or transit to get to and from work. I think this is a very reactive band aid approach instead of a proactive one.
- Overall, what's missing is bike lane development as well as pedestrian only areas. I like the potential to

convert bus lanes into LRT. We should look at examples from other cities like Vancouver, Amsterdam or Copenhagen on how to improve transit and bike lanes.

- Would like to see bus stops near nursing homes, for those that work and come to visit family. Also would like to see earlier bus's on Sunday and for them to run longer.
- I would like to see a larger grocery store for Mayfair and surround areas. More things done to improve the north downtown so it can get rid of the "ghetto" stigma that surrounds Idylwyld and 33rd.
- I strongly feel that the City is not showing respect or consideration for residents in the neighbourhoods directly north or south of 33rd Street West with its 33rd Street crossing proposal.
- I think the city planners need to take into consideration that we already have more bridges than Calgary and Edmonton. A bridge at the 33rd location is a terrible idea and the people who live surrounding this area should be outraged. Not one person in the area has bought a house to see their property value decrease and to have an eye sore sitting outside that would completely take away from the historic look of the train bridge. This is Saskatoon once again not taking a look at the actual major issues and just making frivolous plans that impact all tax paying citizens.
- I very much appreciate that the city is now asking for public input (I am very sorry that this has not been the case in the past).
- No special lanes but accommodated as is.
- We need to look forward.
- Something must be done about the congestion from Idylwyld east to the bridge.. Circle Drive is a misnomer for that stretch... Maybe Snail Crawl would be more appropriate. Coming off Idylwyld to go east on Snail Crawl is a painful and frustrating experience. Calling that surface street with traffic lights part of Circle Drive is a joke!
- Improving transit in Saskatoon should be made a major priority and should be put into place as soon as possible. There are many students and passengers moving toward other transportation options due to the current system's shortcomings, losing \$ for the city and having environmental impacts as well.
- Please, please, please clean up Idylwyld North. It is an eye sore and an embarrassing way to introduce the world to our city. It should be entirely commercial and remove those decrepit, unlivable homes and put in some viable businesses or some nice high density high rises and shops. Can we also add on road improvements to the agenda? The quality of the streets and sidewalks in Saskatoon are deplorable. Thanks!
- Fire all current city planners! If the city keeps going in this current direction I will more than likely move away. All this dumb art is killing the city and preventing it from growing properly.
- It is my opinion that there should not be a vehicle bridge built on 33rd street, and this opinion is shared by many others. The repercussions all the way up this corridor would be phenomenal and not in favor of producing inclusive, safe passageways for all members of the city. If this plan does move forward, be sure to include solid plans for the safety of pedestrians to cross this street, as it is already dangerous and would be more so with increased traffic volume. Also, be prepared to provide safe passage way along this corridor for bike commuters, as it is already a precarious path to take, especially at the intersection crossing Idylwyld, and would also be made more dangerous with the proposed change. This street is ill-suited to be a main thoroughfare, with it's offset side streets and narrow lanes. Traffic speed is already an issue here which would be aggravated with this plan, so speed control measures would need to be considered all the way up and down the whole street, including the school zones and the

stretches in between. There will also need to be measures put in place to ensure the safe and convenient accessibility to all of the businesses and homes along 33rd for pedestrians and vehicles alike. If the plan goes forward, also take into consideration pedestrian accessibility through the trail by the weir, as well as pedestrian and bike accessibility across the river. I believe this location would be better suited for improved passage ways for bikes and pedestrians. Doing so may divert riders from the downtown core and the University bridge, improving traffic conditions in those areas. The North end is better suited for a traffic bridge, as it would reduce the congestion that happens along Warman Road, Circle Drive, Spadina Crescent, and the University bridge during rush hour, and ease the travel of people commuting from the North East to the North West and visa versa. I would like to see that all of these factors and concerns are thoroughly considered and addressed in any plan before going forward.

- Has the city considered planning parking stations in some of the suburbs (not just in outlying bedroom communities)?
- The city should worry about more of the up keep on roads and bridges that we already have and the two new ones and not another bridge that will go to the same places. Bus lanes are great but only if the bus system is working properly.
- Not spending our road maintenance money on legacy projects that take too long and go over budget would be nice. Better, more iron-clad construction contracts with penalties that are enforced would be good use of my tax dollars.
- Consideration should be given to giving the majority of transit operations to the private sector. Transit operation should be self funding.
- The cities growth plan is so vague that anything is possible or not possible. I think real feedback from real citizens is important, but this survey gives no possibility to actually help guide the city.
- New Mayor.
- I support BRT, but am skeptical it can be made to run on time in traffic; more than just the traffic jams on 25th leading to the University Bridge; Unless it is 15 minutes service, it can't be considered rapid.
- Invest in maintaining property taxes, stop raising them so much every year! Housing prices are high enough before adding crazy high property taxes!
- I've lived in a middle class household for 20 years in Saskatoon. We have always needed two cars. I don't think that need is going to change. The bus has never been a good alternative whether i've had a car or not. I would like to see that change. The public transit has improved substantially. If we are going to double population then are we going to stop there probably not. If the city can't afford anything but buses then they need to have a better system: more frequent buses or roads dedicated to them moving without congestion.
- Too high of taxes for services we receive.
- A pedestrian/ cycling/ reversible one lane of traffic bridge where the Victoria Street bridge and separated bike lines should also be incorporated.
- I think it is good that we are discussing several ideas, however ONLY looking at these options is short sighted. When you displace traffic from the lanes by making them Rapid Transit only lanes, where does the existing traffic go? You will NOT change ridership by 50%.
- Saskatoon is a growing City, but we are no where near ready for that! One huge problem I know we have is the off ramp coming from the north end of idylwyld, and coming up onto circle drive by travelodge.

That intersection there gets so congested it causes major backups, if there was a way for vehicle's, mainly semi's to go around the city, that would help out so much! Also thinking into the future, when we start building these new bridges and freeways, we need to start thinking of the future, not what it is now! You look at Calgary and Edmonton, everything is three lanes! We built the new Circle Drive bridge into three after getting by the dump. Also 33rd Street, it is one lane because of cars parked on 33rd. Thats a Main Street that should easily be 2 lanes and no parking allowed there. Also when designing neighbourhoods. More then 1 way in and out! Going into Stonebridge is the biggest headache ever. Just smarter planning. This city has great potential, it just has to be planned out right. Maybe sending our city planners to sit in a meeting with Edmonton and Calgary's or even a bigger city like Vancouver and see what they do! That would be very helpful!

- Visual representation of this plan, the description and Survey Make it difficult to picture this plan.
- It is very important to plan the future of Saskatoon with sustainment mind set where public transportation will not be overwhelmed by very rapid expansion of city size that it becomes impractical to use it and therefore create more demand for individual transportation (personal cars). Environmentally friendly options are also very important such as bike lanes and downtown area with pedestrian friendly routes (sky-walks, car free streets). Thank you.
- “Walk-centric” planning would be wonderful.
- The section of Circle Drive between Idylwyld and Warman Road should have a higher priority or at the very least needs improvements to the connection to Idylwyld north (Martensville) from both Circle Drive east and west. Perhaps having a separate lane for commuters coming from the east would help as both east and westbound traffic could flow without worrying about each other until they were headed north on the highway rather than on the overpass at Idylwyld and Circle. Might be tricky to add a lane there given the terrain however and hopefully people could manage the multi-lane merge onto Idylwyld and to 51st as well I suppose.
- Would the city be interested in supporting traffic circles in areas where the residential streets are used as traffic corridors such as through the water works and/or Avenue H South and 17th Street South? The numerous stop signs in and around these areas are so tedious for commuting to work. Thank you for all your work!
- Plan big for future ex no South bound lanes on Stonebridge overpass ok for 2016 but not for 2030. Will cost a lot more in 2030 then 2016.
- Implement bus lanes on major transit corridors and also signal priority at key intersections. Bus should always get advance green when making a left turn on a busy road.
- Bus systems in general need improvement. So this sounds like a good step for faster more efficient routes.
- Why not connect a cycle network and pedestrians to the university on 33rd rather than providing another vehicular crossing?
- By far our greatest need is a bypass around our city.
- It appears contrary to suggest better transit and another bridge for cars. With the rebuild of the traffic bridge planned we need to focus more on reducing vehicle traffic downtown.
- Look into feasibility of queen street bridge for buses only. Would require a inexpensive 2 lane bridge. Lots of room for a terminal northeast of education building with quick assess to main campus and innovation place. Buses from the northeast sector, South and east would have easy access via Preston Avenue.

- Is there enough funding for the BRT? (seems unrealistic).
- I feel that a 33rd street crossing would create more traffic and discourage active transportation/public transit.
- Having buses run every 5 minutes won't happen so just don't.
- Improvements along Idylwyld, 22nd and 33rd Street would be lovely.

RAW COMMENTS: TRANSIT CUSTOMER EXPERIENCE

Did we miss anything that should be implemented in the next 10 years?

- More advertising of transit changes to familiarize the general public.
- These are all excellent bells and whistles; the key to good customer satisfaction is buses that run often and on time. Most of the externalities will be less important if people can catch their bus when they expect it.
- Pay with your phone-eliminate paper tickets and/or needing to pay with cash.
- Real-time bus arrival info is brilliant. We've used it and makes the bus riding option so much more convenient. A concern for people will be the cost of bus fares. If people feel it's too expensive, no matter how much work you do, people will balk.
- I do not use the transit system at this time. Unable to give a fair critique of this implementation.
- By fleet upgrades you mean buses that promote access for more people i.e. strollers. I don't use public transit so I find these questions hard to answer.
- Have buses run on time and co-ordinate transfers better so passengers aren't stranded and waiting for next bus for up to 1/2 hour.
- Surveys are great, if people are listened to and results are acted upon.
- With your present pay for bus mechanics, how will you obtain enough people to maintain more buses?
- Bike lane network.
- Easier routes for buses. If it takes longer to drive more people will take the bus.
- Modern fleet of high standard that will consistently pass all safety testing.
- On-time; no route cancellations; convenient.
- More bus stops around city --> get to destination faster; have another layer to bus (double decker bus).
- Separate bus lanes on College Drive would allow bus traffic to flow more freely.
- Improving service and reliability are more important than nicer looking or heated shelters on terminals.
- Implement incentives to increase initial ridership (positive experience, perception change, word of mouth).
- Yes, a different, future; social contract can't be constructed on this scale. New elections, new voices, new opinions; perhaps none of this will be what a future generation wants.
- I have seen these systems they use on the buses and it needs to be upgraded.
- Adaptive bike/bus lanes (shared lanes). For short commutes, implement standing only buses - increasing bus and patron capacity.
- Better routes! Preston only, College Drive only, 8th Street only.

- Establish permanent routes (fewer route changes), then increase frequency.
- Good trip planning service. Giving me a route to get to where I want that missed the obvious or logical routing is an issue.
- Buses that travel outside the City to take people into the City.
- How about getting rid of transit operator attitude!? And have them learn to drive without jerking. Where are the transit officials here? E.g. ATU president/ reps. Should be inclusive - operators have valuable input.
- Terminal improvements must include effective directories and vastly improved signage.
- Heated bus stops in winter (solar powered). Elimination of downtown bus mall or make more efficient.
- Increase stops on 8th Street. Thinking outside of the box! Have an arrangement with banks and other retail outlets to allow passengers to wait inside. ATM ban lobbies on 8th street have been a godsend to me.
- LRT service.
- Security for both staff and riders.
- An Active Transportation Plan has to be developed as a high priority to complement/back-up public transportation.
- LRT on the railway line that runs through the City. Park and rides further out deep into Stonebridge, Blairmore, Willowgrove.
- Is it possible to put in a park and ride (great idea) closer to Stonebridge, for example, just off Preston?
- Re: dedicated bus lanes - parking for cars? I am a fan of #2 Centre Lanes - like Toronto's Street Car set up. Doesn't mess with pedestrian and car behavior as much and we have room on 22nd and 8th Street.
- How does this connect to active transportation? All of these are mainly important, so I have said they are all important considerations because I wasn't asked which order to prioritize these activities maybe that's the next step? Addressing the connection to reducing greenhouse gas emissions.
- Terminals should feel safer. More closed in/heated booths. More friendly staff. Bigger route 60 Confederation buses. Safer buses (kid friendly zone at the front).
- Heater booths at terminals. Safer downtown bus terminal. Friendlier bus workers. Safer buses (pull a cord if you don't feel safe).
- Heated shelters.
- Number 1 priority: increased routes and 15 minutes max wait time between buses at peak times.
- Respect bus riders time and make bus riding attractive to middle class by increasing parking fees and use those funds to improve motorist infrastructure and stop relying property taxes on improving motorways. Personally i do not benefit from new motor bridges but pay for my 3 property taxes.
- Frequency of buses and directness of routes are currently huge barriers to public transit use. My commute to university was 7 minutes by car, 30 minutes by bus, and 45 minutes by foot. The bus came to any given stop every half hour. This meant that if I missed the bus, I would actually arrive at home

sooner if I traveled by foot than if I waited for the next bus. A system with a level of inconvenience that high is unlikely to be well used.

- Need increased frequency.
- Basically I don't use buses as inconvenient.
- Never ride the bus, don't care.
- Please remember that getting no feedback is often the same as getting good feedback.
- The bus needs to come every 15 min or less to be really useful.
- Complete management overall.
- You don't need to build your own mobile app. Just release the data and let app developers fill the void. Edmonton and others have proved that in-house apps are always an abject failure and reviled by transit users. I for one have no interest in improving shelters other than major hubs or transfer points. The best bus shelter is one with wheels, that arrives on time at frequent (<15 minute) intervals. In addition, the more money put into shelters, or making them bigger, nicer, and more permanent locks you into those locations as transfer points. This could induce reluctance to make logical changes to routes if it means "abandoning" an expensive shelter. You need to set a target for fleet replacement and budget for that. If you target a 15 year replacement cycle, budget for that and stick to it. We are not served very well by doing replacements in "fits & starts". Or buying used junk from other cities that needs refurbishment and increased maintenance. You should consider some advertising to build some small elements of transit culture. By this I mean encouraging motorists to yield to Buses when pulling out from stops or critical lane change points (College Drive eastbound after picking up stop by Munroe, then having to cross over to turn left into Place Riel). You can also encourage passenger behavior that can make transit better for both riders and drivers. Encourage "exit rear" for able bodied riders helps clear the way for increased accessibility for the front door when needed, and speeds loading when it isn't. Encouraging people not to stand if there is a seat available leave the isle clear. If one is forced to stand in/near the back door, get off the bus and hold the door open for people exiting, then get back on etc.
- City transit rider volume will be a low percentage of city travel when it take more then 1 hour and multiple transfers to get east side residence to north industrial work.
- Not a bus user - never will be so this is of low priority. Even though I understand that more bus riders means fewer cars on the road, I am afraid of how much of my money the city is going to need to bring this plan to fruition.
- The ones that are checked don't know, I don't know what they mean.
- Bus Operator communication skills that include attention to cultural competency.
- The transit website is actually quite good as it is - as a rare user of transit, I found it very helpful.
- Change the workers at your downtown office they are very rude particularly when there is a big line up and they have to answer the phone too. Client satisfaction start from home.
- Dedicated bus lanes and faster service to being bus transport on par it faster than vehicle travel are most important.
- Small buses for low transit routes, also for low times of the day, when is not as busy have small buses.

- More direct access route with real time apps are highest priority for me.
- I don't ride the bus so I don't know what should be priorities. I don't plan to ride the bus.
- Driving past people on cold days happens too often!
- We should have bus shelters that are made for our cold weather but they don't have to serve coffee or groceries. The whole purpose of brt is so that you don't have to wait isn't it? Overall if buses run on sch because they take precedent over other traffic there isn't much need to have fancy bus stops because I won't be guessing when the bus is going to be at my stop.
- Public bathrooms year round.
- Real-time data is probably the most important, out of all of these. Getting to the point where approaching arrivals are shown on display screens at key transfer points or terminals is a key part of this.
- For some of the questions I was making choices based on the current and not the future... who knows what technologies will exist in the future (i.e. hasn't the new website just been launched? Are you referring to another new website in the future? Also if the website is dynamic you shouldn't need a mobile app, I think those will become the thing of the past not the future).
- The new GPS tracking of buses is very useful. This service should be expanded upon. A mobile app would be very useful, especially for younger people who should be one of your major target demographics.
- Being able to stuck to a timetable. Safety at bus terminals after hours.
- Sidewalks 51st Street.
- Trains!
- Heated shelters. This is Saskatchewan.
- Recently, I was behind a bus, west-bound on College at Cumberland. Passengers leaving the bus stepped out onto piles of snow and ice, and one passenger actually climbed over the advertising bench. This seems typical in our winters - this is unsafe, and completely unnecessary. How can we improve transit without coordination of snow REMOVAL to allow people to safely get to the bus stop. Pushing ice and snow to the curbs is inefficient at best, and is hazardous to transit passengers, pedestrians, motorists. The best transit system in the world is useless if we cannot safety get to the bus, or from the bus to our destination.
- Quick routes, warm shelters and frequent buses.
- Riding the bus should feel like I am commuting to and from work, not like I am being punished or feel like a 3rd class citizen or criminal. I often take the transit in other cities when visiting them, but in Saskatoon I would rather bike or drive because the bus is too much work, too slow and too dirty and most terminals (especially bus mall downtown) too neglected.
- Again, as referenced in my previous comments, the above questions appear to suggest/indicate enhancing current bus travel, rather than a move to other modes of transit such a light rail rapid transit, sub-terrain, etc., there is need to look at the 'big' picture, think-outside the box, a shift in paradigm problem solving, etc.
- Most of the transit staff are already very friendly and courteous. They do a good job with the resources they have.


- Bus terminals should not be embedded in mall parking lots. This impacts the ability of the buses to keep on time.
- I don't use transit.
- Stop allowing people on to buses with their large bags of recyclables - cans and bottles etc. the bags stink and they take up too much space.
- Safety.
- Fix your problem with labor you're paying garbage truck drivers more money than bus drivers how are you going to get good labor and keep good labor you've got a labor problem it was clear in the lock out! The Mayor and the counselors need to call an election it's clear that they don't know how to treat employees when they lock them out illegally the stranded thousands of people and they didn't care it's time to call an election.
- Heated bus shelters at major stops. Shorten trip times from west end to east end and vice versa.
- Ask yourself - what needs to change for someone in business attire to feel like he or she is not slumming it if they take the bus every day for the regular commute to and from work. And is there space on the bus for them. Right now, it's pretty gross and really unreliable to take the bus. I take the bus everyday for my work commute because I'm stubbornly loyal to the concept of public transit. But my resolve is tested on a regular basis, and I can't reasonably urge my friends and colleagues to do the same.
- More buses per hour, the shorter the wait, the better the service ;)
- Important that active transportation be considered with BRT planning.
- Why don't the bus drivers have a contract in this labor dispute settled why don't we pay our bus drivers a decent wage like other cities take a look at the Calgary mayor how he looks after his people.
- Bus fares that match the service provided... I think we pay too much now for the service we get.
- Could you start training bus drivers to adhere to their schedules, instead of blowing past bus stops five to ten minutes before scheduled?
- I took Toronto transit recently and figured out (first try) streetcar, subway, and bus for a given trip. This took 1 \$3 ticket and all happened in a predictable and timely fashion. In Saskatoon, I attempted to use transit on 2 consecutive days from airport to downtown (for a similar price mind you). Day 1 I missed my bus and walked. Day 2 I caught the bus "successfully". I found I preferred the walk... in winter.
- Better training for drivers - I'm constantly surprised at the poor driving, especially when compared with other Canadian metropolitan areas.
- By far and away the biggest impediment to the future of transit in Saskatoon is the citizenry's attitudes about transit. In order for any of these plans to make any difference, driving to and through downtown and to other destinations has to become far less attractive to people. Parking will have to be more expensive, less convenient and harder to find and it is a guarantee that the downtown businesses will fight tooth and nail to make sure that never happens. Saskatonians believe they have a God given right to drive their extended cab F150 anywhere and everywhere, anytime and that parking should be cheap and readily available. They have to somehow be convinced they are wrong.
- Payment through contact-less credit and debit cards (+ smart phones). Real-time bus arrival info is crucial - so people can trust that a bus is coming for them - they also reduce the need for comfortable

shelters since people won't be out as early waiting. Close integration with Google Maps. Clear automated guidance on transfers. Automated stop announcements within the bus.

- While there are many, many fine bus drivers in this city, some need a basic training session on human decency and kindergarten-level manners.
- Except major hubs where people congregate to switch between transit services, the existing shelters suffice. Most people spend little or no time in them anyway. Why do we need to spend a million dollars to put bike racks on? If you're riding a bike - ride it - don't use the bus to carry your stuff - what's next, couch racks? Jeez! Besides, most people only bike 4 moths a year here - how can you justify the costs for a handful of people?
- I would suspect that most citizens will not take a bus until it is significantly faster than driving. Speed of transit is my main obstacle to using public transit.
- More frequent service on more routes. More reliable service. Lower bus fare.
- More user friendly routes. For example, instead of a ride that would normally be 30 minutes which currently takes about 90, making it be the 30 minutes or more direct.
- The contempt the current city administration has for the bus driver salary and benefits should be addressed before future planning.
- Free bus service is important to encourage increased ridership.
- Greater frequency.
- There needs to be a coordinated link between putting a bike rack on a bus and what happens when you take the bike off that bus.
- More frequent service (every 15 minutes), appropriately sized buses.
- Schedule upgrades, more connections lining up at terminals to reduce wait times.
- The City's transit system is useless at best. There is no use fixing it. Dump it off to the private sector so the tax payers don't have to worry about it
- Improved wages and benefits for drivers. Proper training and a respectful attitude towards staff. No, I am not a driver. Under paid... terrible.
- It takes 20-30 min to walk from almost anywhere to anywhere. But it takes 30 min for a bus to arrive; when it does. You need to have buses every 10-15 min if you are for real. What you proposed here is junk.
- Lower fares. Larger cities in Canada with better transportation systems charge less money per trip. Calgary's LRT costs \$2 per trip.
- Build more bridges.
- Grocery stores in bus wait terminals!!
- I have been in other countries where a city the same size as Saskatoon, bus transportation is the cheapest form of commuting. You never wait more then 15 min for a bus and pay less than \$1.00 cdn. There I take the bus day and night not here.

- I do not use the bus.
- Self funding. Private sector operation.
- Improved frequency of bus service at a more reasonable rate. Currently I own a car because it is cheaper than a bus pass! I am totally open to property tax increase to fund universal bus passes to all residents of Saskatoon.
- True 15-minute service during the morning and afternoon commutes; can go back to 30 minutes at other times of day.
- Please design for 7 months of winter. Right now, we are constantly exposed when waiting and I see so many unsafe off-boardings into snowbanks along very major corridors. Disgraceful.
- When building new streets, if you look at major cities, the bus stops don't stop on the street, there is a cutout for them so that cars can still get by them and not having to stop behind them and back up traffic behind them.
- Better accessibility! Having the book the access bus a week ahead is ridiculous people don't always know what they are doing that far in advance. My mother doesn't know what she is doing until the day of because of her health.
- This sucks. NO 33rd Street Bridge. What about the Children?! This sucks. NO 33rd Street Bridge. What about the Children?! This sucks. NO 33rd Street Bridge. What about the Children?! This suck. NO 33rd Street Bridge. What about the Children?! This sucks. NO 33rd Street Bridge. What about the Children?! This sucks. NO 33rd Street Bridge. What about the Children?! This sucks. NO 33rd Street Bridge. What about the Children?! This sucks. NO 33rd Street Bridge. What about the Children?! This sucks. NO 33rd Street Bridge. What about the Children?! This sucks. NO 33rd Street Bridge. What about the Children?!
- How does the proposed plan accommodate secondary & post-secondary students travel time? Incentives for bus riders and to encourage more bus riders...green approach.
- Leverage technology to pay for transit. Card - city, social services, employer program (payroll deduction easier).
- Keep up with consultation.
- Barriers for aboriginal students one of the main barriers is transportation. Aboriginal population is huge thriving area. How do we or I benefit?
- Incentives. Security - new std for buses? Payment method i.e. tap on apply pay. Wifi?
- Just want to reinstate that we are a winter city. Increasing ridership needs to address this or people will not want to take the bus. Why is there no bus route going directly down Cumberland? This connects directly to the University! Highly needed.
- I would love to see bike lanes. And I think bikes lanes would do a great deal to reduce the congestion on the roads. And the need for bus lanes.
- Commute timing should also be improved. Bus etiquette awareness would be great as well.
- A lot of these questions are ambiguous and confusing.
- For C (website upgrades) I am uncertain which website is being asked about.

- Short term and medium term park and ride, shuttle plans do not align. The importance of winter city development.
- Concerns regarding the efficiency of the existing mobile app. Renewable resource driven heated bus shelters. LED signs at bus stops indicating how long wait time will be. Increase frequency of shelter.
- Wifi. More comfortable seating.
- Schedule in rush hours (change). More bus stops.
- Frequency of buses at peak times of day - HIGH. Information for casual riders needs to be easy and fast and encouraging for use of the system.
- Active transportation planning completed alongside transit planning.
- Service targets for reliability/frequency. More and better bus shelters.
- What's the impact to the emergency services? Accessibility to the bus stops?
- Permeable pavement. Pollution reduction. Art installations, beauty, greens pace, warmth (sort of addressed with mobile app). Please focus on sustainable community and neglect cars for once.
- Frequency of buses - more buses operating on each route.
- Maintenance of bus access points in winter
- Dedicated bus lanes with shelters away from traffic for transit user safety. Re-designing roads for bus lanes.
- Active & passive transport should be considered together. What will park n' ride look like? Package? Developers considering areas.
- Active transport is a higher priority than most of the above.
- All of the above are a high priority because they are currently all sub par. Make sure cycling is linked to transit. Many stops are not served by sidewalks. Many shelters are full of garbage or snow. Buses are very old and dirty. Windows are covered with advertising.
- Bus maps located in shelters or terminals - any large city has physical maps for tourists (& others).
- Google already provides the best transit info in most cities. Focus on comfort, frequency, and quick routes (Don't underestimate the power of a Starbucks/Timmy's in a terminal for amenities while waiting).
- Travel time reduction; if it takes considerably longer to get there by bus than by car, the difficulty becomes clear.
- Coordination between public transit and active transit strategies.
- Integration of cycling infrastructure in growth plan seems like an obvious step. How is this not happening? Transit planning should include more than just bus service.
- Safety. Better design of bus shelters.
- I think the mobile app is an excellent idea. Waiting times for buses should be halved.

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- Park and ride lots.
 - Free or at least lower the price to ride the bus. I don't want to spend \$2.10 just to get to school.
 - Student friendly busing. I'm a student and I take at least 5 buses everyday. It would be so much better for many people if they were more people friendly.
 - I think that you also need new bus routes and more frequent buses. If I miss my bus (which I almost did this morning), then I have to wait 30 minutes and I will most likely be late.
 - More space on buses.
 - Track your bus on your smart phone.
 - Lower bust fares.
 - Stop buying used crappy buses!
 - Cleaner buses (new buses).
 - Improved buses arriving on time!
 - Bus safety? Not everyone feels safe using the bus in certain areas/routes. Hate to say it but...safety at shelters as well. Lighting, security, etc.

RAW COMMENTS: TRANSIT SERVICES & FACILITIES

Did we miss any high priority transit service or facility improvements that should be implemented in the next 10 years?

- 10-15 million/km WTF I haven't been on a bus in 20 years.
- Again, and not to harp, these should be implemented only when and if they can be done do to coordinate with Active Transportation group.
- Circle Drive needs to be addressed at some point it's a nightmare.
- Dedicated bus lanes at curbs are dangerous for cyclists. Centre or Sidelines would be safer for all modes of transportation.
- Eliminate rider fares, increase taxation.
- Improve access to all city/private recreation facilities (Shaw, soccer centre, hockey rinks).
- LRT system.
- Park & Rides - implement 3-5 more.
- City growth should slow to allow transit to keep up. Improve core density first.
- Poorly designed; will not meet the needs of Saskatoon; no consideration of climate, quality of service (driver behavior/performance).
- Park & Rides facilities outside Saskatoon, branching into Warman and Martensville or an LRT system as population increases in these communities. Sheltered bus lanes (wind/rain/snow screening) on 8th, College Drive, 19th and 22nd.
- So what are the needs? Can't comment on priorities with no data on usage and assumptions.
- Growing suburban areas should be serviced by park and ride nodes rather than a grid of routes.
- Ensure there is an information building in the downtown area. Heated facilities, security.
- I don't think adding a bus lane to Preston between 8th Street and 14th is a very good idea. It is a residential area with beautiful old trees. Clarence would be a wiser choice - with the option of using 14th to connect because it is wider. A bridge at 33rd is needed before lanes are affected on College Drive.
- Convert CPR lines into rapid rail transit between downtown and North Industrial area and E.W from Sutherland to downtown and to confederation. North/South is as much important if not more than east/west. North/south links the industrial/working areas with the core.
- Help us get out of Stonebridge better.
- It's critical to keep an efficient and reliable service while providing upgrades as to not loose ridership. How does this connect to the greenhouse has reduction plan?
- App - GPS

- No more lockouts and strikes, let's keep the marginalized able to get to work and put an end to business' pride.
- Why ignore cycling. Make sure every new bus or new facility is bicycle friendly. Check Copenhagen for inspirations and thank for planning ahead.
- LRT, or at the very least segregated BRT lanes that can convert to LRT and encourage private investment in transit-oriented corridors.
- Increased personal customer service with travel training!
- Move the bus mall out of downtown.
- Improve the design of new neighbourhoods/subdivisions to better accommodate transit.
- Please, please, please, when designing anything, make a separate lane for bicycles so we are not funneled into the motor vehicle lanes. For instance, bulbs like on 20th Street are great for pedestrians and bus riders, but they should have a gap, so that bicycles can get through them, the way they do in Vancouver.
- Promote positive customer interaction in all transit areas - surly unhappy bus drivers give the impression that no one wants to be on the bus, and definitely affects the ridership experience. Don't forget about the small areas that change the experience of taking the bus that have turned so many of us off - dirty buses, gum and snot on seats and windows - and be creative about how to instill a sense of pride and ownership in those who ride the buses. Use the broken window theory to transform riding the bus into a positive experience - even something like litter containers (for those gross used kleenexes people leave behind anyway).
- Put cameras in buses to monitor how effective buses are in providing service in different routes with time clocks to see how far off schedule they are and this may help plan routes better and help make decisions on routes that are not needed.
- The transit website is NOT user friendly. There is so much information on each page, but it is difficult to scan and find the KEY information required such as the numbers of the bus ROUTE. For immigrants - it is vital that the website be user friendly.
- Consider a "shopping district run" for bus routes connecting all major mall and shopping districts. Integrated w/ park-n-ride, this could significantly ease parking pressures and increase mercantile accessibility.
- Increase in bike lanes as a way to reduce traffic. A lot more people are riding their bikes to work and there are some areas that have no dedicated bike lanes - such as Broadway and the Broadway bridge - I cringe every time I see a person with no helmet going 30-40 km down the bridge to keep up with traffic!! Something bad is going to happen.
- Light rapid trains. We need these because the roads are going to be to crowded. You can move a lot of people and not crowd the roads with buses.
- Yes workers in your main office either you assign more workers so some can answer phone calls and others help the public particularly when it is time to buy bus passes. These workers become very rude and if your goal is client satisfaction then start to work from within home. Bye.
- Increased bus frequency along with smaller buses.

- Yes concessions near the bus terminals, making the bus depots open for local not chain style micro-business and coffee shops. This is very important to animate and provide quality of life to the areas.
- Has there been consideration into changing downtown streets to one way?
- Our city should reduce parking on Preston Avenue and make it a thoroughfare like Clarence Avenue. 14th Street should also be optimized for traffic (East West) to relieve pressure on 8th Street, Main Street, and especially College Drive (which I avoid without exception).
- Focus on getting people out of their cars and using more environmental options for transportation and we would have no need for more bridges in the core. Keep the core neighbourhoods safe and desirable.
- Buses must run more frequently to be user friendly.
- Have bus services 24 hours a day.
- Utilizing the Victoria Bridge in your plan!!! This is a clear indicator the City of Saskatoon is deceiving it's citizen's by not building this bridge as they said they would!!! :(
- Complete the perimeter bypass. Like Regina s new one it will help reduce the congestion in the city
- Stop suburban sprawl.
- Ensuring that stations/stops along the key corridor routes are comfortable, possibly heated, and have easily visible route maps and arrival time information screens.
- Could community shuttles be operated privately using an Uber-like booking app?
- Only place that is high priority should be buses to the university. Those are the people that need the buses.
- Quality of service from operators must be addressed.
- Better shelters.
- Real time bus location app. Ability to purchase pass online or by app.
- Redesign and prioritize Place Riel terminal to heighten bus traffic flow in and out (get rid of turnabout) and have a more effective way to keep pedestrian safe. Have a designated drop-off only zone for incoming buses (University side) limiting the need for pedestrians to suddenly cross in front of a bus or have 30 people unload from a bus then have them cross the terminal, blocking incoming buses.
- Better service to the far north end areas.
- More focus should be placed on transit access to the Airport to make that a more viable alternative to taxis.
- Passenger trains!!!
- What about other forms of transport? Ex LRT system, yes expensive at the onset but considering the fares keep increasing because of fuel costs it might be worth it.
- Don't underestimate the power of a Starbucks or Timmy's in a bus terminal for increasing ridership and improving the waiting experience.

- Very much so... There is a great need to have planning that is grounded in a more futuristic view of 'moving' a population, rather than simply furthering current modes. Have you/planners looked at, reviewed, etc. Systems of transportation in other cities-world-wide in order to structure a more efficient foundation for Saskatoon transit? It appears that we are more 'tinkering' rather than being more 'futuristic' in planning.
- LRT! Buses are too infrequent and have to share the road with cars. Our current road network can't support more than what we already have! We are so congested as it is!
- Yes. Later service on weekends.
- No, just better customer service of staff. Both bus drivers and phone staff.
- Any smart businessman or City News said it needs to look after its workers are the key to making the system work from what I can see City Hall is only pissed the transit workers off not paying them locking them out treat them bad the city needs to do more for the workers so that they can carry out the plans the workers are the key we can talk about it all day but your workers aren't there there's no point.
- Encourage businesses, employers, to reward use of transit over private vehicle use.
- Light rail.
- Fair contract happy workers and then go ahead with this new changes.
- I. The North end there are no sidewalks and comfortable bus shelters to encourage people to walk to and from bus.
- It is a great plan. The biggest thing is just that it should be implemented a bit more quickly, especially in the core and then work outward to the suburbs and other communities.
- Increase the transit drivers' wages. Their service is extremely important. You get what you pay for - when people are, their morale is low and - in this case - the transit customers will suffer the consequences.
- Bike lanes aren't mentioned and they need to be considered right now as we plan for the future.
- Accessibility provided on all buses?
- Have to be prepared to stay with the plan once implemented and tweak slightly, rather than throwing the whole thing out and starting over, as seems to have been done several times in the last 5 years.
- BIKE LANES.
- Maybe having the schedule at each bus stop would be nice. It would increase ridership, as people could look at the schedule right at the bus stop and be able to wait 5 min and catch the bus. They could replace the poles and sign that currently mark the bus stops with a rectangular post containing the schedule for that stop and bus fares, etc. Would be costly, but could be beneficial in picking up new riders. Could also increase late night riders as well looking for a ride home from the bar.
- LRT from Blairmore to Erindale and Lakeview with stops on 22nd Street, Downtown, the University and 8th street etc.
- Clear the sidewalks. No point in having a Cadillac transit system if people can't make their way to the station/stop. Businesses appear to do their part, so commercial areas are fine. In residential neighbourhoods, the hit or miss approach makes for treacherous conditions for walking! How is walking not prioritized in this city? Cheapest and easiest way to move people around.

- Yes. Remove all rail crossings in the city. I understand that we cannot move the rail cars out of town entirely, but build over or under them. Its an absolute farce that I could have to tell someone I was late because of the train. That problem also appears fairly 'West Side Only' which I feel shows Saskatoon's underlying disregard for that side of the city.
- Subway and suburban train transit should become a priority. They both run year round and are extremely cost efficient systems that actually inspire people to stop using the car (as oppose to freezing next to a pole where a bus might or might now show after 30min).
- Late night bus service would improve safety and retain college bus riders, as well as people who are working evening jobs. All neighbourhoods, 7 days a week, service past midnight.
- We need something more radical like a sky train. Also a walkway underneath the rivers small dam near the train bridge would be awesome, made with see through glass it would be a tourist attraction like none other.
- Looks good.
- Better bus cleaning
- Bike lanes.
- There should be an easy way to get to the airport via public transit. That would help.
- Yes we do need upgrade but only after we get the new mayor and council man that I actually care about transit and not lock their employees out for one month.
- Current lanes barely accommodates current traffic. If we remove lanes for buses, traffic congestion will gridlock.
- You should make sure that transit workers have first aid training.
- MOBILE APP WITH REAL TIME INFORMATION PLEASE. This is a NECESSITY for winter because sometimes buses come a few minutes early and other times they are up to 10 minutes late.
- The bus system is alright but it is targeting the minority of people in low income classes, the high income classes want a bridge, not transit, bus passes are not cheaper than the convenience of leaving when you want with your own car, do not have to wait out in the cold for a bus that was late or early great for students, but for most car families useless plan.
- Need to be implemented faster then 10 years. Would like to see done in 2-3 years.
- Security on the buses. The reason I choose not to ride the bus, second only to the fact that it's so utterly inconvenient for me, is that I don't feel entirely safe from other riders in the enclosed crowded space. Growing up I had to use the bus a lot, and it's not just little old ladies and University students who use the bus. There were known gang members and on more than one occasion I had seen weapons.
- There is not a single word on how to keep things affordable. Nobody will use a bus if it is close to the same money as driving+parking. Keep measures affordable. Buy decent buses that are more fuel-efficient and having working brakes ;)
- Just please consider those who are low income and also the rapid increase in the number of older adults.
- Traffic flow is terrible here. We are a small city with big city traffic issues. i go back to light timing. When

you drive down 8th street... The major street in the east side... And you hit the red light at Acadia, then going west you hit the red light at circle drive, then at Arlington, and again at superstore and London Drugs and then Preston ave then so on, how is that helping traffic flow. I am bewildered that someone is PAID taxpayer money to slow traffic down in a city that has a serious traffic dilemma.

- Yes we need to start paying fair we just went garbage truck drivers in the city make more money than transit drivers your labor force is not going to be very happy the people in charge and understand the transit drivers won't work for less than garbage truck drivers.
- Yeah have someone that knows how to run a transit system hired. I spent 2 years trying to be bus friendly in this city. The problem isn't lanes or drivers- its how the routes are determined and the overstaffed management. Try talking to Lethbridge, AB, at least they had a clean transit system that was efficient and you could almost time your clocks to.
- I want an LRT system.
- Being on time.
- How about making sure that any new roads or bridges being built have enough lanes to support beyond the current traffic. Let's be proactive instead of reactive. While it may cost more upfront, in the end, it saves money. How about we get city planners that are familiar with well designed cities, like Edmonton.
- Less about public transit. We don't need or use it.
- I would love to see a rail system or rapid transit in a circle from new Victoria bridge through downtown across to the U of S... through a park n ride.. then connected back to Victoria Street bridge.
- Sure did. I rambled about lots of them.
- Plan for rail transit over rapid bus. That will improve transit much more.
- Yes less wait times, buses need to be more frequent.
- Provide on time, courteous, efficient, & cheap bus service to all citizens. Riders should have more say than some city hall office boy.
- We really need to focus on WHO it is we are trying to get to take the bus. Suburbanite commuters? The elderly? Low income? Students? I would think that suburbanite commuters are the key demographic that need to be convinced to start utilizing traffic. In that case, what is needed to make transit a viable transportation alternative? Key transit hubs where local/neighbourhood services connect with express frequent service/low stops service are essential and must be well explained to the public. Not every bus needs to go downtown. Making the transit commute EASIER, FASTER and CHEAPER than driving is the key. Messaging this to residents (sooner, not later) will be a key part of implementation.
- Work on driver professional development, also driver must understand they are in the customer service industry. Also make more transit management ride the buses to see their clients see on a regular day. Also continues trips on transit to understand issues.
- What about airport services. Cab's cost a fortune, and are difficult to get sometimes. Perhaps some bus service that takes you to the major hubs on intervals that mess with flights? What about bus services to outlying areas that are bedroom communities like Warman or Martinsville? If we're looking long tern - this needs to be considered. Don't know if this would work, but it might help reduce traffic and parking issues...

- Build a north bridge
- DEDICATED BIKE LANES!!!!!!!!!!
- Teaching refugees and immigrants who used the service I have found that changes to the bus routes is very confusing. Make a plan and stick to it.
- Improve traffic light timing. The only street in the city that works is Idylwyld. Traffic would improve tremendously if the lights were timed so that if you drove the speed limit along the major route (ie: Wanuskewin/Warman Road) you would hit every light green.
- Free Bus Service.
- Has anyone given thought to a Rapid Rail Transit (elevated) system, which could effectively circle the entire city with terminals located within strategic residential and industrial areas (closely affiliated with bus transit terminals) to eliminate the volume of traffic increasing and egressing these areas (due primarily to the length of time that it takes for normal bus transit to cover the vast distances through or around the city core).
- We know that over 65% of Saskatoon's growth is in the suburbs & beyond. Servicing these areas with the conventional vehicle oriented roadways while attempting to increase BRT ridership & reduce the greenhouse gases seems to be a cross purposes. Park & ride may be a better fit. Some system of costing out the use of private vehicles may be politely difficult but very effective in changing behavior.
- Introduction of plug in hybrid buses, smaller vehicles but more of them to ensure more frequent service.
- Improved security in the downtown terminal for the safety of transit users.
- I would love to see transit fares reduced (or eliminated for children & other groups) to further encourage transit use.
- Tap n' Go Fare Payment Option, with debit cards, two floored buses for university routes, Warmen/Martinville services.
- The three major hospitals of Saskatoon see a huge number of people, patients, visitors and employees. I see nothing addressing better transit, access to these areas.
- The better customer service the happier people will be especially with our ridiculously high tax rates!!!
- Increase the mill rate investment in transit, thereby making it more affordable for those who need it. As well a program where by residents are provided with a limited 3-5 free rides per year, making it easy for them to take the bus and providing them no reason not to try it. Transit is an investment to be shared by all citizens, not a utility designed to break even. Making it the better alternative to driving to reach high density areas/events should be the priority.
- You need to discuss plans and loans for a metro-underground system.
- Wifi, electrical outlets on buses. Online renewal/purchase of monthly bus pass.
- Yeah, build more bridges.
- Better access to direct bus routes for high school students needing to get to schools such as Tommy Douglas and Bethlehem from neighbourhoods like Hudson Bay Park, Mayfair, Caswell, etc. We want to increase ridership in young people, but it is currently very difficult and tiring for high school students to get to school in a decent amount of time.

- Bike lanes
- Solar-powered buses (or at the very least, more environmentally responsibly powered buses).
- AGAIN---more transit including rail and less cars. Stop catering to the car culture; or make them pay for it. CLIMATE CHANGE, PEOPLE!!!
- LRT.
- People work every day early and late hours maybe extend hours on weekends and stats so people can still take the bus.
- Dedicated bike lanes.
- BRT needs to be explained better; In a future hub and spoke system, will there be neighborhood buses that never travel across town and only feed it into a hub served by BRT? For example, a Stonebridge bus that feeds into BRT at Market Mall?
- Shelters and middle lanes going both directions.
- I'll never take the bus for work reasons unless I work at a mine or very large construction site. I love taking the bus to events at that stadium which changes names every 4 years.
- Dangerous highways north of the city. Would be nice to get an affordable, reliable transit into the city.
- Get someone to design for 7 months of winter. If you don't get that right we will fail.... again.
- Have buses come more frequently throughout the day. Extended hours would be useful.
- Light rail commuter transit Warman, Martensville.
- I require a better definition of building priority lanes. Does this remove the use of existing lanes for use by other motor vehicles?
- Snow removal on west side of Saskatoon is non-existent. We need better cleaning. Get rid of laurass recycling. They don't often pick up bins then complaining that they are to full. Lauras should be an options i hate paying for a service I don't use.
- No. But still want & need better bike access.
- Any plans for an LRT system in the future?
- I think transit shelters should be considered if we want more ridership. The weather can be extreme here limited clientele.
- Not in my opinion.
- The improvements listed make a good priority list.
- How about bringing back the streetcar in Broadway? But seriously how about looking at the overall environmental sustainability of the transit fleet and making it the environmental choice for people. San Francisco's bus fleet is either electrically powered or uses bio-fuels. Saskatoon Transit should be looking at this.
- Good luck, whatever is done is likely to increase costs for all concerned.

- Sorry to repeat but there are 3 major healthcare facilities that staff large amounts of people for shift work and 12 hour shifts. It affects traffic flow and parking in all three communities.
- Bus shelters, benches, easier entrance/exit from buses would be enormously helpful for those of us with decreased mobility and make bus travel more comfortable. The more comfortable and pleasant the bus experience is, the more likely people are to use them.
- This sucks. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?!This suck. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?! This sucks. NO 33rd Street Bridge. What about the Children?! This sucks. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?!
- Heated transit shelters at high priority locations - create a new identity for the BRT so that it is understood as a higher level of service than regular transit. See what has been done in the Toronto suburbs.
- Bus Lane on Idylwyld Drive.
- Alternate route plan than the one proposed.
- Reduce user cost; tax the hell out of us and lobby the hell out of the provincial government, reduce focus on private vehicles, that will encourage higher ridership.
- On Idylwyld at 33rd Street East & Westbound. All transit operators should take courses on how to treat people with common courtesy respect & if the transit operators don't like their jobs, quit.
- Cycling infrastructure - dedicated and integrated.
- Build elevated tracks on circle and idylwyld most cost would be covering midtown plaza (old train station) into the main terminal for city or something like that just for minimal impact on downtown core.
- Increased wages and working conditions for transit staff.
- I think that the lack of transit participation by citizens is due to two factors: the ease of driving and the image of transit. Most people I talk to that grew up in this city still believe public transit is for the poor. That coupled with a history of unreliability and tardiness creates an uphill battle. The city's continued focus on placating drivers with additional roadways and their inability to curb sprawl and promote densification is the nail in the coffin.
- Focus on building a flexible transit system not old hubs & routes.
- Consider LRT in near future.
- More bus coverage in core neighbourhoods.
- Where are you going to find room to build dedicated bus lanes on College Drive, University Bridge and 25th Street? Unless you believe you can convert one of the existing traffic lanes which is not feasible. Only works with a second bridge at 24th Street otherwise it would cause unbelievable gridlock. I have no idea how you think all the traffic filling two lanes on 25th Street, college Drive, etc could be jammed into one.
- FIX VICTORIA BRIDGE.

- We need biking lanes as well.
- I noticed the driving timeliness between points in the city - people driving from the north end industrial to Erindale, or to Stonebridge. Why doesn't transit follow those same lines? Why are we forcing people to go through downtown when they commute from one outer extremity of the city to another? I'd like to see buses around Circle Drive as a sort of connecting loop around the spokes of rapid transit lines. I'd also like to see dedicated transit-only lanes on Idylwyld and 23rd street to get people to and from the North Industrial/Martensville/Warman area. If there's congestion on freeways into Saskatoon from Martensville/Warman during peak periods, redevelop highway shoulders to have buses travel on them (See Minneapolis).
- Industrial & future business districts (North & South).
- Again, enhance services for students: the suburban areas to the high schools.
- Warman & Martensville eventually be on the city limits.
- Alternative choices on transit.
- How about Taylor Street? It has many schools and high schools on Taylor Street.
- Some sort of incentives to increase ridership i.e. employer partnership so included as employment "perk"; Park & go lots need to be cheaper (considerably) than parking costs; start the "culture" change of citizens - have people consider taking the bus instead of driving, etc.
- Better terminal. Increase bus service at the U of S.
- Don't buy buses from junk yards.
- Park-n-ride doesn't sound necessary.

RAW COMMENTS: CORRIDOR GROWTH

Do you have any other comments or suggestions on these priority corridors?

- I am very happy to see this revitalization being suggested and implemented.
- Idylwyld Drive should be a much higher priority in my opinion, esp tied in with the north/Downtown development taking place. PS I've never heard of Holmwood SC before tonight. LOVE the multi-use infill proposal. Such a smart use of space. We need to keep people in the core and less urban sprawl.
- Would like to know more about what the secondary plans involve. Will that information be coming at the fall workshops? Of course all the puzzle pieces need to be appreciated and understood to have a complete vision.
- As I am not a current user of the transit service, my knowledge is limited. Any opinion at this point will be ill informed from a user perspective.
- Idylwyld Drive is a disaster. Needs a higher priority!
- 8th Street straight higher priority.
- Focus on the areas that have the greatest ridership (or potential) and will alleviate the most congestion. 22nd and 8th Street will have the greatest benefit realized if they are re-developed in tandem with this transit initiation. Changing the development rules will help provide the environment for increasing ridership and decreasing vehicle traffic.
- So happy that these kinds of plans are being discussed. These areas need help so badly. Thank You!
- Central could become more like Broadway.
- This is a winter city. How will these plans adapt to the weather conditions that occur in Saskatoon 8 months of the year (e.g. Snow & large rain events, moving point A to B).
- 8th street should be highest priority.
- More people will come to these areas and the areas will now have wonderful streetscapes.
- Obviously transit funding needs to be a priority over other projects (e.g. Galleries, movie theatre, more bridges).
- 33rd needs to be a priority.
- Lack of attention to North Saskatoon and its industry needs.
- Will there be requirements for buildings to be accessible and age-friendly?
- Inclusion of Hwy 11 & 12 to Warmen and Martensville. Morning and evening commutes are increasingly dense and should be incorporated into the overall growth plan and BRT systems. 33rd Street - 19th - Clarence Avenue --> cycling priority. College Drive into Sutherland and Preston Avenue into Stonebridge.
- Enough with the baby steps.
- Before priorities are identified and options need to understand the planning assumptions which are not

park of this package.

- Clarence/University Bridge - why are we just fixing it this summer? We should be adding 1 lane in each direction. The “down” would be a right turn onto Spadina only and would be always going - no light at College. “Up” the bridge - the right lane would be an always go into right lane of Clarence - no stop at top of bridge at Clarence.
- LRT System should be part of this.
- Get going!
- When looking at Idylwyld, ensure that the heritage resources on west of the street are retained. I am concerned about including Broadway in the Corridor Growth plan.
- I want to see a beautiful signature bridge replace the Victoria, something that is more beautiful than any other bridge in Canada. If we are the City of bridges lets make something amazing.
- Victoria is a gorgeous example of how to develop priority corridors.
- Corridors should not jump over section of area despite actual land uses.
- It would be great for those infill areas to consider more than just economic development. Gentrification is a problem that needs to be addressed. Infill with more “free” activities, such as playgrounds, basketball courts, community associations, museums are a few examples of infill that does not involve shopping. Local grocery/access to affordable food is important to consider. How are winter activities/ living considered? How is active transportation incorporated? Bike parking? Bike tune-up stations?
- We should take advantage of the lower traffic numbers on Idylwyld now, in order to create a new vision for the street that is more accommodating for people who cycle, walk and take transit. Rezoning to create more active frontage and less surface parking should also take place now.
- Better bus shelters, Heaver fines for vehicle parked in bus stops and bus lanes.
- Remove the nasty hurdle of zoning and parking requirements and it will be much easier. The strip malls on 8th Street were zoned in the golden age of the automobile; we’re well passed those days. Let’s scrap the antiquated zoning laws that enable car culture!
- Quit concentrating on the East side & start improving the West side.
- Dedicated bus lanes on College Drive, University Bridge and 25th Street is NOT A FEASIBLE OPTION.
- Please let me help go over some numbers and planning to shoe the impact it could have in Saskatoon’s future.
- Focus should be placed on capturing young people and students and entrenching them in a culture of public transit. The city should also aggressively focus their efforts on highly visible and courageous implementations. Dedicated lanes down 8th street will be met with resistance, I am sure, but it also says that This is Saskatoon now, we are a transit oriented city. There will be a period of discomfort as we all detox from our single-occupant-vehicle lifestyles, but if we eat our vegetables the city will be a more lively and vibrant community and we will all be the better for it.
- Propose better flexible alternative transportation including transit not transit only.
- Stop talking and do something.

- I feel that putting a bridge down 33rd will direct too much traffic through a residential area where there are plenty of cyclists and people walking. So I am strongly against it.
- Priority for College Drive is to improve traffic flow through better timing of the lights. Development can not restrict traffic flow.
- I'm not sure that major changes to the busing will give the increase rider-ship you are looking for. I for one would not take a bus.
- DON'T BUILD A 33RD STREET BRIDGE!!!
- WE NEED BIKE LANES!
- Bridge on 33rd Street - I do not understand why we would dedicate funds for this. We have enough bridges. What would happen to the eco system in that area. It is a beautiful area as it is and the Pelicans are a landmark for Saskatoon. Why would we ruin that. The 33rd Street Bridge is not necessary - I'm not sure where this idea even came from.
- I'm assuming that a major condition of changing Idylwyld to a more residential corridor is the condition of moving truck traffic from Idylwyld to Circle Drive. Part of this should be the removal of traffic lights on Circle Drive between Avenue C and 11th Street West. What amazing congestion you have on that freeway during rush hour. If the geology would support it, I'd like to see Airport Drive, Laurier Drive, and Clancy Drive tunnel underneath Circle Drive, and ramps put on each side. This needs to happen if we're going to get truckers to take it.
- Cut out the artsy crap and give us driving lanes with better accessibility, more entrances/exits to remove lights, and eliminate the trains!
- I need more information about exactly what this means and would look like prior to offering support for it.
- I strongly support only if the bus lanes are located on the sides, right sides of the road. This option is only \$1M and not \$10M as other options. It is also easier to have bus stops on the sidewalks.
- If major redevelopments are taking place consider putting a physically separated bike lanes along the road.
- What about downtown? How will you encourage greater density and increased mix use there?
- Stop subsidizing suburban sprawl. All future developments should cover full costs - growth should pay for growth, otherwise the perverse incentives distort the rational and most efficient urban design. Development Charges in greenfield sprawl suburbs do NOT cover the costs of sprawl development - hence the discussion of new bridges and more cars and long commutes; those costs and delays can be lessened through infill, increased density, higher density transit, active transport (and all more cost-effectively than current low-density greenfield suburban development).
- The CP/CN tracks; add the expense of up and over. 8th Street should be the first corridor you renovate. So many options and room to move!
- 8th Street has a lot of potential to make it a destination corridor. Easy for walking, biking and using public transport.
- I'm horrified by the bridge diagram at the bottom of the workbook. It shows a barricade protecting pedestrians from motor vehicles but the cyclists are on the WRONG SIDE of the barricade. They are

vulnerable to distracted cars and mud spray and splashing from the cars. Would you let your 7 yr old bike across that bridge? Why are we still treating cyclists like pariahs? It is very important to get cycle infrastructure right at the planning stages and in all the diagrams or we end up repeating the mistakes of last century. The good thing is that it looks like the bikes may be up on a curb higher than the cars, or is that just a painted line?

- Bus I run longer on weekends least till 4 am slows down on drinking and driving.
- Given the continuing hike in taxes over the past few years, I don't understand how any of these proposals can be accomplished without coming back to my pockets. May certain you can accomplish these changes without impacting my bottom line more than you already have.
- Corridors should be designed for transit between dispersed areas of activity, not as shopping lanes.
- Electric carts are best option.
- Idylwyld Drive North needs improvement be a more desirable corridor to attract desirable businesses, and be attractive for drivers coming into the city and Mayfair residents.
- Is this survey supposed to be for public?
- Ensure that incentives for dense redevelopment also include incentives for providing affordable housing. We don't want to keep pushing low-to-medium income people, as well as young families, out of the core neighbourhoods. This should be written into the plan at a high level - not just left for individual neighbourhoods to think about.
- Warman road needs to be fixed this year heading out to the highway. I have heard of already three popped tires from potholes on that street. It is March 14, 2015. We have a lot of summer to go with those holes.
- Once again, keep in mind you will have delivery vehicles attempting to make deliveries to the businesses in these areas. It is very tough trying to get around in some of the newer areas due to lack of either lane space for turns, or loading areas that are accessible.
- These should have a good mix of greenery and buffer between sidewalk and road.
- Note previous comments!!!!!!!!!!!!!!
- I think the 8th Street area will fix itself. More and sooner attention is needed on Idylwyld Drive. Much of it is a terrible eyesore!
- 8th Street is always congested with traffic! Transit needs to be able to move along quicker than it currently does during rush hour!
- Holmwood Suburban Centre? Maybe I misunderstand what "development" this is applying to. I feel there are other areas (Rosewood, Evergreen, Kensington, Stonebridge) that we could focus developing a suburban centre for.
- Create separated bike lanes on all these major corridors.
- Will these be occurring in conjunction with the suburban sprawl? Or is this part of a densification/livability strategy that Saskatoon is undertaking?
- Priority corridors will still have train crossings. How can you say that something will be faster when I am delayed 10 minutes at 7 am when driving to work because a train rolled into town. They are not the

life blood of this city and I shouldn't be delayed for no good reason, besides the city will not take the financial hit to work with the trains that are here.

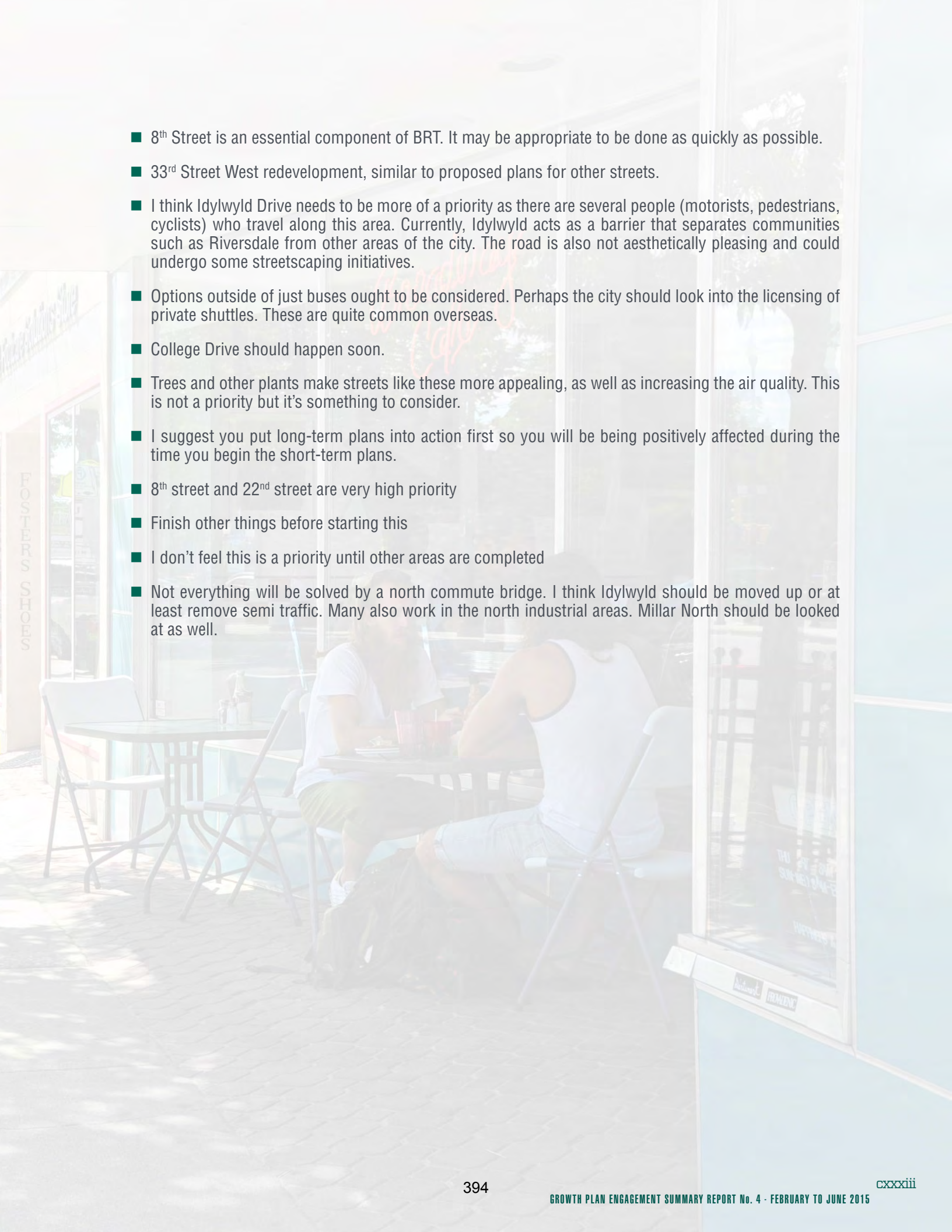
- These plans are a total change from the way we have been doing things for decades, shut down car traffic on major streets? Hard to believe that it can or will happen unless a major crisis (say \$5/liter gas) gives us no choice.
- Another issue I have is with Marquis Drive. Why did we go ahead and make the same mistake on Marquis Drive as we did in the past with Circle Drive North? Namely adding all those intersections with traffic lights. When the North Bridge is built (at Marquis Drive) we still won't have a ring road without restrictions. So much for improving the flow of traffic.
- I do not see the point of making the street look pretty if I will still struggle to get around town. I suppose the wait at the red lights will be more pleasant but not in any way more efficient.
- Perhaps the City should look at the feasibility of converting Idylwyld Drive from Sid Buckwold Bridge to Circle Drive a raised freeway. This could be done by raising the entire free way. Or converting the current Idylwyld into a one-way street, then turn Avenue B or C into a one-way street going the opposite direction. This would be double the amount of lanes available and greatly reduce congestion. Also, this option would come at a reasonably low cost to the City.
- Call an election and let the new mayor and the new councilman deal with this people with new vision.
- Faithful Avenue, Avenue C, Intersection of Miller & Circle Drive North, Warman Road onto Circle Drive North, 71st Street Bridge.
- Saskatchewan Polytechnic and surrounding area deserves a higher priority but, because of problems concerning the cul-de-sacs on Idylwyld near 33rd, may not be ready for redevelopment sooner.
- Good idea, but will likely be a mess in implementation.
- Don't throw away tax dollars with useless visual appeal and expensive works of "art." Please be responsible and efficient with tax dollars. Don't be wasteful.
- Idylwyld Drive needs a total makeover - as it is now it the least person-friendly street in the city. It is horrible and unfortunately is the first thing many visitors to Saskatoon see. Gut it and start over!
- Hub and spoke. Get away from the idea of a major bus malls. The priorities seem to be misplaced, though being able to see the studies this was all based on would be nice, vs other studies probably done over 2 years ago...would help. What was done in the 50s and 60s when ridership was MUCH higher? Can we learn something from that history?
- Developers need incentive to do infill, perhaps education since ""green field"" is perceived as being easier. They think businesses prefer parking to walkability and many do. A strategy to deal with this will be needed. Hopefully the transit plans help. As solar energy continues to drop in price and it replaces other energy forms, access to solar will become increasingly important. Solar rights access will need to be considered on these and all future developments - perhaps added to the zoning bylaw.
- Build a north bridge.
- Include actual cycling infrastructure.
- These plans MUST also consider separated bike lanes along these corridors.

- Provide safe biking and walking lanes on major corridors.
- Allow progressive building companies and architects like Shift Development to be a part of the design process. Look at 20th street now. The development on that street was initiated by them and not by City of Saskatoon.
- Build a sky train.
- I think we need to consider traffic, environment, population in the considered areas.
- Covered pedestrian walks over college drive to and from transit stations and university. Having pedestrians walking across such a busy road is dangerous for everyone.
- The Idylwyld Corridor is extremely important as this is the primary route to downtown for any visitor to the city from the airport. Also I think it's important to focus on all areas of the city but it's most important to focus on the neighbourhoods inside of circle drive as a means to make them more attractive when people are choosing where to live.
- If it's to happen minimize public funding.
- Just don't do anything to restrict flow of ALL traffic.
- Ensure development does not impede the flow of traffic.
- Let's ensure that these areas become more attractive for pedestrians and cyclists.
- This sucks. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?!This suck. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?! This sucks. NO 33rd Street Bridge. What about the Children?! This sucks. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?!This sucks. NO 33rd Street Bridge. What about the Children?!
- I would like to see more emphasis on developing Riversdale, King George and the West Industrial. There's a lot of potential in these neighbourhoods due to the land available and the proximity to the river and downtown. Old industrial sites can be cleaned up and re-purposed. 20th Street West would be an ideal location for separated bike lanes. A lot of people use bikes in the area already.
- The major corridors are already plagued by traffic issues and should not be further developed.
- Preston and College, not sure what kind of development you can do on the University land?
- Develop distributed services (mall equivalents) along with industrial operations.
- 2nd Avenue between 23rd and 27th, 3rd Avenue between 19th and 22nd.
- Redevelopment of areas sounds like a good idea. However, how will it affect adjoining residences.
- Newer more reliable buses. Shuttle buses should be updated with slightly better accessibility (two doors) i.e. smaller versions of the full sized buses.
- Pedestrianize Broadway.
- I find it difficult to answer any of the above, as in so doing there is a presupposition that what will occur

is simply building current systems rather than fundamental changes.

- LRT.
- City Hall needs to settle these workers contract. It was an embarrassment how City Hall in the mirror handled it. Murray Todland gets 300 plus thousand year and you can't give these transit workers a raise??? Maybe we should look at replacing him?
- As I do not agree with adding more conventional bus services, i have indicated that 'This is NOT a priority at all' when in fact, I do not want to see these changes made.
- Why are we not looking more closely at the intersection of Idylwyld North and Circle Drive North? Right now this area is a disaster. Because of improvements made to the traffic flow from the south end of the city to north (thanks to the opening of the Circle Drive South bridge), traffic races from the south end of the city only to find no adequate option to exit the city at the north end. I would estimate that nothing less than a full clover leaf intersection could alleviate the current congestion in this area.
- We need a workable transit system. Consider LRT. Higher speed, less manpower, does not have to remove lanes from vehicle traffic.
- More infill along corridors is a great plan. Questionable if culture will change as fast.
- I'm concerned that 22nd Street might be modeled on the gentrification that has happened on 20th Street.
- Problem with all the pedestrian friendly areas is we live in a majority winter/cold climate. Not pedestrian friendly where we can always live an active lifestyle.
- North south routes and better and more bus stops. The bus stops must be heated.
- Build a north bridge
- Attridge Avenue should be a short term priority, especially with the massive suburban developments occurring in the area. There are only two exits out of University Heights: Attridge Drive or McCormand.
- Implement free bus service now.
- Build a sky train.
- Many activities already happen on 22nd but Idylwyld is so unfriendly, it should happen sooner, it is a disgusting area to walk around in. 8th Street should happen sooner as the car-centric attitudes there are not present on 22nd and 8th Street would benefit and handle the influx better.
- Dear Lord please put Idylwyld on the fast track priority! It is a major eye sore to our city.
- I assume the curb lane option is the one that can make BRT happen sooner.
- Just make sure you have the infrastructure in place to avoid increased traffic congestion - before you start allowing more businesses and infill in to these places.
- 33rd between H and the river.
- I commented on the segment of Idylwyld and circle drive on the first page, please read that as it pertains to this section.
- Every area is important now because the density of the population is easy to manage.

- Corridors are only thought in N-S and E-W. Why not consider diagonal corridors to tie it all together.
- I feel ambivalent about the planned revitalization project for 22nd Street West. It will likely contribute to displacement of people currently living there and may further contribute to housing insecurity, employment access, etc. I don't feel like an inevitable displacement due to free market forces is necessarily worth the benefits of revitalization.
- What will happen to low-income individuals? Will there be programs to allow them to stay in the area? Transit should always take into consideration where these people move. Provide them with good service.
- Priorities need to be based on ridership.
- Overall, this plan doesn't seem very contextual and unique for Saskatoon, it's ecology, it's people, it's culture, and for retaining and sustaining what is important. Why no retro fitting? Hopeful for a better and brighter future.
- What about 33rd street?
- What no BRT plan for Idylwyld if this is a major corridor? What about increasing density standards or bonusing in all neighbourhoods and not just a few areas? Density for new developments is equally as imperative.
- Focus on finishing the development of newer neighbourhoods and equipping them with effective transit and aesthetic appeal.
- Gentrification is everyone's business, I don't think the city should leave it to market to decide the future of these neighbourhoods!
- Be careful of gentrification when redeveloping 22nd Street.

- 
- 8th Street is an essential component of BRT. It may be appropriate to be done as quickly as possible.
 - 33rd Street West redevelopment, similar to proposed plans for other streets.
 - I think Idylwyld Drive needs to be more of a priority as there are several people (motorists, pedestrians, cyclists) who travel along this area. Currently, Idylwyld acts as a barrier that separates communities such as Riversdale from other areas of the city. The road is also not aesthetically pleasing and could undergo some streetscaping initiatives.
 - Options outside of just buses ought to be considered. Perhaps the city should look into the licensing of private shuttles. These are quite common overseas.
 - College Drive should happen soon.
 - Trees and other plants make streets like these more appealing, as well as increasing the air quality. This is not a priority but it's something to consider.
 - I suggest you put long-term plans into action first so you will be being positively affected during the time you begin the short-term plans.
 - 8th street and 22nd street are very high priority
 - Finish other things before starting this
 - I don't feel this is a priority until other areas are completed
 - Not everything will be solved by a north commute bridge. I think Idylwyld should be moved up or at least remove semi traffic. Many also work in the north industrial areas. Millar North should be looked at as well.



E Citizen Survey



GROWTH PLAN TO HALF A MILLION

CITIZEN SURVEY

GENERAL PUBLIC RESULTS

JUNE 2015



insightrix[®]

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Executive Summary

In May, 2015 the City of Saskatoon contracted Inshtrix to conduct a general public survey of citizens in Saskatoon, gathering feedback on the preliminary long-term recommendations and implementation priorities included in the City's *Growth Plan to Half a Million (Growth Plan)*. The objective of this study is to identify the support for future planning and investment in the areas of Corridor Growth, Transit, Rapid Transit and Core Area Bridges. This research complements additional public engagement activities undertaken by the City on the proposed *Growth Plan*. Results from both studies are summarized below.

A total of 801 randomly selected Saskatoon residents participated in the study. The study was conducted online, accessing Inshtrix's online research panel, SaskWatch Research™ which includes more than 4,600 Saskatoon residents. Data was collected between June 1 and June 9, 2015.

OVERALL GROWTH PLAN CORE INITIATIVES

- Citizens support the overall *Growth Plan* proposed by the City, with 90% of Inshtrix Research respondents supporting the overall plan. This is consistent with the public engagement results (80%).
- Redevelopment and Infill along Major Corridors, transit plans with BRT, and a possible 33rd Street River Crossing combined with Bus Lanes on the University Bridge are all also strongly supported (88%, 83% and 78%, respectively). Similar support is noted through the public engagement activities (85%, 80% and 60%, respectively).
- Suggested enhancements most commonly relate to improvement of traffic design planning and congestion reduction. Other suggestions include repair and maintenance of existing infrastructure and higher transit service levels, among other items.

POSSIBLE IMPLEMENTATION PHASING FOR TRANSIT

- Approximately three quarters of citizens surveyed by Inshtrix believe that real-time bus arrival information is a high priority item for the City of Saskatoon. This is followed by one half of residents who feel increasing the number of comfortable shelters throughout more areas of the city, and active transportation and facilities are also a high priority item. Findings are consistent with public engagement activity findings.
- Citizens state that they believe higher transit service levels (hours, frequency, coverage) (22%) and improvement to the customer experience and transit image (17%) are missing priority items from the 10 year implementation plan.

SUPPORT FOR POSSIBLE SHORT-TERM TRANSIT SERVICE AND FACILITY IMPROVEMENTS

- Enhancement of the East-West rapid transit service is viewed as a high priority by three quarters of citizens surveyed in the Inshtrix study (76%), with slightly less feeling extended conventional transit service to growing areas in the West, Northeast and Southeast (69%) is also a high priority. Building dedicated bus lanes on 3rd Avenue has mixed support among Saskatoon citizens (46% viewing as a high priority, and 41% indicating it is not a high priority item). These findings are also consistent with the public engagement results.

SUPPORT FOR POSSIBLE MEDIUM-TERM TRANSIT SERVICE AND FACILITIES IMPROVEMENTS

- Among medium-term improvements, most Saskatoon residents believe the East-West rapid transit is a high priority (74%) in the next 5 – 10 years. Opinions on remaining improvements are somewhat more divided, especially for dedicated bus lanes on 25th Street. Again, findings are in line with those from the public engagement sessions.
- Suggested enhancements to this section of the *Growth Plan* are most often related to higher transit service levels (26%).

POSSIBLE IMPLEMENTATION PHASING FOR CORRIDOR GROWTH

- One half of citizens are supportive of the priority assigned to short-term projects, excluding Holmwood Suburban Centre. Support for medium-term project is moderate, with one third feeling 8th Street should receive an increase in priority (45%). Idylwyld Drive North as a long-term priority is supported by slightly less than one half of citizens (41%). Findings are generally consistent between the quantitative study and the City's public engagement activities.
- Traffic design and congestion concerns also are spoken about by 16% of citizens as comments of the overall *Growth Plan*.

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Background & Methodology

BACKGROUND & OBJECTIVES

In May, 2015 the City of Saskatoon contracted Inshtrix to conduct a general public survey of citizens in Saskatoon, gathering feedback on the preliminary long-term recommendations and implementation priorities included in the City's *Growth Plan to Half a Million (Growth Plan)*. The objective of this study is to identify the support for future planning and investment in the areas of Corridor Growth, Transit, Rapid Transit and Core Area Bridges. This research complements additional public engagement activities undertaken by the City on the proposed *Growth Plan*.

METHODOLOGY

A total of 801 randomly selected Saskatoon residents participated in the study. The study was conducted online, accessing Inshtrix's online research panel, SaskWatch Research™ which includes more than 4,600 Saskatoon residents. Data was collected between June 1 and June 9, 2015.

QUESTIONNAIRE

Based on previous public engagement activities conducted by the City, a set of questions were developed to collect input. To enable direct comparisons between these previous public engagement efforts and this quantitative study with Saskatoon residents, questions asked of respondents within this study remained consistent with that of the public engagement activities.

DATA COLLECTION

Randomly selected SaskWatch Research™ panel members living within the city were invited to participate in the research study via an email message which included a link to the online survey. Quotas were set by age and gender to ensure an appropriate distribution of Saskatoon residents participated in the study. The following table outlines the distribution of online surveys and respondents by demographic variables:

Demographics		Online Survey	
		Count	Percent
Gender	Male	380	47.44%
	Female	421	52.56%
Age	18-34	238	29.71%
	35-54	293	36.58%
	55+	270	33.71%
Total		801	100%

INCLUSION OF FINDINGS FROM PUBLIC ENGAGEMENT SESSIONS

The City of Saskatoon conducted engagement activities (Public Workshops, Campus Consultation, targeted stakeholder engagement and an online survey) asking participants to provide input on the proposed *Growth Plan*. The input received has been compared with Inshtrix findings, where applicable.

REPORTING NOTES

- Results from City of Saskatoon public engagement efforts are reported alongside the results from this quantitative research study.
- Each survey question was analyzed by all appropriate demographic variables, including suburban area, age and gender. Notable differences have been highlighted in this report using “▲”. A standard alpha value of less than 0.05 is considered statistically significant. This means that there is less than a 5% chance that the results would have occurred by chance.
- Due to rounding, not all results will add to exactly 100%.
- Results for questions with multiple allowed responses may total more than 100%, as respondents were able to choose more than one option.
- Each question includes a base description detailing the number of respondents who answered each question (n=#).
- Open-ended questions have been themed and coded into categories. The percentages from individual codes could total more than 100%, as comments from each respondent could be relevant to more than one code.
- Net averages are indicated by a textured data bar. These are calculated by taking the summation of any items that may follow under the category. For example, in a “Support” banner, it will include those who indicate they have “Strong support” or “Medium support”.

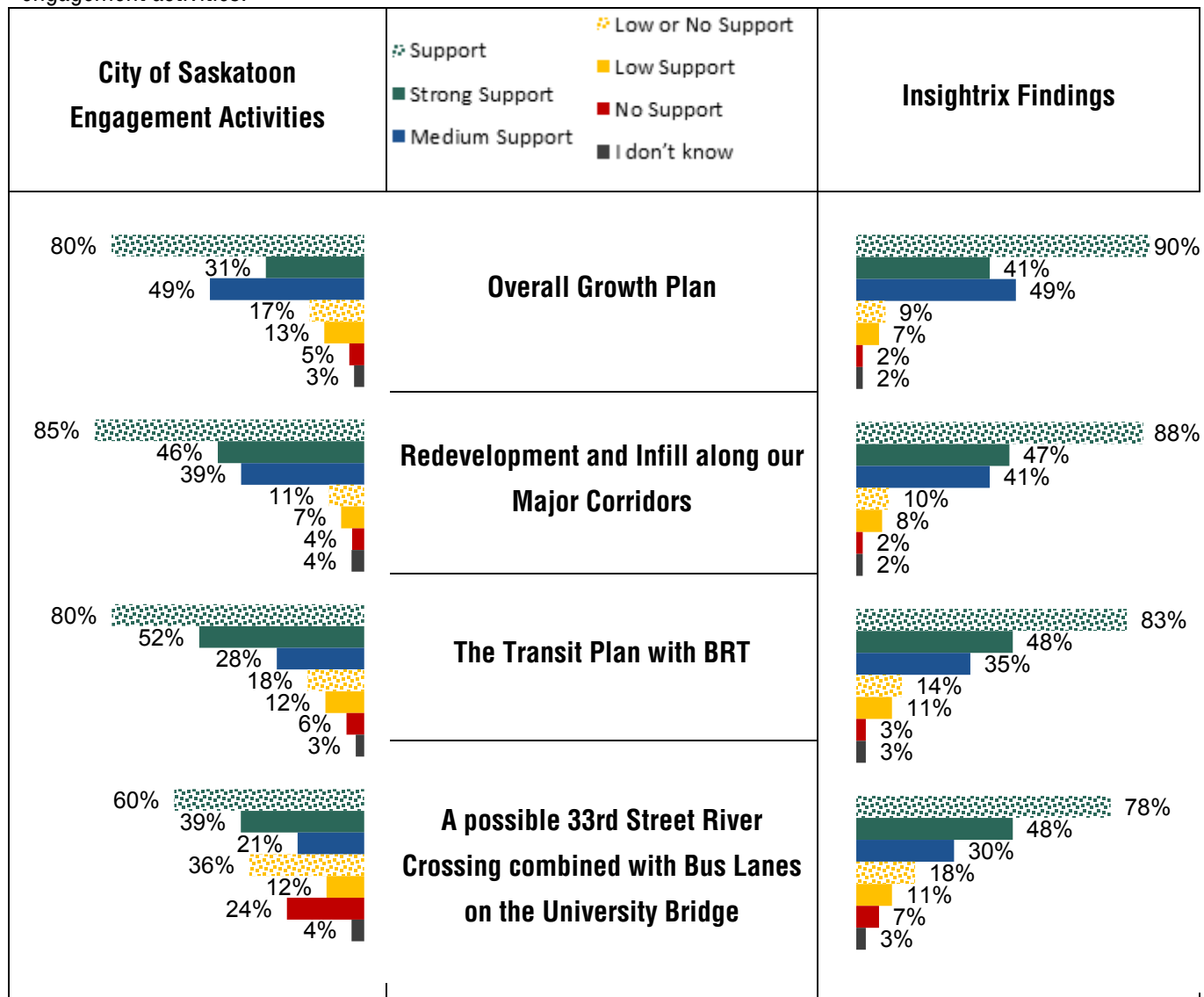
Study Results

OVERALL GROWTH PLAN

To begin, participants were presented with an overview of the proposed long-term recommendations for the *Growth Plan's* core initiatives of Corridor Growth, Transit and Core Area Bridges. This information included written descriptions, images as well as a link to a video describing the plan. For details of the material presented to respondents, please refer to the Appendix.

Support for Growth Plan Core Initiatives

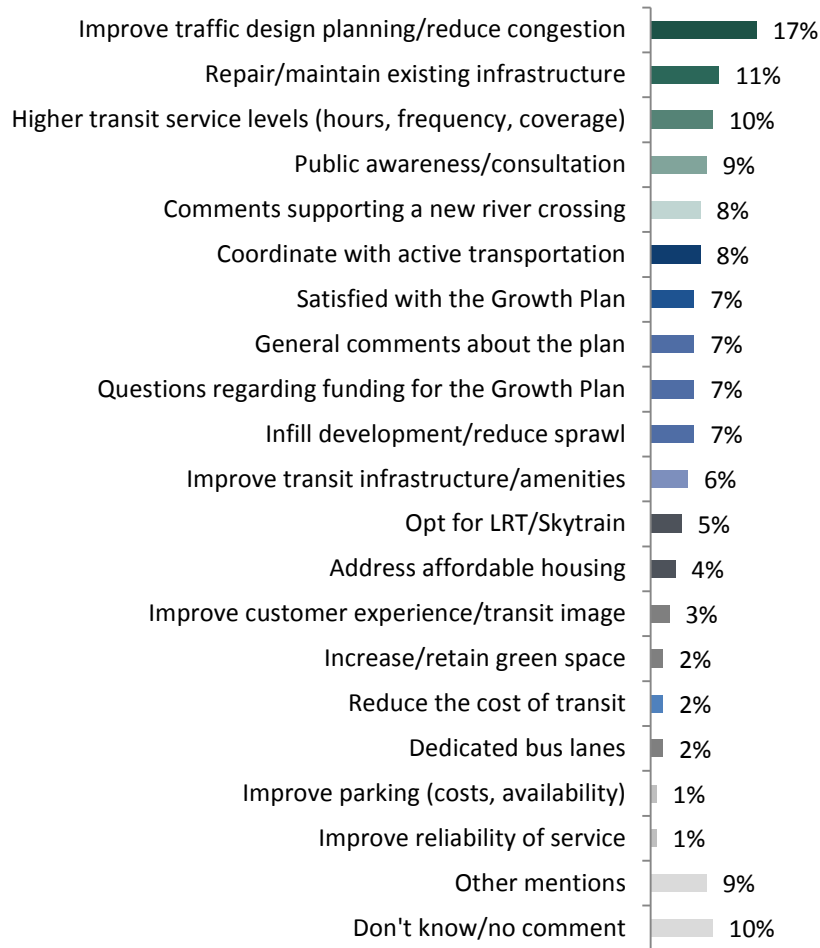
Broadly speaking, citizens strongly support the overall *Growth Plan* with four in ten strongly supporting the plan and one half somewhat supporting it. This is generally consistent with the City's public engagement feedback. Support for subcomponents of the plan is also strong although support is comparatively weaker for a 33rd street river crossing. Support levels are higher amongst the Inshightrix study vs. the City's public engagement activities.



Q4. Do you support the recommended long-term directions of the Growth Plan, put together by the City of Saskatoon? Base: All respondents, n = 801.

Growth Plan Enhancement Suggestions

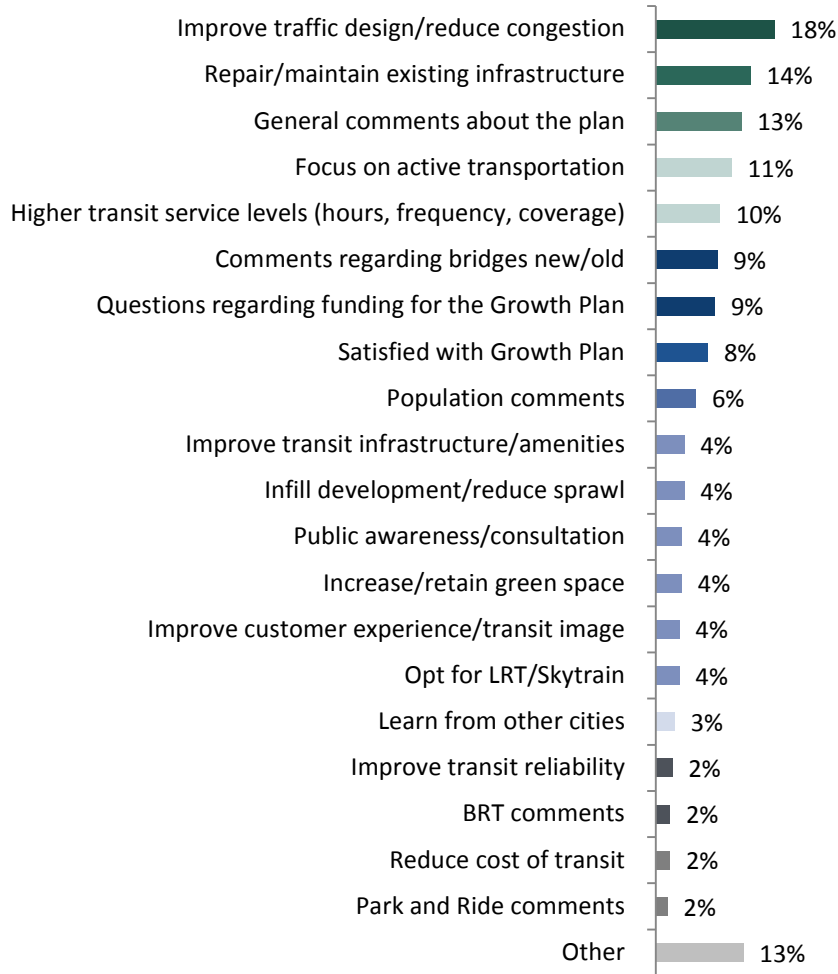
Next, respondents were asked to provide suggestions on how the City could enhance its *Growth Plan*. Respondents provided written responses which have been reviewed and placed in the following categories. Citizens most commonly list traffic design planning and congestion reduction as ways the City could enhance its *Growth Plan*. Repair and maintenance of existing infrastructure and higher transit service levels are also mentioned.



Q5. How could the City of Saskatoon enhance the Growth Plan? Base: All respondents (optional), n = 634.

Further Growth Plan Comments

Next, respondents were asked to offer additional comments regarding the overall *Growth Plan*. Improved traffic design and congestion reduction is again mentioned frequently.
































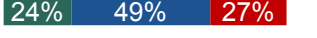
Q6. Are there other comments you would like to make? Base: All respondents (optional, excluding no comments), n = 412.

POSSIBLE IMPLEMENTATION PHASING FOR TRANSIT

Next, respondents were presented with further details on future transit plans and then asked a series of questions to collect their opinions on specific components of the plan.

Support for Proposed Implementation Phasing for Transit Customer Experience Initiatives

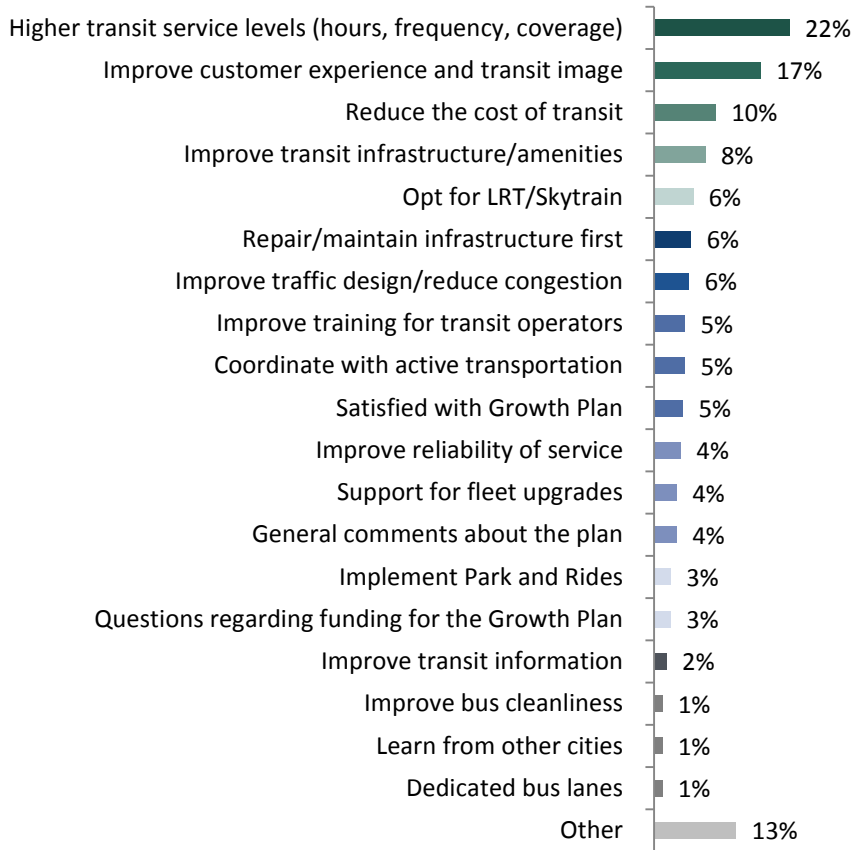
Respondents were presented with a list of customer service considerations for transit and asked to indicate whether each should be considered high, medium or low priorities over the next 10 years. Items deemed to be of the highest priority include real-time bus arrival information, shelters, active transportation plan and facilities, bus cleanliness, terminal improvements and a mobile app. Findings are consistent with public engagement activities.

City of Saskatoon Engagement Activities	<ul style="list-style-type: none"> ■ High Priority ■ Medium Priority ■ Low Priority 	Insightrix Findings
	Real-time bus arrival information	
	More comfortable shelters throughout more areas of the city	
	Active transportation plan & facilities	
	Bus cleanliness	
	Terminal improvements	
	Mobile app	
	Sidewalk accessibility design standards	
	Customer service staff / resources	
	Accessible transit facility design standards	
	Fleet upgrades (new buses)	
	Customer satisfaction surveys	
	Mobile ticketing kiosks	
	Website upgrades	
	Accessibility training	
	Bike racks on busses	

Q7. What are the most important priorities over the next 10 years to enhance the transit customer experience? Base: All respondents, n = 801.

Transit Customer Experience: Missing Priority Items

When asked if there are any missing customer service priorities with the proposed transit plan, Saskatoon residents believe that higher transit service levels are missing from the City's *Growth Plan*. Improvement to customer experience and transit image is also believed to be missing.















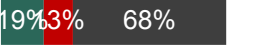


Q8. Did we miss anything that should be implemented in the next 10 years? Base: All respondents (optional excluding don't knows), n = 299.

Next, respondents were presented implementation priorities for transit service and facilities and then asked a series of questions to collect their opinions on specific components of the plan.

Support for Possible Short-term Transit Service and Facility Improvements

















Most items identified are considered to be high priority among Saskatoon residents with enhancements of the East-West rapid transit services being seen as a high priority to most residents. Park n’ rides and dedicated lanes on 3rd Avenue are deemed to be of least importance.

City of Saskatoon Engagement Activities	<ul style="list-style-type: none"> ■ High Priority ■ Not a High Priority ■ Don't Know 	Insightrix Findings
11% 	Enhance East-West rapid transit services (red line)	
13% 	Extend conventional transit services to growing areas in the West, Northeast and Southeast.	
12% 	Enhance North-South rapid transit services (blue line)	
13% 	Convert the Downtown and Place Riel Transit Terminals for rapid transit operations.	
11% 	Build dedicated bus lanes on College Drive (Clarence Ave to Preston Ave).	
11% 	Review the feasibility for 5 park-n-ride lots.	
14% 	Build dedicated bus lanes on 3rd Avenue (22nd St to 25th St).	
N / A	Other	

Q9. The transit service and facility improvements outlined below are being proposed for short-term implementation within 5 years. Do you agree with the high priority assigned to each of these improvements? Are there any you think should not be a high priority for the 5 year plan? Base: All respondents, n = 801.

Support for Possible Medium-term Transit Service and Facilities Improvements

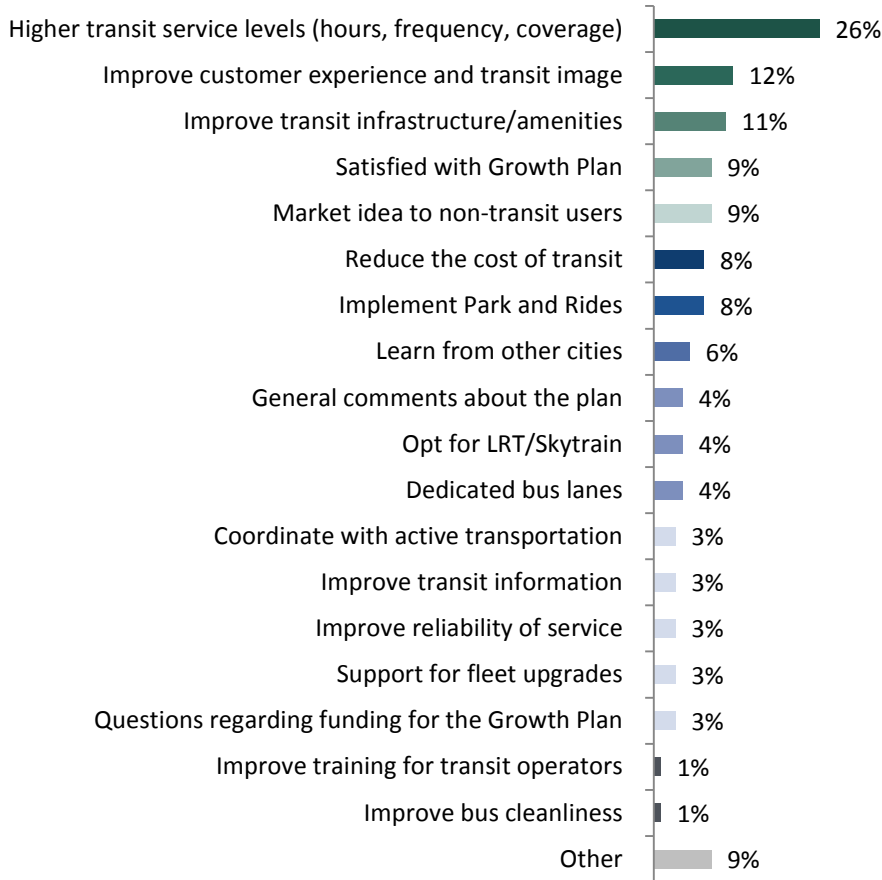
Among medium-term improvements, most Saskatoon residents believe the East-West rapid transit is a high priority. However, opinions are divided with respect to dedicated bus lanes on 25th Street.

City of Saskatoon Engagement Activities	<ul style="list-style-type: none"> ■ High Priority ■ Not a High Priority ■ Don't Know 	Insightrix Findings
	Continue East-West (red line) rapid transit service enhancements	
	Implement transit priority (queue jump lanes and signal priority) for buses at intersections along 8th Street, Broadway Avenue, and Preston Avenue.	
	Build dedicated bus lanes on 22nd Street (Idylwyld Drive to Confederation Drive)	
	Introduce community shuttles to the North Industrial area.	
	Implement 3 park-n-ride lots.	
	Introduce community shuttles to the southwest-Confederation area.	
	Build dedicated bus lanes on 25th Street (3rd Ave to Spadina Crescent)	
	Other	

Q10. The transit service and facility improvements outlined below for implementation in the medium-term (5 to 10 years) build off the high priority improvements outlined in the 5 year plan. Do you agree with the high priority assigned to each of the medium-term improvements? Are there any that you think should not be a high priority for the next 5 to 10 year plan? Base: All respondents, n = 801.

Transit Service and Facility Improvement: Suggestions

When asked to identify additional priorities for transit over the next 10 years, higher levels of transit service are again most commonly cited.



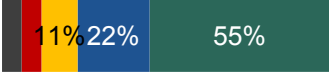
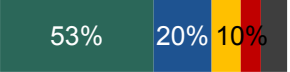
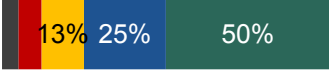
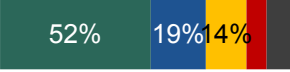
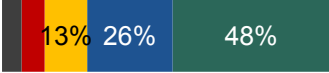
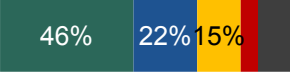

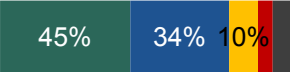
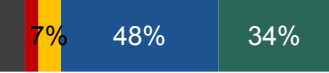
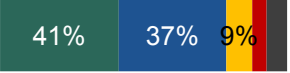
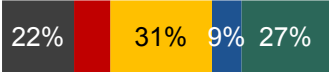

Q11. Did we miss any high priority transit service and facility improvements that should be implemented in 10 years? Base: All respondents (optional), n = 282.

POSSIBLE IMPLEMENTATION PHASING FOR CORRIDOR GROWTH

Next, respondents were presented with further details on future implementation priorities for Corridor Growth and then asked a series of questions to collect their opinions on specific components of the plan.

Support for Proposed Implementation Phasing for High Priority Corridors

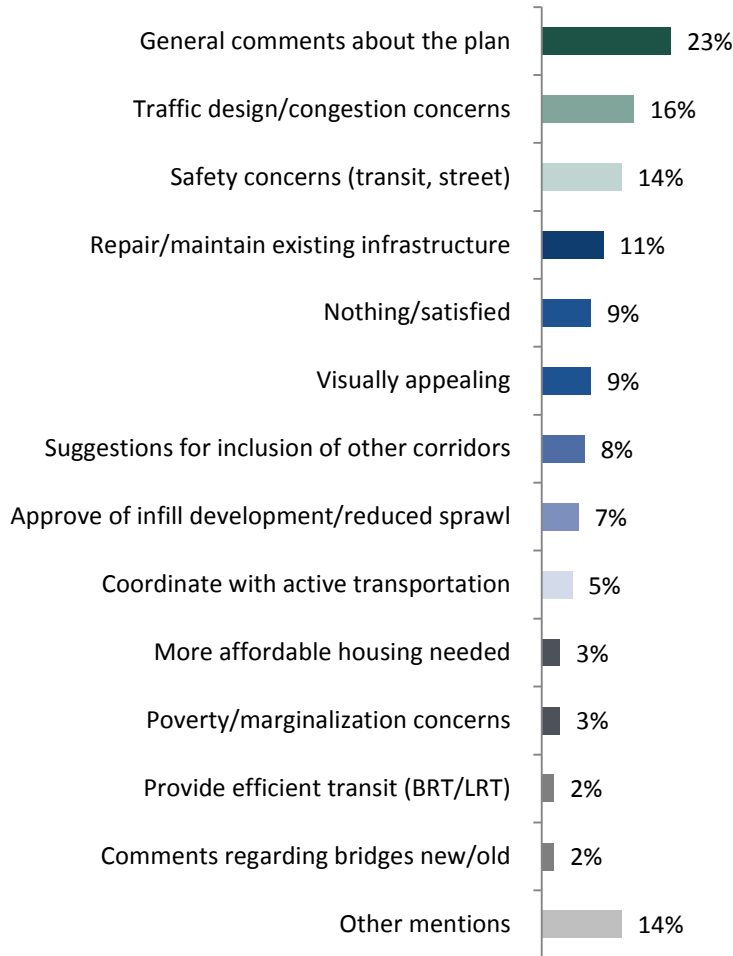
When asked about whether they agree with the priority level set for Corridor Growth, one half are supportive of the priority assigned to short-term projects other than Holmwood Suburban Centre, with one quarter feeling the priority level should be lowered. Support for priority assignment of medium-term projects is moderate, with one third feeling the 8th Street project should receive increased priority. Many feel the priority assigned to Idylwyld Drive North should be increased. Findings are generally consistent between the quantitative study and the City's public engagement activities.

City of Saskatoon Engagement Activities	<ul style="list-style-type: none"> ■ I agree with this priority ■ Increase Priority ■ Lower Priority ■ Not a Priority ■ Don't Know 	Insightrix Findings
	Short-term Priority (5 year): 22nd Street West	
	Short-term Priority (5 year): Preston Avenue & College Drive	
	Medium-term Priority (5 to 10 years): Confederation Suburban Centre	
	Medium-term Priority (5 to 10 years): 8th Street East	
	Long-term Priority (10 to 20 years): Idylwyld Drive North	
	Short-term Priority (5 year): Holmwood Suburban Centre	

Q12. Implementation priorities for encouraging growth and redevelopment along our major corridors have been broken up into short-, medium-, and long-term phasing options. Do you support the proposed phasing for Secondary Plans along our major corridors shown below? Are there any that you would assign a different priority to? Base: All respondents, n = 801.

Possible Implementation Phasing for Corridor Growth: Additional Comments

Approximately one quarter of individuals offered comments regarding the Corridor Growth plan. Comments most commonly relate to traffic design and safety concerns.

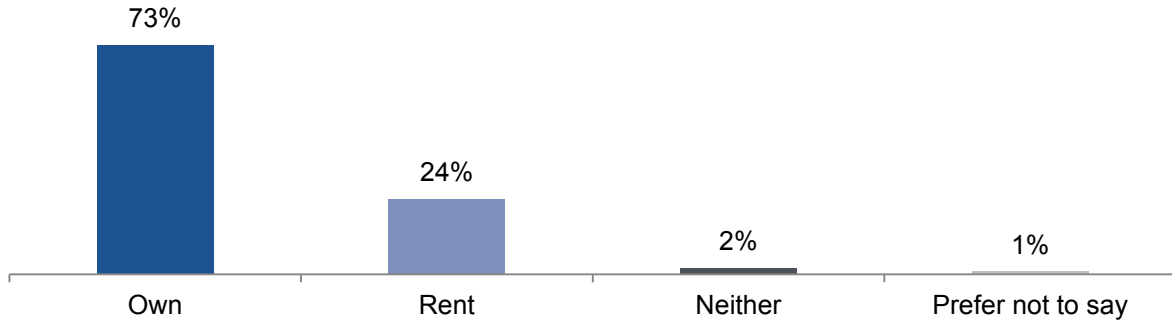


Q13. Do you have any other comments or suggestions on these priority corridors? Base: All respondents (optional), n = 236.

DEMOGRAPHICS

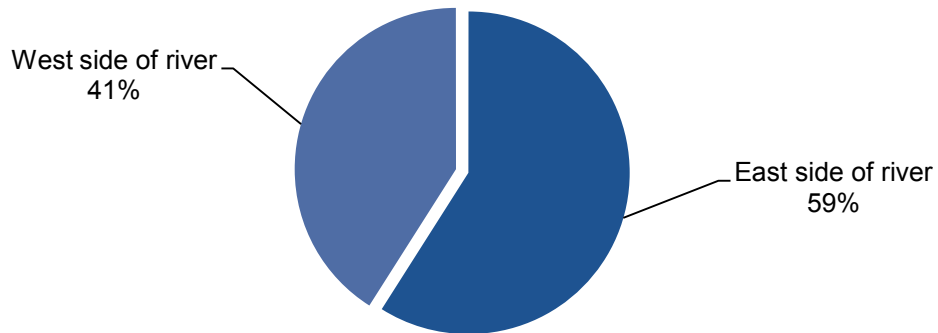
The following section lists the distribution of respondents from the Insightrix Research study.

Living Accommodations



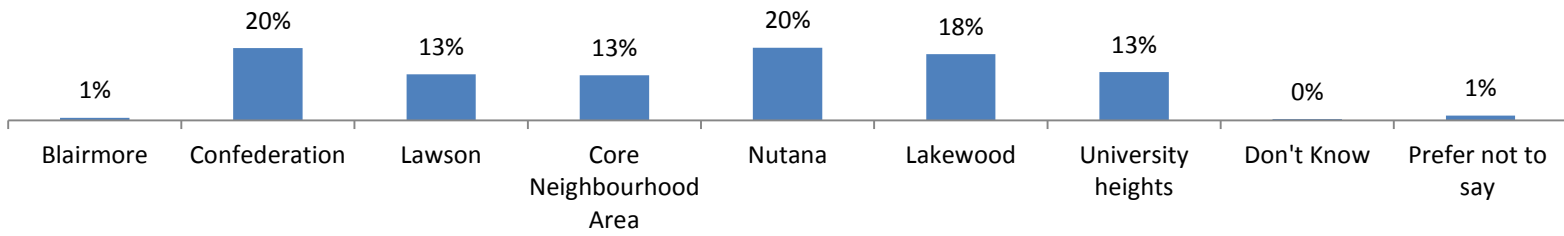
Q14. Do you rent or own your accommodations? Base: All respondents, n = 801.

City Division



Q15. Do you live on the east side or the west side of the river? Base: All respondents, n = 801.

City Neighbourhood



Q16. Into which of the following neighbourhoods in Saskatoon do you live? Base: All respondents, n = 801.

CITIZEN SURVEY REPORT APPENDIX

Questionnaire

1. Please indicate your Gender:

Male
Female

2. Into which age range do you fall?

18-34
35-54
55+

3. Do you live within the city limits of Saskatoon?

Yes
No [thank and terminate]

Please note that before answering specific questions in this survey, the City of Saskatoon has summarized various details about their *Growth Plan to Half a Million (Growth Plan)*. The next set of pages summarizes the preliminary plan. There are a number of points that are presented. Please take a few minutes to read about the plan before answering the survey questions. Note that as you answer questions on specific sections, there will be an opportunity for you to re-read the information that relates to that specific *Growth Plan* topic.

Background

The following information has been provided by the City of Saskatoon.

Please take 5 minutes to watch a video that summarizes the City's Growth Plan. This will provide you with a quick summary of what this survey will be asking you about.

<https://www.youtube.com/watch?v=0dHeq4H09CY>

Saskatoon is one of the fastest growing cities in Canada today. In fact, the city's population is expected to double to half a million people over the next 30 to 40 years. Growth brings many benefits like increased economic activity, employment and business opportunities, but it also comes with the challenges of building, servicing and living in a larger city.

This is why the City of Saskatoon is developing a *Growth Plan to Half a Million (Growth Plan)* to help guide future land-use decisions and infrastructure investments so residents will have more choices for how they live and move around the city as Saskatoon grows.

The *Growth Plan* is made up of several parts that fit together to form a new growth model for Saskatoon. Each part is dependent on the other in order for the whole plan to work. Corridor Growth, Transit and Core Bridges make up the core initiatives of the *Growth Plan*. There are also four supporting initiatives that include Employment Areas, Active Transportation, Water & Sewer and Financing Growth.

Launched in February 2014, public engagement has been an important part of the development process. The input and feedback received by the public over the last year has been used alongside technical reviews to develop preliminary long-term recommendations and implementation priorities for the *Growth Plan*. The survey that follows provides an overview of the proposed plan and how it could be implemented over the next 10 years and beyond. Your input will be used to help shape priorities as the City continues to develop the *Growth Plan*.

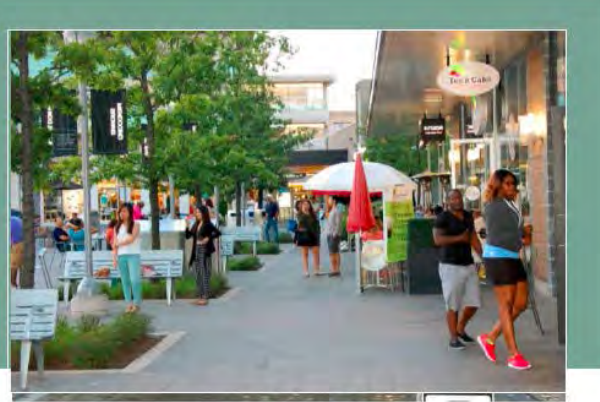


Growth Plan Questions

Long-term Directions for Corridor Growth

Saskatoon's major corridors are ideal locations for a greater mixture of land uses and density to support more sustainable growth. Through well-thought out redevelopment and infill along our major corridors, we can create great places for people to live, work, shop and socialize.

Existing Conditions



Infill Potential

As part of the Corridor Growth plan, the suitability and potential for redevelopment along major corridors in Saskatoon were evaluated and high priority corridors identified.



This review identified that certain sections along the high priority corridors have greater potential for redevelopment than others. For example, the figure below shows that sections of 22nd Street between Avenue P and Idylwyld Drive have greater potential

than others along the corridor.



Additionally, the Confederation Suburban Centre has been identified as a high priority area with significant potential for redevelopment to accommodate a greater mixture of land uses in a more walkable urban shopping environment.

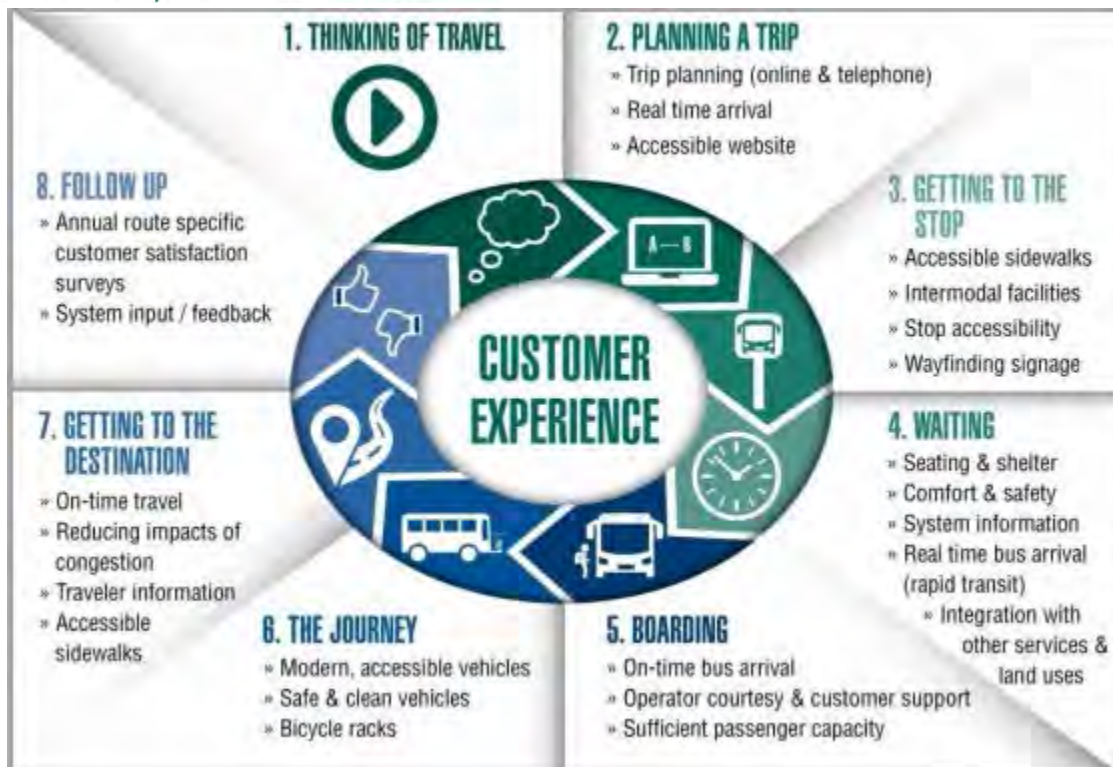
In most cases, however, the current permitted land uses and street environments along these corridors discourage the types of developments needed to make these corridors more sustainable and attractive.

Once the *Growth Plan* is adopted by Council in early 2016, Secondary Plans will be developed in consultation with area residents, businesses and land owners to incentivize and guide these changes as well as integrate these efforts with Bus Rapid Transit development.

Long-term Directions for Transit






Transit Customer Experience

The customer experience is central to the success of transit in Saskatoon. The community has clearly stated this needs to be improved NOW! The Transit Plan includes making customer service a foundation of the transit business. Whether it's planning a trip or getting to the destination, there are many things the City can do to improve the experience for customers of all ages and abilities. Some of the improvements that are recommended in the Transit Plan are shown below.



Increasing the Range of Bus Services

The needs of transit customers vary. Some want to get around their neighbourhood and need reliable, accessible service near their home and destination. Others want fast, direct service and are willing to walk to catch a bus – especially if the bus is frequent. Our existing services and routing provide reasonable coverage to a majority of residents, but cannot adequately serve many of the customer needs. The Transit Plan includes a broader range of services and routing that will do more for existing and future customers.

SERVICE TYPE	WHAT DOES IT DO?	VEHICLE TYPE	FREQUENCIES	FREQUENT	DIRECT	FAST	RELIABLE	COVERAGE
Bus Rapid Corridors	Connects major destinations and areas with the highest demands.		Peak: 5 min. or less Off-peak: 10 min.	✓	✓	✓	✓	
Regional Service	Connects with surrounding communities.		Peak period and limited midday service		✓		✓	✓
Frequent Transit Service	Connects higher demand areas.		Peak: 10 min. Off-peak: 15 min. or less	✓	✓	✓	✓	
Conventional Service	Connects neighbourhoods.		Peak: 15 min. or less Off-peak: 30 min.				✓	✓
Community Shuttle	Connects low demand outer areas to main corridors.		Peak: 15-30 min. Off-peak: 30 min.				✓	✓

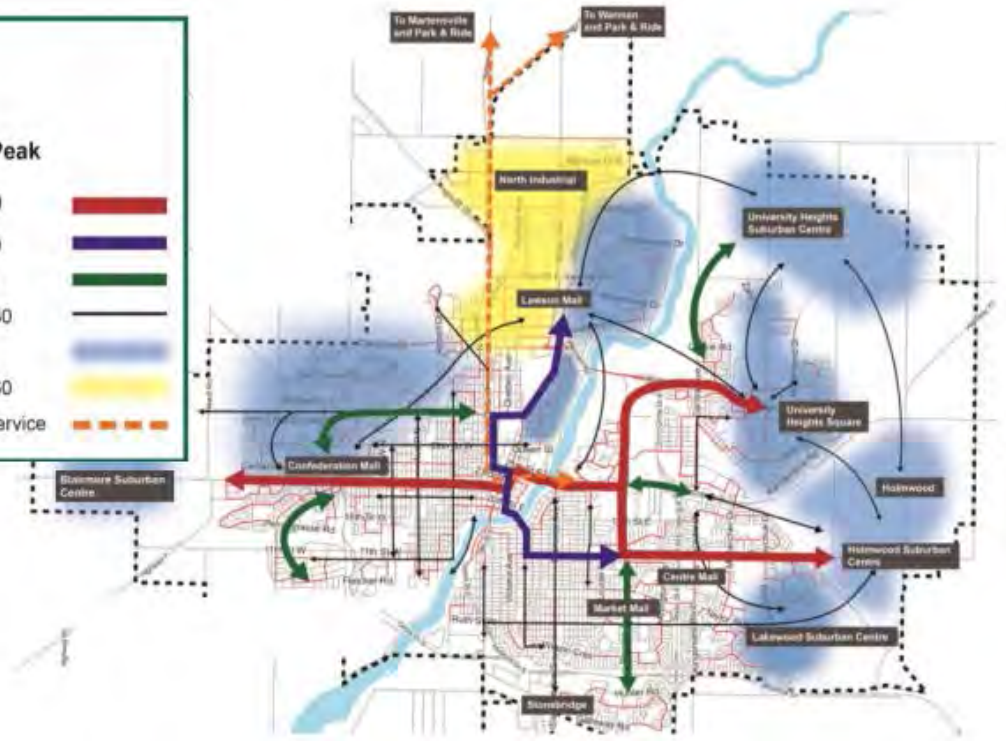
Transit Service Plan

For transit to be a more attractive choice for residents, the amount of service offered in Saskatoon needs to grow faster than the population. By increasing frequencies and introducing new services, the City will be better able to meet the needs of existing and future travel demands

The Transit Plan highlights the range of services being proposed. **Rapid Transit** will provide frequent (5 minutes) east-west and north-south service. **Frequent Transit** corridors will provide attractive service levels (10-15 minutes) and connect customers to the Rapid Transit network. The frequency of **Conventional Services** will be increased substantially to 10-15 minutes at peak hours to serve more destinations and connect to rapid transit. **Community Shuttles** will provide reliable service and coverage to lower density areas, serving local travel and areas with lower ridership.

**City of Saskatoon
Future Conceptual Transit Network**

Type	Peak	Off Peak	
Rapid Transit - Blairmore - University Heights/ Holmwood	< 5	5 - 10	
Rapid Transit - Lawson - Nutana	< 5	5 - 10	
Frequent	5 - 10	< 15	
Conventional	< 15	15 - 30	
Community Shuttle	15 - 30	30	
Flexible/ Community Bus	< 15	30 - 60	
Commuter	30	No Service	



Dedicated Bus Lanes & Stations

With growing congestion in the city, rapid bus services will require dedicated lanes to enhance travel speed, reliability and time. The Transit Plan identifies dedicated bus lanes to support the forecast transit ridership on the busiest corridors such as the east-west rapid transit line. Transit stations will need to be designed with large platforms, heated shelters, seating and other amenities to comfortably support more passengers.



Long-term Directions for Core Bridges

With population and employment growth throughout the city, vehicle travel demands will eventually exceed the available capacity of our existing and planned river crossings. Options for a new river crossing to support additional vehicle capacity were considered based on their support for all transportation modes and the urban street character desired for the core areas of Saskatoon.

Four crossing strategies were presented for discussion during the Fall 2014 public engagement. They included maintaining Business-As-Usual as well as the development of new crossing at the 33rd Street or 24th Street. An additional crossing connecting Queen Street to Preston Avenue through the University was also identified and considered. In general, there was very little community support for maintaining Business-as-Usual.

Based on the technical evaluation and public input, a 33rd Street crossing combined with Bus Rapid Transit (BRT) lanes on the University Bridge is recommended as a **very** long-term option to support core area travel demands. Possible routing for a 33rd Street Bridge is shown below as well as a rendering of the possible crossing. It is also anticipated that the University Bridge could remain unchanged for several years with dedicated bus lanes leading up to the bridge on either side. Implementation of the proposed Transit Plan would help to defer the need for a new core bridge by increasing the people-carrying capacity of our existing infrastructure.



4. Do you support the recommended long-term directions of the *Growth Plan*, put together by the City of Saskatoon?

The Overall Growth Plan
 Redevelopment and Infill along our Major Corridors
 The Transit Plan with BRT
 A possible 33rd Street River Crossing combined with Bus Lanes on the University Bridge

Strong Support
Medium Support
Low Support
No Support
I don't know

5. How could the City of Saskatoon enhance the *Growth Plan*?

[Textbox]

6. Are there other comments you would like to make?

[Textbox]

Considerations for Implementation Possibilities

The *Growth Plan* will support Saskatoon's growth to half a million people over the next 30 to 40 years. Making progress in the short-term is essential to address areas with the greatest need and to ready the city for big changes that will create a sustainable, prosperous future.

The plan for Corridor Growth and Transit can be implemented in stages over the next 10 years, while a new core bridge (other than the Traffic Bridge) would not likely be implemented for a long time. We wish to get your input and guidance on short- and medium-term steps that should be taken to advance the *Growth Plan*. We want you to tell us "how much and how fast" the City should implement the *Growth Plan* as well as where investments should be directed. Although funding strategies will be considered once we hear from you, it is important that you consider what is needed most and the broader community's acceptance for change and increased investments.

Possible Implementation Phasing: Transit

Transit Customer Service – Possible Phasing (<10 years)

The City has heard much from the community about what people experience when using transit. There are several areas where steps may be taken to significantly improve the customer experience.

The initiatives shown below identify steps that are underway as well as new initiatives to improve all aspects of the transit travel experience over the next 10 years. [insert new cropped picture]



7. What are the most important priorities for the next 10 years to enhance the transit customer experience?

[Randomize order]

Real-time bus arrival information

Mobile app

Website upgrades

Mobile ticketing kiosks

Sidewalk accessibility design standards

Active transportation plan & facilities

Accessible transit facility design standards

More comfortable shelters throughout more areas of the city

Terminal improvements

Fleet upgrades (new buses)

Bike racks on busses

Bus cleanliness

Accessibility Training

Customer satisfaction surveys

Customer service staff / resources

High Priority

Medium Priority

Low Priority

8. Did we miss anything that should be implemented in the next 10 years?

[Textbox]

Transit Services & Facilities

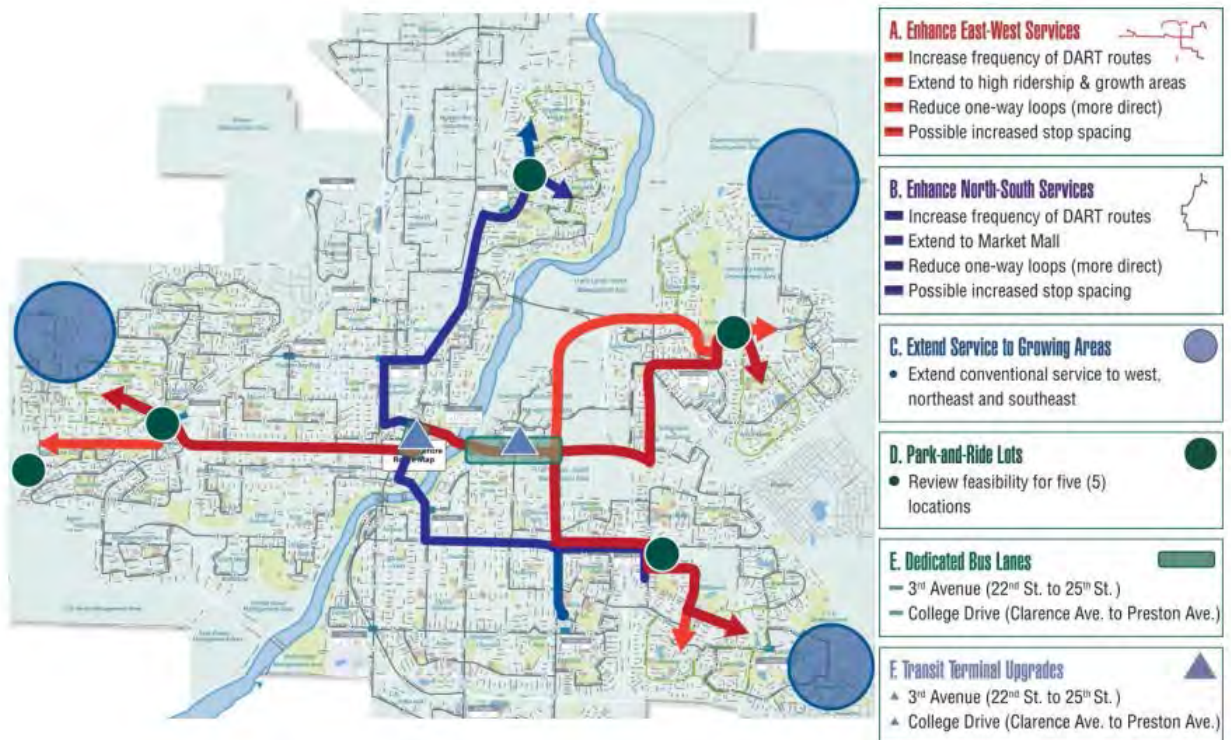
Changing topics slightly...

The Transit Plan also relies on increasing and improving transit services and facilities.

Transit Services & Facilities: Short-term plan (Over the next 5 years)

- To better serve areas with highest ridership, the City is looking to increase east-west and north-south services to support growing areas and establish frequent, more direct services along planned BRT corridors.
- Conventional services will be extended to high growth areas in the west, northeast and southeast
- Explore feasibility and location of five park-and-ride lots to improve access to frequent and rapid transit service
- Dedicated bus lanes are required along roadways with higher service levels and growing congestion (e.g. 3rd Avenue, College Drive)
- Relocation and modification of the Downtown and Place Riel Transit Terminals

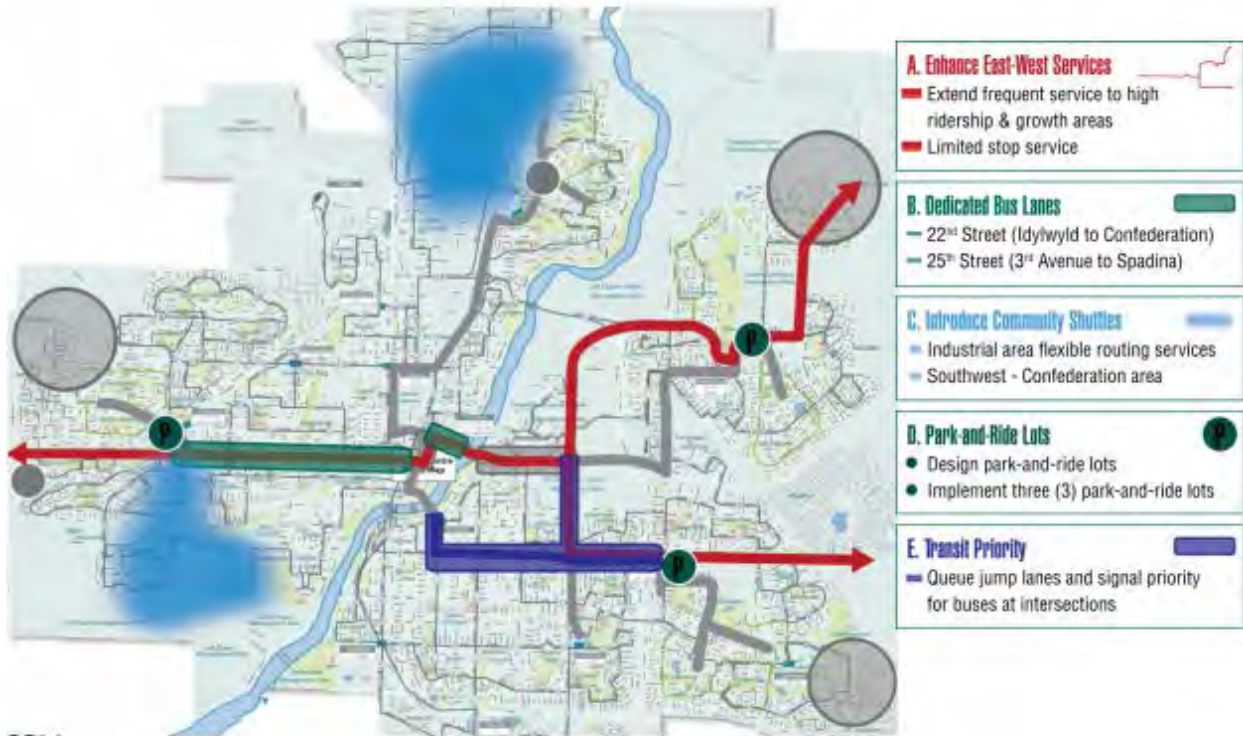
Below is an overview of the services and facilities being recommended in the next 5 years.



Transit Services & Facilities: Medium-term plan (5 to 10 years)

- Continual enhancement to service levels throughout the city, supported by dedicated bus lanes on more roadways along the east-west rapid transit corridor (e.g. 22nd Street, 25th Street) and transit priority at congested intersections along the north-south rapid transit corridor.
- At least three park-and-ride lots should be implemented to improve access to attractive transit services.

Below is an overview of the services and facilities being recommended in the next 5 to 10 years. The services and facilities recommended in the short-term plan are shown in grey for reference.



9. The transit service and facility improvements outlined below are being proposed for short-term implementation within 5 years. Do you agree with the high priority assigned to each of these improvements? Are there any that you think should not be a high priority for the 5 year plan?

[Randomize order]

Enhance East-West rapid transit services (red line) by increasing frequency, extending service into high ridership areas and making the route more direct.
 Enhance North-South rapid transit services (blue line) by increasing frequency, extending service to Market Mall and making the routing more direct.
 Extend conventional transit services to growing areas in the west, northeast and southeast.

Review the feasibility for 5 park-n-ride lots.

Build dedicated bus lanes on 3rd Avenue (22nd St to 25th St).

Build dedicated bus lanes on College Drive (Clarence Ave to Preston Ave).

Convert the Downtown and Place Riel Transit Terminals for rapid transit operations.

Other [if selected, please have a box appear underneath the grid and have "Please Specify"].

This is a high priority

This is not a high priority

I don't know

10. The transit service and facility improvements outlined below for implementation in the medium-term (5 to 10 years) build off the high priority improvements outlined in the 5 year plan. Do you agree with the high priority assigned to each of the medium-term Are there any that you think should not be a high priority for the 5 to 10 year plan?

[Randomize order]

Continue East-West (red line) rapid transit service enhancements by extending services into higher ridership areas to the northeast, east and west.

Build dedicated bus lanes on 22nd Street (Idylwyld Drive to Confederation Drive)

Build dedicated bus lanes on 25th Street (3rd Ave to Spadina Crescent)

Introduce community shuttles to the North Industrial area.

Introduce community shuttles to the southwest-Confederation area.

Implement 3 park-n-ride lots.

Implement transit priority (queue jump lanes and signal priority) for buses at intersections along 8th Street, Broadway Avenue, and Preston Avenue.

Other [if selected, please have a box appear underneath the grid and have "Please Specify"]._____

This is a high priority

This is not a high priority

I don't know

11. Did we miss any high priority transit service and facility improvements that should be implemented in 10 years?

[Textbox]

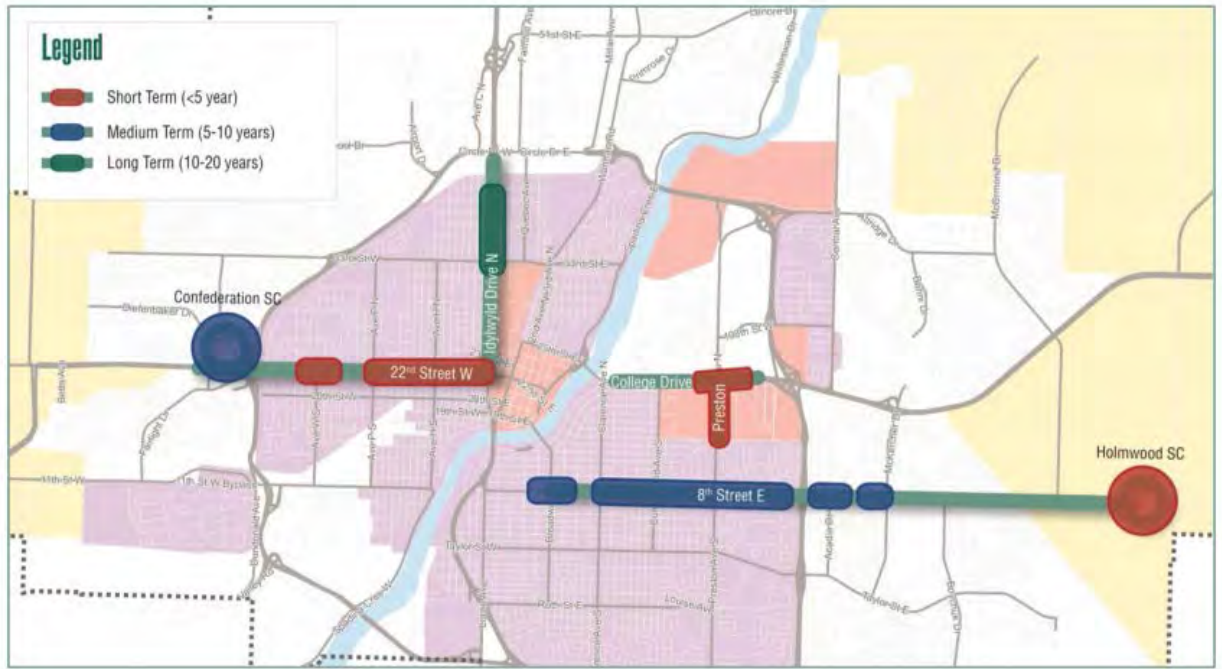
Possible Implementation Phasing: Corridor Growth

Corridor Growth: Short and medium-term (within the next 10 years)

Once the *Growth Plan* is adopted by Council, Secondary Plans will be needed to facilitate changes along high-priority corridors. These changes are essential to creating attractive places for people to live, work, shop and socialize. As part of the Secondary Plan process, the City will work with land owners, businesses and residents to consider alternative land uses and develop preferred long-term plans for these areas.

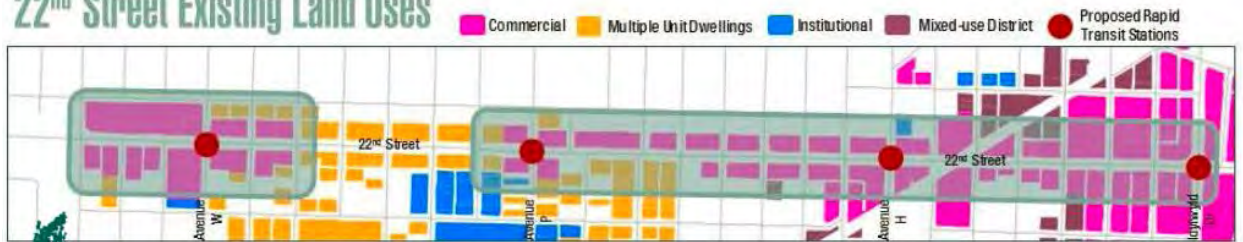
Within the next 5 years, Secondary Plans will be developed for areas along 22nd Street, Preston Avenue, College Drive and the new suburban centre development east on 8th Street in Holmwood.

In the medium-term (5 to 10 years), Secondary Plans for 8th Street and the Confederation Suburban Center will be developed.

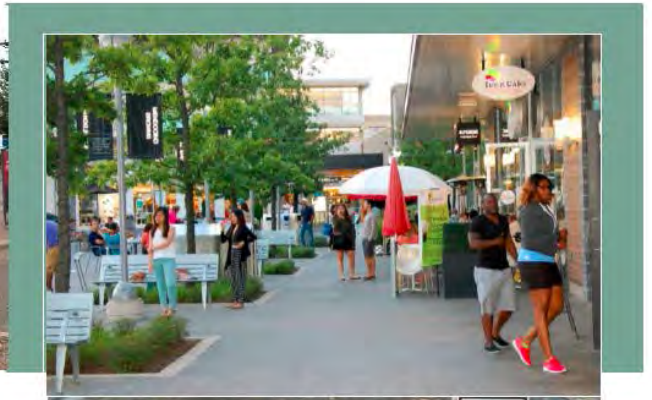


- A preliminary assessment of 22nd Street and 8th Street has highlighted areas with the greatest potential to support sustainable redevelopment and be transformed into attractive and vibrant people places.

22nd Street Existing Land Uses



Existing Conditions



Infill Potential



Existing Conditions



Infill Potential

12. Implementation priorities for encouraging growth and redevelopment along our major corridors have been broken up into short-, medium- and long-term phasing options. Do you support the proposed phasing for Secondary Plans along our major corridors shown below? Are there any that you would assign a different priority to?

[Randomize order]

Short-term Priority (5 year): 22nd Street West

Short-term Priority (5 year): Preston Avenue & College Drive

Short-term Priority (5 year): Holmwood Suburban Centre

Medium-term Priority (5 to 10 years): Confederation Suburban Centre

Medium-term Priority (5 to 10 years): 8th Street East

Long-term Priority (10 to 20 years): Idylwyld Drive North

I agree with this priority

This should happen sooner

This should happen later

This is not a priority at all

I don't know

13. Do you have any other comments or suggestions on these priority corridors?

[Textbox]

[Portal Gen Public study only for Q14 to Q16]

And finally, we have a few questions to help profile your responses.

14. Do you rent or own your accommodations?

- 1) Own
- 2) Rent
- 3) Neither
- 4) Prefer not to say

15. Do you live on the east side or the west side of the river?

- East
- West

16. Into which of the following neighbourhoods in Saskatoon do you live? [If necessary, ask: Is that on the east side or the west side of the river?]

http://upload.wikimedia.org/wikipedia/commons/7/73/Saskatoon_Neighbourhoods.png

[set this up as expanding lists: east side / west site selected first – like Ontopic Online]

West side of River:

- Blairmore Development Area
- Blairmore S.C.
- Caswell Hill
- Central Business District
- City Park
- Confed S.C.
- Confederation Park
- Dundonald
- Fairhaven
- Hampton Village
- Holiday Park
- Hudson Bay Park
- Kelsey Woodlawn
- Kensington
- King George
- Lawson Heights
- Lawson Heights S.C.
- Massey Place
- Mayfair
- Meadowgreen
- Montgomery Place
- Mount Royal
- North Park
- Pacific Heights
- Parkridge
- Pleasant Hill

- Richmond Heights
- River Heights
- Riversdale
- Silverwood Heights
- Westmount
- West Industrial
- Westview
- Don't know**
- Prefer not to say**

East side of River:

- Adelaide Churchill
- Arbor Creek
- Avalon
- Brevoort Park
- Briarwood
- Buena Vista
- College Park
- College Park East
- Eastview
- Erindale
- Evergreen
- Exhibition
- Forest Grove
- Greystone Heights
- Grosvenor Park
- Haultain
- Holliston
- Holmwood Development Area 904
- Lakeridge
- Lakeview
- Lakewood S.C.
- Nutana
- Nutana Park
- Nutana S.C.
- Queen Elizabeth
- S.E. Development Area 901
- Silverspring
- Stonebridge
- Sutherland
- University Heights Development Area
- University Heights S.C.
- University of Saskatchewan Management Area
- U of S Lands East Management Area 718
- U of S Lands – South Management Area 716

- Varsity View
- Wildwood
- Willowgrove
- (The) Willows
- Rosewood
- Don't know**
- Prefer not to say**

Q5 Verbatim:

r1. Public awareness/consultation

1. Community consultation. 2. Hire experts to convene and make revisions of plans if possible. 3. Generate more fund raising projects/activities/etc.

Ensure input from citizens, as well as identify where more bridges, rapid transit are required.

Keep listening and expanding ideas. Use latest transportation technology -- ex: each bus should have the digital sign at the front of it, displaying the name of the next stop.

Continue to ask for the citizens opinions. Access the viability of transit use. Will adding capacity really draw new consumers when so many love their car?

Further communication with residents. Consider a monorail system instead of rapid buses

Be careful to not hike taxes too quickly (or at all) - amortize over many years. Communicate well so there's minimal confusion and resistance

explain how much it will all cost

Listen to citizens who have lived elsewhere and know how great cities function. Stop putting the onus of paying for all the growth on existing homeowners in older areas - higher taxes for newer developments to support their growth.

Public consultation realistic goals, appropriate funding

I would like the city to stop building out and causing urban sprawl that is worse than what exists in Calgary. While there is talk in the plan of making it more convenient to get from your home to work and shopping I don't see a lot of focus on increasing the number of people living and working in the downtown. The farther out the city extends the more pressure there will be on transit to get riders to travel from outlying neighbourhoods to downtown even with having a rapid transit system. Not all of these homes will be on what's considered to be major routes so people will have to transfer adding time to their day and will not want to use buses and will be in their cars. I find it confusing that while this video starts out promoting the idea of better transit it is also promoting increasing roadways to handle more cars. So what direction are we going in, getting people out of their cars or leaving status quo.

I would say more publicity on the entire plan! This is the first time I have heard of it! Also, I would like to see more busses taking direct routes to downtown from farther communities such as Rosewood or Evergreen

Show effects of winter and how traffic would then move. You mainly show how cars will move in the city. Show people walking as well as biking. Show wheelchairs and motorbikes. Just cars looks like a cartoon that was produced by the National Film Board years ago. See it is still available. It showed how Martians see our world. This definitely reminded me of that movie. I need to see people not just cars and buses.

Our current bridges and streets are not wide enough for dedicated bus lanes. Something would have to be proposed. What about the people living in or near these areas? What noise and wandering people issues will they have? Will anything be done to address the crime in and around where the buses are proposed? I currently would be afraid to get on or off buses in some of the bus malls.

Advertise and obtain more resident feedback

Advertise the plan and don't hide anything when trying to sell it to the public.

always input from neighborhoods and people

better information on when things are happening

By look into the need of people and a view to future

By taking people's opinion

communicate it out

community meeting

Connect with it citizens

Continue on the present course getting feedback

Continue to clearly inform citizens of plans and ideas!

continue to ensure community input & continue to listen to citizens

Continued communication and planning

Explain terms and abbreviations (e.g. BRT) in glossary, please.

From the development side, promote land use changes to current landowners along the corridors and communicate (today) with them the intention so they can plan for future re-development.

Getting an opinion from residents.

Have more info available to the public & actually listen to the voters

I think the plan is very well thought out already, maybe just more awareness to the public.

Informing residents as to how these changes can be made, and how the changes will affect them.

Invite more of the public to participate in forums and discussions, such as this survey, to help bring their comments, considerations, or concerns to light.

Keep the lines of communication open and have regular updates and info meetings to advance new ideas and any changes that need to be made.

Listen to residents

Make a video and plans that are interesting. All of those materials are so boring and drawn out that is very difficult to get through them. Where are your communications people?

Make it more public

Make sure that the areas affected are able to handle the proposals

Make sure the plans are well thought out before implementing, walk before you run!

Market it better. Spread it out to the community in more ways. Take advantage of all forms of media so it doesn't seem like a surprise for people.

More broad education about the Growth Plan and the need for the Growth Plan. Start education and changing the paradigm that people need to drive around Saskatoon to get around.

More community involvement and input.

more details on what is planned for each neighborhood that is affected

More explanation of proposed incentives for businesses to start in future areas of the City.

More public awareness

More public opinion

Must be simplified and to allow easy reading

Promote this to the public. I'd never heard of it before.

Provide more publicity toward soliciting more public input and encourage ongoing public input - input over time as the growth plan is being implemented.

Providing the plan to media and public forums

re-evaluate the plan every 5 years

send this at home

Set up booths at malls, trade shows or events etc.

Speed up the process, include surveys by mail or online

Start telling more people about it to gain more support

Try to get it out there to everyone, the video was great and I hope more people can see it

r2. Repair/maintain existing infrastructure

1. Make transit efficient and affordable 2. Reduce corruption (less managers, more workers on the ground) 3. Reduce pollution 4. I didn't see anything in the growth plan about roads. Just compare Calgary roads to ours, and you will see what I mean! 5. What about the less fortunate ones? Is affordable housing on the plan? 6. Any plan for cutting wasteful expenditure? More time being spent on making plans than implementing them and contractors being given new projects despite delaying old projects... 7. What about the wasteful Mendel Art gallery? Ever thought about children parks and entertainment parks (aquariums etc.) like in Vancouver, Calgary, or other big cities?

I am not convinced of the benefits of dedicated bus routes. Why is the Victoria bridge being left to rust while we currently need more bridges? What will the improved corridors mean for my residence and neighborhood; I live near a planned enhancement a block from 8th Street East and Preston Avenue??? How can biking be safer? I have a twelve year old son and bike with a toddler but I encourage my family to take sidewalks even though its not legal to ensure our safety. The 12 YO was recently hit by a a driver (who was subsequently charged)!!! The 12 YO has taken the bus to downtown to commute to special school programs throughout the year but feels unsafe on 23rd street.

Prepare roads, bridges, infrastructure with a plan for a higher population. A light transit system would be beneficial. A couple of more bridges is a necessity.

build better road, more frequent bus transit, building overbridged

More bridges as the plan of 33rd also one on Lenore drive or 60th. Fix up **Attridge** drive. fast transit from home to close by to work

Instead of the 33rd street bridge option we need to figure out the Victoria bridge option. We need to tear it down and put up a new one. That will see major traffic flow decreased over the University Bridge and the Broadway bridge. Also we need to come up with a better plan for Circle Drive between Ave C and Miller Ave. The north bridge will take care of some of that traffic but we need to think making that a freeway and moving those businesses elsewhere.

Build a brand new north bridge and rebuild the bridal bridge before starting any other projects.

More bridges and a lot better roads.

More bridges, more lanes on the major roads

As I have said in response to an earlier survey on this topic, I am extremely cynical when our City plans for 30 or 30 years ahead when it cannot even manage what is happening today. Note how the City allowed the Victoria/Traffic Bridge to reach a stage where it was condemned - where is there anything in this Growth Plan about replacing that bridge? Where is there mention of improving traffic flow today by adding hundreds more flashing arrow left turns, and having them operational 24 hours a day? Forty years ago when I was a Sask grad student at the U of Alberta, I could hardly believe the bus service: 5 minute service to the University, with good bus shelters. Why are we only talking about that kind of service now? AND WHERE IS THERE ANY MENTION OF ACCESS TRANSIT? No serious mention about accessibility for people with mobility issues - in the video, the bike segment showed curbs that are not yet accessible! And I repeat, the future never unfolds the way people expect or hope it will. I strongly suggest everyone involved with the Growth Plan read a book titled Future Shock by Alvin

Toffler, which was a bestseller about 40 years ago - how many of the predictions in the book have been fulfilled in the way the author expected? For example, instead of individual personal helicopters what we now have are drones. And no one predicted how use of computers would explode into the Internet!

-Improve the transportation system -Improve the conditions of the streets, their cleaning, the removal of snow in the winter

It would be nice if we had good roads to drive on instead of the usual potholes and obstructions... Many of the sidewalks, especially in the older areas, have crumbling sidewalks which are not in good repair... We need better bus service NOW and smaller buses...also bus shelters since we typically have 5-6 months of winter weather. Smaller buses would also not be as hard on the streets as they are now.

It needs a strong dose of financial realism! We need to figure out to pay for these ideas. Sinking vast sums into Transit is dangerous. That service has been so bad, for so long, that it lacks any credibility. Many people, me included, won't use it for this reason. This City needs to build roads that don't collapse in 3-4 years. Until that happens, people have little faith in infrastructure.

Need to get people to use public transit. 5% is almost none. Large cities like Phoenix have problems getting people out of their cars. Grass boulevards are unsightly most of the time in Saskatoon, find alternatives. Taxes are rising and the city looks more unkempt year after year as well as poor street repairs.

For me, the public transit system never seems to be keeping up with the growth of the city. (I was born and raised in Saskatoon.) Presently, I would not even know how to take a bus in Saskatoon, and I live in the City's Centre. Bus service in areas, then transferring to a rapid transit seems like a good idea...not every bus route needs to come downtown. The Growth Plan presently under review needs to prioritize the roads and infrastructures...seems to have been neglected (?) e.g. University Bridge closure. Possibly, an incentive could be a lower fare, getting more people onto the transit and more cars off the streets.

Growing out needs to slow down and growing up needs to be encouraged. More new large neighborhoods means more roads. More roads means more paving, sweeping, pothole fixing and snow removal. Things the city complains about every year when they increase our taxes.

Looking more at infill and less at suburban spread. Focus on improving civic services, which are currently expensive and inadequate. Examine and improve on the basic needs of the city before spending large amounts of money on fluff.

More service to Exhibition and Diefenbaker park area for transit. Seems limited from what I can see and presently is extremely limited. There are high density senior residences there as well as condo complexes, apartments, duplexes, and single-family homes. I think increased service to this area would be well received. Lots of mention on how to redesign things, but what about maintenance along the way? Putting money into enhancements is great, but how are we going to do so sustainably? More emphasis on accessibility for those with limited mobility for transit, as well as walking. There's already a good start, but please continue to consider things like ramps onto walkways, well-kept sidewalks, etc.

The bus service in Saskatoon has been a failure on all fronts (poor ridership, inefficient (running empty buses) and poorly managed (i.e. the fall 2014 strike disaster). The bus portion of the Growth plan does not inspire any confidence (in me at least). The City does not appear to understand that; 1. It is obvious that the vast majority of City residents primarily use vehicles to travel around the City and will continue to do so despite feeble social engineering attempts by the City.

Accept reality. The vast majority of people prefer to travel by car if they can afford to do so. Making transit attractive to those people will cost so much money it won't be accessible to the people who actually need it - the poor. Half the year walking and biking are extreme sports due to weather. Again it is a waste of money to try and encourage more people to do these things, especially if it's diverting space and money away from what people actually want and need - room for cars to drive and park.

Enhancement is not the concern of the average taxpayer. A long term plan for the city's growth is prudent but the timeline and associated cost of implementing this revamping of infrastructure and services needs to be tempered and staged to support actual, rather than perceived need.

fund it without increasing taxes and look after current infrastructure first

Make a plan that is feasible for what residents can pay for. A plan is great for the future but if that means charging residents more than what we are paying now for taxes maybe fix the current infrastructure vs. planning a large project we can't afford

The plan needs to include catch up as we are falling behind in basic services with large tax increases, the city is not dealing with core issues yet pie in the sky projects move quickly.

With the population of the people, infrastructure should be appropriate. We can achieve this by applying tax on residents & from federal & provincial fund improve infrastructure & transit services.

consider enclosed overhead/underground walkways between major buildings/centres downtown; remove the train tracks going through the centre of the city; allow for parking facilities/parkades near commercial centres

Consider other infrastructure such as sewer and water and more recreation centres in all neighborhoods to decrease the need to travel long distances. We also need to consider where we would put hospitals and nursing homes should be put into neighborhoods so that seniors wouldn't have to travel far to see loved ones

Making transit more affordable, the plan is very vague about bike lanes, perhaps set up Nike stations where people can rent a bike and just drop off at another station or make it free with a swipe of the driver's license. Dealing with old sewage infrastructure so there are fewer breaks in winter.

It seems like there needs to be specific planning for low income housing. As the city grows we will also have more homelessness and lower income families and individuals. Our plan should be wholistic in its approach. There is also no mention of transit cost. My family would consider taking Public transit more frequently, especially if the routes are improved as you are planning, but cost is also a huge barrier with four kids. There's also no mention of water, sewer, electricity... Living in an older neighbourhood where water lines are bursting regularly it seems like somehow it's necessary to begin to be proactive instead of always putting out fires. Our systems need to be able to support the half million.

Use reversing lanes on bridges - Winnipeg has used them for decades. Deal with exiting roadway conditions, plan new subdivisions with better access - don't rely on stop lights or diamond interchanges - can you say cloverleaf? BRT only works for places like the U of S or major employers. Bottom line is travel time - takes me 20 minutes to drive and 75 minutes by bus. Why are there stops almost every block downtown and on Clarence's

I think a key to helping to decrease congestion is linking all of the highways together and making minimal stops on those linkages. There is a huge amount of traffic, much of it truck-trailer/semis sometimes with wide loads that constantly have to stop and start to go through the city just to get to the otherside. I don't like the idea of adding a bridge at 33rd street. I don't really see the advantages. I mean there are a lot of lights and school zones and the speed limit is 50. Why not go on circle drive? I do think it would be great if the pedestrian side of the train bridge could be wider so that 2 bikes could comfortably pass or a stroller and a bike. I also think it's a bad idea to take away the wooden stairs to the bridge because I am scared of using those new metal ones because I am afraid of heights (you can see through the metal grates to the ground and my legs start shaking) and they are very slippery, even in the summer together this makes for a very dangerous walk down those stairs with my bike. I also think that it is extremely rude to put so much effort into maintaining both sides of the bridge but then to not make it wheelchair accessible there is already some trail for bikes to get up on the far side of Spadina I think there should be a ramp for people to get up there. It would also be nice for people with kids in strollers or those bike trailers to get up and down the other side more easily.

The growth plan is about changes to existing infrastructure. What about planning new developments? I've been living in stonebridge for 2 years. We are told every day that transit, and walking/biking traffic is important. Yet it took far to long to make it safe to walk across Preston avenue (street light) and sidewalks are still being build on major streets which have existed for several years. Looking at Stonebridge blvd there is only a sidewalk on 1 side, yet there are bus stops on both sides. This neighborhood wasn't planned to accommodate everything in the video and the new plan. Truthfully I don't believe the current people working with the city are capable of making proper long term growth decisions if they are incapable of properly guiding new sub division developed. If walking and biking are important then sidewalks and bike paths need to be built as soon as the roads are built. Not as an after thought and they need to be on both sides of the street.

Growth??? The city can barely keep up with stuff now, traffic has never been worse, roads are terrible and decreasing speed limits is irrational. Make your main road for moving people, increase the speed limit, and eliminate bike lanes and things that slow down traffic on those streets....sync lights perhaps. Or maybeeee put in infrastructure into areas before you build the whole community and nothing works. I.e. intersection at boychuk and highway to Yorkton!!!!!!!

I think the city should complete the projects already started. Example is building a bypass from highway 7 to Valley Road to connect with Circle Drive. The south bridge is great, but now the traffic has moved on to 11th. St. and is also congesting 22nd. And Confed. New major roadways made wider to accommodate BRT lanes for the future.

Just keep the dirt and traffic to a minimum

Looking at existing infrastructure and making it better. Example is the circle drive overpass by 22nd street. It is a mess to get off and on circle drive as well as having to go into a community when wanting to get on 22nd street is ridiculous. Removing traffic light on circle drive and an airport drive and create an overpass to help with the flow of traffic. These are just a few of the existing issues we need to look at which will help our city traffic flow better as well as for visitors to our city

Transparency over all aspects would help. A growth plan cannot please everyone. For starters the existing routes (e.g. Taylor St at Arlington is a bottle-neck!!!!) need to be able to handle the current traffic!; so the city has to plan so that traffic can flow !!! Fix the current situations before tackling the 10 year down the road situations! Yes, this might even mean putting fences around places like Holy Cross, Aden Bowman etc., so students CAN NOT abuse road signs etc.

As much as I understand the importance of keeping shopping and amenities close to home (which I assume means small retail areas within residential areas) I want to make sure we do not overlook the importance of a vibrant downtown.

Better roads!

Better sound barriers

Building the infrastructure before you build the houses.

Clean up the alphabet ghetto

Deal with the Victoria bridge

Do it! Maintain a vibrant, walkable, and safe downtown.

Ensure current infrastructure is maintained to support these plans.

Fix roads first

Fix the existing roads.

fix what they have already

Focus more on services in core areas not just new development in suburbs.

Focus on infrastructure and minimise activity on extraneous time and cost wasting studies on issues other than the basic infrastructure and future city growth.

Focus on roads and basic infrastructure, which is just bad...

Get real. Your biggest problem is imagination - try fixing the problems we have now before trying to imagine future ones.

I think the plans they have are great, I just wish there was more focus on the roads that need repairing.

I understand that growth is part of life however that being said we need to do a better job of supporting and maintaining what we do have already before moving ahead, something that council has glazed over

I'm fine with urban sprawl, and the car culture is okay - so focus on improving roads and sidewalks in existing areas while *also* finishing infrastructure for new neighbourhoods before the builders move in. Look at Edmonton as an example!

Improve existing neighbourhoods before building new ones

Improve some of the issues we already have before expanding.

Improve the streets that we already have. Fix potholes. Spend more money on plowing streets in the winter.

Include the Victoria Bridge in the plan

Infrastructure and repair of roads and bridges is important. Have a review system in place for high rental costs.

Maintenance of existing infra-structure!

More detail and signs of corridor development of 25th to 33rd needed to support 33rd st. redesign.

more important is present infrastructure, our present roads are in terrible condition, there are many streets in university area do not even have sidewalks, the attention to safety and comfort of present residents of Saskatoon is deplorable

Need better snow removal.

Pay more attention to the service and upkeep of existing infrastructure

Redevelop Victoria Bridge. In general, refurbish/reinforce existing infrastructure rather than building new.

Repair city roads & streets before adding new to them.

Repair or replace the Victoria Bridge.

Roads

Switch the focus to consolidating the hodge podge growth that has already occurred.

They could pay more attention to condition of roads and sidewalks.

To be able to enhance this growth plan the city is NOT SEEING AND USING WHAT IS ALREADY IN PLACE. The people who are in charge of the programs and development are not having realistic goals or visions!

r3. Address affordable housing

1. Make transit efficient and affordable 2. Reduce corruption (less managers, more workers on the ground) 3. Reduce pollution 4. I didn't see anything in the growth plan about roads. Just compare Calgary roads to ours, and you will see what I mean! 5. What about the less fortunate ones? Is affordable housing on the plan? 6. Any plan for cutting wasteful expenditure? More time being spent on making plans than implementing them and contractors being given new projects despite delaying old projects... 7. What about the wasteful Mendel Art gallery? Ever thought about children parks and entertainment parks (aquariums etc.) like in Vancouver, Calgary, or other big cities?

It seems like there needs to be specific planning for low income housing. As the city grows we will also have more homelessness and lower income families and individuals. Our plan should be holistic in its approach. There is also no mention of transit cost. My family would consider taking Public transit more frequently, especially if the routes are improved as you are planning, but cost is also a huge barrier with four kids. There's also no mention of water, sewer, electricity... Living in an older neighbourhood where water lines are bursting regularly it seems like somehow it's necessary to begin to be proactive instead of always putting out fires. Our systems need to be able to support the half million.

Infrastructure and repair of roads and bridges is important. Have a review system in place for high rental costs.

Well for one they can think about the high cost of living in this city. High cost of living doesn't make it very easy to live in this city. It sounds nice to make neighborhoods accessible and comfortable but at what cost to the average taxpayer? They talk about jobs and such but why not help train people here from the city to do jobs instead of bringing in foreign workers.

city of saskatoon can enhance the growth plan by constructing new bridges, having more frequent transit services and providing more housing facility.

Make realistic goals. To improve the transit system is a good idea, but will the buses be easier to use, will there be excessive transferring necessary. Will the warm shelters be maintained. The city needs to grow first by enticing people to move here, sounds like jobs and housing will be an issue.

support neighborhoods in poverty with transportation as a barrier to employment, education, groceries, social inclusion like King George and Exhibition. Support increased public transit and safe sidewalks for Social Housing complexes in Holiday Park, and Affordable housing in Hampton Village, Blairmore, and throughout the city. Make it more mobility impaired friendly for adults and for aging population - looks like youre planning on making people walk or bike more whether they can manage or not. Plan for more disability parking reserved throughout the city for loading and unloading, safe Access Transit entrance parking as important as public transit stops, and cutback on non-disability parking. Introduce car pooling measures. Prioritize safety of mobility impaired area at front of public bus, so one baby stroller won't knock them over or worse.

just better housing prices and better transit system

more revitalization of core neighborhoods, with affordable accessible housing

more low income housing more busses at peak times

Bus lanes and affordable housing

become fiscally responsible to make it affordable to live here

Find ways to make living in Saskatoon more affordable with regards to cost of living

Focus on the housing prices first.

How on earth can you talk about the future of Saskatoon without talking about housing affordability? This will be the major issue. Can a teacher, police officer, nurse, small business person afford to actually live in the city?

I think part of this growth should be to help the poverty stricken. The more people who move in, the more the rent goes up and the more poor people get pushed into either more expensive or into poorer living conditions. This is exacerbated by gentrification of older neighbourhoods.

In the new areas should have low income or affordable housing such as condos...

include a poverty reduction and affordable housing section

INCLUDE LOW INCOME HOUSING TO ADDRESS HOMELESSNESS

Low income housing

Lower housing an rent

More affordable housing.

More housing that is affordable

Stop increasing rents to the point that no one can live here other than people who make a few thousand a month

Take into consideration the rental units and the rental prices in Saskatoon. Possible rent capping.

The plan they have come up with sounds good. I would like to see more affordable housing and more places for rent.

The population of low income-homeless poverty is too high, how about focus on improving that first

r6. Improve traffic design planning / reduce congestion

Instead of the 33rd street bridge option we need to figure out the Victoria bridge option. We need to tear it down and put up a new one. That will see major traffic flow decreased over the University Bridge and the Broadway bridge. Also we need to come up with a better plan for Circle Drive between Ave C and Miller Ave. The north bridge will take care of some of that traffic but we need to think making that a freeway and moving those business elsewhere.

As I have said in response to an earlier survey on this topic, I am extremely cynical when our City plans for 30 or 30 years ahead when it cannot even manage what is happening today. Note how the City allowed the Victoria/Traffic Bridge to reach a stage where it was condemned - where is there anything in this Growth Plan about replacing that bridge? Where is there mention of improving traffic flow today by adding hundreds more flashing arrow left turns, and having them operational 24 hours a day? Forty years ago when I was a Sask grad student at the U of Alberta, I could hardly believe the bus service: 5 minute service to the University, with good bus shelters. Why are we only talking about that kind of service now? AND WHERE IS THERE ANY MENTION OF ACCESS TRANSIT? No serious mention about accessibility for people with mobility issues - in the video, the bike segment showed curbs that are not yet accessible! And I repeat, the future never unfolds the way people expect or hope it will. I strongly suggest everyone involved with the Growth Plan read a book titled Future Shock by Alvin Toffler, which was a bestseller about 40 years ago - how many of the predictions in the book have been fulfilled in the way the author expected? For example, instead of individual personal helicopters what we now have are drones. And no one predicted how use of computers would explode into the Internet!

The bus service in Saskatoon has been a failure on all fronts (poor ridership, inefficient (running empty buses) and poorly managed (ie. the fall 2014 strike disaster). The bus portion of the Growth plan does not inspire any confidence (in me at least). The City does not appear to understand that; 1. It is obvious that the vast majority of City residents primarily use vehicles to travel around the City and will continue to do so despite feeble social engineering attempts by the City. Any plans for the growing Saskatoon to 500,000 people should recognize this fact and focus on making the vehicle commutes/daily routines more efficient for drivers. 2. If the City was sincere about promoting the use of buses it should be free and more in tune with the needs of users. i.e. shorter travel times. That's said, I see little in the Growth plan than would prompt me to take a bus as it will remain more time consuming and inconvenient than driving. 3. Changing sidewalk configurations (at great cost to the taxpayer) is not cost effective and I sincerely doubt that this will make main thoroughfares (like 8th St) more useable. There are much better places to put our money. 4. I noticed the Growth Plan is all about the future and not about today. As we navigate our pot hole filled streets in the summer and deal with no residential snow removal in the winter, I suppose its nice to ignore what is happening now and to dream about how wonderful things will be in the future. Until the City Fathers learn to deal in the present I have little confidence in their ability to plan for our future.

consider enclosed overhead/underground walkways between major buildings/centres downtown; remove the train tracks going through the centre of the city; allow for parking facilities/parkades near commercial centres

Use reversing lanes on bridges - Winnipeg has used them for decades. Deal with exiting roadway conditions, plan new subdivisions with better access - don't rely on stop lights or diamond interchanges - can you say cloverleaf? BRT only works for places like the U of S or major employers. Bottom line is travel time - takes me 20 minutes to drive and 75 minutes by bus. Why are there stops almost every block downtown and on Clarence's

I think a key to helping to decrease congestion is linking all of the highways together and making minimal stops on those linkages. There is a huge amount of traffic, much of it truck-trailer/semis sometimes with wide loads that constantly have to stop and start to go through the city just to get to the otherside. I don't like the idea of adding a bridge at 33rd street. I don't really see the advantages. I mean there are a lot of lights and school zones and the speed limit is 50. Why not go on circle drive? I do think it would be great if the pedestrian side of the train bridge could be wider so that 2 bikes could comfortably pass or a stroller and a bike. I also think it's a bad idea to take away the wooden stairs to the bridge because I am scared of using those new metal ones because I am afraid of heights (you can see through the metal grates to the ground and my legs start shaking) and they are very slippery, even in the summer together this makes for a very dangerous walk down those stairs with my bike. I also think that it is extremely rude to put so much effort into maintaining both sides of the bridge but then to not make it wheelchair accessible there is already some trail for bikes to get up on the far side of Spadina I think there should be a ramp for people to get up there. It would also be nice for people with kids in strollers or those bike trailers to get up and down the other side more easily.

Growth??? The city can barely keep up with stuff now, traffic has never been worse, roads are terrible and decreasing speed limits is irrational. Make your main road for moving people, increase the speed limit, eliminate bike lanes and things that slow down traffic on those streets....sync lights perhaps. Or maybeeee put in infrastructure into areas before you build the whole community and nothing works. i.e. intersection at boychuk and highway to Yorkton!!!!!!!

I think the city should complete the projects already started. Example is building a bypass from highway 7 to Valley Road to connect with Circle Drive. The south bridge is great, but now the traffic has moved on to 11th. st and is also congesting 22nd. and Confed. New major roadways made wider to accommodate BRT lanes for the future.

Just keep the dirt and traffic to a minimum

Looking at existing infrastructure and making it better. Example is the circle drive overpass by 22nd street. It is a mess to get off and on circle drive as well as having to go into a community when wanting to get on 22nd street is ridiculous. Removing traffic light on circle drive and a airport drive and create an overpass to help with the flow of traffic. These are just a few of the existing issues we need to look at which will help our city traffic flow better as well as for visitors to our city

Transparency over all aspects would help. A growth plan cannot please everyone. For starters the existing routes (eg Taylor St at Arlington is a bottle-neck!!!!) need to be able to handle the current traffic!; so the city has to plan so that traffic can flow !!! Fix the current situations before tackling the 10 year down the road situations! Yes, this might even mean putting fences around places like Holy Cross, Aden Bowman etc., so students CAN NOT abuse road signs etc.

Our current bridges and streets are not wide enough for dedicated bus lanes. Something would have to be proposed. What about the people living in or near these areas? What noise and wandering people issues will they have? Will anything be done to address the crime in and around where the buses are proposed? I currently would be afraid to get on or off buses in some of the bus malls.

Saskatoon has a lot of special events and attractions in the downtown area but traffic and parking are unbelievable. Public transit and bike accessibility are very important. What if there was specific parking near downtown but not right in it and free shuttle service for people to get to downtown. Also building attractions not in the centre of the city would help.

Build two bridges versus one. The university bridge is already too crowded with 39,000 vehicles on it per day. Ensure all new developments are built with the growth plan in mind so redevelopment in the future is not necessary. Widen the busiest roads to have 3-4+ lanes. Attridge needs to have more lanes. Have multiple exit points from neighbourhood versus only one or two. Have more amenities in newer areas. Stonebridge needs more gas stations for example.

The city needs to respect that people already live in areas and love their neighborhood (33rd street proposed bridge)...increasing the traffic by those houses and proposing to reroute traffic to 33rd will be devastating to the neighborhood and housing prices. As well, it is only a single or at best a double lane bridge. The city planners need to realize that putting in the very same type of bridge to help with a population that is doubling will only give us another problem in the near future... Think BIG the first time. Find space to put in 3 and maybe up to 6 lane bridges if you are building a bridge. The Circle bridge with three lanes is congested a lot as it is. Do not duplicate what we have now. That is why we have bridge closures to increase their size... because they were built too small in the first place. Think TALL for buildings with multi-designated spaces... a complex with offices/ shopping/ and apartments to live. That will eliminate some of the traffic when people live close to where they work. Think ROADS BEFORE HOUSES... the city of Saskatoon is seen in terms of future planning of infrastructure to new developments by outsiders and residents alike as what NOT to do... It seems the city opens a development, settles 7000 + residents in it and then realizes they need an overpass or interchange to get those people in and out...Instead, build the ROADS FIRST with interchanges and overpasses... then open it to development. Think ahead and allow the space to be used appropriately. The difficulty we have now stems from the shortsidedness and lack of depth of understanding/ knowledge of previous planners. If you know the people are coming, plan for how and what they are to travel on first. Make where they need to go (work/ shopping/ entertainment) NOT in the core. (SaskTel Center was placed well...now for getting proper roads built in anticipation of the crowds to a venue like that...)Think overpasses, multi lanes, and flow/ ease of traffic preferably before the venue is built.

More over road walkways in major traffic zones similar to Las Vegas! This cuts back on traffic back ups and decreases safety concerns for walkers, bikers, etc. I work at RUH and the constant red lights because of students is a huge problem for drivers and backing up traffic and very unsafe for both. More over head walkways would be very beneficial in this area. If need be, put up fencing alongside the roadway to limit J Walkers as this is a very dangerous area for that as well. The North bridge is a HUGE need and this would also stretch building houses to that side of the city to balance traffic from all areas. More people would commute from Aberdeen and area and this wouldn't cause so much congestion in other areas because people are living where it's easiest to get to work.

start by throwing out your current plan then stop thinking about growth along major corridors, that will cause congestion and house there will turn in to slums as no one want to live on ore near busy business street, the BRT doesn't work at it is that because BRTs don't work we need a rail rapid transit and try fixing the transit we have now as well. narrowing the streets will make the sidewalks look nice bit will congest the streets. and get a fucking sencis done, if you think we're still around 250,000 then your blind to a third of the city, and finally it won't take 30-40 year the get to 500,000 it may only take 10 at the rate were growing.

The corridor labeled as circle drive east but is really west of the river with all the buisnesses is currently labelled as low priority, but traffic is a pain in the neck there. It really needs to be a lot higher priority because it slows that part of circle right down. Also, all this talk of bike lanes, walking corridors, and bus stops is nice sounding and idealistic but in reality we live in a place that is bloody cold for so much of the year and if its not snowy its at least windy as hell and who really

Another bridge or 2 would help. There are so many turn left arrows that are not in use during the day that should be. The traffic in this city on any given day is horrid. Need parking and not so expensive. I avoid downtown on any given day. Way too many stop signs & lights everywhere. Rethink any new road construction. Everything has a bandaaid...not a fix. The design of the roads is piecemeal. That needs to be re-thinked.

Consider greenspace, accessibility and sustainability

Keep the transit plans as long as they'll be efficient and not increase congestion. Add more bridges and scrap the rest of it.

Create beer traffic flow on circle drive north and south. Build a bridge on the north end

Get the 2 north bridges built. The commuter bridge which connects Marquis drive with either Central ave or Mcormond drive, to help move all the traffic from Silver Springs, Arbor Creek, Willow Grove, Forest Grove, Erindale, Evergreen and the new Holmwood. The new Highway bridge further north of the city that could connect the Warman highway to the Aberdeen highway along the back side of holmwood and connects to highway 16 (Yorkton) then all the big trucks don't have to come through the city. That would make a huge difference on circle drive as its all the big trucks that block intersections with all the lights. with those 2 bridges then 42nd street traffic will go down and because the freeway is north of the city. No freeway should have lights every block that was poor planning.

More bridges, and/or more lanes across existing bridges.

North bridge and a perimeter bridge would be more desirable. Allow traffic (trucks) to by pass Saskatoon traffic by going around the city. This would free up north circle drive.

North bridge, high priority on current circle drive north as well

North bridge. Smarter traffic lights. Stop the stupid speed limits in non accident areas.

North bridge. Warman access.

Quit putting schools on major roads. Get the North bridges built asap.

The existing rail lines within the city area need to be removed and rerouted to the outskirts of the city. Notice of that initiative should have been promoted decades ago. The rail corridors would make excellent transit routes. The bus mall also needs to be relocated. A perfect location would be across the street from the new police station or in the immediate vicinity. The present location is a disgrace and a disservice to transit riders. When special events are held or even Blades hockey games, transit riders on charters or specials often miss connections and have to wait in winter conditions for far too long for a bus that may be the last one of the evening if they are lucky.

increase bike lanes, enforce current traffic regulations, restrict giant truck traffic, enhance public transportation

be more forward thinking -- when building a new neighbourhood -- like Stonebridge for instance -- why not think about heavy traffic volumes and need for more ways into and out of the area WHEN building it -- so that changes don't need to be made in a year or two? More forethought into high density areas and how traffic will flow would help. Also take into consideration emergency vehicle routes as well as bus routes.

Investing in roads and transport

Perhaps a light rail transit like Calgary with bus heading towards those stations. Making bike lanes that are block to other vehicle traffic and are cleared in the winter to allow bike through. Limit car traffic through downtown to encourage other forms of transportation.

A c- train like Calgary would be a option less cars in the buisness area

I don't think the vision is broad enough. With a doubling of the population in the past few years, the traffic, mobility and other issues have been bogging for the City. They've taken far too long to address them and now, the vision is far too limited in scope. Why are they not discussing LRT as an option and lay the first underground line east to west, and north to south, to the U of S Campus? One has only to consider how the doubling in the population has overwhelmed our traffic system already, what will doubling again do? One bridge will not rectify the situation, nor will a 'slight' streamlining of the transit system. The City MUST think BIGGER!

Light rail through downtown core and along N/S and EW corridors. Also, stopping freight rail through the city core during daylight hours would be a strong improvement.

No question that moving people and the infrastructure in general has to be a top priority, Calgary and Edmonton both struggled and continue to struggle, because they did not address the movement of people appropriately I lived in Calgary for 40 years - I watched the city boom, and the lack of planning that went into moving people. Silly things like widening 16th avenue through the city, and then making a wrap around highway. The wrap around is brilliant, the millions spent on widening 16th avenue - not so much - needed one - not both Or putting traffic lights on Deerfoot trail in the south - putting lights on a thoroughfare - turns it into a parking lot Look at the access into and out of Evergreen and Willowgrove - it is brutal, I am glad I don't live in that end of town. If there is more building going on out towards McCormand, that will get worse - not better - that needs to have an overpass to move traffic more continually Another entrance off College Drive into EverGreen would also help would also help Get an overpass in at Boychuk and the Highway - with the growth there in Rosewood and the new district, that will get worse too 33 Street Bridge - not going to make any difference with all the lights along it and Attridge. Still a huge bottle neck on Attridge after crossing Circle, so a new bridge just moves the bottleneck - everything still grinds to a halt on either side And on the West side of the river at 33rd - unless you do something at 33rd and Warman Road to eliminate the lights and the train tracks, the traffic will all pile up there Get better access out of Stonebridge - again, a ton of development, and not decent traffic routes out

Reduce the sprawl by creating more centralizing and infill, force traffic redirection (the outer suburban sprawl neighbourhoods that flow through the downtown and congested areas), increase SAFE dedicated bike lanes

more infill less vast tracts of open land. taller office buildings downtown or elsewhere in the city, more traffic circles

We've had several buildings torn down in the downtown area in the last few years but no new buildings. We need to get the owners to actually build something, not just talk about it. 33rd St. seems like an odd place for a bridge, don't quite understand how this would alleviate traffic in the Preston Crossing/Attirgde Dr./ Circle Dr. area.

I am not sure yet. I think I'd like to hear about some of the negative impacts to see if the options are sustainable. For example, I like the dedicated bus lanes so there are fast-track lanes. But this causes problems for people who need to drive/commute (perhaps they need to drive for their job throughout the day). How does this impact bus fare?

Stop extending city limits beyond high traffic corridors and railway tracks requiring the astronomical expense of having to eventually build overpasses and underpasses to accommodate complaining citizens residing in these out areas. Accept the fact that no transit or commuter services by the city will make money and keep rates low to attract increased ridership.

Make the centre of the city a no traffic zone except for Rapid transit. I very rarely go downtown because of the parking situation. Increasing parking fees only drives more people to the outskirts to shop. A central no car zone with access to only public transport would make the downtown more pedestrian useable. The transit would serve several drop of points so that the elderly could get to the most places with a minimum of walking. There could be a non-stop bus service set up to just circulate the drop of

My point of view about transit issues and fixes from city Saskatoon point of view..... get the Sask Place concert night confusion figured out, it is getting better but the night of Rush it was a gong show and it was bloody cold my son and I just about froze that night. Like I said its getting better and seems like issues are getting ironed out. I think that is great those shuttles for events and I will use the service again in the future. I do feel you are putting too much emphasis on the everyday transit end of it, have you ever been caught up in the traffic jams on major roadways between 3:30-5:30 pm. Let me tell you the roads arnt full of buses !!! Cars, trucks and more cars and trucks lined up sometimes as far as the eye can see...make speed limits faster instead of impeding traffic with slow limits on Main traffic arteries. Time the lights with some thought so people don't have to speed up to stop !!! Seems like high traffic routs like 8th St., Idylwyld, 42nd St. And 22nd St. Seem like if you hit a red light, count on hitting a bunch more reds continuing down that street. Have the lights sycronized So you have traffic is flowing at speed limit no piling up. If you are the speeder you should be the guy that has to wait for the light change because you're out of the rhythm.

Better integration of signal lights along high volume roads - or fewer signals along high volume routes. Historically, it appears that more infill requires more traffic signals to direct traffic to businesses. Wider road infrastructure with double, offset turning lanes, bus turn in lanes along high volume roads.

Better traffic lights at key intersections, roundabouts rather than 4-way stops, more pedestrian friendly by putting sidewalks on both sides of the street.

East West traffic, foot and automobile across river must be a priority. One traffic accident shuts down lanes and completely congests city traffic.

Install walking over passes or tunnels along major routes and increase the speed along the routes

More accessible bike routes and increasing the awareness of conscious living and community. Expand areas that become bottlenecked with traffic to decrease accidents and maintain flow. Less aggravated people driving to work shows an increase of 50 percent less accidents a year, less crime, yes crime because some people tend to take everything home.

spend less time planning and more doing. Service roads and access have made other cities more accessible both for vehicles and foot traffic. Proper planning should involve moving large amount of all kinds of traffic not just the city transit system

Add traffic turning lanes

Adding additional exists and entries into freeways such as the right turn from Gordon road into the Regina south freeway

Although I am extremely pleased that the city is having forethought I am concerned about who is part of this. Many poor decisions regarding our roads and transit have been made in the past and if those people are part of this and making major decisions then the growth plan will not be successful. Examples include the circle drive entrance/exit to 22nd street. The placement of the South bridge, the bypass of Montgomery, 11th street to the highway. Trucks needing to bypass the city should not be traveling East then North to the proposed commuter bridge. This could and should have been done properly with the South Bridge construction.

are there no changes for the attridge - circle interchange? it is RIDICULOUS

Be sure the roads coming off any new bridge are adequate

Being sure to start and end expansion projects on road on time and effectively divert traffic to avoid long term jamming during rush hour traffic times.

better roadways. our city is growing rapidly. it will not be long until we reach 1 mil. we need to take into account how many people will be here and build well flowing roads for traffic. for example: attridge drive is total hell. it was only built to sustain one community, now there is 4. 2 lanes is not enough for ~10,000 people to get to work and from at the same time.

Better signage on ALL streets and freeways. Every city planner seems to think that just because the majority of people in the city know where they are going, signage is a secondary thought. Go to a REAL major city, and look at how things are signed. This causes HUGE traffic problems just because out of towners and newcomers have no idea where they are going because they can't see the signs. Next, slow moving vehicles such as farm equipment, construction equipment, etc. Some slow moving vehicles need to be removed from freeways completely. The traffic problems constantly caused by some company driving their slow moving loader or bobcat down the freeway at 20kph is absolutley unacceptable, get them off the freeways, period! Other slow moving vehicles that have no other option should be restricted to off peak hours so they are not holding up the rush hour commutes. Watch the traffic patterns change drastically just with that simple move.

Better traffic flow (interchanges) built before starting new neighbourhoods

build a ring road that keeps a lot of semis out of city

By making a perimeter road outside the city limits that allows heavy trucks to not drive through the city and plug up traffic

By making a truly functional ring road around the city. By doing this it would elevate traffic on some of our major streets.

by planning major road ways and circles ahead of time and quit trying to catch up, prime example .mcklocklin onto claypool should of been a double lane ,there is such a bottle neck by the airport runway that should of been double lane to start

Change the traffic lights to help rush hours do something with Ave C and Millar

Complete review and appraisal of the city engineering and traffic planning dept. strategic modification of use of out contracted road maintenance with more city owned equipment acquired

Developing neighborhoods to be more accessible in the planning stages.

Do not take away bridge lanes from regular traffic.

Don't take away lanes on university bridge by putting bus lanes. The issue is the rail crossings, those need to badly be fixed.

Extend McKercher Dr through to Kerr Rd.

Extending circle drive an additional lane. Expanding Attridge into 3 lanes.

Focus on major changes to improve the North commercial section of Circle Drive. A route that allows trucking/shipping traffic to avoid the intersection of Idylwyld and Circle is imperative.

Having circle drive, which turns in to Idylwyld, creates nothing but headaches. It bottlenecks the flow of our city and makes people avoid the downtown area.

I do not know enough to comment, other than to say a freeway that does not go through the city on the north end is vital. A freeway does not have stop lights!

I do not seem to see Warman Road as a major route for transit. Neither do I see use of Circle Drive to take passengers from one area to another quickly.

I notice that River Heights, Lawson Heights, Silverwood is not a priority area. Nor is Circle Drive E or 51st Street. There seems to be a lot of traffic on these 2 streets presently.

I think you need to refocus on the north industrial area as it is also getting very congested and in need of bus service for the workers.

Identify the circle drive east area as an area in need of major support.

Improve roadways making room for vehicles to pull to the side.

It actually sounds quite good, but will it solve the traffic problems on Circle Drive?

Its too late! Why did you build houses for 20,000 people east of Central Ave and not accommodate it with roads? These people are all on Attridge and 90% of them don't know how to drive in Canada. These are the people who should be riding the bus, but they have plenty of money to drive. Very poorly planned. I live in Silverspring and I HATE it there now. I will soon be inner city.

Just make sure that traffic can flow properly at peak times. Not so many lights.

make a bridge out at 91st street that takes you around the city WITHOUT LIGHTS OR LEFT TURNS and is at least 3 lanes wide each direction.. Cars could only merge right only. Keep businesses off the edge of the road by at least a 1000 feet to have room for future expansion. Make a service road only to access these businesses ONLY every 2 Miles. This will move a lot of cars faster.

Make plans for a perimeter highway around Saskatoon to reduce the amount of traffic on Circle Drive during rush hour.

make sure all bridges have at least 3 lanes each way.

Make use of more roundabouts and avoid stoplights where possible on main roads like circle or college east. On bridges have the lanes with lights interaction based on the traffic. so at rush hour you have three lanes heading into work down the bridges to city center and on the way home you reverse the middle lane the opposite direction.

Make use of the abandoned rail corridor beside Warman Rd, and build a rail bridge at 33rd St to move people from the north west to downtown and to the university/Sutherland.

Making more lanes on the bridges and main corridors should be a higher priority than infilling along major corridors. The reason for this being that more amenities bring more traffic and the roads will not be able to take the added congestion. As well there needs to be a better plan for more access to the new subdivisions.

Plan a Full Outer Perimeter Highway NOW. And not just the $\frac{3}{4}$ plan in discussion currently. We lived with a $\frac{3}{4}$ Circle Drive for 35 years, and it was a joke. Especially when the powers that be made 42nd Street between Airport Drive and Warman Road into a business corridor instead of planning service roads. I remember when Warman and 42nd was a 3 way stop. THAT was when the politicos should have listened to the planners.

Plan for and construct major intersections for new residential areas before they complete the development; i.e.: get your infrastructure in place before the houses, not as an after thought that causes major head aches and disruption for the population living in the new development.

Providing more wider roads or alternative routes in busy roads and buses

Put in more traffic interchanges on circle drive instead of lights.

Re traffic. Finish current projects on circle drive and get traffic flowing well there first. I did not see any indication of removing lights and putting in interchanges at Laurier and Clancy drives where they connect to Circle drive - all the traffic is halted by the lights. So adding more traffic flow improvements else where will only slow when you get on circle drive. Your just getting to the traffic jam quicker Get the outflowworking first before you add more traffic. Look at whats working, or not and why

Resolve the traffic issue on 42nd Street. I don't know how that can be done though.

Service roads along side the corridors, in most cases this is impossible as these were not planned for, no available land, this would certainly speed things up for rapid transit. Plan for these in the new developments. Note this is not occurring in the new areas.

stop wasting money on the inner and make a circle drive type of corridor .way outside the city complete with over and underpasses, right off the bat (much like reginas ring road- except farther out .. so a person can drive around rather than going through city - which in turn will alleviate the traffic on 8th st and circle drive , 22nd st etc.....

Synchronize the traffic lights so that traffic can keep moving. You can go across Toronto without stopping because the lights are set to keep traffic moving.

The area of Hwy 5 and McOrmond needs to be included as an area of interest in the growth plan.

The city needs thoroughfare roads. A free way system of some sort. The continuing practice of more lights is not conducive to moving traffic. Also there is no synchronization of lights. It is as though currently the city tries to slow traffic down instead of actually moving it. That whole idea has to change or with increasing population we'll just see more and more traffic build up and angrier drivers. Wpg made that mistake and it's a mess driving there.

The city needs to have better planners. Currently it's planning to create bottlenecks. Easy of travel to where you are going is a thing of the past with the new areas. People that I know living in the new areas like Stonebridge (Remple Lane) have not been able to give proper directions and have told me that everyone whom they have given directions to have gotten lost (me too). Travel in and out of Stonebridge is not planned for vehicles it's been planned for road rage. And the suggestion that we do not have enough bridges in Saskatoon for traffic flow is wrong. The bridges can move cars along much more rapidly if there was some planning done. After all the bridges don't have stops or traffic lights on them or exits. What they do have is bottlenecks before them and on the egress side. And if you build ten more and make access and egress difficult you will have the same problem. What we need is better planners and make roads simple and easy to use.

The City of Saskatoon might consider, as a long term plan, pushing Circle drive out further to ring the new perimeters of the city, and perhaps better connect the various highway accesses to the city, without the need to travel through the city to get, let's say as one example, from Lakewood to Highway 11 to PA.

The growth plan looks at the infrastructure for Bridges but does not seem to take into account the levels of traffic that 33rd will account for. It already gets congested as it goes down to two way traffic. There is no priority listed for the area that would connect to the bridge.

The Growth Plan sounds good except my neighbourhood (Silverwood Heights) seems to have been left out. I do a great deal of shopping at Preston Crossing and along 51st Street. Although selfish, I would like to see good connections with those areas. The plan looks good, as I said, but I have seen too many instances of City of Saskatoon planning such as the intersection of Millar and Circle Drive, commercial development along 42nd street/Circle Drive North that should have been a continuation of the freeway, routing of the original Circle Drive up Idylwyld Drive, Circle Drive North interchanges being built a few years after the roadway itself, lack of access to Stonebridge with new construction now but perhaps still not adequate, Circle Drive South not ready on time, and so on. This reduces my confidence in planning by the City. I conclude the Plan could be enhanced by making sure that those responsible for the above examples are not involved.

The plan should have already been in place years ago. The City has been growing seems the city is behind. Traffic and roads are bad now, don't see how they will catch up to the 500,000 people.

The University Bridge would need to have changeable lanes--more going to the north in the morning and more going to the south after work. A north bridge that does not have traffic stop at every intersection to solve the problems on 42nd Street--large trucks, stopping at every intersection, congestion with traffic from Attridge going on to the bridge.

There seems to be solid planning for east-west rapid transit but are there plans for north-south to include say Stonebridge either through the city centre down Idylwild Freeway or from Confederation using Circle Drive South?

there still needs to be more consideration given to the areas that are being built now - in Blairmore by the Walmart there is a new intersection where I believe it is Betts crosses 22nd St. To cross northbound it is only one lane to go straight and to turn right. How does this make sense in the long run? it is already backing up. Poor long term thinking - something this city is famous for

think outside the box. Making a 33rd st bridge solves some of the crossing problems but both 25th and 33rd are narrow congested streets with lights at every corner, left hand turns and parking. IF you got rid of parking and only had right hand turns off the street and two lanes going each way it might move faster.

try long term planning which apparently hasn't been done in more than 60 years. Here are three examples of some messes: 1 - 33 street - one lane of traffic in each direction, and that was often not sufficient when the city ended at Westview. I do not understand why Dundonald, Hampton and Kensington were allowed to be developed when there is no way of getting out except 33rd street for most people. Poor planning created this nightmare. 2 - Confederation/22 street intersection - really? even with the fixes of a few years ago, this is a mess. You started with an open field there and allowed this to happen. 3 - Confed Drive from 22 to 33 - dumping all that extra traffic onto that street from the new south circle route? I can't even get out of my own neighbourhood now. I could add many more instances, but it all comes back to the same thing - no long term plan in place and always building for today's issues with no concern for tomorrow's needs.

r7. Coordinate with active transportation

I think a key to helping to decrease congestion is linking all of the highways together and making minimal stops on those linkages. There is a huge amount of traffic, much of it truck-trailer/semis sometimes with wide loads that constantly have to stop and start to go through the city just to get to the other side. I don't like the idea of adding a bridge at 33rd street. I don't really see the advantages. I mean there are a lot of lights and school zones and the speed limit is 50. Why not go on circle drive? I do think it would be great if the pedestrian side of the train bridge could be wider so that 2 bikes could comfortably pass or a stroller and a bike. I also think it's a bad idea to take away the wooden stairs to the bridge because I am scared of using those new metal ones because I am afraid of heights (you can see through the metal grates to the ground and my legs start shaking) and they are very slippery, even in the summer together this makes for a very dangerous walk down those stairs with my bike. I also think that it is extremely rude to put so much effort into maintaining both sides of the bridge but then to not make it wheelchair accessible there is already some trail for bikes to get up on the far side of Spadina I think there should be a ramp for people to get up there. It would also be nice for people with kids in strollers or those bike trailers to get up and down the other side more easily.

Saskatoon has a lot of special events and attractions in the downtown area but traffic and parking are unbelievable. Public transit and bike accessibility are very important. What if there was specific parking near downtown but not right in it and free shuttle service for people to get to downtown. Also building attractions not in the centre of the city would help.

More over road walkways in major traffic zones similar to Las Vegas! This cuts back on traffic back ups and decreases safety concerns for walkers, bikers, etc. I work at RUH and the constant red lights because of students is a huge problem for drivers and backing up traffic and very unsafe for both. More over head walkways would be very beneficial in this area. If need be, put up fencing alongside the roadway to limit J Walkers as this is a very dangerous area for that as well. The North bridge is a HUGE need and this would also stretch building houses to that side of the city to balance traffic from all areas. More people would commute from Aberdeen and area and this wouldn't cause so much congestion in other areas because people are living where it's easiest to get to work.

increase bike lanes, enforce current traffic regulations, restrict giant truck traffic, enhance public transportation

Perhaps a light rail transit like Calgary with bus heading towards those stations. Making bike lanes that are block to other vehicle traffic and are cleared in the winter to allow bike through. Limit car traffic through downtown to encourage other forms of transportation.

Reduce the sprawl by creating more centralizing and infill, force traffic redirection (the outer suburban sprawl neighbourhoods that flow through the downtown and congested areas), increase SAFE dedicated bike lanes

Better traffic lights at key intersections, roundabouts rather than 4-way stops, more pedestrian friendly by putting sidewalks on both sides of the street.

East West traffic, foot and automobile across river must be a priority. One traffic accident shuts down lanes and completely congests city traffic.

Install walking over passes or tunnels along major routes and increase the speed along the routes

More accessible bike routes and increasing the awareness of conscious living and community. Expand areas that become bottlenecked with traffic to decrease accidents and maintain flow. Less aggravated people driving to work shows an increase of 50 percent less accidents a year, less crime, yes crime because some people tend to take everything home.

spend less time planning and more doing. Service roads and access have made other cities more accessible both for vehicles and foot traffic. Proper planning should involve moving large amount of all kinds of traffic not just the city transit system

I am not convinced of the benefits of dedicated bus routes. Why is the Victoria bridge being left to rust while we currently need more bridges? What will the improved corridors mean for my residence and neighborhood; I live near a planned enhancement a block from 8th Street East and Preston Avenue??? How can biking be safer? I have a twelve year old son and bike with a toddler but I encourage my family to take sidewalks even though its not legal to ensure our safety. The 12 YO was recently hit by a a driver (who was subsequently charged)!!! The 12 YO has taken the bus to downtown to commute to special school programs throughout the year but feels unsafe on 23rd street.

--More service to Exhibition/Diefenbaker park area for transit - seems limited from what I can see and presently is extremely limited. There are high-density senior residences there as well as condo complexes, apartments, duplexes, and single-family homes. I think increased service to this area would be well received. -Lots of mention on how to re-design things, but what about maintenance along the way? Putting money into enhancements is great, but how are we going to do so sustainably? -More emphasis on accessibility for those with limited mobility for transit as well as walking. There's already a good start, but please continue to consider things like ramps onto walkways, well-kept sidewalks, etc.

Making transit more affordable, the plan is very vague about bike lanes, perhaps set up Nike stations where people can rent a bike and just drop off at another station or make it free with a swipe of the driver's license. Dealing with old sewage infrastructure so there are fewer breaks in winter.

The growth plan is about changes to existing infrastructure. What about planning new developments? I've been living in stonebridge for 2 years. We are told every day that transit, and walking/biking traffic is important. Yet it took far to long to make it safe to walk across Preston avenue (street light) and sidewalks are still being build on major streets which have existed for several years. Looking at Stonebridge blvd there is only a sidewalk on 1 side, yet there are bus stops on both sides. This neighborhood wasn't planned to accommodate everything in the video and the new plan. Truthfully I don't believe the current people working with the city are capable of making proper long term growth decisions if they are incapable of properly guiding new sub division developed. If walking and biking are important then sidewalks and bike paths need to be built as soon as the roads are built. Not as an after thought and they need to be on both sides of the street.

Show effects os winter and how traffic would then move. You mainly show how cars will move in the city. Show people walking as well as biking. Show wheelchairs and motorbikes. Just cars looks like a cartoon that was produced by the National Film Board years ago. See it it is still available. It showed how Martians see our world. This definately reminded me of that movie. I need to see people not just cars and buses.

I am absolutely in favour of all the ideas presented in the video. A more walkable, busable city is the best way for this city to go. I realize it's probably going to mean a tax hike and I'm still in favour of it. Taxes are the price we pay for civilization, and civilization starts with community building.

Have more designated bike lanes. Promote car pooling. Make sure new neighborhoods are not to crowded.

Long term growth is also considering the ENVIRONMENT and how we can create more central/core growth rather than Urban sprawl, encouraging people to use alternative transportation (yes public transit but also biking, walking...creating REAL bike lanes, REAL bridges for non-vehicles-maybe a bridge for pedestrians/bikes/public transit and emergency vehicles only). Not only maintaining the Meeswasin and river bank for its natural beauty but also surrounding areas where the wild can be maintained and used for its natural enjoyment...WITHOUT being able to see Urban-ness...

More bridges necessary - walking and bike bridge would be great too

I honestly don't think people are going to leave their cars at home and take the bus, walk, or bike until it becomes cheaper and more convenient for them to do so. Our entire road network is catered to cars - from the lanes they're given to the timing of street lights. More thought needs to be done towards other methods. Also, waiting for the bus at -30C is horrible and we need heated shelters in the winter. As a pedestrian, it's frustrating walking on our bridges as the cyclists are constantly flying by me. As a cyclist, it's frustrating having to slow to a crawl, dismount, and battle for space. There needs to be room dedicated to both.

More bike lanes Consider LRT, not BRT (electric, not diesel)

Greater focus on active transit to remove cars from the equation. There is no reference to vertical growth strategies (moving people to more densely populated apartment towers centrally) as a means of increasing Saskatoon's population density and lessening the need for broad and expensive commuter plans to far flung suburbs.

This looks like a feasible plan that would increase riders. It looks like it will work very well. The key will be the cost to riders, along with service. Dedicated lanes will be necessary. I am not in favour of bikes on the bridge traffic lanes. I wish I thought dedicated bike lanes on the bridges would solve the problem, but we have too many dangerous drivers to ensure cyclists' safety. Unfortunately, putting the cyclists on the sidewalk probably won't ensure the pedestrians' safety for the same reason. Could we use one sidewalk for bikes and one for pedestrians?

more bike lanes for safer cycling lower the rates for transit --when rates for parking are cheaper than taking the bus then people will still drive--have really cheap transit and then raise parking rates.

complete streets for easier walking and biking and other access. lots of growth of jobs in north business area - plans for residential and good transit there?

execute the plan. I didn't see many bus routes from other areas of the city. Be nice if you could bike to a central location in say Willowgrove or Stonebridge/drop it off and hop on a bus.

See above. [I think there are a lot of good ideas here. I'd still like to see more done to improve the transit system. Right now, to get from where we live (Stonebridge) to anyway by transit is very inconvenient. Unless you're going to the university. I don't really see that there will be much improvement. This city really isn't very walkable either and I have lived in large cities most of my adult life and never owned a car until I moved to Saskatoon. I just walked everywhere and occasionally took mass transit. Now, I drive everywhere. I guess I would like to see more specifics on how this growth plan will actually achieve greater walkability because right now, I can't picture it.

Incorporate neighbourhood design. People aren't going to feel safe on our current arterials unless you're in a car, and with cul-de-sacs and crescents being the norm, everyone is forced onto those arterials. How can you create bike boulevards if you don't have streets that go anywhere? Current bike boulevards need more support if they're going to be successful, including traffic calming, lower speed limits, and priority signage. There also needs to be 5x more of them. The major north-south corridor between the south of the city and the north industrial area is neglected for transit. Huge numbers of people make that trip every day on circle drive, if you can create a faster alternative, you'll have a winner. There should be a BRT route around Circle Drive once it becomes more crowded and slow that drives on the shoulder (as a bus-only lane) with connections at major overpasses. Warsaw does this quite effectively. That way you can get from the industrial area to the burbs without having to go through crowded downtown.

Agree with Dedicated bus lanes in the main streets z (8 street, idylwd, college, etc) . Need bike lanes/ shared pathways with walkers (like on warman road) on these main streets as well, it's not safe for bikers now and really slows down traffic.

Bike lanes, car pool lanes.

Busses having their own lanes and making most paths bike accessible.

Individual bus and bike lanes

Add a bike highway that could be used as a skateway in the winter.

add more pike lanes around the city and put more attention on the public transfers for student. especially university.

Bike & Pedestrian Routes improved.

Bike lanes all over the city where they do not have to fully share with vehicles

Bike lanes!

Bike plans. The video and the general plan is wanting bikes to behave like pedestrians when they are vehicles.

By creating more bike lanes and by educating the public to watch for bicyclists while driving. Especially along major corridors, but also in other areas.

Encourage the use of bikes and make it SAFE for bikers

Focus on making safe side walks always with a large buffer between road and bike lanes.

Growth of private vehicle usage should be discouraged. No more development of vehicle bridges - pedestrian, bicycle and bus bridges only.

I did not see anything identified that relates to self powered forms of transportation like bicycles; I do not ride the bike a significant amount but do have friends who are dedicated bike riders - most are spring, summer and fall riders while several are year round riders.

In many European cities (Vienna, Paris etc.) they separate cyclist from traffic where ever possible. The sharing is between pedestrians and cyclist (each side of the pathway distinctly marked, a side for walkers/joggers and a side for bikes). This is a much safer and less stressful concept. I believe the City of Saskatoon should consider similar pathways.

Include dedicated bike lanes in the Corridor Growth plan

Increase safety and accessibility for cyclists.

More access to bike route. Dedicated lanes for bikes.

More bicycle trails around the city making it easier for people to bike from place to place without blocking traffic and safety

More bike lanes.

More emphasis on and allowance for cyclists and pedestrians, car pooling incentives (dedicated lanes etc)

No mention of bike network..how would that be expanded?

The city is focusing on making bus transit easier, but neglecting the idea of bike lanes and walking paths. To be truly inclusive and make it easier to grow, these options need to be explored.

r8. Dedicated bus lanes

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Individual bus and bike lanes

I am not sure yet. I think I'd like to hear about some of the negative impacts to see if the options are sustainable. For example, I like the dedicated bus lanes so there are fast-track lanes. But this causes problems for people who need to drive/commute (perhaps they need to drive for their job throughout the day). How does this impact bus fare?

Better integration of signal lights along high volume roads - or fewer signals along high volume routes. Historically, it appears that more infill requires more traffic signals to direct traffic to businesses. Wider road infrastructure with double, offset turning lanes, bus turn in lanes along high volume roads.

support neighborhoods in poverty with transportation as a barrier to employment, education, groceries, social inclusion like King George and Exhibition. Support increased public transit and safe sidewalks for Social Housing complexes in Holiday Park, and Affordable housing in Hampton Village, Blairmore, and throughout the city. Make it more mobility impaired friendly for adults and for aging population - looks like youre planning on making people walk or bike more whether they can manage or not. Plan for more disability parking reserved throughout the city for loading and unloading, safe Access Transit entrance parking as important as public transit stops, and cutback on non-disability parking. Introduce car pooling measures. Prioritize safety of mobility impaired area at front of public bus, so one baby stroller won't knock them over or worse.

Bus lanes and affordable housing

As long as downtown parking is affordable and transit service inconvenient, people will opt to drive. Ridership on our buses is going down and not up. Part of the issue is our long and cold seasons. No one wants to wait for a bus even 10 minutes when its minus 20 or colder. Heated bus shelters sound good but at what cost to build and maintain. Feasible? Perhaps a bus lane could be coupled with a two or more commuter lane. Penalize those single occupant vehicles going downtown. Do we also need to consider new water sources or will the South Sask River still be adequate 40 years from now?

do some things faster; bridges, bus lanes

HOV lanes perhaps? Works well in places like Vancouver.

Instead of dedicated bus lanes, perhaps dedicated bus and high-occupancy vehicle lanes? This makes maximum use of existing capacity, while still encouraging car-pooling and the like.

r9. Higher transit service levels (hours, frequency, coverage)

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The bus service in Saskatoon has been a failure on all fronts (poor ridership, inefficient (running empty buses) and poorly managed (ie. the fall 2014 strike disaster). The bus portion of the Growth plan does not inspire any confidence (in me at least). The City does not appear to understand that; 1. It is obvious that the vast majority of City residents primarily use vehicles to travel around the City and will continue to do so despite feeble social engineering attempts by the City. Any plans for the growing Saskatoon to 500,000 people should recognize this fact and focus on making the vehicle commutes/daily routines more efficient for drivers. 2. If the City was sincere about promoting the use of buses it should be free and more in tune with the needs of users. i.e. shorter travel times. That's said, I see little in the Growth plan than would prompt me to take a bus as it will remain more time

consuming and inconvenient than driving. 3. Changing sidewalk configurations (at great cost to the taxpayer) is not cost effective and I sincerely doubt that this will make main thoroughfares (like 8th St) more useable. There are much better places to put our money. 4. I noticed the Growth Plan is all about the future and not about today. As we navigate our pot hole filled streets in the summer and deal with no residential snow removal in the winter, I suppose its nice to ignore what is happening now and to dream about how wonderful things will be in the future. Until the City Fathers learn to deal in the present I have little confidence in their ability to plan for our future.

Use reversing lanes on bridges - Winnipeg has used them for decades. Deal with exiting roadway conditions, plan new subdivisions with better access - don't rely on stop lights or diamond interchanges - can you say cloverleaf? BRT only works for places like the U of S or major employers. Bottom line is travel time - takes me 20 minutes to drive and 75 minutes by bus. Why are there stops almost every block downtown and on Clarence's

Keep the transit plans as long as they'll be efficient and not increase congestion. Add more bridges and scrap the rest of it.

The existing rail lines within the city area need to be removed and rerouted to the outskirts of the city. Notice of that initiative should have been promoted decades ago. The rail corridors would make excellent transit routes. The bus mall also needs to be relocated. A perfect location would be across the street from the new police station or in the immediate vicinity. The present location is a disgrace and a disservice to transit riders. When special events are held or even Blades hockey games, transit riders on charters or specials often miss connections and have to wait in winter conditions for far too long for a bus that may be the last one of the evening if they are lucky.

Make the centre of the city a no traffic zone except for Rapid transit. I very rarely go downtown because of the parking situation. Increasing parking fees only drives more people to the outskirts to shop. A central no car zone with access to only public transport would make the downtown more pedestrian useable. The transit would serve several drop of points so that the elderly could get to the most places with a minimum of walking. There could be a non-stop bus service set up to just circulate the drop of points and users could move easily from any place in the core area. This would also serve tourists to get around with a flat fee between the Peak hours .Most drop off points could be closed to hotels to allow tourists easy access to anywhere in downtown core.

My point of view about transit issues and fixes from city Saskatoon point of view..... get the Sask Place concert night confusion figured out, it is getting better but the night of Rush it was a gong show and it was bloody cold my son and I just about froze that night. Like I said its getting better and seems like issues are getting ironed out. I think that is great those shuttles for events and I will use the service again in the future. I do feel you are putting too much emphasis on the everyday transit end of it , have you ever been caught up in the traffic jams on major roadways between 3:30-5:30 pm. Let me tell you the roads arnt full of buses !!! Cars , trucks and more cars and trucks lined up sometimes as far as the eye can see...make speed limits faster instead of impeding traffic with slow limits on Main traffic arteries. Time the lights with some thought so people don't have to speed up to stop !!! Seems like high traffic routs like 8th St. , Idylwyld , 42nd St. And 22nd St. Seem like if you hit a red light, count on hitting a bunch more reds continuing down that street. Have the lights sycronized So you have traffic is flowing at speed limit no piling up. If you are the speeder you should be the guy that has to wait for the light change because you're out of the rhythm.

1. Make transit efficient and affordable 2. Reduce corruption (less managers, more workers on the ground) 3. Reduce pollution 4. I didn't see anything in the growth plan about roads. Just compare Calgary roads to ours, and you will see what I mean! 5. What about the less fortunate ones? Is affordable housing on the plan? 6. Any plan for cutting wasteful expenditure? More time being spent on making plans than implementing them and contractors being given new projects despite delaying old projects... 7. What about the wasteful Mendel Art gallery? Ever thought about children parks and entertainment parks (aquariums etc.) like in Vancouver, Calgary, or other big cities?

city of saskatoon can enhance the growth plan by constructing new bridges, having more frequent transit services and providing more housing facility.

more low income housing more busses at peak times

build better road,more frequent bus transit,building overbridge

more bridges as the plan of 33rd also one on lenore drive or 60th. fix up attridge drive. fast transit from home to close by to work

For me, the public transit system never seems to be keeping up with the growth of the city. (I was born and raised in Saskatoon.) Presently, I would not even know how to take a bus in Saskatoon, and I live in the City's Centre. Bus service in areas, then transferring to a rapid transit seems like a good idea...not every bus route needs to come downtown. The Growth Plan presently under review needs to prioritize the roads and infrastructures...seems to have been neglected (?) e.g. University Bridge closure. Possibly, an incentive could be a lower fare, getting more people onto the transit and more cars off the streets.

Ensure input from citizens, as well as identify where more bridges, rapid transit are required.

I would say more publicity on the entire plan! This is the first time I have heard of it! Also, I would like to see more busses taking direct routes to downtown from farther communities such as Rosewood or Evergreen

Bus routes need to be tailored to cater to permanent residents not University students. New developments need to be built with growth in mind, quit making narrow streets with limited parking. Bus routes need to be added to Circle Drive, if I want to go from Confed to Stonebridge I don't want to have to go through the city core.

People have to be moved more quickly re buses, etc. Its so cold for nearly 6 months of the year, and just to cold to wait for 15 minutes in that cold. Bridges are great for vehicular traffic. Green space is great. Bike trails and walking trails are great. More sport complexes would also be awesome

I support a new bridge as long as our river wild life corridors are given very real consideration. Rapid transit is a must and the sooner the better; hopefully the plan for starting will include plans for future increase of the rapid lines so that the City doesn't have to start from scratch again. I know these two cities are much bigger but the combination of bus/RT/ and other in both Vancouver and Toronto are just excellent from a visitor point of view.

First focus needs to be on the new north bridge. More reliable transit is a must if you want people to commit to it for work, with peek times extending past 6:30 p.m. for the ride home. MANY would take the bus and find the morning not so bad but after a very stressful day, waiting for a bus for 30Plus minutes and a slow and long ride on the way home is just too much, especially if there is a fair walk once you depart the bus.

Delete the 33rd street bridge and concentrate North, Consider crossing under the river with dedicated transit routes from various hubs

I don't like the idea of referring to it as a growth plan rather a Development plan . I think it is wrong to focus on the growing to Half a Million . The population will grow or it won't depending on the economy which there are a limited number of things the city can do to impact. What is important for the city to focus on is how this growth is managed. The city has done a poor job of allowing urban sprawl rather then focusing on infill development. Which is in part why it is more expensive to manage our roads, buses and other infrastructure. For example the idea of improving 8th street to make it more walkable is a great idea but has nothing really to do with growth. The idea of improving bus services is great but it will require a huge shift in the way people think in this city and the level of service provided. For me personally it would make my commute closer to an hour rather then the 15 minutes it currently takes.

My main concern is the transit. I believe something like calgarys c-train would greatly benefit our city. The current transit is far to slow with limited accessibility. When I first moved here I would wait at some stops with a stroller and the bus would drive right past me or stop and tell me that the bus was not made for strollers. Therefore I was stranded on 8th street with no way home. Now we have two cars and have not used the transit system in 5 years. For a city to improve and have less traffic there needs to be better options.

Making the current bus system better, like dart from major spots to the downtown and university.

With the rapid increases population, need to do growth in infrastructure, transit things for easy go from one place to another by putting some fund by tax.

Expand the bus routes, more bus routes and easier to use. More frequent as well

Make it truly rapid transit. There is no way I would use the present system because it is to slow, and I prefer not to be in the midst of the riff raff that hang out at the major transfer terminals. I prefer to avoid that uncomfortable experience all together.

I think the expansion of public transportation is imperative, but I wonder if other forms than bus have been considered? A LRT-type system would like be viewed favourably and could provide rapid transit between high demand areas (dark green on map). This system could then be expanded as the population continues to grow. Also, I think that having space on buses to meet demand is an important factor to consider. Having buses drive by passengers waiting at their stop because they are full is poor practice and deters individuals from taking the bus in the future. Last, I think considering the value for service is also important. Improved bus service is needed, but not if the fares continue to rise to exorbitant rates. The current price is not a good value and, if it continues to rise, people will stick to driving.

A fast train, or shuttle to get through city that has maybe one stop per major area.

A rapid transit bus service may be good but the city seems intent upon pushing businesses into the Marquis Industrial area. There does not seem to be any plans to get rapid transit to this area so people will drive. A LRT system may be better with terminals at four points, Sutherland, Blairmore, Stonebridge and Marquis Industrial. Every bus should not have to stop at that bus mall downtown. It would take me 1.5 hours one way to go from my home near Clarence and Ruth to my place of employment on Brodsky Ave. I will not sacrifice 3 hrs of my day to use public transit.

Consideration for other possible transit options besides buses, such as trains, to make travel to the core from outer suburbs quicker as well as more environmentally friendly.

Making the transit system better is awesome, but not when you price it put of commuters reach. I have used transit systems in major Canadian cities and European cities. MUCH less expensive and much more efficient.

They can buy small buses and more often run with less price. When people see fast and cheep buses, move to use buses. Currently big and slow buses are using.

Co-ordinating Sunday transit services with various church times would be great for seniors and cut down on parking issues.

Ease of access

Ensure that the rapid and regular trust is one of the first priorities. This would encourage new residents to not use personal automobiles and therefore get ingrained in the driving mode.

Greatly improved rapid transit from the new developing neighbourhoods such as Stonebridge.

Have a greater connection to the Stonebridge area of the city. It looks like the only corridor plan was Preston and it was a low priority.

I am skeptical about the transit changes - the buses we currently have are literally falling apart, the service we have is sporadic at best. I have seen zero commitment by our city government to invest in this area over the last 15 years. I think the city's plan to use downtown as a hub is terrible, and there should instead be smaller, localized hubs with connections between them. Frequent service, for instance, between Briarwood and Centre Mall - with a connection to downtown from there - rather than routes that extend all across the city and thus have tremendous potential for running late or becoming overly crowded.

I have some questions and concerns about transit in the new system, I guess. I think transit reform (and userbase growth) are both necessary. I think there are some good points to the new plan. I'm just curious how it will affect service for people who don't live on a major thoroughfare.

I work out of my home, so travel to work is not a problem for me. However, my son, a University student has had some issues with transit getting to and from University. Several times during the winter the bus was early, so he had to wait for the next one, making him late for class. Buses should arrive on time or a little late.

I would love to see public transport reach out to The Saskatoon SPCA as many of their volunteers/adopters/staff cannot afford to drive to the SPCA.

Increase transit. Maybe have another depot on west side of the city. By confederation?

Increased bus frequency and transit schedule expansion would do more than any single change to enhance transportation in this city. I currently use buses to travel from my work to home and if I miss my bus at the downtown terminal during prime time by just a few minutes I can walk to my home in the Taylor and Broadway district before the next bus passes me. During off hours I could stop at the pub and still beat the next bus home. Guess why I bought a new car. PS I work in a 24/7 business that keeps the city active and alive 365 days a year. If I can't get to work downtown the city does not function as well as it should. The idea that buses only have to get people to clothing stores needs to be reassessed. There is life beyond the needs of Chamber of Commerce.

it isn't clear to me how transit would be improved in residential neighbourhoods to get to the major corridors.

It sounds good. My only comment would be more specifics related to integrating the distant suburbs into the plan.

Large portions of the growth plan seem to focus on enhancing certain parts of the city at the expense of other parts, giving transportation options to areas that certainly need more, but do have reasonable options, while leaving areas that are low on options at present with low options.

launching direct buses to downtown from new communities (i.e. Hampton Village, Rosewood)

Make the current bus routes more efficient.

More bus route options with less transfers.

My main concern looking at the new transit route map is that my area (Buena Vista) is a significant distance from the 3 different coloured lines which represent quick priority bus routes. Maybe a rapid route going north-south down Lorne or Broadway would be useful. Such a route would go straight down the middle of a large residential community which is a dead zone in the current map.

rapid transit to credit union rink

Restrict the Community Shuttles to their communities so that they feed the Rapid Nodes regularly and timely. Stonebridge needs a Rapid connection. It would also be useful to regularly and conveniently feed the airport.

Right now the biggest obstacle to using transit for commuting is the time and inconvenience versus by personal vehicle. Currently my commute is 5-10 minutes by car vs. 45-60 minutes by bus. The growth plan seems promising, but it is important that to succeed, transit will have to close the gap in terms of time and convenience.

Safe and effective rapid transit

Seeing as there are so many seniors upcoming in our city, the Access Transit should also be revisited. Possibly more Access Transit availability and less wait times would be a good thing. Also not having to book Access Transit a week in advance, but possibly the same day--much like a taxi???

The city needs to develop a bus system which can take you from the most westerly side to the most easterly side in the same or less time than it would take to drive it. Right now it is too slow and too many transfers to do this one hour on bus or 20 to 30 minutes in a car. No brainer. Need something like San Francisco has

There are still new and established neighborhoods, especially on the west side, that are already suffering from lack of easy transportation, and the growth plan completely overlooks these neighborhoods.

Wouldn't it help to have transit to North Industrial area which would decrease congestion there, especially for people travelling across Circle Dr. N. bridge to the east side.

r10. Reduce the cost of transit

This looks like a feasible plan that would increase riders. It looks like it will work very well. The key will be the cost to riders, along with service. Dedicated lanes will be necessary. I am not in favour of bikes on the bridge traffic lanes. I wish I thought dedicated bike lanes on the bridges would solve the problem, but we have too many dangerous drivers to ensure cyclists' safety. Unfortunately, putting the cyclists on the sidewalk probably won't ensure the pedestrians' safety for the same reason. Could we use one sidewalk for bikes and one for pedestrians?

I honestly don't think people are going to leave their cars at home and take the bus, walk, or bike until it becomes cheaper and more convenient for them to do so. Our entire road network is catered to cars - from the lanes they're given to the timing of street lights. More thought needs to be done towards other methods. Also, waiting for the bus at -30C is horrible and we need heated shelters in the winter. As a pedestrian, it's frustrating walking on our bridges as the cyclists are constantly flying by me. As a cyclist, it's frustrating having to slow to a crawl, dismount, and battle for space. There needs to be room dedicated to both.

1. Make transit efficient and affordable 2. Reduce corruption (less managers, more workers on the ground) 3. Reduce pollution 4. I didn't see anything in the growth plan about roads. Just compare Calgary roads to ours, and you will see what I mean! 5. What about the less fortunate ones? Is affordable housing on the plan? 6. Any plan for cutting wasteful expenditure? More time being spent on making plans than implementing them and contractors being given new projects despite delaying old projects... 7. What about the wasteful Mendel Art gallery? Ever thought about children parks and entertainment parks (aquariums etc.) like in Vancouver, Calgary, or other big cities?

For me, the public transit system never seems to be keeping up with the growth of the city. (I was born and raised in Saskatoon.) Presently, I would not even know how to take a bus in Saskatoon, and I live in the City's Centre. Bus service in areas, then transferring to a rapid transit seems like a good idea...not every bus route needs to come downtown. The Growth Plan presently under review needs to prioritize the roads and infrastructures...seems to have been neglected (?) e.g. University Bridge closure. Possibly, an incentive could be a lower fare, getting more people onto the transit and more cars off the streets.

I think the expansion of public transportation is imperative, but I wonder if other forms than bus have been considered? A LRT-type system would like be viewed favourably and could provide rapid transit between high demand areas (dark green on map). This system could then be expanded as the population continues to grow. Also, I think that having space on buses to meet demand is an important factor to consider. Having buses drive by passengers waiting at their stop because they are full is poor practice and deters individuals from taking the bus in the future. Last, I think considering the value for service is also important. Improved bus service is needed, but not if the fares continue to rise to exorbitant rates. The current price is not a good value and, if it continues to rise, people will stick to driving.

Making the transit system better is awesome, but not when you price it put of commuters reach. I have used transit systems in major Canadian cities and European cities. MUCH less expensive and much more efficient.

They can buy small buses and more often run with less price. When people see fast and cheep buses, move to use buses. Currently big and slow buses are using.

I am not sure yet. I think I'd like to hear about some of the negative impacts to see if the options are sustainable. For example, I like the dedicated bus lanes so there are fast-track lanes. But this causes problems for people who need to drive/commute (perhaps they need to drive for their job throughout the day). How does this impact bus fare?

Making transit more affordable, the plan is very vague about bike lanes, perhaps set up Nike stations where people can rent a bike and just drop off at another station or make it free with a swipe of the driver's license. Dealing with old sewage infrastructure so there are fewer breaks in winter.

more bike lanes for safer cycling lower the rates for transit --when rates for parking are cheaper than taking the bus then people will still drive--have really cheap transit and then raise parking rates.

Stop extending city limits beyond high traffic corridors and railway tracks requiring the astronomical expense of having to eventually build overpasses and underpasses to accomodate complaining citizens residing in these out areas. Accept the fact that no transit or commuter serices by the city will make money and keep rates low to attract increased ridership.

It seems like there needs to be specific planning for low income housing. As the city grows we will also have more homelessness and lower income families and individuals. Our plan should be wholistic in its approach. There is also no mention of transit cost. My family would consider taking Public transit more frequently, especially if the routes are improved as you are planning, but cost is also a huge barrier with four kids. There's also no mention of water, sewer, electricity... Living in an older neighbourhood where water lines are bursting regularly it seems like somehow it's necessary to begin to be proactive instead of always putting out fires. Our systems need to be able to support the half million.

more bridges, cheaper transit

Encouraging people to use transit and walking and biking by giving tax breaks or discounts. Especially in the beginning phases, as it will be most difficult to change the behaviours of those who are used to driving..

r11. Improve reliability of service

First focus needs to be on the new north bridge. More reliable transit is a must if you want people to commit to it for work, with peak times extending past 6:30 p.m. for the ride home. MANY would take the bus and find the morning not so bad but after a very stressful day, waiting for a bus for 30Plus minutes and a slow and long ride on the way home is just too much, especially if there is a fair walk once you depart the bus.

Transit needs to be prioritised before growth. Existing citizens need transit that works so they can encourage new citizens to use it.

Make the services reliable and effective

Revamp bus serve to make it more reliable.

r12. Infill development / reduce sprawl

I don't like the idea of referring to it as a growth plan rather a Development plan . I think it is wrong to focus on the growing to Half a Million . The population will grow or it won't depending on the economy which there are a limited number of things the city can do to impact. What is important for the city to focus on is how this growth is managed. The city has done a poor job of allowing urban sprawl rather then focusing on infill development. Which is in part why it is more expensive to manage our roads, buses and other infrastructure. For example the idea of improving 8th street to make it more walkable is a great idea but has nothing really to do with growth. The idea of improving bus services is great but it will require a huge shift in the way people think in this city and the level of service provided. For me personally it would make my commute closer to an hour rather then the 15 minutes it currently takes.

Reduce the sprawl by creating more centralizing and infill, force traffic redirection (the outer suburban sprawl neighbourhoods that flow through the downtown and congested areas), increase SAFE dedicated bike lanes

Long term growth is also considering the ENVIRONMENT and how we can create more central/core growth rather than Urban sprawl, encouraging people to use alternative transportation (yes public transit but also biking, walking...creating REAL bike lanes, REAL bridges for non-vehicles-maybe a bridge for pedestrians/bikes/public transit and emergency vehicles only). Not only maintaining the Meeswasin and river bank for its natural beauty but also surrounding areas where the wild can be maintained and used for its natural enjoyment...WITHOUT being able to see Urban-ness...

Greater focus on active transit to remove cars from the equation. There is no reference to vertical growth strategies (moving people to more densely populated apartment towers centrally) as a means of increasing Saskatoon's population density and lessening the need for broad and expensive commuter plans to far flung suburbs.

consider enclosed overhead/underground walkways between major buildings/centres downtown; remove the train tracks going through the centre of the city; allow for parking facilities/parkades near commercial centres

The city needs to respect that people already live in areas and love their neighborhood (33rd street proposed bridge)...increasing the traffic by those houses and proposing to reroute traffic to 33rd will be devastating to the neighborhood and housing prices. As well, it is only a single or at best a double lane bridge. The city planners need to realize that putting in the very same type of bridge to help with a population that is doubling will only give us another problem in the near future... Think BIG the first time. Find space to put in 3 and maybe up to 6 lane bridges if you are building a bridge. The Circle bridge with three lanes is congested a lot as it is. Do not duplicate what we have now. That is why we have bridge closures to increase their size... because they were built too small in the first place. Think TALL for buildings with multi-designated spaces... a complex with offices/ shopping/ and apartments to live. That will eliminate some of the traffic when people live close to where they work. Think ROADS BEFORE HOUSES... the city of Saskatoon is seen in terms of future planning of infrastructure to new developments by outsiders and residents alike as what NOT to do... It seems the city opens a development, settles 7000 + residents in it and then realizes they need an overpass or interchange to get those people in and out...Instead, build the ROADS FIRST with interchanges and overpasses... then open it to development. Think ahead and allow the space to be used appropriately. The difficulty we have now stems from the shortsidedness and lack of depth of understanding/ knowledge of previous planners. If you know the people are coming, plan for how and what they are to travel on first. Make where they need to go (work/ shopping/ entertainment) NOT in the core. (SaskTel Center was placed well...now for getting proper roads built in anticipation of the crowds to a venue like that...)Think overpasses, multi lanes, and flow/ ease of traffic preferably before the venue is built.

more infill less vast tracts of open land. taller office buildings downtown or elsewhere in the city, more traffic circles

We've had several buildings torn down in the downtown area in the last few years but no new buildings. We need to get the owners to actually build something, not just talk about it. 33rd St.seems like an odd place for a bridge, don't quite understand how this would alleviate traffic in the Preston Crossing/Attirgde Dr./ Circle Dr. area.

more revitalization of core neighborhoods, with affordable accessible housing

Growing out needs to slow down and growing up needs to be encouraged. More new large neighborhoods means more roads. More roads means more paving, sweeping, pothole fixing and snow removal. Things the city complains about every year when they increase our taxes.

Looking more at infill and less at suburban spread. Focus on improving civic services, which are currently expensive and inadequate. Examine and improve on the basic needs of the city before spending large amounts of money on fluff.

Consider other infrastructure such as sewer and water and more recreation centres in all neighborhoods to decrease the need to travel long distances. We also need to consider where we would put hospitals and nursing homes should be put into neighborhoods so that seniors wouldn't have to travel far to see loved ones

I would like the city to stop building out and causing urban sprawl that is worse than what exists in Calgary. While there is talk in the plan of making it more convenient to get from your home to work and shopping I don't see a lot of focus on increasing the number of people living and working in the downtown. The farther out the city extends the more pressure there will be on transit to get riders to travel from outlying neighbourhoods to downtown even with having a rapid transit system. Not all of these homes will be on what's considered to be major routes so people will have to transfer adding time to their day and will not want to use buses and will be in their cars. I find it confusing that while this video starts out promoting the idea of better transit it is also promoting increasing roadways to handle more cars. So what direction are we going in, getting people out of their cars or leaving status quo.

Building up rather than out. More high rises are needed in the central business district. A grocery store in the downtown is badly needed also.

By committing to no more development inside the city but with bedroom communities outside the city and proper transit for people to work in the city. We don't need a higher in city population.

Provide incentives to businesses to relocate employees and provide employment opportunities closer to residential areas instead of creating huge and unattractive shopping/business malls. For example, having smaller grocery and convenience stores, coffee shops, libraries and cafes that people can walk to or catch a bus to in residential areas. Also, develop more parks and other green areas in residential areas and near eateries so people can enjoy the outdoors without having to go miles.

You might need to look at creative ways to entice more people to live in the core vs. the suburbs, in order to increase density and reduce sprawl. I am disheartened by the future suburban neighbourhoods on the city map. I feel like this will pose significant challenges to the growth plan. For example, the more sprawl there is, the more difficult it will be to design a transit system that can effectively serve suburban areas; and more people will be car-dependent, which is counter-productive to the active transportation plan. While it has improved slightly, there is still quite a bit of stigma surrounding certain core neighbourhoods (e.g., that they're crime-ridden, unsafe, etc.). We are a couple in our 30s considering moving to Riversdale, and some of our friends and family members who live in the suburbs often give us strange looks when we tell them this. It would be great if the city could somehow incentivize living in the core, or engage people to look beyond the stigma to the opportunities and advantages (e.g., being closer to amenities and entertainment, being able to walk or bike to run errands, etc.).

Greater emphasis in on fill in the downtown and west of downtown core area, there is too much focus on expensive solutions to the extended suburban model

Put hard numbers to the infrastructure capital and maintenance savings overtime of infill development strategies.

Build higher. Not wider

Build up in the downtown (more highrise apartments).

City council needs to get serious about negating urban sprawl (they've done a poor job of that to date); until this happens, no bus transit system will be successful in this city and, hence, there won't be a need for dedicated bus lanes.

Density and proximity to workplaces could be improved by including retail, commercial & residential in the same buildings

Discussions on where High Density Housing will be developed, but still allow for traditional neighbourhoods (for that do not want to be forced into High Density Housing). Also - what strategies are in place for developing & reclaiming neighbourhoods S&W of 22 St & Idylwilyd (low income alphabet soup areas).

Encourage growth and infill into areas, discourage growth outside

Expand downtown, more high rises.

focus on more downtown residential opportunities and resultant decreased dependence on vehicular transport.

Focus on more residential infill rather than more suburban developments, especially not more suburban developments far out east

Get developers to build up instead of out.

get more in fill and don't spread the city out so much

Incentives for higher density housing in new neighbourhoods.

Infill should include a wide range of affordable options for seniors. Senior's housing in stages from independent living to nursing homes - complete with health / medical services shopping and recreation. The city's auto dealers did an automall, how about working with agencies already providing seniors housing and develop a senior's living mall?

Infill with apartments and higher density housing, rather than continuing to sprawl into residential areas that will continue to require people to use cars to get around; build up not out.

Make older neighbourhoods more people friendly

More development downtown

More infill housing.

More infill housing. Less sprawling new neighbourhoods.

More infill. Less suburbs

New communities should be developed with these concepts in mind. Local business, shopping, and play within the community.

Perhaps also focus on housing that increases population density.

Promote building up rather than out, as this would help to keep services closer together. Encouraging major grocery stores near the core neighbourhoods (City Park and Riversdale) and alleviating the red-tape/bylaws that prevent this (i.e.. at Avenue H and 20th Street). This would also help mobility around the city by eliminating some congestion.

Revitalize downtown further, build up then out of possible

Start accounting for externalities associated with suburban growth.

The city needs to start to grow up not out.

The plan is almost all about transit. Transit is an issue but city design is also important. Shopping centres like the one in WollowGrove provide access to many shops within walking distance. The shopping sprawl along 8th St. requires driving from store to store.

Update downtown so it looks newer and more exciting like other cities in Canada

r13. Questions regarding funding for the Growth Plan

Growing out needs to slow down and growing up needs to be encouraged. More new large neighborhoods means more roads. More roads means more paving, sweeping, pothole fixing and snow removal. Things the city complains about every year when they increase our taxes.

Looking more at infill and less at suburban spread. Focus on improving civic services, which are currently expensive and inadequate. Examine and improve on the basic needs of the city before spending large amounts of money on fluff .

Greater emphasis in on fill in the downtown and west of downtown core area, there is to much focus on expensive solutions to the extended suburban model

Put hard numbers to the infrastructure capital and maintenance savings overtime of infill development strategies.

1. Make transit efficient and affordable 2. Reduce corruption (less managers, more workers on the ground) 3. Reduce pollution 4. I didn't see anything in the growth plan about roads. Just compare Calgary roads to ours, and you will see what I mean! 5. What about the less fortunate ones? Is affordable housing on the plan? 6. Any plan for cutting wasteful expenditure? More time being spent on making plans than implementing them and contractors being given new projects despite delaying old projects... 7. What about the wasteful Mendel Art gallery? Ever thought about children parks and entertainment parks (aquariums etc.) like in Vancouver, Calgary, or other big cities?

As long as downtown parking is affordable and transit service inconvenient, people will opt to drive. Ridership on our buses is going down and not up. Part of the issue is our long and cold seasons. No one wants to wait for a bus even 10 minutes when its minus 20 or colder. Heated bus shelters sound good but at what cost to build and maintain. Feasible? Perhaps a bus lane could be coupled with a two or more commuter lane. Penalize those single occupant vehicles going downtown. Do we also need to consider new water sources or will the South Sask River still be adequate 40 years from now?

-More service to Exhibition/Diefenbaker park area for transit - seems limited from what I can see and presently is extremely limited. There are high-density senior residences there as well as condo complexes, apartments, duplexes, and single-family homes. I think increased service to this area would be well received. -Lots of mention on how to re-design things, but what about maintenance along the way? Putting money into enhancements is great, but how are we going to do so sustainably? -More emphasis on accessibility for those with limited mobility for transit as well as walking. There's already a good start, but please continue to consider things like ramps onto walkways, well-kept sidewalks, etc.

The bus service in Saskatoon has been a failure on all fronts (poor ridership, inefficient (running empty buses) and poorly managed (ie. the fall 2014 strike disaster). The bus portion of the Growth plan does not inspire any confidence (in me at least). The City does not appear to understand that; 1. It is obvious that the vast majority of City residents primarily use vehicles to travel around the City and will continue to do so despite feeble social engineering attempts by the City. Any plans for the growing Saskatoon to 500,000 people should recognize this fact and focus on making the vehicle commutes/daily routines more efficient for drivers. 2. If the City was sincere about promoting the use of buses it should be free and more in tune with the needs of users. i.e. shorter travel times. That's said, I see little in the Growth plan than would prompt me to take a bus as it will remain more time consuming and inconvenient than driving. 3. Changing sidewalk configurations (at great cost to the taxpayer)is not cost effective and I sincerely doubt that this will make main thoroughfares (like 8th St) more useable. There are much better places to put our money. 4. I noticed the Growth Plan is all about the future and not about today. As we navigate our pot hole filled streets in the summer and deal with no residential snow removal in the winter, I

suppose its nice to ignore what is happening now and to dream about how wonderful things will be in the future. Until the City Fathers learn to deal in the present I have little confidence in their ability to plan for our future.

No question that moving people and the infrastructure in general has to be a top priority, Calgary and Edmonton both struggled and continue to struggle, because they did not address the movement of people appropriately I lived in Calgary for 40 years - I watched the city boom, and the lack of planning that went into moving people. Silly things like widening 16th avenue through the city, and then making a wrap around highway. The wrap around is brilliant, the millions spent on widening 16th avenue - not so much - needed one - not both Or putting traffic lights on Deerfoot trail in the south - putting lights on a thoroughfare - turns it into a parking lot Look at the access into and out of Evergreen and Willowgrove - it is brutal, I am glad I don't live in that end of town. If there is more building going on out towards McCormand, that will get worse - not better - that needs to have an overpass to move traffic more continually Another entrance off College Drive into EverGreen would also helpwould also help Get an overpass in at Boychuk and the Highway - with the growth there in Rosewood and the new district, that will get worse too 33 Street Bridge - not going to make any difference with all the lights along it and Attridge. Still a huge bottle neck on Attridge after crossing Circle, so a new bridge just moves the bottleneck - everything still grinds to a halt on either side And on the West side of the river at 33rd - unless you do something at 33rd andWarman Road to eliminate the lights and the train tracks, the traffic will all pile up there Get better access out of Stonebridge - again, a ton of development, and not decent traffic routes out

Well for one they can think about the high cost of living in this city. High cost of living doesn't make it very easy to live in this city. It sounds nice to make neighborhoods accessible and comfortable but at what cost to the average taxpayer? They talk about jobs and such but why not help train people here from the city to do jobs instead of bringing in foreign workers.

It needs a strong dose of financial realism! We need to figure out to pay for these ideas. Sinking vast sums into Transit is dangerous. That service has been so bad, for so long, that it lacks any credibility. Many people, me included, won't use it for this reason. This City needs to build roads that don't collapse in 3-4 years. Until that happens, people have little faith in infrastructure.

Need to get people to use public transit. 5% is almost none. Large cities like Phoenix have problems getting people out of their cars. Grass bolivards are unsitely most of the time in Saskatoon,find alternatives. Taxes are rising and the city looks more unkept year after year as well as poor street repairs.

Accept reality. The vast majority of people prefer to travel by car if they can afford to do so. Making transit attractive to those people will cost so much money it won't be accessible to the people who actually need it - the poor. Half the year walking and biking are extreme sports due to weather. Again it is a waste of money to try and encourage more people to do these things, especially if it's diverting space and money away from what people actually want and need - room for cars to drive and park.

Enhancement is not the concern of the average taxpayer. A long term plan for the city's growth is prudent but the timeline and associated cost of implementing this revamping of infrastructure and services needs to be tempered and staged to support actual, rather than perceived need.

fund it without increasing taxes and look after current infrastructure first

Make a plan that is feasible for what residents can pay for. A plan is great for the future but if that means charging residents more than what we are paying now for taxes maybe fix the current infrastructure vs. planning a large project we cant afford

The plan needs to include catch up as we are falling behind in basic services with large tax increases, the city is not dealing with core issues yet pie in the sky projects move quickly.

with he population of the people, infrastructure should be appropriate. we can achieve this by applying tax on residents & from federal & provincial fund improve infrastructure & transit services.

Be careful to not hike taxes too quickly (or at all)- amortize over many years. Communicate well so there's minimal confusion and resistance

explain how much it will all cost

listen to citizens who have lived elsewhere and know how great cities function. Stop putting the onus of paying for all the growth on existing homeowners in older areas - higher taxes for newer developments to support their growth.

Public consultation realistic goals, appropriate funding

I would prefer that more of our tax money be allocated to practical things like this plan rather than things like the new art gallery or sport facilities.

The growth plan seems okay. there will always be issues that arise that are unexpected and whether or not the budget exists for that and to facilitate the growth remains to be seen.

Growth recently has as resulted in higher taxes , poorer services and a lot more inconvenience for it's citizens. I don't support growth. It's the city mayor and senior city officials who seem to be bought off by the business sector. People can and should work in the outer areas of the city. There is no need for all paths to lead downtown. We certainly don't need a 33rd street bridge in our future. Even the need for the traffic bridge replacement is very questionable.

Preserve spaciousness. Have new neighborhoods pay the costs of growth.

Much greater LRT transit needs to be included as a primary focus with two bridges crossing the river. Other requirements that were not mentioned include parking lots/areas that residential persons can drive to and there board a light rapid transit (LRT). We can take a lesson from other cities regarding the nature of LRT.....by rail (ground surface or elevated above ground, etc, etc.). Lastly, I believe it is a major error to 'lock' into a plan that aims at 500,000 people. People of that future will be saddled with 'paying the bill' for past lack of foresight as we presently for lack of long range planning in the past.

By getting the feds to kick in with the major monies

Carefully monitor population growth along with the plans to ensure we are not spending money unnecessarily.

City will not continue this growth pattern - costs need to be further examined.

Do not replace the 19th street bridge but apply the funding to other aspects of the growth plan.

find another way than continued increases in property taxes to finance this

How about some costs or how it will be paid for.

increase tax

It all sounds good, but there are issues of finance, maintenance and feasibility that need to be addressed. Are there enough transit workers to keep a bus running every 5-15 minutes?

it is going to cost money, BUT find a way that this can be done with out the finances getting out of hand.

less taxes

Make the cost known

More bridges aren't the answer. Would be nice if alternatives could be found rather than spending millions on new bridges all the time.

More money

Promising not to become the highest taxed city in Canada

The infill and development on the major corridors would be beneficial as long as safety issues are not a concern and it is pleasing to reside in the areas. Currently they are unattractive and u inviting. City hall needs to remember that all of these changes will come with a large cost that the taxpayers will bear. Currently they show little concern for spending.

To collect timely tax.

Trying to fix poor previous planninf will be to expensive

What's the point of heated shelters? Just another expense for vandals to destroy.

r14. Opt for LRT / Skytrain

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I think the expansion of public transportation is imperative, but I wonder if other forms than bus have been considered? A LRT-type system would like be viewed favourably and could provide rapid transit between high demand areas (dark green on map). This system could then be expanded as the population continues to grow. Also, I think that having space on buses to meet demand is an important factor to consider. Having buses drive by passengers waiting at their stop because they are full is poor practice and deters individuals from taking the bus in the future. Last, I think considering the value for service is also important. Improved bus service is needed, but not if the fares continue to rise to exorbitant rates. The current price is not a good value and, if it continues to rise, people will stick to driving.

I support a new bridge as long as our river wild life corridors are given very real consideration. Rapid transit is a must and the sooner the better; hopefully the plan for starting will include plans for future increase of the rapid lines so that the City doesn't have to start from scratch again. I know these two cities are much bigger but the combination of bus/RT/ and other in both Vancouver and Toronto are just excellent from a visitor point of view.

My main concern is the transit. I believe something like calgarys c-train would greatly benefit our city. The current transit is far to slow with limited accessibility. When I first moved here I would wait at some stops with a stroller and the bus would drive right past me or stop and tell me that the bus was not made for strollers. Therefore I was stranded on 8th street with no way home. Now we have two cars and have not used the transit system in 5 years. For a city to improve and have less traffic there needs to be better options.

A fast train, or shuttle to get through city that has maybe one stop per major area.

A rapid transit bus service may be good but the city seems intent upon pushing businesses into the Marquis Industrial area. There does not seem to be any plans to get rapid transit to this area so people will drive. A LRT system may be better with terminals at four points, Sutherland, Blairmore, Stonebridge and Marquis Industrial. Every bus should not have to stop at that bus mall downtown. It would take me 1.5 hours one way to go from my home near Clarence and Ruth to my place of employment on Brodsky Ave. I will not sacrifice 3 hrs of my day to use public transit.

Consideration for other possible transit options besides buses, such as trains, to make travel to the core from outer suburbs quicker as well as more environmentally friendly.

Perhaps a light rail transit like Calgary with bus heading towards those stations. Making bike lanes that are block to other vehicle traffic and are cleared in the winter to allow bike through. Limit car traffic through downtown to encourage other forms of transportation.

More bike lanes Consider LRT, not BRT (electric, not diesel)

A c- train like Calgary would be a option less cars in the buisness area

I don't think the vision is broad enough. With a doubling of the population in the past few years, the traffic, mobility and other issues have been boggling for the City. They've taken far too long to address them and now, the vision is far too limited in scope. Why are they not discussing LRT as an option and lay the first underground line east to west, and north to south, to the U of S Campus? One has only to consider how the doubling in the population has overwhelmed our traffic system already, what will doubling again do? One bridge will not rectify the situation, nor will a 'slight' streamlining of the transit system. The City MUST think BIGGER!

Light rail through downtown core and along N/S and E/W corridors. Also, stopping freight rail through the city core during daylight hours would be a strong improvement.

prepare roads, bridges, infrastructure with a plan for a higher population. A light transit system would be beneficial. A couple of more bridges is a necessity.

Further communication with residents. Consider a monorail system instead of rapid buses

an additional bridge would definitely help and maybe start looking into a overhead lite rail system before more buses are put into action.

Consider more bridges farther north. Look at DC and Toronto bussing systems. Visit other big areas & see what's good and not good. Can we go underground?

Have better transportation to the cities of Warman and Martensville i.e.. LRT service Bike lanes, etc. are great but we have snow and ice for most of the year so these are not useful year round We need a LRT system Put a bridge in the far north -not connecting 33rd street -that area is already very congested

by bringing the train transit like calgary

Commuter rail

Has a light rail loop been considered?

Have a dedicated LRT, like Calgary.

I work in healthcare. I do not have a regular 8 - 4:30 job. My shift start-times have historically varied a great deal. I am not interested in adding time to my commute when I already have to be at work at 6:30 am. I am female, and I also do not want to be walking to and from a bus stop by myself after dark. I am not convinced that buses will meet our future needs. I might be interested in a rapid transit system (like an LRT) if our population grows enough to support it financially, but the proposed plan for bus routes will not change my transportation habits.

I would like to see the city look at a core transit system above the existing infrastructure (sky train). I understand the cost is likely prohibitive, but would want to know that it is considered as an option when looking at the long term and before investing too much in a system that may need to be replaced again.

light rail

LRT! Putting more buses on the road is not going to solve anything. We need dedicated transit roads, or rails, to solve the problems we have. Its only going to get worse as we grow.

Maybe a train of some sort

Putting in a Light Rail Transit (LRT) system in certain busy areas would be excellent, much like Edmonton and Calgary have. If the city indeed grows to 500,000, this would be a better option than bus travel. I'm not saying by any stretch of the imagination that we should compare Saskatoon to Chicago, but they have a great LRT system in place with Red Line, Blue Line, etc. that could also be viewed as an example. The city planners were smart on roads like 8th Street and 22nd Street to have boulevards dividing the east/west traffic. These boulevards could

actually be used for the LRT system to run along (be built on) thus keeping the vehicle traffic lanes the same as always.

Use rapid overhead transit

Why no discussion about the development of LRTs as a travel option?

r15. Improve customer experience / transit image

It needs a strong dose of financial realism! We need to figure out to pay for these ideas. Sinking vast sums into Transit is dangerous. That service has been so bad, for so long, that it lacks any credibility. Many people, me included, won't use it for this reason. This City needs to build roads that don't collapse in 3-4 years. Until that happens, people have little faith in infrastructure.

Need to get people to use public transit. 5% is almost none. Large cities like Phoenix have problems getting people out of their cars. Grass bolivards are unsitely most of the time in Saskatoon, find alternatives. Taxes are rising and the city looks more unkept year after year as well as poor street repairs.

I don't like the idea of referring to it as a growth plan rather a Development plan . I think it is wrong to focus on the growing to Half a Million . The population will grow or it won't depending on the economy which there are a limited number of things the city can do to impact. What is important for the city to focus on is how this growth is managed. The city has done a poor job of allowing urban sprawl rather then focusing on infill development. Which is in part why it is more expensive to manage our roads, buses and other infrastructure. For example the idea of improving 8th street to make it more walkable is a great idea but has nothing really to do with growth. The idea of improving bus services is great but it will require a huge shift in the way people think in this city and the level of service provided. For me personally it would make my commute closer to an hour rather then the 15 minutes it currently takes.

Transit needs to be prioritised before growth. Existing citizens need transit that works so they can encourage new citizens to use it.

For me, the public transit system never seems to be keeping up with the growth of the city. (I was born and raised in Saskatoon.) Presently, I would not even know how to take a bus in Saskatoon, and I live in the City's Centre. Bus service in areas, then transferring to a rapid transit seems like a good idea...not every bus route needs to come downtown. The Growth Plan presently under review needs to prioritize the roads and infrastructures...seems to have been neglected (?) e.g. University Bridge closure. Possibly, an incentive could be a lower fare, getting more people onto the transit and more cars off the streets.

Encouraging people to use transit and walking and biking by giving tax breaks or discounts. Especially in the beginning phases, as it will be most difficult to change the behaviours of those who are used to driving..

Expand the bus routes, more bus routes and easier to use. More frequent as well

Make it truly rapid transit. There is no way I would use the present system because it is to slow, and I prefer not to be in the midst of the riff raff that hang out at the major transfer terminals. I prefer to avoid that uncomfortable experience all together.

As I have said in response to an earlier survey on this topic, I am extremely cynical when our City plans for 30 or 30 years ahead when it cannot even manage what is happening today. Note how the City allowed the Victoria/Traffic Bridge to reach a stage where it was condemned - where is there anything in this Growth Plan about replacing that bridge? Where is there mention of improving traffic flow today by adding hundreds more

flashing arrow left turns, and having them operational 24 hours a day? Forty years ago when I was a Sask grad student at the U of Alberta, I could hardly believe the bus service: 5 minute service to the University, with good bus shelters. Why are we only talking about that kind of service now? AND WHERE IS THERE ANY MENTION OF ACCESS TRANSIT? No serious mention about accessibility for people with mobility issues - in the video, the bike segment showed curbs that are not yet accessible! And I repeat, the future never unfolds the way people expect or hope it will. I strongly suggest everyone involved with the Growth Plan read a book titled Future Shock by Alvin Toffler, which was a bestseller about 40 years ago - how many of the predictions in the book have been fulfilled in the way the author expected? For example, instead of individual personal helicopters what we now have are drones. And no one predicted how use of computers would explode into the Internet!

Continue to ask for the citizens opinions. Access the viability of transit use. Will adding capacity really draw new consumers when so many love their car?

*I hope my initial comments re:Transit have been saved. It must be noted that as a Transit patron for over 25 years, I have seen this service decline in most aspects: Equipment (coaches), Frequency and Reliability of service, cleanliness of coaches (ugh), cleanliness/maintenance of shelters (where in fact they are randomly located), Training/city knowledge of coach operators is noticeably lacking

ensure that bus drivers are courteous and helpful to patrons instead being the rude assholes they are now, not saying they are all like that but the majority is and that is part of the reason i would rather not take the bus, you're treated like a second class citizen by the bus drivers

Ensuring safety and cleanliness of buses

Nicer bus drivers all I hear is about the rudeness with bus drivers to passengers

Plan for bus users to have wifi access while travelling to destination. This would increase ridership as one could work online or whatever.

Sounds okay but it might be a dream when past transit records are considered.

Transit app could be developed even before rapid transit systems are in place.

We need to increase public confidence in existing civic services before we expand these services. For example, transit service is terrible, buses are off schedule, will sometimes miss pick ups, go wrong routes etc and then when you try to contact transit to complain, you get voice mail and it becomes a chase to see if you can actually talk to someone. Service needs to be enhanced to increase public confidence.

r16. Improve transit infrastructure / amenities

As I have said in response to an earlier survey on this topic, I am extremely cynical when our City plans for 30 or 30 years ahead when it cannot even manage what is happening today. Note how the City allowed the Victoria/Traffic Bridge to reach a stage where it was condemned - where is there anything in this Growth Plan about replacing that bridge? Where is there mention of improving traffic flow today by adding hundreds more flashing arrow left turns, and having them operational 24 hours a day? Forty years ago when I was a Sask grad student at the U of Alberta, I could hardly believe the bus service: 5 minute service to the University, with good bus shelters. Why are we only talking about that kind of service now? AND WHERE IS THERE ANY MENTION OF ACCESS TRANSIT? No serious mention about accessibility for people with mobility issues - in the video, the bike segment showed curbs that are not yet accessible! And I repeat, the future never unfolds the way people expect or hope it will. I strongly suggest everyone involved with the Growth Plan read a book titled Future Shock by Alvin Toffler, which was a bestseller about 40 years ago - how many of the predictions in the book have been fulfilled in the way the author expected? For example, instead of individual personal helicopters what we now have are

drones. And no one predicted how use of computers would explode into the Internet!

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My main concern is the transit. I believe something like calgarys c-train would greatly benefit our city. The current transit is far to slow with limited accessibility. When I first moved here I would wait at some stops with a stroller and the bus would drive right past me or stop and tell me that the bus was not made for strollers. Therefore I was stranded on 8th street with no way home. Now we have two cars and have not used the transit system in 5 years. For a city to improve and have less traffic there needs to be better options.

As long as downtown parking is affordable and transit service inconvenient, people will opt to drive. Ridership on our buses is going down and not up. Part of the issue is our long and cold seasons. No one wants to wait for a bus even 10 minutes when its minus 20 or colder. Heated bus shelters sound good but at what cost to build and maintain. Feasible? Perhaps a bus lane could be coupled with a two or more commuter lane. Penalize those single occupant vehicles going downtown. Do we also need to consider new water sources or will the South Sask River still be adequate 40 years from now?

I honestly don't think people are going to leave their cars at home and take the bus, walk, or bike until it becomes cheaper and more convenient for them to do so. Our entire road network is catered to cars - from the lanes they're given to the timing of street lights. More thought needs to be done towards other methods. Also, waiting for the bus at -30C is horrible and we need heated shelters in the winter. As a pedestrian, it's frustrating walking on our bridges as the cyclists are constantly flying by me. As a cyclist, it's frustrating having to slow to a crawl, dismount, and battle for space. There needs to be room dedicated to both.

support neighborhoods in poverty with transportation as a barrier to employment, education, groceries, social inclusion like King George and Exhibition. Support increased public transit and safe sidewalks for Social Housing complexes in Holiday Park, and Affordable housing in Hampton Village, Blairmore, and throughout the city. Make it more mobility impaired friendly for adults and for aging population - looks like youre planning on making people walk or bike more whether they can manage or not. Plan for more disability parking reserved throughout the city for loading and unloading, safe Access Transit entrance parking as important as public transit stops, and cutback on non-disability parking. Introduce car pooling measures. Prioritize safety of mobility impaired area at front of public bus, so one baby stroller won't knock them over or worse.

The existing rail lines within the city area need to be removed and rerouted to the outskirts of the city. Notice of that initiative should have been promoted decades ago. The rail corridors would make excellent transit routes. The bus mall also needs to be relocated. A perfect location would be across the street from the new police station or in the immediate vicinity. The present location is a disgrace and a disservice to transit riders. When special events are held or even Blades hockey games, transit riders on charters or specials often miss connections and have to wait in winter conditions for far too long for a bus that may be the last one of the evening if they are lucky.

Making the current bus system better, like dart from major spots to the downtown and university.

With the rapid increases population, need to do growth in infrastructure, transit things for easy go from one place to another by putting some fund by tax.

increase bike lanes, enforce current traffic regulations, restrict giant truck traffic, enhance public transportation

be more forward thinking -- when building a new neighbourhood -- like Stonebridge for instance -- why not think about heavy traffic volumes and need for more ways into and out of the area WHEN building it -- so that changes don't need to be made in a year or two? More forethought into high density areas and how traffic will flow would help. Also take into consideration emergency vehicle routes as well as bus routes.

Investing in roads and transport

just better housing prices and better transit system

-Improve the transportation system -Improve the conditions of the streets, their cleaning, the removal of snow in the winter

It would be nice if we had good roads to drive on instead of the usual potholes and obstructions.. Many of the sidewalks, especially in the older areas, have crumbling sidewalks which are not in good repair... We need better bus service NOW and smaller buses...also bus shelters since we typically have 5-6 months of winter weather. Smaller buses would also not be as hard on the streets as they are now.

Keep listening and expanding ideas. Use latest transportation technology -- ex: each bus should have the digital sign at the front of it, displaying the name of the next stop.

A better Transit system would help. I really don't have long term thoughts as I am 70+ and most of this will not happen soon. I agree with the long term goals.

A focus on public transit is the correct idea and I support more in this area. I do not think your plan is aggressive enough to support an increase in population that you are envisioning.

Be sure that active transportation doesn't get pushed out of the plan. It needs to be central.

Fix transit first. Once more people are using public transportation other problems will lessen.

Focus on improving bus for people who already use it, not just new users

for any transit plan to work first you need to get people on the bus until that happens the plan will not work work on that first

grow transit first

Honestly, just focus on transit. There are very beautiful places in the city everywhere, and I believe that the corridors will always be hideous.

I agree that Saskatoon needs a plan and like the idea of BRT. I also support the idea of expanding transportation around the city without funnelling all traffic through downtown.

I see the logic in what they say .. however it is not all rosey as portrayed .. the comfortable bus shelters etc .. i've seen so many destroyed by vandals shortly after they have been repaired .. there is personal security which is also of grave concern for bus riders especially off peak periods as for shift workers etc.

I think work on the transit problem

I would consider putting up security cameras at bus stops because they are so frequently vandalized.

I'm not sure how you can enhance it, but to me make sure you are targeting who you want to target. Students, seniors, low-income families etc will be the biggest users of this system, so make it work for them. They, in turn, will contribute back to the economy. Making changes for a high-income professional who only drives to/from work is not a priority, but will be positively affected by the changes.

Improving the bus system

In Saskatoon biking is only a viable option for a relatively short period of the year we should not adversely affect bridges or parking spaces to accommodate this overly vocal minority. The emphasis should be on year around effective public transit.

Is it reasonable to use smaller buses during non=peak times? I have seen buses go by my house with no one on it - that seems like a waste. In Holland, I believe they have skinny type buses that are rapid transit.

Nothing in particular. My biggest concern was improving transit, and that is certainly addressed.

PROVIDE MORE PUBLIC TRANSPORT SYSTEM

With the improvement of transit.

r21. General comments about the plan.

I don't like the idea of referring to it as a growth plan rather a Development plan . I think it is wrong to focus on the growing to Half a Million . The population will grow or it won't depending on the economy which there are a limited number of things the city can do to impact. What is important for the city to focus on is how this growth is managed. The city has done a poor job of allowing urban sprawl rather than focusing on infill development. Which is in part why it is more expensive to manage our roads, buses and other infrastructure. For example the idea of improving 8th street to make it more walkable is a great idea but has nothing really to do with growth. The idea of improving bus services is great but it will require a huge shift in the way people think in this city and the level of service provided. For me personally it would make my commute closer to an hour rather than the 15 minutes it currently takes.

Much greater LRT transit needs to be included as a primary focus with two bridges crossing the river. Other requirements that were not mentioned include parking lots/areas that residential persons can drive to and there board a light rapid transit (LRT). We can take a lesson from other cities regarding the nature of LRT.....by rail (ground surface or elevated above ground, etc, etc.). Lastly, I believe it is a major error to 'lock' into a plan that aims at 500,000 people. People of that future will be saddled with 'paying the bill' for past lack of foresight as we presently for lack of long range planning in the past.

Make realistic goals. To improve the transit system is a good idea, but will the buses be easier to use, will there be excessive transferring necessary. Will the warm shelters be maintained. The city needs to grow first by enticing people to move here, sounds like jobs and housing will be an issue.

Nothing, its a good idea. I just don't trust the execution.

i appreciate plans for transit services but i can suggest some flyovers over the major traffic roads.

Look at a more realistic plan. The areas the city is planning to enhance and develop are not areas where people are going to choose so socialize and shop. At least not the kind of people traffic one is hoping will generate an benefits from. These areas are crime ridden and becoming more and more unsafe daily. Not a place I would choose to be.

Stop bringing more people into this small city there is not enough room in this city and I highly doubt these fictional plans will ever happen

They need to plan for the big picture instead of the now plus a bit. These bridges are slow to come with funding and time...construction is always bothersome... They need to plan ahead of the growth not as or after the growth. Schools, bridges...so many projects behind...but yet the Art Gallery is a main project??? Priorities people!

a new bridge is definitely needed but not sure if 33rd is the right place

actually implement some concrete plans that make sense

Be proactive not reactive

Better planning

By being able to meet deadlines. This city has had some hick-ups in the past of meeting deadlines. Therefore, if they could be mitigated, then I believe the growth plan will have substantial backing from Saskatoon residents

by doing a little each year to reach the conclusion desired

by proceeding gradually and not waiting for it to be left behind

By starting on it now.

Ensure that all growth meets the needs of an ageing baby boomer population

Get rid of the 8th St idea of going down to 4 lanes plus rapid transit. That makes no sense at all.

I think that perhaps we should look forward even further to maybe 1M people

I would say that 30-40 years is perspective on the subject to change between now and then, things change, certain dynamics, certain situations. Economy, natural resources, politics, unforeseen events.

Implement the plan as quickly as possible

keep it updated on a timely basis .. may require additions or deletions of the core plan

Make the video a little shorter - 3:30 tops

more urban planning

Need to execute what has been promised

Plan smart

plan well,

Put some timelines in the plan, to drive accountability and ensure that the plan is as actionable as it is realistic and reflective.

Putting it bluntly - have the planners get realistic! At current rates of growth Saskatoon will double in less than 20 years! not 30-40 as stated. I told Tiffany Paulson that fact in 2007. Only a deep recession or depression will reduce the rate of growth to requiring 35 years to double.

should have built a lot long ago

Start doing it now

Start with the areas of high priority like the 33rd street bridge and 8th street corridors

start working on it now.

stay realistic

Step 1 would be to realise that Saskatoon would not be a better place to live with 500,000 people. It's growing TOO quickly now, and this plan, while strong, may wish to take that into account. I for one hope to leave if we hit 300,000. Growth doesn't mean it's Better. It's all swelling. We do NOT want to be Calgary. We do not want to live in a city like that, no matter what kind of envy our current Mayor has.

Stop promoting the bike lanes - it is catering to too small a segment of the population

Support the decisions of the matter and enhance the consequences.

the city needs to be proactive, rather than reactive with the plans. They need to execute these ideas before the need for them is huge.

The city needs to be ready to purchase land, and tear down buildings (houses, businesses, etc) that don't fit within the plan. If everything is just going to be retro-fitted to fit the area currently available there will be a lot of ill-fitted implementation of the plans. While the plans presented look good, I question whether or not the city is actually prepared to follow through as planned, or are just putting this out because they feel they have to.

The plan is very Broad and far reaching. I struggle with figuring out what needs to be done first and how the elements of the growth plan sequence or are interdependent on each other. It appears to me that they are a collection of good ideas on a number of issues but no deep thought on the order and timing of priorities.

The way they have explained it I think they will make it worse.

Using common sense, well thought out plans. Not looking at short term small area fixes.

r22. Comments supporting a new river crossing

Much greater LRT transit needs to be included as a primary focus with two bridges crossing the river. Other requirements that were not mentioned include parking lots/areas that residential persons can drive to and there board a light rapid transit (LRT). We can take a lesson from other cities regarding the nature of LRT.....by rail (ground surface or elevated above ground, etc, etc.). Lastly, I believe it is a major error to 'lock' into a plan that aims at 500,000 people. People of that future will be saddled with 'paying the bill' for past lack of foresight as we presently for lack of long range planning in the past.

a new bridge is definitely needed but not sure if 33rd is the right place

I support a new bridge as long as our river wild life corridors are given very real consideration. Rapid transit is a must and the sooner the better; hopefully the plan for starting will include plans for future increase of the rapid lines so that the City doesn't have to start from scratch again. I know these two cities are much bigger but the combination of bus/RT/ and other in both Vancouver and Toronto are just excellent from a visitor point of view. prepare roads, bridges, infrastructure with a plan for a higher population. A light transit system would be beneficial. A couple of more bridges is a neccesity.

an additional bridge would definitely help and maybe start looking into a overhead lite rail system before more buses are put into action.

Consider more bridges farther north. Look at DC and Toronto bussing systems. Visit other big areas & see what's good and not good. Can we go underground?

Have better transportation to the cities of Warman and Martensville i.e.. LRT service Bike lanes, etc. are great but we have snow and ice for most of the year so these are not useful year round We need a LRT system Put a bridge in the far north -not connecting 33rd street -that area is already very congested

First focus needs to be on the new north bridge. More reliable transit is a must if you want people to commit to it for work, with peek times extending past 6:30 p.m. for the ride home. MANY would take the bus and find the morning not so bad but after a very stressful day, waiting for a bus for 30Plus minutes and a slow and long ride on the way home is just too much, especially if there is a fair walk once you depart the bus. more bridges, cheaper transit

Keep the transit plans as long as they'll be efficient and not increase congestion. Add more bridges and scrap the rest of it.

city of saskatoon can enhance the growth plan by constructing new bridges, having more frequent transit services and providing more housing facility.

build better road,more frequent bus transit,building overbridge

more bridges as the plan of 33rd also one on lenore drive or 60th. fix up attrige drive. fast transit from home to close by to work

Ensure input from citizens, as well as identify where more bridges, rapid transit are required.

People have to be moved more quickly re buses, etc. Its so cold for nearly 6 months of the year, and just to cold to wait for 15 minutes in that cold. Bridges are great for vehicular traffic. Green space is great. Bike trails and walking trails are great. More sport complexes would also be awesome

Delete the 33rd street bridge and concentrate North, Consider crossing under the river with dedicated transit routes from various hubs

do some things faster; bridges, bus lanes

More bridges necessary - walking and bike bridge would be great too

Instead of the 33rd street bridge option we need to figure out the Victoria bridge option. We need to tear it down and put up a new one. That will see major traffic flow decreased over the University Bridge and the Broadway bridge. Also we need to come up with a better plan for Circle Drive between Ave C and Miller Ave. The north bridge will take care of some of that traffic but we need to think making that a freeway and moving those business elsewhere.

Build two bridges versus one. The university bridge is already too crowded with 39,000 vehicles on it per day. Ensure all new developments are built with the growth plan in mind so redevelopment in the future is not necessary. Widen the busiest roads to have 3-4+ lanes. Attridge needs to have more lanes. Have multiple exit points from neighbourhood versus only one or two. Have more amenities in newer areas. Stonebridge needs more gas stations for example.

Another bridge or 2 would help. There are so many turn left arrows that are not in use during the day that should be. The traffic in this city on any given day is horrid. Need parking and not so expensive. I avoid downtown on any given day. Way too many stop signs & lights everywhere. Rethink any new road construction. Everything has a bandaaid..not a fix. The design of the roads is piecemeal. That needs to be re-thought.

Create beer traffic flow on circle drive north and south. Build a bridge on the north end

Get the 2 north bridges built. The commuter bridge which connects Marquis drive with either Central ave or Mcormond drive, to help move all the traffic from Silver Springs, Arbor Creek, Willow Grove, Forest Grove, Erindale, Evergreen and the new Holmwood. The new Highway bridge further north of the city that could connect the Warman highway to the Aberdeen highway along the back side of holmwood and connects to highway 16 (Yorkton) then all the big trucks don't have to come through the city. That would make a huge difference on circle drive as its all the big trucks that block intersections with all the lights. with those 2 bridges then 42nd street traffic will go down and because the freeway is north of the city. No freeway should have lights every block that was poor planning.

More bridges, and/or more lanes across existing bridges.

North bridge and a perimeter bridge would be more desirable. Allow traffic (trucks) to by pass Saskatoon traffic by going around the city. This would free up north circle drive.

North bridge, high priority on current circle drive north as well

North bridge. Smarter traffic lights. Stop the stupid speed limits in non accident areas.

North bridge. Warman access.

Quit putting schools on major roads. Get the North bridges built asap.

Build a brand new north bridge and rebuild the bridal bridge before s5arting any other projects.

More bridges and a lot better roads.

More bridges, more lanes on the major roads

I am not a bus user and it's because I have three kids I'm not going to lug around on a bus since I have a vehicle. It makes more sense to provide more parking and easier transit for cars such as bridges than working on bus routes in the short term.

I think we are growing too fast and there is no way that we can accommodate the number of people that is projected. We definitely need more bridges.

Bridges are of utmost importance. ...simple traffic bridges would majorally improve current traffic issues. More parking downtown especially for people who work downtown....at an affordable cost

a new bridge north of 51st St.

A north comuter bridge is a very high priority.

add a north bridge

Another bridge from Forest Grove/Erindale/Silversprings to North Industrial.

Bridge further north than 33rd street

bridge on the North end of the city

Build a North Bridge now not later.

Building bridges connecting east and westside

Forget the Bus route upgrades and built more Bridges for vehicle traffic.

Get the trucks out of our city, the south bridge is a start, but we need a perimeter highway and a north bridge to get that done. We don't need a 33rd street bridge for a long time (if ever?), with the new traffic bridge and the north commuter bridge, that will get it done for the short term.

Make decisions that don't just work for today, but are futuristic. Move quicker on the development of bridges that would be either directional or logistical correct for its proposed.

More bridges on the north

Second north bridge needed before 33rd St bridge

There have been better access to cross the river but deleting the Victoria Bridge has congested the Sid Buckwold bridge and the Broadway bridge. Things should have been kept up to alleviate the problem that is caused. Now it is necessary to build another bridge in the north end to help the problem.

We already need more than one new bridge. Get going on that.

We need a North end bridge before a bridge at 33rd street.

With at least two new river crossings maybe even three. The North bridge should have been built before the south bridge

r23. Increase / retain green space

I support a new bridge as long as our river wild life corridors are given very real consideration. Rapid transit is a must and the sooner the better; hopefully the plan for starting will include plans for future increase of the rapid lines so that the City doesn't have to start from scratch again. I know these two cities are much bigger but the combination of bus/RT/ and other in both Vancouver and Toronto are just excellent from a visitor point of view.

People have to be moved more quickly re buses, etc. Its so cold for nearly 6 months of the year, and just to cold to wait for 15 minutes in that cold. Bridges are great for vehicular traffic. Green space is great. Bike trails and walking trails are great. More sport complexes would also be awesome

Long term growth is also considering the ENVIRONMENT and how we can create more central/core growth rather than Urban sprawl, encouraging people to use alternative transportation (yes public transit but also biking, walking...creating REAL bike lanes, REAL bridges for non-vehicles-maybe a bridge for pedestrians/bikes/public transit and emergency vehicles only). Not only maintaining the Meeswasin and river bank for its natural beauty but also surrounding areas where the wild can be maintained and used for its natural enjoyment...WITHOUT being able to see Urban-ness...

Consider greenspace, accessibility and sustainability

-More parks and facilities for kids/families to play in/with. -Wipe out large sections of the downtown core and start again around a park in the middle. -Get Blackstrap up and running again as a ski hill. -Turn Broadway into a pedestrian mall (eliminate cars on Broadway).

Give greater focus to self contained communities around the city. Need to create more green space around the city and take care of it. This kind of space gets the lowest budget priority yet it is what makes Saskatoon so livable.

Allow for continued green space

Eco friendly enhancement ms added in each area of the plan, to be a city where people truly love to live

I didn't read or see anything about green spaces. I think it is very important to include parks and other green spaces into the growth plan.

Increasing green space

Make sure we DO NOT lose green spaces! Think carefully before paving things over and do not put too much development on the river banks.

The growth plan could be enhanced to include outdoor public spaces such as sports fields, dog parks, playgrounds, and other public parks.

r24. Improve parking (costs, availability)

Another bridge or 2 would help. There are so many turn left arrows that are not in use during the day that should be. The traffic in this city on any given day is horrid. Need parking and not so expensive. I avoid downtown on any given day. Way too many stop signs & lights everywhere. Rethink any new road construction. Everything has a bandaaid..not a fix. The design of the roads is piecemeal. That needs to be re-thought.

Bridges are of utmost importance. ...simple traffic bridges would majorally improve current traffic issues. More parking downtown especially for people who work downtown....at an affordable cost

As long as downtown parking is affordable and transit service inconvenient, people will opt to drive. Ridership on our buses is going down and not up. Part of the issue is our long and cold seasons. No one wants to wait for a bus even 10 minutes when its minus 20 or colder. Heated bus shelters sound good but at what cost to build and maintain. Feasible? Perhaps a bus lane could be coupled with a two or more commuter lane. Penalize those single occupant vehicles going downtown. Do we also need to cons

Saskatoon has a lot of special events and attractions in the downtown area but traffic and parking are unbelievable. Public transit and bike accessibility are very important. What if there was specific parking near downtown but not right in it and free shuttle service for people to get to downtown. Also building attractions not in the centre of the city would help.

Attention to parking, downtown, and north industrial areas.

I would like to see outside pedestrian shopping and more parkades!

Parking is an issue in this city as well that should be reviewed. What is being done about the increase in enrolment in schools. Is the city looking at land for new schools?

I feel parking needs to be a priority with infill. Cities like Edmonton and Calgary have both well-developed car and transit systems

When discussing the business & infill part of the growth, they need to allow for adequate parking.

r91. Other mentions

As long as downtown parking is affordable and transit service inconvenient, people will opt to drive. Ridership on our buses is going down and not up. Part of the issue is our long and cold seasons. No one wants to wait for a bus even 10 minutes when its minus 20 or colder. Heated bus shelters sound good but at what cost to build and maintain. Feasible? Perhaps a bus lane could be coupled with a two or more commuter lane. Penalize those single occupant vehicles going downtown. Do we also need to consider new water sources or will the South Sask River still be adequate 40 years from now?

Saskatoon has a lot of special events and attractions in the downtown area but traffic and parking are unbelievable. Public transit and bike accessibility are very important. What if there was specific parking near downtown but not right in it and free shuttle service for people to get to downtown. Also building attractions not in the centre of the city would help.

Attention to parking, downtown, and north industrial areas.

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Parking is an issue in this city as well that should be reviewed. What is being done about the increase in enrolment in schools. Is the city looking at land for new schools?

People have to be moved more quickly re buses, etc. Its so cold for nearly 6 months of the year, and just to cold to wait for 15 minutes in that cold. Bridges are great for vehicular traffic. Green space is great. Bike trails and walking trails are great. More sport complexes would also be awesome

-More parks and facilities for kids/families to play in/with. -Wipe out large sections of the downtown core and start again around a park in the middle. -Get Blackstrap up and running again as a ski hill. -Turn Broadway into a pedestrian mall (eliminate cars on Broadway).

Give greater focus to self contained communities around the city. Need to create more green space around the city and take care of it. This kind of space gets the lowest budget priority yet it is what makes Saskatoon so livable.

Build two bridges versus one. The university bridge is already too crowded with 39,000 vehicles on it per day. Ensure all new developments are built with the growth plan in mind so redevelopment in the future is not necessary. Widen the busiest roads to have 3-4+ lanes. Attridge needs to have more lanes. Have multiple exit points from neighbourhood versus only one or two. Have more amenities in newer areas. Stonebridge needs more gas stations for example.

I am not a bus user and it's because I have three kids I'm not going to lug around on a bus since I have a vehicle. It makes more sense to provide more parking and easier transit for cars such as bridges than working on bus routes in the short term.

I think we are growing too fast and there is no way that we can accommodate the number of people that is projected. We definitely need more bridges.

i appreciate plans for transit services but i can suggest some flyovers over the major traffic roads.

Look at a more realistic plan. The areas the city is planning to enhance and develop are not areas where people are going to choose to socialize and shop. At least not the kind of people traffic one is hoping will generate an benefits from. These areas are crime ridden and becoming more and more unsafe daily. Not a place I would choose to be.

Stop bringing more people into this small city there is not enough room in this city and I highly doubt these fictional plans will ever happen

They need to plan for the big picture instead of the now plus a bit. These bridges are slow to come with funding and time...construction is always bothersome... They need to plan ahead of the growth not as or after the growth. Schools, bridges...so many projects behind...but yet the Art Gallery is a main project??? Priorities people!

1. Make transit efficient and affordable 2. Reduce corruption (less managers, more workers on the ground) 3. Reduce pollution 4. I didn't see anything in the growth plan about roads. Just compare Calgary roads to ours, and you will see what I mean! 5. What about the less fortunate ones? Is affordable housing on the plan? 6. Any plan for cutting wasteful expenditure? More time being spent on making plans than implementing them and contractors being given new projects despite delaying old projects... 7. What about the wasteful Mendel Art gallery? Ever thought about children parks and entertainment parks (aquariums etc.) like in Vancouver, Calgary, or other big cities?

Well for one they can think about the high cost of living in this city. High cost of living doesn't make it very easy to live in this city. It sounds nice to make neighborhoods accessible and comfortable but at what cost to the average taxpayer? They talk about jobs and such but why not help train people here from the city to do jobs instead of bringing in foreign workers.

Growth recently has as resulted in higher taxes , poorer services and a lot more inconvenience for it's citizens. I don't support growth. It's the city mayor and senior city officials who seem to be bought off by the business sector. People can and should work in the outer areas of the city. There is no need for all paths to lead downtown. We certainly don't need a 33rd street bridge in our future. Even the need for the traffic bridge replacement is very questionable.

Preserve spaciousness. Have new neighborhoods pay the costs of growth.

The city needs to respect that people already live in areas and love their neighborhood (33rd street proposed bridge)...increasing the traffic by those houses and proposing to reroute traffic to 33rd will be devastating to the neighborhood and housing prices. As well, it is only a single or at best a double lane bridge. The city planners need to realize that putting in the very same type of bridge to help with a population that is doubling will only give us another problem in the near future... Think BIG the first time. Find space to put in 3 and maybe up to 6 lane bridges if you are building a bridge. The Circle bridge with three lanes is congested a lot as it is. Do not duplicate what we have now. That is why we have bridge closures to increase their size... because they were built too small in the first place. Think TALL for buildings with multi-designated spaces... a complex with offices/ shopping/ and apartments to live. That will eliminate some of the traffic when people live close to where they work. Think ROADS BEFORE HOUSES... the city of Saskatoon is seen in terms of future planning of infrastructure to new developments by outsiders and residents alike as what NOT to do... It seems the city opens a development, settles 7000 + residents in it and then realizes they need an overpass or interchange to get those people in and out...Instead, build the ROADS FIRST with interchanges and overpasses... then open it to development. Think ahead and allow the space to be used appropriately. The difficulty we have now stems from the shortsidedness and lack of depth of understanding/ knowledge of previous planners. If you know the people are coming, plan for how and what they are to travel on first. Make where they need to go (work/ shopping/ entertainment) NOT in the core. (SaskTel Center was placed well...now for getting proper roads built in anticipation of the crowds to a venue like that...)Think overpasses, multi lanes, and flow/ ease of traffic preferably before the venue is built.

Building up rather than out. More high rises are needed in the central business district. A grocery store in the downtown is badly needed also.

By committing to no more development inside the city but with bedroom communities out side the city and proper transit for people to work in the city. We don't need a higher in city population.

Provide incentives to businesses to relocate employees and provide employment opportunities closer to residential areas instead of creating huge and unattractive shopping/business malls. For example, having smaller grocery and convenience stores, coffee shops, libraries and cafes that people can walk to or catch a bus to in residential areas. Also, develop more parks and other green areas in residential areas and near eateries so people can enjoy the outdoors without having to go miles.

You might need to look at creative ways to entice more people to live in the core vs. the suburbs, in order to increase density and reduce sprawl. I am disheartened by the future suburban neighbourhoods on the city map. I feel like this will pose significant challenges to the growth plan. For example, the more sprawl there is, the more difficult it will be to design a transit system that can effectively serve suburban areas; and more people will be car-dependent, which is counter-productive to the active transportation plan. While it has improved slightly, there is still quite a bit of stigma surrounding certain core neighbourhoods (e.g., that they're crime-ridden, unsafe, etc.). We are a couple in our 30s considering moving to Riversdale, and some of our friends and family members who live in the suburbs often give us strange looks when we tell them this. It would be great if the city could somehow incentivize living in the core, or engage people to look beyond the stigma to the opportunities and advantages (e.g., being closer to amenities and entertainment, being able to walk or bike to run errands, etc.).

More over road walkways in major traffic zones similar to Las Vegas! This cuts back on traffic back ups and decreases safety concerns for walkers, bikers, etc. I work at RUH and the constant red lights because of students is a huge problem for drivers and backing up traffic and very unsafe for both. More over head walkways would be very beneficial in this area. If need be, put up fencing alongside the roadway to limit J Walkers as this is a very dangerous area for that as well. The North bridge is a HUGE need and this would also stretch building houses to that side of the city to balance traffic from all areas. More people would commute from Aberdeen and area and this wouldn't cause so much congestion in other areas because people are living where it's easiest to get to work.

I am not convinced of the benefits of dedicated bus routes. Why is the Victoria bridge being left to rust while we currently need more bridges? What will the improved corridors mean for my residence and neighborhood; I live near a planned enhancement a block from 8th Steet East and Preston Avenue??? How can biking be safer? I have a twelve year old son and bike with a toddler but I encourage my family to take sidewalks even though its not legal to ensure our safety. The 12 YO was recently hit by a a driver (who was subsequently charged)!!! The 12 YO has taken the bus to downtown to commute to special school programs throughout the year but feels unsafe on 23rd street.

Have more designated bike lanes. Promote car pooling. Make sure new neighborhoods are not to crowded.

start by throwing out your current plan then stop thinking about growth along major corridors, that will cause congestion and house there will turn in to slums as no one want to live on ore near busy business street, the BRT doesn't work at it is that because BRTs don't work we need a rail rapid transit and try fixing the transit we have now as well. narrowing the streets will make the sidewalks look nice bit will congest the streets. and get a fucking sencis done, if you think we're still around 250,000 then your blind to a third of the city, and finally it won't take 30-40 year the get to 500,000 it may only take 10 at the rate were growing.

The corridor labeled as circle drive east but is really west of the river with all the buisnesses is currently labelled as low priority, but traffic is a pain in the neck there. It really needs to be a lot higher priority because it slows that part of circle right down. Also, all this talk of bike lanes, walking corridors, and bus stops is nice sounding and idealistic but in reality we live in a place that is bloody cold for so much of the year and if its not snowy its at least windy as hell and who really feels like walking to work in that, also as a mother how do you haul your kids, babies, library books, groceries, ect on a bike or walk. All well and good for leisure time but in the rush of mornings or evenings I just want to drive somewhere fast and find close parking that doesnèt cost a fortune.

1. Community consultation. 2. Hire experts to convene and make revisions of plans if possible. 3. Generate more fund raising projects/activities/etc.

I like all of the propositions. However I'd also like to see more green space in the city. Certain areas (downtown and suburbs) feature lots of green space that make the area more aesthetically beautiful, and more enjoyable to live in. Many of the older neighbourhoods do not have this green space, and with the advent of new growth and development I'd also like to see an effort to making our city prettier.

By incorporating environmental and the existence of climate change and global warming into every aspect of the plan.

By spending more money on drug abuse elimination. Growth is not just about infrastructure.

consider safety issues

consider the snow factor as it effects your plans

Consider using the buffer between the road and the sidewalk for snow. There is no need to haul snow from everywhere in the city to specific dumpsites

Creating some smaller communities outside the city.

Economy

Find a solution for the mosquito

Growth is not always good. Just look at Calgary. We use to have steady or stagnant growth and it was a nicer place to live back then.

how about some law enforcement?

Improving the business structure along 22nd st corridor to make it more live-able for local residents is going to require increased policing of this area. It is clear from the recent shooting on 22nd at Ave F, the improvements along 20th street (from Idylwyld to Ave F) have simply driven an undersirable element north to 22nd street. Can we revisit the potential for a community police station to give residents a greater sense of safety? If we don't address this, there will be nothing but pawn shops and bars on 22nd street. Why would a legitimate tasteful business (grocery store, coffee shop other than another god-awful Tim Hortons, or hairstyle salon/spa) relocate to 22nd street with the social problems so evident in this community. In addition to this I was recently in the downtown core on a Sunday afternoon and was accosted by a street person of aboriginal descent begging for money. He literally chased me into a building on 3rd Avenue - in broad daylight! I was thankful the door locked in time! Where are our foot patrols and cops on bicycles? If I, as a grown woman in her 50's, do not feel comfortable being in the downtown core of the city during the middle of the day how can residents living in neighbourhoods off of 22nd street feel safe at any time of the day without increased police visibility and the security of a local police station?

Include an emphasis on environmental sustainability. Some of these things contribute to out, but outline it as a motivation--start changing the mindset in this city.

Increase the cost of vehicle parking downtown

individual Investment, government encouragement

Job plans

Keep crime rates down so people continue to want to come and grow the city

More activities for youth

More jobs with high pay

Offset the tax structure from home owners to a user fee for parents who have students in school. Too many households have multiple tenants who have numerous children in the school system but are only paying one rental fee or tax, yet are a bigger burden on the various city systems. By adding a per student fee, the school boards would gain valuable income to avoid the homeowners carrying the brunt.

Pet friendly housing is lacking.

Privatization

Retroactive birth control

Stop building all these low income housing , they are too small for a family . They are a waste of land .

Stop building the stupid art gallery and put that money to good use

Stop trying to plan as if we lived in a climate with out a winter Accept the fact that people don't want to raise a family down town Cars are a way of life plan for industrial parks close to neighbor hoods so that people can easily drive to work

r98. Don't Know / No Comment

Cannot think of anything to add to enhance what they already have planned.

Don

Don't know

Don't know.

I am at a loss, I think the plan is solid but I do not have any suggestions.

I am not sure

I am not sure.

I am uncertain if I have any thoughts at this moment that could contribute.

I couldn't say, it's all beyond me.

I don't have an answer now, but I'm sure that what is needed as the population increases will present itself as time elapses

I don't know. I'm no engineer and I don't know Saskatoon enough to make an informed opinion.

I would have to look at more closely,for I know nothing about the plans!

I wouldn't have a clue.

I'm not sure.

I'm unsure

Idk

It is difficult to make useful comments as it is a complex question. It needs to be comphesive and considerate of the needs of all neighbourhods - old & new

n/a

Na

NC

Need to think about this first.

no comment

No comment

no comment at this time

No comments

no idea

No idea

no opinion

no specific suggestions at this time

none

None

Not sure at the moment

Not sure yet

Not sure.

Nothing additional comes to mind

Nothing creative comes to mind.

This plan has been given some thought and I would have to consider the plan more before making any recommendations or not.

u?

unure

Well if they actually go through with it.....

Without being able to give this some thought, I have no comment at this time.

r99. Satisfied with the Growth Plan

I like all of the propositions. However I'd also like to see more green space in the city. Certain areas (downtown and suburbs) feature lots of green space that make the area more aesthetically beautiful, and more enjoyable to live in. Many of the older neighbourhoods do not have this green space, and with the advent of new growth and development I'd also like to see an effort to making our city prettier.

Nothing, its a good idea. I just don't trust the execution.

I would prefer that more of our tax money be allocated to practical things like this plan rather than things like the new art gallery or sport facilities.

The growth plan seems okay. there will always be issues that arise that are unexpected and whether or not the budget exists for that and to facilitate the growth remains to be seen.

I am absolutely in favour of all the ideas presented in the video. A more walkable, busable city is the best way for this city to go. I realize it's probably going to mean a tax hike and I'm still in favour of it. Taxes are the price we pay for civilization, and civilization starts with community building.

At this time I think they are taking a step in the right direction

City of Saskatoon is doing great.

Everything looks good

From what I have just seen in the video and read, the plan appears well thought out.

Honestly, it's addressing everything I can think of at the moment.

I am in the demographic of senior with a walker , so any changes will be appreciated. I am also moving next year to Hyde Park View - so fast transit to the centre core will be great.

I believe the points outlined are a great step in moving forward.

I believe what has been planned looks to meet the needs in the future

I can't think of any changes I would recommend. I think this plan looks stellar.

I honestly don't know, I'll follow whatever the city planners decide.

I think it seems like a good plan on paper.

I think it's great that you are trying to think ahead, but even half a million people isn't that many where we can develop and support systems like in Chicago, LA or even Calgary and Edmonton. My daughter and her husband live in TO and hate the transit system there so maybe it isn't too early to plan for the future but stay realistic!

I think the city is going in right direction

I think the Growth Plan is pretty good as is. I think it has been needed for some time and I'm glad it's finally being put together

I think the plan is fairly solid

I think they have the right idea

I think this is enough to focus on for now.

If this is able to be implemented, I think it's got great potential.

It looks well thought out and I like it.

its a good start

keep working on what works

leave it to the city planners, they are doing just fine.

Looks good to me.

Love the idea of rapid transit and being able to access bus routes on your phone!

Nope. Good plan.

Not knowledgeable enough in this to make a comment but like the ideas presented.

Not sure. Seems to be fairly comprehensive.

Nothing else. I like the ideas.

seems adequate to me...

Seems good so far

Seems to have been well thought out

The growth plan appears to be an ambitious undertaking as it stands, and would address many of the problems of growth. At this time, I think it would be sufficient to focus on what is already in the plan, without any major additions.

The major suggested improvements to the transit system would go a long way to reducing congestion within the city. I can't think of any suggestions beyond what was presented.

The plan presented in the video seemed to address the issues we are presently facing as well as anticipated needs that will rise as the population grows.

think it is a good plan for all traffic

to me, base on my needs it looks very good right now as it stands

well planned

Q6 Verbatim:

q6r1: Comments regarding bridges new/old

*I hope my initial comments re:Core Bridges have been saved. I would hope the TRAFFIC BRIDGE re-build has not been conveniently forgotten...I do recall that thousands of \$\$\$'s were spent on studies/assessments and Refurbishments (the bridge was said to be usable for for another 20 or so years), and then, oops, all-of-a-sudden, the bridge is not safe for vehicles and/or pedestrians...what is a person to believe?

Another bridge would be helpful to relieve some of the traffic

Another bridge is a good idea. Also, I lived on 8th St. for 31 years and moved 3 years ago due to the increasing volume of traffic and safety issues.

Be realistic. The solutions given felt like short term solutions, as in the next 10 years. This city has a lack of flow and it will take more than an optimistic view of public transportation and a new bridge to change that.

Do NOT build a 33rd Street bridge. It has no where to go that makes any sense. Also, can we raise speed limits in this city? I see no reason why our Ring Road can't be 100km/hr like in Regina, and why our arteries can't be 70km/hr like there. I also think that we need to get rid of the lights on the freeway portions of Circle Drive and build exits instead.

Forget about the 33rd street bridge, or if it proceeds, fire the person who decided to spend a lot of our tax dollars narrowing 33rd street from Warman to Spadina last year. That will all have to get ripped out and the road widened if a bridge is put in there. Also address the north exit from Dundonald/Hampton as there is a half mile long lineup on McClocklin road to get to claypool every morning. Plan to remove all traffic lights from freeway system and from 42 street; add longer turning lanes to accommodate future growth, northbound on circle for instance is a death trap in the morning when cars turning west onto airport drive have to stop on the highway because the turning lane is full; connect the right hand exit and entrance lanes on all freeways so you don't have to enter into a traffic land and then re-enter a few hundred yards later into an exit lane, you should be able to just keep going (feeder lanes, like the big cities use)

Good to know that the city is planning for major change to address population growth. Really like the idea of the 33rd street bridge.

Have to also plan for parking , especially downtown, when the city doubles in size . Saskatoon is desperate for a north bridge

I am not in agreement with making 33rd Street a busier thoroughfare than it is now. There is not enough room to widen this street and I think a bridge might be more effective between University Bridge and the freeway.

I like the addition of another bridge.

I think there should also be an option for the Victoria Bridge, such as building a new bridge in that area to replace the old one.

I would love a 33rd St bridge. I live in city park and since the university bridge has been out, I find myself constantly back - tracking. Even if the train bridge was enhanced so it was safer to walk with strollers (getting down the stairs is hard!) and if the walkway was wider and less rickety - the wooden boards feel less than secure at times.

It is great to plan for growth and the 33rd Street Bridge would be a great addition to help the city move but the roads that are already here are in need or some attention in all areas of the city!

It seems that the city planners are claiming they are taking pro-active steps to stay ahead of the population growth of our city. Any one with a minimum IQ can see quite clearly that a need for another bridge was on the horizon 10 years ago. Now here we are at the tail end of a economic boom dealing with the traffic issues created by a crippled bridge and increased traffic volume. To close a bridge to repair it when it has already been identified that it will need a dedicated bus lane seems short-sighted to me. To tell me that it will be several years before University bridge will be widened to accommodate this bus lane is admittance that we are still stuck with a knee-jerk reaction to traffic/transit needs than one that is truly futuristic in perspective. Furthermore I am reluctant to see how customer service by bus drivers will be improved when any complaints currently made by phone or on-line are responded to with canned responses that sweep concerns over driver attitudes under the rug. There is a bus driver who is responsible for the number 5 bus route from the University grounds to Parkridge and drives his route with the sole goal of making it to his stop earlier than normal in order to have more time for a smoke break. He has no consideration for his riders and willingly leaves them behind even if they are 10 seconds late and are in clear view, running along side the bus in attempt to be allowed on. Previous drivers have waited the extra minute or two at Place Riel as they recognize they are not at full capacity and understand this is due to University students/employees potentially missing their connection. When these issues are raised with Transit management they are excused away. How will you address accountability for improved customer service to riders when there is such a union mentality amongst most drivers and management?

New bridge is needed now.

Open Victoria bridge as something; anything!

Please NEVER any toll bridges. It's unfair to deny convenient access to particular citizens working across bridges etc by a financial deterrent

Taking parking space away from corridors in order to make room for a grassy boulevard is ridiculous. Taking driving space away from those same corridors to dedicate to buses no one wants to ride is also ridiculous. Doing both is beyond ridiculous. Pick one. The 33rd Street Bridge is the only sensible idea I can find in this entire plan.

The bridge needs to built sooner rather than later. Do not say it will be built in the very far future.

There needs to be at least 2 new bridges in this city.

This is the first actual plan I've seen other than previously just hearing about a rapid transit system. The plans are far more feasible and impressive now that I've seen them. As a resident in Willowgrove, to see rapid transit offered to University Heights is extremely exciting. 33rd St Bridge is a first for me as well. Great idea.

We need 3 more bridges now. If we grow to 1/2 M we would need at least 3 more on top of the 3 needed now.

We need a north bridge and bus/carpools lanes are already in most major cities, making transit more reliable and timely

We need a north bridge!

We need more bridges in smart places but adding bus lanes and more buses in smaller areas is just going to create more traffic and congestion.

What is the plan for the Victoria bridge? Ditch the whining of the Victoria bridge. Make a 3 lane bridge (modern and efficient), with the center lane being available to go into the down town in the morning rush, and switchable to going out of the down town in the late afternoon rush. It is a concept used in several major cities. Better yet make it 4 lanes.

Q6r2: Focus on active transportation

I would love a 33rd St bridge. I live in city park and since the university bridge has been out, I find myself constantly back - tracking. Even if the train bridge was enhanced so it was safer to walk with strollers (getting down the stairs is hard!) and if the walkway was wider and less rickety - the wooden boards feel less than secure at times.

22nd street needs improvement for the safety of pedestrians crossing the roads, it is still a high risk area. I would hope that this is implemented in the future plans. I think that most residents welcome an improved plan for the city to alleviate current issues and to improve our city ,however the implications of costs and tax increases could sway residents.Thank you

As a resident of an existing/older south end neighborhood, this plan offers nothing for me. My taxes keep increasing for less service as I pay for infrastructure to benefit the new developments. Meanwhile the infrastructure in my neighborhood is neglected until something breaks. By all means grow, but let the people in the new developments pay for the growth - and the infrastructure rewrite to link them to the rest of the city. Also, bicycle traffic flow should be a priority over rapid transit from the outside of the city.

consider a pedestrian corridor or bridge , bikes or pedestrian access to downtown onto safe pathways

Continue to retain green spaces which make walking neighbourhoods attractive

Current laws for bike riders to ride on the road with vehicles where there are no dedicated bike lanes is currently unrealistic. Many roads are not wide enough and riders are often not fast enough to maintain speed of traffic. A plan needs to be in place for bike riders to commute on current roads until roads are widened/given bike lanes.

I find it aggravating to drive by a multimillion dollar art gallery that will sound great in a tourist brochure, but will be empty most of the time. It may be used by 1% of the population and will be a large tax expense for ever. I would have preferred that some of that money be spent to repair the Victoria bridge. I know that it is considered cool by some people to use bikes for commuting, but why would cyclists want to ride in a traffic lane on Spadina at 15 kph with 8 cars behind them when there is a perfectly good bike path 10 meters away? I am a cyclist myself, but I don't believe in riding on major routes at rush hour.

I like the active transportation plans. I walk a lot between places and some parts of the city are more pedestrian friendly than others at this time. Little things like the new crossing light at Idylwyld and 25th St. make a big difference for getting safely across a busy street.

I like the buffer zones on the sidewalks. Winnipeg has them. This is where they pile winter snow, rather than on the centre median. Safer too.

I like the idea of having walkable neighbourhoods with shopping, restaurants, and services close by. As I am aging I would like to be able to continue to do my errands without having to drive.

I really believe in the idea of infill and of planning work/live/shop. It is imperative that the City plan for DECREASING the use of autos in our daily lives. I think that more people walking to work might even help with crime as more people will recognize one another (like returning to building front porches on our homes helps out neighborhoods.)

I really like the idea of dedicated bus lanes and 5 minute stops on major corridors. If the bus got me to work faster than my car, it would be a major incentive to switch over. I also liked the idea making Idylwyld and 8th Street more pedestrian friendly by moving the sidewalks and creating a buffer with grass. I work at Sask Polytech and hate walking beside major trucks and fast vehicles.

I support the idea of a better transit system - would like to see better access into the developing communities far east and west. particularly on weekends. would also like to see residential streets have slower speeds and better support for family mixed travel options (walking and biking) - in evergreen the excessive speeding on residential streets makes it difficult to travel/cross roads etc though the bike/running paths are great - the time spent trying to access them can be difficult. (particularly on Lowe rd - and I imagine that when mccommond becomes a main route, it too will be difficult to navigate except by car)

I would have liked to see more details on the idea of making 8th street more pedestrian accessible. That idea seem unfeasible to me.

I would like to bike to work, but not much dedicated bike lanes.

I would love to be able to leave my vehicle at home and take alternate tpt

In the growth plan, we must make some changes to our community. We must encourage pride of ownership. City and community pride. One way to help with encouraging people to use buses, bikes and walking, would be do enforce some bi-laws regarding keeping our community safe and clean. Winters in particular are times of the year that it is more difficult to get around, so also inforcing people to shovel their sidewalks. Maybe have community service hours being used to help with this, especially for the properties with elderly residents. Another way is to make it mandatory for those on social assistance to supply hours to do things like shovelling the neighborhood, and cleaning up as well in the summers, like picking up garbage, cleaning parks, planting gardens, ect. We need some more encouragement for all people to keep our city clean and be proud of our city. I belive this would also help with making our city a place to live. This also encourages people to walk and bike because it's a happy and safe thing to do. Honestly, riding the bus and walking at night is scary for me, and many others especially in neighborhoods that I am unfamiliar with or those that have a bad reputation. I choose to drive ALL the time because of these reasons and no matter how easy rapid transit is, I will NEVER choose to do anything that makes me feel unsafe. If there were more efforts done to make things safer I would consider using transit.

Increased housing along corridors needs to have increased quality of life with greenspace, safety and social space throughout, and fitness programming, otherwise they become an addition to the 22nd St w concrete ghetto.

Let us stop providing so many resources to one person in one car.

Make more options for pedestrians.. To walk and access the walkways during winter time

Make sure to allow for hubs where you can ride your bike to the bus; pack the bike to ride downtown corridor and then bike downtown with lots of bike locking places and then reverse to get home.

more people will take the bus

Overall, the ideas of the growth plan sound very good, but I think more consideration is needed for how to implement them. Making the city more friendly to active transportation is great, but that also requires a culture shift - so that cyclists and pedestrians receive more respect from motor vehicles. At the present, both are rather dangerous is many areas because vehicles deem themselves to have the right away, regardless of traffic rules (e.g., 8th street).

people are not going to use public transport unless 1. we make it too inconvenient for them to do so (we are doing fairly well at that) and we make it much, much more convenient to do so. While I support increased bike friendliness we need to remember that they are only practical for half the year in our climate.

Plans need to include walking/biking corridors to less cars on the streets. Still look at SAFE downtown bus waiting zones to encourage transit use for all hours of operation. Even local wait stations ought to be lit inside.

Seniors are living longer and will make up a large percentage of the 500,000 population in the future.

Stop indiscriminate infills with now me master plan! Provide bike/wheelchair/walking lanes for people next the street curbs and away from traffic lanes for safety of bicyclists and other people traffic! Address the current needs of citizens in a more timely matter. Needs such as the rebuilding of the Victoria Street Traffic Bridge and fixing sidewalks and curbs to make them more accessible to older people and also those with accessibility needs. There is a huge population of senior's in Saskatoon who don't want to have to leave their homes in residential areas that they know and love so don't forget to provide incentives to keep them happy in their homes!

Suburbia doesn't work, only idiots think it does. Try another direction entirely - OH! for example no cars in the downtown, only buses, bikes and cabs - reduce need for roads, maintenance on them, greatly increase bus use and probably encourage more development downtown but then the idiots in the planning department as well as our loser of a mayor are stuck in the 50's!!!!!!!

There is the Victoria street bridge sitting doing nothing. Perhaps stabilizing it for foot traffic and peddle bikes would be a good thing other than letting it waste away sitting there.

Transit really needs to be improved from the present poor state. Some new buses and routes between malls would be a quick fix for many. The Victoria Bridge should be left for bikes and pedestrians only. Bike lanes must also be considered as that is a frequently used mode of transport in summer and often used in winter if there were proper lanes available

Vancouver is such a great example of a city that took its natural beauty seriously and maintained large areas of its natural beauty (Endowment Lands, Stanley Park etc) and this is a city challenged with space with the ocean on one side and mountains on the other. Saskatoon has an abundance of space and the danger is to just develop it all without any thought to the future of keeping wild areas wild for future generations. Creating a USEABLE transit system in ALL seasons. Creating USEABLE/SAFE means of biking etc on our streets. I would recommend studying Vancouver's model for public transport and saving wild space for future enjoyment.

Will improving or increasing city wide public transport mean more people will use it? Not so sure

q6r3: Improve traffic design/reduce congestion

I like the plans for bringing housing, shopping, and transit together along major corridors. It just makes sense to live close to work which is also close to grocery stores. Good work!

I think the growth plan has strong offerings. I like the direction the city is going with trying to make the new neighbourhoods as community friendly. Ie, trying to keep people working and living in their neighbourhoods rather than travelling across the city. I would like to see more enhancement in that aspect.

Overall, the ideas of the growth plan sound very good, but I think more consideration is needed for how to implement them. Making the city more friendly to active transportation is great, but that also requires a culture shift - so that cyclists and pedestrians receive more respect from motor vehicles. At the present, both are rather dangerous in many areas because vehicles deem themselves to have the right away, regardless of traffic rules (e.g., 8th street).

An impressive plan that doesn't have the old world negativity of previous city administration's. Good luck!

carry on :)

Good luck!

good work!

I like the ideas presented in this survey for expansion of services in Saskatoon to meet upcoming growth.

I like the plan, I hope the city can actually pull it off... My trust is not high.

I'm glad to see the city be proactive about things like re-zoning to improve neighborhoods and major roadways.

I'm happy to see the west end is finally getting some equal consideration

It is good to see approaches being discussed that would actually solve some of the problems we already have.

Looks good to me...I'll be keeping up to date on progress...super job!

no I found this very interesting.

No. Overall I like and am excited by the proposals.

Thank you for undertaking this extensive public consultation process. You are definitely going about this the right way.

The idea of the Growth Plan looks really good. I'm very happy the City is taking this initiative.

The plan appears to be right on the mark! Good job

The plan sounds like a good idea, but it won't be the reason people move to Saskatoon, but possibly why they stay here.

This is very encouraging, it's wonderful watching Saskatoon grow!

Very impressed by the ideas presented. Loved the idea of a transit app for tracking your bus and revitalizing 8th street by placing the buildings in front rather than the parking lots. Excited to see these changes

Very impressed with the growth plan they have in place and think it will be a big boost to the city

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carry on :)

Q6r4: Higher transit service levels (hours, frequency, coverage)

See above

I support the idea of a better transit system - would like to see better access into the developing communities far east and west. particularly on weekends. would also like to see residential streets have slower speeds and better support for family mixed travel options (walking and biking) - in evergreen the excessive speeding on residential streets makes it difficult to travel/cross roads etc though the bike/running paths are great - the time spent trying to access them can be difficult. (particularly on Lowe rd - and I imagine that when mccormmond becomes a main route, it too will be difficult to navigate except by car)

The current bus schedule doesn't lend itself to user friendliness. I have had times where I waited for over a hour in sub -20 temperatures with high wind for a bus. However increasing the timing and limiting the spots downtown the ridership would increase. This would alievate lots of the congestion concern with the planned growth.

I really like the idea of dedicated bus lanes and 5 minute stops on major corridors. If the bus got me to work faster than my car, it would be a major incentive to switch over. I also liked the idea making Idylwyld and 8th Street more pedestrian friendly by moving the sidewalks and creating a buffer with grass. I work at Sask Polytech and hate walking beside major trucks and fast vehicles.

people are not going to use public transport unless 1. we make it too inconvenient for them to do so (we are doing fairly well at that) and we make it much, much more convenient to do so. While I support increased bike friendliness we need to remember that they are only practical for half the year in our climate.

Seniors are living longer and will make up a large percentage of the 500,000 population in the future.

Transit really needs to be improved from the preesent poor state. Some new buses and routes between malls would be a quick fix for many. The Victoria Bridge should be left for bikes and pedestrians only. Bike lanes must also be considered as that is a frequently used mode of transport in summer and often used in winter if there were proper lanes available

We need a north bridge and bus/carpools lanes are already in most major cities, making transit more reliable and timely

'Don't wait 25 years to develop a frequent and reliable transit

Bus ridership will increase when it is cost effective, that is, when it is just too expensive to drive to major areas. It is a step in the right direction to make it more convenient and speedier.

Currently, as a senior transit user, sometimes it's exceedingly difficult to enter or exit a bus because of the large bank of snow left by street clearing which sometimes takes several days to be removed. Also buses going to the University on Clarence are so full at peak time that a senior needs to avoid them! Usually an option for me.

Definitely support plans to make transit more efficient.

Have oyu considered Park and Ride? Free parking lots near the edge of the city would allow visitors and residents to park their vehicle and take a DEDICATED transit (bus, train) vehicle DIRECTLY to their destination. The problem with our existing transit system is the many stops between getting on and getting off the bus.

I don't see the need for more bus lanes from the university to downtown. All lines leading to the downtown should be used. Having so many buses go through the university to get to downtown is ludicrous. To get from Stonebridge to downtown right now you have to go through the university. We don't need more direct routes, just very good connecting routes.

I strongly support increasing transit frequency in the neighbourhoods outside of the core of Saskatoon. Currently the nearest buses that enter Evergreen neighbourhood require residents at the North-most phase would have to walk over 1.5km to catch a bus that only comes every 30 minutes. There are many rental units in this area with low incomes that do not have vehicles or rely on one vehicle for a family and they don't want to live in the neighbourhood because of the lack of accessible transit.

I use Access Transit due to a disability. This is an excellent service, but we need more busses. To have to book a week ahead to ensure service, is not very practical. For example, I needed several urgent medical consults, and my only way there was to pay a w/c taxi, about \$25/trip. Very difficult to afford that.

Implementing something like this and making small town people think like big city people is a big task. Be sure to consider time vs cost. Someone will not take the bus downtown to go shopping to the mall if it will take longer, even though its cheaper than driving and parking.

My only concerns would be the space on busses. As it is with only less than 5% of Saskatoonians using the bus, it's still crowded on morning commutes. Also, my concern would be cost of use as well. For me, using transit would have to be at least a comparative cost to gas for the car per trip to be worthwhile.

Our current bus services are not always reliable or efficient so people can't rely on it, make things work properly

Rapid transit Lawson Hts. Mall to downtown.

Re: Bus Enhancements Bus service should be convenient, affordable and easy to map out. Currently, it is not. Bus information on the city website is cumbersome to use, takes too long and I'm sure turns people off from using the service altogether. The cost of using it is too expensive.

The cost of bus service and the length of time it takes people to get from one location to another is unacceptable. We live on the west side of the city and my husband works on the east. It takes him 1 1/2 hours to get to and then another 1 1/2 hours to get home every day. Then with the cost we have considered a second vehicle.

The frequent bus system sounds like a huge improvement.

The plan must have answers to achieve an efficient work force in the city

They want people using the bus, but people with children in Day Care have to be able to pick up their kids on time or have to get home to feed kids that are in sports, so they need their car close to their job. Why not look at more parking that is affordable. All I ever hear is no parking downtown and the price for parking is crazy. Buses may be fine for people going to school, but there are more moms and single moms. Try putting yourself in their shoes. I only go downtown if I have an appointment. The new meter system is a nightmare. As a handicapped senior more bridges wouldn't entice me to move around the city more. What is being looked at as a plan is just more confusion for people like myself who have lived most of our lives in Saskatoon.

Unmentioned so far is structuring new development in such a way as to not choke traffic to one or two access points, but rather to fully integrate the developments into the existing grid. In case of a natural or manmade disaster in Stonebridge, for instance, the city will simply be unable to evacuate the development in a timely manner. In a severe situation, people will die. We should stop designing developments like this.

Zoning neighborhood business clusters is a profound way to build communities. I live in a 50 year old area of the city because it was designed around these principles. I can walk to any store I need on a daily basis, get my car repaired or refueled and then take the bus to work all within 2 blocks. I considered moving to Stonebridge and simply said no after looking at the details of daily life enslaved to my car and probably needing a second vehicle.

q6r5: Questions regarding funding for the Growth Plan

See above

Forget about the 33rd street bridge, or if it proceeds, fire the person who decided to spend a lot of our tax dollars narrowing 33rd street from Warman to Spadina last year. That will all have to get ripped out and the road widened if a bridge is put in there. Also address the north exit from Dundonald/Hampton as there is a half mile long lineup on McClocklin road to get to claypool every morning. Plan to remove all traffic lights from freeway system and from 42 street; add longer turning lanes to accommodate future growth, northbound on circle for instance is a death trap in the morning when cars turning west onto airport drive have to stop on the highway because the turning lane is full; connect the right hand exit and entrance lanes on all freeways so you don't have to enter into a traffic lane and then re-enter a few hundred yards later into an exit lane, you should be able to just keep going (feeder lanes, like the big cities use)

City engineers, planners and those involved in the design and implementation of accesses, design and purposeful use in order to make a city appealing and functional are constantly missing the mark! They are trying to create Saskatoon in the image of OTHER CITIES and what they have to make them more appealing and functional, not what Saskatoon already has. The main transportation corridors, as an example, are overburdened by massive amounts of traffic because there was no basic thought process when developing the new neighborhoods. As an example, in the northwest area of town there are the Massey place, Dundonald, Confederation, Hamptons, Kensington and the new Deer Ridge areas and there are realistically only 2 feeder routes out...33rd st and Claypoole Drive with some using the 22nd street corridor. If or when any one of these avenues are restricted, as was the case where 37 th was closed due to upgrading of the water line or 33rd where water lines were being internally sleeved, the traffic was horrendous. As mentioned pertaining to the 37 th street water lines being installed, why was only the, I believe, fresh water line dug up and changed and not also the sanitary line, which was a mere few feet away? You have closed off and dug up the road for one, WHY NOT THINK and do them both so in the future you are not doing the same closure and work. Cost can not be used as an excuse because the cost to re-do this again is more than initially what it was. The city always uses the cost excuse but there are projects that are WAY OVER BUDGET and they seem to always find the money. The Infrastructure of the city as a whole is antiquated and over-burdened and needs to be completely re-done with the future size of the city in mind. In order to be able to accept the proposed future number that this FUTURE GROWTH venture that is being promoted is stating, THE BASIC NECESSITIES in building a sustainable and viable city HAVE TO BE ADDRESSED NOW FOR THE FUTURE of Saskatoon. If the basics are not addressed and done properly now, then we will continue to throw money away as we have been, to lip service wanna be projects that promote someones legacy as opposed to what is and has been needed for years.

do it right the first time !!! instead of what happened to circle drive -(which is a joke by the way) making all those over passes on Clarence and Preston after the fact and costing millions more !!don't have to be an engineer to drive around regina or Calgary to see what works. we are talking doubling the population - DOUBLING, what the heck is bridge on 33rd st going to do to help that ???Nothing !! - rapid transit would be nice for the downtown

22nd street needs improvement for the safety of pedestrians crossing the roads, it is still a high risk area. I would hope that this is implemented in the future plans. I think that most residents welcome an improved plan for the city to alleviate current issues and to improve our city, however the implications of costs and tax increases could sway residents. Thank you

As a resident of an existing/older south end neighborhood, this plan offers nothing for me. My taxes keep increasing for less service as I pay for infrastructure to benefit the new developments. Meanwhile the infrastructure in my neighborhood is neglected until something breaks. By all means grow, but let the people in the new developments pay for the growth - and the infrastructure rewrite to link them to the rest of the city. Also, bicycle traffic flow should be a priority over rapid transit from the outside of the city.

I find it aggravating to drive by a multimillion dollar art gallery that will sound great in a tourist brochure, but will be empty most of the time. It may be used by 1% of the population and will be a large tax expense for ever. I would have preferred that some of that money be spent to repair the Victoria bridge. I know that it is considered cool by some people to use bikes for commuting, but why would cyclists want to ride in a traffic lane on Spadina at 15 kph with 8 cars behind them when there is a perfectly good bike path 10 meters away? I am a cyclist myself, but I don't believe in riding on major routes at rush hour.

I would have liked to see more details on the idea of making 8th street more pedestrian accessible. That idea seem unfeasible to me.

Any plans without increasing tax payments

Consider light rail transit separate from roadways. Consider tolls on new roads to and from other communities like Warman and Martensville. Stop relying on property taxes to finance growth and adopt user pay concepts.

fund it without increasing taxes and look after current infrastructure first

I don't know where this money is going to come from. I foresee a huge tax hike.

I don't think investing any money in the transit system is a good idea. Unless you have information that suggests that more people will use the transit system if it was better. It is putting the money into a system that only 5% of the population is going to use. That's wasted money.

I thought that the City just spent quite a bit of money to narrow 33rd Street close to the river, with a roundabout planned for the near future at Spadina Crescent. This seems to conflict with the idea of a new bridge. Again, this does not produce confidence in City planners.

I truly don't believe that we have people capable of planning this and carrying it out. The way things are now in this city, sort of promotes disbelief in any thing they do. And, they always want to dig in the tax payers pockets

impact of more citizens vs growth plan and tax rates

Look to Vancouver as similar to our needs as both have bridge issues because of water. We have not been saving land for infrastructure. I'm not in favor of more infill downtown. I will avoid pay parking when possible. Perhaps a park and shuttle ride downtown might be an option with pickup shuttle in downtown area could move people around. We are a city with almost half the year winter. We can not expect to live and drive as it is summer all year. This is just a reality check. We can not continue to raise taxes and expect people to keep moving here. In the end residents will be stuck with large bills to cover and pay for. City growth should be affordable for all. We have more population and the city wants to promote even more. Why promote more the cost is always going up and the larger population does not cover off the required taxes. I would not like to live in a city of 500,000 people. I could move from here to a larger city with a much better climate, something to think about! Saskatoon used to be an affordable place to live.

My main concern would be the cost to the tax payer while I realize there would be substantial cost I also realize that there would be large benefits for the total population of Saskatoon. Having said this I believe that the funding structure for this type of growth model needs the same amount of time as the plan took to ensure the plan is both sustainable for the population growth numbers meaning that both are in tune so that there are no inadequacies or large burdens placed on a small number of the population while all would benefit. I also would hate to see the older population be priced out of there homes by mismanagement of a financial plan that would sustain the growth plan.

The bus system needs to be conscious of safety concerns to be truly used by citizens of our city. Bus stops need to be clean and safe places for patrons to wait for buses.

The City Manager should be well aware of the numerous failings of the City vis a vis infrastructure and planning. He needs to get out of his office and see what actually goes on. Then he could address the defects and deliver value. This Pkan looks pretty good but can't be implemented using our grid and true penny wise pound foolish techniques cultivated over many years. The Plan will fail unless and until better management and leadership is implemented. Absent that, it's all words with no staying power.

The idea of another core bridge cracks me up. We HAD another core bridge, and the city decided to get rid of it. This growth plan illustrates just how wasteful and impractical our council is, and I have no real faith that any growth will be handled in anything but a chaotic manner. There needs to be communication among ALL city departments and a commitment to be proactive - and this is lacking.

There is a small but engaged group of bicycle enthusiasts in Saskatoon, but this is a city with half the year making travel by bikes difficult. The number of bicyclists isn't going to grow percentage wise that much so watch carefully budget wise where moneys are allocated.

These things should have been done years ago.

To spend extra monies on expansion at the expense of maintaining current structures is not acceptable

yes to encourage growth on the west side Hampton Village needs the same rapid access transit as university heights.

q6r6: Population comments

See above

impact of more citizens vs growth plan and tax rates

Look to Vancouver as similar to our needs as both have bridge issues because of water. We have not been saving land for infrastructure. I'm not in favor of more infill downtown. I will avoid pay parking when possible. Perhaps a park and shuttle ride downtown might be an option with pickup shuttle in downtown area could move people around. We are a city with almost half the year winter. We can not expect to live and drive as it is summer all year. This is just a reality check. We can not continue to raise taxes and expect people to keep moving here. In the end residents will be stuck with large bills to cover and pay for. City growth should be affordable for all. We have more population and the city wants to promote even more. Why promote more the cost is always going up and the larger population does not cover off the required taxes. I would not like to live in a city of 500,000 people. I could move from here to a larger city with a much better climate, something to think about! Saskatoon used to be an affordable place to live.

The growth of this city makes me want to move to a smaller city. It's too congested, you can't get around anywhere. Traffic is busy.

We need 3 more bridges now. If we grow to 1/2 M we would need at least 3 more on top of the 3 needed now.

500,000 is a lot. Keeping people safe and keeping stoon beautiful should be priorities. Nature has always been relatively accessible and should remain so. Let's keep our sense of community intact

consider the environment and the impact 500M people will have on it;

Development is indeed due to rapid growth in population in Saskatoon.

I have lived in Saskatoon for 40 years and am not looking forward to growth .We can't keep what we have looking nice, roads, parks, so hardly see the point.

I like the city the size it is.

I would prefer the city to stay the same size as it is but I guess it's inevitable that it will grow.

I'm close to 80 and I'm glad I won't be around to see this growth Bigger is not always better. If I hadn't lived here as long as I have I would prefer to move to one of the bedroom communities... Martinsville, Warman, etc.

It's good that we're looking at the big picture scenario tho I question the underlying assumptions on which the expected population growth is based.

keep our population low--why expand to 500,000. Saskatoon was better when it was smaller--our quality of life in saskatoon will be worse with more population.. everything will cost more, more crime, more gang activity and the streets will not be safe .

People might want consider whether in fact continued growth is a good thing. When will it stop folks - when we are one big urban planet? Unquestioned acceptance of growth undermines long-term planning for a city, country and planet that is habitable for not only people, but other living things such as plant, animals, birds, etc.

Saskatoon might be a struggle to sustain 500,000 people.

Serious attention required first to ensure the basic infrastructure is up to date first, particularly roads.

q6r7: Learn from other cities

Look to Vancouver as similar to our needs as both have bridge issues because of water. We have not been saving land for infrastructure. I'm not in favor of more infill downtown. I will avoid pay parking when possible. Perhaps a park and shuttle ride downtown might be an option with pickup shuttle in downtown area could move people around. We are a city with almost half the year winter. We can not expect to live and drive as it is summer all year. This is just a reality check. We can not continue to raise taxes and expect people to keep moving here. In the end residents will be stuck with large bills to cover and pay for. City growth should be affordable for all. We have more population and the city wants to promote even more. Why promote more the cost is always going up and the larger population does not cover off the required taxes. I would not like to live in a city of 500,000 people. I could move from here to a larger city with a much better climate, something to think about! Saskatoon used to be an affordable place to live.

We need a north bridge and bus/carpools lanes are already in most major cities, making transit more reliable and timely

City traffic planning very poor compared to most other west Canadian cities

Reference to corridor routes is too little to enhance the traffic flow. The Mayor of Calgary spoke in Saskatoon 3 years ago warning of the mistakes Calgary made 25 years ago. Saskatoon hasn't wakened up and realized what she was saying. Examples are- Why are we still dithering about McCormond between #5 and 8th st. It shud have been planned and built 3 years ago. Why has the#14 overpass at Neault road sat 10 years 1/4 complete? The money wasted changing the approach four times could have paid for a completed project. Why has the east bound entrance to south circle Dr at 22nd St been ignored ever since the bridge was started? Forcing all traffic for both north bound and south bound into one lane on the right causes humungus congestion daily. Simply adding a lane from Diefenbaker Dr east to south circle entrance would be minimal cost.

Vancouver is such a great example of a city that took its natural beauty seriously and maintained large areas of its natural beauty (Endowment Lands, Stanley Park etc) and this is a city challenged with space with the ocean on one side and mountains on the other. Saskatoon has an abundance of space and the danger is to just develop it all without any thought to the future of keeping wild areas wild for future generations. Creating a USEABLE transit system in ALL seasons. Creating USEABLE/SAFE means of biking etc on our streets. I would recommend studying Vancouver's model for public transport and saving wild space for future enjoyment.

Look at Vancouver as a template for transit.

Preventing Calgary-style urban sprawl.

What about a rail system like other large cities have?

q6r8: BRT comments

do it right the first time !!! instead of what happened to circle drive -(which is a joke by the way) making all those over passes on Clarence and Preston after the fact and costing millions more !!don't have to be an engineer to drive around regina or Calgary to see what works. we are talking doubling the population - DOUBLING , what the heck is bridge on 33rd st going to do to help that ???Nothing !! - rapid transit would be nice for the downtown

Rapid transit Lawson Hts. Mall to downtown.

You need to give people transit options and increase public transit use before you can begin to convert driving lanes to bus lanes. One thought would be to expand the university bridge and build a lane for rapid transit.

This is the first actual plan I've seen other than previously just hearing about a rapid transit system. The plans are far more feasible and impressive now that I've seen them. As a resident in Willowgrove, to see rapid transit offered to University Heights is extremely exciting. 33rd St Bridge is a first for me as well. Great idea.

I really like the idea of Rapid Bus Transit. Having straight line routes with defined stops like a subway system. From there, other modes of transportation can be used. Like the community shuttles, which I also really like the idea of. For the Rapid Bus Transit to work, they would need their own dedicated lanes. It would need to be faster than conventional driving.

It is important to ensure that before vehicle traffic is reduced on the main corridors by adding dedicated bus lanes or any other changes, a form of rapid transit is available and that commuting by city transit is a viable option for all areas of the city. We should not make driving more difficult for those who have no choice right now in the newer residential areas of Rosewood, Willowgrove, University Heights etc. Bussing is simply not feasible from these areas unless we can drastically improve service.

Q6r9: Public awareness/consultation

Timing, when constructing, diverting, making changes, letting people know better in advance, and have actual re route plans posted rather than told to plan accordingly. If there is a need to pace things out or spread tasks out, make more jobs for those who work hard and dont get enough focus on their abilities to contribute to the city they grow in.

*I hope my initial comments re:Core Bridges have been saved. I would hope the TRAFFIC BRIDGE re-build has not been conveniently forgotten...I do recall that thousands of \$\$\$'s were spent on studies/assessments and Refurbishments (the bridge was said to be usable for for another 20 or so years), and then, oops, all-of-a-sudden, the bridge is not safe for vehicles and/or pedestrians...what is a person to believe?

Stop indiscriminate infills with now me master plan! Provide bike/wheelchair/walking lanes for people next the street curbs and away from traffic lanes for safety of bicyclists and other people traffic! Address the current needs of citizens in a more timely matter. Needs such as the rebuilding of the Victoria Street Traffic Bridge and fixing sidewalks and curbs to make them more accessible to older people and also those with accessibility needs. There is a huge population of senior's in Saskatoon who don't want to have to leave their homes in residential areas that they know and love so don't forget to provide incentives to keep them happy in their homes!

Will improving or increasing city wide public transport mean more people will use it? Not so sure

Bring in professionals to communicate your plans. Who do you expect to wade though all that boring information and support it?

Have this survey announced on public media to attempt to gather other ideas from Saskatoon Citizens and really read them as some people opinions are greater than what may have been thought of amongst closed door meetings with the City. I understand some people will just complain, but bottom line is Stoon is growing and there's nothing we can do about it besides offering people a chance to speak and if they don't speak they shouldn't complain.

Is there a way the saskatoon people can help

Keep consulting with the public. I have been impressed with the number of opportunities that have been provided with public input. I think that is what makes this a strong plan. Now- let's get on with it!

love to join this plan and i have a lot to say about this plan.

Make the plans out to the public in all forms of communication.

stay realistic.

q6r10: Infill development/reduce sprawl

Will improving or increasing city wide public transport mean more people will use it? Not so sure

Preventing Calgary-style urban sprawl.

See above

I really believe in the idea of infill and of planning work/live/shop. It is imperative that the City plan for DECREASING the use of autos in our daily lives. I think that more people walking to work might even help with crime as more people will recognize one another (like returning to building front porches on our homes helps out neighborhoods.)

Suburbia doesn't work, only idiots think it does. Try another direction entirely - OH! for example no cars in the downtown, only buses, bikes and cabs - reduce need for roads, maintenance on them, greatly increase bus use and probably encourage more development downtown but then the idiots in the planning department as well as our loser of a mayor are stuck in the 50's!!!!!!!

Find a way to stop urban sprawl

I like the plans for bringing housing, shopping, and transit together along major corridors. It just makes sense to live close to work which is also close to grocery stores. Good work!

I think the city needs to be more ambitious with infill and density. It's tough to support good transit, services, work places, etc. in neighbourhoods that are so sparsely settled. I also think parking requirements are much too high for new developments. Forcing developers to provide multiple spaces for each apartment unit only reduces the goal of density, while maintaining our car-centric ways and prevents affordable housing as there are costs associated with having a parking stall.

I think the growth plan has strong offerings. I like the direction the city is going with trying to make the new neighbourhoods as community friendly. Ie, trying to keep people working and living in their neighbourhoods rather than travelling across the city. I would like to see more enhancement in that aspect.

Infill is great, but not everyone likes that plan. How come residential development is removing arable land from the south and east instead of moving north where the land is not great for crops?

It would be nice to see, instead of large grocery super centers popping up in 'centralized' areas to instead have incentives for smaller mom n' pop shops in neighbourhoods where people can get basic items without having to pay almost double the grocery store prices.

Stop developing new neighbourhoods on the edge of the city. Infill, infill, infill. Take care of the infrastructure in existing areas.

q6r11: Repair/maintain existing infrastructure

Stop developing new neighbourhoods on the edge of the city. Infill, infill, infill. Take care of the infrastructure in existing areas.

Stop indiscriminate infills with now me master plan! Provide bike/wheelchair/walking lanes for people next the street curbs and away from traffic lanes for safety of bicyclists and other people traffic! Address the current needs of citizens in a more timely matter. Needs such as the rebuilding of the Victoria Street Traffic Bridge and fixing sidewalks and curbs to make them more accessible to older people and also those with accessibility needs. There is a huge population of senior's in Saskatoon who don't want to have to leave their homes in residential areas that they know and love so don't forget to provide incentives to keep them happy in their homes!

I have lived in Saskatoon for 40 years and am not looking forward to growth .We can't keep what we have looking nice, roads, parks, so hardly see the point.

City engineers, planners and those involved in the design and implementation of accesses, design and purposeful use in order to make a city appealing and functional are constantly missing the mark! They are trying to create Saskatoon in the image of OTHER CITIES and what they have to make them more appealing and functional, not what Saskatoon already has. The main transportation corridors, as an example, are overburdened by massive amounts of traffic because there was no basic thought process when developing the new neighborhoods. As an example, in the northwest area of town there are the Massey place, Dundonald, Confederation, Hamptons, Kensington and the new Deer Ridge areas and there are realistically only 2 feeder routes out...33rd st and Claypoole Drive with some using the 22nd street corridor. If or when any one of these avenues are restricted, as was the case where 37 th was closed due to upgrading of the water line or 33rd where water lines were being internally sleeved, the traffic was horrendous. As mentioned pertaining to the 37 th street water lines being installed, why was only the, I believe, fresh water line dug up and changed and not also the sanitary line, which was a mere few feet away? You have closed off and dug up the road for one, WHY NOT THINK and do them both so in the future you are not doing the same closure and work. Cost can not be used as an excuse because the cost to re-do this again is more than initially what it was. The city always uses the cost excuse but there are projects that are WAY OVER BUDGET and they seem to always find the money. The Infrastructure of the city as a whole is antiquated and over-burdened and needs to be completely re-done with the future size of the city in mind. In order to be able to accept the proposed future number that this FUTURE GROWTH venture that is being promoted is stating, THE BASIC NECESSITIES in building a sustainable and viable city HAVE TO BE ADDRESSED NOW FOR THE FUTURE of Saskatoon. If the basics are not addressed and done properly now, then we will continue to throw money away as we have been, to lip service wanna be projects that promote someones legacy as opposed to what is and has been needed for years.

As a resident of an existing/older south end neighborhood, this plan offers nothing for me. My taxes keep increasing for less service as I pay for infrastructure to benefit the new developments. Meanwhile the infrastructure in my neighborhood is neglected until something breaks. By all means grow, but let the people in the new developments pay for the growth - and the infrastructure rewrite to link them to the rest of the city. Also, bicycle traffic flow should be a priority over rapid transit from the outside of the city.

fund it without increasing taxes and look after current infrastructure first

To spend extra monies on expansion at the expense of maintaining current structures is not acceptable

Better education and awareness for drivers not understanding what a free-flow lane is, a merge, or other simple traffic measures. If it seems harsh to write people tickets for being too uneducated to properly understand traffic and lane flows, have them pulled over and educated by some sort of traffic authority. Also, driveways, we need driverways at every house, if they dont have one, build one. Get them off the streets between November and April, we need cars off the streets in the winter period, makes for easy, efficient and cost effective snow plowing.

Fix pot holes to allow traffic to move faster

think I made enough

Yes the road infrastructure is falling apart. It really has to be overhauled. This patch work every spring is not the answer and quite frankly is ridiculous. The city has been negligent in maintaining roads for 15 years now. Further to traffic movement, its interesting that the only relatively open roads or semi thorough ways for safe driving with no pedestrian traffic like 22nd street by the shaw centre and warman road by Ambulance station are constantly patrolled by police rader. Then they tell us radar is about safety and not cash grab? Sure!! If it was about safety the police could sit right outside each bar and stop every one getting into their car and drivng away at 2am. This whole small town mindset of our city has to stop or it will continue to be a hick town with big city dreams.

In the growth plan, we must make some changes to our community. We must encourage pride of ownership. City and community pride. One way to help with encouraging people to use buses, bikes and walking, would be do enforce some bi-laws regarding keeping our community safe and clean. Winters in particular are times of the year that it is more difficult to get around, so also inforcing people to shovel their sidewalks. Maybe have community service hours being used to help with this, especially for the properties with elderly residents. Another way is to make it mandatory for those on social assistance to supply hours to do things like shovelling the neighborhood, and

cleaning up as well in the summers, like picking up garbage, cleaning parks, planting gardens, ect. We need some more encouragement for all people to keep our city clean and be proud of our city. I believe this would also help with making our city a place to live. This also encourages people to walk and bike because it's a happy and safe thing to do. Honestly, riding the bus and walking at night is scary for me, and many others especially in neighborhoods that I am unfamiliar with or those that have a bad reputation. I choose to drive ALL the time because of these reasons and no matter how easy rapid transit is, I will NEVER choose to do anything that makes me feel unsafe. If there were more efforts done to make things safer I would consider using transit.

There is the Victoria street bridge sitting doing nothing. Perhaps stabilizing it for foot traffic and peddle bikes would be a good thing other than letting it waste away sitting there.

It is great to plan for growth and the 33rd Street Bridge would be a great addition to help the city move but the roads that are already here are in need or some attention in all areas of the city!

Fix the bridges we already have please before building new ones

Fix the roads, sewer and water infrastructure before you start counting chickens. Why do so many people in this town drive trucks and SUVs? Because the roads will take out the suspension or oil pan of the average car. Does everyone who works for the City of Saskatoon take a helicopter to work? And yet they ask us to tell them where the potholes are. Pick a street, any street.

focus more on enhancing existing neighborhoods which were so poorly designed. but i guess that wont happen because who cares about existing residents?? you guys need to worry about newcomers because you need the money right?

focus on revitalizing what we have BEFORE branching out into spending money on frivolous things (eg. the new gallery)

Get better road. Every year fixing same road will not help to city

Greater emphasis needed on maintaining the existing infrastructure.

Have a proper maintenance schedule for infrastructure and stick to it so we don't get ridiculous situations such as the loss off the Victoria street bridge and the mega months shut down of the University bridge. Would far rather have spent the millions \$\$ on a new major river crossing than a bragging rights art gallery. A fix up of the old gallery would have been just fine.

How about we get all of the systems we currently have in place in a good spot before expanding.

I heartily agree that planning is very important. We must spend and plan wisely rather than react. I do worry that our city hall may be slow to bring in new personnel and ideas. I appreciate the principle of promoting from within but we seem to perpetuate the same ideas and are slow to innovate. Changes seems to be a tough sell in this city. Many residents seem happy embrace the status quo. All this means to me is that we will be a poorly planned bigger city. I am not certain how to change these attitudes. In part, the city must take care of the basics ie snow removal and potholes so people can start to appreciate other opportunities.

I hope the transit stuff gets put into effect asap

I mentioned in another servey a thought that I had and I guess its fitting to mention again now. About the roads ,existing or new is it possible to use a thicker amount of ashvalt. Use the road shaving machines to just shave a new surface when the road gets out of run down

Make a plan to fix current situations before leaping into the future! See above.

Making all these new corridors are fine for summer weather but you have to come up with a rapid cleanup for winter snow. Quit having snow trucks driving 20 - 30 minutes to dump snow. Blow it straight onto open spaces like along 14th st between the freeway and preston. Those little parks along 8th, Get to it right away before it gets all full of gravel and garbage and blow it right off the bridges into the river. It ends up there in the melt anyway. Have teh trucks make a few blocks turnaround and dump it on the curb lane of the bridges and snowblowers just heaving it over the side. Same as 14th st. Dump it and blow it off to teh side with trucks making round trips in under 5 minutes.

more important is present infrastructure, our present roads are in terrible condition, there are many streets in university area do not even have sidewalks, the attention to safety and comfort of present residents of Saskatoon is deplorable

need a better forestry farm zoo fix the roads get a waterpark

Pave the existing streets like 11th street and not just fix the puddles

quite pilling snow in the middle of the road to shorten down lanes!!!! remove it like any other city, I bet if you cleaned the streets there would be less money spent on gravel , less money on clean up in the spring and less accidents. I bet it would be less in the long wrong

Road maintenance needs to be more of a priority for the city

Road quality needs to be improved (not just thickness of asphalt, but thicker road bed prep). Was the concept of an LRT ever considered??

single person electric transportation vehicles are becoming more common in many cities. Will pedestrian lanes be able to accommodate these faster travelers without congestion?

Sound barriers on circle drive do not block out so isn figure out better ways to reduce traffic noise for residents

Sweep bike lanes once you build them.

Take good care of the roads and sidewalks that currently exist and do not let them crumble as in the past. Park and ride.

the streets have to be properly repaired before more money is spent on new projects.

There are a lot of potholes in the roads in saskatoon that seems to be ignored.

there is a problem with expanding the infrastructure, ie. roads, if we don't maintain the ones we have, there needs to be a plan in place to deal with on street parking issues, road repairs, like potholes

q6r12: Increase/retain green space

I have lived in Saskatoon for 40 years and am not looking forward to growth. We can't keep what we have looking nice, roads, parks, so hardly see the point.

need a better forestry farm zoo fix the roads get a waterpark

Vancouver is such a great example of a city that took its natural beauty seriously and maintained large areas of its natural beauty (Endowment Lands, Stanley Park etc) and this is a city challenged with space with the ocean on one side and mountains on the other. Saskatoon has an abundance of space and the danger is to just develop it all without any thought to the future of keeping wild areas wild for future generations. Creating a USEABLE transit system in ALL seasons. Creating USEABLE/SAFE means of biking etc on our streets. I would recommend studying Vancouver's model for public transport and saving wild space for future enjoyment.

500,000 is a lot. Keeping people safe and keeping stoon beautiful should be priorities. Nature has always been relatively accessible and should remain so. Let's keep oour sense of community intact

People might want consider whether in fact continued growth is a good thing. When will it stop folks - when we are one big urban planet? Unquestioned acceptance of growth undermines long-term planning for a city, country and planet that is habitable for not only people, but other living things such as plant, animals, birds, etc.

Continue to retain green spaces which make walking neighbourhoods attractive

Increased housing along corridors needs to have increased quality of life with greenspace, safety and social space throughout, and fitness programming, otherwise they become an addition to the 22nd St w concrete ghetto.

I would like to see greenery be added along with everything where possible. Also more parks and outdoor recreation. I don't want to see the beauty of our city be ruined by its growth but rather inanced.

Keep the riverbank for the people. Cars will always be part of prairie life- parking for vehicles Transit to warm ab, martens rill etc.

More dog parks in the city that are mentally and visually stimulating

More dog parks! More parks that contain trees!

q6r13: Opt for LRT/Skytrain

Road quality needs to be improved (not just thickness of asphalt, but thicker road bed prep). Was the concept of an LRT ever considered??

What about a rail system like other large cities have?

Consider light rail transit separate from roadways. Consider tolls on new roads to and from other communities like Warman and Martensville. Stop relying on property taxes to finance growth and adopt user pay concepts.

All future neighbourhood developments should always have much wider roads from the start (perhaps boulevards in the middle) to accommodate for more efficient future transit needs, whether it is a bus lane or an LRT lane that eventually needs to be put in place.

Take more notice of how Folkfest buses cope with the 3 day show. It is a basis for moving a lot of people around the city. It may not be economically feasible but it could be used as a test bed for the future. The most expensive option is to move the transit above the level of the highways freeing up roads for cars. Then using a light rapid transit system like Calgary, Vancouver etc. Or else going underground again expensive but with an ability to move a lot of commuters in and out of the city with Park and ride parking in the suburbs.

Build underground commuter rail rather than rely on bussing

I think having dedicated transit police would possibly lead to higher ridership. Also, a possible train option could be in place to link the suburbs to high rider points,

maybe an underground train services like other major cities in canada

Relying on buses/cars to move 500,00 people in the current roadway network is asking for failure. Using existing abandoned rail corridors would lessen the up front capital costs, and remove much traffic from the road network.

Running subways can also be one of the options to control the ongoing traffic and reducing the waiting time ..

q6r14: Improve customer experience/transit image

I think having dedicated transit police would possibly lead to higher ridership. Also, a possible train option could be in place to link the suburbs to high rider points,

In the growth plan, we must make some changes to our community. We must encourage pride of ownership. City and community pride. One way to help with encouraging people to use buses, bikes and walking, would be do enforce some bi-laws regarding keeping our community safe and clean. Winters in particular are times of the year that it is more difficult to get around, so also inforcing people to shovel their sidewalks. Maybe have community service hours being used to help with this, especially for the propertie
See above

Re: Bus Enhancements Bus service should be convenient, affordable and easy to map out. Currently, it is not. Bus information on the city website is cumbersome to use, takes too long and I'm sure turns people off from using the service altogether. The cost of using it is too expensive.

The plan must have answers to achieve an efficient work force in the city

It seems that the city planners are claiming they are taking pro-active steps to stay ahead of the population growth of our city. Any one with a minimum IQ can see quite clearly that a need for another bridge was on the horizon 10 years ago. Now here we are at the tail end of an economic boom dealing with the traffic issues created by a crippled bridge and increased traffic volume. To close a bridge to repair it when it has already been identified that it will need a dedicated bus lane seems short-sighted to me. To tell me that it will be several years before University bridge will be widened to accommodate this bus lane is admittance that we are still stuck with a knee-jerk reaction to traffic/transit needs than one that is truly futuristic in perspective. Furthermore I am reluctant to see how customer service by bus drivers will be improved when any complaints currently made by phone or on-line are responded to with canned responses that sweep concerns over driver attitudes under the rug. There is a bus driver who is responsible for the number 5 bus route from the University grounds to Parkridge and drives his route with the sole goal of making it to his stop earlier than normal in order to have more time for a smoke break. He has no consideration for his riders and willingly leaves them behind even if they are 10 seconds late and are in clear view, running along side the bus in attempt to be allowed on. Previous drivers have waited the extra minute or two at Place Riel as they recognize they are not at full capacity and understand this is due to University students/employees potentially missing their connection. When these issues are raised with Transit management they are excused away. How will you address accountability for improved customer service to riders when there is such a union mentality amongst most drivers and management?

At bus stops we need the time and bus (route) number so we know what bus and what time we can expect the bus. If more than one route stops at this stop display all routes and times. In London UK back in 1977 they were doing that. Some bus stops were a block long because of all the stops. Signage for every route that stopped there

ensure that bus drivers are courteous and helpful to patrons instead being the rude assholes they are now, not saying they are all like that but the majority is and that is part of the reason I would rather not take the bus, you're treated like a second class citizen by the bus drivers

It would also be nice to know there is some sort of sanitization on the buses (UV light, spray down with some sort of antibacterial) at the end of each day or twice daily when drivers change over. Providing hand sanitizer dispensers as well may put people concerned with the sanitation of the bus (such as myself- I always feel like I need a shower after getting off and hate holding the bars/touching the doors etc)

The city transit is a joke, even if the buses start coming by every 15 minutes I will not be able to rely on them. I as many others have a disability and find it difficult to ride the bus, I can not stand on the bus due to a disability but very few bus drivers will do anything other than saying owe will you are going to need to catch another bus. Every 15 minutes? Is that 15 minutes as defined by the standards set forth by the international standards body or by the bus drivers interpretation of I get around to it.

q6r15: Improve transit infrastructure/amenities

See above

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You need to give people transit options and increase public transit use before you can begin to convert driving lanes to bus lanes. One thought would be to expand the university bridge and build a lane for rapid transit.

Currently, as a senior transit user, sometimes it's exceedingly difficult to enter or exit a bus because of the large bank of snow left by street clearing which sometimes takes several days to be removed. Also buses going to the University on Clarence are so full at peak time that a senior needs to avoid them! Usually an option for me.

Plans need to include walking/biking corridors to less cars on the streets. Still look at SAFE downtown bus waiting zones to encourage transit use for all hours of operation. Even local wait stations ought to be lit inside.

How will walking work for women with children in the future? Why can't I now take a bus, drop by child(ren) off at daycare and continue on the same bus route to my job without paying two fees? Bikes, strollers and sleds need to be accommodated on buses. How will we commute with families in severe and unpredictable weather without cars?

I am a senior with a handicap. I take Access Transit and am very pleased with the service. Include plans for handicapped individuals. Show handicapped people in ads and how they will have access to all buildings and on city streets that have ramps and sidewalks that are not crumbling. Have more and better taxi service so people can leave cars at home.

I don't think building another bridge aka building out of congestion works. I agree with many other parts. Clean and safe bus shelters very important

I especially support the new transit plan. Both my husband and I would bus to work (downtown and Lawson Heights mall) from Montgomery if we felt it was possible.

Transit transit transit. Transit transit transit. Encourage more public transport, that part is great. I'm glad the people realise there are too many cars here.

Until the city is prepared to rework the entire transit system of this city, taking into account the development in surrounding areas. Look at how many people come into and leave the city each day

q6r16: Improve transit reliability

The plan must have answers to achieve an efficient work force in the city

It seems that the city planners are claiming they are taking pro-active steps to stay ahead of the population growth of our city. Any one with a minimum IQ can see quite clearly that a need for another bridge was on the horizon 10 years ago. Now here we are at the tail end of a economic boom dealing with the traffic issues created by a crippled bridge and increased traffic volume. To close a bridge to repair it when it has already been identified that it will need a dedicated bus lane seems short-sighted to me. To tell me that it will be several years before University bridge will be widened to accommodate this bus lane is admittance that we are still stuck with a knee-jerk reaction to traffic/transit needs than one that is truly futuristic in perspective. Furthermore I am reluctant to see how customer service by bus drivers will be improved when any complaints currently made by phone or on-line are responded to with canned responses that sweep concerns over driver attitudes under the rug. There is a bus driver who is responsible for the number 5 bus route from the University grounds to Parkridge and drives his route with the sole goal of making it to his stop earlier than normal in order to have more time for a smoke break. He has no consideration for his riders and willingly leaves them behind even if they are 10 seconds late and are in clear view, running along side the bus in attempt to be allowed on. Previous drivers have waited the extra minute or two at Place Riel as they recognize they are not at full capacity and understand this is due to University students/employees potentially missing their connection. When these issues are raised with Transit management they are excused away. How will you address accountability for improved customer service to riders when there is such a union mentality amongst most drivers and management?

We need a north bridge and bus/carpools lanes are already in most major cities, making transit more reliable and timely

'Don't wait 25 years to develop a frequent and reliable transit

Our current bus services are not always reliable or efficient so people can't rely on it, make things work properly

Actually have the buses run on time and have the connections for transfers actually work. People require these times to be accurate as they have time clocks at work to punch. The driver now leaves at his/her discretion as long as it is within a 5 minute window before/after the designated time.

It says the buses are reliable. Are you kidding? The one that goes to Centennial School often doesn't even go to the school, but stops on Berini instead, just depending on how the driver feels that day. The bus has not appeared at the school stop after school at least 10 times in the past two years. How on earth is this called reliable?

q6r17: Reduce cost of transit

How will walking work for women with children in the future? Why can't I now take a bus, drop by child(ren) off at daycare and continue on the same bus route to my job without paying two fees? Bikes, strollers and sleds need to be accommodated on buses. How will we commute with families in severe and unpredictable weather without cars?

Re: Bus Enhancements Bus service should be convenient, affordable and easy to map out. Currently, it is not. Bus information on the city website is cumbersome to use, takes too long and I'm sure turns people off from using the service altogether. The cost of using it is too expensive.

Bus ridership will increase when it is cost effective, that is, when it is just too expensive to drive to major areas. It is a step in the right direction to make it more convenient and speedier.

My only concerns would be the space on busses. As it is with only less than 5% of Saskatoonians using the bus, it's still crowded on morning commutes. Also, my concern would be cost of use as well. For me, using transit would have to be at least a comparative cost to gas for the car per trip to be worthwhile.

The cost of bus service and the length of time it takes people to get from one location to another is unacceptable. We live on the west side of the city and my husband works on the east. It takes him 1 1/2 hours to get to and then another 1 1/2 hours to get home every day. Then with the cost we have considered a second vehicle.

You can't raise the fares every time the numbers of riders decreases. This is circular causality. The buses have to be viewed as a service with a fare that will not discourage use. There will have to be massive property expropriation along 33rd St. and probably elsewhere. This will not be popular, however necessary. I think that over the coming years the drivers have to learn patience, respect, and tolerance to make all the increased traffic work safely. If this means more vigilance by the Police Traffic Division and enforcement of this way of thinking, so be it. When I was 10 or 11, a person who came here from Los Angeles thought our drivers were terrible. This hasn't changed. It's time.

q6r18: Park and Ride comments

Take more notice of how Folkfest buses cope with the 3 day show. It is a basis for moving a lot of people around the city. It may not be economically feasible but it could be used as a test bed for the future. The most expensive option is to move the transit above the level of the highways freeing up roads for cars. Then using a light rapid transit system like Calgary, Vancouver etc. Or else going underground again expensive but with an ability to move a lot of commuters in and out of the city with Park and ride parking in the suburbs.

Take good care of the roads and sidewalks that currently exist and do not let them crumble as in the past. Park and ride.

I really like the idea of Rapid Bus Transit. Having straight line routes with defined stops like a subway system. From there, other modes of transportation can be used. Like the community shuttles, which I also really like the idea of. For the Rapid Bus Transit to work, they would need their own dedicated lanes. It would need to be faster than conventional driving.

L Look to Vancouver as similar to our needs as both have bridge issues because of water. We have not been saving land for infrastructure. I'm not in favor of more infill downtown. I will avoid pay parking when possible. Perhaps a park and shuttle ride downtown might be an option with pickup shuttle in downtown area could move people around. We are a city with almost half the year winter. We can not expect to live and drive as it is summer all year. This is just a reality check. We can not continue to raise taxes and expect people to keep moving here. In the end residents will be stuck with large bills to cover and pay for. City growth should be affordable for all. We have more population and the city wants to promote even more. Why promote more the cost is always going up and the larger population does not cover off the required taxes. I would not like to live in a city of 500,000 people. I could move from here to a larger city with a much better climate, something to think about! Saskatoon used to be an affordable place to live.

Have you considered Park and Ride? Free parking lots near the edge of the city would allow visitors and residents to park their vehicle and take a DEDICATED transit (bus, train) vehicle DIRECTLY to their destination. The problem with our existing transit system is the many stops between getting on and getting off the bus.

q6r19: General comments about the plan

Will improving or increasing city wide public transport mean more people will use it? Not so sure

Suburbia doesn't work, only idiots think it does. Try another direction entirely - OH! for example no cars in the downtown, only buses, bikes and cabs - reduce need for roads, maintenance on them, greatly increase bus use and probably encourage more development downtown but then the idiots in the planning department as well as our loser of a mayor are stuck in the 50's!!!!!!!

love to join this plan and i have a lot to say about this plan.

I thought that the City just spent quite a bit of money to narrow 33rd Street close to the river, with a roundabout planned for the near future at Spadina Crescent. This seems to conflict with the idea of a new bridge. Again, this does not produce confidence in City planners.

I truly don't believe that we have people capable of planning this and carrying it out. The way things are now in this city, sort of promotes disbelief in any thing they do. And, they always want to dig in the tax payers pockets

These things should have been done years ago.

Be realistic. The solutions given felt like short term solutions, as in the next 10 years. This city has a lack of flow and it will take more than an optimistic view of public transportation and a new bridge to change that.

-I like that transit and accessibility are high priorities

:Your maps are very hard to follow and I am not sure any of these services will be of aid to me as a senior living on Temperance St and wanting to get to the YW for 8 am.

bad plan

Careful study needs to look at all potential consequences and care not to create an adverse reaction to the changes

Go back to the drawing board.

Hopefully it all works.

I agree that we will not have the city we want unless we plan for it and take action in accordance with a plan, but we also need a flexible plan that can adapt to unexpected challenges and/or opportunities.

I also did not see any reference to any form of electrical powered forms of transportation unless this is seen as being to specific?

I am very interested to read more about this Growth Plan.

I hope this plan works effectively to the benefit of all

I just don't believe the growth plan is as focussed as it could be. It is trying to offer everything and it isn't clear to me that this is going to allow the city to handle half a million people and move them around easily and efficiently.

I think city leaders are getting way ahead of themselves with this plan.

I would have thought that schools, hospitals, and recreation would have been discussed more.

in this climate biking is not reasonable at some times of the year unless you can change the climate

It doesn't matter how much you endorse public transit. If people don't take the bus now, they never will.

It sounds like it has been well studied. It will need to be promoted as a real alternative to our car culture.

It's way to cold to bike in Saskatoon for most of the year.

Make plans flexible and easy change. Many times it takes several years to get data to approve funding plans. By that time things have changed again and the plan that looked good does not work. Is there a computer program (or a company you can lease computer time from) that can simulate growth plans? in many areas housing, traffic, transit, services, garbage, emergency services etc taking current real time data, video, numbers mixed with current situation and spit out a plan with accurate costs, that looks good, is functional and accurate time and lifespan projections. This is not just a one time thing then stuck on a shelf but working daily and ongoing. You may have something like this already but many times these good plans seem like one shot deals that will solve all the issues but end up sitting on the shelf and then we do this again in 5 years.

Make sure you continue to develop and enhance the plan as the need arises.

Planning 40 years into the future based on some predictions seems a bit ambitious

Safety seems to be quite a minor consideration. It's only mentioned in passing in regard to bus shelters and stops and actual travel.

saskatoon would have to be much larger than 500000 to need an enhanced transit system. Learn from Edmonton.

Start planning now and make progress

strong and fair project bids as plan evolves.

taxes are much too high for the services we receive so if any improvements mean an increase for existing taxpayers it will not be popular.

The sooner something gets accomplished to handle the growth in our city the better things will be to handle in the future. Too much has been left undone over the past few years.

the train should not be going through the middle of the city. it is dangerous and backs up traffic. Also, a by-pass should be built so through traffic can avoid driving through the city, i.e. idylwyld dr. this would get rid of large transit vehicles that do not need to come into the city. Lastly, the roads need to be built correctly. It looks like a war zone and is an embarrassment.

transit as our health system has more attempts at fixes than seem doable.

with all the new development new neighborhoods why did the city lose money on these why didn't they charge for full value

q6r91: Other

I really like the idea of Rapid Bus Transit. Having straight line routes with defined stops like a subway system. From there, other modes of transportation can be used. Like the community shuttles, which I also really like the idea of. For the Rapid Bus Transit to work, they would need their own dedicated lanes. It would need to be faster than conventional driving.

I am a senior with a handicap. I take Access Transit and am very pleased with the service. Include plans for handicapped individuals. Show handicapped people in ads and how they will have access to all buildings and on city streets that have ramps and sidewalks that are not crumbling. Have more and better taxi service so people can leave cars at home.

In the growth plan, we must make some changes to our community. We must encourage pride of ownership. City and community pride. One way to help with encouraging people to use buses, bikes and walking, would be to enforce some by-laws regarding keeping our community safe and clean. Winters in particular are times of the year that it is more difficult to get around, so also enforcing people to shovel their sidewalks. Maybe have community service hours being used to help with this, especially for the properties with elderly residents. Another way is to make it mandatory for those on social assistance to supply hours to do things like shovelling the neighborhood, and cleaning up as well in the summers, like picking up garbage, cleaning parks, planting gardens, ect. We need some more encouragement for all people to keep our city clean and be proud of our city. I believe this would also help with making our city a place to live. This also encourages people to walk and bike because it's a happy and safe thing to do. Honestly, riding the bus and walking at night is scary for me, and many others especially in neighborhoods that I am unfamiliar with or those that have a bad reputation. I choose to drive ALL the time because of these reasons and no matter how easy rapid transit is, I will NEVER choose to do anything that makes me feel unsafe. If there were more efforts done to make things safer I would consider using transit.

need a better forestry farm zoo fix the roads get a waterpark

500,000 is a lot. Keeping people safe and keeping stoon beautiful should be priorities. Nature has always been relatively accessible and should remain so. Let's keep our sense of community intact

focus on revitalizing what we have BEFORE branching out into spending money on frivolous things (eg. the new gallery)

Have a proper maintenance schedule for infrastructure and stick to it so we don't get ridiculous situations such as the loss off the Victoria street bridge and the mega months shut down of the University bridge. Would far rather have spent the millions \$\$ on a new major river crossing than a bragging rights art gallery. A fix up of the old gallery would have been just fine.

I heartily agree that planning is very important. We must spend and plan wisely rather than react. I do worry that our city hall may be slow to bring in new personnel and ideas. I appreciate the principle of promoting from within but we seem to perpetuate the same ideas and are slow to innovate. Changes seems to be a tough sell in this city. Many residents seem happy embrace the status quo. All this means to me is that we will be a poorly planned bigger city. I am not certain how to change these attitudes. In part, the city must take care of the basics ie snow removal and potholes so people can start to appreciate other opportunities.

consider the environment and the impact 500M people will have on it;

The City Manager should be well aware of the numerous failings of the City vis a vis infrastructure and planning. He needs to get out of his office and see what actually goes on. Then he could address the defects and deliver value. This Pkan looks pretty good but can't be implemented using our grid and true penny wise pound foolish techniques cultivated over many years. The Plan will fail unless and until better management and leadership is implemented. Absent that, it's all words with no staying power.

The idea of another core bridge cracks me up. We HAD another core bridge, and the city decided to get rid of it. This growth plan illustrates just how wasteful and impractical our council is, and I have no real faith that any growth will be handled in anything but a chaotic manner. There needs to be communication among ALL city departments and a commitment to be proactive - and this is lacking.

I really like the idea of dedicated bus lanes and 5 minute stops on major corridors. If the bus got me to work faster than my car, it would be a major incentive to switch over. I also liked the idea making Idylwyld and 8th Street more pedestrian friendly by moving the sidewalks and creating a buffer with grass. I work at Sask Polytech and hate walking beside major trucks and fast vehicles.

They want people using the bus, but people with children in Day Care have to be able to pick up their kids on time or have to get home to feed kids that are in sports, so they need their car close to their job. Why not look at more parking that is affordable. All I ever hear is no parking downtown and the price for parking is crazy. Buses may be fine for people going to school, but there are more moms and single moms. Try putting yourself in their shoes. I only go downtown if I have an appointment. The new meter system is a nightmare. As a handicapped senior more bridges wouldn't entice me to move around the city more. What is being looked at as a plan is just more confusion

for people like myself who have lived most of our lives in Saskatoon.

Have to also plan for parking , especially downtown, when the city doubles in size . Saskatoon is desperate for a north bridge

Bike lanes for 1% of users is a little on the overkill side of things

Build more homeless shelters throughout Saskatoon, and increase employment assistance programs for people below the poverty line.

Creating density in the core down town will have its cost... I already don't go downtown because of the lack of parking. Perhaps some thought to underground parking and moving sidewalks underground to get you where you need to go. Also, what about above ground walkways to get you connected between malls (i.e. Midtown and Scotia). When I have to park outside, I have to wear a jacket indoors then carry it with me... or freeze as I make my way to the mall. Then if I have several errands I have to go in and out of buildings which makes me not want to shop there, so I go elsewhere or shop online. Also, restaurants downtown are attractive, but the parking isn't, so we go elsewhere. The challenge is also to not rip down hundred year old buildings just for their land...it is an embarrassment that we can't keep a building standing for more than 100 years when other places have buildings from the 1600 and 1700s that have been restored and are a piece of history.

Dedicated bus lanes are overdue

For now, put a halt to developing inner area green spaces to condos - too many developments are sitting empty right now. Let the market catch up to the demand.

I believe all City employees (Mayor and aldermen, clerks, bus drivers) should be required to take public transit. To encourage more people taking the bus, they have to see that the City is starting with their own employees. It should be included in the union contracts.

I did not see any plan about expanding the health system. Is anything in the pipeline along the health region expansion?

I don't agree with extending BRT west past Broadway. The distance between Broadway and the Idylwyld bridge is short enough for people who live there to walk to Broadway to catch a bus. There is no need to destroy the neighbourhood by running constant buses down 8th St to Victoria.

I hope the city contracts it out so the work is done right, on time and on budget. City hall and the council are pathetic and their actions often not responsible

I was frustrated with your video in that it froze after the initial minute of play and I was not able to see the remaining portion.

I work in a hospital. Unless governments' philosophy changes, we will probably only have 3 hospitals in this city for some time to come. Regardless of what the city plans to enhance neighborhoods, I will only be closer to my work if I relocate and I do not wish to live in the areas surrounding any of the three hospitals.

Looking at transportation is fine but what about other services. Is the city planning on building more libraries, pools, skating rinks or parks? If so, is the price of admission going to increase to pay for new facilities?

Parking is awful in this city and needs to be addressed!!!

People safety is another issue. People ask for money when while we're walking around the town. Fix that if you are expecting half a million people to live in Saskatoon.

Saskatoon's current power generation method is out dated and unsustainable. We as a city need to look to the future now with regards to green, renewable, and sustainable energy production.

Security issues .. in coordinating with police services and more visual police presence would help .. plus getting the ever growing gang presence under control.

See above.

Stop acting like a small town and act like a big city.

Transit in my opinion is flawed. Bus routes should criss cross the city and feeder routes should be established in high density neighbourhoods to feed the major routes. The current system of zig-zagging routes extends the time needed to travel from point A to B. This is one of the main reasons that I only use transit three to four times a year. From where I live (Silverwood), I should be able to get onto a feeder bus in my neighbourhood, transfer onto a main route bus at Lawson Heights and then the bus should go directly downtown rather than winding west on 33rd Street, south on Idylwyld, east onto the street where the police station is and so forth. Our transit system is in dire need of a complete overhaul to make it practical and efficient.

We have been basically using the same technology for decades in road construction. Maybe we should look at investing in research to develop better sustainable roads as part of the this plan. Contractors should be responsible for roads that they break up when building houses.

We have e lots of land stop trying to jam thinks in to a central downtown that young families don't want to live in

What about growth in services, like police, firefighters, etc.

What if the city took a serious look at solar roadways?

q6r98: Don't know/no comment

No

no

None

N/A

No.

none

Na

?

n/a

Not at this time

Not at this time.

.

A very complex topic to be covered with a questionnaire like this

Don't know

done

I think I've said it all already.

NC

No additional comments, thank you.

No comment

no comment at this time

No further comment

no thanks

No thanks

Nope

Not at the moment

not at the moment...

not at this time

not now

Not presently.

not sure

not that I can think of right now

Not that I can think of.

nothing

Sorry, no.

This was a very expensive survey to make and was just a bunch ideas that I don't know who came up with them . But it still doesn't tell us anything . Waste of our money .

q6r99: Satisfied with Growth Plan

I like the plans for bringing housing, shopping, and transit together along major corridors. It just makes sense to live close to work which is also close to grocery stores. Good work!

I think the growth plan has strong offerings. I like the direction the city is going with trying to make the new neighbourhoods as community friendly. Ie, trying to keep people working and living in their neighbourhoods rather than travelling across the city. I would like to see more enhancement in that aspect.

Overall, the ideas of the growth plan sound very good, but I think more consideration is needed for how to implement them. Making the city more friendly to active transportation is great, but that also requires a culture shift - so that cyclists and pedestrians receive more respect from motor vehicles. At the present, both are rather dangerous in many areas because vehicles deem themselves to have the right away, regardless of traffic rules (e.g., 8th street).

An impressive plan that doesn't have the old world negativity of previous city administration's. Good luck!

carry on :)

Good luck!

good work!

I like the ideas presented in this survey for expansion of services in Saskatoon to meet upcoming growth.

I like the plan, I hope the city can actually pull it off... My trust is not high.

I'm glad to see the city be proactive about things like re-zoning to improve neighborhoods and major roadways.

I'm happy to see the west end is finally getting some equal consideration

It is good to see approaches being discussed that would actually solve some of the problems we already have.

Looks good to me...I'll be keeping up to date on progress...super job!

no I found this very interesting.

No. Overall I like and am excited by the proposals.

Thank you for undertaking this extensive public consultation process. You are definitely going about this the right way.

The idea of the Growth Plan looks really good. I'm very happy the City is taking this initiative.

The plan appears to be right on the mark! Good job

The plan sounds like a good idea, but it won't be the reason people move to Saskatoon, but possibly why they stay here.

This is very encouraging, it's wonderful watching Saskatoon grow!

Very impressed by the ideas presented. Loved the idea of a transit app for tracking your bus and revitalizing 8th street by placing the buildings in front rather than the parking lots. Excited to see these changes

Very impressed with the growth plan they have in place and think it will be a big boost to the city

Q8 Verbatim:

q8r1 Repair/maintain infrastructure first

a plan for repair and replacement of roads throughout construction season

a plan to surface roads so they last, painting lines that will last, and to put flashing yellow lights to help the running of lights.

acquiring and/or preparing infrastructure that can eventually readily accommodate rapid mass transit. developing more bicycle friendly lanes and areas to lock up bikes.

Fix the streets.

Fixing current difficulties while leaping into the future ... with too many surveys and not enough experiential planning !!! You need planners who can first fix the current situation !

Just roads and bridges

Look closely - make sure that the plan isn't interrupted by lights that stop the flow - make sure new roads are built with enough easement on either side to add lanes - plan overpasses to keep traffic moving - don't dump one new area into the next - i.e Evergreen and Willowgrove - put in a bridge north to get traffic around the city to the industrial corridor, or to tie to the west highways without jamming the already crowded Circle Drive - do not put traffic lights on thoroughfares - if you're trying to move traffic then allow it to move - just look at Circle between Idylwyld and Warman its a circus - try coming in on 16 and getting onto Circle - that's bad most of the day

more important is present infrastructure, our present roads are in terrible condition, there are many streets in university area do not even have sidewalks, the attention to safety and comfort of present residents of Saskatoon is deplorable

Patch potholes at least!

Road improvements

Road material improvements. Roads degrade over winter every year and a lot of money and time is spent repairing them each spring/summer only for them to be degraded again the following year. Investigating new technology/materials for road construction to withstand winter. Additionally, improved snow removal strategies.

Roads

See prior comments

Servicing and maintenance, how are you going to plow and service all those residential and retail locations when you're doing an extremely poor job in our existing size. My street never got plowed once this winter.

Snow clearing

The road conditions need to be improved if we want our city to grow

The Victoria Bridge!!

You missed the state of the roadways and infrastructure over the next 10 years. You look at doing window dressing when the window itself is in need of extensive overhauling. Look at the BASICS and answer those real questions before going any further! Can what we have now sustain an influx of peoples, traffic, and use and abuse going into the future. Stop with the ostrich approach!

q8r2 Improve traffic design/reduce congestion

a plan to surface roads so they last, painting lines that will last, and to put flashing yellow lights to help the running of lights.

Look closely - make sure that the plan isn't interrupted by lights that stop the flow - make sure new roads are built with enough easement on either side to add lanes - plan overpasses to keep traffic moving - don't dump one new area into the next - i.e. Evergreen and Willowgrove - put in a bridge north to get traffic around the city to the industrial corridor, or to tie to the west highways without jamming the already crowded Circle Drive - do not put traffic lights on thoroughfares - if you're trying to move traffic then allow it to move - just look at Circle between Idylwyld and Warman it's a circus - try coming in on 16 and getting onto Circle - that's bad most of the day

a circle drive that is outside the city for traffic that that doesn't want or need to enter the city.

Better transit is a must... When thinking of transit... has any consideration of a skytrain come into discussions? The roads are only going to get more congested... what about the space above the roads. We don't live in a mountain area, but think gondolas or sky trains.

Build the overpasses BEFORE the subdivisions.

expand on existing roads that need expanding. PLEASE do this before building new areas. it will pay off in the long run. better to inconvenience a few than many when the population takes off

Forget core bridges. How about another couple of north commuter bridges? What about the interchange off Hwy 16 and Circle Drive N? What a nightmare? How about better timing of traffic lights so that traffic actually moves? (I speak of many areas like downtown Circle Drive North where you end up stopping for every light).

I think you have a good plan for the city maybe some sky ramps so people can cross over traffic instead of crossing the street

Less on busses and more on cars.

Really need to work on the bottleneck roads like circle 8th or downtown.. They have become a nightmare during rush hrs..if there was a way to avoid these roads because most people have to just use those roads to pass through rather than other people who work or live at those areas

Refer to my previous comments. We need wider streets and dedicated bike lanes that are clean and safe for travel.

Signs for zipper merging.

There should be a plan to minimize litter all around the city, it seems to be becoming more and more of a problem and it makes me feel that I live in a dirty city. Also, opening up areas that are congested such as by the confederation Tim Hortons would definitely help.

This city will always be vehicle heavy. Improve traffic flow and roadways

We need more driving lanes and a lot more parking. Parking should also be free almost everywhere.

Yes a overhead bi-pass over circle drive business section it would really massively cut down the stupid amount of traffic at most times a day and fix the rail crossings.

You missed the traffic problems.

q8r3 Higher transit service levels (hours, frequency, coverage)

A better transit system with a key terminal in each area may help. With frequent bussing between each terminal and smaller busses servicing each area

a big city does not shut down at 18:00. Now bus run every after 18:00. They should maintain a day schedule until at least until 02:00 am. As a city grows more and more people work shift work.

a review of the current bus system. currently it seems that it is highly inefficient, hence why hardly anyone uses it.

All busses should be accessible.

Almost ALL of your so called improvements have nothing to do with moving the buses faster or insuring they run more on time. quit having city end to city end routes that cant keep a schedule and are at the whim of bridge traffic. Ther eis nothing wrong with having to transfer 2 or 3 times to go from confederation to stonebridge. Having the 50 and 60 show up to the university 7/8 full on a -30 day and taking on 5 passengers and going because it is full from downtown people , and waiting for 3 buses to get a standing only, squashed like sardines, place on the bus is really frustrating. Divide teh city and have rapid transit between major hubs and local buses doing circles to the outlying areas in the zone. Cross city buses dont work.

Better access to new subdivisions like Stonebridge, arbor creek, and rosewood

Better customer service should be implemented. A lot of bus drivers are plain rude. Also, there needs to be more buses more frequently because it's ridiculous to have to stand crowded in the bus or miss a bus because it's full.

better pamphlets and supports/apps for visually impaired, and for other languages. Increased access to bus ticket/pass purchasing in neighborhood pharmacies/corner stores in west side with debit, outside of major commerce areas, so people don't have to walk or borrow money to ride bus to buy tickets at the few destination centres connected to their route. Increased evening access to bus pass purchasing .

Better routes. Taking the bus to work is not currently an option for me. I have to walk at least 4-5 blocks in order to catch any bus. Then it would take me over an hour to get to my destination.

Better routing...currently i cant even get downtown on my bus route...so i dont take the bus.

better schedules. reliable. safe and clean bus shelters than are not snowed in

better service to the far outlying neighbourhoods

busses are fine just need more of them to come more often in certain areas.

challenge now is cost of bus and poor schedule

Circle Drive routes need to be added. Quit funneling everything through the University. A 15 minute car ride from my house to work on circle drive takes almost 2 hours due to the routing going through the downtown core and university, not Circle Drive. Quit catering to part time residents.

Convenience and connecting routes. Better coverage in the city

Dedicated rapid transit bus lanes and routes for peak hours.

Earlier transit start times for residents who commence work before usual working hours Incentives for City of Saskatoon employees to lead the way with transit usage

Easier to travel from area to area.

frequency of service....

get all the areas. The closest bus to me is at least 5 minutes away. When it is -Saskatchewan temps...with wind..no thanks...I rather drive

greater frequency of busses

High School bus routes should be really well thought out sooner rather than later. If the teens get hooked on a good bus system it will encourage them to stay there. The current 23 route to Tommy and Bethlehem needs work. The kids getting on in Hampton end up standing for half an hour and with band instruments and such this can be difficult. Also only having on 23 after school means some kids are waiting for three buses at half an hour apart before then can all fit in. Having the buses run once an hour in the evening also is not convenient for supporting extra curr and sport activities in the evening.

I am not sure if I should assume that decreases in waiting times, how long it takes to get between places is a given. Those are the larger problems. Increasing costs to users isn't going to attract more riders either!

I believe accessible buses will increase ridership for many people. However, we have to accept that we have several months of winter, and it is simply not feasible for many disabled people to use the standard bus service. Access Transit services will always be required and this need is growing due to our increased percentage of elderly people.

I can't use transit as it doesn't run anywhere close to my job at the hours I work, but I don't trust the cleanliness of the busses anyway-bed bugs from back packs etc.....

I currently do not use Saskatoon transit. As long as I am able to drive, I prefer the independence driving my own vehicle gives me. I would be more inclined to take a bus now IF the system was simple, reliable, clean & safe & took a reasonable time to get me to my desired destination.

I haven't taken transit since University so I don't know the short comings now a days but I almost froze to death a few times back then so I haven't even thought about taking the bus since I could afford a car.

I heard the comment catch a bus, not the bus. I would use it more if I didn't have to wait so long; and if it didn't take an hour to make a twenty minute car trip.

I use to be a regular transit user until buses became so inconvenient (there use to be a bus on my street; now I have to walk 3 - 4 blocks and either just miss the bus or wait and wait for it to show up. It became easier just to walk downtown to the terminal.) More buses and more routes are essential. Also, last time I used a bus cost was just over \$2 and some cents. A few days ago I noticed the adult ticket is now \$3.10. How can people on minimum wage afford to take a bus to work? This is way to high for a city that has such poor service. I understand that it COSTS the City to run this but don't put this all on the backs of the poor. The City cannot expect to make money on all services. The more expensive a thing the less likely that people will use it.

I used the buses for a few years, and the biggest problem I had was the reliability. sometimes it would come, sometimes it wouldn't. It was supposed to be every 15 minutes, I waited 45 and saw it coming the other way so I had to cross the street and add 10 minutes to my trip.

implement new terminals in the outlying neighbourhoods.

increase bus availability and reliability

Increased operating hours - Bussing would save me so much money (gas, parking, wear and tear of vehicle) but I work 4pm-1230am and riding the bus home is not an option because busses are out of service at that hour (I pass 3 or 4 on my drive home that are heading back to the shop and not in service)

Increased service to the north industrial area

It was not listed on the plan - but personally I am not able to take the bus to work, shopping or leisure activities as the nearest bus stop is about 1 Km away from home. corridor bus service would make a difference

It would be nice to see more reasonable fares. Most of the reason that I don't take the bus is that it's way too expensive, the other part being that it would take me over an hour to get from home to work.

Just need to make sure all areas of the city are covered and convenient.

Make sure you have enough bus route to hit some of the major places of employment. I work at Saskatoon City Hospital, as an example and according to transit staff there is only one bus route that goes past there making it inconvenient for me to get to and from work so I use my car. I have to either transfer or walk through the park to get from 25th Street to the hospital which isn't easy to do in winter because the pathways aren't cleaned regularly.

More Access buses. Having to book a week ahead is not convenient for people who have health issues. Maybe I feel good enough today to go shop, but I don't know if I'll be good enough to be able to go a week from now.

more accessible transit buses, waiting for your bus only to have it arrive but be inaccessible is VERY frustrating.

More and better Access Transit service = please keep in mind users of this service may still be property owners, may be active voters. Also keep in mind short-term or long-term physical disasters can happen to you or your loved ones. I do not use or need the service yet but I know many people who do.

More bus routes to Stonebridge area

More routes. To take bus to my work from center mall area to 11th street west is an hour and a half.

Move the buses faster especially in cold weather!

My job starts at 5am. I don't have a choice to take a bus because they don't start that early. I also work other shifts that end at 9pm. There's not a chance in hell I'll stand around downtown waiting for a bus at night in Saskatoon! I'd rather walk through Bangkok at 3am by myself - and I have. Saskatoon is NOT SAFE

Plan bus routes that make sense? It is about ten minutes for me to drive to work downtown or thirty five on a couple of buses.

Rapid transit bus lines routing to major hubs like downtown from the West End (i.e. airport to downtown like other major cities like Toronto and Vancouver, and certain neighbourhoods/transfer stops like Confed Mall, etc.)

Restore service to core neighbourhoods

routes & stops should be reviewed as the city grows

run the buses to more places than downtown.

Scheduling improvements

service than can be relied on to be on time and get you where you want to go in a timely fashion.

Services to outlying areas (Martensville, Warman, south Saskatoon)

Speed of trip should not be twice as long as what it would take to drive. Sometimes now I can walk as quickly as public transit travels

Strike due to union, during those days happened very bad to passengers, very hArd to get reach at the job.

The bus system doesn't have a good rep now for being on time or friendly - that needs to change to ensure that people are willing to take the bus. I currently live in Stonebridge and it would take me 45 minutes to get downtown on the bus. That is unacceptable and the reason I don't take the bus now. Perhaps the city should offer bus parking depots where people could drive to a station that offered rapid transit downtown or to the university.

The rapid transit could be a good thing. It would ease travelling time for commuters.

The timing of connections is a significant issue. Each Community Shuttle should feed the local Rapid Node with each Node feeding the Community Shuttles. One should be able to get from one central community node to another with only 2 transfers and the wait time at each transfer should be short.

Think about the users, where they are going, and when they are going. Getting a bus downtown by 8:15 is pointless if everyone starts work at 8am. Consider and review your required user logistics.

We need to have zones for different lengths of travel...with Zone 1 being the centre of the city and then concentric circles around to indicate zones...so if I'm travelling from Stonebridge to downtown it would cost more than riding from Cumberland to downtown. This principal has been in effect in different parts of Europe for a long time!

Working on a timetable of arrivals and hopefully getting there on time...

Yeah, quite wasting money on junk and feel good stuff. Make the system efficient in every aspect.

yes, faster bus service. 1 hour to get somewhere you can drive in 10 minutes is unacceptable but is the current reality.

Yes, I think that instead of an app, it would be more helpful if it were just displayed at the bus stop. When it's -40 the last thing I want to do is start digging in my pocket or bag to find my phone to find out how much longer I have to wait for the stupid bus, also I have to take off my mitts to work my phone so then they get cold. There is a display system in Stockholm Sweden that I thought was pretty good when I visited there. Also I heard that in Winnipeg they had heated bus shelters but they had to stop heating them because people were peeing in them and the smell was horrible. If the bus was on time and frequent I wouldn't mind waiting outside, it's when the bus is 10 or 20 mins late that I start thinking it's worth it to drive.

You need to be able to move people from any point in the transit system to any other point in the transit system in under an hour, if you want to get people out of their cars.

q8r4 Improve customer experience and transit image

better pamphlets and supports/apps for visually impaired, and for other languages. Increased access to bus ticket/pass purchasing in neighborhood pharmacies/corner stores in west side with debit, outside of major commerce areas, so people don't have to walk or borrow money to ride bus to buy tickets at the few destination centres connected to their route. Increased evening access to bus pass purchasing .

better schedules. reliable. safe and clean bus shelters than are not snowed in

Earlier transit start times for residents who commence work before usual working hours Incentives for City of Saskatoon employees to lead the way with transit usage

I currently do not use Saskatoon transit. As long as I am able to drive, I prefer the independence driving my own vehicle gives me. I would be more inclined to take a bus now IF the system was simple, reliable, clean & safe & took a reasonable time to get me to my desired destination.

Yes, I think that instead of an app, it would be more helpful if it were just displayed at the bus stop. When it's -40 the last thing I want to do is start digging in my pocket or bag to find my phone to find out how much longer I have to wait for the stupid bus, also I have to take off my mitts to work my phone so then they get cold. There is a display system in Stockholm Sweden that I thought was pretty good when I visited there. Also I heard that in Winnipeg they had heated bus shelters but they had to stop heating them because people were peeing in them and the smell was horrible. If the bus was on time and frequent I wouldn't mind waiting outside, it's when the bus is 10 or 20 mins late that I start thinking it's worth it to drive.

A total over haul of the transit system. New management, new union! There is no way this system will be fixed with the current leadership structure and the continuance of keeping it all within. Again another example of small town thinking within a city that apparently wants too and will grow. This same attitude kept will mean hell down the road.

Addressing the need for safety issues on the buses and while waiting in certain areas

Better access for parents with strollers. The wheelchair areas should always be used for strollers unless needed for wheelchairs. Some drivers encourage this, others are terrible about supporting parents when they ask people to move so that the stroller can be left set up, but completely out of the way.

Better staff training for bus drivers (Social) . I have one question bus usage is down 25% now Why are those issues being addressed before the plan to move ahead. If todays issues are not dealt with why move to the growth plan and not addressing things that could move into the new growth plan. Just a question.

Enforcing safety for bus travelers at stop points

Focusing on the ease of use. Ticket terminals are what all the major centers have and it makes transit so much more efficient and easy to use. The current system is dated and time consuming for the occasional transit user.

Forward planning for transit union agreements are important. When the transit lock out occurred, it caused many to lose faith in the transit system.

geofencing to allow alerts on a smartphone to indicate when a person should leave to catch the bus. Open and accessible API so app developers can improve on it and port it to many OSs.

Get operators who want to be polite and helpful. Get gps and wifi on the busses. Quit trying to have every street have a bus route. Quit running empty busses where/when there is no demand/ridership!!

Health and safety issues - lighting and security at stops and shelters, dangerous materials (sharps) disposal, training for drivers

I have found the web interface is actually worse than it was a few years ago - it times out on me and otherwise is not very helpful. If we go all high tech and it doesn't work, I'd rather just go back to having a bunch of pdf maps. That's why I didn't assign the web info very high priority. I'd rather that the bus just came when it's supposed to, which it doesn't always, and if it doesn't come that I don't have to wait half an hour for the next one.

I really think that some sort of transit police would enhance ridership. The idea of just having the possibility of an official on a bus would make users feel safer

I would suggest more places to access tickets or passes, as well as a mobile app for the near future, till the less savvy app citizens are no longer with us.

If the mobile app could alert you if your bus was running early or late that would be great.

Improve internal relations so you have a internally functioning transit department

Improvement of safety not just comfort at bus stops.

Incentives to get people riding the bus;

It would probably be a good idea to have video surveillance in the bus shelters, because of probable vandalism... In recent years, we have seen bus shelters used as urinals! Also we have seen people spitting inside shelters. That is disgusting. Cameras in these shelters would prevent some of this sort of thing.

Make it super easy to understand how using the bus makes life easier for everyone. Start by teaching high-school kids how to make full use of the bus system. Perhaps giving all students a free month every September with a lot of teaching and training about how to utilize the busses would go a long way to changing behaviours. A lot of us just do what we always did (drive) because we don't know how to make the change.

Making sure that parking downtown for work is becoming more difficult and should be highlighted. Doing a cost-benefit approach for consumers to show them how much they would save per month makes more sense to people. Even for the far reaches of the city for employees to enjoy the ride on a bus, i.e., wifi.

Many people are too scared to take city buses, crime rate is high and the bus terminals are not safe, look at making these changes to improve the transit experience

Mobile ticket purchasing

More support for those of us with disabilities.

Not that I can think of. I have tried the Click and go with limited results. I phoned the ...975.3100 number, and it wasn't picked up. I am not happy that I cannot buy an annual pass except at the end of June. I mean, really?

Off hand I think it well researched but does need tweaking especially in respect of security of transit users

Offer one-time, daily, weekly and monthly passes. The longer the pass, the more attractive financially, to encourage people to take public transit.

Other cities that I've lived in and used transit in had real time arrival updates which were amazing and a wonderful online trip planner. Ottawa and Vancouver transit systems are extremely well planned out. I would never consider travelling in Saskatoon by bus with the current system. Even though I owned a car while living in Ottawa and Vancouver I frequently took the bus (almost daily).

Passenger safety and security, especially during evenings and nights.

paying with mobile phone app? SAfer communities so people would WANT to walk to get to buses

People riding the bus want to feel safe and secure. Occasional security staff in trouble areas and video monitors.

Please provide an educational service to citizens in regard to mobile apps and websites. Many seniors have never had significant training in these areas and would benefit from a written guide with important information that could be included in a utility bill or civic program.

Real time arrival information would be great in the winter. I think the only thing you missed was resolve the contract dispute. It will be hard to achieve any of this if there is a lockout or a strike. It seems to me that the relationship between the employees and senior management in transit is relatively toxic. I remember hearing about that years ago. You can't fire all the drivers but you can probably dismiss senior management. I'd do that and bring in some professionals from elsewhere.

Require all city employees who work in a single location to use public transit to and from work. Require all City Councillors to use public transit when on City business, particularly scheduled meetings.

safety / cameras on every bus and in ever shelter.

Safety concerns both at the bus stops and on the buses themselves. Drivers that are truly concerned about their passengers.

Safety improvements

Safety of the shelters

Safety!!!!!!!!!!

Safety. If you insist on forcing people out of cars and onto buses (which is a horrible idea) the safety and security of your riders and drivers should be your number one concern. This means everything from video monitoring and security barriers to security personnel stationed at hubs and on buses.

Security

Security on buses...vid cams, possibly

Security personnel for trouble areas.

should be able to re-fill a bus pass on the internet, and not at a kiosk.

The north bridge is most important as this will change the entire bus system. Instead of putting money into the bus system twice, do the bridge first then get feedback on the buses and watch the changes from the north bridge being open and THEN work on the bus system once. Also, the bus system doesn't seem to be a problem from what I hear and working at RUH a lot of people use this. My own opinion is to not fix something that is broken. If anything, implement the most inexpensive things (mobile app and better shelters) with these two things I think people would be happy and then work on the rest after the north bridge is up.

There is a lot of information to consider. Customer safety, new buses are nice but if you don't feel safe no one will ride them.

We need new management in the transit system and must control and reduce the taxpayer share of costs. Look at privatization as a possible answer

WiFi connections n bus.

q8r5 Improve transit infrastructure/amenities

better pamphlets and supports/apps for visually impaired, and for other languages. Increased access to bus ticket/pass purchasing in neighborhood pharmacies/corner stores in west side with debit, outside of major commerce areas, so people don't have to walk or borrow money to ride bus to buy tickets at the few destination centres connected to their route. Increased evening access to bus pass purchasing .

Yes, I think that instead of an app, it would be more helpful if it were just displayed at the bus stop. When it's -40 the last thing I want to do is start digging in my pocket or bag to find my phone to find out how much longer I have to wait for the stupid bus, also I have to take off my mitts to work my phone so then they get cold. There is a display system in Stockholm Sweden that I thought was pretty good when I visited there. Also I heard that in Winnipeg they had heated bus shelters but they had to stop heating them because people were peeing in them and the smell was horrible. If the bus was on time and frequent I wouldn't mind waiting outside, it's when the bus is 10 or 20 mins late that I start thinking it's worth it to drive.

A total overhaul of the transit system. New management, new union! There is no way this system will be fixed with the current leadership structure and the continuance of keeping it all within. Again another example of small town thinking within a city that apparently wants to and will grow. This same attitude kept will mean hell down the road.

Get operators who want to be polite and helpful. Get gps and wifi on the busses. Quit trying to have every street have a bus route. Quit running empty busses where/when there is no demand/ridership!!

I would suggest more places to access tickets or passes, as well as a mobile app for the near future, till the less savvy app citizens are no longer with us.

Many people are too scared to take city buses, crime rate is high and the bus terminals are not safe, look at making these changes to improve the transit experience

WiFi connections n bus.

I believe accessible buses will increase ridership for many people. However, we have to accept that we have several months of winter, and it is simply not feasible for many disabled people to use the standard bus service. Access Transit services will always be required and this need is growing due to our increased percentage of elderly people.

Make sure you have enough bus route to hit some of the major places of employment. I work at Saskatoon City Hospital, as an example and according to transit staff there is only one bus route that goes past there making it inconvenient for me to get to and from work so I use my car. I have to either transfer or walk through the park to get from 25th Street to the hospital which isn't easy to do in winter because the pathways aren't cleaned regularly.

heated bus stops

if only 5% of Saskatoon population take transit maybe there are reasons that this is happening

Improvement of the waiting facilities especially for reason of the winter seasons and construction new ones in strategic areas

light rapid transit system

lower fairs, new main terminal, rail express trains going n-s and e-w

Move away from only coin payment on buses.

Not everyone has a cell phone or a computer!! Signage at the bus stops needed

not everyone has a mobile phone so there should be access for people without one to buy a ticket in more places

Nothing I can think of ... Transit upgrades are a good idea, but transit is not practical for everyone.

Perhaps this is what's meant by real-time bus arrivals, but if not, I'd like to see digital signs in some of the main bus shelters that show when the next bus will arrive. I don't have a data plan on my phone, so the app wouldn't be helpful to me.

Probably not the transit's responsibility, but in winter it is often very difficult to enter buses because of heaped up snow and slippery ice.

Removing the spoke-and-wheel transit route method, and moving to the BRT and cross-hatch method.

Use lots of digital info right on & in the bus. Ex: running LED display as to where the bus is going, or at least what the next stop is.

yes check the previous answers

Yes...a honest and sincere commitment to Transit Service (not just a transit system)...this, and other plans/studies (such as the re-build of the TRAFFIC BRIDGE), have become far too frequent exercises in futility and a waste of time and money. ... Enough of the Lip Service !

You need to act now! Not wait 10 years. We have the worst transit system that I know of ... including world wide systems.

q8r6 Improve reliability of service

better schedules. reliable. safe and clean bus shelters than are not snowed in

I currently do not use Saskatoon transit. As long as I am able to drive, I prefer the independence driving my own vehicle gives me. I would be more inclined to take a bus now IF the system was simple, reliable, clean & safe & took a reasonable time to get me to my desired destination.

I have found the web interface is actually worse than it was a few years ago - it times out on me and otherwise is not very helpful. If we go all high tech and it doesn't work, I'd rather just go back to having a bunch of pdf maps. That's why I didn't assign the web info very high priority. I'd rather that the bus just came when it's supposed to, which it doesn't always, and if it doesn't come that I don't have to wait half an hour for the next one.

I used the buses for a few years, and the biggest problem I had was the reliability. sometimes it would come, sometimes it wouldn't. It was supposed to be every 15 minutes, I waited 45 and saw it coming the other way so I had to cross the street and add 10 minutes to my trip.

increase bus availability and reliability

service than can be relied on to be on time and get you where you want to go in a timely fashion.

The bus system doesn't have a good rep now for being on time or friendly - that needs to change to ensure that people are willing to take the bus. I currently live in Stonebridge and it would take me 45 minutes to get downtown on the bus. That is unacceptable and the reason I don't take the bus now. Perhaps the city should offer bus parking depots where people could drive to a station that offered rapid transit downtown or to the university.

busses on time

Designated bus lanes as bus drivers have become very aggressively drivers in the last few years and they 'push' there way into traffic flow. This could also help with keeping them on time

looks goodif buses stay on time

make buses actually come on time maybe?

Tell the bus drivers that of they are early to a stop that they have to wait until the actual arrival time. And if they are late that they still have to stop if there's someone there.

Yes I understand the concept of unions and coffee breaks one of the reasons I don't take the bus is I tend to get stranded somewhere for an extended period of time while the driver has their break. I think that negotiations should begin to allow for breaks at major terminals and switch drivers so the transit system is always moving.

q8r7 Improve transit information

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Please provide an educational service to citizens in regard to mobile apps and websites. Many seniors have never had significant training in these areas and would benefit from a written guide with important information that could be included in a utility bill or civic program.

real time access is right but there is still people that don't have the access to technology or to the English language

Will the mobile app allow for pre-paid travel?

q8r8 Coordinate with active transportation

Refer to my previous comments. We need wider streets and dedicated bike lanes that are clean and safe for travel.

acquiring and/or preparing infrastructure that can eventually readily accommodate rapid mass transit. developing more bicycle friendly lanes and areas to lock up bikes.

A bike share program at major transit hubs

Better bike lanes

Bike lanes

Bike lanes, and driver training course to have a focus on understanding cyclists on the road.

Composting program and incentives for more than just grass clippings. Recycling incentives. Reducing landfill mass. Encouraging people to compost and catch rain water to reduce potable water use. Program to use gray water for irrigation and toilets. More community gardens. Plant fruit trees instead of decorative trees. Plant vegetables instead of flowers. Make bike lanes protected from cars and impose fines on dangerous drivers. I nearly get hit almost every time I make a bike trip!

In areas of new neighbourhoods and new street design, plan the bike routes away from the motorized traffic. I am strongly opposed to the 33 street bridge. North of the railway bridge is a beautiful natural parkway, DON'T SPOIL IT. Building a new bridge in that location will only encourage car use, which is a definite conflict with your goal of encouraging the use of public transit.

Just better walking and biking paths along major corridors throughout the city

Love the idea of having a yearly fee for public bike systems. You can use a public bike from pt A to pt B as often as you want for yearly fee of \$50 or s'thing. There are regulations for its use and is managed easily- little misuse or damage too. Was in Washington DC when I saw this.

More ambitious goals to increase density, more mixed-use areas, bike lanes, transit priority, lowered parking requirements for new development.

More community gardens, bike routes, this city needs to focus more on community rather than upgrading

More cycling walking running paths. Cycle pedestrian bridge(s) over river like in Calgary.

more pike lanes

Sky train would be great. Extended Bike Lanes.

q8r9 Improve training for transit operators

The bus system doesn't have a good rep now for being on time or friendly - that needs to change to ensure that people are willing to take the bus. I currently live in Stonebridge and it would take me 45 minutes to get downtown on the bus. That is unacceptable and the reason I don't take the bus now. Perhaps the city should offer bus parking depots where people could drive to a station that offered rapid transit downtown or to the university.

Get operators who want to be polite and helpful. Get gps and wifi on the busses. Quit trying to have every street have a bus route. Quit running empty busses where/when there is no demand/ridership!!

Better access for parents with strollers. The wheelchair areas should always be used for strollers unless needed for wheelchairs. Some drivers encourage this, others are terrible about supporting parents when they ask people to move so that the stroller can be left set up, but completely out of the way.

Better staff training for bus drivers (Social) . I have one question bus usage is down 25% now Why are those issues being addressed before the plan to move ahead. If todays issues are not dealt with why move to the growth plan and not addressing things that could move into the new growth plan. Just a question.

Health and safety issues - lighting and security at stops and shelters, dangerous materials (sharps) disposal, training for drivers

Safety concerns both at the bus stops and on the buses themselves. Drivers that are truly concerned about their passengers.

Better customer service should be implemented. A lot of bus drivers are plain rude. Also, there needs to be more buses more frequently because it's ridiculous to have to stand crowded in the bus or miss a bus because it's full.

A standard of accountability where drivers receive performance ratings based on safety record and number of client complaints (or lack thereof). There needs to be a clearer understanding of how public input (via these customer service surveys) will increase individual transit driver accountability.

courteous drivers and upgrade their training

Customer interaction training for bus drivers.

Customer service and affordability are priorities.

ensure that bus drivers are courteous and helpful to patrons instead being the rude assholes they are now, not saying they are all like that but the majority is and that is part of the reason i would rather not take the bus, you're treated like a second class citizen by the bus drivers

More supervisors monitoring the routes Drivers that are actually people friendly They should be able to direct tourists/seniors/new riders

Respectful/courteous operators - some act like bullies on the road and to their clients.

Training of transit drivers needs to be more universal. It varies VARIES from driver to driver for quality and personal service riders receive.

q8r10 Reduce the cost of transit

More affordable

Customer service and affordability are priorities.

lower fares, new main terminal, rail express trains going n-s and e-w

Make it super easy to understand how using the bus makes life easier for everyone. Start by teaching high-school kids how to make full use of the bus system. Perhaps giving all students a free month every September with a lot of teaching and training about how to utilize the busses would go a long way to changing behaviours. A lot of us just do what we always did (drive) because we don't know how to make the change.

Offer one-time, daily, weekly and monthly passes. The longer the pass, the more attractive financially, to encourage people to take public transit.

challenge now is cost of bus and poor schedule

I am not sure if I should assume that decreases in waiting times, how long it takes to get between places is a given. Those are the larger problems. Increasing costs to users isn't going to attract more riders either!

I use to be a regular transit user until buses became so inconvenient (there use to be a bus on my street; now I have to walk 3 - 4 blocks and either just miss the bus or wait and wait for it to show up. It became easier just to walk downtown to the terminal.) More buses and more routes are essential. Also, last time I used a bus cost was just over \$2 and some cents. A few days ago I noticed the adult ticket is now \$3.10. How can people on minimum wage afford to take a bus to work? This is way to high for a city that has such poor service. I understand that it COSTS the City to run this but don't put this all on the backs of the poor. The City cannot expect to make money on all services. The more expensive a thing the less likely that people will use it.

It would be nice to see more reasonable fares. Most of the reason that I don't take the bus is that it's way too expensive, the other part being that it would take me over an hour to get from home to work.

We need to have zones for different lengths of travel...with Zone 1 being the centre of the city and then concentric circles around to indicate zones...so if I'm travelling from Stonebridge to downtown it would cost more than riding from Cumberland to downtown. This principal has been in effect in different parts of Europe for a long time!

Affordability.

Better City planning includes affordability, something the present system is not

Consider lower fares to increase ridership. Do lower fares affect the numbers of users? Increased transit use should mean fewer vehicles on the streets - does that affect overall costs, i.e. street maintenance, etc.

Consider lower fees or no cost to ride a bus. Might get cars off the roads.

Consideration of reducing transit fares to increase ridership.

Cost effective business with lower fares

Discounts for bus passes for people who need financial help.

Fares for transit need to be subsidized to ensure ridership.

Fares should not increase so much that one does not want to use transit. There should be some subsidy.

I wonder if there were free shuttles along the high traffic corridors. This should drastically increase ridership. I do not know the business case for this but it may take many cars out of the traffic flow. Some cities do this.

important in all this to keep transit fares reasonable I thought the recent try a bus week was a great promotion

Keep the price where people will use the bus

keeping rates affordable! family-friendly options (rather than a separate pass for each member).

Lower prices for transit. More subsidised bus passes for the economically vulnerable. A general sacking of senior transit management and new vision.

Lowering fees so that transit use isn't more expensive than personal vehicle commuting (where parking is free)

Make transit cheaper

rider subsidize all costs

transit should lower prices especially for seniors and people with disabilities, and students.. keep the price low.

Yeah encourage bus use don't discourage. High fees means low use - it is cheaper to bus but then everything this city does is retarded. Encourage conservation then raise fees because the service is making enough money - STUPID STUPID STUPID

q8r11 Dedicated bus lanes

Designated bus lanes as bus drivers have become very aggressively drivers in the last few years and they 'push' there way into traffic flow. This could also help with keeping them on time

Dedicated rapid transit bus lanes and routes for peak hours.

Dedicated bus lanes.

priority lanes for buses

q8r12 Opt for LRT/Skytrain

lower fares, new main terminal, rail express trains going n-s and e-w

Sky train would be great. Extended Bike Lanes.

Better transit is a must... When thinking of transit... has any consideration of a skytrain come into discussions? The roads are only going to get more conjested... what about the space above the roads. We don't live in a mountain area, but think gondallas or sky trains.

A train.

Accept that those who can afford vehicles are not giving them up. Start now. Give up on buses and look at LRT systems. Adopt a user-pay policy. Decentralize all levels of government operations out of the downtown core. I can go to a branch library anywhere in the city, but all city hall ops are still downtown. Walk the talk people!

again i would say there should be subways running from one to the other corner of the city.

Don't use the bus so i find the area as a whole as low priority. If only 5 - 10 percent use the bus then why spend millions for that small amount? Not very cost effective. If you build heated shelters there will be homeless people sleeping in them then the bus riders won't use them. Build an LRT system like Calgary or Edmonton has to move people around now and add to it as we have more people.

Has the city considered an electric train like sky train in Calgary? I feel like this may be a viable option as the city is growing

I do not ride the bus, and likely will not regardless of what improvements are made. The only two things that might appeal to me would be an LRT (if we grow to the point where we can afford it) and a park-and-ride transportation system to facilitate airport travel.

Light Rail Transit

Lrt

LRT

LRT from outlying areas to downtown and Sask Place

Maybe the implementation of a go train from the North,South,East and West to a central Hub

Need LRT type transit.

only the train system in the transit

Saskatoon at present has unused rail tracks, and existing rail tracks currently in use that are already situated perfectly for short line commuter rail, extended from Wanuskaian on the north to Exhibition on the south, and 11th Street on the west to Sutherland on the east, both tracks nearly meeting downtown. This would be most useful to extend the areas of the city useable by pist secondary students, as well as commuting to the workplace.

Thanks insightrix for this survey. I'm sure there are more important issues, but I have always felt...no matter the changes they try to make...the transit system always seems to be a behind in the way it functions. I have taken buses in areas and then on to LRTs and Subways in larger centres, and they seem to function more efficiently...possibly, that's through the eyes of a tourist...they are, likely, not without their problems as well. I do worry about how I will get around when I can no longer drive as I am very self sufficient and independent. P.S. Are you the group that have the puppy at work that was featured on the news the other night...I loved it! Lucky

puppy, lucky people! (I had to leave my puppy when I moved to an apartment :()

The LRT should be the short term focus, not those references made in the previous questions

q8r13 General comments about the plan

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In areas of new neighbourhoods and new street design, plan the bike routes away from the motorized traffic. I am strongly opposed to the 33 street bridge. North of the railway bridge is a beautiful natural parkway, DON'T SPOIL IT. Building a new bridge in that location will only encourage car use, which is a definite conflict with your goal of encouraging the use of public transit.

Off hand I think it well researched but does need tweeking especially in respect of security of transit users

Almost ALL of your so called improvements have nothing to do with moving the buses faster or insuring they run more on time. quit having city end to city end routes that cant keep a schedule and are at the whim of bridge traffic. Ther eis nothing wrong with having to transfer 2 or 3 times to go from confederation to stonebridge. Having the 50 and 60 show up to the university 7/8 full on a -30 day and taking on 5 passengers and going because it is full from downtown people , and waiting for 3 buses to get a standing only, squashed like sardines, place on the bus is really frustrating. Divide teh city and have rapid transit between major hubs and local buses doing circles to the outlying areas in the zone. Cross city buses dont work.

Fixing current difficulties while leaping into the future ... with too many surveys and not enough experiential planning !!! You need planners who can first fix the current situation !

Education of implementation plan. Implement now.

Only that 10 years is too long. Try 6 years.

People will not use transit as long as vthey have their own vehicles

Probably

Yes. This is not a comprehensive growth plan it is a look at possible transportation plan.

You missed lots, too much to write on here

q8r14 Questions regarding funding for the Growth Plan

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I do not ride the bus, and likely will not regardless of what improvements are made. The only two things that might appeal to me would be an LRT (if we grow to the point where we can afford it) and a park-and-ride transportation system to facilitate airport travel.

We need new management in the transit system and must control and reduce the taxpayer share of costs. Look at privatization as a possible answer

Hope you can get the funding so these plans will not be delayed for another 10 years!

Not that comes to mind at this time. Perhaps in the future some items might require a referendum type vote if the expense of implementing it may cause a large increase in the mill rate to pay for it.

show me the money

This is a crazy one. A transit system that is funded 100% by the mill rate. I'm a property owner I pay property tax and I support a transit system that receive a fixed budget, not one that needs to make contingency plans for when they sell fewer passes in a given month. Remember how immediate the service improved when the university brought in the U-Pass? That was in part because of guaranteed funding to the transit system. I imagine a world where transit is used by more people, maybe forcing them to pay for it would make them use it.

what would fares look like?

q8r15 Support for fleet upgrades

There is a lot of information to consider. Customer safety, new buses are nice but if you don't feel safe no one will ride them.

A better transit system with a key terminal in each area may help. With frequent bussing between each terminal and smaller busses servicing each area

Can we have buses with snow plows attached in the winter?

Energy efficient/hybrid buses?

More environmentally friendly buses

More of those buses that are double in size and cut in the middle.

new buses

Small shuttle buses through residential areas instead of running almost empty buses all evening or if ridership does warrant a bus remove it.

the type and nature of the buses or shuttle vans. amount of passengers gas, propane, electric

Time for electric buses with Wind/solar powered charging facilities.

Use smaller buses, does anyone not notice that the buses run void of persons . why do you need an accordion bus running down 2nd ave during the day..almost empty.

q8r16 Learn from other cities

Thanks insightrix for this survey. I'm sure there are more important issues, but I have always felt...no matter the changes they try to make...the transit system always seems to be a behind in the way it functions. I have taken buses in areas and then on to LRTs and Subways in larger centres, and they seem to function more efficiently...possibly, that's through the eyes of a tourist...they are, likely, not without their problems as well. I do worry about how I will get around when I can no longer drive as I am very self sufficient and independent. P.S. Are you the group that have the puppy at work that was featured on the news the other night...I loved it! Lucky puppy, lucky people! (I had to leave my puppy when I moved to an apartment :()

I wonder if there were free shuttles along the high traffic corridors. This should drastically increase ridership. I do not know the business case for this but it may take many cars out of the traffic flow. Some cities do this.

Other cities that I've lived in and used transit in had real time arrival updates which were amazing and a wonderful online trip planner. Ottawa and Vancouver transit systems are extremely well planned out. I would never consider travelling in Saskatoon by bus with the current system. Even though I owned a car while living in Ottawa and Vancouver I frequently took the bus (almost daily).

A system like Dublin Ireland would work very well here to get it implemented.

q8r17 Implement Park and Rides

I do not ride the bus, and likely will not regardless of what improvements are made. The only two things that might appeal to me would be an LRT (if we grow to the point where we can afford it) and a park-and-ride transportation system to facilitate airport travel.

The bus system doesn't have a good rep now for being on time or friendly - that needs to change to ensure that people are willing to take the bus. I currently live in Stonebridge and it would take me 45 minutes to get downtown on the bus. That is unacceptable and the reason I don't take the bus now. Perhaps the city should offer bus parking depots where people could drive to a station that offered rapid transit downtown or to the university.

The timing of connections is a significant issue. Each Community Shuttle should feed the local Rapid Node with each Node feeding the Community Shuttles. One should be able to get from one central community node to another with only 2 transfers and the wait time at each transfer should be short.

Ever consider a shuttle bus or 'jitney' for the downtown core? Loop 1st, 3rd, 19th and 25th to encourage people to with park further away, or take a bus downtown. Maybe connect to Broadway? Would reduce the 'too far to walk' excuse.

How about some park and ride options?

Park & Ride.

Shuttles & parking from outside the city of Saskatoon

Yes, create a place where people can park their vehicles (Stonebridge, Blairmore and the like) and bus directly into downtown or university. Feed those areas with local buses.

q8r18 Improve bus cleanliness

better schedules. reliable. safe and clean bus shelters than are not snowed in

I currently do not use Saskatoon transit. As long as I am able to drive, I prefer the independence driving my own vehicle gives me. I would be more inclined to take a bus now IF the system was simple, reliable, clean & safe & took a reasonable time to get me to my desired destination.

I can't use transit as it doesn't run anywhere close to my job at the hours I work, but I don't trust the cleanliness of the busses anyway-bed bugs from back packs etc.....

A sanitation system to not only make the buses clean in terms of dirt but clean in terms of germs as well (I hate taking the bus during cold and flu season- in fact despite having a bus pass included with my tuition I would get up 3 hours earlier than necessary to drive with my boyfriend on his way to work than go on the bus since people were constantly coughing/wiping or otherwise ill on the bus. My father is immune compromised so getting the flu/carrying it home was a huge concern.)

q8r91 Other

Housing

Accept that those who can afford vehicles are not giving them up. Start now. Give up on buses and look at LRT systems. Adopt a user-pay policy. Decentralize all levels of government operations out of the downtown core. I can go to a branch library anywhere in the city, but all city hall ops are still downtown. Walk the talk people!

Lower prices for transit. More subsidised bus passes for the economically vulnerable. A general sacking of senior transit management and new vision.

Composting program and incentives for more than just grass clippings. Recycling incentives. Reducing landfill mass. Encouraging people to compost and catch rain water to reduce potable water use. Program to use gray water for irrigation and toilets. More community gardens. Plant fruit trees instead of decorative trees. Plant vegetables instead of flowers. Make bike lanes protected from cars and impose fines on dangerous drivers. I nearly get hit almost every time I make a bike trip!

More ambitious goals to increase density, more mixed-use areas, bike lanes, transit priority, lowered parking requirements for new development.

More community gardens, bike routes, this city needs to focus more on community rather than upgrading

paying with mobile phone app? Safer communities so people would WANT to walk to get to buses

Real time arrival information would be great in the winter. I think the only thing you missed was resolve the contract dispute. It will be hard to achieve any of this if there is a lockout or a strike. It seems to me that the relationship between the employees and senior management in transit is relatively toxic. I remember hearing about that years ago. You can't fire all the drivers but you can probably dismiss senior management. I'd do that and bring in some professionals from elsewhere.

The north bridge is most important as this will change the entire bus system. Instead of putting money into the bus system twice, do the bridge first then get feedback on the buses and watch the changes from the north bridge being open and THEN work on the bus system once. Also, the bus system doesn't seem to be a problem from what I hear and working at RUH a lot of people use this. My own opinion is to not fix something that is broken. If anything, implement the most inexpensive things (mobile app and better shelters) with these two things I think people would be happy and then work on the rest after the north bridge is up.

Strike due to union, during those days happened very bad to passengers, very hArD to get reach at the job.

There should be a plan to minimize litter all around the city, it seems to be becoming more and more of a problem and it makes me feel that I live in a dirty city. Also, opening up areas that are congested such as by the confederation Tim Hortons would definitely help.

We need more driving lanes and a lot more parking. Parking should also be free almost everywhere.

A push for stronger Provincial representation in Saskatoon, as it is more central. Also, it would be amazing to coordinate between the cities of PA, Saskatoon, Regina, and North Battleford to have high speed trains as this would have a lasting positive impact on the West.

Again - affordable housing!

Better jobs.

Build another bridge!

City Hall is going to become much busier of course - the phone system now leaves much to be desired as it is. Also, the website is not as helpful as I believe it could be.

Clean up gang problem

Development of 20th St, it's happening already so get behind it and push the slums out of the ncest areas in the city. Down town has come a long way but homeless shelters and the lighthouse need to be moved elsewhere. McNabb park is an eyesore to the city as well, if you get off a plane at yxe and that's your first impression of the city, you might not return

Do we need a Viciria Bridge - I think a north bridge is needed before another downtown bridge

Don't forget to honor the culture and historic buildings in Saskatoon.

Get serious about having people choose to live downtown - that will attract services such as grocery stores to the city centre and make it a place that people want to live. Once you have lots of people living downtown, public transportation will become second nature for many people. I don't think this city council is serious about this issue though.

Green space?

grocery distribution planning

I already made my comments earlier...ENVIRONMENT! Encourage building UP not out. Save wild areas and create berms (sp?) so urban-ness cannot be seen. DECREASE light pollution. we have the most amazing SKY (we celebrate it in SK) but at night we don't get to enjoy it! Could be a tourist attraction (like Tucson AZ)...come see our stars and northern lights...

It all sounds good to me, but I was a bus rider when I worked and now I use Acecaa Transit. Making people give up a car for a bus seems a very difficult task. You might have to take away parking in the downtown, university, and other locales until more than 5% start using the transit system. Good luck.

Leisure facilities, rink complex, schools.

Leisure outdoors

Make sure their are enough places for newcomers to rent in the city. I would like to see more affordable apartment buildings and less condos.

more parks

More parks and green areas.

Nothing comes to mind. Just keep the public aware--newspaper/email notices/signage of progress and new developments. Keep us involved!

Parking downtown.

Pollution

private contractors

Scrap the new parking meters they dont work the way they should

Sustainable building and power

There may already be such or similar option, but giving incentives for those that choose to carpool every day, such as discounts on gas or insurance, if proof is given that the owner of a vehicle is in fact carpooling with fellow classmates or coworkers every day.

With an influx of population there will be greater requirements for emergency services. I did not see those services included in the growth plan? Will the city be installing community sub-stations like the little chief station on 20th to make the police more integrated and accessible in our communities?

q8r98 Don't know/no comment

No

no

No.

I don't think so

N/A

Nope

Not that I can think of

NO

not sure

Not sure

-

?

.

Don't think so

donèt think so

I am really not familiar enough with the current transit to assess it and the future needs. My answers were the best evaluation I could give.

I can't think of anything

I cannot think of anything.

I do not think so

I don't think so...

I don't think so.

I don't think so.....

i DONT HAVE ANY IDEA

I doubt I'll ever use a bus much.

I'm not a transit user so I can't think of anything else

List is quite comprehensive so I cannot think of anything.

Lots.. mentioned already...

n/a

N/a

Na

NC

nil

No comment regarding transit as I don't use public transit

no, as i dont know.

No, I don't think so.

no.

No. I use the bus - although not on a regular basis.

none

Nope.

nope. covered it all

not at all

Not at all.

Not really

not sure at this time

not sure.

Not that I can see!

not that I can think of

Not that I can think of now

Not that I can think of right now

Not that I can think of.

Not that I noticed

not that I noticed.

Nothing

nothing come to my mind

Nothing comes to mind

Nothing comes to mind.

Nothing I can think of at the moment.

Nothing I can think of, I'm planning to move out of the city and commute back and forth.

Nothing that I can think of

q8r99 Satisfied with Growth Plan

looks good

I think you have a good plan for the city maybe some sky ramps so people can cross over traffic instead of crossing the street

No - love your ideas

no it was well put together

No, very interesting

Nope looks good

nope. I look forward to it

Not that I can think of. Good job!

Not that i could see no, there were some ideas i never thought of that was showed to me now that i find very intelligent and good ideas.

nothing but everything covered in the list

Seems adequate

This is a great start!

well done! thank you

Q9 Verbatim:

15 minute waits.

22nd Street.

33rd Street bridge.

8th Street.

A big mistake is being made by attempting to improve present service...BRT (Bus Rapid Transit) should for example and be secondary to LRT as noted earlier in my comments.

A Clarence to Preston bus lane and how about Clarence to McOrmand.

Accessibility training and sidewalks located at bus stops.

Add Stonebridge to the growing areas.

Again bus routes up in the new development in the north industrial area.

All the above work is a good start.

An honest and sincere commitment to transit service. No more lip service.

Anything to help the city look beautiful.

Arrange to put some seating arrangements in residential loan area, so people can sit and meet others.

As noted on previous page, frequency is an issue. Perhaps more buses, but smaller ones would be an option. I do like designated bus routes such as the one in Ottawa, and it is like a subway with the nice stations, which in the future, they can easily convert to train lines and stations.

Be able to buy a daily pass on the bus.

Better service in the west side and shuttles. As I find that buses from downtown to Confederation are quite full and even at non peak times.

Better trained and more polite drivers.

Better transit from Stonebridge to downtown.

Bicycle lanes before bus lanes. Support healthy commuting.

Bicycle lanes.

Bike carriers.

Bike lanes! Bridge just for public transit and emergency vehicles along with bikes and pedestrians.

Bike lanes.

Build north bridge first.

Bus lanes on 8th Street

Bus service is usually for people that work or don't drive.

Bus shelters.

Bus stops that tell us when buses coming like in Paris, Stockholm so I don't have to have a cellphone.

Bus traffic signal priority.

Bus.

Buses don't run into the night when many who are in the lower income brackets are working late night jobs or can't work because they have no reliable way to get home at 1 and 2 in the morning. Employability requires reliable transportation and I know that if there was a bus available or a shuttle of some kind that would come more than once an hour currently, there would be people who could work those shifts and have more income.

Circle Drive routes need to be added. Quit funneling everything through the university. A 15 minute car ride from my house to work on Circle Drive takes almost 2 hours due to the routing going through the downtown core and university. Not Circle Drive. Quit catering to part-time residents.

Consider smaller park-n-ride lots in each new neighbourhood as part of the planning process.

Constant communication.

Core neighbourhoods.

Dedicated bus lanes on streets with high university travel. Clarence, Preston and Broadway.

Dedicated bus lanes only condense existing lanes for the same amount of vehicles.

Dedicated bus lanes only if roads are increased in size to actually add one lane to them. Otherwise that's ridiculous and just another ticket grab for the police.

Develop a C-Train like in Calgary or Edmonton.

Direct non-stop bus from one terminal to another.

Discounted rates.

Discussion of the Stonebridge area seems to be omitted.

Do something with the Confederation terminal. It is outdated and I hate when I have to use it. More and more people are using it though.

Easier to make people with cars.

Easy connection with regular routes

Education on riding and easy pass access.

Electric vehicles.

Eliminate some stops for faster transit.

Eliminating cross city transit lines in favour of twin hubs with LRT connecting hubs.

Enduring enough bus service to U of S.

Enforcement of bus lanes.

Enhance the transit by adding a Go Train from the North, South, East and west.

Enhance transit access to airport for frequent travel by air commuters.

Ensure safety and security of users, especially in evenings and nights.

Ensure that bus drivers are courteous and helpful to patrons instead being the rude assholes they are now. Not saying they are all like that but the majority is and that is part of the reason I would rather not take the bus. You're treated like a second class citizen by the bus drivers.

Everything included.

Extend bus hours.

Extend rapid transit from Stonebridge to Marquis Industrial

Figure out how to effectively service areas that have been around for the last sixty years?

Figure out why only 5% ride transit and then build around that. There is something undesirable about the bus system. Get to the root cause and then address that first.

First get people on the bus, I live on 8th St with a bus stop at the door and most times it arrives M T and leaves the same way

Fix current traffic bottlenecks.

Focus on ridership.

Forcing drivers to use the bus because of lack of parking.

Free parking for park and ride.

Gang problems.

Get rapid transit on 33rd Street west.

Get rid of the downtown bus block where all buses converge. Totally useless and a waste.

Getting wages and union in line.

Have to walk 20 minutes to catch a bus.

Having enough buses so that no one is left behind at a bus stop.

Having less transfers.

Heated bus stop shelters.

High cost of bus fares.

Higher frequency of smaller buses would make a better service. The MBA mania for reducing the number of drivers is undermining transit services for the taxpayers.

Hire new employees in this department and get rid of the dolts working there now.

I don't think time on the bus is the reason people do not ride the bus. It's costly and inconvenient, especially for working parents who need car access. 1/2 hour to destination is not too long. I road the bus daily for work and especially great for winter.

I think park and ride lots would be a wonderful take up for people arriving out of town for things like university, downtown workers and other big hubs with sucky parking.

I think that Saskatoon is too small for park and ride. If someone gets in their car they will drive the full distance.

I think the north-south service should extend to the north industrial area, as there are a lot of workplaces out there and more office space is being constructed and/or sold.

I would definitely use a rapid transit service if there were park and ride terminals. I work downtown.

I would never ride a bus.

I'm curious about the changes for the area I currently live in, Sutherland. It appears to still be a main hub in the short term plan, but it's grayed out in the long term plan.

If transit is not attractive to most now, why would anything done make it more attractive for the future?

If we apply underground trains would be fine. Same as in Toronto.

If you can't afford to live in one of the improved bus corridors, what's the point?

Improve routes and stops that get you to the blue line or red line routes.

Improve transfer hub designs and bus shelters, etc.

Improve transit for isolated west and southwest neighborhoods.

Improve U of S service from developing areas.

Improved North Industrial services.

Improving north residential bus service.

Include and enhance north-south rapid transit service down Broadway and somehow into Stonebridge.

Increase frequency.

Increase ridership.

Increased accessibility options.

Increased frequency on weekends.

Increased hours of operation.

Increased security lighting and stability of downtown transit terminal.

Industrial northend bus routes for quicker in and out on Warman Road.

It is actually more expensive for me to ride the bus than to drive.

It says dedicated routes, but my 10 minute drive downtown was 50 minutes on the bus with 2 major stops.

Just improve on service.

Just not a transit user.

Keep bus fares reasonable.

Keep fares feasible.

Let's move work places to places where people live.

Light rail.

Look at light rail transit options, as land will not get cheaper in the future to develop this.

Look into more direct routing from Mayfair to North Industrial area.

Lower prices.

Lower the ticket price immediately.

LRT,

LRT.

Make bus connections into the north industrial section quick enough to be a viable alternative. Nobody buses to work there because it takes too long.

Make north/south and east/west bike lanes a high priority.

Make sure the travel cost is sensible.

Make sure transportation is safe for all users.

Make transit services cheaper.

Make what we have now safe for people and drivers enhance security measures lighting, video cameras, customer service/security and people real time information available on the bus at main terminals on bus and via phones.

Making traffic light sensor more efficient.

Maybe it's coming up? I haven't seen anything yet to alleviate the issues with biking.

Money to pay for this.

More express service from one mall to another.

More frequent bus service.

More important is present infrastructure. Our present roads are in terrible condition and there are many streets in university area do not even have sidewalks. The attention to safety and comfort of present residents of Saskatoon is deplorable.

More often on the busy routes specially in winter.

More payment options, extended service hours, and winter improvements.

More routes.

Movement between two points in under an hour.

Need a connection to Stonebridge.

Need bus shelters and arrival times on a screen.

Need to ensure times match work schedules, as large hospitals have shifts over 24 hours.

Newer buses.

No additional input at this time.

Not a transit user.

Not investing too much money into a system no one is going to use.

Not mobile, but have buses visible in real time via your website so anyone can access it.

Not sure if safety concerns apply here.

On time.

Other.

Pace of transition.

Park and ride doesn't work in our winter climate, plus you still have most of the costs of vehicle operation plus the cost of bus passes. Get businesses to sponsor dedicated buses for their employees in specified neighborhoods. I repeat, give up on transit buses and go for LRT.

Park n ride lots should be free with use of transit.

Parking parkade downtown.

Passenger safety. Driver courtesy, bus cleanliness and on schedule with lower fares?

Payment via mobile app.

Place Riel is a higher priority than Downtown terminal to convert for rapid transit operations.

Potholes.

Prevent on-street parking on busy bus routes; e.g. the main roads in Stonebridge is very narrow and must be very difficult for bus drivers to navigate, especially on garbage/recycle days.

Provide better shuttle services to smaller neighbourhoods such as Buena Vista, Pleasant Hill, Mayfair, Avalon, etc.

Provide faster times for residential bus pickups.

Quick trips with fast turnaround service.

Reduce fares.

Reduce the number of commuters to downtown that have to go to the university first then you won't need dedicated bus lines on College Drive.

Reduce the vehicle traffic and do not offer park and ride.

Reduced service in low user areas.

Replacing some older buses.

Reroute trucks.

Ride and go.

Ridership continual monitoring.

Rocket shuttles that stop at limited bus stops.

Safe ride and comfortable feeling while using transit.

Safety concerns both at bus terminals and on the buses themselves

Safety of their passengers and people waiting for buses.

Safety.

Security.

Service more frequent in outer areas.

Shuttle service for events in the city and have things nicely organized and signed for people who may not use the transit service regularly. Make it simple so a person who may not even live here can figure out how to get to and from events at SaskPlace because many people come to shows from out of the city.

Shuttles to rapid transit.

Signage but you already knew that.

Skip the blue line to Market Mall, put it to the massive, dense housing near Stonebridge (or both). Put the DART down Idylwyld/2nd, not whatever other avenue. The most successful routes are straight and they don't meander.

Snow removal and cleanliness at bus stops needs to be part of the plan.

Sound barriers for traffic noise.

Stay classy.

Streamline transit stops and have a stop every several blocks, rather than a stop on each block.

Support for people with disabilities.

Survey actual users.

The 3rd Ave and 22nd to 25th Street. High risk areas and the entire zoning needs redirection.

The high priority should be getting the transit working working right today. I rode the bus for 34 years each time they made a change it added time to my work day. People will not take the bus if the car option is considerably quicker than the bus.

These projects of construction to me should be about having the money to pay for it as opposed to borrowing money?

Timing and coordination of services to make sure nobody are stagnant at any transfer point.

Too much focus on buses. Underused for the money put into them.

Train system.

Use more smaller buses on a more frequent schedule at peak times rather than large buses all the time.

We really have to deal with the dust in the summer and the snow in the winter.

What happened to direct route buses to Lakeridge and Lakeview?

Wi-Fi on buses.

Will we need a new downtown terminal, or will it just work so well that won't be necessary?

You cannot build dedicated bus routes. Be it rapid or normal on the main corridors because you will be removing a route that is overtaxed already and now you have just increased the use factor. If you are using something at its max now and you want to reduce it by 1/3 without having the ability to divert some of the flow, all you get is the flow backed up more than before.

You cannot force people to take buses.

Q10 Verbatim:

5% ride the bus. Why is that? Don't spend a bunch of money until you figure out how to get more people to use the service.

A dedicated bridge for foot traffic only.

Affordable housing!

Again it indicates that there are problems with how I answered.

Again, improve bicycle traffic flow first.

Again, keep the costs of traveling down.

Again. What happens to parked cars with all of these changes?

All season shelters and benches.

Alphabet street gang removal.

Announce more intersection stops in winter when it is very dark and hard to see where you are.

As stated previously, our systems can not handle what they are doing now, and you want to change that? Look at what they can handle and work with those guidelines. Don't re-invent the wheel, just use it better!

Bike lanes.

Build the north bridge first.

Bus shelters please.

Bus shelters.

Bus.

Cart before the horse.

Cheaper transit.

Circle Drive routes need to be added. Quit funneling everything through the university. A 15 minute car ride from my house to work on Circle Drive takes almost 2 hours due to the routing going through the downtown core and university, not Circle Drive. Quit catering to part time residents.

Cleaner stops.

Commitment to more frequency in winter.

Community shuttles in the Evergeen/Willowgrove/University Heights areas.

Continue developing better routing to reduce transfers.

Dedicated bus lanes on major corridors.

Develop a C-train like most other cities which are growing.

Do not mess up vehicle traffic with bus lanes and bus priority.

Eastside and the north-end need the most help.

Easy pass access (ex: card renewal for 10 rides).

Electric vehicles.

Ensure that bus drivers are courteous and helpful to patrons instead being the rude assholes they are now. Not saying they are all like that, but the majority are and that is part of the reason I would rather not take the bus as you're treated like a second class citizen by the bus drivers.

Extend public transit to bedroom communities.

Gangs at bus mall.

Heated bus stop shelters.

I am satisfied with the points checked above.

I don't know, it is generally self-explanatory.

I don't ride the bus so as for feedback I can't decide where the priorities are.

I don't see the need for any major improvements.

I think it would improve. Getting faster from point b to point c. 22nd would be a good start.

I thought that special signals and traffic management for transit were in place, but I guess the city has failed at that as well.

I'm not sure if there's an appetite yet for park-n-ride lots, don't have enough knowledge in that area.

Implement overhead rapid transit.

Increase bus service in Attridge area.

Introduce cheap cab service.

It's all high priority if its actually made useful. A train might help.

Keep fares down.

Look into the option of LRT for 22nd Street and 8th Street for rapid transit, rather than buses.

LRT.

Make it easy to switch from bus to bus.

Make this more affordable, as the value for taking public transit is not worth the time and money for even a slight inconvenience.

Mobile app with bus pass scan and automatic reload.

Monitor use of Access transit to determine if increased service is needed.

More family friendly options for strollers and sleds.

More important is present infrastructure. Our present roads are in terrible condition and there are many streets in university area do not even have sidewalks. The attention to safety and comfort of present residents of Saskatoon is deplorable.

Need more Park n Rides lot.

Newer buses.

Nothing.

On busy roads near shopping centres need overhead walking bridges.

Park and ride lots in Sutherland, Blairmore, Stonebridge and the Northern Industrial.

Park and ride lots should be free with transit use.

Park and ride.

Park in Ride.

Put in hours of operation so the bus lanes can safely be utilized by traffic at non-peak times.

Put transit where it will get used and not by the river.

Rapid bus lines from major malls.

Re-think the traffic bridge.

Ride sharing, carpooling and other incentives. Probably only seniors and students really need buses. What happened to the U of S bus system from years ago?

Run buses all the way to Betts.

Safe wait terminals, local and downtown.

Safety concerns.

Safety!

Same comments on bus lanes.

Security.

Shuttle service from downtown to the Field House.

Shuttles might be a good thing.

Smaller buses for low ridership in areas.

Smaller more maneuverable buses would eliminate the need for dedicated bus lanes.

Sound barriers.

Stonebridge.

Support for people with disabilities.

This is silly.

Transit out to SaskTel centre.

Up the price of a ride.

We need to draw on the experience of other cities to decide how to proceed.

Website that features buses in real time.

Why do all buses have to go to the university? There should be at least one route that goes directly downtown from northeast.

You are supposing its all just a transit issue. It may also be a traffic flow issue!

Q11 Verbatim:

q11r1 Market idea to non-transit users

Again, only 5% ride the bus, I wouldn't spend a dime on transit, until you figure out why that is. There is something fundamentally wrong, and there is a stigma associated with it Who rides the bus now, and why ? Who will ride it for real, that doesn't ride it now - and why

Find some incentive to take the bus perhaps reduce fares in winter

How to market this to a population which doesn't like transit

I think it would be great if there were express services from one mall/terminal to another in order to help people get to different parts of the city quicker. For eg. if someone lives in confed but works in lawson they have to go downtown first. It takes a long time, about 40mins, where as in a car about 10. If there was a bus that went from lawson mall to confed mall it would make it a much shorter trip. I think that adding this type of service to the Rapid bus plan would make taking a bus much more attractive. The park and ride locations could be added to the express service. The main reason why people don't currently take the bus now is time; 1. it takes forever to get almost anywhere 2. people can't get off work and then catch a bus, most of the time they have to wait and it's worse if they work anything that's not 9-5. I know that peak periods make sense to have more service but to cut service or decrease it to once an hour for off peak means it is more likely people will not take the bus if they think they may have to wait 50 mins to catch a bus that will then take another 25+ mins. to get home when driving, biking or walking would be faster. A night bus sched. at least start with fri and sat nights, from downtown and Broadway to malls or other terminals. There is a huge lack of parking at night in these areas and having a park'n'ride or at least an after hours park and ride would be great.

I'm not sure how you would do this, but have some sort of incentive that would encourage the public to try the transit system rather than take their own vehicle.

rideship

The bottom line is the city needs to make transit easy to access and the routes have to work timewise to encourage people to use the bus vs. their car

Until some of these ideas are implemented, the public will, no doubt, render their approval or nix the ideas. Having the transit-using public in the forum is a priority.

q11r2 Higher transit service levels (hours, frequency, coverage)

I think it would be great if there were express services from one mall/terminal to another in order to help people get to different parts of the city quicker. For eg. if someone lives in confed but works in lawson they have to go downtown first. It takes a long time, about 40mins, where as in a car about 10. If there was a bus that went from lawson mall to confed mall it would make it a much shorter trip. I think that adding this type of service to the Rapid bus plan would make taking a bus much more attractive. The park and ride locations could be added to the express service. The main reason why people don't currently take the bus now is time; 1. it takes forever to get almost anywhere 2. people can't get off work and then catch a bus, most of the time they have to wait and it's worse if they work anything that's not 9-5. I know that peak periods make sense to have more service but to cut service or decrease it to once an hour for off peak means it is more likely people will not take the bus if they think they may have to wait 50 mins to catch a bus that will then take another 25+ mins. to get home when driving, biking or walking would be faster. A night bus sched. at least start with fri and sat nights, from downtown and Broadway to malls or other terminals. There is a huge lack of parking at night in these areas and having a park'n'ride or at least an after hours park and ride would be great.

buses on time less time to get from point a to b

buses that go to Siast

Circle Drive routes need to be added. Quit funneling everything through the University. A 15 minute car ride from my house to work on circle drive takes almost 2 hours due to the routing going through the downtown core and university, not Circle Drive. Quit catering to part time residents.

expand the hours of service

extend public transit to bedroom communities

Extend service past midnight on Fridays and Saturdays so people who have been drinking have an option beyond friends, a \$20 cab ride, or driving drunk.

I checked of the IDK buttons on the Spadina Cr, North Industrial and 3 Park n Ride lots, as I'm unaware of the stats and numbers on users in these areas. I do know I've seen youth crammed like sardines in buses during peak hours on 22nd and 20th Street, College Dr and down 8th Street and I've also noted that these buses are usually quite full even during the off hours.

I would just like to see improvements also extend to other new areas of development (Blairmore, Stonebridge). These plans seem to contemplate the north and west areas more...

Improved wait times including weekends, for express buses every 15 mins, otherwise most other buses run 30 mins.

Is the city looking at some form of rapid transit between central locations, i.e. Lawson Heights Mall, Circle Park Mall, Market Mall, Confederation Park Mall, Midtown Plaza, U of S, etc.

make buses ACTUALLY come on time and every 5 mins

more accessibility in the new areas

more new buses, more drivers, much better frequency

Oh Ya! Much of the city planning ideology is predicated on reducing labor costs by reducing the number of bus drivers required, but the public does not care how many bus drivers we need to employ. We care about how easy it is to use public transit, how often do the buses run and how many routes are available. More buses running more often mean more people served. If the buses are running half empty it's not because there are too many, it's because they are too big.

Park and Ride in the Stonebridge area ... This area is expanding so rapidly and the bus coverage down here sucks. You need a Dart from Stonebridge to both the downtown terminal and to the University.

Public transit in my opinion should only be on major streets, to move a mass of people from one area of town to the other then they can walk from there

Rides to Costco

Rocket shuttles that stop at limited stops

see my comments under other on the previous screen

Simply more access, less wait time and cheaper fees are necessary. If special lanes are going to be used there HAS to be new lanes added to the existing roadways.

Some of the high population areas like Stonebridge, Hampton Village, and other places seems to be left out of the discussion.

Why are there no available options to facilitate travel to and from the airport?

q11r3 Improve customer experience and transit image

Again, only 5% ride the bus, I wouldn't spend a dime on transit, until you figure out why that is. There is something fundamentally wrong, and there is a stigma associated with it Who rides the bus now, and why ? Who will ride it for real, that doesn't ride it now - and why

The bottom line is the city needs to make transit easy to access and the routes have to work timewise to encourage people to use the bus vs. their car

Better lighting and safety so standing at a bus stop is not such a sketchy experience in the evening.

Just including safety as a factor

Keep the panhandlers and muggers out of the bus terminal

no - except for safety bus shelters - mainly hired security for downtown bus terminal and for the Confederation one.

nope.....except for security plans

Safety of buses, better seats.

Safety!!!!!!!

Security

Smartphone apps or sites to make it easier for riders to use the system. Free wifi on the buses?

q11r4 Improve transit infrastructure/amenities

Better lighting and safety so standing at a bus stop is not such a sketchy experience in the evening.

no - except for safety bus shelters - mainly hired security for downtown bus terminal and for the Confederation one.

Safety of buses, better seats.

Basically, I would use public transit right now if I could find out how to get to my destination, when the next bus will arrive, wait in a heated (winter) shelter with seats, and determine when the bus would reach my destination. I just went to the transit site and tried to determine this information. The site repeatedly asks me to select an address. It apparently won't accept my home. Thus I cannot even begin the process. I will try later, after I finish this survey.

Don't forget we will also be an aging population requiring ability to get on buses and to move around city on foot and with wheelchairs. Aging is a reality in Saskatchewan.

good bus stop for winter

Support for people with disabilities

the whole system needs revamping and quicker not later

Waiting areas need to be better sheltered considering our weather...

Yes, an honest and sincere commitment to Transit Service .

q11r5 Improve reliability of service

make buses ACTUALLY come on time and every 5 mins

A dedicated train running east to west (including over the river), and north and south would greatly enhance the transit plans, including transfers to buses. This would increase reliability and transit times, and would increase ridership. This would be similar to the Montreal STM model.

Dedicated bus lanes should help to keep buses on time.

q11r6 Improve transit information

Basically, I would use public transit right now if I could find out how to get to my destination, when the next bus will arrive, wait in a heated (winter) shelter with seats, and determine when the bus would reach my destination. I just went to the transit site and tried to determine this information. The site repeatedly asks me to select an address. It apparently won't accept my home. Thus I cannot even begin the process. I will try later, after I finish this survey.

Smartphone apps or sites to make it easier for riders to use the system. Free wifi on the buses?

Lots of digital scrolling messages on and in buses continually providing info on stops, routes etc.

q11r7 Coordinate with active transportation

Don't forget we will also be an aging population requiring ability to get on buses and to move around city on foot and with wheelchairs. Aging is a reality in Saskatchewan.

on busy roads near shopping centres need over head walking bridges

Re-build the traffic bridge to foot traffic only.

q11r8 Improve training for transit operators

ensure that bus drivers are courteous and helpful to patrons instead being the rude assholes they are now, not saying they are all like that but the majority is and that is part of the reason i would rather not take the bus, you're treated like a second class citizen by the bus drivers

q11r9 Reduce the cost of transit

Simply more access, less wait time and cheaper fares are necessary. If special lanes are going to be used there HAS to be new lanes added to the existing roadways.

Find some incentive to take the bus perhaps reduce fares in winter

Cost to get someone out of a car and onto the bus. There needs to be a significant savings to get someone to do this.

lower fares

Make transit fares more affordable

Reduction of pricing. Subsidising the economically vulnerable. We are paying for a MUCH better level of service than we currently enjoy, so transit prices should not increase with some half-hearted lazy justification that it's 'Needed'. Find money from the car users to pay for the bus service. Get an agreement in the works with SGI for more car-insurance-covering-transit type fiscal arrangements.

The higher the fares are, the less it encourages people to use them. \$3.10 might not seem like a lot to someone sitting in city hall with a good salary, but most bus users are not in those income brackets; they are basically giving up an hour's pay every day to get to and from work. Check out San Antonio VIA for example - much bigger city but with similar service to us, and the adult fare is \$1.20 a ride. Also, it is really time for the provincial government to pony up like most other provinces do.

q11r10 Dedicated bus lanes

Simply more access, less wait time and cheaper fees are necessary. If special lanes are going to be used there HAS to be new lanes added to the existing roadways.

Dedicated bus lanes should help to keep buses on time.

Driver education on what bus lanes are, etc. It might be nice also to take the lead from places like Kelowna, BC. and have the dedicated bus lanes not only be bus lanes, but carpool lanes also.

I love the idea of having a dedicated bus lane! It would aid in the steady flow of traffic!

q11r11 Opt for LRT/Skytrain

A dedicated train running east to west (including over the river), and north and south would greatly enhance the transit plans, including transfers to buses. This would increase reliability and transit times, and would increase ridership. This would be similar to the Montreal STM model.

I think your options are too narrow. Winnipeg and Calgary are going LRT. Why not Saskatoon? The most recent bus strike told you we could do without it.

If we're going to continue with twin hubs (one on either side of the river, in downtown and at the University) we should go all-in. Have LRT stations at 19th/20th & 2nd and at the University, with regular runs between, and no buses running on the University or Broadway bridges. LRT runs at the site of the former Traffic Bridge or University Bridge connecting the two hubs.

LRT

q11r12 General comments about the plan

As stated , you are assuming that the infrastructure and roadways conditions do not change but everything else does? This inability to see into the future with the problems we have now and other cities have had and to not address any of them is a recipe for complete disaster!

Impact of high traffic zones on narrow streets could be problematic

Park-n-ride is stupid. If I have to start my vehicle to drive partway to work, I'm going to drive to work.

The focus needs to re-thought.....why focusing on making a current transit system better, rather than planning more-so with the end in mind.....making this the focus.

q11r13 Questions regarding funding for the Growth Plan

Reduction of pricing. Subsidising the economically vulnerable. We are paying for a MUCH better level of service than we currently enjoy, so transit prices should not increase with some half-hearted lazy justification that it's 'Needed'. Find money from the car users to pay for the bus service. Get an agreement in the works with SGI for more car-insurance-covering-transit type fiscal arrangements.

The higher the fares are, the less it encourages people to use them. \$3.10 might not seem like a lot to someone sitting in city hall with a good salary, but most bus users are not in those income brackets; they are basically giving up an hour's pay every day to get to and from work. Check out San Antonio VIA for example - much bigger city but with similar service to us, and the adult fare is \$1.20 a ride. Also, it is really time for the provincial government to pony up like most other provinces do.

Just continue with service for the few that use it now without asking for more tax dollars

q11r14 Support for fleet upgrades

more new buses, more drivers, much better frequency

Oh Ya! Much of the city planning ideology is predicated on reducing labor costs by reducing the number of bus drivers required, but the public does not care how many bus drivers we need to employ. We care about how easy it is to use public transit, how often do the buses run and how many routes are available. More buses running more often mean more people served. If the buses are running half empty it's not because there are too many, it's because they are too big.

smaller buses for less busy routes and times

q11r15 Learn from other cities

The higher the fares are, the less it encourages people to use them. \$3.10 might not seem like a lot to someone sitting in city hall with a good salary, but most bus users are not in those income brackets; they are basically giving up an hour's pay every day to get to and from work. Check out San Antonio VIA for example - much bigger city but with similar service to us, and the adult fare is \$1.20 a ride. Also, it is really time for the provincial government to pony up like most other provinces do.

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I think your options are too narrow. Winnipeg and Calgary are going LRT. Why not Saskatoon? The most recent bus strike told you we could do without it.

Driver education on what bus lanes are, etc. It might be nice also to take the lead from places like Kelowna, BC, and have the dedicated bus lanes not only be bus lanes, but carpool lanes also.

q11r16 Implement Park and Rides

I think it would be great if there were express services from one mall or terminal to another, in order to help people get to different parts of the city quicker. For example, if someone lives in Confederation, but works in Lawson they have to go downtown first. It takes a long time (about 40 minutes, whereas in a car about 10). If there was a bus that went from Lawson Mall to Confederation Mall it would make it a much shorter trip. I think that adding this type of service to the rapid bus plan would make taking a bus much more attractive. The park and ride locations could be added to the express service. The main reason why people don't currently take the bus now is time, as it takes forever to get almost anywhere, and secondly, people can't get off work and then catch a bus. Most of the time they have to wait and it's worse if they work anything that's not 9AM to 5PM. I know that peak periods make sense to have more service, but to cut service or decrease it to once an hour for off-peak means it is more likely people will not take the bus if they think they may have to wait 50 mins to catch a bus that will then take another 25 plus minutes. To get home when driving, biking or walking would be faster. A night bus schedule and at least start with Friday and Saturday nights from downtown and Broadway to malls or other terminals. There is a huge lack of parking at night in these areas and having a park n' ride, or at least an afterhours park and ride would be great.

I checked of the IDK buttons on the Spadina Cr, North Industrial and 3 Park n Ride lots, as I'm unaware of the stats and numbers on users in these areas. I do know I've seen youth crammed like sardines in buses during peak hours on 22nd and 20th Street, College Dr and down 8th Street and I've also noted that these buses are usually quite full even during the off hours.

Park and Ride in the Stonebridge area ... This area is expanding so rapidly and the bus coverage down here sucks. You need a Dart from Stonebridge to both the downtown terminal and to the University.

I really like the idea of community shuttles, I feel that they would greatly increase ridership. If there were one available in my community, I would be MUCH more inclined to take the bus to work everyday, as my commute from Willogrove to 22nd street is quite lengthy.

I think it would be nice for Warman and Martensville residents to implement a park and ride service in the next 10 years as well. Safer highways.

love the idea of park and rides

Weekend community shuttles to the downtown should be considered. Getting people from the suburbs to the downtown for shopping, errands, dining will have so many benefits to the user and businesses.

q11r17 Improve bus cleanliness

Sanitation. Sanitation. Sanitation. People feel gross on buses.

q11r91 Other

Build the north bridge first

dedicated bus lanes will only work if you carve them out of new space. Dropping any of the corridors to 1 lane of regular traffic and one bus lane will only slow the city down more at the expense of the buses.

Discourage sprawl, encourage people to live in the city

more important is present infrastructure, our present roads are in terrible condition, there are many streets in university area do not even have sidewalks, the attention to safety and comfort of present residents of Saskatoon is deplorable

Potholes

private contractors

Traffic flow is a big issue NOW and will get WORSE with GROWTH !

Work on synchronizing the lights for cars. Bus is ok, but car traffic sucks, and a lot of congestion is bad lights.

q11r98 Don't know/no comment

No

no

don't know

not that I can think of

Don't know

n/a

N/A

Not that I can think of

Not that I can think of.

I don't think so.

Na

Nope

not sure

Not sure

Not sure.

?

...

0

can't think at this time

Can't think of anything at this time

Cant think of any.

Didn't miss anything

Dunno

Hard to figure out

I can't honestly make comments on something that doesn't affect me.

I can't think more

I cannot think of any.

I do not see any

i do not think so.

I don't know

I don't think so

I don't think there is much else that could be added

i don't use the bus, so I don't really care.

I really don't care about buses.

I'm not sure

It's really hard for me to decide what should be a priority now that I'm not working

NA

na

NA

Newp.

no idea

No Opinion

No,I do not use he transit system.

none

None

None to my knowledge.

None.

not at this time

Not Sure.

not that I can see

not that I am aware of

Not that I am aware of

Not that I know of.

Not to my knowledge

Nothin

nothing

Nothing comes to mind.

Nothing I can think of at this time.

Unknown

q11r99 Satisfied with Growth Plan

Covered all the bases pretty well good job

i don't take the busbut with this plan i would use it

I like this part of the plan.

looks good

Looks good

No, you have thought of nearly everything.

To the best of my knowledge the plan is good and comprehensive

Youre doing good so far

Q13 Verbatim:

q13r1 Approve of infill development/reduced sprawl

I like the infill ideas.

I'm definitely excited to see the city pushing infill as an option. We waste so much space on empty boulevards and giant parking lots. A combination of better transit and better space use is key if we're really going to grow so big.

If you are going to try to encourage this type of thing, then why do you continue to allow urban centres like Blairmore, Stonebridge and Preston Crossing to happen? You are saying one thing and doing the opposite, all of those can only be driven to.

infill development is a great idea, but until this city council and their police service gets a handle on street crime, these proposed areas will not be people friendly.

What the hell is a 'Holmwood Suburban Centre'? We need to discourage, not encourage growth. Make it a better place to live, not scuttle the boat to get more people on board. That, or this statement was too poorly worded to be followed?

While it would be nice to have Holmwood developed with proper transit etc. I wonder if Holmwood will become a reality in less than 5 years. Our economy is now slowing very rapidly and while immigration may increase and the service jobs associated with it- I wonder if we are being too optimistic in our projections. Infill and higher density downtown would make more sense.

q13r2 Visually appealing

I would like to see these areas more attractive with less clutter

Its nice that you want to make everything look pretty, but the main thing is moving traffic through the main areas. As long as the traffic doesn't get slowed down, it doesn't matter to me.

not at this time but like the idea of visual improvements

The support I would have for these projects would depend on the types of businesses that would be in those places, along with the type of housing that would be in those locations. It's nice that you want people to have a nice looking area, but if that means even higher rents or leases for both housing and business then I think it's a bad idea. If anything there should be a lot of affordable housing added to the 22nd, 8th and idylwyld dr. infills. There are also, esp. on 22nd, a lot of unique small business there, would most of them be able to afford to pay more if the the street was made to look nicer? I don't think so. I also think that doing some of this in fill is a way of pushing people out of areas around these streets if suddenly 22nd street becomes trendy like parts of riversdale you will start to push people out of those neighbourhoods because it will become too expensive to live there. I understand that making a place look nicer is important for everyone I just don't want to see people have to leave their neighbourhood because it suddenly became a cool place to live. I also think it's a terrible idea to build anything in the university fields at preston and collage it's unique to have farm land in the city and I think that it helps people who might not get out of the city to see a little bit of agriculture and where their food comes from.

Trying to spruce up an area where major traffic congestion exists now and will only get worse ,is incredibly short sited and pushing ones agenda .

Very exciting look and feel.

While the city might be able to beautify these corridors, to get pedestrian traffic one needs interesting shops and the necessities of life available. By this I mean grocery stores, drug stores, liquor vendors. As soon as an important ingredient is missing it will not work well. If you need a car to get one thing you might as well get everything on that trip. Broadway mostly works but no liquor vendor.

while you make it look prettier, and you add more destinations to shop at , which will bring more people, you left no parking room and none of the options will make traffic and buses move faster. **UNLESS YOU BAN ALL CARS** there is no handling of the movement solutions. you are congesting it even more. **UNLESS you PLAN to ban all the private vehicles.** Instead of wide sidewalks and trees - **OPEN UP ANOTHER LANE.**

q13r3 Poverty/marginalization concerns

22nd st to Confed Suburban Centre is urgent due to high marginalized and vulnerable low income and disabled populations need to be included and need for relief from low quality of life and unaffordable transportation out of the neighborhoods

curious how the gentrification of 22nd will be handled? does the city have a plan to deal with poverty while they implement this growth ?

It is discouraging to see that between the avenues of T and P on 22nd St West there will remain a number of slum-like apartment buildings. Is there a bylaw that can be introduced to ensure that, along with the improvements of 22nd street, there should be a minimum level of upgrades/maintenance of these apartment buildings so they don't deteriorate and thereby degrade the overall level of enhancements to the community?

q13r4 Safety concerns (transit, street)

infill development is a great idea, but until this city council and their police service gets a handle on street crime, these proposed areas will not be people friendly.

First of all, not sure where you got the 'potential' renderings from, but they don't look feasible for the sites that you specifying them for. Secondly 22nd street has enough of a bad reputation that people aren't going to just walk along it. There needs to be something else done there first to make people feel safe to walk there.

I am happy do let the city experts decide priority corridors. I would like to comment on this survey in general: I am 34 years old and I am quite sure I represent a large demographic. I work, My wife is a stay-at-home mom who will be working again soon. I have 3 young kids all entering school. I live in the suburbs with a 2 car garage and 2 vehicles. I never consider taking the bus. I don't find my commute strenuous and I deliberately planned where I live based on where I work so it is not the city planners

I don't use transit nor will I ever ...I do not feel safe

I wonder about safety in the rapid transit stations.

I wonder where all the people who live down 22nd street will go when things change. Lots of stabbings around there.

more important is present infrastructure, our present roads are in terrible condition, there are many streets in university area do not even have sidewalks, the attention to safety and comfort of present residents of Saskatoon is deplorable

Rethinking 22nd Street is really important. This is a dangerous street for pedestrians and there seem to be a lot of pedestrian accidents.

safety especially when taking the bus at night

The 22nd Street West is a high priority to me. There are tremendous safety issues for people crossing the street and with the residential components remaining, accidents with pedestrians will likely continue to happen.

The 22nd Street West should be the most immediate priority - I think this would help address some of the crime and dangerous situations in the surrounding neighbourhoods as well.

The city will have to address the crime in order to make people places safe for people. What is the redevelopment going to mean for residents in the areas? More crime? More noise? More mess?

Who's going to shovel infill areas? Seniors are going to be slipping on these icy sidewalks. It's just too cold for me to walk very far in the winter. Are you going to introduce sheltered walks like in Taipei? Pedestrians don't get showered upon in Taipei - much different than Honk Kong

q13r5 Traffic design/congestion concerns

Its nice that you want to make everything look pretty, but the main thing is moving traffic through the main areas. As long as the traffic doesn't get slowed down, it doesn't matter to me.

Trying to spruce up an area where major traffic congestion exists now and will only get worse ,is incredibly short sited and pushing ones agenda .

while you make it look prettier, and you add more destinations to shop at , which will bring more people, you left no parking room and none of the options will make traffic and buses move faster. UNLESS YOU BAN ALL CARS there is no handling of the movement solutions. you are congesting it even more. UNLESS you PLAN to ban all the private vehicles. Instead of wide sidewalks and trees - OPEN UP ANOTHER LANE.

Do we not increase traffic if we increase in-fill?

Don't turn new areas into small roads, cookie cutter houses please (see evergreen!).... they look shit...

I do not support this. It makes traffic more dangerous.

I think that the north end will develop faster than 10-20 years. Also include traffic from Martensville. Martensville is growing faster than Saskatoon. Also include plans for transit in new subdivisions. It will be easier and cheaper to design at time of implementation rather than trying to retrofit.

If the city just synchronized lights to keep traffic moving steady on most of these roads like 22nd and eight then we wouldn't need any immediate attention. It's like downtown stopping at every corner for a light and then they even put one ways in backlanes so people can't escape the light. Or lights on 33rd just to stop traffic. It's all over the city, that attitude has to change. Just do that and wow! Amazing congestion relieves considerably.

Make a true ring road

Quit putting things in high traffic areas like red light cameras and bike lanes. Increase the speed to move traffic

Sutherland and Central Ave should be a priority corridor - connects multiple areas of the city and is often VERY congested with trains and buses

The 8th st one does not make sense. Traffic would be down to one lane if one is for busses and the other infilled.

traffic flow disruption should be minimized by work scheduling

You can do what you want on Preston between College and 14th, but the reality is, traffic will still bottleneck at Main Street (back to 14th street and down to 8th st) - this needs to be addressed first - traffic flows fine between College and 14th as it is right now

You need to move traffic Majority of growth is happening in the East - so Holmwood, Preston and College are critical Evergreen, Willowgrove, Holmwood, Rosewood, Stonebridge - focus on moving the biggest majority of new construction, to where they work - downtown and north Idylwyld is a huge north south bottleneck as soon as you cross the bridge into down town, and coming the other way, as soon as you get to Circle Drive Confederation and 22nd are not prime movers to the same degree since the south Circle Drive came into existence. 22nd from Circle to Hiway 7 is bad - but then so is that ridiculous set of lights and the right turn onto 7 - theres a bottleneck waiting to happen

q13r6 More affordable housing needed

The support I would have for these projects would depend on the types of businesses that would be in those places, along with the type of housing that would be in those locations. It's nice that you want people to have a nice looking area, but if that means even higher rents or leases for both housing and business then I think it's a bad idea. If anything there should be a lot of affordable housing added to the 22nd, 8th and idylwyld dr. infills. There are also, esp. on 22nd, a lot of unique small business

Just housing that we can afford

Preston and College are very busy as is. I don't think infill is a priority in these areas at all; if anything, there needs to be more sustainable housing for university students. We don't need more traffic due to more businesses.

q13r7 Repair/maintain existing infrastructure

more important is present infrastructure, our present roads are in terrible condition, there are many streets in university area do not even have sidewalks, the attention to safety and comfort of present residents of Saskatoon is deplorable

22nd street and idylwyld are very dangerous in places for pedestrians, as sidewalks are not well maintained and cars often come too close for comfort. I feel that working on these corridor would improve transit as well in the area, and that areas where sidewalks are already well sheltered from vehicle traffic should be a lower priority.

A lot of what was presented seems to be advertising, so am not sure what the planning here is ... many current issues need to be addressed before we look at the possible doubling of the population !

Allowing more flexibility in land use seems reasonable, as long as you keep your expectations reasonable. However, zoning changes don't seem to be something that needs to wait 10-20 years to happen - so there must be more to this scheme than that. So either it's loosening zone restrictions and should happen right now, or these changes are much more involved (and more costly) and shouldn't happen at all.
fix the roads, don't expand sidewalks it will narrow the road way and create congestion

Focus on current areas, not new developed areas

Holmwood is still new. Whereas Idylwyld Drive North has major reconstruction to work on.

Improve the sidewalk condition and location.

Infrastructure (water, sewer and electrical substations/feeders) require consideration prior to any infill development

Why is Holmwood a priority when the area hasn't really been developed yet? Current developments should take priority - fix what you have, before you dream up new things.

q13r9 Provide efficient transit (BRT/LRT)

I'm definitely excited to see the city pushing infill as an option. We waste so much space on empty boulevards and giant parking lots. A combination of better transit and better space use is key if we're really going to grow so big.

Street widening should be done along with the plans, as once they are undertaken, they cannot be undone. Rapid Bus lines should be designed to allow conversion to LRT if feasible.

q13r10 General comments about the plan

Street widening should be done along with the plans, as once they are undertaken, they cannot be undone. Rapid Bus lines should be designed to allow conversion to LRT if feasible.

Allowing more flexibility in land use seems reasonable, as long as you keep your expectations reasonable. However, zoning changes don't seem to be something that needs to wait 10-20 years to happen - so there must be more to this scheme than that. So either it's loosening zone restrictions and should happen right now, or these changes are much more involved (and more costly) and shouldn't happen at all.

Why is Holmwood a priority when the area hasn't really been developed yet? Current developments should take priority - fix what you have, before you dream up new things.

First of all, not sure where you got the 'potential' renderings from, but they don't look feasible for the sites that you specifying them for. Secondly 22nd street has enough of a bad reputation that people aren't going to just walk along it. There needs to be something else done there first to make people feel safe to walk there.

I am happy do let the city experts decide priority corridors. I would like to comment on this survey in general: I am 34 years old and I am quite sure I represent a large demographic. I work, My wife is a stay-at-home mom who will be working again soon. I have 3 young kids all entering school. I live in the suburbs with a 2 car garage and 2 vehicles. I never consider taking the bus. I don't find my commute strenuous and I deliberately planned where I live based on where I work so it is not the city planners problem to get me to work and back quickly. If my kids need to take the bus when they are older, they can wait for the bus like the good old days, and a mobile app would be all they need. I don't care about infill or transit. I want the city as a whole to be functional but I don't want to pay taxes too far above the national average. I am in the camp that thinks the city SHOULD pay consultants or hire experts to make these decisions. My input would be that of a layman or self-serving at best. Let employers who use low-income labour be the voice of connecting their workers to their industries. Do not build the city landscape around a loud minority of bike-enthusiasts and hipsters. I do not see them walking around from November to march, so let's not throw out functionality all winter for a few months of idealistic street-front living. For transit, let the buses run the routes and get high priority in traffic somehow. commuters who tire of waiting for the nearly-empty bus to go by them might eventually clue in and take that bus. And lastly, get rid of the broken taxi license system and introduce a competitive system that would alleviate bus demand further and allow safer rides home for the late-night crowd.

While the city might be able to beautify these corridors, to get pedestrian traffic one needs interesting shops and the necessities of life available. By this I mean grocery stores, drug stores, liquor vendors. As soon as an important ingredient is missing it will not work well. If you need a car to get one thing you might as well get everything on that trip. Broadway mostly works but no liquor vendor.

Community development is more than just commercial/retail operations.

I fail to see the rationale for Holmwood being a short-term priority.

I'm not sure that 22nd St. could be transformed to how the picture shows and have that be successful.

I'm not sure that the corridors are the issue so much as the nature of the zoning along each and every one of the corridors. It is the concept that matters not the location.

I'm not sure where Holmwood Suburban is so I will decline comment. I would like to see 8th Street become a priority as many of our U of S youth live and hang out in that area, they deserve the utmost consideration and I'm quite happy to see Preston Ave and College be a priority for them.

It just appears to be an exercise is selecting one region where people live/work over another. I'm happy to let the politicians have that thankless job. I know where I spend my time, but that doesn't mean it needs to be the cities first priority!

Its all important

Not sure of who would be prepared to put the considerable funding towards redevelopment of the 22nd street and Confederation areas.

not too sure about having roadside business on a busy artery.

Re-development may be tough in these locations if we continue to incentivize suburban development by means of cheap, auto-dependent land with ample parking. If you want these corridors to succeed, you're going to have to offer both the development industry and the public good reasons for choosing these areas rather than commercial areas on the periphery of the city.

The pictures of 22nd street before and after with all the people walking around won't happen, who walks around there at night. no thanks. maybe the police do. As far as the other pic why would you want to have such a closed cramped feeling when we have all this nice open space?

These corridors may work in a short area; but how do people move efficiently back and forth across the river for work and recreation?

This is a pipe dream. The city can't effect these changes especially along major thoroughfares. Only when business people, like on Broadway and the first blocks of 20th, decide they can make a living operating there will change happen. My daughter in TO lives in Lesalville a block from Queen Street East and not far from Dundas, which you are hoping for, (or Whyte Avenue in Edmonton). A city can only encourage not dictate.

While I support these redevelopment opportunities, I am not sure what I believe about their relationship to public transportation. Is the assumption that dedicated bus lanes will increase ridership to these areas? Perhaps the city could pilot one region to see if that really is the case before expanding to all of them.

Why would you do that on 22nd street? I for one would not want to walk around in that area.

q13r11 Suggestions for inclusion of other corridors

I think that the north end will develop faster than 10-20 years. Also include traffic from Martensville. Martensville is growing faster than Saskatoon. Also include plans for transit in new subdivisions. It will be easier and cheaper to design at time of implementation rather than trying to retrofit.

Sutherland and Central Ave should be a priority corridor - connects multiple areas of the city and is often VERY congested with trains and buses

33rd from idylwyld to circle

As a west-sider for 36 years please prioritize the west end!

Clarence avenue

West side of Saskatoon especially confederation area requires upgrades sooner than later.

What plans are for the Preston/College area? If this is within the short term what might be the plan--student housing, multiuse 'village'with housing/convenience stores, etc??? Haven't heard anything about the Holmwood Suburban Centre.

q13r12 Coordinate with active transportation

22nd street and idylwyld are very dangerous in places for pedestrians, as sidewalks are not well maintained and cars often come too close for comfort. I feel that working on these corridor would improve transit as well in the area, and that areas where sidewalks are already well sheltered from vehicle traffic should be a lower priority.

while you make it look prettier, and you add more destinations to shop at, which will bring more people, you left no parking room and none of the options will make traffic and buses move faster. UNLESS YOU BAN ALL CARS there is no handling of the movement solutions. you are congesting it even more. UNLESS you PLAN to ban all the private vehicles. Instead of wide sidewalks and trees - OPEN UP ANOTHER LANE.

Build the north bridge first as this will all most likely change once it's open. Second, build like vegas has, the overhead walkways.

Make these places pedestrian friendly as soon as possible! It's even terrible to just be catching a bus on 8th or Idylwyld.

The people friendly sidewalks would make a huge difference in these areas, particularly 8th St., Idylwyld, and 22nd

q13r13 Comments regarding bridges new/old

Build the north bridge first as this will all most likely change once it's open. Second, build like vegas has, the overhead walkways.

These corridors may work in a short area; but how do people move efficiently back and forth across the river for work and recreation?

q13r91 Other mentions

I am happy to let the city experts decide priority corridors. I would like to comment on this survey in general: I am 34 years old and I am quite sure I represent a large demographic. I work, My wife is a stay-at-home mom who will be working again soon. I have 3 young kids all entering school. I live in the suburbs with a 2 car garage and 2 vehicles. I never consider taking the bus. I don't find my commute strenuous and I deliberately planned where I live based on where I work so it is not the city planners problem to get me to work and back quickly. If my kids need to take the bus when they are older, they can wait for the bus like the good old days, and a mobile app would be all they need. I don't care about infill or transit. I want the city as a whole to be functional but I don't want to pay taxes too far above the national average. I am in the camp that thinks the city SHOULD pay consultants or hire experts to make these decisions. My input would be that of a layman or self-serving at best. Let employers who use low-income labour be the voice of connecting their workers to their industries. Do not build the city landscape around a loud minority of bike-enthusiasts and hipsters. I do not see them walking around from November to March, so let's not throw out functionality all winter for a few months of idealistic street-front living. For transit, let the buses run the routes and get high priority in traffic somehow. commuters who tire of waiting for the nearly-empty bus to go by them might eventually clue in and take that bus. And lastly, get rid of the broken taxi license system and introduce a competitive system that would alleviate bus demand further and allow safer rides home for the late-night crowd.

I'm not sure where Holmwood Suburban is so I will decline comment. I would like to see 8th Street become a priority as many of our U of S youth live and hang out in that area, they deserve the utmost consideration and I'm quite happy to see Preston Ave and College be a priority for them.

The support I would have for these projects would depend on the types of businesses that would be in those places, along with the type of housing that would be in those locations. It's nice that you want people to have a nice looking area, but if that means even higher rents or leases for both housing and business then I think it's a bad idea. If anything there should be a lot of affordable housing added to the 22nd, 8th and idylwyld dr. infills. There are also, esp. on 22nd, a lot of unique small business there, would most of them be able to afford to pay more if the the street was made to look nicer? I don't think so. I also think that doing some of this in fill is a way of pushing people out of areas around these streets if suddenly 22nd street becomes trendy like parts of riversdale you will start to push people out of those neighbourhoods because it will become too expensive to live there. I understand that making a place look nicer is important for everyone I just don't want to see people have to leave their neighbourhood because it suddenly became a cool place to live. I also think it's a terrible idea to build anything in the university fields at preston and collage it's unique to have farm land in the city and I think that it helps people who might not get out of the city to see a little bit of agriculture and where their food comes from.

Don't turn new areas into small roads, cookie cutter houses please (see evergreen!).... they look shit...

The 22nd Street West should be the most immediate priority - I think this would help address some of the crime and dangerous situations in the surrounding neighbourhoods as well.

Who's going to shovel infill areas? Seniors are going to be slipping on these icy sidewalks. It's just too cold for me to walk very far in the winter. Are you going to introduce sheltered walks like in Taipei? Pedestrians don't get showered upon in Taipei - much different than Honk Kong

22nd street and Confederation buses are packed and deserve high priority and immediate attention. North Idylwyld is under serviced.

ensure that bus drivers are courteous and helpful to patrons instead being the rude assholes they are now, not saying they are all like that but the majority is and that is part of the reason i would rather not take the bus, you're treated like a second class citizen by the bus drivers

high Priority

I think that of the 8th street is very important and should be immediate because of congestion and increase of use of the corridors

Make sure that there is thought to creating equivalent or better living apartments when the multi units are perhaps pulled down and infilled... The pictures showed the street view, but there needs to be the apartments of people living above the shops to allow for the nearness to amenities that is missing in the core (22nd street) especially.

not here for long

Why is everything oriented East-West, when the river flows North - South? Are we the city of bridges or the city of suburbs?

q13r98 Don't know/no comment

No

no

No.

N/A

Na

None

nope

n/a

none

Nope

Not at this time

?

0

I don't have anything else to add here.

N-a

na

NA

nil

NO

no comment

No comments

no comments to offer

No comments.

no idea

no none

No Opinion

no other comments at this time

No, thank you.

no!

None.

Noper

Not at this moment

not at this time

not sure

npo

q13r99 Nothing/satisfied

:)

everything is right.

good

Love the idea

nothing

Nothing

this is a great idea. Adresses the safety concerns over walking on these high traffic roads. It's scary, loud and dirty to walk on high traffic roads like 8th street and 22nd, and idylwyld to name a few

you have done much re these improvements...good for the city



F

Additional Stakeholder Engagement



NORTH PARK & CITY PARK CONSULTATION: COMMENT SHEETS

I find it frustrating that the 33rd Street bridge idea is presented as already being approved. There has been very little information provided about how the bridge will look and how it is going to affect the adjacent neighbourhoods. How are you going to have a 4 lane bridge exit onto a 2 lane road (33rd & Spadina) where there are houses and a railway on either side?

Can you not expand the University bridge? This seems like the most logical solution.

Where do the cars go when they get “downtown”?

Traffic on Idylwyld is already terrible. We surely don't want all the traffic funneling along the river. Traffic flow and parking downtown is terrible already. Where will all the extra cars go?

You say you want this plan to be approved on speculation then “we'll get more input from you” - but you've also said that the bridge is part and parcel of the plan and cannot be “taken out” without ruining the whole plan. So if it gets “approved” then do you get to go ahead with the bridge despite what any community members say?

If we are assuming one driver per car why not focus on practices to encourage this to change to 2, 3, or 4 or just better public transit. Transit needs to meet large urban center requirements better. It is outdated.

Corridor growth why 33rd????

If we need to use our cars more in the future it means our city is not doing a good job of planning.

Buses should have large pick up points in suburbs that have comfortable place to wait. These buses should be direct to key points of work. There should be parking at pick up points.

Why not direct city traffic down Victoria Bridge where road was built for larger street traffic. Then get this route onto 8th and the Circle Drive.

If we are planning for 1/2 million people THEN plan for LRT - not so many buses.

How are people who live on 33rd going to be treated. I have put \$405,000 into a property with a view of weir. How would people be compensated?

Your decision to proceed in a process has directly and negatively affect property values!!

Use 33rd St as pedestrian and bike access.

All roads lead to ****

So a good transit neighbourhood of roads offering something - wouldn't parks, green areas, a beautiful quite river all support good transit inside Circle Drive, opposite Circle Drive - noisy, dirty, bleak fast empty! - full of stupid cars/trucks etc

Really not advertised/not just this evening but the whole idea of this bridge.

Boom time - are you taking into account it may very well be over

Would economy/oil patch economy/our unemployment figures now, the housing “balloon” concerns

You say your (Allan Wallace) your concern is for the future - what about the environment? Honestly many people are so far ahead of the whole oil/gas/car concept. Shouldn't we be more on top of this area 1.1 persons/car - This is HORRIFYING and you want to encourage more of this?? Why?

Roads centre of communities? Aren't we talking about walking communities - health wise aren't we supposed to be thinking about people who live in these communities.

Long term directions around transit less than 5% ridership. So shouldn't we be working on this area. So if less attractive as we grow then this really calls for MAJOR changes and education. Perhaps other forms of transit need to be discouraged and curtailed not encouraged.

I'm glad to have input and I think it is important but really I need to believe that the city planners are actually smart, educated people with real foresight and insight - with expertise and true concerns for Saskatoon and residents. If the mass of people (none too few of whom even got any information to be here) are running the planning you need to rethink things AGAIN. If you have few bus travelers then they are not the best people necessarily to plan ahead. You want the non bus riders to inform you.

I grew up in Vancouver - North Vancouver actually. I learned to drive there. Never has Saskatoon even come close to the rush hour traffic I experienced over 30 years ago there. And how many bridges do we have here already? Are they being used to capacity? Doesn't seem like it at all. And that's said when 2 bridges are not being used right now. Why not concentrate on really making Circle Drive really a proper circle drive that really works. It doesn't - I hope you are aware of that.

Who pays for yet another bridge? The people whose communities you wreck with your car orientated “vision”?

LRT transit system - Honestly can't you see the potential here to make CP home to more Public Opinion - Federal Regulations. Do you honestly think that more people are going to ride buses because you build a bridge? It is not going to happen - you have no foresight

I appreciate the need to re-evaluate the transportation and growth for Saskatoon. However, I find that there isn't a lot of clear, understandable details for the average taxpayer to digest. While the slides show the key corridors that the city wants to improve, they don't show how these will be improved or why these are the best options other than the speaker vaguely referring to the analysis and simulation being run. How do these changes affect me? Will I see more traffic in my neighbourhood either way and this is the best way to deal with it or is this simply what is best for the city as a whole? For the transit changes, will I be able to get around the city faster or is this looking at moving the majority of commuters to and from the downtown as quickly as possible? I can understand why these developments benefit the city as a whole but as a resident of a core neighbourhood I chose to live here to limit my commute and need to get around. Why should I buy into these options? With a 33rd St bridge worry about the increase in traffic making it difficult for my kids to walk to school, or us to walk or bike to the store which is part of the reason why we chose to live in the downtown neighbourhood. My kids need to cross 33rd to get to school so I worry about them if there is an increase in traffic. How are these changes going to affect my ability to get around since we don't live in the suburbs which is what this plan appears to be focused on.

Even after hearing the explanation and arguments for a 33rd St bridge, I don't agree that we need one.

The reality of a 500,000 population is that your commute will be longer.

If you've chosen to live far from your work - out in an "outlying area" that likelihood is part of the choice.

We are human and unless we are forced to change, we won't. If people get tired of sitting in their cars, they'll take transit, congestion will decrease, less need for bridge to move high volumes of traffic.

We've chose to live here because.... Well let's face it we're on the right side of the river and we don't need to cross it. That's a joke...All of my east siders friends think they're better because of "East side".

Seriously though, our choice to live here does not include the enormous disruption, waste and short sightedness of said bridge.

Instead of a bridge at 33rd build an LRT bridge (only) at 33rd, no wait! LRT and bike.

Oh and please, please save us tax dollars, continue to fix existing roads and scrap the Victoria Bridge. Quick drive to the underutilized Idylwyld Bridge.

Free BRT.

Increase number of transfer points, move these out of downtown.

Create a free BRT system using Circle Bridge at key times of day running in a circle.

Fabian Harrison

For example, Calgary's 7th Ave

Also add free BRT to key routes such as back and forth on 33rd St and \north South on Idylwyld - perhaps other areas could be free at key times.

Cost of unbuilt bridge would pay for free services.

What new systems are available. These could be combined with existing services.

Buy a strip of land form the railway next to Warman Rod between 33rd and Circle to link 33rd to Circle with free BRT.

I live in North Park and have always been impressed with the bridge access I have in my neighbourhood.

Better to focus on alternative transportation options rather than trying to accommodate more cars. We should not try to accommodate more cars, rather encourage people to do other things.

Why would you not increase capacity of University Bridge instead of creating entire new bridge that goes to same areas?

What measures are going to be taken (if any) to decrease disruption of increase traffic to neighbourhoods?

Can affect the choices that people make in this city by making better choices more desirable!! ex. Taking

alternative transportation, living near work & recreation. Concern about accommodating "bad habits" of citizens instead of leading/encouraging/rewarding them to make better choices such as making more lanes only for buses and multi-passenger cars and leaving the single person cars to dwell in traffic jams :)

Not interested in 33rd Bridge. Bad choice of money.

I would like to see a long term plan for transportation that includes planning for an LRT in the future.

People should be encouraged to live near work.

Saskatoon Speaks - one key theme was environment as in biodiversity/ecological health. This almost completely disappeared from the final report.

I want choices for how to get around. Right now because of the way the city is designed I need a car to get around. I tried for 1.5 years but found I had to borrow a car to do my job. I demand separate bike routes; more bridges for cars will make biking dangerous. Spend bridge funds on separated bike lanes. If you build them, research shows people will use them. And research shows biking as opposed to driving) will save money in almost every factor. Road maintenance, community sociability, human health, support biodiversity, environment.

What! Don't bother to ask for change on any one part because the whole thing is a complete parcel? Leslie - did you really mean this?

Urban planning for the future is great. Thanks but planning only for human population growth and not considering how people are now different and that we have to move away from carbon, etc?? We have to think differently. More cars is not thinking differently.

I am not so concerned with the projected growth as I am about the present. Our streets are in horrible shape and we as taxpayers are certainly not getting our money's worth. Also the debt load our grandchildren will inherit this massive load and good chance they will not even be able to finish paying it off.

Good move on hearing about Victoria Bridge! Sad to see it go but if it's unsafe, then it has to happen... If there is talk about changing (or enhancing) the bus system, people from the transit company should be here to answer questions of us.

This meeting sounds like it is to open up a 33rd Street bridge to help access the downtown core. So much for the nice new bike path (and work) from 33rd/7th to 33rd/Spadina. Let's wait until the commuter bridge and the perimeter bridge to see how the traffic flow goes. We already have to pay for the University Bridge and the commuter bridge.

I drive neighbours (for groceries) weekly. They were from Finland. The Finnish transit is better. When they go for groceries, it's an hour ride to get to the grocery store and 1 hour back. I also drive an 80 year old for health tests (from Westmount to downtown). The access transit needs improving also. It takes her 3 hours to get to her test and back with the Access bus.

If people choose to live farther out in the suburb, they will have a longer commute that is their choice, it is not our problem. Don't make us pay! You know that transit isn't reasonable with crescents, but you keep building them in new areas. Why do you bring in experts then ignore their advice? Get rid of the old Robin Food Mill, it is a loud nuisance and ugly. Development of north downtown would be greatly enhanced if it were gone. People who chose to live downtown are working downtown so don't pretend you are putting in a 33rd St bridge to meet our needs. Significantly raise taxes for railways through city, double over 4 years till they sell. If you make another bridge people will take transit less, not more.

With oil revenues down, growth is going to slow. 33rd St is a bottle neck already, where are the cars going to go?

The two north bridges will take pressure off existing bridges. Larger cities than Saskatoon don't have as many bridges as we do in a short distance. This bridge is going to ruin two beautiful neighbourhoods and lower our property values. Are you going to include the cost of million dollar homes in your projected costs?

Bridge very much sounds like a "done deal" it doesn't really seem like community members have an opportunity to say yes or no to a bridge in our community. It seems like we may have comment on colour or something else inconsequential.

If going to build 33rd Street Bridge it will not decrease or really ease traffic of single vehicles, will not provide any impetus for single vehicle travellers to move towards transit. It will just justify drivers to keep driving because will be new bridge to drive on, not confident that C of S has the capacity, vision, leadership to move Saskatoon away from car culture. Dedicated University Bridge for transit first, to move towards transit culture - and then maybe develop another bridge that funnels into downtown to maintain the gridlock that is already there.

Business as usual thinking - "we have more cars in 20-30 years; so we need more roads - bridges", not very innovative thinking consider we are future casting

33rd Street bridge is being pushed by the city and university without consulting the affected residents.

Improve public transport and move bridges won't be needed.

Sincerely Millenials

33rd Street Bridge - I oppose this because:

- It will destroy the neighbourhoods - North Park, City Park, Kelsey Woodlawn, Richmond Heights
- Increased noise & pollution
- Will greatly impact natural beauty of riverbank
- Remains an automobile focused transportation
- Cost - another mega project we can't afford

I would support:

- New 6+ lane College Drive Bridge & Broadway Bridge

Improve Public Transit

- New buses - greater frequency
- Fare boxes that work
- Proper funding for transit
- Expanded hours 5 am - 2 am (20 hours)

Rail needs to move out of city core.

When will the bike lanes be continued from river to 33rd?

Is there a way to make a better bike crossing on train bridge, something that doesn't involve steps

I would like to see LRT compared to BRT in more detail. I realize it is more expensive but I believe LRT would do more to increase ridership than buses.

Would have been nice to know how many families would be affected by the loss of their homes so that this bridge can be built.

How many lanes are they planning on?

What about the businesses on 33rd?

We have truck traffic, including semis, on 33rd so what would the difference be if a bridge is built in residential - just more trucks and semis.

Who cares about opening up the university land - it's just fine the way it is!

Put it off Pinehouse or 51st or 71st not through my neighbourhood.

I don't want traffic and road rage endangering my family who live on block off of 33rd St.

You want to bring people downtown but I don't even go anymore. How about make it safer, stabbings, pan handlers and transients....

Last three mayors - dumb, dumber & dumbest, should Don support this concept, (33rd) this will be his legacy.

Absolutely no need for a 33rd St bridge

Most traffic will go off the 42nd street bridge once a bypass is built.

Bypass bridge was far more needed than the south bridge.

Still see no justification for the rebuilt traffic bridge.

We need to take measures to further reduce traffic to the city core. Not sure what the attraction will be going for walks. Certainly not Don's clothing store.

Transit is broken and not fixable.

Get transit system improving then we won't have to pay for another bridge. There's already enough North Park & City Park traffic at 7th/33rd daily. These communities will not benefit with another bridge off of 33rd. Keep in mind, Mayfair & Hudson Bay Park area & Westmount area also.

Central focus remains to be auto – congestions for auto, commute time. United Nations 2100 no carbon. LRT. Railways will (may) be gone. This plan does not consider relocation of CN/CP rails through city's core. In 20 years, 60% of people will not be able to afford a car.

NORTH PARK & CITY PARK CONSULTATION: EMAIL INPUT

From: Daryl

Sent: Saturday, June 20, 2015

To: Web E-mail - Growing Forward

Subject: GP 500K Comments

I attended the briefing session for the residents of North Park and City Park held on June 17, 2015. I refer to it as a briefing session with a limited group question and answer period rather than a consultation since it appears most of the residents, similar to me, had not read and considered the information prior to the meeting. The format of the session really did not allow for the possibility of meaningful guidance and, perhaps, thoughtful deliberation.

The responses from the attendees, in large part, were not in support of a new bridge crossing at 33rd Street. As a matter of fact many, perhaps the majority of the comments and questions appeared to be directed at two issues: The City of Saskatoon Transit deficiencies (service and ridership) and, secondly, whether a new river crossing bridge so close to the CBD is required at all to facilitate motorized vehicular traffic with or without BRT lanes. Transit appears to warrant very close **and prompt scrutiny**.

I did not speak at the session because I wanted to consider the material and better formulate and offer my thoughts, comments and suggestions. Prior to offering them I wish to digress somewhat.

I am an advocate for an open and thoughtful deliberative and consultative process between and among the affected residents and city administration and elected officials. I was on the executive and for a few years the President of the City Park Neighbourhood Association, including the years of the Core Neighbourhood Studies that focussed on planning to improve the residential integrity and density of Caswell Hill, City Park, Nutana and Riversdale. The four associations interacted and cooperated with each other, and worked extensively with the planning department and with Mayor Wright and councillors. The most visible of the councillors at that time likely was Kate Waygood (not to diminish the significant input and co-operation of the Mayor and other councillors). Zoning laws were changed and residents in the core neighbourhoods became more committed to upgrading the long-term quality of the housing stock both internal and external.

One positive outcome for the residents of City Park arising from the process was the decision by the city to stop the intended accumulation of a large block of land north of Queen Street along Seventh Avenue to King Street to the lane between Seventh and Eighth avenues for the construction of a parkade to serve the new City Hospital.

As an aside, at that time there was a mechanism and process in place throughout the various neighbourhoods and the city to enable ready consultation between, say, planning and residents. The neighbourhoods typically had both neighbourhood and recreation associations. The latter focussed on organizing and running activities similar to what community associations appear to do today.

I return to the purpose of this response.

The June 17th session was the first GP 500K event I have attended. The information exchange, although very incomplete given the time constraints and the oral and graphic format, did provide some insight at to what the planning group, as well as the university are contemplating. One thing I found to be interesting at the session was the university's planning/proposing to develop land east (?) of Preston and south of Circle Drive, North. It was not clear as to whether the development is to be south of the CPR tracks to 115th Street or to Innovation Boulevard, or to Perimeter Road, or to 108th Street, or to College Drive? That is a very large possible infill area. What is the university planning? Who do you suggest I might contact at the university to learn more about the possible development?

New Bridge with BRT lanes at 33rd Street

I will focus most of my attention on this option as it is identified as the river crossing option preferred by the planning group and is likely to be adversely impactful on City Park and North Park. I would make the same comment if the new bridge were to be at 33rd Street without BRT lanes. I am not convinced that a new inner-city (core area) bridge is required at all.

The formal presentation, more than a few times, referred to improving the quality of life of those presumably residing in the more easterly suburbs and for those who may live within the possible university infill area by reducing vehicle travel time (which was referred to as being 15 minutes or 45 minutes). The Technical Comparison Evaluation chart identifies an expected reduction of travel time to be – 5.0 % [I think the minus sign should be dropped.] or 1 – 2 minutes per trip; the expected saving appears to be negligible. A slight improvement in the quality of life for some residents but at what cost to the quality of life of those who reside in City Park and North Park? I was astounded to read the impact on these neighbourhoods was rated as being negative/low, as per the chart.

The impact on those who live further west on or near 33rd Street all the way to western city limits are not mentioned. There also is no mention as to whether vehicles can access or leave the bridge at Spadina or just

where the traffic flows will be directed.

As I understand ratings and measurements, in general, both validity and reliability must be considered. Do the items/factors used by planning provide a valid comparative rating of the alternatives it is intending to measure? The validity could be seriously compromised by the inclusion of poorly correlated items or by items missing altogether. I have serious doubts that you have obtained a valid measure of a reasonable complex construct. I have limited knowledge of the art/science of urban planning; I intend to forward the chart to a Professor of Urban Planning at a Canadian university, who I know, for his suggestions and comments as to the validity of your rating method. Reliability (dependability, stability, accuracy), the other key consideration in any measurement/rating is also of concern. I find the scale identified in your chart to be very coarse and likely to lack reliability. How many individual items make up the ratings and how many individuals independently completed the ratings? How many residents provided their ratings?

I just cannot imagine the mayor and council committing to a substantial expenditure, even just in principle, given the current version of GP 500K which appears to make a weak case, including possibly invalid and likely unreliable ratings for a new bridge at 33rd Street with or without BRT lanes.

Yours sincerely,

Daryl

-- This e-mail was sent from a contact form on www.growingfwd.ca

--REPLY--

From: Web E-mail - Growing Forward
Sent: Monday, June 22, 2015 2:15 PM
To: Daryl
Subject: RE: GP 500K

Hello Daryl,

Thank you for your thoughtful comments, I will ensure they are incorporated into the Engagement Summary Report for our project, going to City Council in July. I appreciate your classification of the meeting and the nature of the conversation as a briefing session. Earlier phases of this project involved more engagement that led to the current initiatives, however we are now at the point of confirming the preferred directions and vetting it with the community. In a city-wide process, such as the *Growth Plan to Half a Million*, it will always be challenging to bring out proposals that have impacts on particular areas, while providing a benefit to the larger city-wide network, such as the 33rd Street bridge. Nevertheless, these types of projects need to proactively identify and prioritize changes to accommodate continued population growth.

I will also pass along your concerns regarding the validity and reliability of the measures to our consultant and we will review this with them. I would note that the measure that identified "community impacts" was rated as "Negative/Low" to mean that it will have negative impacts, not low impacts. As mentioned at the meeting, if the bridge is approved, we will work with the communities in order to minimize the negative impacts of the bridge.

You also requested information about the University's plans for their endowment lands. Their Vision 2057 and

College Quarter plans are available on their website (http://www.usask.ca/corporate_admin/real_estate/) and the contact for further information is James Cook:

James Cook, MBA

Manager, Business Opportunities
Corporate Administration
University of Saskatchewan
E285 - 105 Administration Place
Saskatoon, SK S7N 5A2
Phone: (306) 966-2165
Fax: (306) 966-8676
E-mail: james.cook@usask.ca

Thank you for your comments, and please feel free to contact me with any further questions.

Regards,

Lesley Anderson | tel 306.975.2650
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City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
lesley.anderson@saskatoon.ca
www.saskatoon.ca | www.growingfwd.ca

--REPLY--

From: Daryl
Sent: Saturday, June 25, 2015
To: Web E-mail - Growing Forward
Subject: RE: GP 500K Comments

Hello Once Again, Lesley,

Thank you for your prompt response to my GP 500K COMMENTS of June 20, 2015. I appreciate your attempt to clarify the meaning of the three item rating scale depicted at the bottom of the Technical Comparison and Evaluation Chart, as well as the direction you provided to the University of Saskatchewan website regarding its Vision 2057 project and how I could contact James Cook.

I have not contacted James but I have read, not studied, the University Land Use Planning portion of the project document. I assume the block of Endowment Land north of the CPR tracks, south of Circle Drive North, and west of Preston Avenue, if and when developed, is the property identified by your colleague at the June 17th briefing session as being a part of the rationale for the proposed 33rd Street river crossing bridge with BRT lanes. The proximity of that block of land to both the existing Circle Drive North Bridge and the University Bridge hardly seem to warrant a new crossing at 33rd Street with its potentially significant adverse effects on City Park, North Park, and the suburbs bordering on 33rd Street west of these two residential

neighbourhoods.

Lesley, please consider the following comments in conjunction with the GP 500K COMMENTS attached to my e-mail of June 20, 2015.

The wording of the planning documents on the posters available to be read by attendees at the June 17th session implies the evaluation construct, to be rated (measured), of interest has been (and is) to explore the best option to improve the people moving capacity to and from the core area of Saskatoon, including the University and North Downtown developments.

As of June 17 the option of not building another new bridge had already been rejected by administration; in addition, little information was provided to overcome transit deficiencies other than the proposed addition of BRT lanes and an increased annual cost of \$22 – 32 million. I do not know where, beyond council, the responsibility to overcome transit service and ridership deficiencies reside. I do question whether the addition of BRT lanes is much of a solution to a public transit ridership issue.

In order to evaluate the construct, five criteria to compare the four options were identified as being: 1. Connect major roads ... to 5. Benefit walking and cycling. For rating (measurement) purposes the five criteria were collapsed into three factors labeled: Transportation (5 items), Community (3 items), and Environment (2 items).

A coarse three item scale was then used that may magnify small differences between a score of, say, moderate and low effects and mask large differences. As I mentioned to you in an earlier written communication, I think the rating is quite possibly inaccurate, unstable, and not dependable. As I previously asked, how many individuals independently performed the ratings? For clarification purposes are each of the ten items in the three factor criteria given equal weight and are they additive?

Technical Comparison and Evaluation

As an aside, I think the negative signs in the two benefits rows should be positive (a negative % reduction would be an increase in travel time) and “effect” in the first sentence should be “affect”. As I mentioned in the June 20th submission I think the rating scheme may lack measurement validity and I continue to consider it to suffer from a lack of measurement reliability.

Validity may be compromised by an improper item (or items) being included in the measurement structure or, given the construct of interest, a critical item (or items) is (are) missing from the measurement structure.

I will call one item of concern raised at the briefing session as being the CPR effect (congestion). Your colleague, as many of us were and continue to be, was clearly frustrated by the position that continues to be held by CPR. If a 33rd Street river crossing is to be constructed then there simultaneously will need to be a major interchange constructed at the intersection of Warman Road and 33rd Street if the desired travel time reductions are to be realized. I do not see the CPR effect in any of the option comparison criteria or in the costing. Such exclusion is potentially a very major validity issue. Perhaps, the effect is embedded in the first two items of the Community factor; however, the scores assigned to any of the items in the rating scale do not seem to reflect the significant negative impact of the CPR effect. Of particular concern is that motorists may start to use 7th Avenue, Queen Street, Spadina Crescent and other City Park streets/avenues as alternative routes to avoid the interchange and congestion.

Currently, even without a river crossing, at 33rd Street, we experience significant traffic volumes along Duke Street, King Crescent, Princess Street, 9th Avenue, and along the lane between 9th Avenue and Spadina Crescent

south of King Crescent whenever there is a traffic delay or closure on Spadina Crescent between 33rd Street and Queen Street. There seems to be no lack of imagination for harried drivers. The negative impact of this type of motorist behaviour on City Park, albeit for a short period of time at present, could become far more significant as more motorists from River, Lawson, and Silverwood Heights cut through City Park in their attempts to avoid increased travel times given the likely congestion (the east/west traffic) arising at Warman Road and 33rd Street due to the proposed river crossing (and the inability of Spadina Crescent to absorb any more north/south traffic). I would expect similar north/south traffic delays on 7th Avenue to lead to motorists either dodging through streets in North Park to get to Spadina Crescent or through streets in City Park west of 7th Avenue. Such driver behaviour would have a major negative impact on both the City Park and North Park neighbourhoods. I do not see this item in your three factor model and, if it is in the model, I do not see the coarse scale capturing the significance.

The % reduction in average passenger transit travel time is estimated as being 5%, on average, if the 33rd Street Crossing with BRT Lanes is compared with a “business-as-usual” scenario. This option is expected to have a positive/high impact on both “PM peak hour transit ridership” and on “transit travel times per person”. If we say the average expected PM travel time without this new crossing is 60 minutes then the saving would be 3 minutes per PM trip. The saving does not appear to be significant and how this new crossing with BRT Lanes will increase ridership escapes me. The chart indicates exactly the same benefits for a 24th Street Crossing with BRT Lanes.

Similarly, the % reduction in vehicle travel time is estimated as being 5.2 %, on average, if the 33rd Street Crossing with BRT Lanes is compared with a “business-as-usual” scenario. If we assume the average across river expected PM travel time without this new crossing is 60 minutes then the saving would be approximately 3 minutes per PM trip. As I recall the first presenter at the June 17th briefing session indicated the average number of persons in each vehicle per trip was 1.1. The minutes saved does not appear to be significant and is unlikely to result in more persons per vehicle.

The chart indicates the % reduction in vehicle travel time difference between a 33rd Street Crossing with BRT Lanes and a 24th Street Crossing with BRT Lanes is 1.7 % on average (5.2 – 3.5) or, say, 1 minute per trip.

There may be a case for a 24th Street Crossing with BRT Lanes but not for one at 33rd Street where there will be a significant negative effect on at least two neighbourhoods and, perhaps, on neighbourhoods further west along 33rd Street.

Yours sincerely,

Daryl

From: Penny
Sent: Tuesday, June 16, 2015, 5:16 PM
To: Hill, Darren
Subject: RE: 33rd Street Bridge - Public Meeting

Hi Darren,

I'm unable to attend tomorrow night's meeting, however, I would like to let you know that I strongly oppose a 33rd Street Bridge.

City Park/North Park are pedestrian/cycling friendly neighbourhoods where kids walk to school and families ride their bikes down to the river in the evening. The proposed bridge would turn 33rd Street into a throughway and would make walking and cycling unpleasant and dangerous. An irony at a time that the City is supposedly trying to promote complete streets and alternate forms of transportation.

The proposed bridge would also destroy one of Saskatoon's most popular leisure areas beside the weir. I'm sure you're well aware how many people from all parts of the city - as well as tourists - come here to watch the pelicans, walk, run, cycle. In good weather, there are people enjoying nature all day long - from early morning runners to mid-morning mothers with strollers to lunchtime power walkers to families and visitors taking photographs and enjoying the view all evening long. It's a happy place. It's a natural attraction. It's part of what makes Saskatoon a great place to live.

People also love to stroll or drive slowly along Spadina below the canopy of elm trees. I have a friend who immigrated from Mexico and she and her family (who live in Hampton Village) love to come here and bring visitors here. I can't imagine that this lovely roadway would be untouched by the bridge.

The whole nature of the weir and the surrounding walkways would be irreversibly damaged by a bridge crossing. Have you ever tried to sit beside the Circle Drive bridge? The noise from the constant traffic is deafening.

And last, but certainly not least, what will happen to the pelicans? Will they be happy to soar overhead and fish by the weir if there is constant noise and pollution from vehicle traffic? The pelicans are iconic - a bridge isn't.

I'd be happy to put my concerns in a letter to Council if that would be more appropriate. Just say the word.

Thank you.

Penny

From: Bob

Sent: Saturday, June 20, 2015, 4:36 PM

To: Web E0mail - Growing Forward

Subject: June 17 Meeting in North Park

Greetings Lesley,

First of all, thank you for the meeting. One comment. Your flyer should have indicated the format of the meeting. I was thinking open house and was eating dinner while the meeting was getting under way. I therefore missed most of the presentations.

I've been concerned for some time that Saskatoon's planning process is mired in business as usual, old think, however you wish to characterize it. The goal appears to be to create the same sprawling mess that Calgary has become. Good ideas do surface from time to time, but they never seem to get anywhere. I would like to see city planning transition from "business as usual" to "business as expected". You can look to Jane Jacobs or Richard Florida and others for guidance. To me business as expected implies understanding and acknowledging societal trends and building a city that is in harmony with those trends. It is evident that by

2050 we will be implementing a hydrocarbon-free city, one where cars, if any, will drive themselves. We know that building suburbs to the horizon is unsustainable economically and a snout-house for everyone is not a goal worthy of a progressive city. To get to the point of your meeting we should be working hard to create a city that is much more compact in 20 years and much less car-centric. Cities should be for people, not cars.

I find it puzzling that Saskatoon by the end of this decade will have more bridges crossing the South Saskatchewan River than Winnipeg - a city more than twice our size - has crossing the Red River now. My reckoning is that in this decade Saskatoon will have spend about a billion dollars on new bridges and associated roadways, this at a time when the city has problems maintaining its present infrastructure. We also see that when new bridges are constructed, they reach their capacity in a year or two - the extra lanes on Circle Drive North, for example. Excess capacity draws increased use like flies to honey. Some have labelled the Saskatoon approach as serial engineering. There have been countless examples from around the world showing how this just doesn't work.

Turning now to the conceptual 33rd Street Bridge. I have to admit that i have great difficulty trying to grasp how many people wish to travel between Preston Crossing and SIAST. If additional housing were built in the Preston Crossing area I assume most of those people would want to go downtown. A bridge at 33rd would dump users on Spadina, 7th Avenue and Warman Road, streets that have little excess capacity. My suggestion would be that, if a new development were to go into the Preston Crossing are, it should be planned for higher densities and a very high percentage of transit users. As I understand some of your planning materials, one reason for the 33rd Street bridge is so dedicated busways could be placed on the University Bridge. To me it would be much more effective to bring a busway down College Avenue from the proposed development (and from the suburbs) then have it go under the Clarence Avenue crossing and across the river to 24th Street. A busway bridge would not require the road connections of a traffic bridge and should be much cheaper to build. I would of course make sure such a bridge had dedicated lanes for both cyclists and pedestrians.

Some may say building a bridge for a busway is too costly, giver the potential ridership. My rejoinder would be that a city that spends a billion dollars on traffic bridges should be able to consider spending 10 percent of that on transit infrastructure. I really think that if Saskatoon had a real transit system people would use it.

One final point, has the city studies the idea of putting a toll on all river crossings? With modern technology like that used in the Vancouver area the tolls are collected automatically with no need to even slow down. A toll of about fifty cents a crossing on all Saskatoon bridges could raise a considerable amount of money for bridge maintenance or for public transit. If people knew their toll money was going for public transit they might start to use it themselves and get rid of the idea that transit is for poor people.

Thank you for your attention. You will note that I have copied this to my councillor. Perhaps I could close with a question for Darren, or for you. What is the city's policy with regard to supplying parking for employees? Do they get free or reduced parking rates? If so, it would set a good example if this could be changed. One progressive company that I deal with in downtown Vancouver supplies a transportation subsidy for all staff, including the president, that is equal to the price of a monthly bus pass. What people do with that subsidy is entirely up to the individual.

Regards,

Bob

-- This e-mail was sent from a contact form on www.growingfwd.ca

--REPLY--

From: Web E-mail - Growing Forward
Sent: Monday, June 22, 2015 1:59 PM
To: Bob
Subject: RE: GP 500K

Hello - thank you for your thoughtful email and for attending the meeting on June 17th. I will use your suggestion of including the format of the meeting on our next flyer, thank you for pointing that out.

As you suggest, we need to be mindful of emerging trends when coming up with plans to accommodate future growth in the city. However, we must also monitor the conditions in Saskatoon and respond to how this community is changing over time, and the level of community acceptance for them. With regards to the bridge location at 33rd Street, as our population increases, trips across the city are more likely to do be done using the larger roads, like Circle Drive, to get around more quickly, whereas trips within the core area will be the more predominant traffic using the core area bridges. A bridge at 33rd Street will help accommodate these more local trips between the east and west sides of the river. This will serve an increasing population as the areas of the North Downtown and the University, in particular, begin development. Should car use begin to decline before the bridge is constructed, there will be chances to alter the plan. As well, the bridge will include facilities for pedestrians and cyclists, further enhancing connections for people.

The University of Saskatchewan plans for their future development (known as Vision 2057) can be found on their website (http://www.usask.ca/corporate_admin/real_estate/). They have included plans for higher density development, which is also likely to be more transit-supportive in design. The bus rapid transit corridor, proposed for both College Drive and Preston Avenue, will help facilitate movement for a more dense community in this area.

With regards to your first question, I am not aware of any studies having been done with regards to tolls on our bridges. We are not currently planning at that level of detail for the 33rd Street bridge but it could be a consideration in the future.

A limited number of City employees have parking stalls provided at no cost by City Hall, with other staff at off-site facilities having free parking as well (Leisure Centres, etc.). City Staff do have access to the eco-pass transit pass program and many more choose to bike or walk to work as well. Many employers, more so in larger centres, do use transportation demand management programs to incentivize their employees to use other modes, and that is something that could be done here as well.

Thank you again for your comments, I will ensure they are incorporated into our Engagement Summary Report. Please feel free to contact me if you have any more questions,

Regards,

Lesley Anderson | tel 306.975.2650
Project Manager, Growing Forward! Shaping Saskatoon
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

CORRIDOR SURVEY: EMAIL INPUT

From: Paul
To: Web E-mail - Growing Forward
Subject: Growth Plan Comment
Date: Tuesday, June 30, 2015 9:02:41 AM

Thank you for inviting business and land owner input for the growth plan. I've been struggling about whether to respond to this June 30 deadline. I believe you are just going through the motions in asking for public input, and furthermore that you really don't care what I think.

Still, being me and since you asked early enough in the process to make a difference, I'll spend the time. First, I commend your interest in promoting public transport. There are, however, more cost effective, environmentally sustainable, and attractive solutions for all the lands served by these transit routes. How these properties are developed of course affect ridership and cost of providing the service. I say this as a land use expert with a passion for life support systems and decades of experience in measureable sustainability. These are all constructive suggestions.

1. Transit's great, but more needs to be done to improve diversity and economic resilience of new real estate developments. See for example (http://www.fcm.ca/Documents/reports/ACT/Alternative_Development_Standards_On_Pine_Ridge_East_Subdivision_Rept_EN.pdf) for illustrations of as-built live-work units, or how we turned 19 single family units into 23 with wider frontages, same building and backyard footprints, improved solar access and enhanced architectural opportunities. Transit only works (i.e., is affordable and well liked and used) where densities support it. You cannot have transit and at the same time big front lawns, lanes, and demanding roadway, pavement, and parking standards.

2. I am concerned about the trees at the sidewalk edge. Hopefully you can purchase our front lawns as required leaving those mature trees in place in a boulevard. Please be sure there is enough dirt around them that they don't struggle to survive.

3. Consider turning the existing parking/right lane into a dedicated transit and biking lane instead of paving over shrinking stocks of permeable green space for new dedicated transit. Even though net numbers of people travelling on thoroughfares will increase over time, net numbers of cars don't have to. With transit and safer active transportation, more people can travel while cars still can but are somewhat diverted elsewhere. Send cars to circle drive and turn an existing car lane into bus and cyclists only.

On this 3rd item, note too the unsafe crossing situation for pedestrians and cyclists. The stretch between controlled intersections (Clarence and Cumberland) is too large and no safe crossings are provided in between. A transit friendly corridor here will only further dissuade cars, so more lanes will hardly be needed.

I would be delighted to be asked for more information and to offer my professional services. Of course you are aware the FCM has money for sustainable growth initiatives; you may not know that I have been fortunate to access FCM resources several times in the past. Perhaps you might be interested in a coffee presentation? Maybe something about alternative development standards and transit – new ways to enhance ridership, housing attainability, and build community.

I look forward to your reply | Paul

City of Saskatoon Growth Plan Corridor Survey



Methodology

- In May, 2015 the City of Saskatoon contracted Inshtrix to conduct a survey of land owners and businesses in Saskatoon along 22nd Street, 8th Street and College Drive / Preston Avenue to gather feedback on the preliminary long-term recommendations and implementation priorities included in the *City's Growth Plan to Half a Million (Growth Plan)*. The objective of this study is to identify the support for future planning and investment in the areas of Corridor Growth, Transit, Rapid Transit and Core Area Bridges.
- A total of 19 surveys were completed. Land owners and businesses were invited to participate through mail out letters. The study was conducted online and data was collected between June 6 and June 30, 2015.
- Please interpret results with caution due to low sample sizes.

Demographics

Business / Home located	Total
Total	N=19
22nd Street	4 (21%)
8th Street	9 (47%)
College Drive / Preston Avenue	6 (32%)

Gender	Total
Total	N=19
Male	14 (74%)
Female	5 (26%)

Age Range	Total
Total	N=19
18 to 34	6 (32%)
35 to 54	8 (42%)
55+	5 (26%)

Live within Saskatoon Limits	Total
Total	N=19
Yes	12 (63%)
No (but operate business within)	7 (37%)

BASE: (Total: N = 19)

Overall support for Growth Plan initiatives

N = 19	Strong Support	Medium Support	Low Support	No Support	I don't know
The Overall Growth Plan	6 (32%)	11 (58%)	0 (0%)	0 (0%)	2 (11%)
The Transit Plan with BRT	6 (32%)	8 (42%)	1 (5%)	3 (16%)	1 (5%)
Redevelopment and Infill along our Major Corridors	8 (42%)	6 (32%)	1 (5%)	3 (16%)	1 (5%)
A possible 33rd Street River Crossing combined with Bus Lanes on the University Bridge	7 (37%)	6 (32%)	2 (11%)	1 (5%)	3 (16%)

[q4] Do you support the recommended long-term directions of the Growth Plan, put together by the City of Saskatoon?

BASE: (Total: N = 19)

Suggested enhancements to the Growth Plan



Verbatim Comments (n = 6)

More walkability and visual appealing.

The information could be more clear to read and easy to find information. The information on the growingfwd.com website is difficult to understand and not clear to read. I live on Preston Avenue and the information related to Preston Avenue and redevelopment along Preston Avenue is surprisingly lacking. It appears that the City of Saskatoon is purposely trying to withhold plans or information from residents as part of this planning process for the growth plan to half a million. The mail out I received in the mail indicated that there were recommendations for the redevelopment of Preston Avenue but there is no information contained in the survey, mail out, or on the growingfwd.com website on this "redevelopment" that is being proposed.

I would like to see something in the growth plan about a large urban park. The area that comes to mind is the UofS South Management area bordered by Circle/14th/Preston/College that already includes Patterson garden. A huge park reminiscent of (but smaller than) central Park or Golden Gate park. Something that offers a wonderful urban experience with trees and fields and trails. Saskatoon offers very little in terms of natural urban parks

Let Businesses and the market decide what works best for them instead of trying to force people to infill along major corridors. We live in a cold climate and that is why we are in love with our cars and parking lots. People need to get to where they are going comfortably/carefully and conveniently and then need a place to park. 8th street is successful because there are places to park unlike Broadway and downtown. This plan seems like a job killer to me. If people cant access our goods and services we will have to let people go.

provide more details on incentives to current property and business affected to generate interest supporting and working with the redevelopment plans

The use of real time arrival information for city buses would be very helpful in increasing ridership. I was just in Dublin Ireland and their major bus routes use this technology to great effect. I think that maps of where each route runs would also be helpful especially for new riders or for visitors to our city. That was the only thing I thought was missing in Dublin.

[q5] How could the City of Saskatoon enhance the Growth Plan? Base: all respondents (optional), n = 6.

Additional comments about the Growth Plan

Verbatim Comments (n = 8)

- It was also understood that there was a north-south corridor study that included roundabouts at a number of critical intersections. Why is this not contained in the growth plan? When will this corridor plan be implemented? I have been waiting 5+ years for these roundabouts to be installed. When is there going to be an update on this plan and the implementation? - Traffic on Preston Avenue should be reduced to 40km/h - I am very concerned that the City of Saskatoon is attempting to purposely conceal "redevelopment" plans along Preston Avenue

I do not see 8th St as wide enough to accommodate Bus Rapid Transit. My customers will not take the bus to visit me. They will not spontaneously decide to stop and see me as the bus passes by my business. I am concerned that this plan will reduce the traffic to my business, will limit access to my business and will turn 8th St into a wasteland.

How does this align with the University's growth plan? There would seem to be a lot of potential for commercial development along College/Preston/Cumberland near the University and its students. The University needs to consider moving its fields outside city limits to allow for development and planning.

I like the idea of infilling personal living areas (neighborhoods) Use the resources already in place to allow people a good quality of life. Roads still have to be wide enough to accommodate a larger population and allow for plowing in the winter months.

I live at 510 Preston Ave S between 14th and main. This area of nice bungalows is experiencing more and more traffic as you know. Many houses have driveways that face Preston. People don't seem to get it that they can use Circle Drive to get over to 8th St or wherever. It's the herd mentality. I certainly hope that the City maintains the 2-lane stretch here and doesn't punch through another Clarence Dr. A permanent right lane island at 14th southbound on Preston, and a traffic circle at Preston and Main St would be awesome.

this plan is being proactive in addressing the growth issues of the city.

Ensure the needs of businesses are taken into account during secondary plan development. Practical business requirements (parking, loading areas etc.) need to be considered when Corridor densification strategies are undertaken.

As much as I dislike high-rise apartments, we really do need to find ways to infill our city rather than to continue to spread out into the country. Higher density but limited height buildings would be better in the major corridors (similar to many European cities). We also need to ensure that there is more variety in the style of buildings being built. The new residential neighborhoods are monotonous, cookie cutter houses and will be slums if we don't mix it up. Individual developers should not be allowed to buy huge blocks of land. I recognize that there is efficiency in building cookie cutter houses but we need to make Saskatoon beautiful not just efficient.

[q6] Are there other comments you would like to make? Base: All respondents (optional), n = 8.

Priority of transit customer experience plan

N=19	High Priority	Medium Priority	Low Priority
Mobile ticketing kiosks	6 (32%)	9 (47%)	4 (21%)
Real-time bus arrival information	12 (63%)	4 (21%)	3 (16%)
Mobile app	13 (68%)	4 (21%)	2 (11%)
Website upgrades	4 (21%)	8 (42%)	7 (37%)
Customer service staff / resources	6 (32%)	6 (32%)	7 (37%)
Sidewalk accessibility design standards	8 (42%)	7 (37%)	4 (21%)
Active transportation plan & facilities	8 (42%)	5 (26%)	6 (32%)
Accessible transit facility design standards	5 (26%)	9 (47%)	5 (26%)
More comfortable shelters	10 (53%)	6 (32%)	3 (16%)
Customer satisfaction surveys	2 (11%)	10 (53%)	7 (37%)
Terminal improvements	8 (42%)	7 (37%)	4 (21%)
Fleet upgrades (new buses)	5 (26%)	8 (42%)	6 (32%)
Bike racks on busses	3 (16%)	5 (26%)	11 (58%)
Bus cleanliness	7 (37%)	9 (47%)	3 (16%)
Accessibility training	5 (26%)	5 (26%)	9 (47%)

[q7] What are the most important priorities for the next 10 years to enhance the transit customer experience? Base: All respondents, n = 19.

Suggested enhancements for transit customer experience plan

Verbatim Comments (n = 3)

I need way more information. Is this going to reduce the traffic by my business? Is this going to cut me off from 8th St - will car traffic not be able to get to me because of the bus lanes. Access to my business was cut off for 4 months last summer and I lost 17,000.00. I cannot afford that to ever happen again. That was possibly a fatal amount for my small business. I have not recovered from it and I may not recover from it. I believe that we are going to have to do something to move the traffic - more bridges, new roads. But you cannot change the game for the many businesses that operate along 8th St just so you can get people home from work faster.

4 lane traffic bridge on Victoria. It can have the heritage look but it needs to have modern function.

cannot think of anything at this time

[q8] Did we miss anything that should be implemented in the next 10 years? Base: All respondents (optional), n = 3.

Priority of short-term transit service and facility improvements

N=19	This is a high priority	This is not a high priority	Don't Know
Review the feasibility for 5 park-n-ride lots.	10 (53%)	5 (26%)	4 (21%)
Enhance East-West rapid transit services (red line) by increasing frequency, extending service into high ridership areas and making the route more direct.	10 (53%)	3 (16%)	6 (32%)
Enhance North-South rapid transit services (blue line) by increasing frequency, extending service to Market Mall and making the routing more direct.	10 (53%)	3 (16%)	6 (32%)
Extend conventional transit services to growing areas in the west, northeast and southeast.	11 (58%)	3 (16%)	5 (26%)
Build dedicated bus lanes on 3rd Avenue (22nd St to 25th St).	8 (42%)	5 (26%)	6 (32%)
Build dedicated bus lanes on College Drive (Clarence Ave to Preston Ave).	10 (53%)	5 (26%)	4 (21%)
Convert the Downtown and Place Riel Transit Terminals for rapid transit operations.	10 (53%)	2 (11%)	7 (37%)
Other	3 (43%)	1 (14%)	3 (43%)

[q9] The transit service and facility improvements outlined below are being proposed for short-term implementation within 5 years. Do you agree with the high priority assigned to each of these improvements? Are there any that you think should not be a high priority for the 5 year plan? Base: All respondents. n = 19.

Additional comments for short-term implementation

Verbatim Comments (n = 4)
Improved security
Dedicated bus and taxi lanes seem to work well in some cities. This leaves less room for private cars & delivery vehicles but speeds up public transportation.
I don't know
n/a

[q9_other] Please Specify other:

BASE: (Total: N = 7)

Priority of medium-term transit service and facility improvements

N=19	This is a high priority	This is not a high priority	Don't Know
Continue East-West (red line) rapid transit service enhancements by extending services into higher ridership areas to the northeast, east and west.	7 (37%)	3 (16%)	9 (47%)
Introduce community shuttles to the North Industrial area.	10 (53%)	0 (0%)	9 (47%)
Build dedicated bus lanes on 22nd Street (Idylwyld Drive to Confederation Drive)	11 (58%)	2 (11%)	6 (32%)
Introduce community shuttles to the southwest-Confederation area.	8 (42%)	1 (5%)	10 (53%)
Build dedicated bus lanes on 25th Street (3rd Ave to Spadina Crescent)	9 (47%)	2 (11%)	8 (42%)
Implement 3 park-n-ride lots.	11 (58%)	3 (16%)	5 (26%)
Implement transit priority (queue jump lanes and signal priority) for buses at intersections along 8th Street, Broadway Avenue, and Preston Avenue.	10 (53%)	4 (21%)	5 (26%)
Other	1 (33%)	0 (0%)	2 (67%)

[q10] The transit service and facility improvements outlined below for implementation in the medium-term (5 to 10 years) build off the high priority improvements outlined in the 5 year plan. Do you agree with the high priority assigned to each of the medium-term improvements? Are there any that you think should not be a high priority for the 5 to 10 year plan? Base: All respondents, n = 19.

Additional comments for medium-term transit service facility improvements

Verbatim Comments (n = 2)

ditto

n/a

[q10_other] Please Specify other:

BASE: (Total: N = 3)

Additional comments for high priority transit service facility improvements within the next 10 years

Verbatim Comments (n = 2)

Bus lanes are great, if when you use the word 'build' you actually mean build, and not taking away existing space for car traffic like the city did with the bike lanes.

i don't know

[q11] Did we miss any high priority transit service and facility improvements that should be implemented in 10 years?

BASE: (Total: N = 2)

Corridor Growth encouragement and redevelopment priority support

N=19	I agree with this priority	This should happen sooner	This should happen later	This is not a priority at all	I don't know
Short-term Priority (5 year): 22nd Street West	11 (58%)	3 (16%)	0 (0%)	2 (11%)	3 (16%)
Short-term Priority (5 year): Preston Avenue & College Drive	13 (68%)	1 (5%)	1 (5%)	3 (16%)	1 (5%)
Short-term Priority (5 year): Holmwood Suburban Centre	6 (32%)	0 (0%)	4 (21%)	3 (16%)	6 (32%)
Medium-term Priority (5 to 10 years): Confederation Suburban Centre	6 (32%)	3 (16%)	2 (11%)	1 (5%)	7 (37%)
Medium-term Priority (5 to 10 years): 8th Street East	7 (37%)	8 (42%)	0 (0%)	2 (11%)	2 (11%)
Long-term Priority (10 to 20 years): Idylwyld Drive North	7 (37%)	7 (37%)	0 (0%)	1 (5%)	4 (21%)

[q12] Implementation priorities for encouraging growth and redevelopment along our major corridors have been broken up into short-, medium- and long-term phasing options. Do you support the proposed phasing for Secondary Plans along our major corridors shown below? Are there any that you would assign a different priority to? Base: All respondents, n = 19.

Comments and suggestion on priority corridors

Verbatim Comments (n = 4)

I need to know how this is going to impact traffic to my business. I could not support anything that would reduce the flow of traffic past me or prevent people from easily pulling over and stopping.

Not without some details on what you mean by encouraging growth and redevelopment - what sorts of specific things do you have in mind that would affect land or home owners.

Concentrate growth, do not continue to expand new neighbourhoods

keep Preston Ave between 14th and Main St a 2-lane residential street and DISCOURAGE people from driving their cars on this stretch!

[q13] Do you have any other comments or suggestions on these priority corridors?

BASE: (Total: N = 4)



G

Challenges & Opportunities



Opportunities and Challenges - Verbatim Comments

OPPORTUNITIES

- Very visible bus lines
- Increase density of new development
- Infill along existing corridors
- Build it right the first time in Holmwood
- BRT
- Gentrification (if you're a land owner)
- Corridor growth
- University land development
- Dedicated bus lanes
- University land use
- Corridor development/density
- Rapid transit and dedicated bus lanes
- Development of corridors for BRT
- BRT
- University land development
- Corridor development of Idylwyld, 8th Street, 22nd
- Find roots in younger generation
- We would be the smallest city to have BRT – that is something to be proud of
- We will be better than Regina
- Opportunity for higher density in Saskatoon
- 8th street corridor growth
- Active Transportation Plan working with this plan
- Developing Confederation Mall
- BRT
- Rezoning of 22nd (infill corridor)
- Addressing transportation by implementing BRT from point A to point B
- More frequent bus service
- Please build density
- A change in attitude for public transit
- Downtown bus terminal improvement
- BRT leading to increased ridership
- Reduce traffic congestion
- Goal of reducing car traffic to 80%
- Can't get there if keep putting major money into bridges and freeways
- Can only get there with BRT and better cycling and walking infrastructure
- 22nd and 8th street should be a priority for development
- BRT and corridor development
- Develop 8th into a vibrant and accessible community
- BRT
- BRT
- City's commitment to transit
- Aesthetic improvements (nice places)
- Age friendly facilities
- Inclusive
- Bus Frequency
- Transportation Options/modes

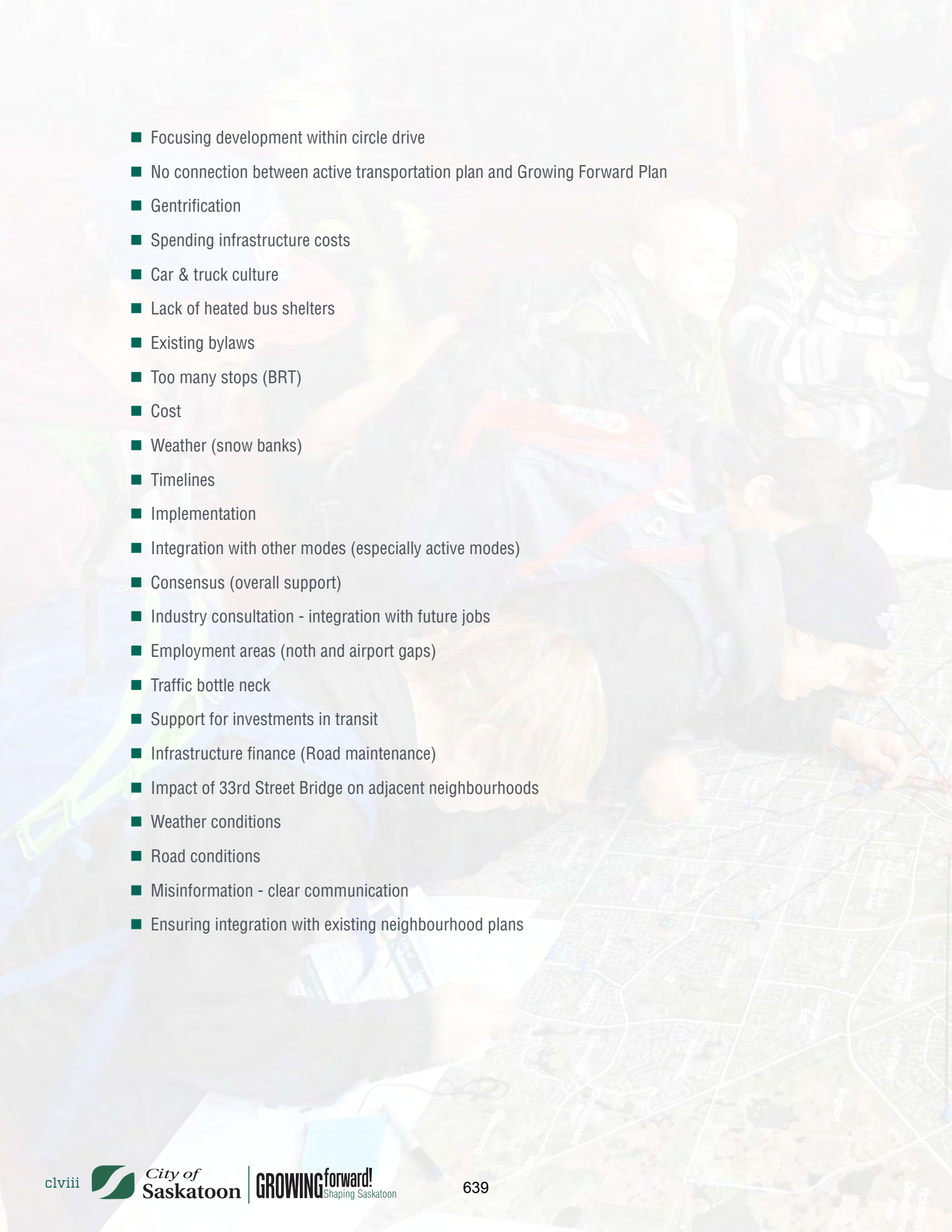
- Park & Ride
- Wide Corridors
- Reduce Greenhouse gas emissions
- BRT - great direction!
- More beautiful city

CHALLENGES

- Deciding where bus lanes go
- Existing land uses/infrastructure
- Funding
- Narrowing down “high priorities”
- Working with user groups – need more collaboration
- Finding room for bus routes
- 33rd street bridge
- Prioritizing development of bridges (what about traffic bridge)
- Changing peoples perceptions of buses
- High density
- Actual implementation
- What does the timeline mean?
- Are things really going to be implemented in 5 years?
- Funding and money
- What’s going to draw people to want to live here (and stay here)
- Convincing the community to buy in?
- Perceptions on transit and shifting car-centric attitudes
- Peoples dislike of bus transit
- Plans seem too detailed already – no opportunity for change

- More user-friendly streets
- Good opportunity for redevelopment
- There’s nothing bad shown
- BRT - be a leader in transit!

- Taking away traffic lane as opposed to adding a lane is a hard sell
- Hard to implement the amount of park and ride available
- Incorporating all plans
- Increasing ridership
- Breaking perceptions of public transit
- Getting people excited about buses – BRT vs. LRT
- 33rd Street Bridge
- 33rd Street Bridge
- Integrating with active transit
- Lack of mixed uses proposed
- Increasing ridership by implementing limited improvements is unrealistic
- Overcoming car mentality
- Prioritization and speed the process up by condensing timelines
- Creating a good process for change, including engagement
- Not everyone can come to engagement sessions
- Find a way to get in touch with those who will be most affected
- Get better details to the table
- Provincial funding for transit
- Car & truck culture in the city

- 
- Focusing development within circle drive
 - No connection between active transportation plan and Growing Forward Plan
 - Gentrification
 - Spending infrastructure costs
 - Car & truck culture
 - Lack of heated bus shelters
 - Existing bylaws
 - Too many stops (BRT)
 - Cost
 - Weather (snow banks)
 - Timelines
 - Implementation
 - Integration with other modes (especially active modes)
 - Consensus (overall support)
 - Industry consultation - integration with future jobs
 - Employment areas (noth and airport gaps)
 - Traffic bottle neck
 - Support for investments in transit
 - Infrastructure finance (Road maintenance)
 - Impact of 33rd Street Bridge on adjacent neighbourhoods
 - Weather conditions
 - Road conditions
 - Misinformation - clear communication
 - Ensuring integration with existing neighbourhood plans

Innovative Housing Incentives – Mortgage Flexibilities Support Program - Innovative Residential Investments Inc. – 545 Hassard Close and 130 Marlatte Crescent

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That the number of housing units designated under the Mortgage Flexibilities Support Program, as defined in Innovative Housing Incentives Policy No. C09-002 to be built at 545 Hassard Close, be reduced from 36 units to 30 units;
2. That the five units at 545 Hassard Close, targeted at buyers with incomes below the Saskatchewan Household Income Maximums, be any combination of one- and two-bedroom units, to a maximum of 4 two-bedroom units;
3. That six affordable housing units to be built at 130 Marlatte Crescent be designated under the Mortgage Flexibilities Support Program, as defined in the Innovative Housing Incentives Policy No. C09-002, contingent upon this housing project being fully approved for mortgage loan insurance flexibilities by Genworth Canada and/or Canada Mortgage and Housing Corporation; and
4. That the City Solicitor be requested to prepare the necessary incentive and tax sponsorship agreements, and that His Worship the Mayor and the City Clerk be authorized to execute these agreements under the Corporate Seal.

Topic and Purpose

The purpose of this report is to recommend that the capacity for six down payment grants, previously approved under the Mortgage Flexibilities Support Program (MFSP) in the Kensington neighbourhood, be transferred to a new project being built in the Evergreen neighbourhood.

Report Highlights

1. Innovative Residential Investments Inc. (Innovative Residential) has revised the mix of affordable and entry-level units at the Kensington Flats Project at 545 Hassard Close.
2. Innovative Residential is proposing that the unneeded capacity for six down payment grants at Kensington Flats be made available for a new project located at 130 Marlatte Crescent in the Evergreen neighbourhood.

Strategic Goal

This report supports the City of Saskatoon's (City) long-term Strategic Goal of Quality of Life by increasing the supply and range of affordable housing options.

Background

On March 17, 2014, City Council designated 36 units in a 66-unit project to be built by Innovative Residential at 545 Hassard Close under the MFSP. City Council further approved a capital grant under the Innovative Housing Incentives Policy No. C09-002 of up to \$58,200 on the condition that five of these units be sold to households earning less than the Saskatchewan Household Income Maximums (SHIMs).

Report

On June 4, 2015, the Planning and Development Division received a proposal from Innovative Residential requesting that the number of units designated under the MFSP at 545 Hassard Close be reduced from 36 units to 30 units. Innovative Residential further proposed that six units be designated under the MFSP at a new project to be built at 130 Marlatte Crescent.

Revisions Made to the Mix of Housing Units at the Kensington Flats Project

The revised Kensington Flats Project, located at 545 Hassard Close, now includes a total of 63 units (three less than the original proposal) and some larger three-bedroom, higher-priced units.

Innovative Residential is proposing to reduce the number of units designated under the MFSP to 30 units, including 24 two-bedroom units and 6 one-bedroom units. The remaining 33 units will be sold as entry-level units to buyers with incomes above the limits for the MFSP. The Administration supports this reallocation and believes it is a good mix of affordable and entry-level units, given the changes made to the original design.

Up to five of the units designated under the MFSP will still be made available to buyers with incomes under the SHIMs. Originally, there were to be 1 one-bedroom and 4 two-bedroom SHIM units available; however, Innovative Residential is proposing that the SHIM units be a mix of one- and two-bedroom units with no more than 4 two-bedroom units. The Administration supports this mix as it provides flexibility to meet a variety of buyers' needs and can be supported with the capital grant of \$58,200 originally approved to support this project.

New Project at 130 Marlatte Crescent

The Urban Villas Project, located at 130 Marlatte Crescent (see Attachment 1) in the Evergreen neighbourhood, will include a total of 34 units in a stacked townhouse format (see Attachment 2) with an equal mix of two- and three-bedroom units. The three-bedroom units are 1,254 square feet, will include two parking stalls, and will have an average price of approximately \$288,900. The two-bedroom units are 760 square feet, include one parking stall, and will have an average price of approximately \$219,500.

The homes will be modular built with on-site construction beginning this summer, with completion expected by October 2015. The homes will be built to ENERGY STAR® for

new homes standards, resulting in approximately 30% energy savings over non-ENERGY STAR® units. Warranty coverage will be provided by Blanket Home Warranty Ltd.

Innovative Residential has requested that six units be designated under the City's MFSP, including 3 two-bedroom units and 3 three-bedroom units. Down payment grants equal to 5% of the purchase price will be made available for these six units. Households will need to have incomes below the Maximum Income Limits (MILs) and a net worth below \$25,000 to qualify for a down payment grant. Currently, the MILs are \$78,400 for households with dependents and \$70,900 for households without dependents.

The cost of financing the 5% down payment grants will be shared between Innovative Residential, the Province of Saskatchewan (Province), and the City. Innovative Residential will provide 3%, the Province will contribute 1% through their Affordable Home Ownership Program, and the City will contribute 1%. The City's portion will be recovered through the redirection of property taxes back into the Affordable Housing Reserve over a period of approximately three years.

Innovative Residential, in partnership with the National Affordable Housing Corporation, will provide partial down payment grants to home buyers that do not qualify for the MFSP and will provide tax sponsorships to buyers who require some money assistance to qualify for a mortgage. These incentives will come from the builder's own resources. Administration of the tax sponsorship program will be provided by the City.

Options to the Recommendations

City Council could choose to not approve these recommendations. Choosing this option would mean that down payment grants for 36 homes will continue to be available at 545 Hassard Close, and no down payment grants would be available at 130 Marlatte Crescent.

Financial Implications

The City's contribution to down payment grants under the MFSP comes from the redirection of property taxes back into the Affordable Housing Reserve for a period of approximately three years until the funds are recovered. The foregone revenue resulting from tax redirection for six units at 545 Hassard Close is \$1,251 higher than the foregone revenue for six units at 130 Marlatte Crescent, resulting in a positive net financial impact for the City.

Public and/or Stakeholder Involvement

No public or stakeholder involvement is required.

Other Considerations/Implications

There are no environmental, policy, privacy, or CPTED implications or considerations. No communication plan is required as the builders are responsible for the marketing of MFSP projects.

Due Date for Follow-up and/or Project Completion

The housing project at 545 Hassard Close is scheduled to be complete and sold out by October 31, 2015. The housing project at 130 Marlatte Crescent is expected to be complete and sold out by March 31, 2016.

Public Notice

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

Attachments

1. Locations of 545 Hassard Close and 130 Marlatte Crescent
2. Rendering of Proposed Development

Report Approval

Written by: Daryl Sexsmith, Housing Analyst, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/CP/2015/PDCS – Inn Housing Incentives – MFSP – Inn Res Investments Inc – 545 Hassard Close and 130 Marlatte Crescent/ks

Locations of 545 Hassard Close and 130 Marlatte Crescent

Location of 545 Hassard Close in Kensington Neighbourhood



Location of 130 Marlatte Crescent in the Evergreen Neighbourhood



Rendering of Proposed Development

Urban Villas in Evergreen, Exterior Concepts



Urban Villas exterior view showing stacked townhouse balconies and walkout unit entrance and side elevations.



Urban Villas exterior view showing entrance to 3-bedroom townhouse from parking area and side elevations.

Comparable Development, Town Square Terrace (Currently under Construction)



Exterior photo of units at Town Square Terrace in Evergreen — the same stacked townhouse design is being used for the Urban Villas development in Evergreen.

Request to Approve Albert Recreation Unit Playground as a Municipal Project

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That the installation of playground equipment in the Albert Recreation Unit Park be approved as a municipal project; and
2. That Corporate Revenue Division, Asset and Financial Management Department, be authorized and directed to accept donations for this project and to issue appropriate receipts to donors who contribute funds to the project.

Topic and Purpose

The Nutana and Varsity View Community Associations are partnering to install new playground equipment in the Albert Recreation Unit neighbourhood park. The results of neighbourhood surveys conducted by both community associations ascertained that residents would like the existing playground equipment replaced and the surface of the basketball court upgraded (see Attachment 1).

A letter from the Presidents of the Nutana and Varsity View Community Association indicate the community associations' support and agreement to contribute financially to this project (see Attachment 2). In addition to an application for a City of Saskatoon (City) Park Enhancement Grant, fundraising efforts through private donations and/or sponsorships will be undertaken. It is recommended that Corporate Revenue be authorized and directed to accept donations and to issue receipts to donors who contribute funds to this project.

Report Highlights

1. Nutana and Varsity View Community Associations are requesting to have the installation of playground equipment in the Albert Recreation Unit Park approved as a municipal project.
2. Nutana and Varsity View Community Associations are partnering in fundraising for this project.
3. In addition to private fundraising and sponsorship, Nutana Community Association has applied for a City Park Enhancement Grant.
4. The project is in response to feedback from Nutana and Varsity View residents about their neighbourhood amenities.

Request to Approve Albert Recreation Unit Playground as a Municipal Project

Strategic Goal

Under the Strategic Goal of Quality of Life, the recommendations in this report support the long-term strategy to ensure Saskatoon is a welcoming people place.

Background

This project is similar to other projects approved by City Council, such as the Nutana Lawn Bowling Clubhouse Expansion, the Saskatoon Soccer Centre, the Princess Diana Park, the play equipment in W.J.L. Harvey Park, the lighting project in Dundonald Park, the installation of a play structure in Glacier Park, the installation of a play structure in Parc Canada, and the installation of a play structure in Sidney L. Buckwold Park.

Report

Sections 110 and 118 of the *Income Tax Act* provide for the same tax receipts to be issued for gifts to a municipality as for gifts to registered charities. In accepting donations where a receipt is to be issued for tax purposes, it is most important to keep in mind the following Revenue Canada definition:

“A gift for which an official donation receipt may be issued can be defined as a voluntary transfer of property without consideration. There must be a donor who freely disposes of the property and there must be a donee who receives the property given. In other words, the transfer must be freely made and no right, privilege, material benefit, or advantage may be conferred on the donor or on the person designated as the donee as a consequence of the gift.”

In order for donors to claim their contribution under the *Income Tax Act*, the Nutana and Varsity View Community Associations are requesting that City Council declare this enhancement to the Albert Recreation Unit Park as a municipal project and authorize the City Treasurer to accept donations and issue appropriate receipts to donors.

The Administration supports the Nutana and Varsity View Community Associations in their efforts to raise the required funds. Therefore, the Administration recommends approval of the Albert Recreation Unit Park enhancement as a municipal project to better enable the community to achieve its fundraising goal.

Public and/or Stakeholder Involvement

The Nutana and Varsity View Community Associations conducted a survey of neighbourhood residents, which revealed a desire for improvements to the park, including a specific request for replacement of the playground equipment and upgrading the surface of the basketball court to enhance existing amenities.

The Nutana and Varsity View Community Associations have partnered to raise additional funds for this project. Civic staff, including the Community Development and Parks Divisions, will be involved in various elements of planning and installation of the new structure.

Request to Approve Albert Recreation Unit Playground as a Municipal Project

Communication Plan

Information updates on the Albert Recreation Unit Park fundraising progress and installation for the equipment will be provided through the Nutana and Varsity View Playground Enhancement Committee and the Nutana and Varsity View Community Association newsletters, website, and other means of communication to residents in the neighbourhood.

Policy Implications

This park enhancement will be developed in accordance with Park Development Guidelines Policy No. A10-017.

Safety/Crime Prevention Through Environmental Design (CPTED)

The playground will be planned with appropriate City safety measures in mind and be subject to a CPTED review.

Other Considerations/Implications

There are no other options, financial, environmental, or privacy implications or considerations.

Due Date for Follow-up and/or Project Completion

The project is expected to be completed by December 31, 2016.

Public Notice

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

Attachments


1. Aerial View of Playground Location
2. Nutana and Varsity View Community Association Presidents Letter to His Worship the Mayor and members of City Council

Report Approval

Written by: Lisa Thibodeau, Community Consultant, Community Development
Reviewed by: Shannon Hanson, Acting Director of Community Development
Approved by: Randy Grauer, General Manager, Community Services Department

S:\Reports\CD\2015 \PDCS – Request to Approve Albert Recreation Unit Playground as a Municipal Project\kt

City of Saskatoon - ALBERT RECREATION UNIT PARK



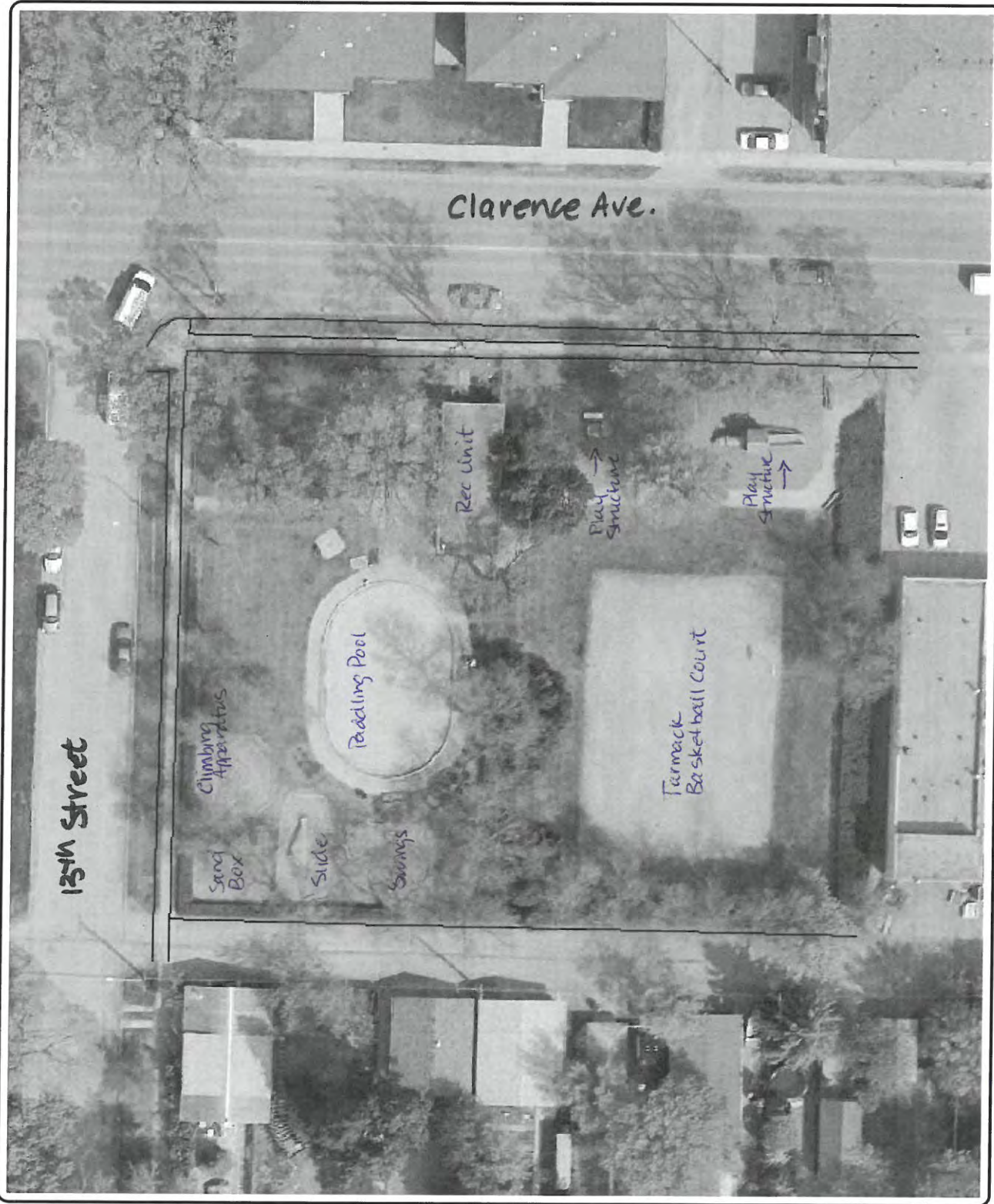
LEGEND

- Cross Country Ski Tr
- Pathways Atlis
- Sports Field
 - Ball Field
 - Greenspace
 - Soccer Field
- Streetscape
- Off Leash Areas
- Schools
 - ▲ Private
 - ▲ Public
 - ▲ Separate

2013 CLR - 10cm/pi

- Red: Band_1
- Green: Band_2
- Blue: Band_3

Scale: 1:523
 Printed: July 2, 2015



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Nutana and Varsity View Community Association Presidents Letter to His Worship the Mayor and Members of City Council



30 June 2015

His Worship the Mayor and members of City Council; Saskatoon

Your Worship and Council

Nutana Community Association is partnering with Varsity View Community Association to redevelop the Albert Recreational Unit Park. It is located on the border of both Nutana and Varsity View Communities, which is why both Associations have come together on this project. We would respectfully request that this park development project be declared a Municipal Project.

This Park has a longstanding history in the neighbourhood and is in dire need of upgrading of the play structures. It is frequently used by citizens of both neighbourhoods, especially during the summer months when the paddling pool is functional. Furthermore, it is part of the City of Saskatoon's Summer program with the paddling pool and also is home to Potash Corp's Soccer Kids in Park.

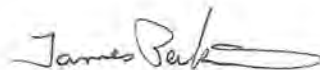
Many residents have brought to our attention the need for upgrading of the play structures. As a result, both community associations have come together to design a park that will help complement the already well established programs (paddling pool and soccer programs).

Thank you for your consideration of this request, and we are very excited to be redesigning this important community gathering place.

Regards,



Mike McKague, President
Nutana Community Association



James Perkins, President
Varsity View Community Association

Innovative Housing Incentives – Stewart Property Holdings Ltd. - 623 Avenue L South

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That funding of 10% of the total capital cost of the construction of seven affordable rental units at 623 Avenue L South by Stewart Property Holdings Ltd., estimated at \$67,782 be approved, subject to approval of this project under the Provincial Rental Development Program;
2. That a five-year abatement of the incremental property taxes for the seven affordable rental units be applied, commencing the next taxation year, following the completion of construction; and
3. That the City Solicitor be requested to prepare the necessary incentive and tax abatement agreements, and that His Worship the Mayor and the City Clerk be authorized to execute these agreements under the Corporate Seal.

Topic and Purpose

The purpose of this report is to recommend that financial incentives be provided to Stewart Property Holdings Ltd. for the construction of affordable rental housing.

Report Highlights

1. Stewart Property Holdings Ltd. is building a seven-unit affordable rental project for young adults that are at risk of homelessness.
2. The Core Neighbourhood Youth Co-op will provide life skills and employment training to the young adults living at this home.
3. This project qualifies for financial incentives from the City of Saskatoon (City), including a capital grant and five-year incremental tax abatement.
4. Stewart Property Holdings Ltd. is working to secure financial assistance from the Saskatchewan Housing Corporation.

Strategic Goal

This report supports the City's long-term Strategic Goal of Quality of Life by increasing the supply and range of affordable housing options.

Background

On October 27, 2014, City Council revised the 2015 target for the 2013 – 2022 Housing Business Plan to 500 units across the attainable housing continuum, of which 70 units are targeted to be affordable rental units. To date, City Council has committed funding

of \$1,022,000 in support of 56 affordable rental units. An allocation of \$112,085 is still available in 2015 to support the remaining target of 14 affordable rental units.

Report

Stewart Property Holdings Ltd. Proposal

On May 11, 2015, the Planning and Development Division received an application from Stewart Property Holdings Ltd. for financial assistance to develop a one-unit dwelling with a secondary suite (see Attachment 1) at 623 Avenue L South in the King George neighbourhood (see Attachment 2). The home will accommodate seven young adults between the ages of 18 and 25 who are considered hard to house and who are at risk of being homeless. Each resident will have their own bedroom and bathroom. Kitchen and living areas will be shared.

The vacant site at 623 Avenue L South is 45 feet wide and can accommodate the large home that has been proposed. The plans show a total of six off-street parking stalls, including two in the garage, which exceeds the parking requirements of the zoning bylaw. The home will include a number of energy saving features, including an insulated concrete form (ICF) foundation, low flow fixtures, and light-emitting diodes (LED) lighting. The home will bring new investment to the area and should help revitalize the neighbourhood.

Supports will Be Provided By the Core Neighbourhood Youth Co-op

The home will provide the young adults with a secure place to live while learning life skills at the Core Neighbourhood Youth Co-op (CNYC), which is located nearby. The CNYC is experienced at providing life and employment skills to youth and young adults in a supportive environment. CNYC is currently working with a number of young adults who often have no secure place to live and may be staying in shelters or unsafe living situations. The young adults currently in the CNYC program will have the opportunity to help build the home while developing employment skills.

Financial Assistance for the Affordable Rental Units

The seven affordable rental units will qualify for capital funding from the City under Innovative Housing Incentives Policy No. C09-002 (Policy). The application for financial assistance from Stewart Property Holdings Ltd. has been evaluated by the Neighbourhood Planning Section using the Capital Grant evaluation matrix and achieved the maximum ten points, which equates to a capital grant of 10% of the total project cost. A copy of the evaluation has been provided in Attachment 3.

A 10% capital grant is estimated to be \$67,782, which is within the limits allowed under the Policy.

The project also qualifies for a five-year incremental property tax abatement under the provisions of the Policy. The Taxation and Assessment Section estimates the value of the incremental property tax abatement to be \$2,720 per year or \$13,600 over the five-year period.

Funding Commitments From Other Sources

Stewart Property Holdings Ltd. is currently working with the Saskatchewan Housing Corporation to secure funding of \$490,000 under the Rental Development Program, and has been approved for a mortgage with Affinity Credit Union to cover the balance.

Options to the Recommendations

City Council could choose to not provide financial incentives for this project. Choosing this option would represent a departure from the Policy.

Financial Implications

The funding source for the \$67,782 capital grant is the Affordable Housing Reserve. A total of \$112,084 is remaining for capital grants in 2015. If this project is approved, an allocation of \$44,302 would remain available to support the remaining target of five additional affordable rental projects in 2015. Approving the proposed incremental property tax abatement would result in foregone revenue of approximately \$7,345 (municipal portion) over the five-year period.

Budgeted	Unbudgeted	Reserve	Operating	Foregone Tax Revenue
\$67,782	\$0	\$67,782	\$0	\$7,345

Public and/or Stakeholder Involvement

A public information meeting was held on June 23, 2015, to provide information about this project to the surrounding neighbours. All residents within 75 metres of the project were invited, along with the Community Association and Ward Councillor. A total of eight individuals attended, and representatives from Stewart Property Holdings Ltd., CNYC, and the City were available to answer questions and hear concerns.

Concerns were raised regarding the tenants that would be occupying the house and what safeguards would be in place if any issues arise. The Administration feels that these concerns have been adequately addressed as residents were given contact information for Stewart Property Holdings Ltd. and the CNYC, whom they can call with concerns that are affecting them.

Communications Plan

Stewart Property Holdings Ltd. will plan an official ground-breaking ceremony in conjunction with all funding partners when construction is ready to proceed. The City's contribution to this project will be acknowledged at that time.

Policy Implications

The recommendation to pay the grant in installments is contrary to the Policy, as explained in this report.

Other Considerations/Implications

There are no environmental, policy, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

This project is scheduled to be complete and ready for occupancy by Spring 2016.

Public Notice

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

Attachments

1. Rendering of Proposed Development
2. Site Location of Project within King George Neighbourhood
3. Point System, Project Evaluation

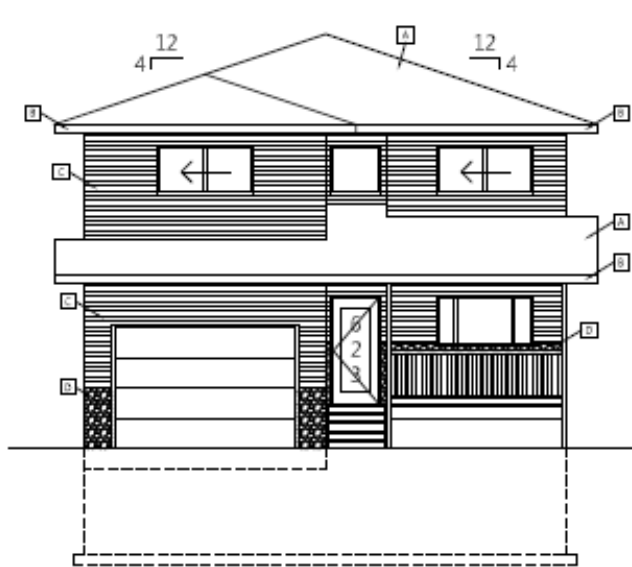
Report Approval

Written by: Daryl Sexsmith, Housing Analyst, Planning and Development
Michael Kowalchuk, Planner, Planning and Development

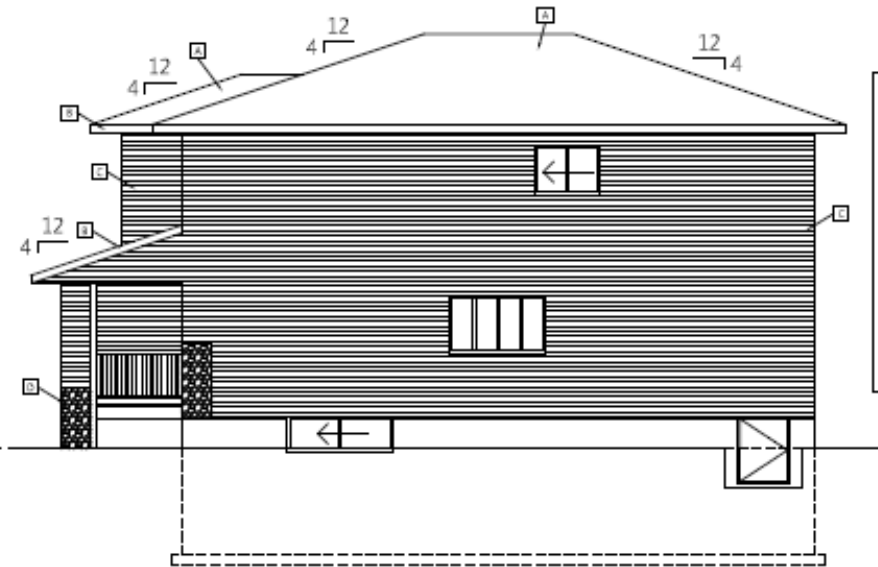
Reviewed by: Laura Hartney, Acting Director of Planning and Development

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

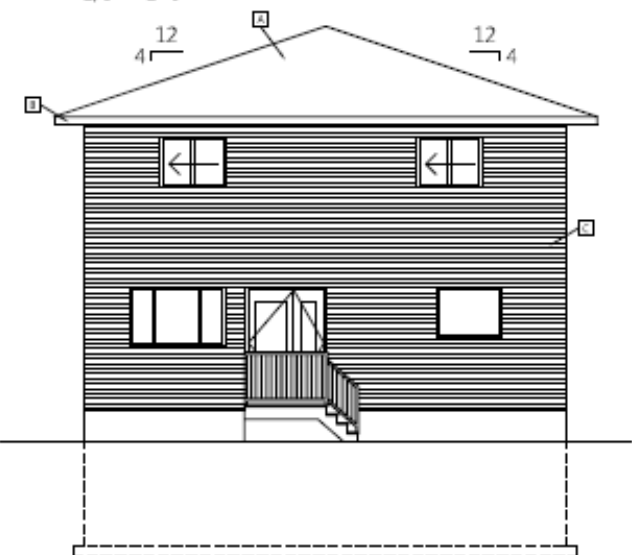
S/Reports/CP/2015/PDCS – Innovative Housing Incentives – Stewart Property Holdings Ltd. – 623 Avenue L South/ks



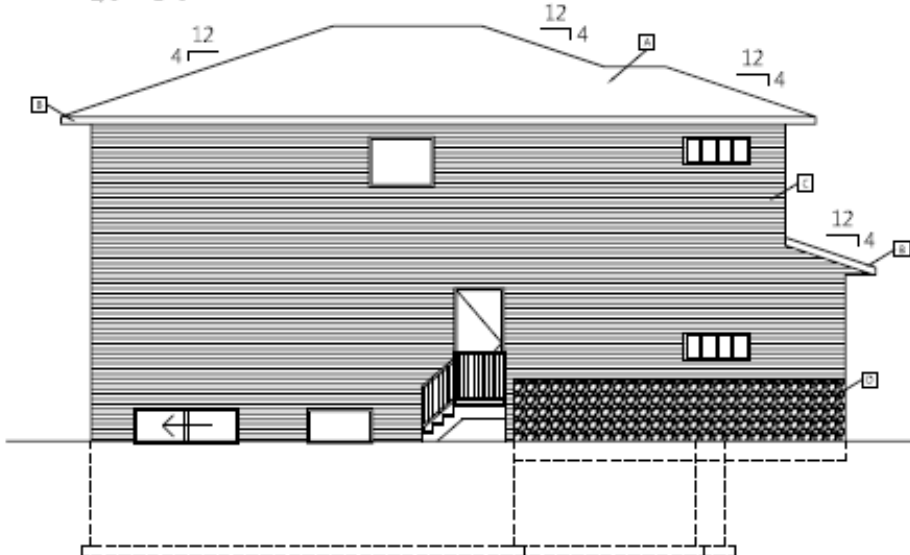
① EAST ELEVATION
1/8" = 1'-0"



② NORTH ELEVATION
1/8" = 1'-0"



③ WEST ELEVATION
1/8" = 1'-0"



④ SOUTH ELEVATION
1/8" = 1'-0"

MATERIALS LEGEND

- 25-YEAR ASPHALT SHINGLES
- PREFIN METAL FASCIA
- VINYL SIDING, COLOUR BY OWNER
- STONE, COLOUR/TYPE BY OWNER

papermash
design

Saskatoon, Saskatchewan
C 306.717.3790
www.papermash.ca

STEWART PROPERTIES
ROOMING HOUSE

623 AVENUE L SOUTH
SASKATOON, SK

PROJECT NUMBER	14004
SCALE	AS SHOWN
DRAWN BY	C.H.

ELEVATIONS

NO.	DESCRIPTION	DATE
1	GROUND FLOOR CONVT	04.28/14
2	REVISION	
DRAWING NO.		

A3.1

REVISION NO.
0

Site Location of Project within King George Neighbourhood



Corporate GIS



Site Location of Project within King George Neighbourhood

ATTACHMENT 2

Scale:
1:1,229
Printed:
June 24, 2015

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Point System, Project Evaluation
Innovative Housing Incentive Program – Capital Grant Project Evaluation Matrix

A points system has been developed to achieve various targets within the Housing Business Plan. The Innovative Housing Incentive Program is the City of Saskatoon's (City) main incentive program for affordable and special-needs housing. The program offers a capital grant of up to 10% of the total capital cost of affordable housing projects. Housing created under this incentive must be provided to households within incomes below the Saskatchewan Household Income Maximums (SHIMs) described in Appendix 2 of the Housing Business Plan.

The program offers a base level of municipal support equal to 3% of the total capital costs. The capital grant can be increased to a maximum of up to 10% of the total capital cost of affordable housing projects. Grants are calculated on a points system matrix, with extra points assigned for each housing priority addressed within the City's Housing Business Plan.

Below is the point evaluation score for the project located at 623 Avenue L South and the corresponding capital grant percent.

Proponent	Project Location	Date Application Received	Date Application Evaluated
Stewart Property Holdings Ltd.	623 Avenue L South	May 11, 2015	May 18, 2015
Housing Business Plan Priority	Criteria	Possible Points %	Points Earned
Base Grant	Projects must serve households below provincial SHIMs.	3	3
Leveraging Funding from Senior Levels of Government	Secured funding from federal or provincial government under an eligible grant program.	2	2
Significant Private Partnership	There is a significant donation (at least 10% in-kind or donation) from a private donor, faith group, or service club.	1	0
Accessible Housing	At least 5% of units meet barrier-free standards.	1	0
Neighbourhood Revitalization	Project improves neighbourhood by: a) renovating or removing rundown buildings; and/or b) developing a vacant or brownfield site.	1	0
		1	1
Mixed Tenure Development	Project has a mix of affordable/market units or a mix of rental/ownership.	1	0
Safe and Secure Housing	Landlord is committed to: a) obtaining Crime-Free Multi-Housing certification for the project, and/or b) incorporating CPTED principles into design.	1	0
		1	0

Housing Business Plan Priority	Criteria	Possible Points %	Points Earned
Supportive Housing	The proposal includes ongoing supports for residents for assistance in staying housed, such as drug and alcohol free, cultural supports, elements of Housing First.	1	1
Meets Specific Identified Housing Need	Project meets an identified housing need from a recent study such as: a) homelessness; b) large family housing (three bedrooms or more); c) accommodation for students; and d) Aboriginal housing.	2	2
Innovative Housing	Project uses innovative design, construction technique, materials, or energy-saving features.	1	1
Innovative Tenure	Innovative Housing tenures such as Rent to Own, Life Lease, Land Trust, Sweat Equity, Co-op Housing, or Co-Housing.	1	0
Notes:			Total Points and Capital Grant Percent Earned
			10 Points = 10% Capital Grant

**Fire Service Agreements
City of Saskatoon and Surrounding Communities – 2015 Update**

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

- 1) that the information be received; and**
- 2) that City Council delegate to the Saskatoon Fire Department the authority to enter into and renew Fire Service Agreements on an ongoing basis and instruct the City Solicitor to draft these agreements on the terms outlined in this report.**

Topic and Purpose

This report will summarize and identify variable terms of existing Fire Service Agreements with regional partners and municipalities in and around Saskatoon.

Report Highlights

1. The City of Saskatoon currently has Fire Service Agreements with ten local and regional partners outlining emergency services response to various emergent situations.
2. The Agreements are reviewed regularly and are updated as required.
3. A new assessment approach is being implemented to quantify the industrial service costs with the R.M. of Corman Park.

Strategic Goal(s)

The report supports the Strategic Goal of Quality of Life – Saskatoon is a welcoming people place. The recommendation supports the corporate priorities of life safety initiatives within the city and addresses regional emergency support through regional cooperation.

Background

For many years, the City of Saskatoon has had working Fire Service Agreements that provide specific emergency services support or response to various regional communities and municipalities. The general concept is that if the Saskatoon Fire Department has sufficient staff available, it will respond upon request and the requesting municipality is billed in accordance with the current Saskatchewan Government Insurance fee structure.

Report

The Saskatoon Fire Department has had a long standing working relationship with the surrounding communities. The primary focus of the Fire Service Agreements is for the Saskatoon Fire Department to come to the aid of communities upon request when the local service providers are overwhelmed with incidents involving fire, rescue or dangerous goods. The SFD responds if adequate resources are available within the City and it does not elevate the risk to citizens of Saskatoon.

The City has agreements with various municipalities, First Nations, and government organizations including the R.M. of Corman Park, the R.M. of Blucher, the R.M. of Dundurn, the R.M. of Vanscoy, the Town of Delisle, the Village of Vanscoy, the Village of Clavet, the Whitecap Dakota First Nation, the English River Enterprises Inc. and the Regional Psychiatric Centre.

Most of the terms in the Agreements have now been standardized, including conditions of service, indemnification, and how payment is to be made. Previously, fees for service were re-negotiated every three years. A recent change is that all partners have agreed to set fees at the hourly rate established by the Saskatchewan Government Insurance fee structure, which is updated on a regular basis. The rate of \$873.00/hour of productive call would be billed for incidents occurring today as the “current rate” identified by SGI.

Having achieved an agreed-upon mechanism for determining fees for service, there appear to be no terms that would require Council’s approval and direction when entering into new Agreements or renewing existing Agreements. Although some terms remain variable, changes would not necessarily require ongoing input from Council. Therefore, the Administration is recommending that City Council delegate to the Saskatoon Fire Department the authority to enter into and renew Fire Service Agreements as required. Variable terms are set out below.

Variable Terms

a) Land Covered by the Service Agreement

Partners identify the land they wish to be covered by the agreements. If land is annexed by the City, it is taken out of the scope of the agreement. In contrast, a municipality may request that more land be included.

b) Insurance

Partners are required to maintain insurance in an amount recommended by Risk Management.

c) Flat Fee for Industrial Land Response (Corman Park only)

The R.M. of Corman Park includes a negotiated flat fee for response to industrial land. The current fee is set at \$125,955.00 and will require re-negotiation from time to time to meet rising costs incurred in providing the services, including the maintenance and replacement reserve of the City of Saskatoon fleet reflected in the annual SFD overall budget.

d) Training Fees (Whitecap Dakota First Nation only)

The Whitecap Dakota First Nation has provisions for training and has been leasing an apparatus from the City of Saskatoon. The First Nation has informed the SFD that it will be purchasing a suitable apparatus, which will eliminate the need for setting a lease amount. The SFD intends on continuing its strong working relationship with Whitecap

providing training as required. Training costs are still being negotiated based on cost recovery.

Options to the Recommendation

Do not approve the specific amendments outlined nor grant approval for ongoing renewal of current Fire Service Agreements.

Public and/or Stakeholder Involvement

There is no Public and/or Stakeholder involvement required.

Financial Implications

The current fee is \$75,000. Therefore, the new rate of \$125,955.00 will be an increase in revenue from the R.M. of Corman Park of \$50,955.00.

Communication Plan

There is no communication plan required.

Other Considerations/Implications

There are no policy, environmental, privacy or CPTED implications or considerations at this time.

Public Notice

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

Report Approval

Written by: Dan Paulsen, Fire Chief
Approved by: Catherine Gryba, Acting City Manager

Heritage Reserve Funding

Recommendations

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That remaining funding from the former Façade Rehabilitation and Renovation Grant program be redirected within the Heritage Reserve; and
2. That a copy of this report be forwarded to the Municipal Heritage Advisory Committee for information.

Topic and Purpose

The purpose of this report is to redistribute the funding contributions of the former Façade Rehabilitation and Renovation Grant Program. Reallocation of these funds is required to accommodate properties accessing financial assistance under Civic Heritage Policy No. C10-020 (Heritage Policy).

Report Highlights

1. The Heritage Reserve currently receives an annual provision of \$54,000 from the Civic Operating Budget. \$32,000 of this provision is allocated to fund the Heritage Conservation Program, \$12,000 for research and heritage programming, and \$10,000 for the Façade Conservation and Enhancement Program.
2. The current balance in the Heritage Reserve is \$154,765.60. Of this amount, \$47,120.65 is available for financial incentives under the Heritage Conservation Program for eligible designated heritage properties. These incentives include grants, abatements, and permit fee rebates for heritage conservation and maintenance projects, in addition to commemorative plaques.
2. Reallocation of funding within the Heritage Reserve is required to ensure future financial assistance is available to designated municipal heritage properties. This includes redistributing the remaining funds of the former Façade Rehabilitation and Renovation Grant Program.

Strategic Goals

Under the City of Saskatoon's (City) Strategic Goal of Sustainable Growth, this report supports the preservation of the character of heritage buildings and historical landmarks. This report also supports the Strategic Goal of Quality of Life. As a community, we find new and creative ways to showcase our city's built, natural, and cultural heritage.

Background

The Heritage Reserve supports the implementation of the Heritage Policy, as defined in Reserves for Future Expenditures Policy No. C03-003. At its December 14, 2005 meeting, City Council approved an annual expenditure of \$10,000 from the Heritage

Heritage Reserve Funding

Reserve for the Façade Rehabilitation and Renovation Grant Program (now referred to as the Façade Conservation and Enhancement Grant Program). In addition to the annual contribution from the Heritage Reserve, the new Façade Conservation and Enhancement Program, which was approved in 2013, receives up to \$30,000 annually from the Urban Design Streetscape – Business Improvement District (BID) Operating Budget, and up to \$30,000 annually from the Urban Design Streetscape – City-Wide Operating Budget.

Report

Heritage Reserve

The Heritage Reserve currently receives an annual provision of \$54,000 from the Civic Operating Budget. Reserve funding is distributed as follows:

- a) \$32,000 is allocated to the administration of the Heritage Conservation Program, which includes providing assistance in the form of grants, permit fee rebates, and commemorative plaques for eligible properties and associated conservation and maintenance work;
- b) \$12,000 for research and heritage programming, which includes the administration of the Doors Open Event; and
- c) \$10,000 for the Façade Conservation and Enhancement Program.

In 2001, City Council approved an additional \$3,600 to the Heritage Reserve for the establishment of a maintenance fund for the Forestry Farm Park and Zoo Bunkhouse. This funding accumulates annually until it is required for maintenance.

Heritage Reserve Status

The current balance of the Heritage Reserve is \$154,765.60 and consists of the following allocations (see Attachment 1):

- a) Heritage Conservation Program: \$47,120.65;
- b) Research and Heritage Programming: \$9,644.95;
- c) Façade Conservation and Enhancement Program: \$44,000; and
- d) Forestry Farm Park and Zoo Bunkhouse: \$54,000.

Fourteen Municipal Heritage properties will receive financial assistance under the Heritage Conservation Program in 2015. Given the current number of funding commitments, along with a few larger incentives approved in 2014, financial support available under the Heritage Conservation Program will fall to an estimated \$17,400 in 2016, assuming no new applications are received under the program.

Reallocation of Funding

One way to ensure financial assistance is available is to reallocate funds from one area of the program with soft demand to another area of the program with strong demand. With the new Heritage Policy, approval of the City's Heritage Plan, and the roll out of the Saskatoon Register of Historic Places this fall, increased uptake by properties under the Heritage Conservation Program is anticipated. It is proposed that the remaining unused funds of the former Façade Rehabilitation and Renovation Grant Program (\$44,000) be redistributed to the Heritage Conservation Program stream. This would result in a balance of \$91,120.65 for the Heritage Conservation Program in 2015. The new

Heritage Reserve Funding

Facade Conservation and Enhancement Program will continue to be funded annually in the amount of \$10,000 for heritage-related projects, in addition to the contributions allocated from the Urban Design Streetscape Operating Budget.

Options to the Recommendation

1. City Council has the option of not approving the redirection of funding from the former Facade Rehabilitation and Renovation Grant Program within the Heritage Reserve.
2. City Council has the option of referring this report to the Budget Committee for consideration for additional funding.

Financial Implications

There are no financial implications. Remaining funding from the former Facade Rehabilitation and Renovation Grant program will only be redirected within the Heritage Reserve.

Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications. A communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

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

Attachment

1. Heritage Reserve Summary (2013 to 2019)

Report Approval

Written by: Catherine Kambeitz, Heritage and Design Coordinator, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S:\Reports\DS\2015\PDCS – Heritage Reserve Funding\kt

Heritage Reserve Summary (2013 to 2019)

ATTACHMENT 1

Year	Sources, Applications and Totals	Heritage Reserve (Financial Incentives)	Research and Heritage Programming	Façade Conervation and Enhancement Program	Forestry Farm Park and Zoo Bunhouse	Total
2013	Total	\$115,426.07	\$13,691.47	\$44,000.00	\$46,800.00	\$219,917.54
2014	Sources	\$32,000.00	\$12,000.00	\$10,000.00	\$3,600.00	\$228,527.56
	Applications	\$30,943.46	\$8,046.52	\$10,000.00	\$0.00	
	Total	\$116,482.61	\$17,644.95	\$44,000.00	\$50,400.00	
2015	Sources	\$32,000.00	\$12,000.00	\$10,000.00	\$3,600.00	\$154,765.60
	Applications	\$101,361.96	\$20,000.00	\$10,000.00	\$0.00	
	Total	\$47,120.65	\$9,644.95	\$44,000.00	\$54,000.00	
2016	Sources	\$32,000.00	\$12,000.00	\$10,000.00	\$3,600.00	\$140,649.14
	Applications	\$61,716.46	\$0.00	\$10,000.00	\$0.00	
	Total	\$17,404.19	\$21,644.95	\$44,000.00	\$57,600.00	
2017	Sources	\$32,000.00	\$12,000.00	\$10,000.00	\$3,600.00	\$140,346.93
	Applications	\$27,902.21	\$20,000.00	\$10,000.00	\$0.00	
	Total	\$21,501.98	\$13,644.95	\$44,000.00	\$61,200.00	
2018	Sources	\$32,000.00	\$12,000.00	\$10,000.00	\$3,600.00	\$180,471.93
	Applications	\$7,475.00	\$0.00	\$10,000.00	\$0.00	
	Total	\$46,026.98	\$25,644.95	\$44,000.00	\$64,800.00	
2019	Sources	\$32,000.00	\$12,000.00	\$10,000.00	\$3,600.00	\$191,596.93
	Applications	\$16,475.00	\$20,000.00	\$10,000.00	\$0.00	
	Total	\$61,551.98	\$17,644.95	\$44,000.00	\$68,400.00	

Recreation and Parks Master Plan

Recommendations

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That the Recreation and Parks Master Plan be endorsed to provide guidance for future decision making, related to the provision of recreation and parks programs, services, amenities, and facilities; and
2. That the Administration be requested to report back, through the Standing Policy Committee on Planning, Development and Community Services, on a short-, medium-, and long-term implementation strategy.

Topic and Purpose

For City Council's consideration, this report provides an Executive Summary of the Recreation and Parks Master Plan (Master Plan) for the City of Saskatoon (see Attachment 1). The complete Master Plan can be found in Attachment 2. The term "Recreation" used throughout this report is understood to include sport, fitness, arts, culture, recreation and leisure activities, and parks.

Report Highlights

1. This Master Plan articulates the City of Saskatoon's (City) role in recreation and will replace the 1995 Public Recreation Policy. It is meant to provide guidance for future decision making and although it is focused on the City's role in service provision, it provides insight and information for the benefit of all related stakeholders.
2. The Master Plan is founded on a vision for recreation and parks services, which is further explained through three overarching goals and 19 intended service outcomes. The resulting recommendations are presented in four main categories of service delivery, programming, infrastructure, and financing.
3. The Master Plan contains a number of decision-making tools and frameworks to ensure a transparent, consistent approach to determine and prioritize what we plan to build (see Attachment 3 and pages 5, 10, and 12 of the Executive Summary). Using the prioritization framework, a list of indoor and outdoor space priorities were identified to provide a transparent basis for decision making (see Attachment 4).
4. Major projects identified during the development of the Master Plan that are likely to be assessed for early consideration and will form the basis of the ten-year capital plan are summarized in Attachment 5.
5. The Administration, in consultation with key stakeholders, has begun to develop an Implementation Plan. An overview of the first phase of the Implementation Plan is outlined in Attachment 6.

Recreation and Parks Master Plan

Strategic Goals

The provision of recreation, sport, culture, parks, facilities, and programs is a core service for the residents of Saskatoon and is strongly connected to the outcomes of a number of the City's Strategic Goals including: Quality of Life; Environmental Leadership; Economic Diversity and Prosperity; Sustainable Growth; Moving Around; and Asset and Financial Sustainability.

Background

On May 20, 2014, City Council resolved:

“That RC Strategies be awarded the contract for the development of the Recreation and Parks Master Plan for a total of \$141,512, net of GST.”

Councillor T. Paulsen made the following inquiry (in part) during the June 23, 2014 Standing Policy Committee (SPC) on Planning, Development and Community Services (PDCS):

“3) That, as part of the recreational master planning process, the City discuss regional recreation opportunities and problem solving, and report back.”

During its meeting held November 3, 2014, the SPC on PDCS, considered the update report on the Master Plan and resolved, (in part):

“2. That the Administration ensure that there is direct engagement with users of the recreational facilities as part of the public consultation process.”

The Master Plan has been developed by a diverse team including consultants and the Administration, under the guidance of an internal Project Steering Committee and a Community Feedback Committee with 16 public representatives from key agencies and sectors in Saskatoon that are involved in and/or impacted by recreation and parks services. This Master Plan builds upon existing policies and strategic planning already supported through City Council and the Administration. From a provincial and national perspective, the Master Plan is in alignment with the National Recreation Framework: Pathways to Well Being and demonstrates Saskatoon's commitment to broader recreation and parks goals.

City's Role in Recreation

For many decades, the provision of recreation and parks services in Saskatoon has led to many benefits to the overall community, the individuals within it, and the natural environment. These benefits were outlined in the original 1995 Public Recreation Policy and have been carried forward to this Master Plan (refer to pages 140 to 144). Fundamentally, with regards to the delivery of recreation and parks services, the City will direct its efforts toward achieving the greatest “public good” possible in return for the investment of limited available public resources.

Recreation and Parks Master Plan

Report

Master Plan Foundations

The Master Plan is founded on a vision for recreation and parks services, which states:

“We envision Saskatoon as a city in which everyone is engaged in meaningful, accessible recreation experiences that foster:

- a) individual well-being;
- b) community well-being; and
- c) the well-being of our natural and built environments.”

This vision is further explained through three overarching goals and 19 service outcomes on pages 17 to 20 of the Master Plan. The Goals of the Master Plan are:

1. To use recreation and parks services to foster a sense of community spirit, pride, and culture.
2. To use recreation and parks services to foster growth of individuals to become the best they can.
3. To use recreation and parks services to protect, nurture, and sustain our natural and built environments.

The 19 service outcomes outline a desired end state that can be achieved through provision of, and participation in, recreation and parks activities.

Recommendations Within the Master Plan

The Master Plan identifies recommendations for both the City and the community for the next 5 to 15 years. These recommendations are intended to build upon a strong core of recreation and parks services currently provided by the City and others in Saskatoon and are divided into four main categories:

1. Service delivery recommendations are about how the City and community based groups provide recreation and parks facilities, spaces, and programs directly and in partnership with others (see Attachment 1, page 5 for highlights).
2. Programming recommendations relate to how the City and other recreation and parks programs providers in Saskatoon deliver programs and focus efforts where needed (see Attachment 1, page 7).
3. Infrastructure recommendations relate to how the City and others plan and manage indoor and outdoor facilities and spaces. There are already many recreation and parks opportunities in Saskatoon and sustaining existing facilities requires significant investment (see Attachment 7). There is also an appetite in the community for new recreation and parks infrastructure and meeting future needs will understandably involve partnerships with other service providers and regional municipalities (see Attachment 1, page 8).
4. Financing recommendations highlight that as the primary delivery agent of public recreation and parks services in Saskatoon, the City makes a significant investment in infrastructure, programming, and other supports. Financing recreation and parks is expected to come through a

Recreation and Parks Master Plan

combination of public support (taxes), user fees, and external sources, such as grants and sponsorship (see Attachment 1, page 12).

Prioritization Criteria and Development Framework for Major Infrastructure Projects

The Master Plan outlines a set of strategies around specific indoor and outdoor infrastructure and recreation spaces (see Attachment 4). Given limited resources; however, prioritization is necessary. To help with this, the Master Plan includes a prioritization framework to provide a transparent basis for decision making related to facility development (see Attachment 3).

Using this prioritization framework, the research gathered through this Master Plan and past facility modeling, the projects likely to be assessed in the immediate future include, but are not limited to:

- a) reinvestment in the City's existing recreation facilities and parks (i.e. leisure centres, play structures, park upgrades, paddling pools, etc);
- b) potential partnerships around the development of indoor ice facilities including leisure ice; and
- c) the potential development of a recreation facility.

Implementation Plan

Implementing the Master Plan will require commitment, resources (financial and human), and adjustment to existing policies and protocols. The Master Plan is dynamic, and the frameworks and systems outlined will allow recreation and parks stakeholders to adapt as Saskatoon grows and evolves. On June 17, 2015, a workshop hosted with stakeholders further discussed these recommendations and immediate action items were identified. An overview of the Administration's Implementation Plan and initiatives in year one are outlined in Attachment 6.

The City has involved many dedicated and valued partners, stakeholders, and service providers in the Master Plan and the implementation strategy. Should City Council endorse this Master Plan, the Administration will finalize the Implementation Plan, including short-, medium-, and long-term strategies and report back.

Options to the Recommendation

The option exists to not endorse the Master Plan as presented. Further direction for proceeding must then be provided to the Administration.

Public and/or Stakeholder Involvement

- a) intercept surveys were conducted in the summer of 2014;
- b) a Master Contact List of stakeholder groups (approximately 200) were contacted for input during the community consultations;
- c) a total of 44 community (stakeholder) groups completed surveys;
- d) 90 stakeholders were contacted through interviews and focus group discussions with broad representation from local community groups and the region;
- e) a total of 400 telephone household surveys;

Recreation and Parks Master Plan

- f) over 245 individuals and stakeholder groups attended various open house presentations; and
- g) the Administration engaged users of the leisure centres and the public to provide input on the web survey, which resulted in 536 completed surveys.

Communication Plan

A communication plan has been developed and aimed at specific audiences (internal, external, and stakeholders) involving both digital (www.saskatoon.ca) and printed tools for distribution.

Policy Implications

Policy implications and changes will be presented to City Council as the policies are developed or refined, including changes to the Park Development Guidelines.

Financial Implications

While some of the recommendations have financial implications, there are also many actions accomplished by policy and program changes that do not have financial implications. Those actions that do have financial impacts will be presented to City Council through the operating and capital budget process.

Other Considerations/Implications

There are no environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The Administration will report back through the SPS on PDCS in Fall 2015 with a short-, medium-, and long-term Implementation Plan for the Master Plan.

Public Notice

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

Attachments

1. Recreation and Parks Master Plan: Executive Summary
2. Recreation and Parks Master Plan
3. Project Prioritization Decision Making Framework
4. Indoor and Outdoor Recreation and Parks Spaces - Priority Ranking
5. Major Projects Identified for the Next Five to Ten Years
6. Moving Toward Implementation – Year One Initiatives
7. Inventory of City of Saskatoon Recreation and Parks Infrastructure

Report Approval

Written by: Mike Libke, Neighbourhood Services Manager, Community Development

Reviewed by: Lynne Lacroix, Director of Community Development

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

S/Reports/CD/2015/PDCS – Recreation and Parks Master Plan/kt
BF142-14



Recreation and Parks Master Plan: Executive Summary

CITY OF SASKATOON

Final Draft
For Presentation to Committee of Council

June 29th, 2015





Research Panel

Recreation and Parks Master Plan: **Executive Summary**

CITY OF SASKATOON

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Executive Summary

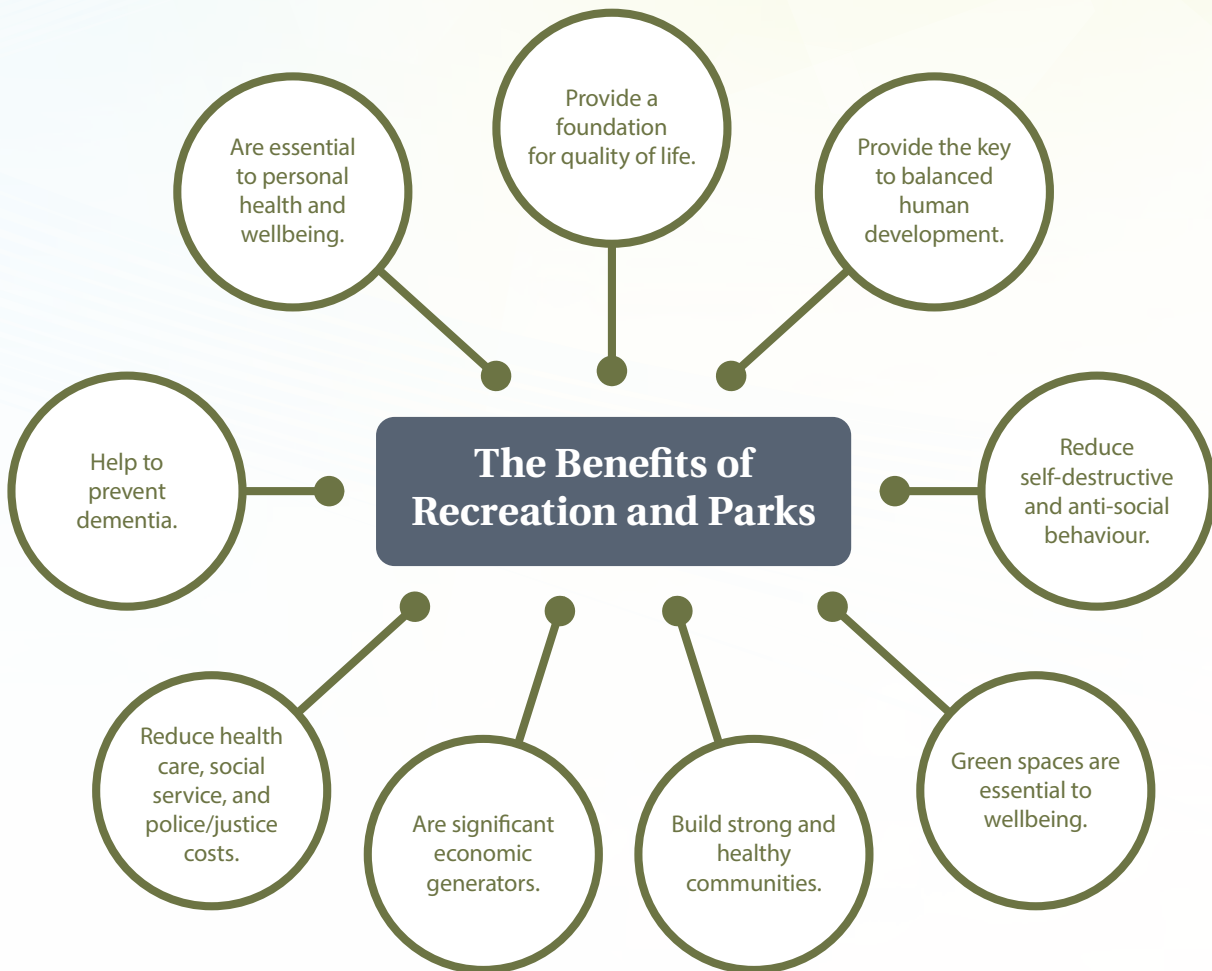
Building on What We Value Most

Saskatoon cherishes and builds upon what it values most: its people and their strong sense of community; its educational, recreational, and cultural resources; and its access to a wealth of natural resources. Arts, sports, and culture are accessible to all, and central to the city's identity and livability. It is a city of all seasons, as welcoming and active in winter as it is in summer.

With Saskatoon entering a new stage of growth, planning must consider how to best respond to future program and infrastructure needs, not just for today's citizens, but for the generations to come. These and other factors have led the City to develop a comprehensive Recreation and Parks Master Plan.

THE MANY BENEFITS OF RECREATION AND PARKS

Recreation and parks are an essential public service. The benefits are proven and impact the overall community, the individuals living within it, and the natural environment.



Master Plan Purpose and Background

The Recreation and Parks Master Plan is intended to guide future decision-making. It provides an overall framework for the development, delivery, and continuous improvement of recreation and parks programs, services, and facilities.

The Plan will:

- Create supportive environments for recreation and parks activity to occur in;
- Build capacity in the recreation and parks delivery system throughout Saskatoon; and
- Enhance inclusion in and access to recreation and parks opportunities provided by the City and stakeholders.



The Recreation and Parks Master Plan is based on diligent research and broad public consultation.

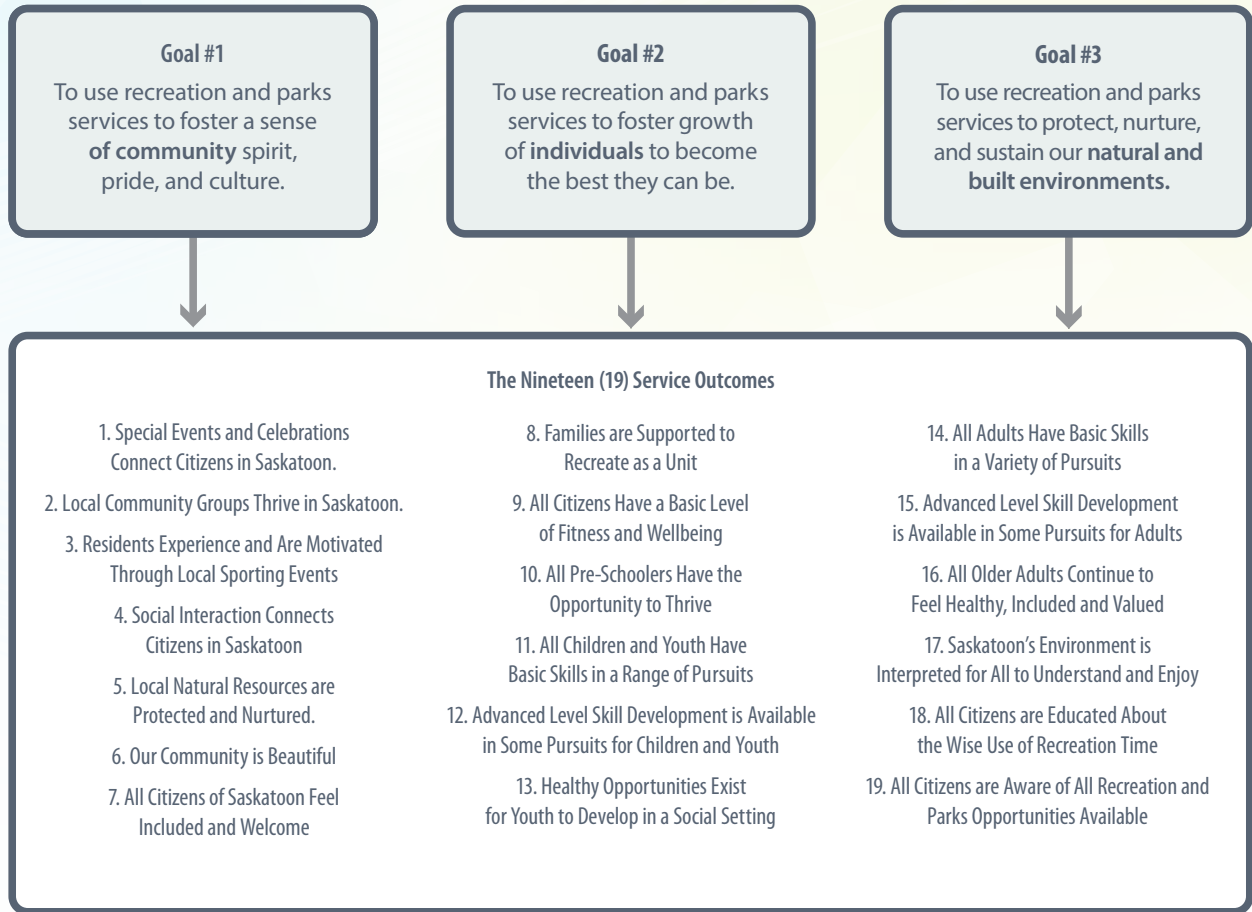
The Vision

The Plan is founded on the following vision for recreation and parks services.

We envision a city in which everyone is engaged in meaningful, accessible recreation experiences that enhance quality of life and foster:

- Individual wellbeing;
- Community wellbeing; and
- The wellbeing of our natural and built environments.

In the delivery of recreation and parks services, the City will direct its efforts toward achieving the greatest “public good” in return for investment of limited public resources. The Plan includes three overarching goals and 19 Service Outcomes.



The Service Outcomes outline a desired end state that can be achieved through provision of and participation in recreation and parks activities. The outcomes lead to the three overarching goals and explain what the City (as well as other service providers) expects out of its investment in recreation and parks services. Everything the City does should further one or more of the Service Outcomes. The desired end states may never be completely achieved, but each warrants continued public support and investment.

Master Plan Recommendations

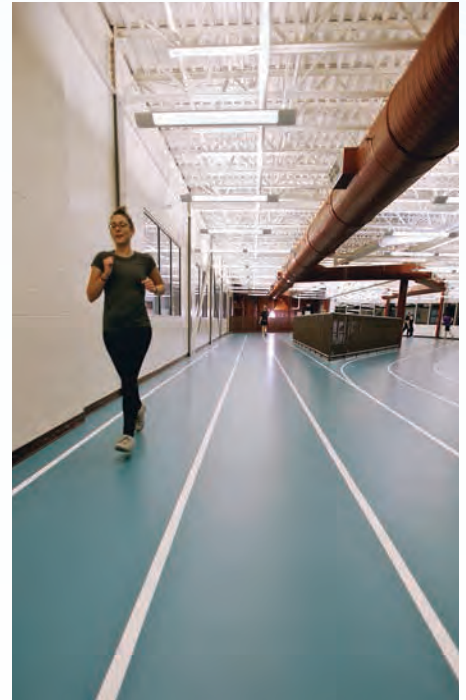
The Recreation and Parks Master Plan outlines how the City can enhance recreation and parks benefits through adjustments to existing service delivery, programming, and infrastructure. The recommendations build upon the strong core of recreation and parks services currently provided by the City and other delivery agencies. Recommendations are presented in four categories:

1. **Service Delivery:** how the City and other service providers offer recreation and parks facilities, spaces, and programs directly and in partnership with others.
2. **Programming:** how the City and other program providers deliver programs and focus efforts where needed.
3. **Infrastructure:** how the City and other providers plan and manage indoor and outdoor facilities and spaces.
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SERVICE DELIVERY RECOMMENDATIONS

Key themes related to service delivery include creating recreation capacity, facilitating supportive environments, and ensuring inclusion and access.

Recommendations focus on building knowledge and capacity through professional development and consistent information gathering, as well as continuing to partner with allied sectors (e.g. justice, education, health) on recreation and parks opportunities. The Plan outlines a framework for engaging in partnerships with non-profit, private, and municipal organizations. The concept of regional collaboration has been presented and supported by stakeholders as worthy of consideration for future service provision.



Recommendations related to supporting volunteers, communicating with residents and stakeholders, and reducing barriers to participation are intended to help service providers understand, and better serve, the Saskatoon market. Promoting recreation and educating the public on why they should participate are essential to increasing participation and benefits.

Ensuring accessibility of recreation and parks opportunities involves not only promoting the opportunities but also reducing barriers to participation. Revisiting financial cost recovery expectations is required, as is ensuring facilities are designed with physical accessibility in mind.

Partnership Framework

A partnership framework has been developed to increase clarity on how and why the City manages its relationships. The framework:

- Allows agencies to better structure future proposals and manage their relationship with the City;
- Provides for increased accountability and transparency by clarifying the outcomes of each relationship and how they are measured; and
- Reduces management time by providing a more consistent policy framework for managing relationship.



Highlights

CREATING RECREATION CAPACITY

- **Partnerships:** leveraging a variety of partnerships will optimize public investment and services.
- **Cross-Sectoral Collaboration:** working with allied sectors such as education, health, justice, and social services will ensure benefits are far-reaching and efforts are aligned.
- **Regional Collaboration:** collaborating with regional partners wherever possible will improve overall service delivery.
- **Group and Volunteer Support:** supporting community-based groups and partners will help to sustain existing service levels.

FACILITATING SUPPORTIVE ENVIRONMENTS

- **Promotions and Marketing:** enhancing existing efforts to promote opportunities and motivate non-participants through benefits messaging will continue to be a focus.
- **Community Liaison:** ongoing discussions with the general public and other stakeholders is key in ensuring services are meeting needs.
- **Data Collection and Research:** collecting reliable data on facility and space usage will help measure performance and clarify service utilization.

ENSURING INCLUSION AND ACCESS

- **Social Inclusion through Recreation and Parks:** recreation and parks programming will be planned through a social inclusion lens.
- **Financial Assistance:** the City will continue to offer financial assistance programs and to promote these and other low cost/no-cost opportunities to those in need.

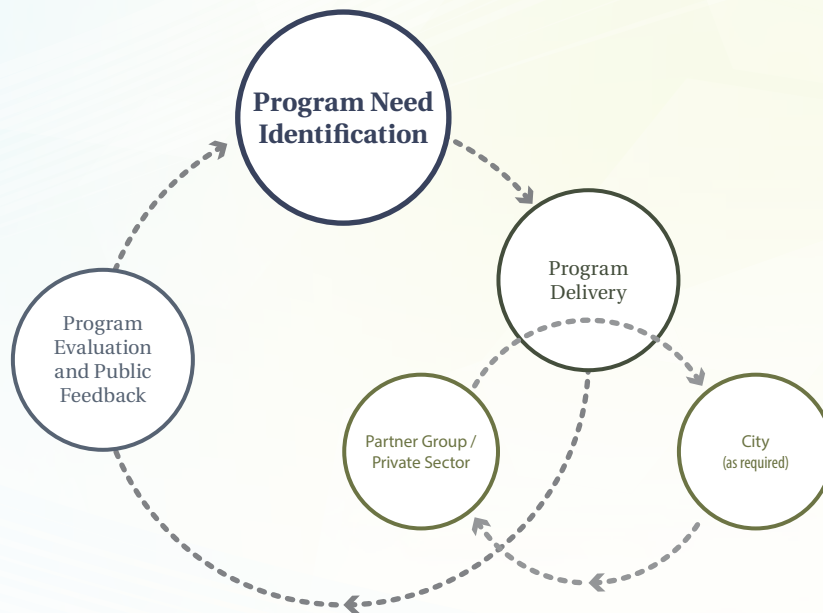
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1. The City will develop a partnership policy based on the framework.
2. The City will use the partnership framework to explore partnership opportunities for all recreation and parks service provision and infrastructure development.
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4. The City will continue to work with cross-sectoral partners to design and implement programs and provide environments where positive recreation and parks activity can occur.
5. The City will consider regional collaboration, utilizing the resources provided by SUMA and SPRA as a guide when planning and siting new facilities and offering programs that could have regional value and appeal.
6. The City will continue to support Community Associations and Organized Interest Groups equitably and transparently, based on ongoing communication to identify group support needs.
7. The City will consider getting involved with other sectors in the development of a city-wide volunteer strategy.
8. The City will continue to promote and market City recreation and parks opportunities with an enhanced focus on benefits and motivating participation.
9. The City will continue to employ an ongoing community liaison strategy that considers the general public (including but not limited to the City of Saskatoon Leisure Activity Study), partner groups, and cross-sector allies.
10. The City will develop utilization measures and collect relative data for structured and spontaneous use of recreation and parks services, programming, and infrastructure.
11. The City will design recreation and parks programs and opportunities to facilitate social inclusion and encourage/require its partners to do the same.
12. The City will continue to offer its Leisure Access and Youth Sports Subsidy Program, and grants to community-based groups in the most efficient and respectful manner possible.

PROGRAMMING RECOMMENDATIONS

Recreation and parks programs in Saskatoon help motivate and focus the participation of city and regional residents in healthy activities. The City of Saskatoon directly provides programs at its facilities and in its open spaces. It also helps facilitate programs that are offered by community-based groups, private sector organizations, and allied stakeholders.

From a recreation and parks programming perspective, the City is the only program provider with a mandate to oversee the needs of the entire community. Thus, the City has a role in determining overall program needs and disseminating information to service providers capable of filling identified gaps. This is not to suggest that the City is responsible for providing all needed programs, but that it can work collaboratively with other providers to optimize program efforts and channel resources where they are most needed.



Highlights

Getting more people active increasing exposure to nature and the outdoors, creating opportunities for winter-based recreation, and continuing to enable access to the river valley are key programming themes. Ensuring trail connections are established and maintained, preserving the ease of “moving around” align with the City’s upcoming Active Transportation Plan. Moving forward, City programs must be affordable and residents must be aware of available opportunities. Increased capacities will be required in some instances.

FOCUS OF FUTURE RECREATION AND PARKS PROGRAMMING:

- Getting more people, more active, more often.
- Getting more people outdoors, embracing all seasons.
- Using recreation opportunities to facilitate social inclusion.
- Creating enhanced connections with nature.
- Developing physical literacy and fundamental movement skills throughout life.
- Creating afterschool (3:00 – 6:00 p.m.) opportunities for children and youth.

Recommendations

13. The City will continue to include information about financial assistance for programs in its promotion and marketing efforts.
14. The City will take a lead role in identifying recreation and parks program needs in the community (including program performance assessment).
15. The City will work with other program providers to reduce redundancy and optimize investment wherever possible.
16. The City will use the Desired Program Focus Areas to guide collaborative recreation and park programming efforts.
17. The City will act to reduce barriers and increase participation wherever possible.
18. The City will review its Fees and Charges Schedule to determine admission fees that encourage greater use while also generating revenues, including potential use of a tiered system with differential fees based on facility type and capacity.
19. The City will look to engage the Community Feedback Committee (or similar group) in implementation of the Plan.

INFRASTRUCTURE RECOMMENDATIONS

As the primary provider of public sector recreation and parks services, the City currently owns and operates a significant array of recreation and parks facilities and spaces. Operating and maintaining these facilities is a major responsibility. Residents and local groups show high levels of satisfaction with these facilities, yet there is an appetite in the community for investment in new and/or enhanced infrastructure. Meeting future needs will understandably involve partnerships with other service providers and regional municipalities.

The Plan outlines leading practices in recreation and parks infrastructure, such as ensuring adequate lifecycle budgets are in place to sustain facilities, considering geographic balance when building new facilities, and ensuring sufficient lands are acquired for future infrastructure development. Reinvestment in existing facilities is an important consideration. Some of the City's recreation facilities warrant revitalization to sustain existing service levels and meet new and emerging needs.

Highlights

The Plan outlines strategies for specific indoor and outdoor infrastructure amenities provided by the City. Ice arenas, aquatics facilities, and dry-land areas are some of the indoor environments discussed. Outdoor strategies related to the City's parks classification system as well as specific park amenities like spray parks, skateboard parks, sports fields, and ball diamonds are presented.

The river valley is a valued resource, and continued support of the Meewasin Valley Authority is important. Preserving and protecting natural areas and trails within the city allows residents to connect to nature, while also providing opportunities for recreational and active transportation.

In an ideal scenario, these infrastructure strategies would all be achieved. Given limited resources, however, prioritization is necessary. The Plan includes a prioritization framework to provide a transparent basis for decision-making. Criteria for prioritization include community demand, service outcomes,

existing provision level, cost savings through partnerships/grants, cost/benefit, regional partnership appeal and economic impact.

Using the prioritization framework, the following indoor and outdoor facility priorities have been identified to guide short and mid-term investment decisions. The priorities are meant to assist decision-makers as opposed to being prescriptive.

Indoor Recreation Facility Spaces—PRIORITY RANKING

Amenity type	Rank
Ice Surfaces (Leisure) ¹	1
Walking/Running Track	2
Indoor Child Playgrounds	3
Arena Facilities	4
Multi-purpose Gymnasium/Social Spaces	4
Fitness/ Wellness Facilities	6
Before and After School Care Facilities	6
Child Minding Space	6
Aboriginal Cultural/Ceremonial Room	9
Gymnasium Type Space	10
Leisure Swimming Pools	10
Skateboard Facility	12
50m Competition Swimming Pools	13
Tennis	14
Climbing Wall	14
Gymnastics Studio	14
Youth Centres	17
Support Facilities	17
Social/Banquet Facilities	17
Seniors Centre	20
25m Competition Swimming Pools	20
Multi-Purpose Program/Meeting Rooms	22
Curling Rinks	22
Dance Studio	22

Outdoor Recreation Facility Spaces—PRIORITY RANKING

Amenity type	Rank
Shared Use Trail Network/System	1
Festival Venue/Amphitheatre	2
Passive Park (Including Natural Areas)	2
Child Playgrounds	4
Track and Field Spaces	4
Community Gardens	6
Water Spray Parks	6
Bike Parks (BMX, Mountain Bike)	6
Boating Facilities—Non-motorized	6
Boating Facilities—Motorized	6
Hiking Amenities	11
Sports Fields—Artificial Turf	12
Sports Fields—Grass	13
Dog Off Leash Parks	13
Swimming Pools	13
Tennis Courts	16
Ball Diamonds	16
Skateboard Parks	16
Picnic Areas	16
Sand/Beach Volleyball Courts	16
Basketball Courts/Sport Courts	21
Fitness Equipment	21
Cross Country Ski Trails	21

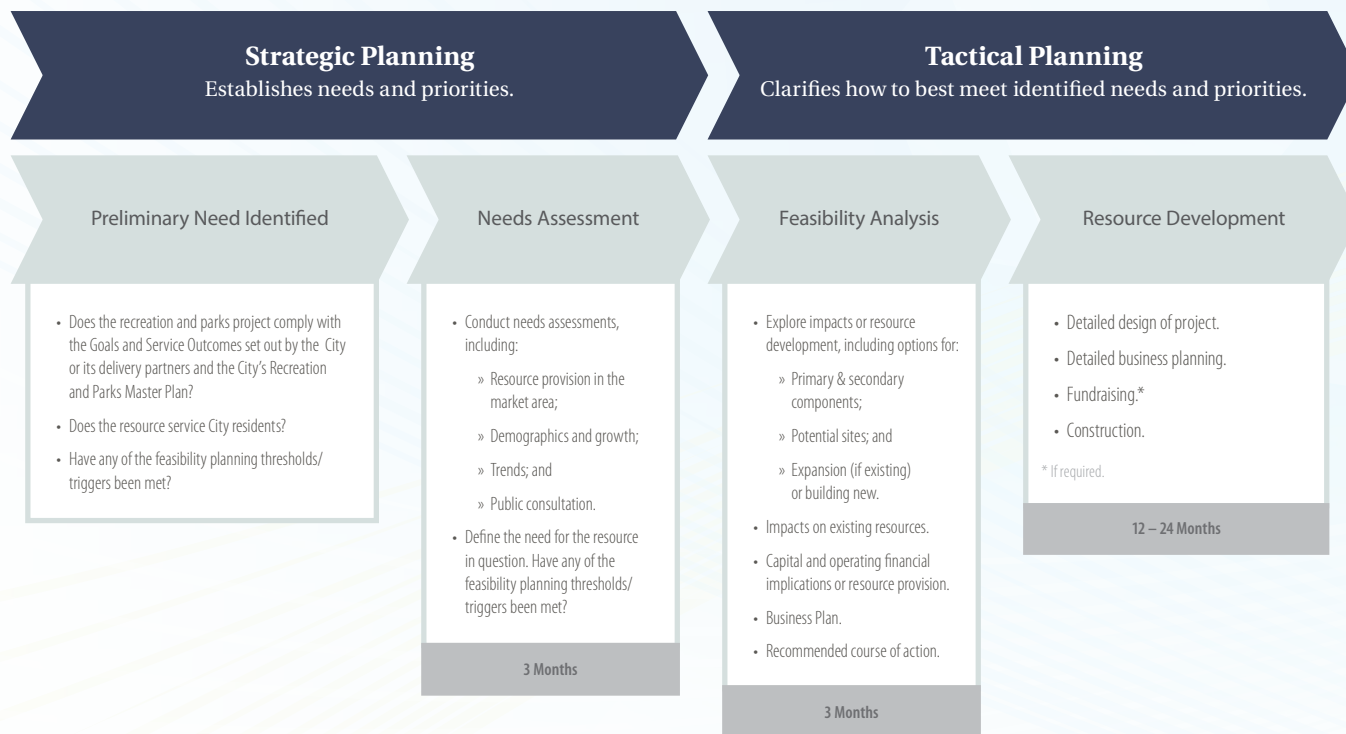
The priority amenities listed represent broad community interests and developing new or enhanced infrastructure to address these is not the sole responsibility of the City. Addressing these priorities will need to be a collective effort across all recreation and parks stakeholders in Saskatoon.

It is important to note that the definition of indoor and outdoor priorities is dynamic and expected to change as new information and partnerships emerge. The framework can be reviewed and updated by Administration whenever necessary. The priorities are meant to assist decision-makers as opposed to being prescriptive.

¹ Leisure ice facilities are non-boarded, indoor ice spaces typically found adjacent to traditional ice arenas that allow for unstructured public skating opportunities and do not accommodate ice sports such as hockey and ringette.

PROJECT DEVELOPMENT FRAMEWORK

City Council and Administration are tasked with making decisions about recreation and parks infrastructure in the best interests of the community. The project development framework provides a process for decision-making based on due diligence.



Several upcoming projects could be assessed using the project development framework. These include the potential development of a City Centre recreation facility through partnerships, development of a new facility in the city's northeast quadrant, reinvestment in existing civic recreation facilities and parks, and potential partnerships in the development of indoor ice facilities.

Recommendations

20. City recreation and parks professionals will continue to work with other divisions in planning future recreation and parks infrastructure.
21. The City will revisit, update, and enhance its Parks and Open Space classification system.
22. The City will revisit, update, and enhance its current Park Development Guidelines policy and formalize its Landscape Design Standards.
23. The City will use a recreation facilities classification system to help guide future development of new or enhanced facilities.
24. The City will consider providing both spontaneous and structured recreation, culture, and parks spaces in the expansion/enhancement of existing or the development of new infrastructure.
25. The City will explore opportunities to develop integrated facilities when contemplating the development of new or enhanced recreation and parks infrastructure.

26. The City will continue to consider including multiple types of spaces in a facility and/or at a site when planning for investment in recreation and parks infrastructure.
27. The City will consider geographic balance in the provision of existing and the development of new programs and services, especially for facilities and spaces provided at the district level.
28. The City will employ principles of environmentally sound design wherever possible when contemplating new facilities/sites or when investing in existing infrastructure.
29. The City will explore the application of synthetic playing surfaces when contemplating major outdoor recreation and park facilities.
30. The City will continue to plan for facility and parks lifecycle replacement and amenity refreshment through an annual lifecycle budget approach.
31. The City will consider crime prevention through environmental design, multi-use, physical accessibility, age-friendly design, sponsorship exposure, and event hosting capability when designing and constructing new and/or enhanced recreation facility or developing open spaces.
32. The City will ensure that healthy food and beverage options are provided in recreation facilities and parks where possible.
33. The City will consider additional Municipal Reserve allocation and budgeting for land acquisition for the creation of larger multi-district and/or district park and recreation facility sites.
34. The City will consider revitalization, enhancement, and potential expansion of existing facilities, including but not limited to playground structures, recreation units, and leisure centres when contemplating future recreation and parks infrastructure development.
35. The City will use the reinvestment/repurpose or decommission decision-making framework when contemplating the future of existing recreation and parks assets requiring substantial lifecycle investment.
36. The City will strive to achieve the park amenity strategies as well as the desired outcomes outlined in the Plan related to natural areas, trails, and the river valley.
37. The City will strive to achieve the recreation facility (e.g. arenas, indoor aquatics, dry-land, fitness/wellness, etc.) strategies outlined in the Plan.
38. The City will use the project development framework when contemplating significant recreation and parks infrastructure development requiring public funding.
39. The City will use and periodically revisit the recreation and parks facility space prioritization model to help guide future infrastructure investment decision making.

FINANCING RECOMMENDATIONS

As the primary delivery agent of public recreation and parks services in Saskatoon, the City makes a significant investment in infrastructure, programming, and other supports. Although there is some cost-recovery, recreation and parks services are generally subsidized by local taxes. The philosophy behind public investment in these essential services is explained in the investment spectrum.

The investment spectrum suggests that facilities accessible by the entire community and within the City's base level of service (e.g. walking trails, park furniture) be funded solely through public taxes. As infrastructure becomes more specialized and less accessible by the general public (e.g. major sports field facilities, ice arenas), the spectrum suggests that funding come from a combination of public taxes, user fees, fundraising, and private/non-profit investment.

Investment Spectrum



Recommendations

40. The City will enhance its existing sponsorship policy to focus on recreation and parks and administer an associated campaign to garner external funding to support of programming and/or infrastructure.
41. The City will explore non-traditional fee-based services and amenities, on a break even or profit basis, that are complementary to existing facility or park space.
42. Where applicable, the City will pursue grants from external sources to leverage public investment in recreation and parks services.
43. The City will allocate sustained internal resources (either reallocated or incremental) to implement the Plan in the spirit of continuous improvement.
44. Where possible, the City will continue to provide staff professional development opportunities to continually enhance internal capacity.

Implementation: A Joint Effort

Implementation of the Recreation and Parks Master Plan will require commitment, resources (financial and human), and adjustment of existing policies and protocols. The Plan is dynamic, and the frameworks and systems outlined allow recreation and parks stakeholders to adapt as Saskatoon grows and evolves.

The Plan's underlying theme is that the delivery of recreation and parks services, programming, and infrastructure is dependent upon a collaborative effort led by the City and involving a variety of dedicated partners and service providers. Although the majority of recommendations focus on the City, they impact services and facilities that are a product of the dedication and perseverance of all stakeholders, including the volunteer sector, other levels of government, and the private sector.

Financing recreation and parks is expected to come through a combination of public taxes, user fees, and external sources, such as grants and sponsorship. The financial implications and associated timing will enable the City and other stakeholders to plan for future resource allocation. Although estimates may have higher margins of error, the fact that they will be proactively considered is invaluable.

The recommendations in the Plan will provide a key reference point in future decision-making regarding recreation and parks services, programming, and infrastructure. As the Plan is implemented, it will create strength and capacity in the recreation and parks delivery system and lead to improved resident quality of life.







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Recreation and Parks Master Plan

CITY OF SASKATOON

Final Draft
For Presentation to Committee of Council

June 29th, 2015



Research Panel

Recreation and Parks Master Plan

CITY OF SASKATOON

The Recreation and Parks Master Plan has been developed to guide decision-making regarding future recreation and parks facilities and services. Although it is focused on the City of Saskatoon's role in service delivery, programming, and infrastructure, the Plan provides insight and information for the benefit of all stakeholders, including regional partners, other levels of government, local non-profit volunteer groups, and the private sector.

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Acknowledgments

Great cities are built through active citizen involvement and engagement in planning and public service provision. Thank you to all of those engaged in the Recreation and Parks Master Plan process.

More specifically, thanks go out to:

- Residents of Saskatoon for participating in the household surveys and public events;
- Members of City Council and Administration who participated in interviews and meetings;
- Representatives (elected officials and administrators) from regional municipalities who participated in interviews and meetings;
- Representatives of volunteer groups and recreation and parks stakeholders who answered questionnaires and attended meetings to discuss their needs; and
- All other key stakeholders who provided information and attended meetings when asked.

Special thanks go to the Community Feedback Committee, the Project Steering Committee and project liaison who provided advice, information, support, and opinions; who recognized the importance of investing in long range planning; and who displayed the fortitude to make decisions in the best interest of the city.

Community Feedback Committee

- Meewasin Valley Authority—Mike Velonas
- Sport Tourism—Randy Fernets
- University of Saskatchewan: Kinesiology—Paul Rogal
- Health Region—Cora Janzen
- Public Schools—Bruce Bradshaw
- Catholic Schools—Johnny Marciniuk
- YMCA—Dean Dodge
- YWCA—Barb Macpherson
- Saskatoon Indian and Metis Friendship Centre—Bill Mintram
- University of Saskatchewan—Nazeem Muhajarine
- SIAST—Nancy Dill
- Culture—Clare Middleton
- Saskatoon Council on Aging Inc.—Elliot PausJenssen
- Community Associations—Christine Ruys
- Newcomers—Joe Garcea
- Accessibility—Robin East

Project Steering Committee

- Director of Community Development—Lynne Lacroix
- Director of Recreation and Sport—Cary Humphrey
- Director of Parks—Darren Crilly
- Section Manager, Community Development—Kevin Kitchen
- Section Manager, Community Development—Mike Libke (Project Manager)
- Supervisor, Program Services, Recreation, and Sport—Nancy Johnson
- Integrated Facility Supervisor, Recreation, and Sport—Brad Babyak

And last but not least, the **Consulting Team:**

- Don Hunter—PERC
- Brian Johnston—PERC
- Mike Roma—RC Strategies
- Charles Olfert—AODBT architecture
- Michelle Friesen—AODBT architecture
- Rob Parks—RC Strategies
- Stephen Slawuta—RC Strategies
- Lauren Hawkins—RC Strategies

Executive Summary

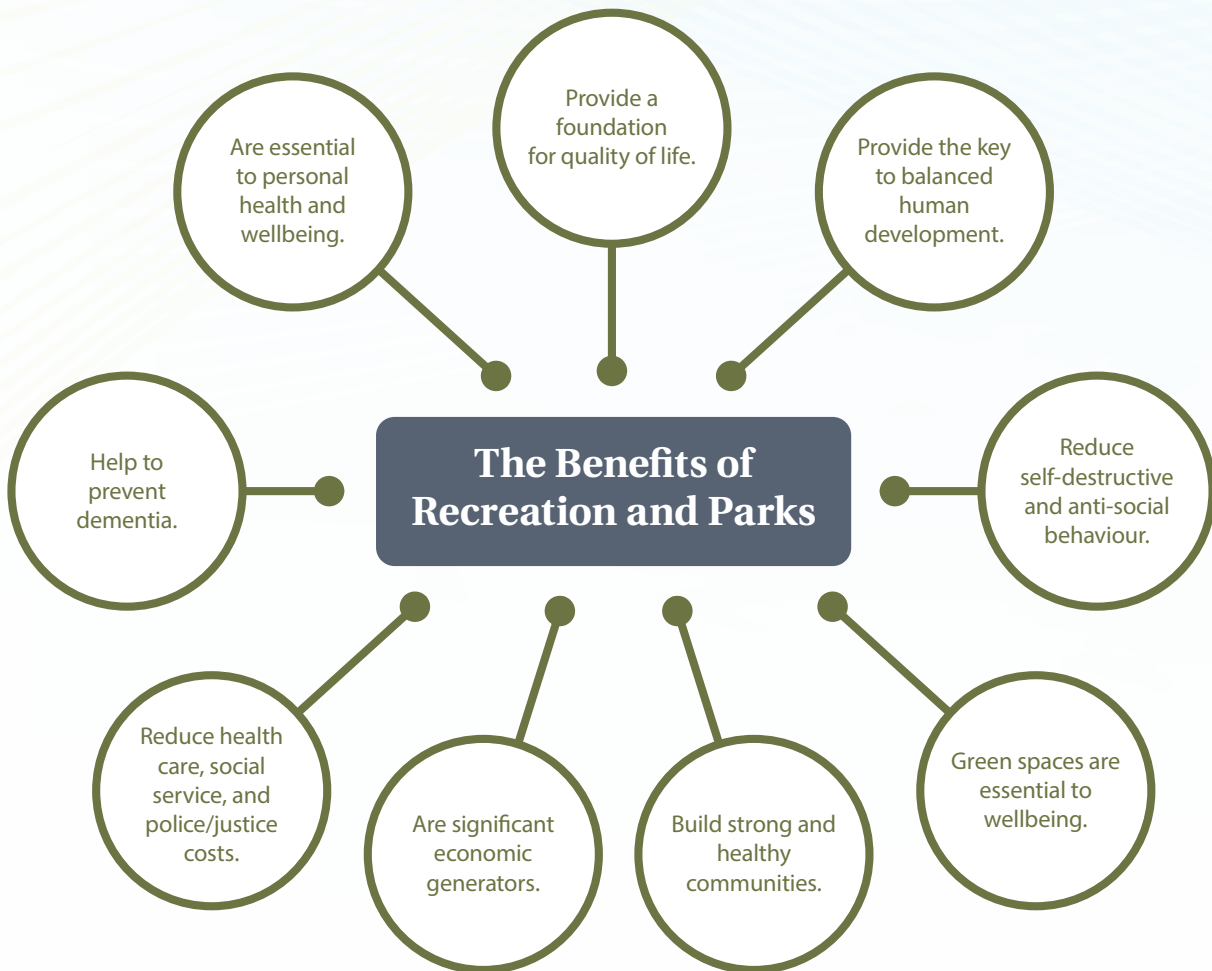
Building on What We Value Most

Saskatoon cherishes and builds upon what it values most: its people and their strong sense of community; its educational, recreational, and cultural resources; and its access to a wealth of natural resources. Arts, sports, and culture are accessible to all, and central to the city's identity and livability. It is a city of all seasons, as welcoming and active in winter as it is in summer.

With Saskatoon entering a new stage of growth, planning must consider how to best respond to future program and infrastructure needs, not just for today's citizens, but for the generations to come. These and other factors have led the City to develop a comprehensive Recreation and Parks Master Plan.

THE MANY BENEFITS OF RECREATION AND PARKS

Recreation and parks are an essential public service. The benefits are proven and impact the overall community, the individuals living within it, and the natural environment.

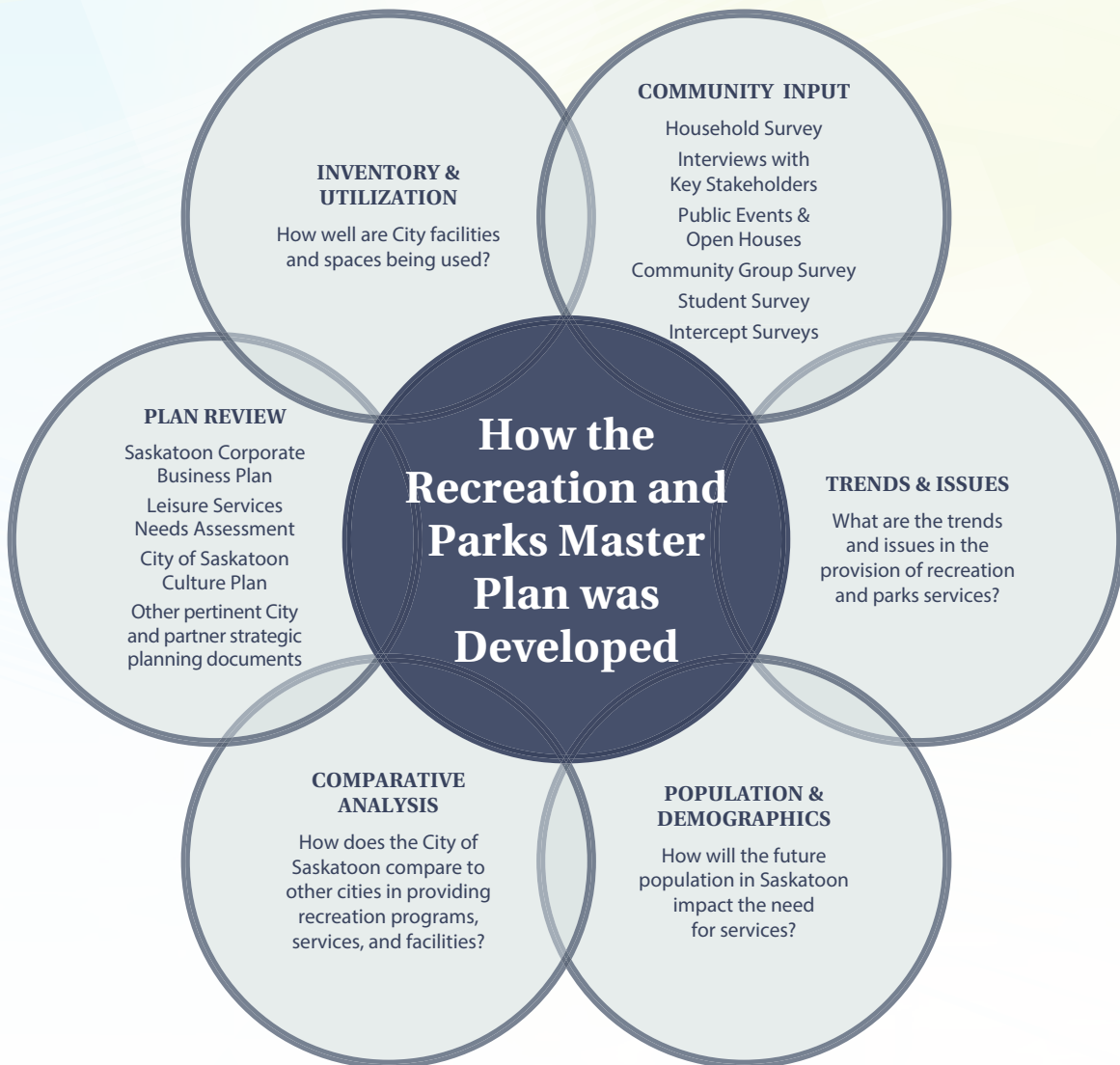


Master Plan Purpose and Background

The Recreation and Parks Master Plan is intended to guide future decision-making. It provides an overall framework for the development, delivery, and continuous improvement of recreation and parks programs, services, and facilities.

The Plan will:

- Create supportive environments for recreation and parks activity to occur in;
- Build capacity in the recreation and parks delivery system throughout Saskatoon; and
- Enhance inclusion in and access to recreation and parks opportunities provided by the City and stakeholders.



The Recreation and Parks Master Plan is based on diligent research and broad public consultation.

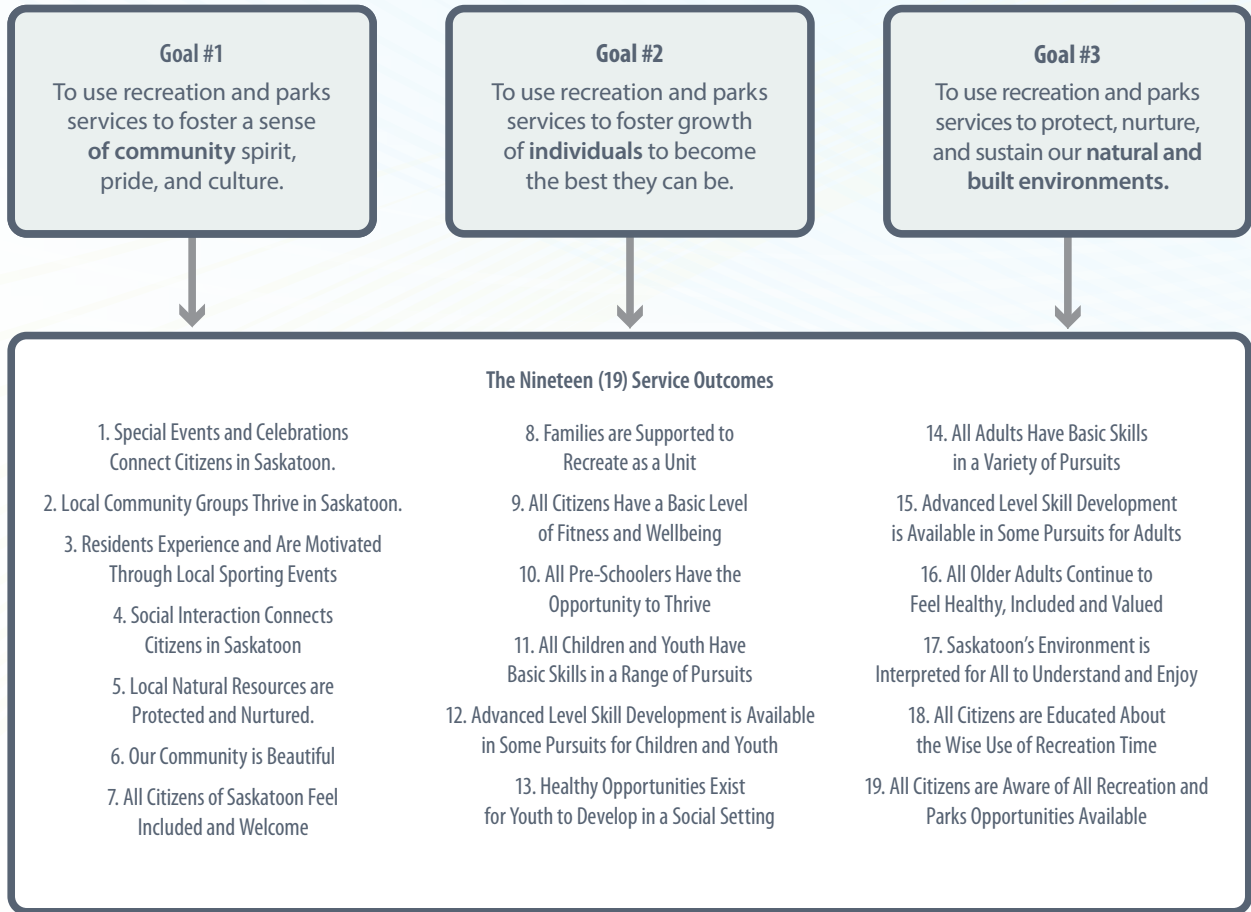
The Vision

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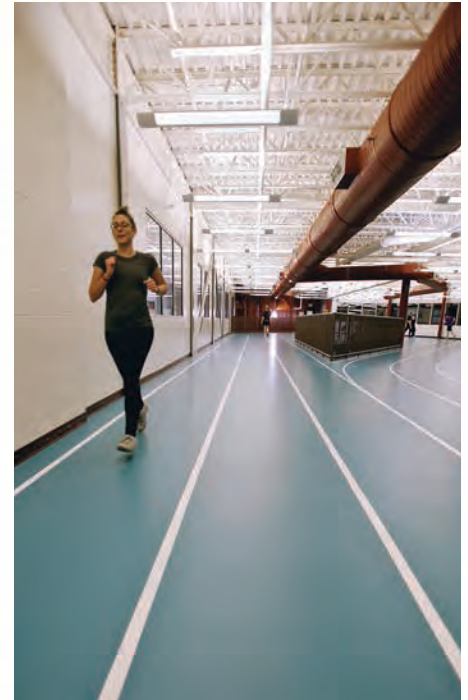
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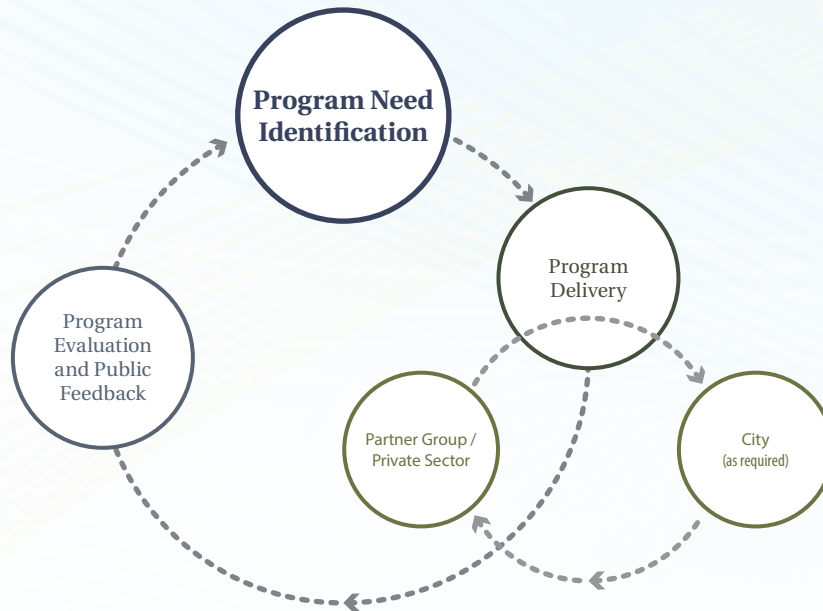
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5. The City will consider regional collaboration, utilizing the resources provided by SUMA and SPRA as a guide when planning and siting new facilities and offering programs that could have regional value and appeal.
6. The City will continue to support Community Associations and Organized Interest Groups equitably and transparently, based on ongoing communication to identify group support needs.
7. The City will consider getting involved with other sectors in the development of a city-wide volunteer strategy.
8. The City will continue to promote and market City recreation and parks opportunities with an enhanced focus on benefits and motivating participation.
9. The City will continue to employ an ongoing community liaison strategy that considers the general public (including but not limited to the City of Saskatoon Leisure Activity Study), partner groups, and cross-sector allies.
10. The City will develop utilization measures and collect relative data for structured and spontaneous use of recreation and parks services, programming, and infrastructure.
11. The City will design recreation and parks programs and opportunities to facilitate social inclusion and encourage/require its partners to do the same.
12. The City will continue to offer its Leisure Access and Youth Sports Subsidy Program, and grants to community-based groups in the most efficient and respectful manner possible.

PROGRAMMING RECOMMENDATIONS

Recreation and parks programs in Saskatoon help motivate and focus the participation of city and regional residents in healthy activities. The City of Saskatoon directly provides programs at its facilities and in its open spaces. It also helps facilitate programs that are offered by community-based groups, private sector organizations, and allied stakeholders.

From a recreation and parks programming perspective, the City is the only program provider with a mandate to oversee the needs of the entire community. Thus, the City has a role in determining overall program needs and disseminating information to service providers capable of filling identified gaps. This is not to suggest that the City is responsible for providing all needed programs, but that it can work collaboratively with other providers to optimize program efforts and channel resources where they are most needed.



Highlights

Getting more people active increasing exposure to nature and the outdoors, creating opportunities for winter-based recreation, and continuing to enable access to the river valley are key programming themes. Ensuring trail connections are established and maintained, preserving the ease of “moving around” align with the City’s upcoming Active Transportation Plan. Moving forward, City programs must be affordable and residents must be aware of available opportunities. Increased capacities will be required in some instances.

FOCUS OF FUTURE RECREATION AND PARKS PROGRAMMING:

- Getting more people, more active, more often.
- Getting more people outdoors, embracing all seasons.
- Using recreation opportunities to facilitate social inclusion.
- Creating enhanced connections with nature.
- Developing physical literacy and fundamental movement skills throughout life.
- Creating afterschool (3:00 – 6:00 p.m.) opportunities for children and youth.

Recommendations

13. The City will continue to include information about financial assistance for programs in its promotion and marketing efforts.
14. The City will take a lead role in identifying recreation and parks program needs in the community (including program performance assessment).
15. The City will work with other program providers to reduce redundancy and optimize investment wherever possible.
16. The City will use the Desired Program Focus Areas to guide collaborative recreation and park programming efforts.
17. The City will act to reduce barriers and increase participation wherever possible.
18. The City will review its Fees and Charges Schedule to determine admission fees that encourage greater use while also generating revenues, including potential use of a tiered system with differential fees based on facility type and capacity.
19. The City will look to engage the Community Feedback Committee (or similar group) in implementation of the Plan.

INFRASTRUCTURE RECOMMENDATIONS

As the primary provider of public sector recreation and parks services, the City currently owns and operates a significant array of recreation and parks facilities and spaces. Operating and maintaining these facilities is a major responsibility. Residents and local groups show high levels of satisfaction with these facilities, yet there is an appetite in the community for investment in new and/or enhanced infrastructure. Meeting future needs will understandably involve partnerships with other service providers and regional municipalities.

The Plan outlines leading practices in recreation and parks infrastructure, such as ensuring adequate lifecycle budgets are in place to sustain facilities, considering geographic balance when building new facilities, and ensuring sufficient lands are acquired for future infrastructure development. Reinvestment in existing facilities is an important consideration. Some of the City's recreation facilities warrant revitalization to sustain existing service levels and meet new and emerging needs.

Highlights

The Plan outlines strategies for specific indoor and outdoor infrastructure amenities provided by the City. Ice arenas, aquatics facilities, and dry-land areas are some of the indoor environments discussed. Outdoor strategies related to the City's parks classification system as well as specific park amenities like spray parks, skateboard parks, sports fields, and ball diamonds are presented.

The river valley is a valued resource, and continued support of the Meewasin Valley Authority is important. Preserving and protecting natural areas and trails within the city allows residents to connect to nature, while also providing opportunities for recreational and active transportation.

In an ideal scenario, these infrastructure strategies would all be achieved. Given limited resources, however, prioritization is necessary. The Plan includes a prioritization framework to provide a transparent basis for decision-making. Criteria for prioritization include community demand, service outcomes,

existing provision level, cost savings through partnerships/grants, cost/benefit, regional partnership appeal and economic impact.

Using the prioritization framework, the following indoor and outdoor facility priorities have been identified to guide short and mid-term investment decisions. The priorities are meant to assist decision-makers as opposed to being prescriptive.

Indoor Recreation Facility Spaces—PRIORITY RANKING

Amenity type	Rank
Ice Surfaces (Leisure) ¹	1
Walking/Running Track	2
Indoor Child Playgrounds	3
Arena Facilities	4
Multi-purpose Gymnasium/Social Spaces	4
Fitness/ Wellness Facilities	6
Before and After School Care Facilities	6
Child Minding Space	6
Aboriginal Cultural/Ceremonial Room	9
Gymnasium Type Space	10
Leisure Swimming Pools	10
Skateboard Facility	12
50m Competition Swimming Pools	13
Tennis	14
Climbing Wall	14
Gymnastics Studio	14
Youth Centres	17
Support Facilities	17
Social/Banquet Facilities	17
Seniors Centre	20
25m Competition Swimming Pools	20
Multi-Purpose Program/Meeting Rooms	22
Curling Rinks	22
Dance Studio	22

Outdoor Recreation Facility Spaces—PRIORITY RANKING

Amenity type	Rank
Shared Use Trail Network/System	1
Festival Venue/Amphitheatre	2
Passive Park (Including Natural Areas)	2
Child Playgrounds	4
Track and Field Spaces	4
Community Gardens	6
Water Spray Parks	6
Bike Parks (BMX, Mountain Bike)	6
Boating Facilities—Non-motorized	6
Boating Facilities—Motorized	6
Hiking Amenities	11
Sports Fields—Artificial Turf	12
Sports Fields—Grass	13
Dog Off Leash Parks	13
Swimming Pools	13
Tennis Courts	16
Ball Diamonds	16
Skateboard Parks	16
Picnic Areas	16
Sand/Beach Volleyball Courts	16
Basketball Courts/Sport Courts	21
Fitness Equipment	21
Cross Country Ski Trails	21

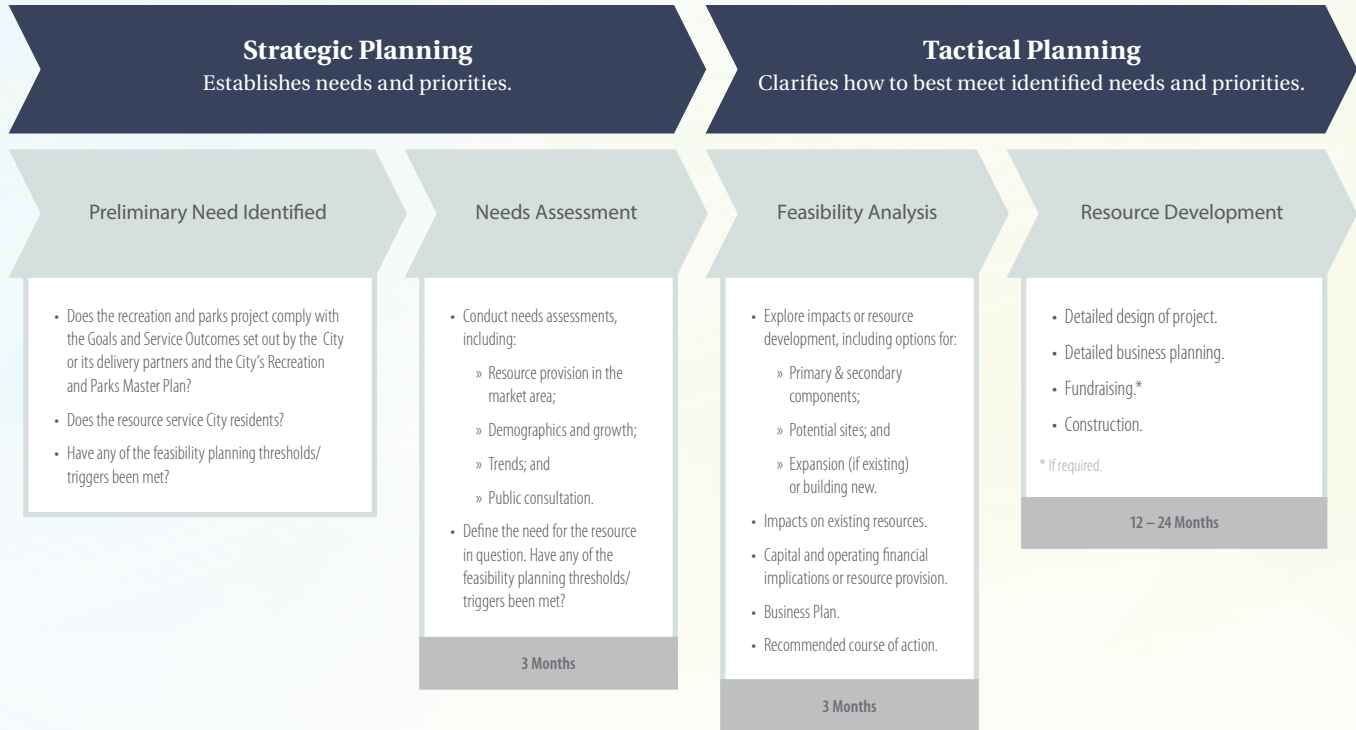
The priority amenities listed represent broad community interests and developing new or enhanced infrastructure to address these is not the sole responsibility of the City. Addressing these priorities will need to be a collective effort across all recreation and parks stakeholders in Saskatoon.

It is important to note that the definition of indoor and outdoor priorities is dynamic and expected to change as new information and partnerships emerge. The framework can be reviewed and updated by Administration whenever necessary. The priorities are meant to assist decision-makers as opposed to being prescriptive.

¹ Leisure ice facilities are non-boarded, indoor ice spaces typically found adjacent to traditional ice arenas that allow for unstructured public skating opportunities and do not accommodate ice sports such as hockey and ringette.

PROJECT DEVELOPMENT FRAMEWORK

City Council and Administration are tasked with making decisions about recreation and parks infrastructure in the best interests of the community. The project development framework provides a process for decision-making based on due diligence.



Several upcoming projects could be assessed using the project development framework. These include the potential development of a City Centre recreation facility through partnerships, development of a new facility in the city's northeast quadrant, reinvestment in existing civic recreation facilities and parks, and potential partnerships in the development of indoor ice facilities.

Recommendations

20. City recreation and parks professionals will continue to work with other divisions in planning future recreation and parks infrastructure.
21. The City will revisit, update, and enhance its Parks and Open Space classification system.
22. The City will revisit, update, and enhance its current Park Development Guidelines policy and formalize its Landscape Design Standards.
23. The City will use a recreation facilities classification system to help guide future development of new or enhanced facilities.
24. The City will consider providing both spontaneous and structured recreation, culture, and parks spaces in the expansion/enhancement of existing or the development of new infrastructure.
25. The City will explore opportunities to develop integrated facilities when contemplating the development of new or enhanced recreation and parks infrastructure.

26. The City will continue to consider including multiple types of spaces in a facility and/or at a site when planning for investment in recreation and parks infrastructure.
27. The City will consider geographic balance in the provision of existing and the development of new programs and services, especially for facilities and spaces provided at the district level.
28. The City will employ principles of environmentally sound design wherever possible when contemplating new facilities/sites or when investing in existing infrastructure.
29. The City will explore the application of synthetic playing surfaces when contemplating major outdoor recreation and park facilities.
30. The City will continue to plan for facility and parks lifecycle replacement and amenity refreshment through an annual lifecycle budget approach.
31. The City will consider crime prevention through environmental design, multi-use, physical accessibility, age-friendly design, sponsorship exposure, and event hosting capability when designing and constructing new and/or enhanced recreation facility or developing open spaces.
32. The City will ensure that healthy food and beverage options are provided in recreation facilities and parks where possible.
33. The City will consider additional Municipal Reserve allocation and budgeting for land acquisition for the creation of larger multi-district and/or district park and recreation facility sites.
34. The City will consider revitalization, enhancement, and potential expansion of existing facilities, including but not limited to playground structures, recreation units, and leisure centres when contemplating future recreation and parks infrastructure development.
35. The City will use the reinvestment/repurpose or decommission decision-making framework when contemplating the future of existing recreation and parks assets requiring substantial lifecycle investment.
36. The City will strive to achieve the park amenity strategies as well as the desired outcomes outlined in the Plan related to natural areas, trails, and the river valley.
37. The City will strive to achieve the recreation facility (e.g. arenas, indoor aquatics, dry-land, fitness/wellness, etc.) strategies outlined in the Plan.
38. The City will use the project development framework when contemplating significant recreation and parks infrastructure development requiring public funding.
39. The City will use and periodically revisit the recreation and parks facility space prioritization model to help guide future infrastructure investment decision making.

FINANCING RECOMMENDATIONS

As the primary delivery agent of public recreation and parks services in Saskatoon, the City makes a significant investment in infrastructure, programming, and other supports. Although there is some cost-recovery, recreation and parks services are generally subsidized by local taxes. The philosophy behind public investment in these essential services is explained in the investment spectrum.

The investment spectrum suggests that facilities accessible by the entire community and within the City's base level of service (e.g. walking trails, park furniture) be funded solely through public taxes. As infrastructure becomes more specialized and less accessible by the general public (e.g. major sports field facilities, ice arenas), the spectrum suggests that funding come from a combination of public taxes, user fees, fundraising, and private/non-profit investment.

Investment Spectrum



Recommendations

40. The City will enhance its existing sponsorship policy to focus on recreation and parks and administer an associated campaign to garner external funding to support of programming and/or infrastructure.
41. The City will explore non-traditional fee-based services and amenities, on a break even or profit basis, that are complementary to existing facility or park space.
42. Where applicable, the City will pursue grants from external sources to leverage public investment in recreation and parks services.
43. The City will allocate sustained internal resources (either reallocated or incremental) to implement the Plan in the spirit of continuous improvement.
44. Where possible, the City will continue to provide staff professional development opportunities to continually enhance internal capacity.

Implementation: A Joint Effort

Implementation of the Recreation and Parks Master Plan will require commitment, resources (financial and human), and adjustment of existing policies and protocols. The Plan is dynamic, and the frameworks and systems outlined allow recreation and parks stakeholders to adapt as Saskatoon grows and evolves.

The Plan's underlying theme is that the delivery of recreation and parks services, programming, and infrastructure is dependent upon a collaborative effort led by the City and involving a variety of dedicated partners and service providers. Although the majority of recommendations focus on the City, they impact services and facilities that are a product of the dedication and perseverance of all stakeholders, including the volunteer sector, other levels of government, and the private sector.

Financing recreation and parks is expected to come through a combination of public taxes, user fees, and external sources, such as grants and sponsorship. The financial implications and associated timing will enable the City and other stakeholders to plan for future resource allocation. Although estimates may have higher margins of error, the fact that they will be proactively considered is invaluable.

The recommendations in the Plan will provide a key reference point in future decision-making regarding recreation and parks services, programming, and infrastructure. As the Plan is implemented, it will create strength and capacity in the recreation and parks delivery system and lead to improved resident quality of life.



Section

1

Introduction and Methodology

Saskatoon is Saskatchewan’s largest city. With a growing population and a thriving business sector, Saskatoon has positioned itself as an attractive and vibrant city that is a primary engine of the Saskatchewan economy. Notwithstanding the global economic challenges, Saskatoon’s diverse economy, low unemployment, healthy real estate market, and rising incomes, all indicate that Saskatoon will continue to grow and prosper, becoming an even more attractive and competitive city. Saskatoon’s strong economy has resulted in continuous and substantial population increases in recent years.

Saskatoon cherishes and builds upon what it values most: its people and their strong sense of community; its educational, recreational, and cultural resources; its access to a wealth of natural resources; its balanced and diverse economy and cultural diversity; and the breathtaking river valley at the heart of the city. It is a city of distinct, interconnected neighbourhoods accommodating a broad range of housing and amenities. The city’s many educational and health institutions continue to expand and excel, fueling the local and provincial economies and helping to build a smarter and healthier city. Arts, sports, and culture are accessible to all and central to the city’s identity and livability. It is a city of all seasons, as welcoming and active in winter as it is in summer. The city’s natural, built, and financial resources are used wisely. For residents and visitors, it is a city of great character and rich experiences.

While the city is well positioned, it also recognizes that growth comes with challenges. Over the past number of years, the City and its partners has focused on improving capital infrastructure and ensuring the provision of programs and services that matter most to citizens. Saskatoon is now entering a new stage of growth, and as growth continues, future planning must consider how to best respond to future program and infrastructure needs, not just for today’s citizens, but for the generations to come. These and other factors have led the City to develop a comprehensive Recreation and Parks Master Plan for the City of Saskatoon.¹

“Recreation is the experience that results from freely chosen participation in physical, social, intellectual, creative, and spiritual pursuits that enhance individual and community wellbeing.”²

The focus of this Recreation and Parks Master Plan is explained as follows:

*To provide an **overall framework** to guide the **development, delivery, and continuous improvement of recreation and parks programs, services and facilities.***

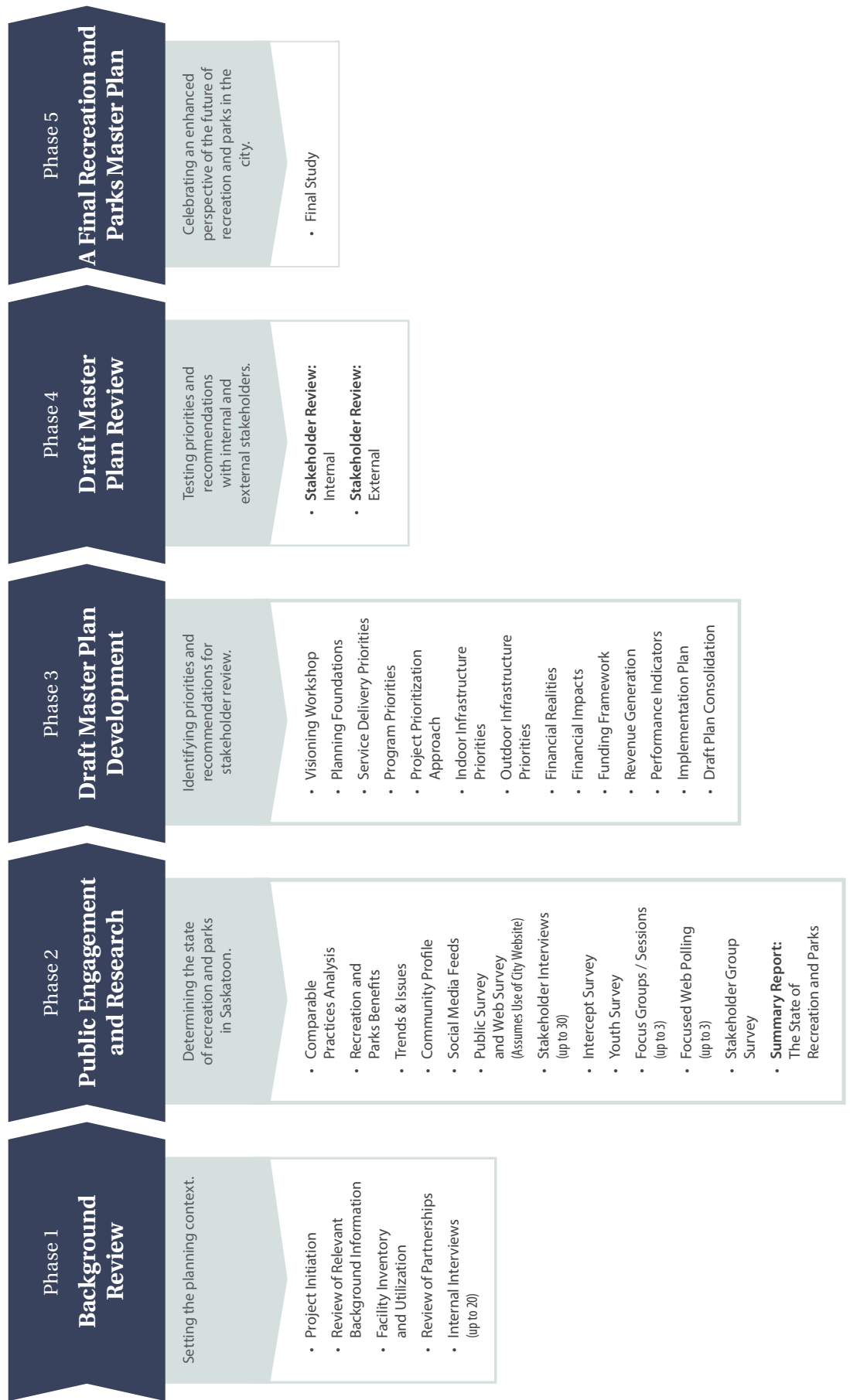


1 2013 City of Saskatoon Business Plan.

2 Pathways to Wellbeing: A framework for recreation in Canada, 2015.

In order to develop this framework, a number of key consultation and research steps were undertaken. The following chart explains these steps.

Diagram 1: Project Framework

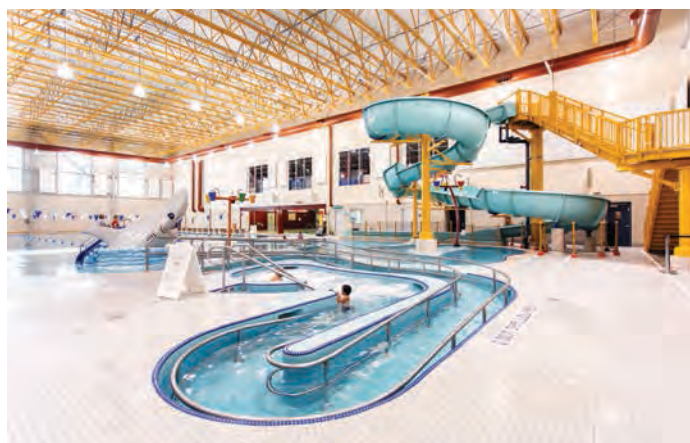


Primary research facilitated during the development of this Plan included:

- A household resident survey: a statistically reliable telephone survey of 400 city households;
- A web-based resident survey: facilitated on the City's website;
- A stakeholder survey: questionnaires sent to organized groups in the region;
- Stakeholder group interviews: individual discussions with local recreation and parks delivery stakeholders;
- Public open houses and attendance at existing community events;
- Intercept surveys at City recreation and parks facilities and spaces;
- Focus group meetings with key segments of the city's population; and
- Various other telephone and personal interviews and/or meetings with municipal administration, elected officials and community group stakeholder representatives.

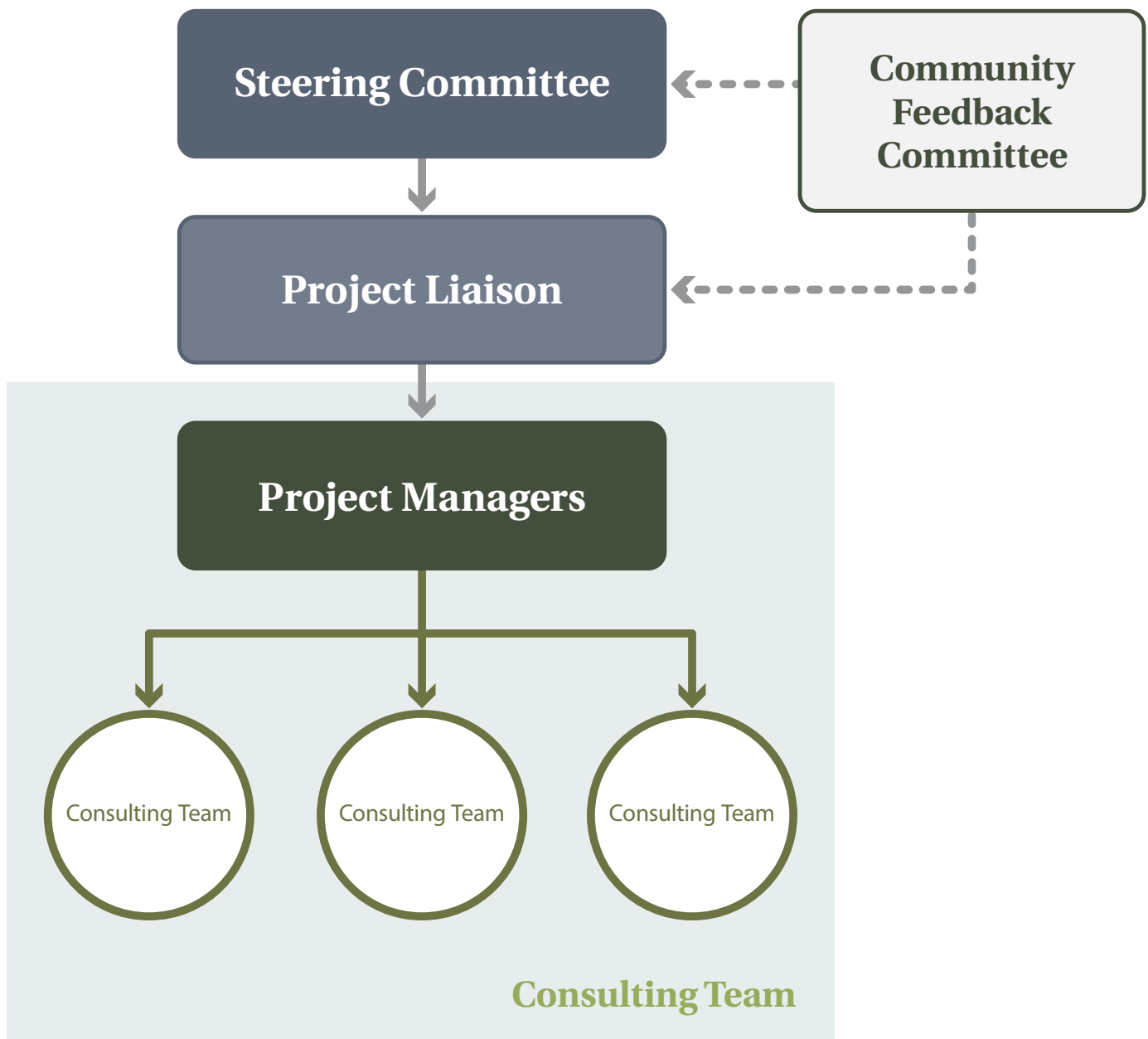
Secondary research conducted for the project included:

- Information gathering from comparable communities regarding facility and services inventories;
- Analysis of provincially collected data describing municipal expenditures;
- A review of recreation and culture industry publications; and
- A review of municipal strategic planning documentation.



These tasks were undertaken by a study team comprised of City Administration, third party consultants, and other Saskatoon recreation and parks stakeholders. The structure of the study team is outlined as follows:

Diagram 2: Project Structure



Overall guidance and logistics for the study process was provided by the Steering Committee. The Steering Committee was comprised of City Administration from the key divisions responsible for City recreation and parks deliver namely: Community Development, Recreation and Sport, Parks, and the Facilities and Fleet Management Division that is part of the Asset and Financial Management Department.

To provide a broader perspective to the project and to complement the work of the Steering Committee, a Community Feedback Committee was also struck. The Community Feedback Committee was engaged in the study process to provide strategic guidance and ensure that collaborative community perspectives were considered.

To support both the Steering Committee and the Community Feedback Community, a consulting team was hired comprised of professionals with extensive expertise in recreation and parks planning, public engagement and research, and architecture.

The entire study team worked collaboratively in collecting information, analyzing data and developing key strategic directions to guide the development, delivery, and continuous improvement of recreation and parks programs, services, and facilities.



Section

2

Planning Context

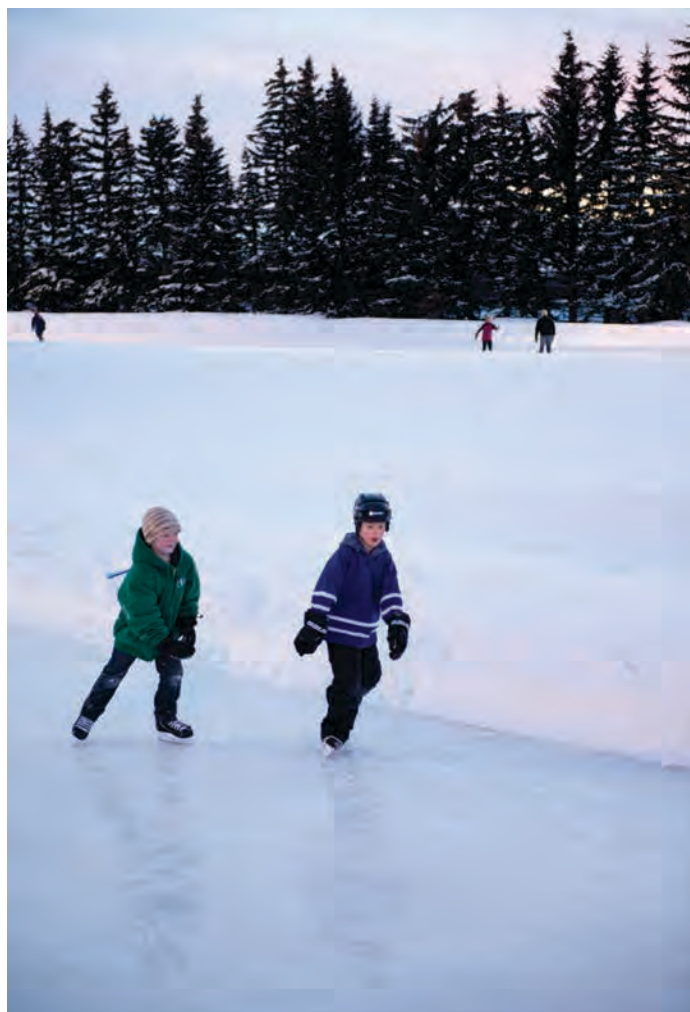
The development of a Recreation and Parks Master Plan needs to consider both broad City strategic planning (including but not limited to recreation and parks), as well as local, regional, and national recreation and parks specific initiatives and planning. A summary of pertinent background information is presented in the State of Recreation and Parks Report (Appendix B) and sets a planning context for enhancing recreation and parks provision. It is important to note that there are other planning processes underway but not yet complete that may also have influence on the provision of recreation and parks. These include, but are not limited to a City of Saskatoon Active Transportation Plan. Pertinent background studies presented in the State of Recreation and Parks report (found in the Appendix) and referenced throughout the Master Plan include:

- The City of Saskatoon 2013 – 2023 Strategic Plan;
- Saskatoon Speaks (2011);
- Growing Forward, Shaping Saskatoon
- The Official Community Plan¹ (OCP) ;
- The 1995 Discussion Paper: Role of Municipal Government in Parks and Recreation ;
- A Framework for Recreation in Canada 2015: Pathways to Wellbeing;
- The 2012 Future Sport and Recreation Facility Development Model;
- The City of Saskatoon Joint Use agreement with the School board of Saskatoon School Division No.13 of Saskatchewan; and
- 2014 Leisure Centres Market Research Report.

The City of Saskatoon also has a number of policies that influence the provision of recreation and parks. These policies provide clarity as to who can access public recreation and parks facilities and how these assets can be utilized (the Recreation Facilities and Parks Usage Bylaw 1998 No. 7767 A10-014) as well as how much users have to pay to access facilities and programs (Leisure Services Fees and Charges Policy C03-029).

There are a number of policies that guide the City in planning, funding, developing, and managing open spaces. Key examples include the Park Development Guidelines (A10-017) and the Parks and Recreation Levy Policy (C03-011). In addition, more specific open space needs and issues are addressed through policies such as the Wetland Policy (C09-041) and Recreational Use of Storm Water Retention Ponds (C10-024).

These policies are discussed throughout the Master Plan. As these policies govern the use of recreation and parks infrastructure, they should be revisited periodically. For instance, the cost recovery goals for recreation facilities may need to be adjusted as cost structures and market demands shift. Parks and Recreation Levy Policy (C03-011) may need to be readjusted given capital replacement requirements of new infrastructure. As well, some aspects of provision that may require policies but that currently do not have them, such as recreational use of environmental reserves may need to be addressed.



¹ Updated in 2014.

Section

3

The State of Recreation and Parks in 2015

The state of recreation and parks in 2015 has been defined through background research, analysis of trends and comparable cities and through the engagement of Saskatoon residents and stakeholders. The following provides a summary of these research and consultative efforts. For more detailed information, please refer to the State of Recreation and Parks in 2015 report in Appendix B.

Table 1: Consultation Summary

Methodology	Responses
Broadway Street Fair	21 comments provided
Household Survey (telephone)	400
Public web survey	536
Community Group Survey	44
Stakeholder Interviews/ Discussion Groups	25
Input Open House	21
Intercept Surveys	Spray Parks: 33 Skate Parks: 28 Outdoor Pools: 41



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While there are many important and interesting pieces of information presented in this report, the following represent some of the more pertinent in regards to the development of a Recreation and Parks Master Plan. These are not in rank order.

- Residents of Saskatoon have access to a **multitude of recreation and parks facilities and services**. These are delivered by a number of entities including the City, community associations, not-for-profit organizations, the private sector, and others. The demand for these services continues to increase as the population of Saskatoon increases—the result of natural growth and immigration (increasingly from Newcomers).
- There has been and will continue to be **increasing demands for unstructured and informal recreational opportunities**. This is a result of people’s changing schedules as well as a desire to recreate when it is convenient. This trend has impacts on recreational programming scheduling and on facility and space development.
- **Children and youth are becoming less active**. This is resulting in greater levels of obesity amongst the country’s children and youth. Related is the continuing disconnect of children and youth to the natural world. Coined “nature deficit disorder”, this disconnect is leading to a loss of creativity, imaginative play, and physical activity that can occur as children connect and are exposed to natural settings.
- **Volunteerism is changing** as more is expected of a community’s volunteers. Tasks are becoming more complicated while people have increasing demands on their time. As such, volunteerism is becoming more discrete as people look to volunteer for specific tasks over shorter periods of time. The most common barrier to participation in recreation is a lack of time according to residents. With many recreation and parks services being delivered by volunteer organizations, cities need to closely monitor the trends in local volunteer organizations.
- Facilities are becoming more **multi-purpose**. While efficiencies can be captured in terms of operating costs, providing a variety of recreational uses in a single building makes it easier for multi-generations and all members of a family to consider a single location as their destinations. Multi-purpose facilities also help expose people to a variety of activities and increasingly become community hubs.

- **Integrated trail systems** are increasingly being demanded from communities. These facilitate spontaneous and individual informal activities for a broad array of people in a community. People with a variety of mobility levels can access trails systems; they accommodate various levels of activities as well. More and more people are utilizing trails as transportation corridors making signage important. As well, major destinations including recreation facilities, should be accessible by trail networks. In fact, trails and pathways are utilized by more households in Saskatoon than any other recreation amenity.
- **Partnerships** are becoming more prevalent in the delivery of recreation and parks services. While partnerships are not new, a broader array of partners are becoming involved representing the health, social service, education, justice, and corporate sectors. Recreation and its benefits are being addressed by many and accrued by many.
- **Residents and groups recognize the important contribution recreation and parks programs and services make to community and quality of life.** Further there is acknowledgment that the community as a whole benefits from recreation and parks services and that recreation and parks can help build the community.
- A majority of residents and groups believe there is a **need for new/upgraded recreation and parks facilities to be developed in Saskatoon.** Those facilities that have highest community priority are presented in the charts in the following section (indoor and outdoor).
- **Affordability** of programs and opportunities as well as **improved promotions and marketing** were two of the main aspects to consider for program improvement. Specific program activities were also identified with many mentions to physical activity for health reasons and those linked to the environment and nature.
- Many Community organizations believe that new/upgraded facilities are needed. Infrastructure development and access was the primary vehicle identified for the City to support their efforts.
- Many of Saskatoon's major recreation facilities have **capacity for increased utilization at present.** While user data is currently under a more comprehensive review and therefore not conclusive, observation suggests there is a substantial amount of excess capacity that should be filled before new capacity is developed.



These key research themes, as well as many other references from this document, influence the development of the Recreation and Parks Master Plan. Appropriate references are included in the Master Plan where applicable.

Table 2: Indoor Facilities and Spaces Priorities

Indoor Facilities and Spaces Priorities	Household Survey ¹	Stakeholder Consultation ²	Population Growth/Utilization	Industry Trends
Fitness/Wellness Facilities	✓ ✓	✓		✓
Indoor Child Playgrounds	✓ ✓	✓		✓
Before and After School Care Facilities	✓ ✓	✓		✓
Arena facilities (Leisure Skating Use)	✓ ✓	✓		✓
Child Minding	✓ ✓	✓		✓
Indoor Walking/Running Track	✓ ✓	✓		✓
Youth Centres	✓ ✓	✓		
Support Facilities (e.g. storage, washrooms, etc.)	✓ ✓	✓		
Seniors Centre	✓ ✓			
Indoor Leisure Swimming Pools		✓	✓	✓
Arena Facilities for Ice and Dry Floor Use in the Summer	✓	✓	✓	
Gymnasium Type Spaces	✓	✓		✓
Multi-purpose Gymnasium/Social Spaces	✓	✓		✓
Indoor Climbing Wall	✓	✓		✓
Multi-purpose Program/Meeting Rooms	✓	✓		✓
Gymnastics Studio		✓		✓
25 metre Competition Swimming Pools	✓		✓	
50 metre Competition Swimming Pools	✓		✓	
Indoor Skateboard Facility	✓	✓		
Aboriginal Cultural/Ceremonial Room	✓	✓		
Indoor Tennis		✓		
Social/Banquet Facilities		✓		
Curling Rinks	✓			
Dance Studio				

¹ Indicates top twenty Household Survey priorities. Two check marks (✓ ✓) signify top-ten priorities.

² Indicates support for new development, by 50% or more responding groups.

Table 3: Outdoor Facilities and Spaces Priorities

Outdoor Facilities and Spaces Priorities	Household Survey ¹	Stakeholder Consultation ²	Population Growth/Utilization	Industry Trends
Community Gardens	✓ ✓	✓	✓	✓
Shared Use Trail Network/System	✓ ✓	✓	✓	✓
Outside Festival Venue/Amphitheatre	✓ ✓	✓		✓
Passive Park (Including Natural Areas)	✓ ✓	✓		✓
Child Playgrounds	✓ ✓	✓		✓
Water Spray Parks	✓ ✓	✓		✓
Sport Fields—Grass	✓ ✓	✓	✓	
Picnic Areas	✓ ✓	✓		
Hiking Amenities	✓ ✓	✓		
Track and Field Spaces	✓	✓		
Bike Parks (BMX, Mountain Bike)	✓	✓		✓
Boating Facilities—Non-motorized	✓	✓		✓
Sport Fields—Artificial Turf	✓	✓		✓
Outdoor Basketball Courts/Sport Courts	✓	✓		✓
Outdoor Fitness Equipment	✓	✓		✓
Dog Off Leash Parks	✓	✓		✓
Ball Diamonds	✓	✓	✓	
Skateboard Parks	✓	✓		
Outdoor Tennis Courts	✓			
Sand/Beach Sand Volleyball Courts		✓		
Boating Facilities—Motorized				
Outdoor Swimming Pools				
Cross Country Ski Trails				

¹ Indicates top twenty Household Survey priorities. Two check marks (✓ ✓) signify top-ten priorities.

² Indicates support for new development, by 50% or more responding groups.

Section

4

Planning Foundations: Core Recreation and Parks Services

Recreation and parks services are invested in by the City to enhance quality of life and create benefits in the community and region. The following section portrays a philosophical foundation for providing and planning recreation and parks services in the public sector. This foundation is often referred to as the “Benefits Based Approach” and positions these essential services in relation to desired outcomes. It is adapted from, and generally consistent with, two foundation documents; namely the 1995 City of Saskatoon

Policy for Recreation titled “Role of Municipal Government in Parks and Recreation” (see Appendix C) and “A Framework for Recreation in Canada 2015: Pathways to Wellbeing” (see Appendix D). It is also consistent with broader City of Saskatoon Strategic planning including, but not limited to the City of Saskatoon Strategic Plan 2013 – 2023, the City’s Official Community Plan and Saskatoon Speaks Community Vision (2011).

Diagram 3: Philosophical Foundation of the 2015 City of Saskatoon Recreation and Parks Master Plan



Foundation Statement

All our decisions about recreation and parks services are anchored in the following underlying premise.

*The City will direct its efforts toward achieving the greatest “**public good**” possible in return for the investment of limited available public resources designated by council each year.*



Vision Statement

We envision a city in which everyone is engaged in meaningful, accessible recreation experiences that enhance quality of life and that foster:

- *individual* wellbeing;
- *community* wellbeing; and
- *the wellbeing of our natural & built environments.*



Mission Statement

The following mission statement is based on and consistent with the foundation statement above.

*The City will use public **recreation and parks services as a vehicle in achieving socially worthwhile goals and Service Outcomes in the Saskatoon Region**, where the achievement of such goals and objectives clearly results in some form of indirect benefit (i.e. public good) to all citizens.*



Goals and Service Outcomes

Goals

The following three goals add direction to and are consistent with the mission statement presented. They represent examples of the types of goals that the City of Saskatoon might adopt to direct the delivery of recreation and parks services.

- 1. To use recreation and parks services to foster a sense of community identity, spirit, pride, and culture.**
Recreation and parks services in Saskatoon can be used as a vehicle to connect local citizens more positively to their community and enhance their sense of comfort and security within it. These services facilitate social inclusion and connectedness. Where such initiatives require City support, it will be considered in terms of the amount of public good created in relation to the cost to the taxpayers. Recreation and parks strengthen the fabric of community which will clearly benefit all citizens; they create community capacity and strengthen the fabric of society.
- 2. To use recreation and parks services to foster growth of individuals to become the best that they can be.**
Recreation and parks services in the city can and do help individuals to grow physically, emotionally, morally, and creatively and help them to be as good as they can be. Where municipal support is needed to ensure such success, it will be considered within the framework presented herein. Healthier, more responsible citizens will clearly benefit the entire community. Getting more residents more active more often is key to creating healthier, happier, and more productive and engaged citizens.
- 3. To use recreation and parks services to protect, nurture, and sustain our natural and built environments.**
Growing threats to the natural environment have made the role of environmental stewardship increasingly important to the recreation and parks field, especially within urban environments like Saskatoon that have valued and integrated nature features like the river valley. Also, it is important to invest and reinvest in lifecycle sustainability of our built environments to ensure they serve generations to come. Providing and protecting opportunities for residents to connect with and interpret nature year round will render many positive benefits in society.

Service Outcomes

The following 19 service outcomes will further the three goals described. They should be considered as specific public goods under which the goals can be measured. These outcomes will help focus decision making and associated effort as it relates to the public provisions of recreation and parks. All public recreation and parks initiatives directed toward achieving the three goals can be categorized under one or more of these nineteen outcomes. These outcomes are not presented in rank order. **Achieving these outcomes will be the result of the combined effort of the City and local community based organizations.**

- 1. Special Events and Celebrations Connect Citizens in Saskatoon.**
Special events (e.g. carnivals, fairs, and the like) can and do contribute to a feeling of community identity, spirit, inclusion, and cohesion. Therefore, the City is involved in supporting neighbourhood, community, and city-wide special events to the extent necessary to ensure promotion of this objective. Such events will not only encourage residents to connect to and relate to their communities of geography and communities of special interest, but will assist them to relate to all aspects of community in Saskatoon.
- 2. Local Community Groups Thrive in Saskatoon.**
Local clubs, groups, and agencies are and will be organizing and sponsoring recreation opportunities. The “people doing things for themselves” aspect of such groups is socially worthwhile and desirable; helping to develop the social fabric of Saskatoon. The City supports such groups in their efforts. Support may occur in a variety of ways, including subsidized access to facilities, community grants, provision of public land, assistance in problem solving or help with leadership training or promotion.

3. Residents Experience and Are Motivated Through Local Sporting Events.

Community identity, spirit, pride, and culture can be fostered through the environment generated by spectators at athletic events. In such events, sport can be closely linked with community identity and pride. Because of this, opportunities will be provided for spectator experiences at athletic events. Attendance at these events can motivate residents to participate more often in activities. Competitive, high calibre sporting events also draw economic impact into the community through sport tourism. The City has a role to play in ensuring such opportunities exist.

4. Social Interaction Connects Citizens in Saskatoon.

Because formal and informal social functions are a valuable vehicle to use in developing community cohesion and identity, and reducing feelings of isolation, the City will strive to ensure that such opportunities exist. This may include provision of formal and informal spaces for social interactions to occur, and may also overlap with supporting local community groups. These opportunities should be accessible to all, regardless of age, ability, ethnicity, or socio-economic status.

5. Local Natural Resources are Protected and Nurtured.

The protection of natural features, vistas and natural phenomenon, the provision of public access to and interpretation of them, and the assurance of their long term sustainability will contribute to a greater understanding of and pride in the community and, therefore, contribute to an enhanced sense of community. The City and the Meewasin Valley Authority are ideally positioned to ensure that such natural features conserve and enhance our environment. Providing these spaces will allow residents—young and old—to better connect with and understand nature.

6. Our Community is Beautiful.

The extent to which Saskatoon is seen by its residents as being visually pleasing is directly related to the potential for creating neighbourhood, community identity, spirit, pride, and culture. Therefore, to make the community more beautiful is a worthwhile social objective warranting City support if and where necessary and feasible. This rests primarily with the beautification elements of the parks service, but also includes such services as art in public places, landscaping around civic structures, and the design of high profile civic buildings.

7. All Citizens of Saskatoon Feel Included and Welcome.

Community growth and development in Saskatoon can be fostered through increased contact between people of varying age groups and backgrounds within the city and region.

This contact between segments of the community can take many forms. For example, the more contact and interchange between seniors and younger adults and children, the greater the potential for community growth. Therefore, in the provision of recreation and parks services, attempts are made to provide such contact and interchange between seniors, elders, and younger residents with a view toward transmitting cultural heritage across the generations.

Community growth can further be fostered through an integrative mixing of various ethnic and cultural groups so that each better understands and appreciates the difference and strengths of the other. Multicultural recreation and cultural services can be used as a vehicle in making the community more cohesive and will be more important in the next ten years as Saskatoon experiences increased multicultural immigration.

Community growth is also fostered by integrating various groups of people with disabilities into mainstream programming. Whether individuals have physical, emotional, or cognitive disabilities, recreation can be used as a leveling and integrative force.

8. Families are Supported to Recreate as a Unit.

The family unit is an integral building block of community growth. Opportunities should be provided for families to pursue experiences as a family unit. The City will, through its recreation and parks services, support and nurture family units however broadly they are defined. This has implications for a fees and charges policy, facility design and planning, parks development, and marketing/communications efforts.

9. All Citizens Have a Basic Level of Fitness and Wellbeing.

Fitness, in this context, is used broadly as a synonym for wellness, and refers to mental and emotional, as well as physical fitness. Opportunities to increase the level of fitness to a minimum level should be provided to every resident of the community with additional opportunities available for progress beyond this point. While this primarily means promoting physical activity, it is broader than that. Physical and emotional wellness can be considered within all programs and services, not just those that involve intense physical activity.

10. All Pre-Schoolers Have the Opportunity to Thrive.

An opportunity exists for every pre-school aged child to participate with other children in a variety of recreation and parks experiences, in order to:

- » Expose the child to social settings;
- » Foster gross motor development;
- » Foster physical literacy;
- » Provide a generally happy and satisfying atmosphere where growth can occur;
- » Provide opportunities for multi-generational interaction;
- » Teach basic safety skills and attitudes;
- » Enable environments for unstructured play to occur;
- » Celebrate their natural creative tendencies; and
- » Foster school readiness.

11. All Children and Youth Have Basic Skills in a Range of Pursuits.

A wide variety of pursuits in such areas as sport, outdoor nature oriented skills, and hobbies, are identified, and basic skill level instruction in each is provided for school aged children and teens in order to:

- » Provide exposure to skills which may form the basis for enjoying lifetime recreation activities;
- » Contribute to gross motor and fine motor physical development;
- » Provide social settings in which social, moral, and emotional growth can be fostered;
- » Provide the basis for recreation education (i.e. the teachings of the benefits of and wise use of leisure time); and
- » Other agencies (e.g. the school system and community organizations) may provide skill instruction in some areas, with the City complimenting broader efforts to ensure basic skills are developed.

12. Advanced Level Skill Development is Available in Some Pursuits for Children and Youth.

Some opportunities are provided for those children and youth who wish to further develop their interest and skills beyond the basic level. While the City's role and responsibility for more advanced skill development may be less than for basic skill development, there is still a role to play for the City, working in partnership with others including local sports organizations, Provincial and National Sport Governing bodies, colleges and universities.

13. Healthy Opportunities Exist for Youth to Develop in a Social Setting.

The maturing from youth to adult that occurs during teenage years (and to some degree pre-teen years and for young adults) is often a critical time in the life of an individual (male or female). It is also a time in which individual difficulties may result in severe social problems. Appropriate social settings can contribute to the overall wellbeing of teens by providing a safe and stable venue to:

- » Learn about themselves and how they will react to various social settings and pressures;
- » Develop positive social/emotional/ethics skills, principles and convictions; and
- » Develop positive leisure lifestyle patterns which will remain with them through adulthood.

14. All Adults Have Basic Skills in a Variety of Pursuits.

Opportunities should be provided, at basic skill level, in a variety of pursuits in such areas as sport, physical activity, outdoor recreation, and hobbies. It is also important to maintain or improve existing skills.

15. Advanced Level Skill Development is Available in Some Pursuits for Adults.

Some opportunities should be provided for those adults who wish to further develop their interest and skills beyond the basic level. While the City's role and responsibility for more advanced skill development may be less than for basic skill development, there is still a role to play for the City, working in partnership with others including local sports organizations, provincial and national sport governing bodies, colleges, and universities.

16. All Older Adults Continue to Feel Healthy, Included and Valued.

Opportunities should be provided for older adults to participate in recreation and parks experiences at a basic skill level in order to:

- » Provide opportunities to improve or maintain fitness levels including gross and fine motor skills;
- » Provide social settings that strengthen social connections and continued social involvement;
- » Provide opportunities for multi-generational interaction; and
- » Provide a wide variety of volunteer opportunities to encourage a sense of self worth through continued personal growth.

Proper supports also need to be in place to ensure opportunities are accessible.

17. Saskatoon’s Environment is Interpreted for All to Understand and Enjoy.

Opportunities are provided for every local resident to learn about, understand, relate to, and experience all aspects of his/her built and natural environment and the impacts they have on it.

18. All Citizens are Educated About the Wise Use of Recreation Time.

All residents are generally educated as to the benefits of participation in recreation time and the benefits (e.g. growth and fulfillment) that accrue from them.

19. All Citizens are Aware of All Recreation and Parks Opportunities Available.

The City and other community based service delivery agents will ensure that all local citizens are aware of all recreation opportunities that are available to them and how to gain access to each opportunity. Without this, the City could be good at everything above, and yet still fail due to lack of awareness.

In order to achieve the outcomes presented, the City will and must provide leadership and coordination where necessary. It may also provide services directly where no other agency is able or willing to provide the service and the need is great. The City will also monitor the infrastructure necessary for success in achieving the above Service Outcomes. For example, an effective communication system is necessary so that all citizens are aware of the recreation opportunities that are available in the city and how to get access to them. Therefore, the municipality might provide leadership and coordination in creating such a system. Creating capacity in the recreation and parks delivery system and providing supportive environments for recreation and parks pursuits to occur, embodies core public recreation and park service.

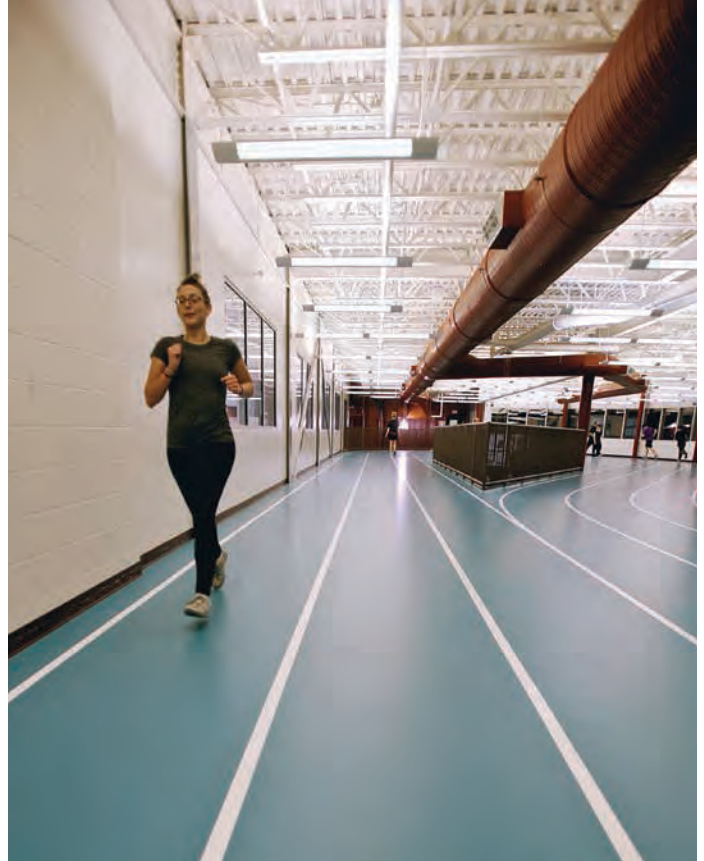


Table Four suggests how the 19 Service Outcomes meet one or more of the three Goals and are therefore consistent with the vision.

Table 4: Service Outcome Goal Implications

Outcome	Goals		
	Community Wellbeing	Citizen Wellbeing	Wellbeing of Our Spaces and Places
1. Special Events and Celebrations Connect Citizens in Saskatoon.	X	X	
2. Local Community Groups Thrive in Saskatoon.	X	X	
3. Residents Experience and Are Motivated Through Local Sporting Events.	X	X	
4. Social Interaction Connects Citizens in Saskatoon.	X	X	
5. Local Natural Resources are Protected and Nurtured.	X		X
6. Our Community is Beautiful.	X		X
7. All Citizens of Saskatoon Feel Included and Welcome.	X	X	
8. Families are Supported to Recreate as a Unit.	X	X	
9. All Citizens Have a Basic Level of Fitness and Wellbeing.		X	
10. All Pre-Schoolers Have the Opportunity to Thrive.		X	
11. All Children and Youth Have Basic Skills in a Range of Pursuits.		X	
12. Advanced Level Skill Development is Available in Some Pursuits for Children and Youth.		X	
13. Healthy Opportunities Exist for Youth to Develop in a Social Setting.		X	
14. All Adults Have Basic Skills in a Variety of Pursuits.		X	
15. Advanced Level Skill Development is Available in Some Pursuits for Adults.		X	
16. All Older Adults Continue to Feel Healthy, Included and Valued.	X	X	
17. Saskatoon's Environment is Interpreted for All to Understand and Enjoy.		X	X
18. All Citizens are Educated About the Wise Use of Recreation Time.	X	X	
19. All Citizens are Aware of All Recreation and Parks Opportunities Available.	X	X	

As can be seen, the relationship between the service outcomes and the goals is significant and dynamic. These service outcomes form the foundation as to why the City has been, is, and will continue to be involved in the provision of recreation and parks services; they define a base level of recreation and parks service. The City also has existing planning documentation that provides more detail, in a physical sense, around this base level of recreation and parks services. The Official Community Plan suggests provision ratios of public open spaces per capita related to a base level of service for parks.

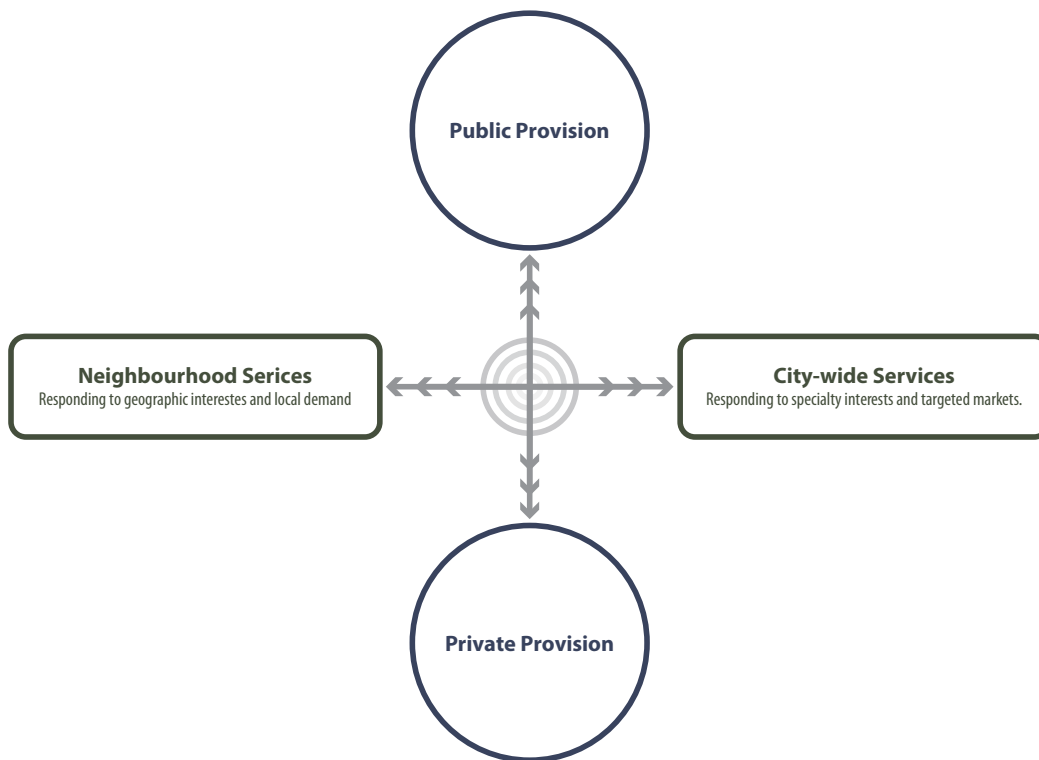
In regards to recreation facilities, the City has defined a base level of service via precedent. The provision of indoor recreation and program aquatics opportunities, indoor ice arenas, and indoor dry land areas form part of this traditional base level of services as does the provision of fitness/wellness spaces, multi-purpose rooms and youth centres. The provision of parks, playgrounds, sports fields, and trails are also included in this base level.

The City also provides a variety of programs directly and enables other delivery agents to do so through the provision of indoor and outdoor activity spaces.

Despite the vast amount of energy and investment the City places in recreation and parks, it is understood that the City cannot be all things to all people as it relates to the provision of recreation and parks programs, amenities and facilities. Therefore, the clearer the City's role in delivery is articulated, the easier it is to focus priorities based on the community needs and demands, desired service outcomes, and current capacity within Saskatoon to meet identified needs. Understanding the role of the City leads to a more sustainable and fiscally responsible approach and ultimately better serves the residents of Saskatoon.

The image below demonstrates how recreation and parks opportunities are offered along a continuum of public recreation service delivery that ranges from neighbourhood services to city-wide services that are delivered within a context of providers that range from direct public service to fully private endeavours. Within this continuum, the City's provision of recreation and parks programs, facilities and amenities is one component of the recreation delivery system's publicly accessible recreation.

Diagram 4: Recreation Provision Continuum



In line with this philosophical foundation (e.g. vision and service outcomes) and base level of service, and based upon the current national context of the recreation and parks sector, the following priorities/areas for action have been developed by the national recreation and parks community. The following five focus areas are outlined in the Framework for Recreation in Canada 2015: Pathways to Wellbeing. These form a broader lens through which the City's provision of recreation and parks services in the current and future marketplace should be analyzed. These are also consistent with the Goals and Service Outcomes previously identified.

1. Foster Active Living Through Recreation.

A solid evidence base supports the positive relationship between regular physical activity and healthy aging. For older people, participation in active recreation adds vitality and quality to life. It positively affects functional capacity, mental health, fitness levels, the prevention and management of chronic diseases and disability, and overall wellbeing. Engaging in physical activity with others can help older adults build social networks that promote overall health.

2. Ensure the Provision of Supportive Physical and Social Environments that Encourage Participation in Recreation and Build Strong, Caring Communities.

Supportive physical and social environments help people explore their creativity and adopt healthy, active lifestyles by making "the healthy choices the easy choices". They also facilitate community and family connectedness, which foster reciprocal caring—taking care of each other, our communities, and our natural environment.

Some people (especially those who have had limited experiences with quality recreation) are unaware of the benefits of recreation and how to get involved. A lack of knowledge about available options and/or fears related to safety and entering new environments may limit their decisions about the use of their time outside of work or school.

3. Grow and Sustain the Capacity of the Recreation Field.

Leaders in recreation can be professional staff or volunteers, both of which need the skills, knowledge and, resources required to plan and deliver high-quality recreation services, based on specific community needs and strengths. Volunteers need to be valued, trained and supported as an essential part of the delivery of recreational experiences in every community in Canada. Community Associations throughout the city are a great example of volunteer capacity and community connectedness. Although these associations, as well as the various sport groups in the city, have capacity, ongoing support is required to keep them effective and sustainable.

Leaders in recreation need to work within a connected, vibrant, and comprehensive delivery system. This system requires ongoing nurturing and support to deliver a comprehensive mix of recreational experiences and sustain a viable system that Canadians can enjoy for generations to come.

Part of developing capacity is increasing collaborative efforts among all local providers of service. Partnerships and service agreements will be an important part of the capacity of the field.

4. Increase Inclusion and Access to Recreation for Populations that Face Constraints to Participation.

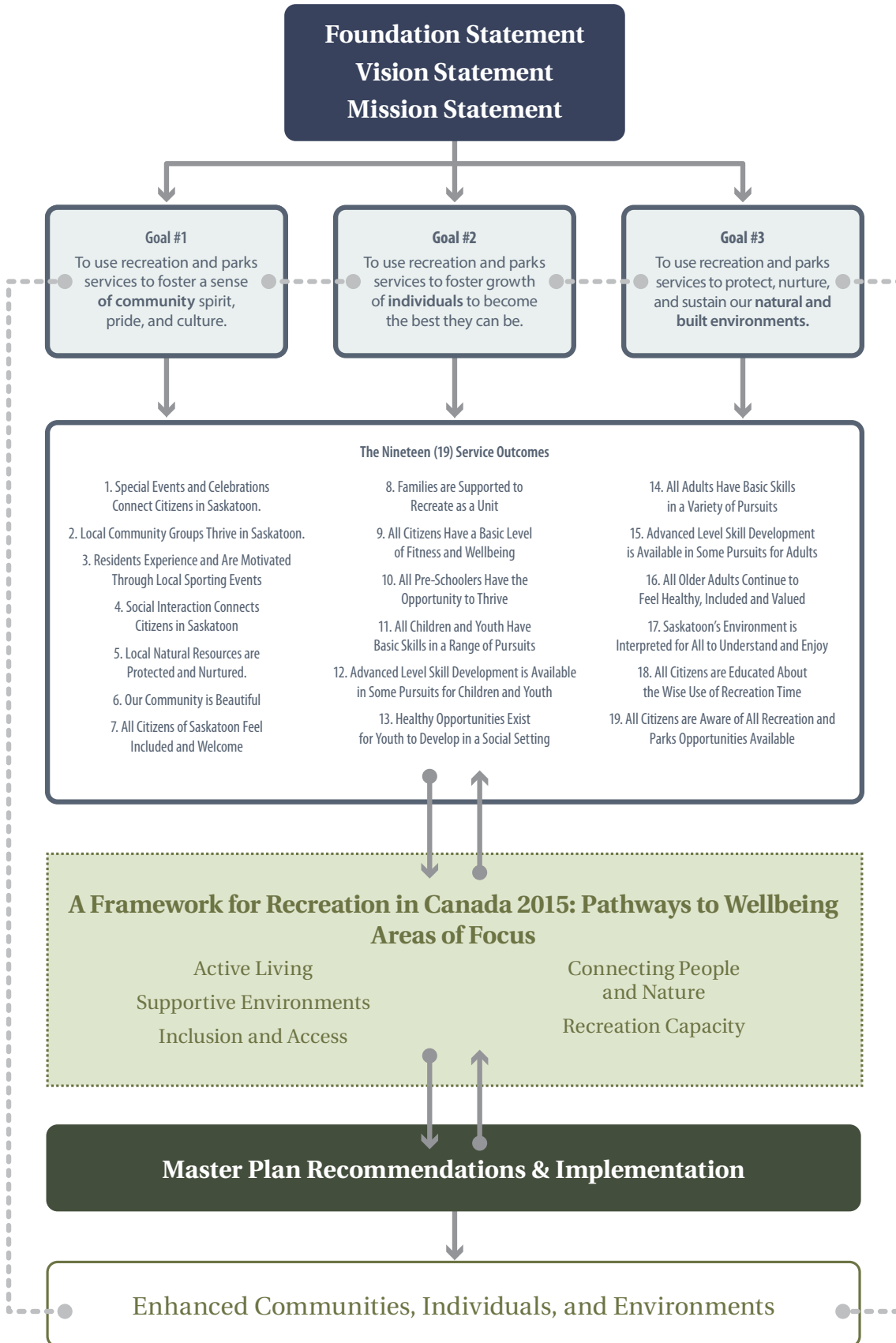
There is a need to focus on those who currently do not have access to public recreation services and find ways to enable them to participate. It is relatively more important, and a more cost effective use of limited available public resources, to get active those that are currently not active, than it is to provide more service to those that currently receive some service and already somewhat active. The City currently has subsidy programs that enable all populations to participate in recreation; however, there are also increasing pressures for operational cost recovery and revenue generation that somewhat counteract these efforts.

5. Help People Connect to Nature Through Recreation.

Enhancing opportunities to connect people with nature can result in both environmental and human benefits. Studies have shown that exposure to the natural environment and green spaces have an independent, positive effect on health and health-related behaviours. From lowering blood pressure, to reducing stress levels, to supporting children's cognitive development, nature has a profound ability to support both physical and mental health. Nature-based recreation fosters a better understanding and appreciation for all aspects of nature. This may be especially important to aboriginal residents, where fishing, hunting, trapping, and nature conservation are traditional activities.

These five focus areas, complimented by the three Goals and 19 Service Outcomes form the philosophical foundation, or core recreation and parks service which the City must consider when contemplating future strategic actions related to recreation and parks provision. The following Master Plan is the beginning of this journey, with all of its recommendations referenced back to these foundational positions.

Diagram 5: City of Saskatoon Recreation and Parks Master Plan Philosophical Foundation/Planning Model



Section

5

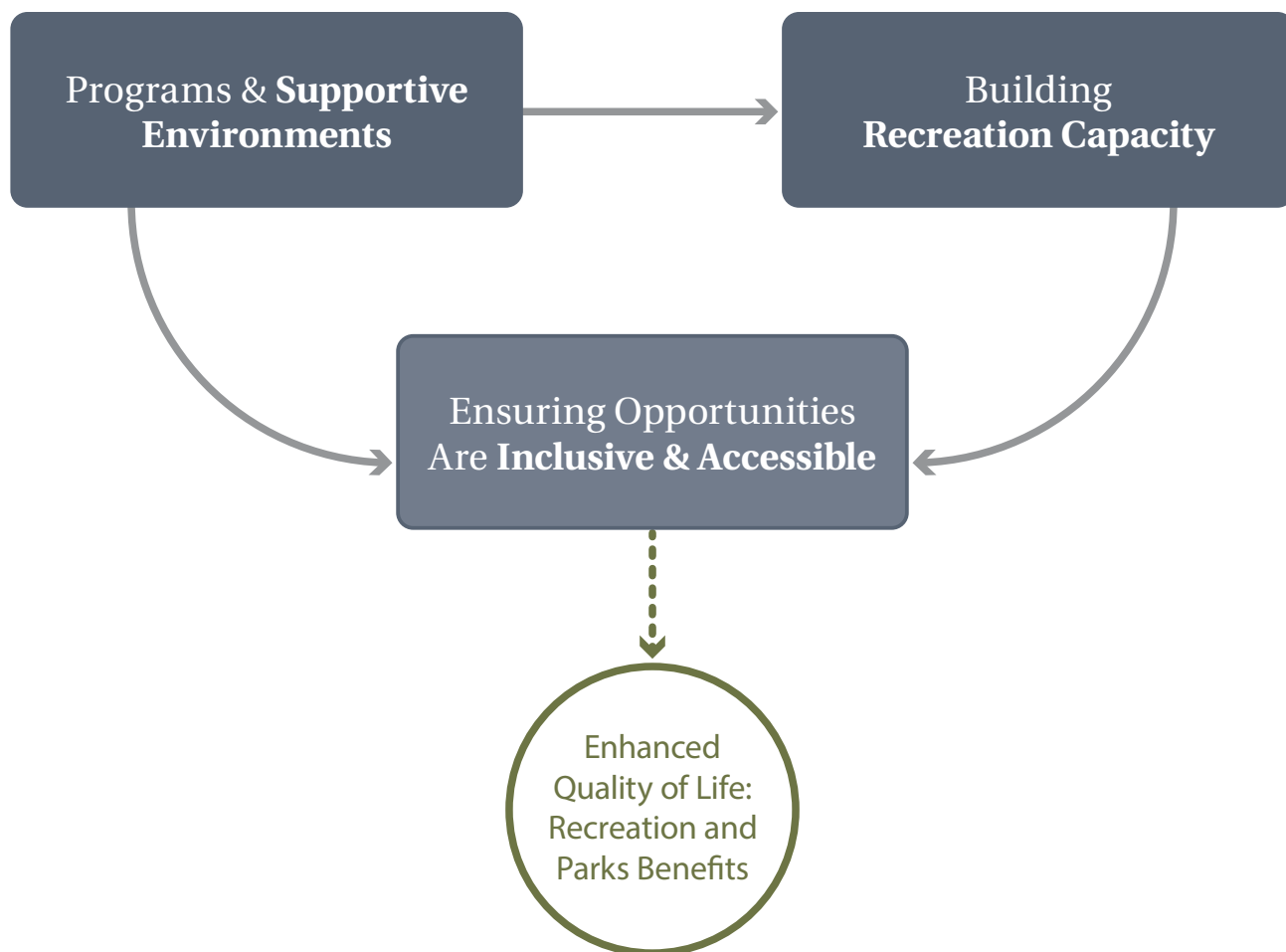
Service Delivery Recommendations

The following discussion relates to the City’s involvement in the delivery of recreation and parks services. This includes facilities, spaces, and programs that are provided directly by the City as well as those that the City has a lesser role in delivering (e.g. programs occurring in facilities owned but not operated by the City, programs that receive City funding support only, etc.). The recommendations are provided as follow up to discussion around fundamental recreation and parks service areas and general aspects of service delivery including, but not limited to internal core recreation service provision, internal resource deployment, promotions and marketing, cross-sectoral and regional collaboration, volunteer and partner group support, community liaison, social inclusion, and potential bylaw/policy implications.

Discussion around each of the areas is contextualized by research conducted and in reference to the City’s existing “**Role of Municipal Government in Parks and Recreation**” (1995) and the **Framework for Recreation in Canada 2015: Pathways to Wellbeing** discussion paper referenced in previous sections of this plan.

Service delivery recommendations are meant to create **recreation capacity** in the recreation and parks delivery system, create **supportive environments** for recreation and parks provision, and ensure **inclusion and access** for participation in recreation and parks pursuits.

Diagram 6: Service Delivery Recommendations



Creating Recreation Capacity

Recreation and parks opportunities are provided via the collaborative efforts of many different stakeholders for many different motivations. As the City is the broadest provider of these services and as it represents a general public, community-wide perspective, its role in provision is two fold. The City directly provides recreation and parks opportunities either through making environments accessible to users (i.e. playgrounds) as well as directly delivering programs with City staff (i.e. swimming lessons). The City also has a role to assist community-based and other agencies organizations through subsidized access to facilities (i.e. Youth Sports Subsidy program), promoting and marketing recreation and parks opportunities (i.e. Leisure Guide) and providing supports to non-profit and volunteer groups so that they can provide services (i.e. Community Association support). The following discussion centres around how the City can further generate recreation capacity.



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Partnerships

Recommendation 1: The City will develop a partnership policy based on the framework.

Recommendation 2: The City will use the partnership framework to explore partnership opportunities for all recreation and parks service provision and infrastructure development.

Recommendation 3: The City will consider formalizing existing and future partnership arrangements to include performance measurement of Service Outcomes and quality control.

Whether it is a partnership with a local user group that is delivering a recreation and parks opportunity, an arrangement with a private or non-profit facility owner/operator for use of City lands, a cross-sectoral program offering involving a combination of allied stakeholders, or a regional services agreement for recreation and parks, **the City does and will continue to utilize partnerships in the provision of recreation and parks.** The City has had great success in partnering to developing facilities and programs including, but not limited to, established partnerships such as the Henk Ruys Soccer Centre and White Buffalo Youth Lodge and recently emerging partnerships such as the Shaw Centre and the Sasktel Sports Centre. The latter two being examples of integrated facilities involving the City, local school boards, and community sport groups. The City has been able to learn from these success stories, many of which are outlined in “The Partnership Story” (2010, under separate cover) which outlines the benefits of partnering and the key learnings associated with both projects. Further to the City’s success with and focus on partnerships, of the groups that responded to the group survey, 66% indicate that they partner with others in achieving their own program goals. The development of a **partnership protocol and/or policy** to guide existing and future relationships would create enhanced structure and transparency related to existing and potential new partnerships. It would also provide a philosophical foundation as to how partnerships helps the City achieve desired service outcomes.

The City has a number of existing formal agreements in place with delivery partners including, but not limited to:

- Facility ownership and operating arrangements associated with the Shaw Centre, Sasktel Centre, Henk Ruys Soccer Centre, and White Buffalo Youth Lodge; and
- Agreements in place with local sport organizations (i.e. Saskatoon Amateur Softball Association Inc.) for use of lands and access to site amenities (e.g. concession operations, etc.) .

Not only does the City have a number of agreements in place, it is also approached by potential partners to develop and/or operate new infrastructure and/or programs from time to time. Recent examples of potential partnership opportunities include the University of Saskatchewan Arena Development Project, Canlan Ice Sports proposal to expand the Jemini Centre, the potential development of a new City Centre Recreation Facility and other local groups looking to build indoor ice arenas within and near the City.

The sum total of this set of existing and potential new relationships is extremely diverse. In some cases the City supports other organizations through grants or fee for service contracts. In other cases it provides access to City resources (i.e. sports organizations that receive subsidized access to indoor or outdoor facilities). In other cases it is involved in establishing agencies which can then work with the City (i.e. the Meewasin Valley Authority) and in still other cases it works intensively and collaboratively with partners in the operation of spaces and provision of service (i.e. Shaw Centre and the Saskatoon Minor Football Field at Gordon Howe Park).



A great deal of management time is allocated to nurturing and maintaining these various relationships, responding to requests for new or additional support and justifying the differences between relationships. While it is imperative that there continue to be sufficient flexibility within the system to have differing kinds of relationships in order to optimally manage the service delivery system, that system would benefit from more continuity and consistency in the underlying framework that guides those relationships. A partnership framework would build upon the learnings of the City (i.e. The Partnership Story) and would increase clarity on how and why relationships are managed thereby:

- Allowing agencies to better structure future proposals and manage their relationship with the City;
- Providing for increased accountability and transparency by clarifying the outcomes of each relationship and how they are measured; and
- Reducing management time by providing a more consistent policy framework for managing relationships.

Increased clarity and transparency of the public policy that underpins the relationships and helps to evaluate them will be even more important in the future as an ever wider range of relationships will be required to meet increasing long term need as the city grows to half a million residents. Bringing existing and potential new partnerships into alignment with a more consistent and defensible rational basis for decision making, yet allowing sufficient flexibility to respond differently in different situations, means following a protocol which identifies the kinds of issues that need to be discussed between parties involved in the relationship, and address them in a specific order as follows.

1. Will the relationship achieve **socially worthwhile Service Outcomes**? If so, which of the City's identified Service Outcomes are achieved? How can the indirect benefit to the general public be articulated, clarified, and measured? If indirect benefit can't be clarified and measured, the City should opt out of the relationship.
2. Are the outcomes achieved by the arrangement **current areas of focus** for the City? The City won't be involved in relationships which simply add to outcomes that are already adequately being realized.
3. Can the outcomes be achieved without City involvement or support? **Is public involvement necessary** to the achievement of the outcomes? Does it add significant value that can't be added by any other agency? The City should only invest in opportunities where public investment is necessary.
4. Could the outcomes identified be achieved **more cost effectively through another approach**? The City will invest its limited available public resources where it can get the best return on that investment. Does the partnership lead to cost savings or financial benefits to the City that allow public funds to be leveraged?



Realizing that these criteria are being met and will be met to varying levels, the City can get involved in the planning, development, and operations of major recreation and parks facilities and spaces in a variety of ways driven by the most efficient and effective use of public funds in service provision. The different levels that the City can get involved in recreation and parks infrastructure provision (development and operations) are presented as follows. Partnerships related to groups having access to City facilities are also discussed as it relates to performance measurement in later sections.

LEVEL 1

The City of Saskatoon owns, operates and is directly responsible for recreation and parks resources.

LEVEL 2

The City of Saskatoon is a major ownership and operating partner in resource development. The partnership model is based on the City having a significant and/or equal stake in ownership and operating responsibility with other partners.

LEVEL 3

Although the City of Saskatoon does not directly control the resource, City Administration representatives are involved in resource delivery during the needs assessment, feasibility, business planning, design, and operating stages. Level three includes facilities and sites that are owned by the City and operated through lease agreements or fee-for-service arrangements by delivery agencies. This also assumes the inclusion of city residents in public consultation programs and engagement strategies (and associated need is demonstrated from a city resident perspective).

LEVEL 4

The City of Saskatoon may provide funding for capital and/or operations of resources with delivery agencies with no City administrative representation in resource delivery during the needs assessment, feasibility, business planning, design, nor operating stages. Although there is no involvement by City Administration representatives, a prerequisite to collaboration at this level is that city residents are included in public consultation programs and engagement strategies (and associated need is demonstrated from a city resident perspective). These arrangements could include formal agreements with delivery agents regarding the provision of opportunities for residents that the City would likely not provide if no partnership existed.

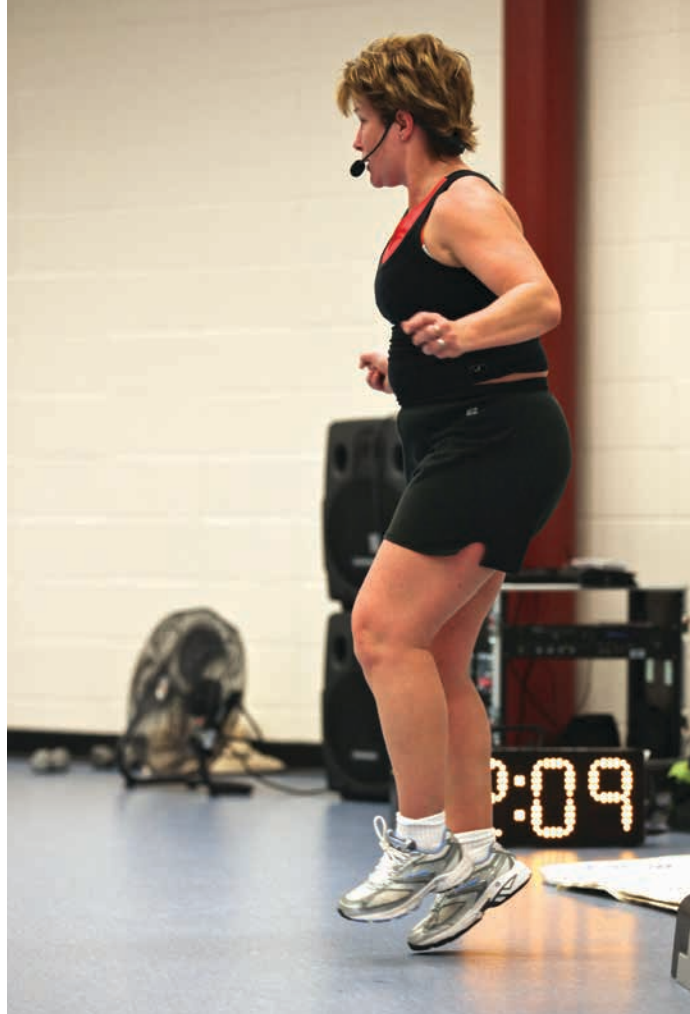
Diagram 7: Partnership Framework



Some of the relationships the City has in place that are successful do not have formal agreements in place. This is obviously not prohibiting the partnerships to be effective, but effectiveness could be threatened with staff turnover or organizational change. Formalizing some of these agreements may be necessary to ensure sustained success and can identify and measure desired service outcomes.

When considering existing and future partnerships, the City needs to consider the economic and intangible benefits associated with providing a service in-house versus hiring a contractor to provide the service on the City's behalf. Currently the City provides some of its recreation and parks functions via contract. The decision to contract a service is engaging in a partnership. The same criteria (as presented) and the same considerations (e.g. financial benefit, etc.) need to be weighed. It is important that the City is given the flexibility to facilitate contracted services if it meets the criteria discussed and levers public investment in providing recreation and parks services.

Further to the organization of existing and potential new partnerships into the framework presented, consideration should be given to including **performance measurement** into agreements that meet the agreed to partnership intent. This would entail each partner, including the City, to be accountable for the roles and responsibilities it has and would demonstrate accountability to city residents. Performance measurement criteria should be developed collaboratively by, and be applicable to, all parties to the arrangement. Performance measurement will help the City attain accountability for public investment by ensuring that Service Outcomes are achieved through partnerships and will create a mechanism for quality control (i.e. ensuring partner groups embrace and implement the Long Term Athlete Development Plan). These performance measurement tactics can be used for major project partnerships but also through partnerships with groups that access public facilities at subsidized rates.



Cross-sectoral Collaboration

Recommendation 4: The City will continue to work with cross-sectoral partners to design and implement programs and provide environments where positive recreation and parks activity can occur.

The benefits of recreation and parks services are not confined to the recreation sector. The Service Outcomes that drive the actions of the City’s recreation and parks efforts have clear and undeniable impacts on issues faced through other sectors such as health, education, justice, and social services; they create broader public good beyond recreation and sport. For instance, playing sports can aid in the integration of Newcomers into the fabric of society and connected communities are safer and thus crime prevention efforts are reduced. Thus, a **collaborative system** for delivering recreation and parks is ideal in optimizing investment and create utmost benefit.

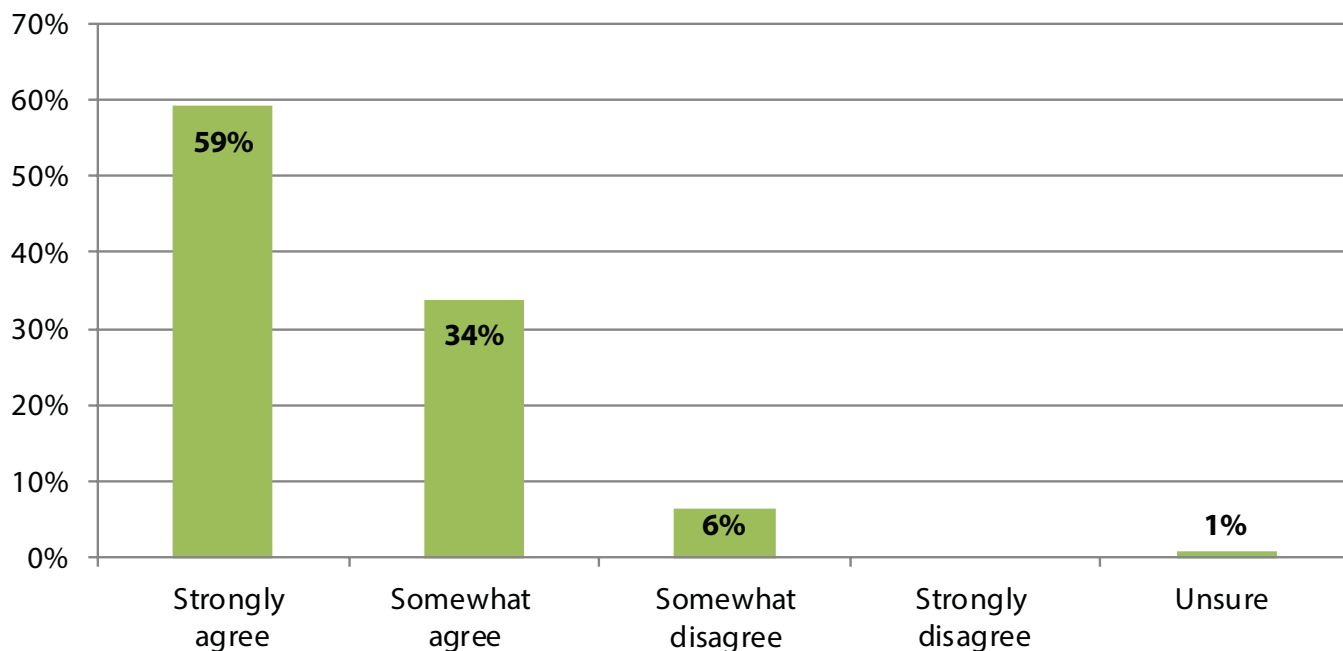
Today’s recreation and parks practitioners are making **cross-sectoral connections** in the delivery of programs, marketing and promotions efforts, and through the development of policy and infrastructure. The Framework for Recreation in

Canada 2015: Pathways to Wellbeing discussion involved stakeholders from many allied quality of life sectors and that discussion is defining strategic direction for the recreation in Canada. **Partnerships in the social environment** have been identified as key to broadening benefits of, and support for, recreation and parks. City staff members have already expended effort in connecting with other sectors and tackling community issues collectively and have engaged other sectors in strategic planning (this Master Plan process) and program delivery. The White Buffalo Youth Lodge and the Regional Intersectoral Committee are examples of existing cross-sectoral collaboration success stories in Saskatoon.

Creating and nurturing cross-sectoral relationships is important in furthering the recreation and parks agenda and enhancing the benefits and Service Outcomes intended from public investment in these services. These relationships can lead to more optimal use of public funding through partnerships and leveraging different sources of program funding, in generating key messages that explain the impacts and benefits of these essential services throughout the city, and enhance community and political support for recreation and parks. **Aligning community initiatives** will create synergies and greater benefit. Residents believe that recreation and parks help bring the community together.

Graph 1: Household Telephone Survey Response

“Recreation and parks help strengthen and bring the community together.”



Regional Collaboration

Recommendation 5: The City will consider regional collaboration, using SUMA and SPRA as guides, when planning new facilities and offering programs with regional value and appeal.

Just as the benefits of recreation and parks are not confined to the recreation sector, they also cross regional municipal boundaries. There are numerous sources of information that suggest residents from outside of the city use City facilities and access City programs. There is also confirmation of city-based groups using facilities in neighbouring municipalities.

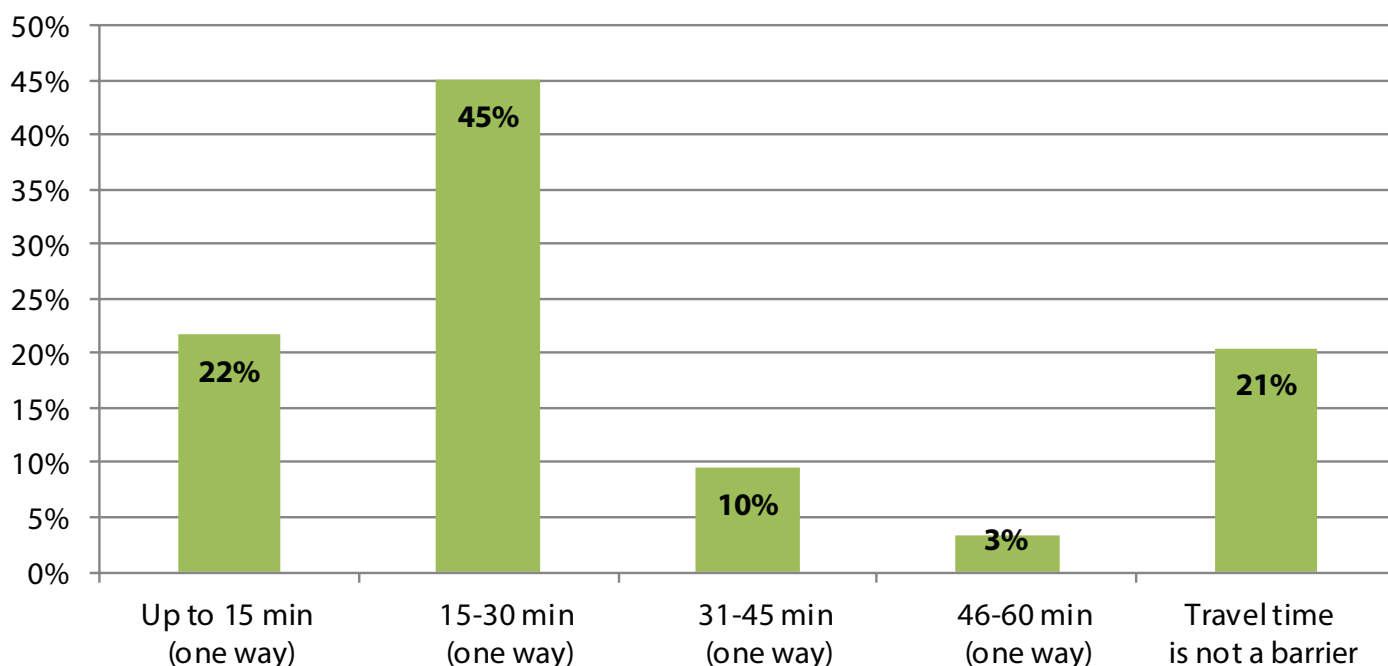
The Official Community Plan provides guidance in regards to regional collaboration. It recognizes that regional urban and rural municipalities, First Nations, and other authorities including the City of Saskatoon have influence on each other and that these regional municipalities should work together to coordinate service provision.

The City is already involved in a regional planning initiative called the Saskatoon North Partnership for Growth (P4G). City Administration also engage in discussions with regional municipalities related to recreation and parks provision on a consistent basis.

Household survey residents suggested that they think regional collaboration is important in providing recreation and parks services. 95% of responding household suggested that the municipalities in the Saskatoon region work together to provide recreation opportunities for residents; 80% of open house survey respondents indicated they strongly agree

Graph 2: Household Telephone Survey Response

What amount of travel time is acceptable?



that regional municipalities should work together to provide recreation opportunities. Furthermore, 45% indicated that 15-20 minutes travel time to recreation and parks opportunities was acceptable; 21% suggested any amount of travel time to recreation and parks opportunities was acceptable.

The Saskatchewan Urban Municipalities Association (SUMA) and the Saskatchewan Recreation and Parks Association (SPRA) have recently developed a Regional Collaboration Toolkit that outlines key tenets to successful regional partnerships.

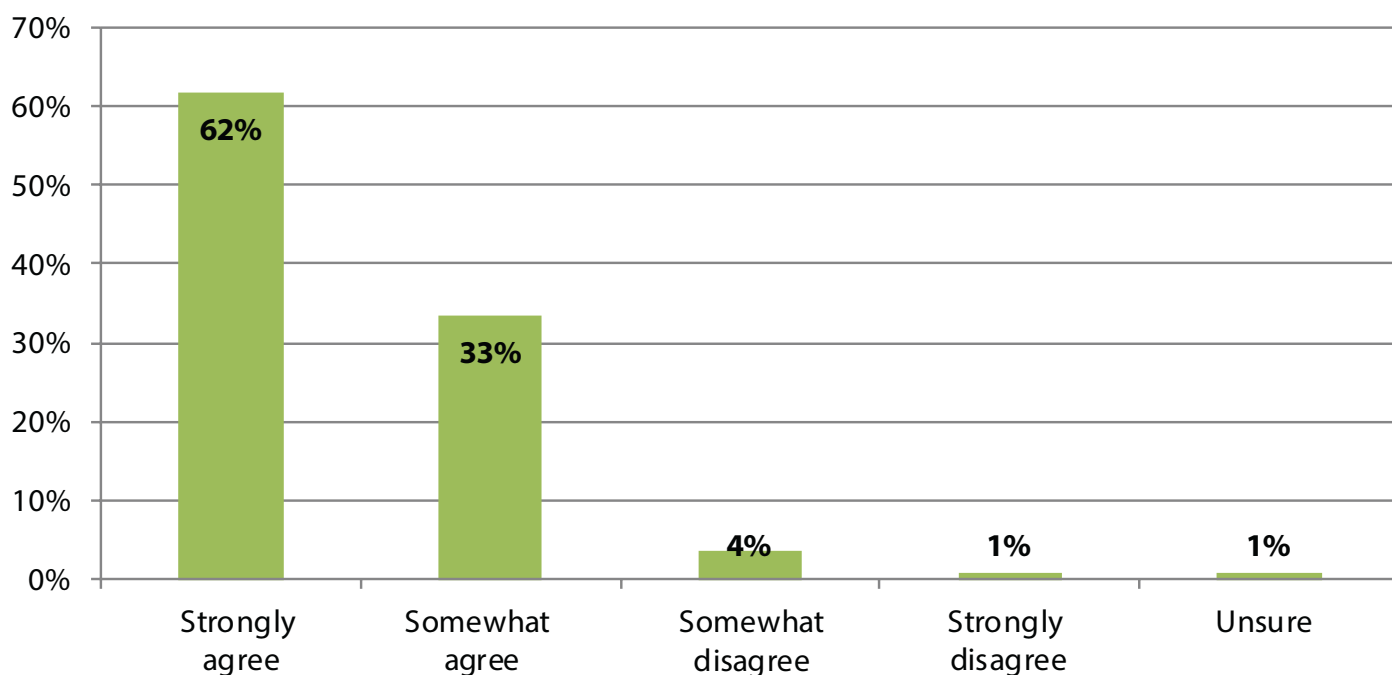
These partnerships can take the form of:

- Regional planning initiatives
- Joint facility ownership
- Capital cost sharing arrangements
- Operational cost sharing arrangements

Although differential pricing and/or facility access strategies for non-residents of existing regional municipalities are being considered or practiced in the existing marketplace, the administrative toll and the public messaging they portray are not in the spirit of partnership and regional collaboration. Because of this, regional planning and service provision is recommended to be kept at the political/organization-wide level as opposed to the resident level. For example, compensation for facility access fee subsidy for local tax support should come from regional cost sharing agreement between regional municipalities instead of being manifested in differential point of purchase user fees. The fundamental approach to regional collaboration is outlined in the SUMA/SPRA guide. The guide, under separate cover, provides a rationale for regional partnerships as well as a framework for taking positive action towards regional collaboration.

Graph 3: Household Telephone Survey Response

“Where possible, the municipalities in the Saskatoon Region should work together to provide recreation opportunities for residents.”



Community-Based Group Support

Recommendation 6: The City will continue to support Community Associations and Organized Interest Groups equitably and transparently, based on ongoing communication to identify group support needs.

Recreation and parks delivery is the product of the efforts of many stakeholders. This system of delivery includes volunteers, non-profit groups, different levels of government, the private sector, and of course, the City of Saskatoon. Building capacity in the recreation and parks sector is important as it ensures sustainability of current services and enables public investment to be leveraged.

Recreation and parks participation, either as a participant, organizer or volunteer, leads to community connectedness and wellbeing. Developing capacity in the delivery system creates community leaders and strengthens the fabric of the city and the neighbourhoods within it.

There are two main categories of community-based groups that provide services to residents in the city. Organized interest groups, such as a minor sport group, provide opportunities that are accessed by Saskatoon and regional residents. These interest groups represent different levels of sophistication and different types of activities. The supports offered to these interest groups include access to financial assistance (through the Youth Sport Subsidy Program and other City sponsored grants) and subsidized access to facilities and spaces where program occur (user fees at public recreation facilities and spaces ranges from 37% to 100% operational cost recovery). The reality of the situation is that if these interest groups discontinued service, either the level of service in the city would be diminished or the City would be forced to offer the program or opportunity directly. These interest groups help further intended recreation and parks service outcomes to different degrees. Those groups that further more service outcomes would likely be opportunities that are seen as more of an extension of the City's core recreation and parks services as opposed to those that only further limited levels of service outcomes.

The other category of community-based groups are the **Community Associations**. There are currently 47 associations throughout the city, each representing a different geographic area/neighbourhood. Community Associations provide local level recreation and parks opportunities to those in the defined neighbourhood area. Each association is unique and provides not only program opportunities for residents but the ability for residents to be engaged in the actual association and thus demonstrate community leadership and capacity. Supports provided to associations by the City include, but are not limited to, ongoing communication and liaison¹, capacity building supports (e.g. strategic planning, volunteer attraction and retention, etc.) and subsidized or free access to public recreation and parks facilities.² The City's role with Community Associations is focused on:

1. Being an enabler: through capacity building tools, like self-assessment tools;
2. Being a funder: through the provision of grants and helping leverage other sources of funding and resources;
3. Being a facilitator/community developer: through volunteer training, supports, and resources; and
4. Being a convenor/facilitator: through community forums and bringing the community together on topic specific agendas to enhance opportunities for collaboration, networking and growth.

1 The City's Community Development Division includes staff who are directly responsible to liaise with (and support) Community Associations.

2 Community Associations get free access of school facilities at certain times via the Joint Use Agreement with the local school board.

Both types of community-based groups are key to the current level of recreation and parks opportunities provided to residents. There are a number of support mechanisms in place that support both; however, there is a clear delineation of supports provided to Community Associations versus Interest Groups. Community Associations have more supports intended to build internal capacity than do supports offered/ provided to Interest Groups.



Diagram 8: Group Evolution



Supporting both Community Associations and Interest Groups should be a major focus for the City moving forward. The infrastructure is in place to provide the supports, it is only the focus or target of these supports that needs to be expanded. Providing supports for groups that build capacity, such as helping recruit volunteers, helping groups develop business plans and strategic plans, and helping groups apply for assistance from external organizations (e.g. grants from other levels of government, attaining private sponsorship, etc.) can lead to strengthened group sustainability and better levels of service to residents. Providing training and knowledge development for groups can have many benefits, not only internally for the interest group but also personally (for those attaining training) and the quality of the program ultimately being delivered to residents.

When providing support to community-based groups, it is important to recognize that all groups are not the same. Support provided must be equitable and appropriate. The ultimate goal of the City should be to enable community-based groups to be successful and independent—the essence of community development.



Volunteer Support

Recommendation 7: The City will consider getting involved with other sectors in the development of a city-wide volunteer strategy.

Volunteers are vital to recreation and parks service delivery in Saskatoon. Volunteers comprise Community Associations and a wide variety of Interest Groups that provide recreation and parks opportunities to residents. Volunteers help the City organize and host special events. Volunteerism creates a stronger sense of community from within and heightens community pride. Without volunteers, service levels would be diminished and the costs to provide recreation and parks opportunities would be increased. For these reasons, having a strong volunteer element in the city should be of utmost importance to many organizations throughout Saskatoon.

Volunteerism is changing. Seasoned volunteers are ageing and are not able to contribute as much as they once did. Younger, new volunteers are looking for different types of volunteer experiences; experiences that offer personal development opportunities, have close personal or emotional ties, and/or positions that have limited scope and tenure.

For these reasons and others, all organizations that rely on volunteers will be required to look at volunteer recruitment, retention, and recognition differently if the level of reliance on volunteers is to be sustained.

The importance of volunteerism is broader than recreation and parks. For this reason, the development of a **city-wide volunteer strategy** would provide value in the city. A community-wide strategy involving all sectors that rely on volunteers, would be an example of cross-sectoral collaboration (previously discussed), would enhance the benefits of volunteerism in the city, and create a stronger volunteer community which will be more resilient to impending shifts in volunteerism. This will also lead to more resilient and strengthened community-based recreation and parks delivery groups. Regardless of whether or not a volunteer strategy is developed, the City could help further strengthen the recreation and parks specific volunteer community by identifying the volunteer requirements of the community-based groups (identifying volunteer opportunities) and connecting them with the volunteers it has in its own databases. This would facilitate the connection of those willing to volunteer with those seeking volunteer assistance.

Facilitating Supportive Environments

Creating supportive environments for recreation and parks opportunities to be provided is about educating those who stand to benefit from participation through promotions and marketing efforts about opportunities as well as why they should participate. Even those who do not and will not participate should be aware of the public good that these services deliver in the city. Identifying community needs and demands through **communicating** with the general public, community-based groups, and other stakeholders that are involved and/or are impacted by recreation and parks opportunities is important and has to occur on an ongoing basis. Understanding the impact that public investment in recreation and parks has in terms of **detailed facility usage and resident participation data** is key to benchmarking progress and measuring success.



Promotions and Marketing

Recommendation 8: The City will continue to promote and market City recreation and parks opportunities with an enhanced focus on benefits and motivating participation.

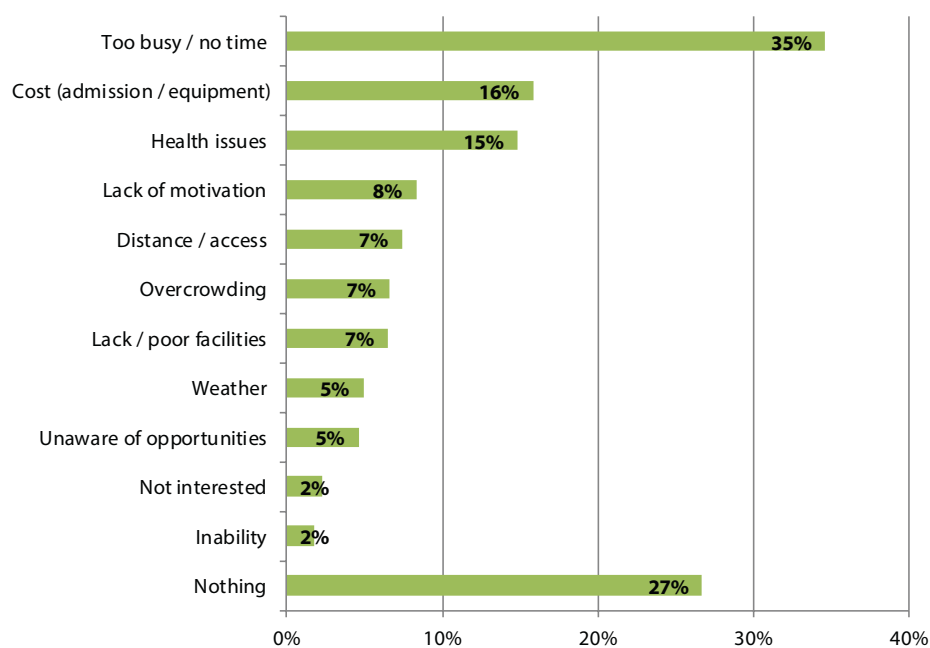
Recreation and parks offer many benefits to residents and to the communities in which they live. These benefits derive from direct participation as well as the broader social/public good in the community.

Public awareness around these benefits and the various opportunities residents and visitors have to access recreation opportunities is vital in ensuring that recreation and parks are perceived as essential, valued services and that current and future public investment in these services deliver the greatest public and social good.

Educating the public as to not only what opportunities are available to them but also why they should participate will further enhance benefits achieved in the city. Recreation education is an important aspect of service delivery, and one that the City may need to take a lead role in delivering, potentially with other cross-sectoral partners such as health and justice.¹

Graph 4: Household Telephone Survey Response

Barriers to Participation in Recreation Activities



¹ InMotion, an initiative of the Saskatoon Health Region, currently provides physical activity education information to residents.

Of those who responded to the household survey, only 5% cited that being “unaware of opportunities” was a barrier to participation. “Lack of motivation” was identified by 8% while 15% indicated that “health issues” prevented them from participating. Further to these barriers, survey respondents also indicated that “improved marketing” was a desired improvement/change to recreation and parks programs.

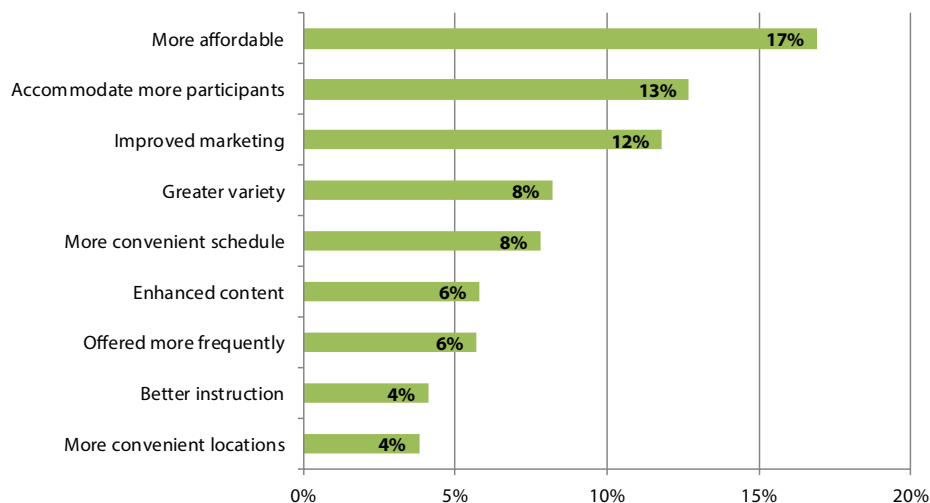
Developing the right key messages and delivering them in the most effective and appropriate ways is key to prudent marketing. Currently, over 55% of household survey respondents suggested they find out about recreation and parks opportunities through the City’s Leisure Guide. Other ways included the internet/City website, local newspapers, and word of mouth. The Leisure Guide is clearly an effective means to get information to residents. The City currently offers information regarding Community Association programs and, although a comprehensive list of all programs offered in the city may not be realistic, the potential to feature specific activities or groups periodically may lead to enhanced participation.

Although the level of public awareness of opportunities is seemingly adequate, local groups indicated that assistance with promotions and awareness of their respective programs was an important role that the City could play in helping them achieve their program goals. The City does offer advertising opportunities in the Leisure Guide.

Current City efforts related to promotions and marketing focus primarily on presenting opportunities for residents to participate and less on the motivations and rationale as to why they should participate. Enhancing public messaging to include the benefits of recreation and parks can help motivate residents to participate

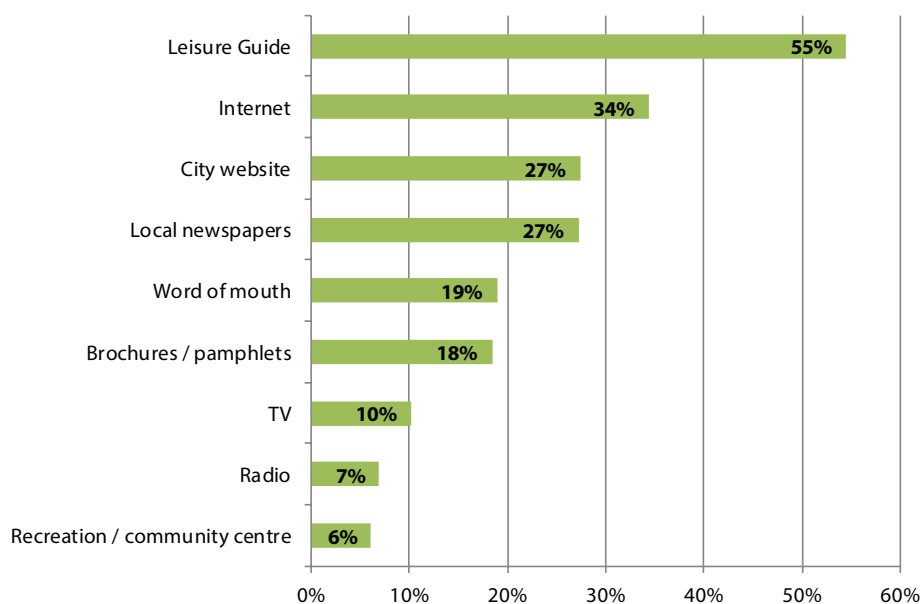
Graph 5: Household Telephone Survey Response

Improvements/Changes to Recreation and Parks Programs



Graph 6: Household Telephone Survey Response

Main Sources of Information About Recreation and Parks Services and Opportunities



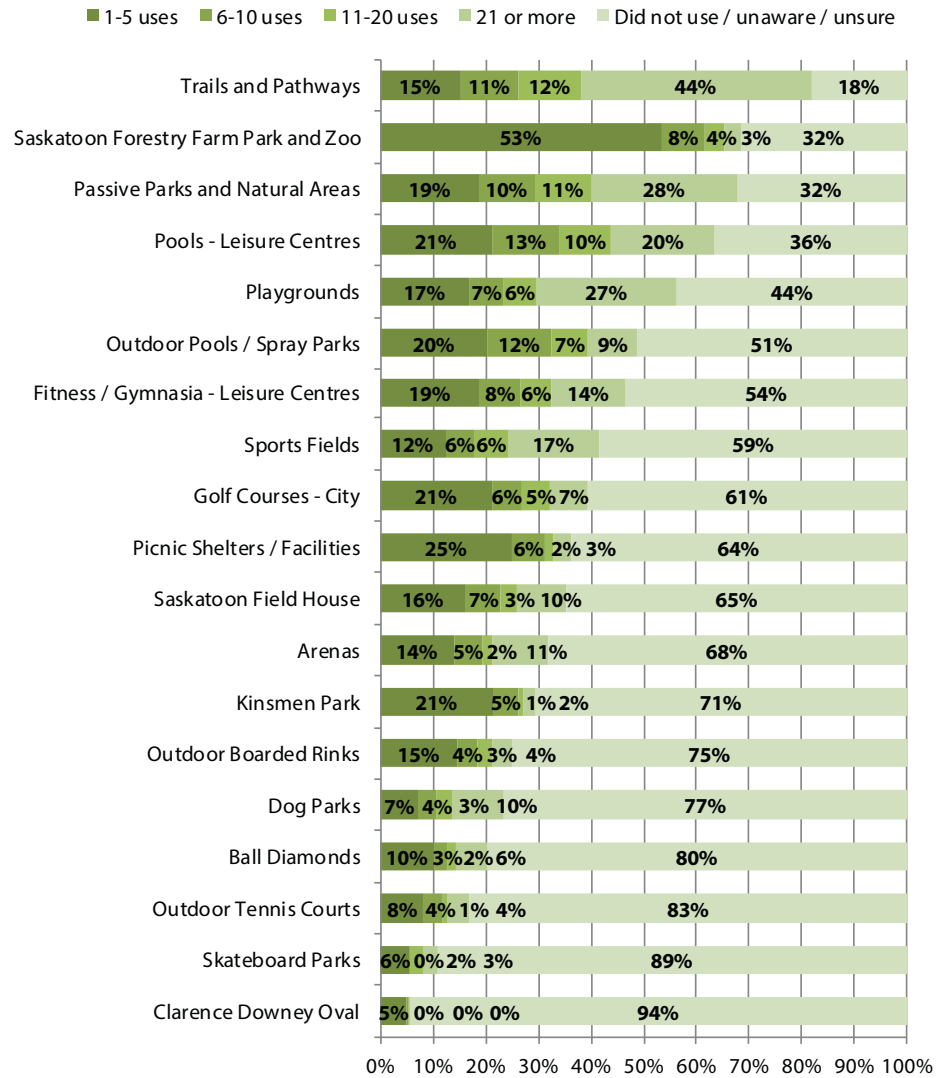
and build community perception and political support for these as essential public services.

As can be determined through the household survey, even the most heavily utilized facilities available in the city are only used by 82% of households—many only experience visitation by half of households or less. Graph 7 explains the level of utilization households reported at recreation and parks resources throughout the city. There is potential to enrich and increase participation in existing publicly funded recreation and parks opportunities. It is not good enough to ensure that everyone knows what is available and how to get access to opportunities. That is key, but the City must also go further and proactively convince people to try things, especially those that are not active. Being more proactive might include:

- A mentoring program or price incentive for someone currently participating to bring along someone who is not currently an active participant or program registrant;
- Giving away free initial visits and otherwise lowering barriers or levels of commitment to bring in those that are currently not active to try something;
- Working with social service agencies to assemble data bases of those that have significant barriers and/or are not active and then targeting them with specific messaging that is more proactive; and
- Work with other sectors in offering free or subsidized initial access to facilities for those that could benefit from direct participation (e.g. those needing recreation for therapeutic/health reasons or those engaged in anti-social, self-destructive behaviours).

Graph 7: Household Telephone Survey Response

Household Utilization in Previous Year



The development and implementation of a marketing and promotions plan for recreation and parks in the city would outline key messages that the City (and others) should be promoting as well as constantly evaluating the means by which, and overall effectiveness of, messages are delivered. Key messages should include:

- City staff, community-based groups and the general public telling **success stories** regarding the benefits realized (achievement of Service Outcomes) from participating in recreation and parks pursuits;
- **Overall public support** of, and participation in, recreation and parks pursuits demonstrated through statistically reliable public engagement activities such as telephone or mail out surveys—as has been compiled in this Master Plan process and the City's existing City of Saskatoon Leisure Activity Study;
- **Participation statistics** from local recreation and parks programs, facility memberships and usage statistics, etc. which could equate to annually measured indicators (% of population participating) or special community participation challenges (i.e. Community Association based healthy lifestyle competitions);
- **Recreation and parks focused research** from within the province and beyond from sources such as SPRA and the Leisure Information Network;
- Estimates of the positive **economic impact** of recreation and parks in the community including non-local spending estimates, impact of recreation and parks amenities on adjacent property values; and estimated reduction of health and crime prevention costs (reduction of anti-social and self-destructive behaviours); and
- Support information/messaging from external, but related, sectors such as health services, crime prevention, education, social services, business, and economic development.

Part of the City's marketing and promotions plan should be to remind the public that recommended Master Plan initiatives and projects are happening, and that they were developed and implemented due to the community involvement associated with its development.

In regards to determine how to deliver messages, measures of media effectiveness should be collected, potentially through point of purchase/participation, and random public recreation and parks facility exit surveys (e.g. do you know that recreation and parks are beneficial to your health? How did you find out about this opportunity?). Ongoing investigation of appropriate and effective social media for promoting and marketing recreation and parks is of utmost important to reach broad user and non-user markets.

Recreation and parks promotions and marketing and educating the public about recreation and parks is key to enhancing community and individual benefit from recreation and parks investment.



Community Liaison

Recommendation 9: The City will continue to employ an ongoing community liaison strategy that considers the general public (including but not limited to the City of Saskatoon Leisure Activity Study), partner groups, and cross-sector allies.

The City encourages and values public participation. The Official Community Plan relates the value of public participation and suggests that public engagement should occur when providing recreation services.

Ongoing communications within the recreation and parks delivery system is important due to the subjective nature of these services and the number of groups and organizations involved. The City initiated a public communications strategy around recreation and parks with the establishment of the City of Saskatoon Leisure Activity Study in 1990. The City of Saskatoon Leisure Activity Study measures resident participation in recreation and parks pursuits. City staff also have annual or biannual conversations with Interest groups as it relates to infrastructure allocation and even more thorough and consistent dialogue with Community Associations.

The City of Saskatoon Leisure Activity Study

The Leisure Activity Study was originally started in 1990 to document Saskatoon residents' participation in sport, culture and recreation activities in their leisure time. Specifically, questions were designed to measure: current participation in sport, culture and recreation activities (within the previous 12 months); interest in increased participation in current activities and associated barriers; and, new interest in participation in sport, culture and recreation activities. The study has been conducted on a five year cycle to track any significant changes to participation and interest. The survey is used as a statistically reliable data source of information for making program planning decisions. A variety of methodologies have been used to gather resident feedback from door-to-door surveys in select neighbourhoods to city-wide telephone surveys to a mix of on-line and telephone surveys.

Diagram 9: Communication Cycle



Current liaison efforts are effective in demonstrating physical activity preferences and determining facility utilization requirements, but with the exception of conversations with Community Associations, the collection of trend data and active engagement in strategic thinking related to recreation and parks services is limited. The City should continue to sustain existing consultation and liaison tactics and could complement existing data sets by focusing on other types of communication. For example, administering a public telephone survey similar to the public survey facilitated for this Master Plan would supplement the more activity focused Leisure Survey by providing public sentiment about service satisfaction levels and perceived importance of recreation and parks. The City could also engage community-based groups (Interest Groups and Community Associations) more frequently through an annual community-based group survey similar to the instrument used for this Master Plan to gather local participation trend information and further understand the state of vital provision partner organizations. **Information collected will help stakeholders understand resident preferences, identify needs, measure performance, and outline infrastructure utilization.**

Another way that community liaison could be strengthened is through the development of a Community Recreation and Parks Committee formed to oversee the implementation of this Master Plan and to provide the City with community input on recreation and parks matters. The establishment of a Community Feedback Committee to complement this Master Planning process is an example of what representation could comprise a Community Recreation and Parks Committee around recreation and parks. The Saskatoon Sport Council is a group that is driven “to facilitate community development and coordinate networks with the aim of enhancing access to the benefit of sport in Saskatoon for all.”¹ A Community Recreation and Parks Committee could play a similar role for recreation and parks in the City.



Data Collection and Research

Recommendation 10: The City will develop utilization measures and collect relative data for structured and spontaneous use of recreation and parks services, programming, and infrastructure.

The need for pertinent and reliable facility usage information and participation data is key in furthering the recreation and parks agenda. Relevant and accurate user statistics at facilities and parks, participation counts from service providers (Interest Groups or Community Associations), and registration information regarding programs are essential in understanding current community impact, supply and demand for facilities, and analysis regarding target markets reached. User satisfaction surveys/opportunities can also provide valuable insight into best practices and areas of improvement.

Usage and user information helps position the impact of the City amongst the entire population, builds the case for sustained and continued investment in recreation and parks and enables City staff and Administration to benchmark performance on an ongoing basis. Although this information is only one consideration in measuring achievement of Service Outcomes and has to be considered in the context of other less tangible information, it is a valuable tool in building political and community support for these essential services.

Gathering data on recreation and parks usage/participation and ongoing research into trends, (internal knowledge development and capacity building as previously discussed), will help determine internal benchmarks. Data and research will also help populate key promotions and marketing messages and will create enhanced internal and external support for recreation and parks services.

The City already measures participation at leisure centres and has data around rental hours at sports fields, ball diamonds, and ice arenas. This information is valuable and could be supplemented by data related to usage at existing spontaneous use/unstructured facilities and spaces (i.e. trail use counters). Expressions of percent of capacity wherever possible will help demonstrate excess demand or under-utilization.

¹ <http://www.saskatoonsportscouncil.ca/about-us/mission-a-vision>

Data incorporated in the City's 2012 Future Sport and Recreation Facility Development Model around capacity of all public recreation and parks amenities forms an initial discussion around modeling supply and demand. Data and research efforts need to consider both the level of use and the capacity of infrastructure, whether it be absolute (i.e. rental hours) or perceived (i.e. the facility is perceived as too busy therefore participation is limited). Data collection and research should occur on an ongoing basis and should be

a top priority for the City. Partner organizations should also be engaged in data collection; public support to partner groups could be leveraged to get consistent and accurate data from external sources. Exploration into online input tools such as CADAC, a web-based application dedicated to the collection, dissemination, and analysis of financial and statistical information about Canadian arts organizations (www.thecadac.ca), may be warranted to assist in data collection and analysis

Ensuring Inclusion and Access

Recommendation 11: The City will design recreation and parks programs and opportunities to facilitate social inclusion and encourage/require its partners to do the same.

Recreation and parks opportunities lead to enhanced community cohesion and social inclusion. Recreation and parks opportunities provide healthy environments for people of all ages, abilities, and ethnicities to participate and mingle. The concept of social inclusion through recreation is increasingly becoming an issue communities are trying to facilitate. While always an important issue, its significance has risen as communities like Saskatoon are experiencing growing Aboriginal populations and where increasing population diversity is apparent through immigration.

Social inclusion is about making sure that all children, youth, and adults are able to participate as valued, respected, and contributing members of society. It involves the basic notions of belonging, acceptance, and recognition. For Aboriginal people and Newcomers, social inclusion would be manifested in full and equal participation in all facets of a community including economic, social, cultural, and political realms. It goes beyond Newcomers or those typically not engaged/active. In fact, social inclusion is about the elimination of the boundaries or barriers between "us" and "them". There is a recognition that diversity has worth unto itself and is not something that must be overcome.

There are five dimensions of social inclusion:

1. **Valued Recognition:** conferring recognition and respect on individuals and groups.
2. **Human Development:** nurturing the talents, skills, capacities, and choices of children and adults to live a life they value and to make a contribution both they and others find worthwhile.
3. **Involvement and Engagement:** having the right and the necessary support to make or be involved in decisions affecting oneself, family and community, and to be engaged in community.
4. **Proximity:** sharing physical and social spaces to provide opportunities for interactions, if desired, and to reduce social distances between people.
5. **Material Wellbeing:** having the material resources to allow children and their parents to participate fully in community life.

While issues of social inclusion are pertinent for all members of a community, they can be particularly relevant for adolescents and seniors of immigrant or aboriginal families. Aboriginal and Newcomer youth can feel pulled in opposite directions between their own cultural values and a desire to “fit in” to their new home. This tension can be exacerbated in those situations in which parents are experiencing stress due to settlement. Children living in families which are struggling are more likely to be excluded from some of the aspects of life essential to their healthy development. Children are less likely to have positive experiences at school, less likely to participate in recreation, and to get along well with friends, if they live in families struggling with parental depression, family dysfunction or violence.

Social inclusion is a broad issue that would be best addressed holistically. However, inclusion can partially be dealt with through a community’s approach to recreation and parks. Obviously access to recreation opportunities must be available. Beyond that there are a number of other means through which social inclusion can be fostered.

Program Leaders and Customer Service Staff should be socially aware, culturally sensitive, and have appropriate child development training. They then must play a central role in advocating for policies and programs that enhance accessibility and address principles of social inclusion.

Social supports should be provided for isolated groups or individuals needing help to be able to participate. In Saskatoon, attempts at programming and consultation with isolated groups has achieved mixed success. This is not to say that the City should stop what it is currently doing to try to reach out to isolated groups, rather it should complement what is currently happening with new and innovative approaches to programming for and including isolated groups in everyday recreation facility operations and programs.

One way the City could look to further engage these isolated groups would be to involve representatives in the actual planning of events and programs. This would show the groups that their presence and participation is valued and would ensure that all the dynamics associated with hosting events and offering programs for certain facets of the community are identified and accommodated. This event and/or program planning group would best represent the community if it were organized under a task group structure where key community stakeholders would be brought in for certain initiatives. This list of stakeholders could be invited from a community volunteer roster (as discussed in latter sections) or through public RSVP. This approach would enable individual community members and their groups to voice their concerns and work together to overcome barriers. Community leaders would be able to hear and embrace

these voices and commit to working with the individuals and groups. Ensuring that different “faces are around the table” for different events or programs would eliminate hierarchies and promote widespread consultation, equal representation, and community-based action. Much of these discussions are already occurring in the city (e.g. the Kitaskinaw process, discussed in the programming section of this Plan), and many effective partnerships are already in place.

Key characteristics of programs that promote and achieve social inclusion are as follows. These characteristics can be applied to existing or new programs.

- Programs should be **affordable** with accessible and inexpensive transportation.
- Activities must be **designed appropriately** to involve, accommodate, and invite targeted populations. They must also respect cultural norms and where possible, create “cross-cultural” interaction.
- Programs should be developed in a way such that participants are able to determine program type, timing, and purpose (within guidelines of safety and appropriate to their level). One way that this can happen is through a stakeholder task group as discussed in the previous section.
- Facilities should be **welcoming with respect** to physical aspects and with regards to atmosphere. For example, facilities and spaces could be decorated with art from a variety of cultures represented in the community or they could simply have welcome signs in different languages to make all residents feel welcome and increase awareness of the cultural diversity that exist in the community in a positive, constructive way.
- Scheduling and timing should take into account constraints and availability of targeted populations. For example, those facets of the community that are predominantly represented by shift workers may require programming or events hosted at non-traditional “prime time” hours throughout the day.

Due to the diverse nature of the community and region, social inclusion should be at the forefront of decision-making in regards to recreation facility access and programming to further strengthen overall community cohesiveness and quality of life.

Financial Assistance Programs

Recommendation 12: The City will continue to offer its Leisure Access and Youth Sports Subsidy Program, and grants to community-based groups in the most efficient and respectful manner possible.

Recommendation 13: The City will continue to include information about financial assistance for programs in its promotion and marketing efforts.

Ensuring recreation and parks opportunities are accessible is important in achieving service outcomes and creating community benefit. The City currently has the Youth Sport Subsidy Program (which supports 34 youth organizations) as well as the Leisure Access Program which allows eligible low-income residents within the city to participate in City of Saskatoon leisure facilities and programs. The program includes unlimited admission to drop-in programs at the City Leisure Centres and one registered program per year. The City also offers free admission to recreation facilities during specified times throughout the year. Other groups external to the City also offer financial assistance programs (e.g. Dreambrokers, Jumpstart, KidSport, Community Associations).

The City's two key financial assistance programs are beneficial and have significant impact. These programs are effective in meeting the needs of those financially disadvantaged, but do not close the gap for families that may be above low income cut-offs yet still unable to afford participation. That being said, the City's philosophy on user fees and program cost recovery may warrant revisiting. More deliberate focus on achieving social returns may reduce the requirements of generating financial cost recovery. Pricing for recreation and parks should balance affordability with maximum market penetration; a concept that will likely require increased subsidies across the affordability spectrum.

The ongoing implementation of the Youth Sport Subsidy program may also be a vehicle for the City to ensure that partner groups that access the program are also delivering services that help meet the City's desired service outcomes. For example, the inclusion of the incorporation of the Long Term Athlete Development Plan into group programming or mandatory quality assurance training for groups could be pre-requisites for groups to access the program. This will provide

assurance to the City that quality, effective opportunities are offered to residents and public subsidy is further justified. The program should also be evaluated as to the optimal delivery method (i.e. subsidy provided to groups or service providers) especially as the population continues to grow and access to the program is increased.

It is inherent upon the City to make sure that all residents, especially those in need, are aware of access programs available to them. This messaging should form part of promotions and marketing efforts and could also include other non-City programs such as Dreambrokers, Jumpstart and KidsSport. Creating knowledge in the community about free or low-cost recreation and parks opportunities, such as free public swim times in facilities and parks related opportunities, will also help reduce financial barriers to participation and extend community benefit. It is also important to understand that the subsidized access provided to groups accessing City recreation and parks infrastructure is also a form of financial assistance. Without City involvement in providing recreation and parks infrastructure that is subsidized through taxes, facilities and spaces would be inaccessible to groups due to higher user fees.



Section

6

Recreation and Parks Programming

Recreation and parks programs in Saskatoon help motivate and focus the participation of city and regional residents in healthy activities. The City of Saskatoon directly provides programs at its facilities and in its open spaces and also helps facilitate programs that are offered by community-based groups (Interest Groups and Community Associations),

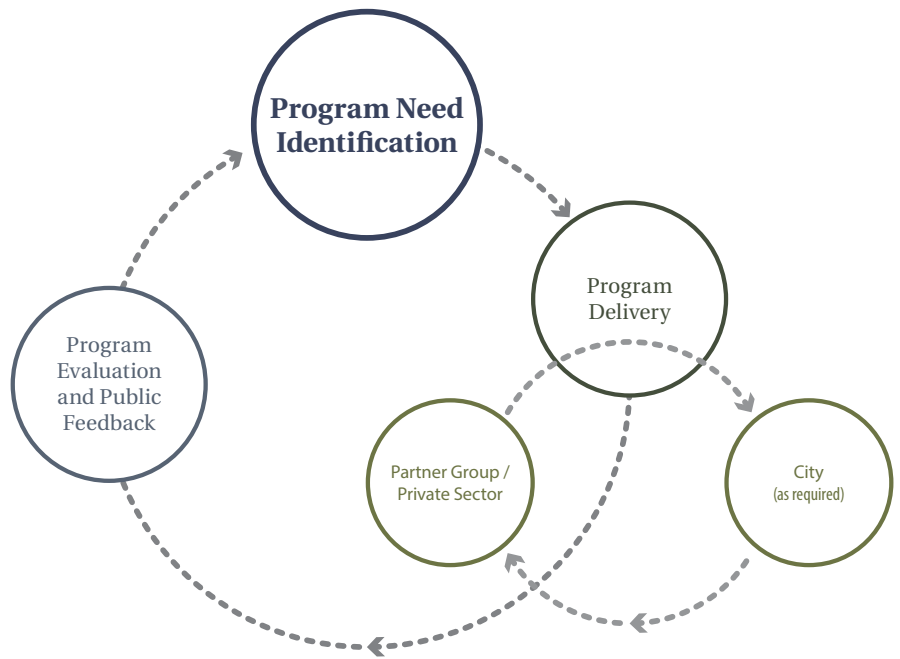
private sector organization, and allied stakeholders. This indirect facilitation occurs through the community-based group supports mentioned in earlier sections of this Plan. The following discussion centers around program delivery enhancements and specific program areas of focus.

Program Delivery Enhancements

The quantity and quality of groups in Saskatoon and region that directly provide recreation and parks related programs is broad and diverse as are the types of programs being offered. Typically, the private sector provides programs and services that generate profit while the non-profit sector offers programs that focus on a balance of both social and financial return. The City provides programs that achieve the Service Outcomes outlined herein (social return) with varying level of cost recovery—a number of which are positioned to recover 100% of direct operating costs.

Generally speaking, the City sees the greatest value in groups that offer programs that are available to residents with little or no public support required. This allows the City to apply its resources and efforts to areas of most need or where other stakeholders are not able or interested in providing. This assumes that the quality and accessibility of the program being offered is in line with City intent. That said, the first default to delivering any program should be to allow and/or enable the non-profit or private sector to provide it first (program quality and affordability held equal).

Diagram 10: Program Review Cycle



This approach would also include partnering directly with other organizations as a “next best” approach before City staff would provide a program independently; cross-sectoral collaboration and partnerships as discussed provide clarity on how this collaborative, partnership approach to programming could occur and why it should occur.

There are program areas where the overall community demands will indicate that the City can offer the identical programs to other sectors, either to meet basic community needs and demands, or to ensure that such programs are financially affordable to all residents. An example is swim lessons. The need for swim lessons will expand as the population grows, and the other pool providers, (YMCA, YWCA, and University of Saskatchewan), do not have capacity to meet all these needs.

Recommendation 14: The City will take a lead role in identifying recreation and parks program needs in the community (including program performance assessment).

Determining program demands and preferences is an inherent role for most of the program delivery agents in the city. That said, not all groups have a broad mandate to provide benefits throughout the region as does the City of Saskatoon. Defining overall program needs in the city therefore should be a function of the City and other partners with more “global perspectives”. Examples of this overall program needs assessment is the recently completed “Kitaskinaw: A Scan of Programs and Services Serving Aboriginal People in Saskatoon” (2013 – 2014). The exercise was conducted by a multifaceted partnership which ensured the results encompassed a broad, community-wide perspective. Since this Master Plan has been developed through a global, community-wide lens and has been driven by a multi-faceted Community Feedback Committee¹ the initial program focus areas presented in the following section can act as the initial community recreation and parks program needs assessment.

¹ For a complete list of Community Feedback Community Members and participating organizations, please refer to the Acknowledgments section at the beginning of this document.

Kitaskinaw:

An environmental scan of programs and services serving Aboriginal people in Saskatoon was completed in 2013 – 2014 by the Gabriel Dumont Institute of Native Studies and Applied Research, the City of Saskatoon, the United Way of Saskatoon & Area and the Saskatoon Tribal Council.

The exercise was the first of its kind in Saskatoon and was grounded in the Aboriginal Life Promotion Framework. If a similar approach could be taken to specifically look at the needs for recreation and parks programming on a consistent basis and including key community stakeholders, all program providers would have a better appreciation of what types of program could make the most impact in the region.



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As other mechanisms suggested in this Plan are implemented,² community-wide needs and demands for programming will emerge. Collaborative planning will not only help identify broader community needs but will also help focus efforts to optimize the use of valuable staff and volunteer time and financial resources.

Recommendation 15: The City will work with other program providers to reduce redundancy and optimize investment wherever possible.

From a public and quasi-public program provision perspective, collaborative program planning should lead to reduced competition in program provision and ultimately a broader array of programs available to the public. Internal communication between the Recreation and Sport Division, the Community Development Division and even city Community Associations will ensure that all public funding is optimized and each group is providing complimentary, as opposed to competing programs. Having other sectors represented, such as education and health, will ensure that programming efforts underway in these related areas align and may, in some cases, negate the need for new programs to be developed.

Once program needs are identified, the City can work to disseminate needs into the community of providers and determine who is best to offer the program. The City already holds information related to the Leisure Guide giving an accurate picture as to what is going on in the community currently although it primarily focuses on City and Community Association programs.

In regards to financial support for programming, (either offered directly by the City or by community-based groups), it is important to understand that in some cases programs do not break even financially but do generate significant social return. **Financial implications should be considered but so too must the social return aspect of program delivery when contemplating offering a needed program in Saskatoon.** The City is one of the only delivery agents that can offer many programs that, financially speaking, do not recover all direct costs on a sustained basis.



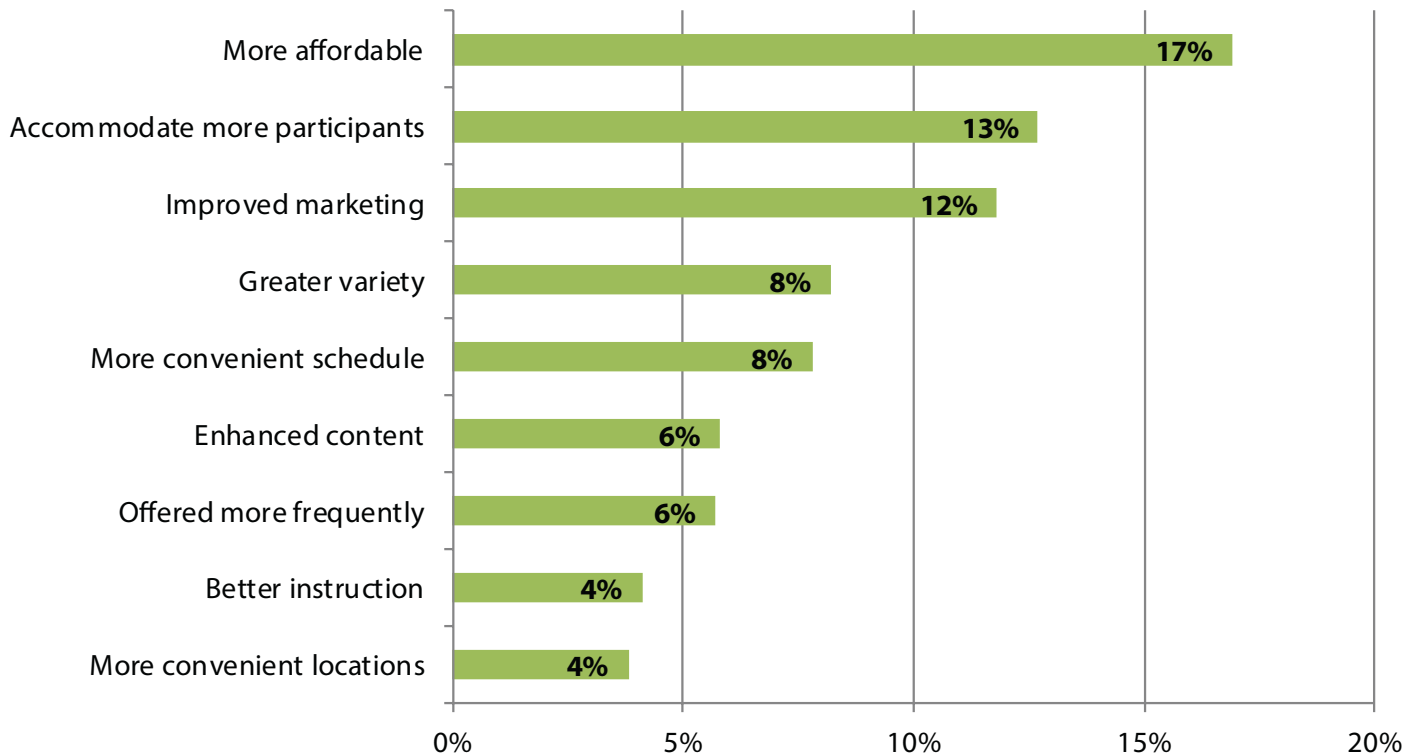
² Such as the ongoing Leisure (existing) and Recreation (new) household surveys are administered, internal knowledge development and professional development for City staff, and more frequent surveying of local partner groups (Interest Groups and Community Associations).

Recreation and Parks Program and Opportunity Needs Assessment

Recommendation 16: The City will use the Desired Program Focus Areas to guide collaborative recreation and park programming efforts.

Determining recreation and parks programming and opportunities needs requires a constant effort and all-encompassing perspective. The activities undertaken in the development of this Master Plan, including but not limited to, statistically reliable public surveys, partner group consultation, trends analysis, and background research, all are tactics that can and should be used in determining community needs and demands for recreation and parks programs.

Graph 8: Household Telephone Survey Response
Improvements/Changes to Recreation and Parks Programs



When residents were asked what improvements or changes should occur to current recreation and parks programs, making programs “more affordable” was mentioned most frequently, followed by increasing current capacity to “accommodate more participants”, and “improved marketing” and promoting programs more vigorously. Key areas of focus for new recreation and parks program by age group were identified through the household survey and a web-based survey¹ as follows:



Tables 5 – 8: Desired Program Focus Areas

Current program focus areas for: Children (0 – 12 years)		
Rank	Household Telephone Survey	Public Web Survey
1	Emphasis on physical activity	Swimming
2	Swimming lessons	Cross country skiing
3	Non-competitive sports	Connecting to nature
4	Learning and development programs	Music and the arts
5	Day camps	Non structured play

Current program focus areas for: Adults (20 – 64 years)		
Rank	Household Telephone Survey	Public Web Survey
1	Activities to stay physically active	Skiing (downhill)
2	Flexible times for programs	Nature appreciation/ environment
3	Swimming programs	General fitness/yoga
4	Social interaction	Swimming
5	Arts and cultural programs	Cooking

Current program focus areas for: Youth (13 – 19 years)		
Rank	Household Telephone Survey	Public Web Survey
1	Physical activities	Nature appreciation/ environment
2	Sport leagues	Cross country skiing
3	Safe bike paths/ skateboarding	Unstructured play
4	Indoor sports (basketball, volleyball)	Cycling
5	Drop in centres	Arts and crafts

Current program focus areas for: Seniors (65+ years)		
Rank	Household Telephone Survey	Public Web Survey
1	Programs with an emphasis on health and physical activity	Nature appreciation/ environment
2	Social programs	Walking
3	Adapted sports for senior abilities	General fitness
4	General interest classes	Cross country skiing
5	Water aerobics	Yoga/tai chi

¹ The web-based survey should not be considered statistically reliable and is not necessarily representative of all households in Saskatoon.

Furthermore, the following program focus areas were identified related to specific facets of the community.

Tables 9 – 12: Desired Program Focus Areas

Current program focus areas for: Families		
Rank	Household Telephone Survey	Public Web Survey
1	Aquatic programs	Cross country skiing
2	Physical activities for all ages	Nature appreciation/environment
3	Affordable programs	Cycling
4	Daycare	Hiking
5	Parenting classes	Gardening

Current program focus areas for: People with Disabilities		
Rank	Household Telephone Survey	Public Web Survey
1	Accessible programs for people in wheel chairs	Cross country skiing
2	Adapted programs for people with limited abilities	Nature appreciation/environment
3	Social interaction	Gardening
4	Group activities	Hockey/sledge hockey
5	Affordable programs	Arts

Current program focus areas for: Newcomers		
Rank	Household Telephone Survey	Public Web Survey
1	Help with communication needs	Welcome/settling in services
2	Cultural education to learn customs of their new home	Community events
3	Support to understand programs and activities available to them	Cross country skiing
4	Community events to meet those in their neighbourhoods	Nature appreciation
5	Cultural support to connect with others from their homeland	Better promotion and communication of opportunities

Current program focus areas for: Aboriginal Peoples		
Rank	Household Telephone Survey	Public Web Survey
1	Cultural support	Nature appreciation/environment
2	Integrate not segregate Aboriginal people	Cultural and artistic programs
3	Accessibility	Programs should be inclusive of all people not new programs but welcoming/accepting programs
4	Fitness and recreation programs	Programs should be offered throughout the city at a variety of venues—people live across the city
5	Low cost family activities	Aboriginal culture should be shared and recognized by all

Although recreation and programming needs should react to needs assessment results, it is also important to note that from a public perspective, programming energies must be directed to meeting core Service Outcomes.

The following identified Service Outcomes (14 of 19 total Outcomes) pertain to recreation and parks program delivery. One or more of these Service Outcomes should be furthered by any program offered by the City or that receives any level of public support.

- Special Events and Celebrations Connect Citizens in Saskatoon.
- Residents Experience and Are Motivated Through Local Sporting Events.
- Social Interaction Connects Citizens in Saskatoon.
- All Citizens of Saskatoon Feel Included and Welcome.
- Families are Supported to Recreate as a Unit.
- All Citizens Have a Basic Level of Fitness and Wellbeing.
- All Pre-Schoolers Have the Opportunity to Thrive.
- All Children and Youth Have Basic Skills in a Range of Pursuits.
- Advanced Level Skill Development is Available in Some Pursuits for Children and Youth.
- Healthy Opportunities Exist for Youth to Develop in a Social Setting.
- All Adults Have Basic Skills in a Variety of Pursuits.
- Advanced Level Skill Development is Available in Some Pursuits for Adults.
- All Older Adults Continue to Feel Healthy, Included and Valued.
- Saskatoon's Environment is Interpreted for All to Understand and Enjoy.

The Service Outcomes above provide clarity on how public support for programming should be directed. For instance, City sponsored programs should focus more on basic skill development and physical literacy than on higher levels of competitive sport. Also, special events are important to the City as is the hosting of spectator events for resident and visitor markets.

External influences can also provide guidance to program design. For instance, the Canadian Sport for Life Strategy and the Long Term Athlete Development Plan (LTADP) can help program focus on different skill development for different age groups.

In terms of program focus identified during this Master Plan process the following have been identified and should also help focus new and incremental efforts. This is not to say that existing programs should be discontinued if they are successful, but does indicate that incremental efforts be directed to these areas as well as reallocation of existing poorly attended programs.

- Providing opportunities for all ages and abilities to participate in physical activity—**getting more people more active more often;**
- Providing opportunities that enable **spontaneous, drop-in** recreation and parks activity;
- Providing opportunities for residents to **embrace winter** and participate in outdoor winter activities;
- Providing opportunities for children and youth to participation in **unstructured play;**
- Providing opportunities for residents of all ages to connect and **build a relationship with nature and the river valley;**
- Enabling all community members to take part in **nature interpretation;**
- Programs that focus on utilizing recreation and parks pursuits to promote and facilitate **social inclusion**—a sense of connectedness and belonging (including, but not limited to Aboriginal peoples and Newcomers);
- Developing broader public programs focused on **nutrition and healthy lifestyle choices;**
- The integration into existing and new programs, where possible, of pertinent stages of **the Canadian Sport for Life Strategy** and principle of **physical literacy;**
- The continuation of supporting traditional, mainstream, and emerging **team sports** offering for all ages groups with greater focus on skill development and less on competition;
- Programs that promote and ensure **positive ageing;** and
- Programs offered to school aged children during the critical **after-school** time period (3pm – 6pm).

The aforementioned focus areas and program consideration are extensive and broad. They are meant to provide general guidance to program delivery agents (within recreation and parks and beyond), including but not limited to the City and local Community Associations, yet still enable creativity and partnerships to occur. Recreation and parks programming, coordination, and planning should also consider best use of available facilities and spaces. Creating user markets in traditionally “low use” times should be a focus to increase facility and space utilization and capture non-traditional user markets.

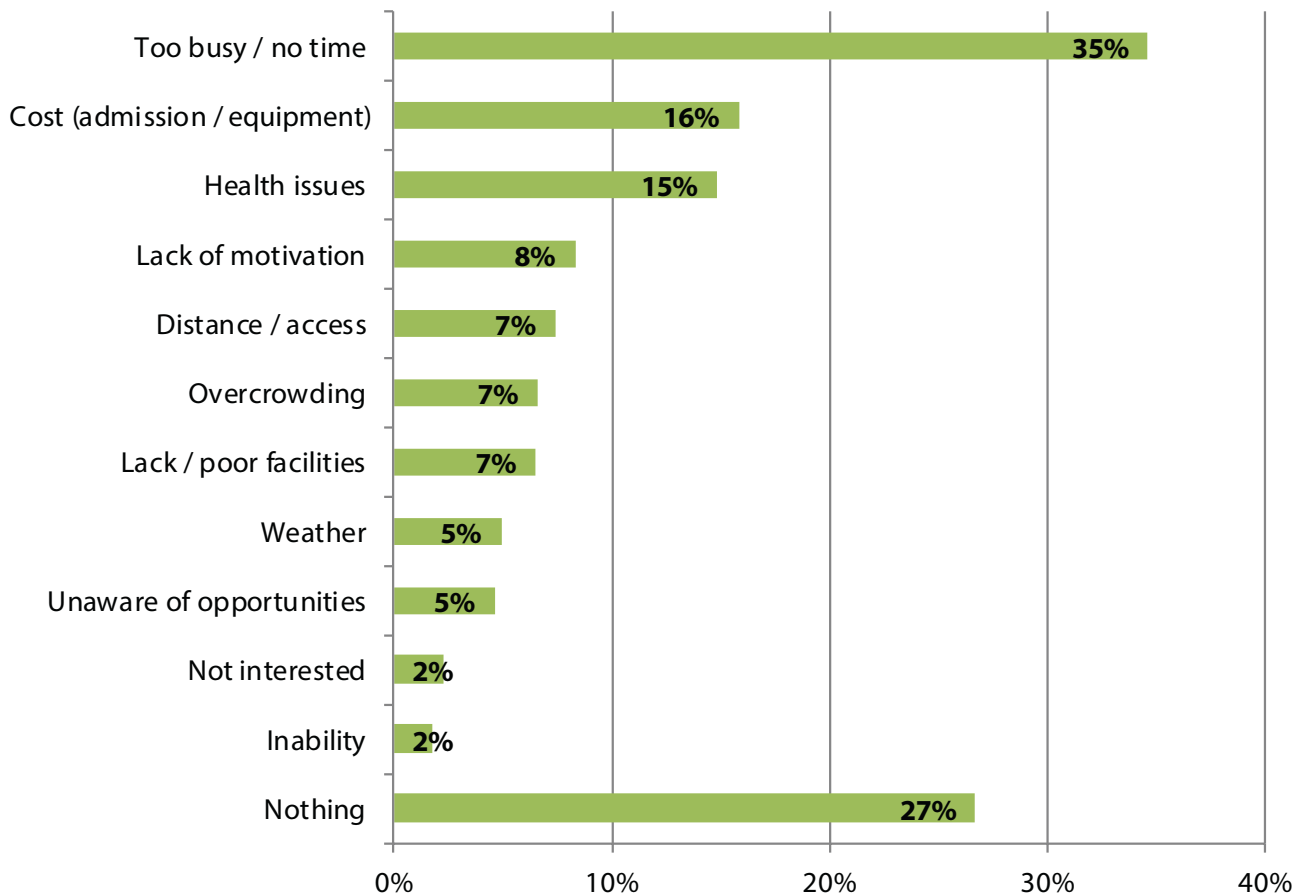
Increasing Participation

Recommendation 17: The City will act to reduce barriers and increase participation wherever possible.

In order to achieve the core service outcomes outlined and ensure that the vast benefits of recreation and parks services can be demonstrated throughout the city and region, residents must participate in programs and activity. That said, it is inherent upon all stakeholders who stand to benefit from participation to attempt to increase it. Stakeholders in health, justice, and education will see positive outcomes in their own performance measures with increased recreation and parks participation. Recreation and parks agents will see higher enrollment, increased use of facilities and spaces, and enhanced public and political profile from higher levels of participation.

Graph 9: Household Telephone Survey Response

Barriers to Participation in Recreation Activities



In order to create higher levels of participation in healthy recreation and parks pursuits, it is first important to understand existing barriers that potential participants face. Barriers identified in the household survey include that residents are too/busy, cost and health issues.

Although some of the barriers are difficult to address, cost to access programs, overcrowding of facilities, and lack of facilities are all areas that public service (infrastructure and programs) providers can focus on reducing barriers many of which are discussed herein. Lack of motivation and being unaware of opportunities can be addressed through enhanced promotions and marketing efforts as outlined herein. Working with the health sector in “prescribing” recreation and parks opportunities to combat health issues may help overcome barriers as well (i.e. InMotion marketing campaigns).

Barriers to participation related to physical ability and/or age can, and should, be addressed during the design of enhanced or new facilities and spaces where possible.

Furthermore, working with health providers to enable participation through a formal prescription approach would provide added benefit in the community and potentially increase overall participation levels.

As the City and community-based groups continue to assess and provide needed recreation and parks program opportunities, it is very important to recognize and consider barriers to participation in program/opportunity design and implementation. For instance, ensuring that low/no cost opportunities to participate are provided within each of the required program/focus areas should be consistently added to all recreation and parks opportunities; while under the realization that not all opportunities will be free or affordable.

Accessibility, affordability, and equity should be at the forefront when designing and offering recreation and parks programs and services.



Admission Fee Levels

Recommendation 18: The City will review its Fees and Charges Schedule to determine admission fees that encourage greater use while also generating revenues, including potential use of a tiered system with differential fees based on facility type and capacity.

The costs of admission were identified by citizens as a significant barrier to participation. In fact, the City of Saskatoon has the highest overall fee structure for major cities in Western Canada. In addition, these fees are applied equally to all City facilities with pool and fitness admissions, irrespective of the quality and types of amenities offered.

The current adult admission fee in Saskatoon for a single visit for pool and fitness room use is \$9.80 (2015). The adult single admission fees are applied at Harry Bailey, Lawson, Lakewood, the Shaw Centre, the Fieldhouse (fitness, track, courts), and Cosmo (fitness only). The Fitness Circuit and Terry Fox Track (Sasktel Sports Centre) has an admission fee of \$4.00. These centres have different types of amenities (i.e. Lakewood and Cosmo have gymnasiums for spontaneous use and Lakewood and Lawson have multi-purpose rooms). In contrast, the following adult drop-in fees are charged at the other largest Western Canadian communities:

- In BC, the City of Vancouver charges \$5.75 for all facilities; the City of Surrey charges \$7.00 for all facilities, and the Greater Victoria communities range from \$6.25 to 6.75.
- In Alberta, both Edmonton and Calgary use a tiered fee structure based on the quality and size of facilities. Edmonton has three levels: a charge of \$7.00 for all community-level facilities, \$9.00 for the Kinsmen Fieldhouse, and \$10.45 for three major leisure centres that are much larger than any of the Saskatoon facilities, including the Shaw Centre. Calgary also has a tiered system. The two “mega” centres (Southland and Village Square) charge \$11.95. The 12 other facilities charge either \$6.00 (6 smaller neighbourhoods at Tier 1), or \$7.10 for the 6 Tier 2 community level facilities. The Shaw Centre would be comparable to the larger Tier 2 facilities.
- In Manitoba, the only comparable is Winnipeg. Its adult rate is \$6.60 for all recreation facilities.
- In Regina, the three facilities with pools and fitness amenities all charge \$6.00.

Like Saskatoon, all of these communities have rates for pre-schoolers and children, youth (generally 13 – 17), and older adults (in most but not all cases). These rates are set with generally the same ratios used by Saskatoon, so are considerably lower than Saskatoon with the exception of the six Alberta “mega-facilities”. The base rates are also used to determine multiples (10 or 25 uses), or time passes (often 1, 3, 6 and 12 month passes).

The higher admission fees in Saskatoon have likely exceeded the “elasticity of demand” principle for many, if not all facilities; the point where the higher rates both reduce user levels and actually decrease overall revenues. This is most noticeable for Harry Bailey, Lawson and Cosmo. Lakewood has continued to attract good use, but it is anticipated that all facilities would see increased levels of use with lower fees, and overall higher revenues.

City Administration is currently undergoing a thorough assessment of current fees and policies. It is anticipated that the findings of this assessment will help guide future decision making regarding various user fees.

It is important to note that admission fee reductions may lead to increased use and this revenue cost recovery targets can be adhered to. Should use not increase to levels that allow targets to be met, reduction of overall cost recovery objectives may be required.



Section

7

Recreation and Parks Infrastructure

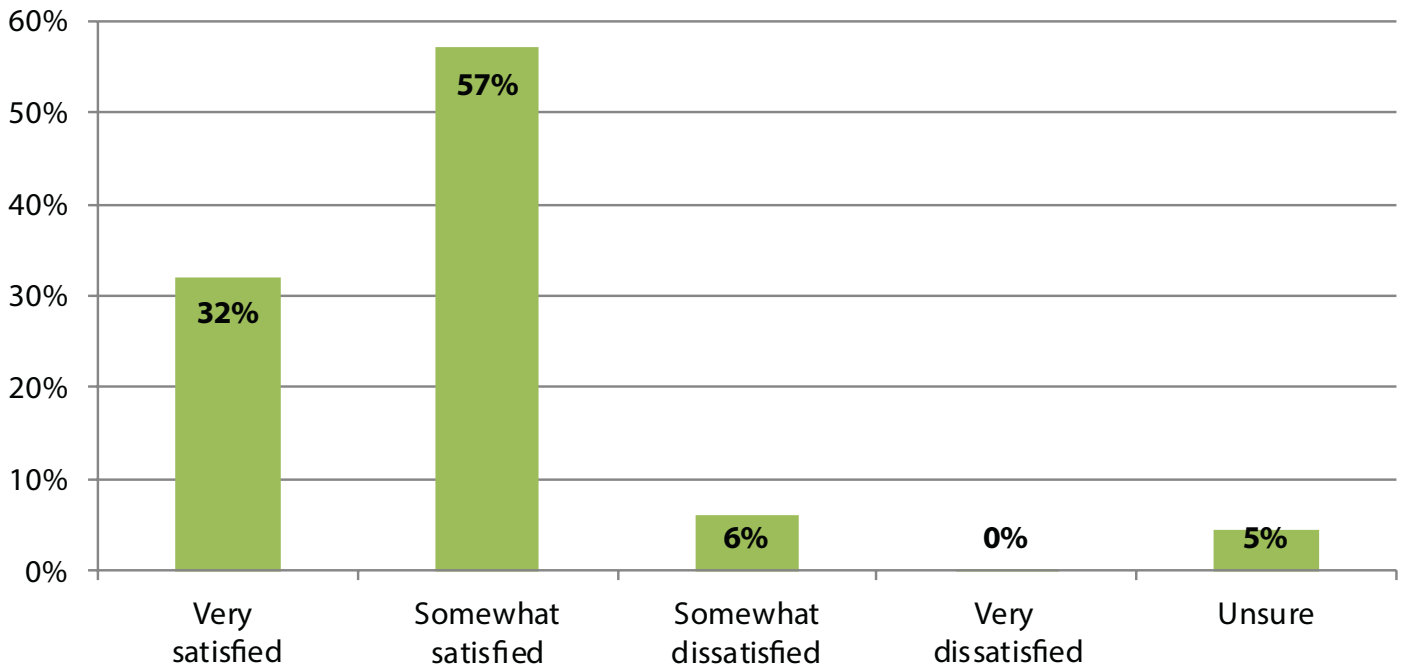
Creating supportive environments for recreation and parks activity to occur is also about having appropriate infrastructure in place to accommodate programs and opportunities. Having relevant infrastructure in place, sustaining it, and planning for new infrastructure all has to be strategically considered.

In regards to infrastructure, the City of Saskatoon is the primary provider of public sector recreation and parks services. The City currently owns and operates a vast array of recreation and parks facilities and spaces including, but not limited to:

- 4 indoor pools within 6 leisure centres
- 6 indoor ice surfaces¹
- 10 youth centres²
- 3 golf courses
- 4 outdoor pools
- 7 skateboard sites
- 44 tennis courts (41 outdoor, 3 indoor)
- 210 parks
- 302 sports fields
- The Forestry Farm Park and Zoo
- 30 paddling pools
- 17 spray pads
- 184 playground units

Graph 10: Household Telephone Survey Response

How satisfied are you with the recreation and parks services currently offered in Saskatoon?



1 In total there are 11 indoor ice arena facilities containing 17 pads of ice within the city.

2 Hosted in partnership with other Community-based groups.

As can be seen, the City's investment in existing recreation and parks facilities and spaces is significant. Simply operating and maintaining these facilities is a major responsibility. Residents of the city (and local groups) show high levels of satisfaction with recreation and parks services, yet there is an appetite for investment in new and/or enhanced infrastructure. Fifty-nine percent (59%) of households and 88% of groups responding to respective surveys indicated a need for new and/or enhanced recreation and parks infrastructure. Community-based groups consulted identified specific upgrades that are required at the facilities that they use.

Commonly cited concerns identified by groups included:

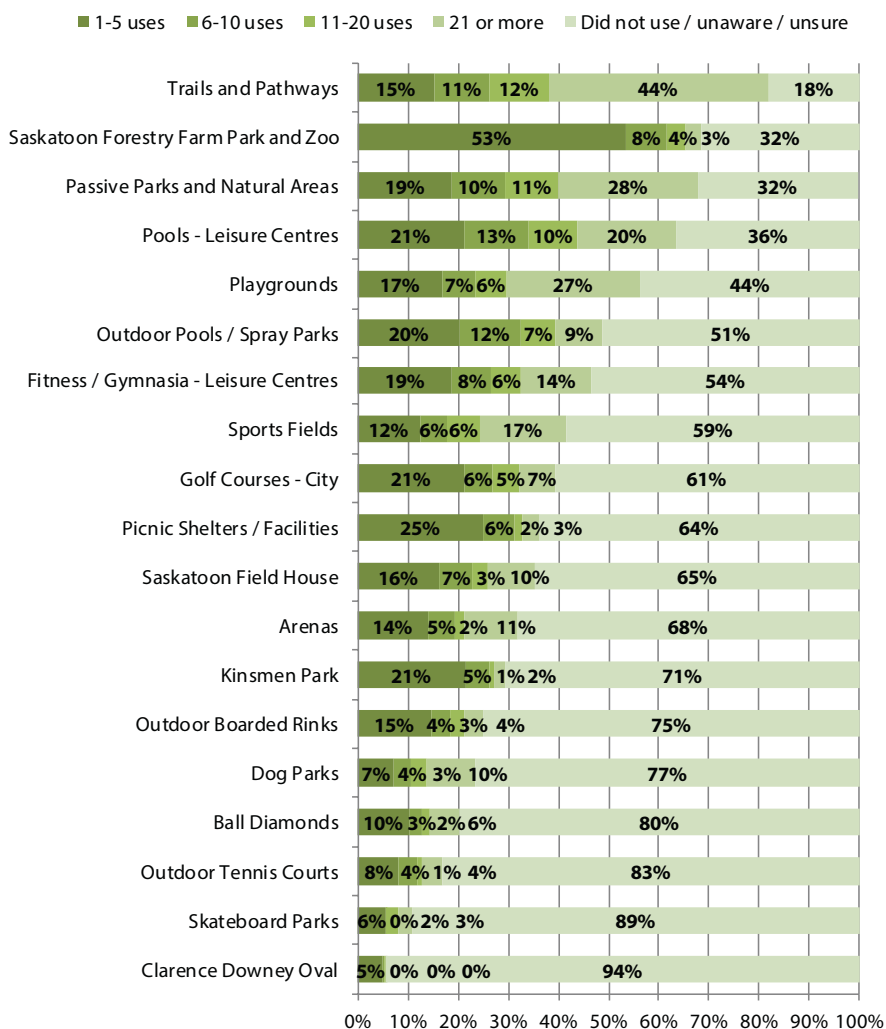
- Issues with physical accessibility;
- A lack of space/capacity for programs and events; and
- Issues with, or a lack of, support amenities.

Current levels of City recreation facility and park utilization is significant and impactful. Graph 11 depicts the level of utilization of recreation and parks facilities indicated by responding households. Most heavily utilized facilities and spaces include trails and pathways (used by 82% of the households surveyed), the Forestry Farm Park and Zoo (68%) and passive parks and natural areas (68%). Pools at the City's Leisure Centres were used by 64% of households while playgrounds were used at least 1 – 5 times in the past year by 56% of households.

Managing and sustaining existing infrastructure, as well as providing new infrastructure to meet current and future demands, requires strategic thinking. The following sections outline a number of considerations and management tools that can aid decision makers in future infrastructure provision. There is also reference to a detailed capital development plan based on research conducted and incorporating new and existing systems and processes around infrastructure prioritization.

Graph 11: Household Telephone Survey Response

Household Utilization in Previous Year



Recreation Facility and Parks Planning

Recommendation 19: The City will look to engage the Community Feedback Committee (or similar group) in implementation of the Plan.

Public recreation and parks service provision involves a number of internal City divisions and external delivery agents and partners. As the delivery system is integrated, so too should be strategic planning related to future recreation and parks infrastructure. The development of this Master Plan and the involvement of both the internal Project Steering Committee and the external Community Feedback Committee are excellent examples of engaging pertinent stakeholders in strategic planning or recreation and parks services. This structure was set up specifically for this planning process yet strategic planning in recreation and parks requires ongoing effort.

The continuity of involving cross sector and external recreation and parks allies in strategic planning should be continued where appropriate and possible. For example, an annual Master Plan progress report could be presented to the Community Feedback Committee to retain engagement, align community initiatives and ensure that broader perspectives are not lost.

Recommendation 20: City recreation and parks professionals will continue to work with other divisions in planning future recreation and parks infrastructure.

Internally to the City, the voice of recreation and parks must be heard in broader corporate strategic planning and decision making. The prominence of recreation and parks is already significant, with these services entrenched in the City's Official Community Plan and Strategic Plan; however, increased profile internally will be necessary in ensuring the Master Plan is implemented with sustainable and enhanced services. Planning for recreation and parks also requires integration between the divisions responsible for recreation and parks delivery. For example, parks operation and maintenance groups should influence new park design, and recreation facility staff, marketing staff, and program staff should influence pricing and program delivery strategies at respective site.



Parks Classification

Recommendation 21: The City will revisit, update, and enhance its Parks and Open Space classification system.

Recommendation 22: The City will revisit, update, and enhance its current Park Development Guidelines policy and formalize its Landscape Design Standards

The provision of parks and open spaces by the City of Saskatoon is organized into different parks and open spaces typologies that serve a variety of markets and potential uses. The City's Official Community Plan (OCP) states "public parks and recreation areas shall be provided throughout the City in a hierarchy of open spaces, sufficient to meet the public recreation needs of Saskatoon's residents." Furthermore, it suggests: "An equitable distribution of community services and facilities, including parks and recreation areas, school sites, supportive housing, access to public transportation, and other services, shall be provided through appropriate long range planning and the development review process."

The following parks classification system, taken from the City of Saskatoon Administrative Policy A10-017, has been in existence since 1975 and last updated in 2002. The hierarchy of parks is based on the neighbourhood as the central core and radiates to larger units and special uses. The park hierarchy consists of Neighbourhood Pocket Park, Neighbourhood Core Park, Linear Park, Village Square Park, District Park, Multi-District Parks and Industrial Parks. The system also includes, outside the hierarchy, Special Use Park categories which are intended to provide city-wide recreation and unique programming opportunities.

Each park category is intended to address particular needs of particular groups of people, while simultaneously maintaining the flexibility of programming and attractive environment which will encourage use by residents in general.

The **Neighbourhood Pocket Park(s)** will provide green space for residences close to the periphery of a neighbourhood which are some distance from the Neighbourhood Core Park. The Pocket Park character is small-scale, focusing on passive recreation and aesthetic appeal. Programming could include creative play apparatus.

The **Neighbourhood Core Park** is intended to serve the active and passive recreation needs of its catchment population of approximately five to eight thousand people. Sports fields accommodate intra-neighbourhood league play for youth 13 years of age and under. They are also intended for families, children of elementary school age, and for informal use. Structures to accommodate active recreation programs are located in a neighbourhood core park (e.g. paddling or spray pool).

Linear parks, as part of the overall linkage concept, are intended to provide a safe and aesthetically pleasing connection between parks and other destinations through non-motorised means of travel. They also allow for preservation of both heritage features and natural features.

Village Square Park is an urban open space which is centrally located in the neighbourhood and contains primarily soft landscape with some hard surface elements. Its primary purpose is to serve as an informal and formal meeting place, by providing a community focal point and destination for passive recreation including socialization and event programming.

The District Park is intended to serve four or five neighbourhoods. It accommodates both active and passive recreation, and may have a particular emphasis on the athletic needs of high school students. The structured city-wide sports activities intended for District Parks will typically result in a high proportion of space required for active rather than passive recreation. Structures to accommodate active recreation programs are located in a District Park (e.g. tennis courts).

The Multi-District Park is intended to accommodate both active and passive recreation. There is an emphasis on structured sports. Dimensions of sports fields shall be suitable for higher levels of competition (e.g. floodlighting sports fields). Suburban community centres are located in multi-district parks.

Industrial Park is intended as a city-wide resource. Each park responds to the unique site circumstances or provides unique programming opportunities. The location in industrial areas allows elements which are not suitable for residential neighbourhoods. This type of park can also facilitate the needs of employees working in the industrial area (e.g. landscaping, outdoor furniture).

The **Special Use Park** is a city-wide resource. Each park responds to unique site circumstances and/or provides unique programming opportunities. Therefore, this park type will be subject to more unique development guidelines than the others in the hierarchy. The Forestry Farm Park and Diefenbaker Park are examples of Special Use Parks.

Further detail on the current purpose, function, size, location and site access, visibility and frontage considerations for each park classification type are outlined in Appendix E. The City acquires lands for new parks and open spaces through land development and other means. As lands for parks and open space are acquired (discussed in later sections) the current guideline for distribution of dedicated land between park types is as follows (for the 10% Municipal Reserve allocation taken during land development for residential and commercial areas): Neighbourhood—61%, District—36%, Multi-district—3%. As industrial land is developed, 5% is taken as park dedication which can be used for the development of major recreation and parks infrastructure. Furthermore, the City also has Landscape Design Standards it utilizes to ensure new or enhanced park areas and furniture are constructed appropriately.

The parks classification system provides a foundation for how parks and open spaces are acquired, developed, and maintained. As the system is over 10 years old, it may be time to revise it based on current terminology and changes in municipal governance and parks and open space management in recent years. As well, the City's Landscape Design Standards should be reviewed, updated, and formalized.

When reviewing, updating and enhancing the Parks Development Guidelines the following considerations are provided:

- **Terminology** for certain park types may warrant change to reflect new parks and open space language and norms.
- Some **park types may not be pertinent in current market** conditions (i.e. Industrial Park).
- **Enhanced integration of school sites** and District and Multi-district Parks Sites may be worthwhile. This is further supported by the City's OCP: "School sites shall, wherever possible, be located adjacent to Municipal Reserves or such other public open spaces as may have been created in the area. Development on such integrated school sites shall take place in such a manner as to encourage maximum utilization of all facilities at all times. The use of the school and park facilities as the recreational centre for the neighbourhood or area, as the case may be, shall be promoted."

- The inclusion of other types of public land, such as **Environmental Reserve that is utilized for recreational purposes** (i.e. nature trails) may warrant inclusion in the classification system (and in associated maintenance procedures).
- Special areas, such as **boulevards and buffers, environmental reserve, berms and utility parcels** that have no active recreation function yet have passive/interpretive/aesthetic functions may also warrant inclusion into the overall parks classification system. These areas should not be given municipal reserve credit during land development, nor should storm water management facilities.
- Due to the development of higher density residential areas, **park allocation amongst the different park types may warrant change.**
- The **allocation of Municipal Reserve** to the different park classifications may need to be distributed in a more significant way to local neighbourhood level parks while other acquisition strategies (such as partnerships) should be focused on for District and Multi-district Park Sites.¹
- In regards to Municipal Reserve allocation across the different park types, the City may want to consider **allocating more Municipal Reserve acquired through development to neighbourhood amenities** and acquiring more land through other means (beyond 10% through additional land dedication during development etc.) to accommodate District and Multi-district park site requirements.
- **Natural, naturalized and passive park spaces should be included** in park allocation within each park classification as should sports field amenities, public art and park furniture (or potentially as their own classification type).
- Natural bioswales and corridors in the city should be considered as **linkages for active transportation as well as wildlife movement.**²

The aforementioned considerations are not meant to be exhaustive nor prescriptive. They are provided as considerations in the review of the City's Park Development Guidelines, Landscape Development Standards and associated strategies.

1 In larger western Canadian municipalities, land purchase is commonplace to supplement city-wide park land requirements as the traditional 10% allocation is only sufficient for neighbourhood park amenities; especially considering increasing densities for residential development.

2 As discussed in the City Wetlands Policy.

Recreation Facility Classification

Recommendation 23: The City will use a recreation facilities classification system to help guide future development of new or enhanced facilities.

The City currently does not have a classification system for indoor recreation facilities as it does for parks and open spaces. Classifying different facility types and indicating potential market sizes, amenities and features, and siting will help future planning efforts and guide resident expectations. The following system is proposed and includes three different classifications. Although municipal facility amenities have been identified, it is possible that these amenities may be co-located with District level indoor facilities.



Table 13: Sample Facility Classifications

Facility Type	Potential Amenities	Site Considerations	Current Examples
City-wide	<ul style="list-style-type: none"> • 50 M indoor pools • Spectator arenas/performance event venues • Community hall/banquet facilities (over 500 banquet capacity) • Performing arts centres • Curling rinks • Indoor field facilities • Gymnasiums (two or more floor plates) • Museums • Libraries (central resource) • Seniors centres • Youth centres • Zoo Facilities • Science Centres 	<p>Located adjacent to multi-district parks and/or schools.</p> <p>Geographic balance throughout the city is not a priority.</p>	<p>Shaw Centre</p> <p>Sasktel Sports Centre</p> <p>Saskatoon Field House</p> <p>Harry Bailey Aquatics Centre</p> <p>White Buffalo Youth Lodge</p> <p>Henk Ruys Soccer Centre</p>
District	<ul style="list-style-type: none"> • Leisure aquatics venues • 25 M indoor pools • Ice arenas • Community hall/banquet facilities (under 500 banquet capacity) • Gymnasiums (single floor plate) • Fitness centres • Indoor walking tracks • Libraries (community) • Ice arenas without major spectator seating • Arts and culture program areas <p><i>* As identified in the City's OCP as an Integrated Community Centre.¹</i></p>	<p>Located adjacent to District park sites.</p> <p>Strategic provision based on geographic balance is considered.</p> <p>Standardized provision in each district may not be achievable in all instances.</p>	<p>Cosmo Civic Centre</p> <p>Lawson Civic Centre</p> <p>Lakewood Civic Centre</p>
Neighbourhood	<ul style="list-style-type: none"> • Playgrounds • Spray pads/paddling pools • Community centres 	<p>Located within city neighbourhoods.</p> <p>Consider geographic balance.</p> <p>Standardized provision in each neighbourhood may not be achievable in all instances.</p>	<p>Willowgrove Community Centre</p> <p>Briarwood Recreation Unit</p>

¹ "The core facility of an Integrated Community Centre shall provide recreation space, meeting space, and the necessary mechanical, storage and janitorial space", City Official Community Plan.

This classification system will aid in the programming of new and enhanced facilities moving forward, relating which amenities should be considered for projects with city-wide user markets versus those with District level draw. The following map provides an overview of current city-wide and District facilities in the city.

Map 1: Indoor Recreation Facilities



Recreation and Parks Infrastructure Considerations

The following recreation and parks infrastructure considerations are provided to help inform and influence decisions regarding the planning, design, and operations of both existing and new recreation and parks infrastructure (where applicable). For the most part, they pertain to both indoor and outdoor environment and include strategic recommendations (if applicable). Many of these considerations are currently practiced by the City.

Spontaneous/Structured

Recommendation 24: The City will consider providing both spontaneous and structured recreation, culture, and parks spaces in the expansion/enhancement of existing or the development of new infrastructure.

The provision of spontaneous, unstructured recreation and parks opportunities should continually be considered by the City in the programming of existing and new spaces. The City currently operates spaces such as leisure pools and trails that enable spontaneous participation yet much of its investment lies with structured, rental use facilities. All of this has led to a need to increase the provision of spontaneous use recreation and parks outlets for residents. This is not to say that traditional team sports/structured activities and the environments that support them should be ignored. The provision of traditional recreation and parks facilities such as ice arenas and sports fields has been focused on structured rental use, and thus a large portion of the population, those demanding spontaneous use outlets, have not been fully considered in major resource development.

The supply and demand relationship for spontaneous use areas is not as straightforward as is the case with programmable/rentable spaces. This is primarily due to the fact that capacities cannot be clearly identified for spontaneous use areas, as the point at which a facility is “too busy” and thereby prohibitive to participant use is subjective and based on individual perception. Some work has been done by the City in determining capacities of spontaneous use areas through the 2012 Future Sport and Recreation Facility Development Model.

Spontaneous use of facilities occurs in two ways. A spontaneous user may visit a facility for the purpose of participating in a desired activity or a user may participate in an activity because

it is convenient to do so, yet it wasn’t the intended purpose for the facility visit. Recognizing that spontaneous users are comprised of both user types, planning for spontaneous use facilities should consider the following:

- Spontaneous use areas provide users the opportunity to participate at irregular times, thereby enabling users to partake in physical activity or creative/social endeavors even if they cannot commit to signing up for a scheduled team or program. Therefore, spontaneous use areas must provide optimal flexibility in hours of operation.
- Spontaneous use activities are best offered in clusters depending on the type of activity and the adjacent facility amenities. Therefore, spontaneous use opportunities must be provided in clusters that work well together, including change rooms for both wet and dry uses.
- Spontaneous use activity-clusters must consider cross use and convenience of potential users. Clusters that seem to work well include:
 - » Fitness/wellness and child minding;
 - » Fitness/wellness and major scheduled use activity (i.e. arenas, field houses, etc);
 - » Fitness/wellness and therapeutic/program aquatics; and
 - » Leisure skating and ice arenas.

Considering these points, it is apparent that many future spontaneous use spaces should piggy-back with major programmable/rentable spaces. Examples of spontaneous use recreation and parks infrastructure includes (but are not limited to) those shown in the chart below. It is important to note that rental spaces such as traditional ice arenas and gymnasiums can also be spontaneous if they are not rented out for exclusive use.

Table 14: Sample Spontaneous Use Recreation and Parks Amenities

Indoor	Outdoor
Leisure aquatics spaces	Trails
Leisure skating pads (non-boarded)	Playgrounds
Indoor child playgrounds	Passive green spaces

Recreation, Culture, Heritage, and Social

Recommendation 25: The City will explore opportunities to develop integrated facilities when contemplating the development of new or enhanced recreation and parks infrastructure.

Recreation, culture, parks, and social service facilities and programs are relevant and significant contributors to quality of life in Saskatoon. Traditional perspectives often regard recreation and parks being sports and physical activity related; culture primarily as encompassing creativity and artistic expression; and social services being reactive efforts to right social maladies in the community. These traditional perspectives have defined these three important components of quality of life as mutually exclusive. Although these three types of services are often located in independent facilities and sites, they do share some similarities. These similarities include:

- Each allow participants to differentiate and express themselves;
- Each are products of participant choice in how to spend leisure time;
- Each have been proven to have positive benefits to personal development for all ages;
- Each have been proven to promote community pride and cohesiveness; and
- Each promotes and improves overall quality of life.

This means that in many cases the separation of recreation, culture, parks, and social service facilities and spaces can be avoided, especially when planning, designing, and operating environments in which these activities can occur. The City has already implemented the concept of integrated facilities through its partnerships with school authorities and partner groups. If the use of already limited public funds for recreation, culture, and social infrastructure is to be optimized, the provision of environments that support and integrate these three vital components of municipal service provision as much as possible is highly desirable.

The concept of including recreation and culture amenities under one roof or at one site holds true for the development of future new public facilities spaces, and can also be applied to existing facilities and spaces. Opportunities to showcase local artists should be explored at existing traditional recreation and park facilities in the region. Exposure to recreational pursuits, perhaps in themed performances or exhibits, should be hosted at existing traditional culture venues. New infrastructure development in the city, whether in a traditionally recreation and parks, culture, or social context, should consider the inclusion of spaces related to the other two. This will optimize the use of public funding, promote multi-purpose development and planning amongst traditionally separate user markets.



Stand Alone vs. Multiplex

Recommendation 26: The City will continue to consider including multiple types of spaces in a facility and/or at a site when planning for investment in recreation and parks infrastructure.

The development of large multi-purpose community recreation and parks facilities warrants exploration whenever new facility development is considered. Combining multiple facilities under one roof or at one site can lead to operation cost economies of scale and can increase overall usage. Gathering more users at one site can also enhance the attractiveness of private sponsorship and retail sales and commercial lease spaces at facilities, hence improving revenues streams.

The development of multiple facilities at one site or in one building envelope can also be more cost effective during the design and construction process. Cost savings can be achieved through professional services as well as other site costs such as parking and site servicing.

Facility clustering of specific facility components using the multiplex approach is appropriate due to both operational economies of scale and complimentary uses. Some examples of appropriate clustering include:

- Indoor ice arenas and leisure ice amenities;
- Fitness and wellness spaces with scheduled use facility spaces (e.g. arenas, field houses, etc.);
- Fitness and wellness spaces with child minding facilities;
- Fitness and wellness spaces with indoor aquatics venues;
- Outdoor playgrounds and picnic areas;
- Fitness and wellness spaces and indoor walking track facilities; and
- Ice facilities with indoor aquatics venues (energy sharing).

Furthermore, the clustering examples mentioned should be considered in the enhancement of existing or development of new facilities.



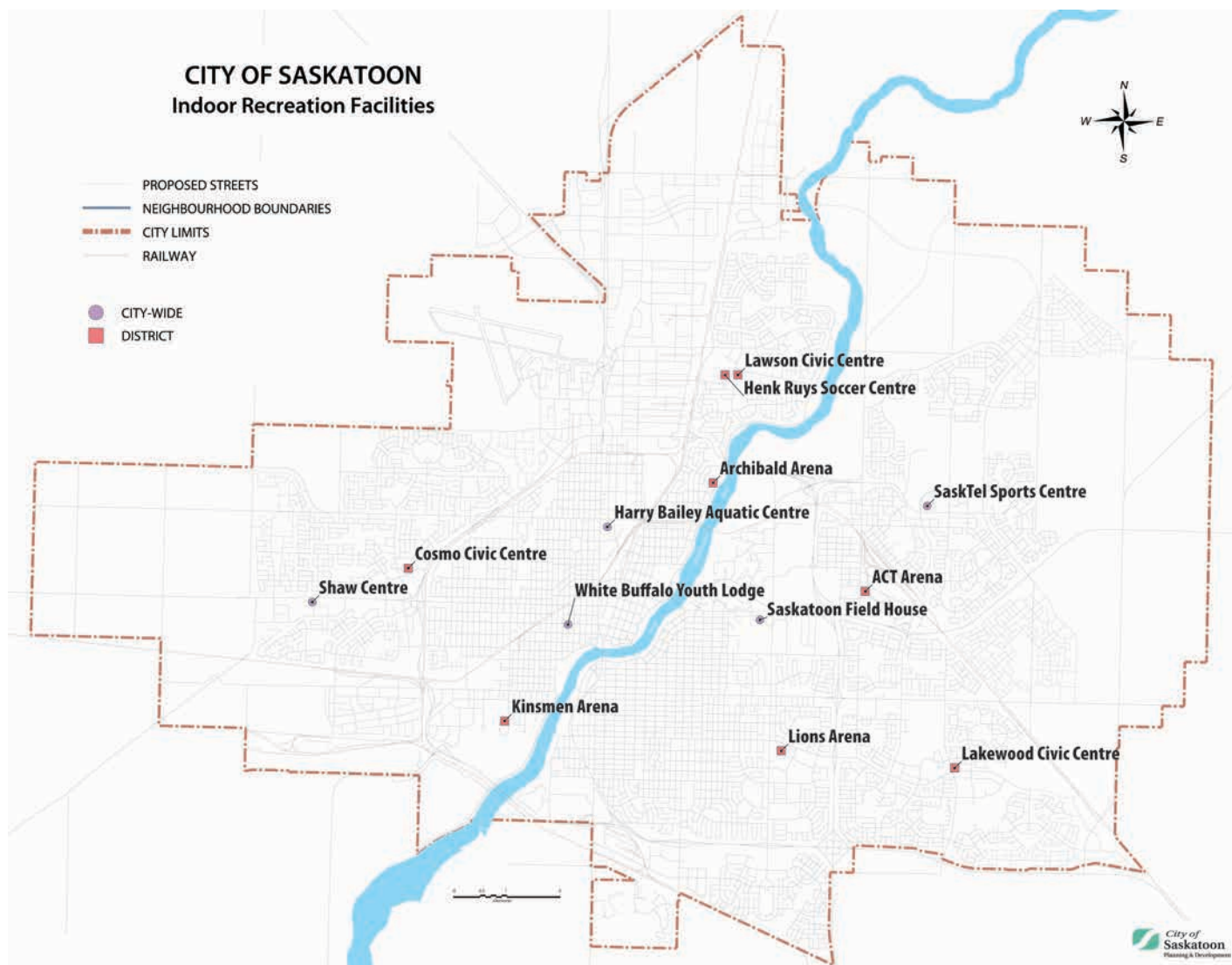
Geographic Balance

Recommendation 27: The City will consider geographic balance in the provision of existing and the development of new programs and services, especially for facilities and spaces provided at the district level.

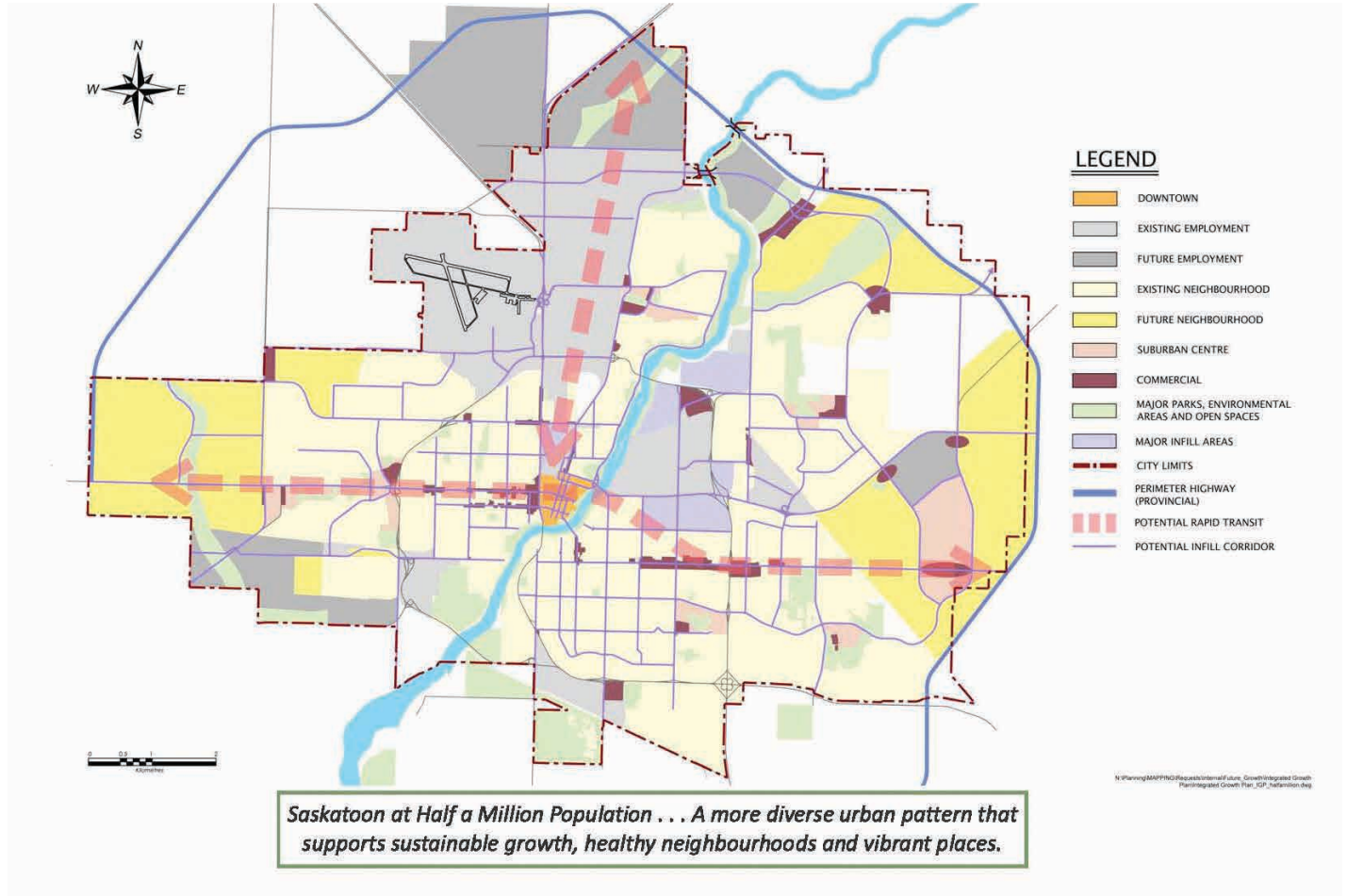
Geographic balance of facilities and sites is an important consideration for the City as it continues to grow to a population of 500,000. The parks and open space and

recreation facility classification systems suggest that some facility and park types (and sizes) should be considered as having city-wide market draw while others may have more limited District level user markets. For those recreation and parks assets that serve a city-wide population, geographic balance of provision is less important. For those amenities that serve district level or neighbourhood level markets, geographic provision is more pertinent. The following map shows the geographic distribution of District and Multi-District recreation facilities.

Map 2: Indoor Recreation Facilities



Map 3: Areas of Growth



As can be seen, the location of new District Level facilities should focus on the northeast for new growth. Provision of facilities in the west may also warrant future consideration. Current service provision in the downtown core may also warrant investment in district level facilities, especially if other service providers such as the YMCA or YWCA divert services outside the area. For new city-wide facilities, even though the need to balance provision geographically is not as relevant, siting the facilities could consider balance if available. Proximity to other urban centres outside of the City should also be considered if user markets from outside the City are expected and/or intended.



Energy Efficient Design

Recommendation 28: The City will employ principles of environmentally sound design wherever possible when contemplating new facilities/sites or when investing in existing infrastructure.

City residents have stated that facilities and infrastructure should be developed considering their impact on the environment.

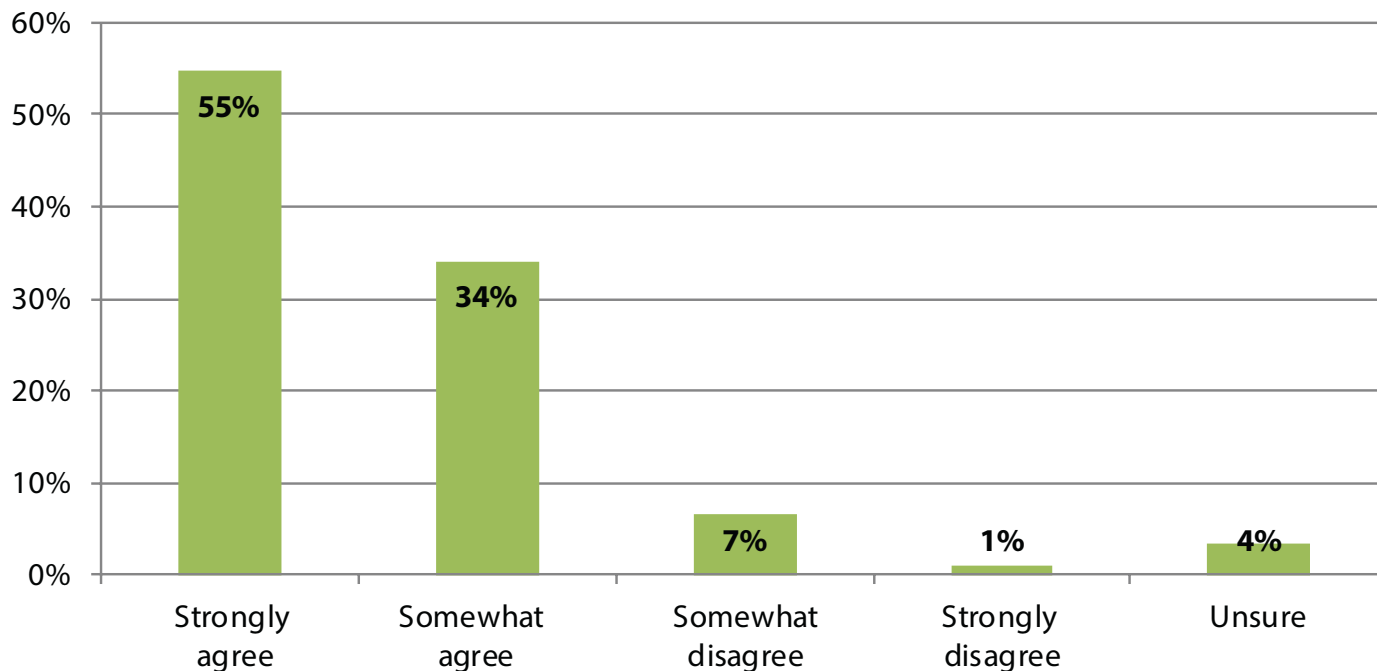
Designing facilities in the most environmentally friendly way possible can lead to significant reduction to the environmental impacts of construction and operation. It can be more costly¹ in terms of capital; therefore, detailed cost

benefit analysis should be undertaken for major mechanical or design revisions. If payback periods can be reduced to 10 years or less, the revision should be strongly considered.

Other green design principles, such as ensuring facility patrons have transportation options (e.g. mass transit, active transportation) and associated support amenities (e.g. bike racks) should also be considered in recreation and parks provision.

Graph 12: Household Telephone Survey Response

“Where possible, facilities should be developed considering their impact on the environment.”



¹ Achieving environmentally conscious design certifications can equate to a premium of 15% or greater in terms of overall project capital cost.

Synthetic Playing Surfaces

Recommendation 29: The City will explore the application of synthetic playing surfaces when contemplating major outdoor recreation and park facilities.

More and more municipalities are utilizing synthetic playing surfaces as an alternative to natural turf for the provision of rectangular fields, ball diamonds and in some cases, outdoor rinks spaces. These surfaces allow for more intense use, including continuous use regardless of weather and extended playing seasons. This trend is apparent in Saskatoon as the Saskatoon Minor Football Field at Gordon Howe Park facility has recently been redeveloped to include an artificial turf rectangular field. Although synthetic surfaces have higher construction and replacement costs as compared to natural turf, the ability to utilize synthetic surfaces much more intensely also enables increased program and tournament hosting capacity. Other benefits of synthetic surfaces include:

- All weather use;
- Extended playing season;
- Ease of maintenance; and
- Reduced injuries/safer playing surface for athletes (subject to further research).

Lifecycle Budgeting

Recommendation 30: The City will continue to plan for facility and parks lifecycle replacement and amenity refreshment through an annual lifecycle budget approach.

Recreation and parks facilities are some of the most costly (both operational and capital) and complex assets in the City's asset inventory. Not only do these assets require extensive human resources to program and operate, repair and maintenance of these heavily utilized facilities can also be costly. Lifecycle budgeting is the practice of including annual budget allotments for the reinvestment and ultimate replacement of existing facilities and spaces.

The concept of **lifecycle budgeting** is becoming more commonplace in Canada. The City of Saskatoon plans for lifecycle replacement and repair of both indoor facilities and parks and open spaces. For parks and outdoor spaces, a parks condition audit was completed in 2005. Items included in the inventory were turf, trees, shrub beds, flower beds, soccer/football fields, ball diamonds, walkways, natural areas, and bollards. Benches, backstops, goal posts, fences, play structures and similar items were not part of this inventory audit. The study identified costs for capital renewal of \$18.5 million (2005), and 65% of that total (\$12 million) was considered urgent or safety related repairs. The summary of upgrade costs by park classification shows that parks in the special use classification area had the greatest proportion of repairs required. Multi-District parks and Neighbourhood parks were also disproportionately high. Since 2005, the Parks Division has been investing in existing parks while it has also increased the inventory of parks through new development. Parks has an annual budget allocation to fund required lifecycle maintenance through the Neighbourhood Park Upgrade Reserve; this program is currently for neighbourhood parks only. A more defined and dedicated park lifecycle reserve program for all types of parks would create more security when sustaining parks and parks features. Currently, only playground structure and furniture are accounted for in lifecycle planning.

In regards to indoor facilities, lifecycle maintenance budgets are currently set at 1.2% of new capital replacement value. This budget allocation is contained in the City's Civic Building Comprehensive Maintenance Reserve (CBCM Reserve), which was initially established in 1993. The CBCM Reserve program was reviewed by City Administration in 2012 and recommendations from that review suggested potentially increasing the 1.2%.²

A concept related to facility and site lifecycle replacement budgeting is **facility amenity refreshment** planning. Amenity refreshment suggests that the program elements, such as leisure amenities in a swimming pool have a functional shelf life shorter than the life span of the facility envelope and mechanical systems. Some facilities require periodic reinvestment to ensure functional use and relevance. Amenity refreshment is a concept more commonly found in culture facilities such as art galleries and museums, but is an important consideration for all new or existing recreation and parks facilities and spaces.

² Some western Canadian municipalities target as much as 4% of capital replacement value for annual and long term lifecycle reserve budget allotment.

For facilities, the City should consider increasing its annual contribution to lifecycle reserve to better represent true costs of lifecycle repair and maintenance and to account for facility amenity refreshment. For parks and open spaces, the City should develop a more defined lifecycle budget reserve process based on a percentage of replacement value (as is the case with facilities).

Infrastructure Design

Recommendation 31: The City will consider crime prevention through environmental design, multi-use, physical accessibility, age-friendly design, sponsorship exposure, and event hosting capability when designing and constructing new and/or enhanced recreation facility or developing open spaces.

The actual design of recreation and parks infrastructure is typically a reflection of the designer, intended community image, and the active involvement of community stakeholders. That said, the design process and eventual programming of the infrastructure being designed can be enhanced by considering the following.

Most importantly, program spaces must accommodate the program/functional use they are built for as well as **multi-use** in an appropriate and acceptable fashion. Other considerations related to regional, provincial, national and/or international **event hosting capability** should also be reviewed to determine the cost benefit related to infrastructure elements such as:

- The amount of spectator seating;
- Meeting rooms and event support spaces;
- Offices, warm-up/cool-down facilities;
- Training areas; and
- The facility standards outlined by various sport organizations that are required for event, competition, and performance hosting.

These should all be considered in addition to ongoing community recreation and culture programming requirements.

Physical accessibility is also a very important consideration. Universal design considerations for users with disabilities must be considered as well as concepts such as age-friendly, and designing spaces and program areas to promote physical literacy. Accessibility as it relates to geographic location and adjacency to transit options (including active

transportation) is important in promoting healthy lifestyles and reducing barriers to participation.

Crime prevention through environmental design (CPTED) principles needs to be considered in facility and park design and development. This principle is outlined in the City's Official Community Plan. The CPTED Review Committee is a design resource.

Designing a facility or space to create **exposure and promote activity cross marketing** (internal and external sight lines) should be considered as there is potential to generate revenues for operations and increase overall facility utilization and community activity with different facility designs.

Indoor recreation and culture facilities typically are found on larger park sites. The **integration of the indoor and outdoor environments** (in terms of design and program) is an opportunity. Designing facilities to reflect the topography of a site, to ensure that outdoor trails connect to indoor public corridors of facilities and, in some cases, using overhead doors, causeways and glazing (glass) to eliminate the boundaries between indoors and outdoors are all examples of how the indoor and outdoor environments can begin to be integrated. This is especially pertinent should the City wish to promote year round outdoor (winter) recreation and parks activity.

Healthy Food Choices

Recommendation 32: The City will ensure that healthy food and beverage options are provided in recreation facilities and parks where possible.

Some City of Saskatoon recreation facilities and park spaces offer food and beverage services. These services are provided through leasehold concession and kitchen areas as well as vending machines.

Despite the fact that these recreation facilities and parks spaces promote active, healthy living it is not uncommon to see unhealthy food choices offered to patrons. Unfortunately, unhealthy foods can be more profitable for food service providers and are popular with patrons. As this is the case, offering healthy food options as well as traditional less healthy options may be a worthwhile compromise where service providers are able to do so.

Land Acquisition and Site Selection

Recommendation 33: The City will consider additional Municipal Reserve allocation and budgeting for land acquisition for the creation of larger multi-district and/or district park and recreation facility sites.

The City of Saskatoon has grown dramatically over the past number of years and is expected to grow even more in the near future with the population increasing to 500,000 by 2040. With this intense growth comes the need for new lands to be developed.

The City's current land development protocols (governed via Provincial and local legislation) enable it to acquire 10% of residential subdivisions and 5% of non-residential subdivisions for recreation and parks purposes. The current guideline for distribution of dedicated Municipal Reserve land between park types when dedicating lands in residential and commercial areas is approximately 61% to Neighbourhood level parks, 36% to District level parks and 3% to other. Municipal reserve dedication is the primary vehicle for the City to acquire new lands. Potential amendments to this approach have been suggested in the discussion around Parks Classification discussed earlier in this Plan.

As municipalities grow, residential development tends to get higher density and thus greater demands are placed on traditional municipal services. This is true for infrastructure (water and sewer, roads, etc.), as well as recreation and parks. Many municipalities with higher density developments have found that traditional legislated 10% reserve dedications are not sufficient to meet the demands for neighbourhood, District and Multi-district parks. With this realization has come the need to supplement traditional Municipal Reserve dedication by negotiating additional land dedication during land development¹.

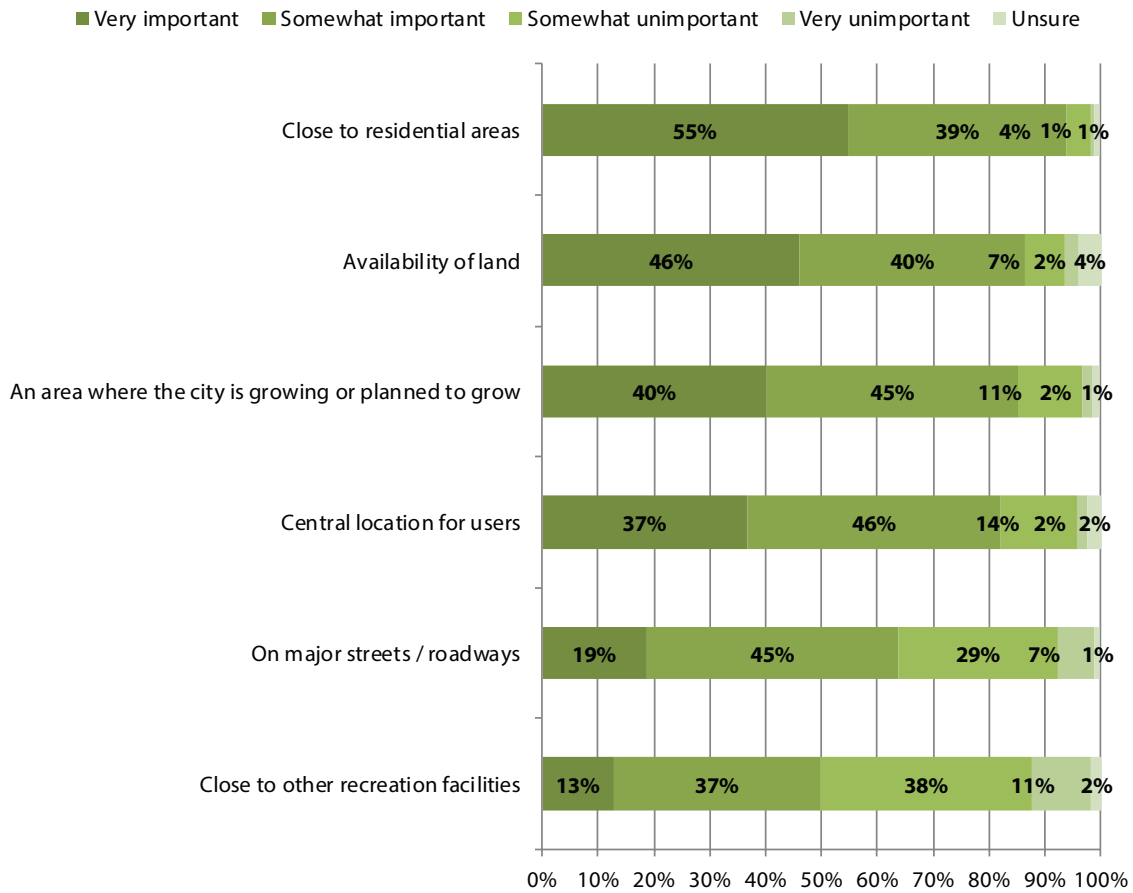


¹ The City of Saskatoon would have to work with the Province of Saskatchewan to adjust or consider increasing current 10% Municipal Reserve Allocation requirements.

Land acquisition is not only required in new development areas. The City's Official Community Plan provides guidance for acquiring land for park in established neighbourhoods: "The City shall facilitate the acquisition of lands for new parks in neighbourhoods with identified deficiencies, as well as the upgrading of existing parks, on a priority basis, as opportunities present themselves. Funding for such park improvements may originate from a variety of sources including the Dedicated Lands Account, Local Improvement Act provisions, and the Capital Budget process."

It is important to note that once lands can be acquired, the City should still be selective on the type, location, and amount of land it acquires in any given site. For instance, if it is acquiring lands for a new District recreation facility, the site should be accessible to residential areas, able to be expanded and in an area of new growth (as per public opinions collected in the household survey).

Graph 13: Household Telephone Survey Response
Importance of Site Criteria for New Recreation Facilities



Sustaining Existing vs. Building New Infrastructure

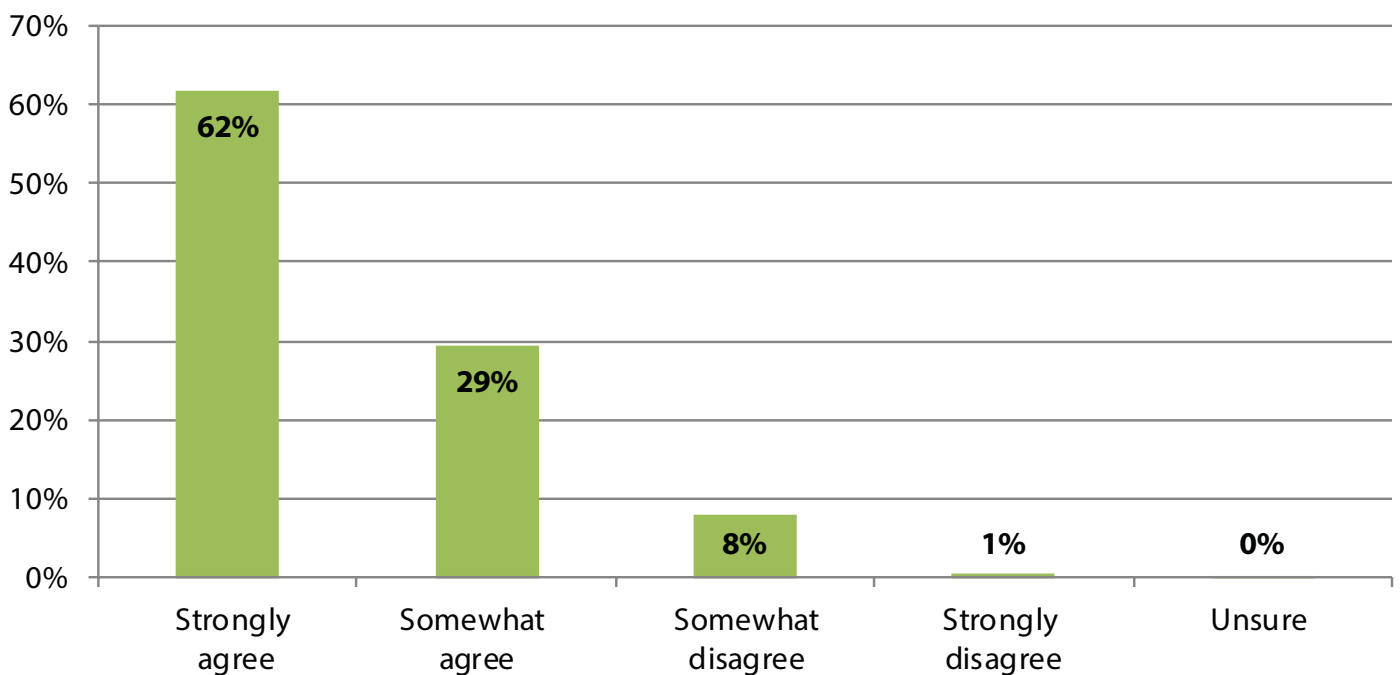
Recommendation 34: The City will consider revitalization, enhancement, and potential expansion of existing facilities, including but not limited to playground structures, recreation units, and leisure centres when contemplating future recreation and parks infrastructure development.

Recommendation 35: The City will use the reinvestment/repurpose or decommission decision-making framework when contemplating the future of existing recreation and parks assets requiring substantial lifecycle investment.

The City has a significant investment in recreation and parks infrastructure; an investment that requires resources to merely sustain. The current state of the majority of recreation facilities is good due to existing lifecycle practices (discussed earlier) and appropriate maintenance programs. The same cannot be said for play structures, recreation units, or paddling pools. Enhancing lifecycle planning for all recreation and parks infrastructure is important for future service provision (as discussed in other sections). This approach was reinforced by household survey respondents as 91% suggested they agreed that “it is important to maintain or upkeep our existing facilities before we consider developing new ones.”

Graph 14: Household Telephone Survey Response

“It is important to maintain/upkeep our existing facilities before we consider developing new ones.”



The concept of looking after what you have is important and, if practiced, can lead to opportunities to meet new demands with existing facilities, thereby leveraging past investment and allowing for other priorities to be addressed. The City's Official Community Plan touches on the subject of repurposing facilities and suggest that adaptive reuse should be considered for community facilities.

The City has a number of indoor and outdoor recreation and parks assets, all of varying age and physical lifecycle state. An important consideration in planning for future recreation and parks service provision is considering the expense and appropriateness of maintaining existing facilities and sustaining existing service levels. Maintaining existing facilities and spaces first will ensure that existing service levels are sustained and that programs currently subscribed to can continue to be offered. In considering the development of new facility components and spaces, if they can be added to existing facilities then significant costs savings in site acquisition, servicing and administrative, and common-area development may be achieved. Adding to existing facilities can also promote the multiplex approach at those sites, thereby enabling the benefits of this approach to facility development to be realized. The City has six major leisure centres, each serving a local and city-wide market and each having different types of amenities. The Leisure Centres are utilized, but have seen reduced usership (and thus revenues) in the recent past. The Centres pose an attractive opportunity for redevelopment or enhancement to better meet community needs while leveraging existing public investment.

The rationale for looking to existing facilities and sites first for expansion opportunities involves protecting and enhancing existing infrastructure investment and ensuring that existing service levels and programs are sustained prior to offering new ones.

Facility and site lifecycle replacement budgeting (see previous discussion on lifecycle budgeting) includes planning to replace existing facilities when the cost-benefit analysis associated with reinvestment is not warranted and new replacement infrastructure is the most appropriate way to move forward. Facility and site replacement budgeting would suggest that facilities are not only maintained on an annual basis through facility lifecycle planning but that money is also put away through operating budgets to pay for building new replacement facilities. As the life span of recreation and parks facilities and spaces is typically between 40 – 60 years, this annual replacement planning would theoretically put smaller amounts away each year so that when the facility is decommissioned and needs to be replaced a substantial portion of the capital replacement value is already in reserves. This practice is already underway throughout the City (CBCM Reserve Fund) and enhancements to it have been recommended herein.

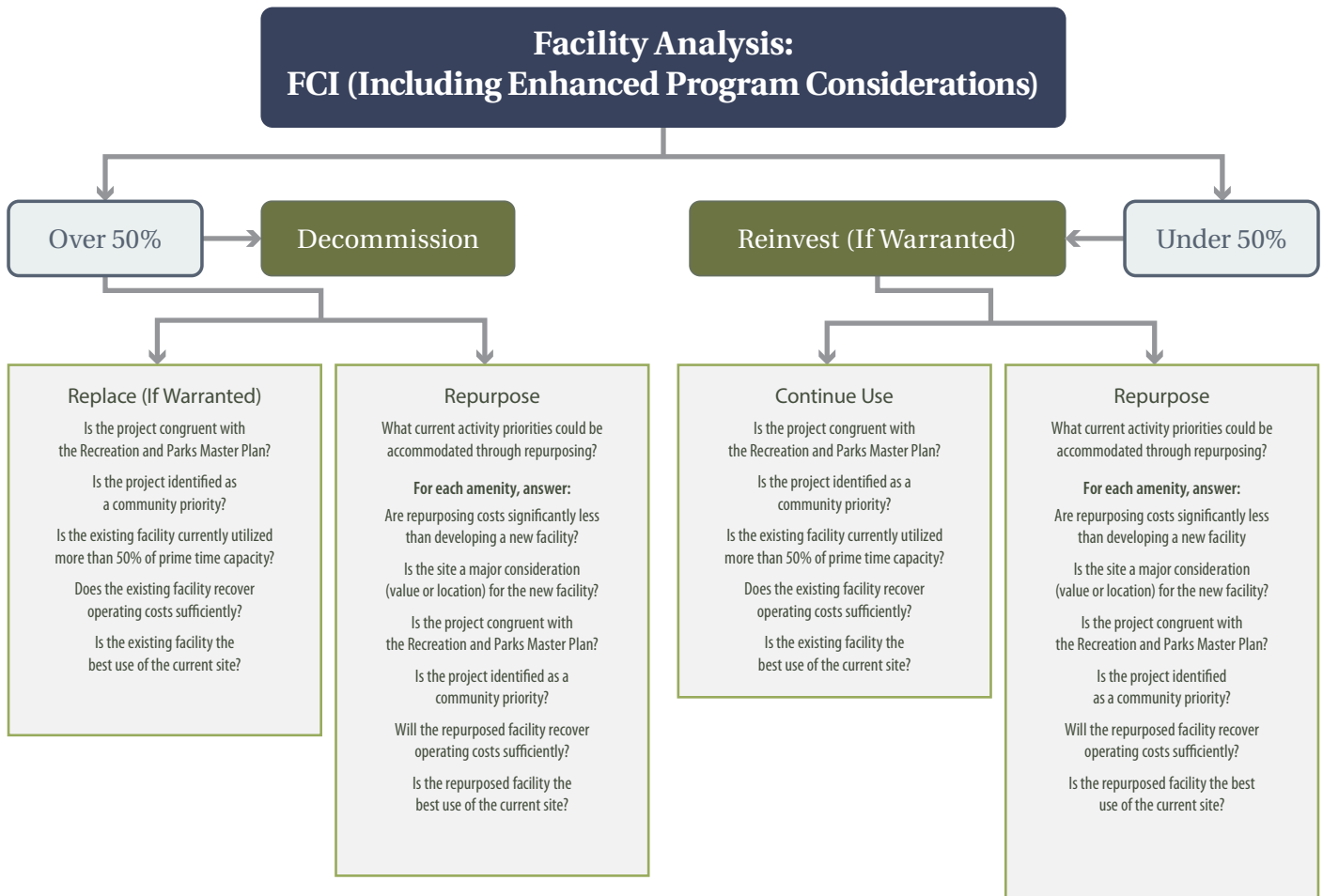
Further to the merits of lifecycle budgeting, even those municipalities that have secured sufficient lifecycle replacement budgets to actually replace facilities and sites need to decide what is most appropriate: reinvestment, repurposing, or replacing existing facilities or sites. The repurposing of existing indoor and outdoor recreation and parks facilities has great potential for meeting the needs of expanding programs as well as meeting the needs of newly introduced activities in the city. In order to effectively do so, facilities considered for repurposing must be analyzed in terms of exiting usage levels, and the costs associated with any changes. Even underutilized spaces in the city are valued by some residents, appropriate justification will undoubtedly be required to repurpose any existing public recreation and/or parks facility or space. If a facility or space has been identified for potential repurposed use, the City must engage the local community, users of the facility and the expertise required to assess opportunities associated with sustained or repurposed uses (architectural and engineering assessment).

The concept of Facility Condition Index (FCI) is a common tool for government in assessing the potential of reinvestment in, or replacement of, a public facility. Currently many Western Canadian municipalities utilize FCI to assist in decision making regarding the future of publicly owned facilities and spaces. FCI measures the required upgrade costs of a facility versus its replacement value. Those facilities or spaces that have repair to replacement ratios of over 50% (FCI) are candidates for repurpose or decommissioning. Those with FCI of under 50% are more likely candidates for reinvestment.

Although this approach is accepted and helpful, it does not account for the functionality of the facility in question. If a facility is structurally and mechanically sound, but it doesn't meet demands for functional programming of potential users, the FCI may warrant reinvestment which functionally may not be effective in meeting community needs. This issue is accentuated for recreation and parks facilities and spaces as many have unique and varied uses. The addition of a "program enhancement premium" needs to be understood when calculating FCI and assessing facilities for reinvestment, repurposing, or decommissioning. This program enhancement would be the added costs to bring a facility

to a modern program standard, beyond ensuring structural, mechanical, and electrical sustainability. Once information is collected, Administration and decision makers must consider the costs and benefits associated with repurposing versus new construction and make a move forward decision. For facilities and spaces that do not warrant repurposing and that support will ultimately be discontinued for, the following decision making framework is proposed:

Diagram 11: Facility Analysis



* If two or more of these questions are answered "NO", then the facility should be decommissioned. If not, the the reinvestment/repurpose should be ranked through the system presented in the Recreation & Parks Master Plan against other potential projects.

In order to implement the approach and analyze projects, the questions posed need to be answered by either Administration, community members or a combination thereof. One way of engaging the public and community partners in decision making is to administer an ad hoc task force every time the future decommissioning or repurposing of a major recreation and parks resource (replacement value of \$1M or beyond) is being contemplated.

This task force would have a holistic perspective of broad community need and, if it included members of the public, could include impacted residents or groups as well as those groups or residents that may not have their needs met if major reinvestment in an existing facility is to occur. The task force would utilize the decision making framework presented and would rely on City staff for assistance in providing necessary information.



Specific Park Amenity Strategies

Recommendation 36: The City will strive to achieve the park amenity strategies as well as the desired outcomes outlined in the Plan related to natural areas, trails, and the river valley.

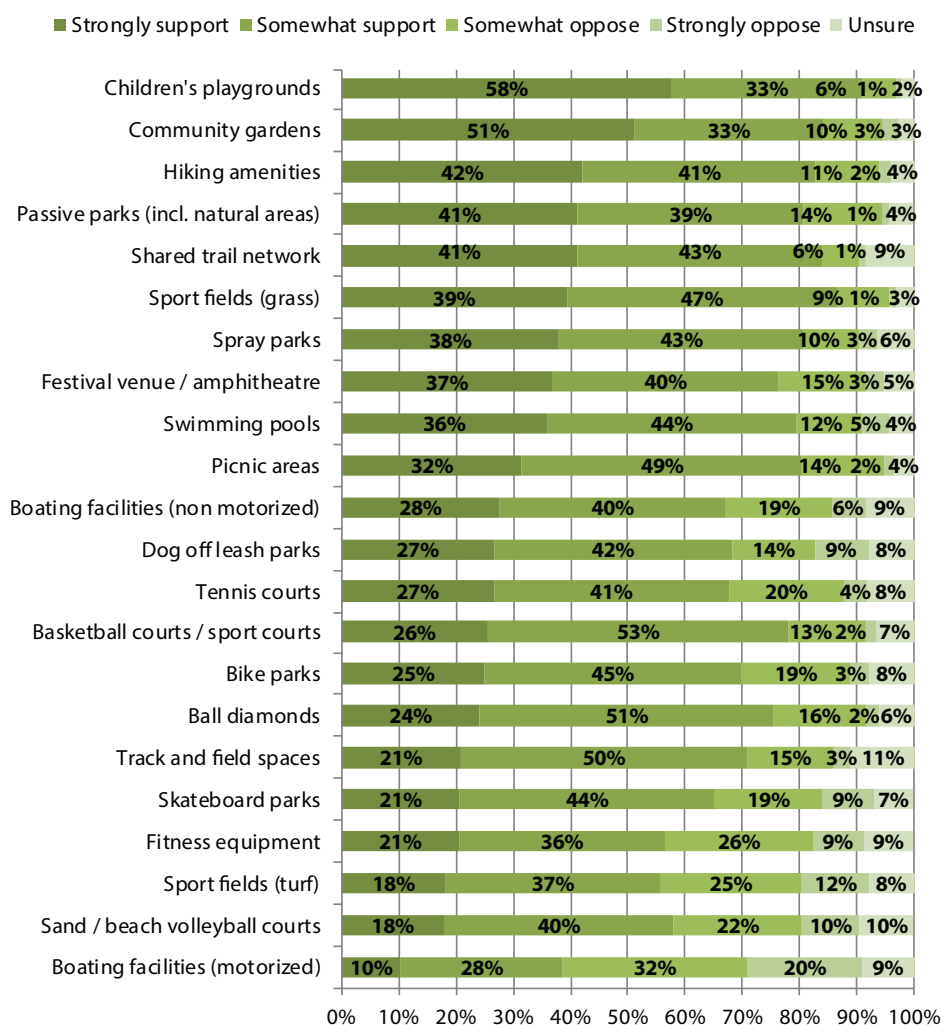
The City provides a number of parks and open space amenities throughout the community including, but not limited to: 4 outdoor pools, 7 skateboard sites, 44 tennis courts, 302 sports fields, 30 paddling pools, 17 spray pads and 184 playground units. These amenities are located at 201 parks through the city (2014 inventory data). The following discussion is meant to provide guidance to City staff when developing new park spaces or reinvesting in existing parks.

The provision of speciality amenities in City parks occurs at all levels within the parks hierarchy. Neighbourhood, district, and multi-district level parks can be ideal locations for speciality park amenities.

Note that the level of public support indicated reflects the percentage of household survey respondents that suggested there is a need for new/ upgraded facilities (59% of total household survey respondents).

Graph 15: Household Telephone Survey Response

Level of Support for Outdoor Facility Components



The following chart outlines current and potential park amenities as well as commentary on the current and future standard of supply.

Table 15: Current and Potential Park Amenities

Amenity Type	Demand Indicators	Future Needs and Considerations
Playgrounds	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 91% of responding households. • Playgrounds were utilized by 56% of responding households at least 1 – 5 times per year. • 58% of groups indicated that there is a need for new/more playgrounds. • 58% of groups indicated that there is a need for upgrades to existing playgrounds. 	<ul style="list-style-type: none"> • Playgrounds should form an integral component of most neighbourhood, district and multi-district park sites. • Annual playground inspection and safety programs should be continued with appropriate lifecycle budget allocations. • Naturalized playgrounds and themed playgrounds are currently trending. • Provision of additional playground sites should occur with population growth.
Community Gardens	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 84% of responding households. • 89% of groups indicated that there is a need for new/more community gardens. • 33% of groups indicated that there is a need for upgrades to existing community gardens. 	<ul style="list-style-type: none"> • Demand for community gardens is strong and new community gardens should be incorporated at the neighbourhood level. • Community gardens are ideal partnership opportunities with education and health sectors. • Provision of additional community garden sites should occur with population growth.
Hiking Amenities	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 83% of responding households. • 73% of groups indicated that there is a need for new/more hiking amenities (e.g. board walks, interpretive signage, viewing blinds, etc.). • 40% of groups indicated that there is a need for upgrades to existing hiking amenities. 	<ul style="list-style-type: none"> • Hiking amenities should be included in all trail development as well as naturalized park areas and the river valley. • These amenities should also be located in environmental reserve areas where trail amenities are provided, supplemented by appropriate operational budgets.
Shared Use Trail Network/System	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 84% of responding households. • Trails and pathways were utilized by 82% of responding households at least 1 – 5 times per year. • 79% of groups indicated that there is a need for an expanded shared use trail network/system. • 37% of groups indicated that there is a need for upgrades to existing trails. 	<ul style="list-style-type: none"> • An interconnected trail system should be the focus of planning new neighbourhoods. • The development of a Trails Master Plan is recommended incorporating active transportation planning, natural bioswales and the river valley to ensure city-wide connectivity. • Provision of additional trails should occur with population growth.

Amenity Type	Demand Indicators	Future Needs and Considerations
Passive Parks (i.e. Natural Areas)	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 80% of responding households. • Passive parks and natural areas were utilized by 68% of responding households at least 1 – 5 times per year. • 80% of groups indicated that there is a need for more passive parks/natural areas. • 35% of groups indicated that there is a need for upgrades to existing passive parks/natural areas. 	<ul style="list-style-type: none"> • Passive, non-programmed park spaces should be incorporated into existing and newly developing parks. • They provide needed opportunities for resident to interpret and connect with nature. • Provision of additional passive park sites should occur with population growth.
Sports Fields (i.e. Grass, Multi-use)	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 86% of responding households. • Grass sports fields were utilized by 41% of responding households at least 1 – 5 times per year. • 79% of groups indicated that there is a need for more grass sports fields. • 36% of groups indicated that there is a need for upgrades to existing grass sports fields. 	<ul style="list-style-type: none"> • The provision of new grass sports fields of high quality should be concentrated in multi-field tournament sites with appropriate amenities (e.g. parking, washroom facilities, etc.). • Fields of lower standard should be placed at the neighbourhood level to accommodate passive/unstructured use. • New fields should be developed to accommodate multiple uses. • Provision of high quality, multi-field complexes may materialize through community partnerships. • The use of synthetic turf should be considered through cost-benefit analysis when exploring high quality fields. • Provision of additional sports fields should occur with population growth yet maintaining the existing service level may not be necessary.
Spray Parks	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 81% of responding households. • Outdoor pools and spray parks were utilized by 49% of responding households at least 1 – 5 times per year. • 75% of groups indicated that there is a need for more spray parks. • 33% of groups indicated that there is a need for upgrades to existing spray parks. • Spray parks/paddling pools were more heavily utilized on a daily basis during summer months (June – August) according to an intercept survey conducted during this planning process; furthermore 87% of users were satisfied with existing facilities. 	<ul style="list-style-type: none"> • Spray parks will eventually replace some of the City’s paddling pools. • They require amenities such as picnic areas, parking, and washrooms. • Provision of additional spray parks should occur with population growth yet maintaining the existing service level may not be necessary .
Festival Venue/ Amphitheater	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 81% of responding households. • Kinsmen Park was utilized by 29% of residents at least 1 – 5 times per year. • 79% of groups indicated that there is a need for more festival venues/amphitheaters. • 21% of groups indicated that there is a need for upgrades to existing festival venues/amphitheaters. 	<ul style="list-style-type: none"> • New festival venues/amphitheaters can create areas for community gathering and special events. • These spaces should be considered for multi-district parks as well as to provide neighbourhood congregation areas.

Amenity Type	Demand Indicators	Future Needs and Considerations
Outdoor Swimming Pools	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 80% of responding households. • Outdoor pools and spray parks were utilized by 49% of responding households at least 1 – 5 times per year. • 40% of groups indicated that there is a need for more outdoor pools. • 60% of groups indicated that there is a need for upgrades to existing outdoor pools. 	<ul style="list-style-type: none"> • Outdoor pools should continue to be maintained and operated as they see high levels of use. • The development of new outdoor pools is not suggested in the near future however reinvestment in the existing four pools in terms of leisure amenities and program should be explored.
Picnic Areas	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 81% of responding households. • Picnic shelters/facilities were utilized by 36% of responding households at least 1 – 5 times per year. • 74% of groups indicated that there is a need for more picnic areas. • 47% of groups indicated that there is a need for upgrades to existing picnic areas. 	<ul style="list-style-type: none"> • Picnic areas should be planned into most new and existing neighbourhood, district and multi-district parks. • They promote community gathering and social connectedness and support many other park amenities.
Boating Facilities (Non-motorized)	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 68% of responding households. • 63% of groups indicated that there is a need for more non-motorized boating facilities. • 38% of groups indicated that there is a need for upgrades to existing non-motorized boating facilities. 	<ul style="list-style-type: none"> • Access to the river valley should continue to be a priority for the City through its Meewasin Valley Authority partnership.
Dog Off Leash Areas	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 69% of responding households. • 23% of responding households utilized dog parks at least 1 – 5 times in the past year. • 77% of groups indicated that there is a need for more dog off leash parks. • 39% of groups indicated that there is a need for upgrades to existing dog off leash parks. 	<ul style="list-style-type: none"> • Ongoing maintenance of the existing six off-leash sites should continue. • Provision of additional dog off leash sites should occur with population growth yet maintaining the existing service level may not be necessary.
Tennis Courts	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 68% of responding households. • 17% of responding households utilized tennis courts at least 1 – 5 times in the past year. • 36% of groups indicated that there is a need for more tennis courts. • 64% of groups indicated that there is a need for upgrades to existing tennis courts. 	<ul style="list-style-type: none"> • The provision of tennis courts is considered adequate in the city. • Existing and future provision of these amenities should ensure multiple uses (e.g. pickleball, basketball, etc.). • Provision of additional tennis courts should occur with population growth yet maintaining the existing service level will not be necessary.

Amenity Type	Demand Indicators	Future Needs and Considerations
Basketball Courts/ Sport Courts	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 79% of responding households. • 77% of groups indicated that there is a need for more basketball courts/sport courts. • 53% of groups indicated that there is a need for upgrades to existing basketball courts/sport courts. 	<ul style="list-style-type: none"> • Existing and future provision of these amenities should ensure multiple uses. • Provision of additional basketball/sport courts should occur with population growth yet maintaining the existing service level may not be necessary.
Bike Parks	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 70% of responding households. • 79% of groups indicated that there is a need for more bike parks. • 36% of groups indicated that there is a need for upgrades to existing bike parks. 	<ul style="list-style-type: none"> • The provision of BMX and/or Mountain Bike Terrain parks is trending. • Provision of these resources in the future will likely entail some form of community partnership. • Ideal locations of these parks is at Multi-district or District park sites accessible via active transportation routes.
Ball Diamonds	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 75% of responding households. • Ball diamonds were utilized by 20% of responding households at least 1 – 5 times per year. • 50% of groups indicated that there is a need for more ball diamonds. • 67% of groups indicated that there is a need for upgrades to existing ball diamonds. 	<ul style="list-style-type: none"> • The provision of new ball diamonds of high quality should be concentrated in multi-field tournament sites with appropriate amenities (e.g. parking, washroom facilities, etc.). • Basic level diamonds of lower standard should be placed at the neighbourhood level to accommodate passive/unstructured use. • New diamonds should be developed to accommodate multiple uses. • Provision of high quality, multi-diamond complexes may materialize through community partnerships. • Provision of additional ball diamonds should occur with population growth yet maintaining the existing service level may not be necessary.
Track and Field Spaces	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 71% of responding households. • 71% of groups indicated that there is a need for more track and field spaces. • 50% of groups indicated that there is a need for upgrades to existing track and field spaces. 	<ul style="list-style-type: none"> • The development of new or enhanced track a field space will likely materialize through community partnerships and/or partnership with local school divisions. • Provision of these amenities must also include support elements such as parking, washrooms, and adjacent indoor facilities.
Skateboard Parks	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 65% of responding households. • 11% of responding households utilized skateboard parks at least 1 – 5 times in the last year. • 75% of groups indicated that there is a need for more skateboard parks. • 38% of groups indicated that there is a need for upgrades to existing skateboard parks. • 93% of skateboard park users indicated that they felt existing facilities are “good” or “excellent”. 	<ul style="list-style-type: none"> • Additional capacity to the City’s seven skateboard parks is not warranted immediately. • Provision of additional skateboard parks should occur with population growth yet maintaining the existing service level may not be necessary. • Provision of these amenities should be in proximity to active transportation routes.

Amenity Type	Demand Indicators	Future Needs and Considerations
Fitness Equipment	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 57% of responding households • 92% of groups indicated that there is a need for more outdoor fitness equipment. • 8% of groups indicated that there is a need for upgrades to existing outdoor fitness equipment. 	<ul style="list-style-type: none"> • The provision of outdoor fitness equipment is recommended for linear, neighbourhood, district and multi-district park sites. • Introduction of these amenities should be monitored to ensure community use then incorporated into park development standards much like playgrounds. • Equipment can be placed in pods/circuits along trails and linear parks or as amenities to larger park sites.
Sports Fields (Synthetic Turf)	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 55% of responding households. • Sports fields (grass) were utilized by 41% of responding households at least 1 – 5 times per year. • 75% of groups indicated that there is a need for more synthetic turf sports fields. • 33% of groups indicated that there is a need for upgrades to existing synthetic turf sports fields. 	<ul style="list-style-type: none"> • Synthetic turf field development will likely materialize through community partnerships (much like the Gordon Howe Bowl redevelopment). • Synthetic turf should be considered when contemplating high quality field development via cost benefit analysis incorporating full life expectancy, safety, maintenance, and land use intensity considerations. • Synthetic turf field development is trending.
Sand/Beach Volleyball Courts	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 58% of responding households. • 77% of groups indicated that there is a need for more sand/beach volleyball courts. • 23% of groups indicated that there is a need for upgrades to existing sand/beach volleyball courts. 	<ul style="list-style-type: none"> • Additional sand/beach volleyball court capacity is not warranted immediately. • Provision of additional beach courts should occur with population growth yet maintaining the existing service level may not be necessary. • The development of multi-court league/tournament sites may materialize through community partnership and would require amenities such as parking and washroom facilities.
Boating Facilities (Motorized)	<ul style="list-style-type: none"> • “Strongly supported” or “supported” by 38% of responding households. • 44% of groups indicated that there is a need for more motorized boating facilities. • 56% of groups indicated that there is a need for upgrades to existing motorized boating facilities. 	<ul style="list-style-type: none"> • Access to the river valley should continue to be a priority for the City through its Meewasin Valley Authority (MVA) partnership. • Motorized use of the river needs to be in line with MVA strategic direction.
Cross Country Ski Trails	<ul style="list-style-type: none"> • Identified as a program priority through the web survey. 	<ul style="list-style-type: none"> • Continue to work with the community to groom trails in a coordinated fashion. • Enhancements on expansions to current trail supply should be based on demonstrated demand.
Golf Courses	<ul style="list-style-type: none"> • City golf courses are used by 39% of responding households at least 1 – 5 times per year 	<ul style="list-style-type: none"> • N/A
Speedskating Ovals	<ul style="list-style-type: none"> • The Clarence Downey Skating Oval is utilized by 6% of responding households at least 1 – 5 times per year. 	<ul style="list-style-type: none"> • N/A
Forestry Farm Park and Zoo	<ul style="list-style-type: none"> • The Saskatoon Forestry Farm Park and Zoo is utilized by 68% of responding households at least 1 – 5 times per year. 	<ul style="list-style-type: none"> • N/A

The ongoing operations and maintenance of the **Forestry Farm Park and Zoo** as a city-wide specialty park should be sustained. The facility is a Canadian Accredited Zoo and Aquarium that serves the city and region. This includes annual lifecycle maintenance of both indoor and outdoor amenities as well as periodic program elements refreshment. Strategic master planning for the site is in place and should be implemented.

The three **City-owned golf courses** (Holiday Park Golf Course, Silverwood Golf Course, Wildwood Golf Course) are also recommended to be sustained. The courses provide affordable and accessible golf opportunities for residents. Site master plans for each course and ongoing lifecycle investment is suggested. Incremental enhancement of either course to achieve higher levels of quality and or competition hosting capability should be well thought out as it would entail expanding beyond the current operating market niche.

Other specialty facilities such as the Equestrian Bridle Path at Diefenbaker Park, the Saskatoon Minor Football Field at Gordon Howe Park and the Campground, and the speedskating oval all warrant sustained lifecycle maintenance. City outdoor pools are experiencing high levels of use and warrant lifecycle investment.

Newly emerging facilities sponsored by potential partner groups, such as the Optimist Club of Saskatoon Winter Recreation Park and the redevelopment of the Saskatoon Minor Football Field at Gordon Howe Park (near completion) should also be supported where able through the partnership framework outlined herein.

Table 16 outlines which types of parks are more suitable for locating the park amenities identified. This is not to say that these amenities could be located in parks that are not identified as ideal, but does provide some guidance for the future programming of Multi-district, District, Linear, and Neighbourhood parks.

Table 16: Park Types for Amenities

Amenity type	Most Appropriate Type of Park for Siting			
	Multi-District	District	Neighbourhood	Linear
Playgrounds	Y (large)	Y (large)	Y (small)	
Community Gardens		Y (major)	Y (minor)	
Hiking Amenities	Y	Y	Y	Y
Shared Use Trail Network/System	Y	Y	Y	Y
Passive Parks (i.e. Natural Areas)	Y	Y	Y	Y
Sports Fields (i.e. Grass, Multi-use)	Y (multiple)	Y (multiple)	Y (single)	
Spray Parks	Y	Y	Y	
Festival Venue/ Amphitheater	Y	Y		
Outdoor Swimming Pools	Y			
Picnic Areas	Y (major)	Y (major)	Y (minor)	Y (minor)
Boating Facilities (Non-motorized)	Y		Y	
Dog Off Leash Areas		Y (major)	Y (minor)	

Amenity type	Most Appropriate Type of Park for Siting			
	Multi-District	District	Neighbourhood	Linear
Tennis Courts	Y	Y		
Basketball Courts/ Sport Courts	Y	Y	Y (minor)	
Bike Parks	Y	Y		
Ball Diamonds	Y (multiple)	Y (multiple)	Y (single)	
Track and Field Spaces	Y			
Skateboard Parks	Y (major)	Y (minor)	Y (minor)	
Fitness Equipment	Y	Y	Y	Y
Sports Fields (Synthetic Turf)	Y (multiple)	Y (single)		
Sand/Beach Volleyball Courts	Y	Y		
Cross Country Ski Trails	Y			Y
Boating Facilities (Motorized) <i>*Special use park</i>	Y			
Golf Courses <i>*Special use park</i>	Y			
Speedskating Ovals	Y			
Forestry Farm Park and Zoo <i>*Special use park</i>	Y			



The River Valley

Saskatoon is fortunate to have a river valley that fulfills numerous roles in the community. It is a venue for recreational activity and community gathering, provides an opportunity for the community to be stewards of the environment, and is a significant source of community pride. The City is a partner in the Meewasin Valley Authority (MVA).

“The Meewasin Valley Authority exists to ensure a healthy and vibrant river valley, with balance between human use and conservation for the benefit of present and future generations.”¹

The MVA was created in 1979 by an Act of the Province of Saskatchewan, The Meewasin Valley Authority Act. Meewasin is a conservation agency dedicated to conserving and managing the cultural and natural resources of the South Saskatchewan River Valley. It is a partnership between the City of Saskatoon, Province of Saskatchewan and the University of Saskatchewan. The creation of Meewasin is based on the concept that the partners working together through a single agency—Meewasin—can accomplish more than they could individually. The MVA’s three-point mandate—development, conservation, and education—guide its strategic actions and operations.

As the river valley is a key recreation and parks feature in the city, including both recreational and environmental components, managing current and future use has a significant impact on quality of life in the city. The MVA is guided by a 100 year concept plan developed by Raymond Moriyama (under separate cover). The current MVA vision is organized into three themes:

1. Healthy and vibrant;
2. Sense of community; and
3. Protecting the legacy.

Guiding principles for the MVA include:

- The valley’s resources are accessible to everyone;
- Conserve natural heritage resources;
- Recreation and development balanced with conservation;
- Diverse activities for a varied and changing demographic; and
- Public participation in decision making.

Meewasin



¹ Meewasin Valley Authority Strategic Plan 2014 – 2024.

Meewasin's jurisdiction centres in Saskatoon and runs approximately 60 km along the river valley through the City of Saskatoon and the Municipality of Corman Park from Pike Lake to Clarke's Crossing. It encompasses conservation areas, parks, museums, interpretive centres, university lands, canoe launches, community links, and more than 60 km of Meewasin Trail. Including the South Saskatchewan River, there are more than 25 square miles (60 square kilometers) in the conservation zone.

Future plans for the Authority include trail connections throughout the valley as well as altering the jurisdictional boundary to include all lands that have a relation to the river valley and MVA mandate. They will also focus on promotions and marketing of year-round resident use of the river valley and developing an ongoing assessment process for determining river valley recreation needs. The MVA also has a Trails Study to help further plan, refine, and define trails in the river valley.

Much of what the MVA will be focusing on in the next 10 year period will likely overlap and compliment the actions of the City's recreation and parks efforts.

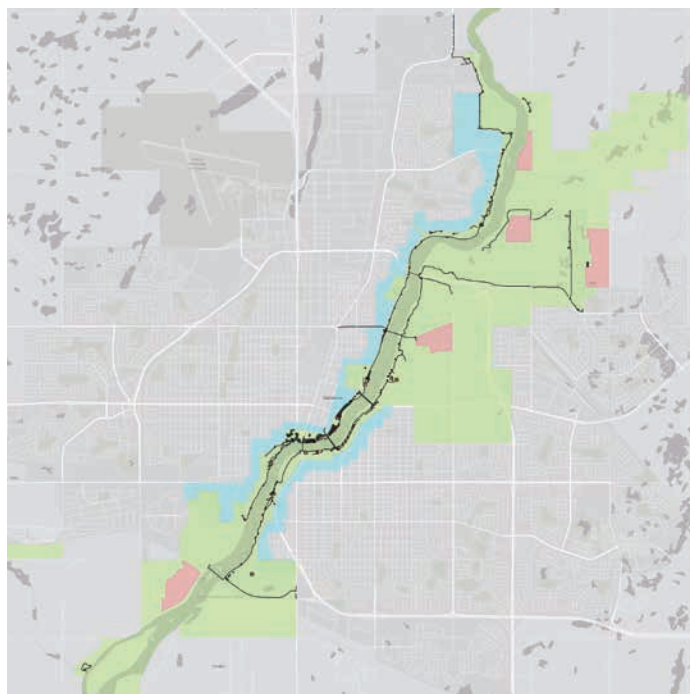
The City will continue to be active in and supportive of the MVA. The City's involvement in the stewardship of the river valley is rooted in the Official Community Plan:

- "The Riverbank Area includes dedicated parks and open space adjacent to the South Saskatchewan River or its riverbank. It is intended that these lands will be primarily used for parks and open space."
- "To protect and enhance the South Saskatchewan River Valley for the enjoyment of present and future generations."

The MVA is a vehicle through which many of the City's Service Outcomes can be achieved, especially those related to Natural Areas and Trails.

The City will continue, through its MVA obligations, to be stewards of the river valley ensuring balance as a recreation amenity and environmental area within the region.

Map 4: Meewasin Area of Influence



Natural Areas

The City is responsible for the preservation and stewardship of natural areas within its boundaries. These areas are typically dedicated as Utility Parcels. These areas are also found in Special Use, Municipal Reserve, and Environmental Reserve land and sometimes serve both active (i.e. nature trails) and passive (i.e. views and vistas) recreational purposes. The City's Official Community Plan outlines a number of key outcomes and positions related to natural areas, demonstrating the City's belief in the value of natural areas and associated commitment to protecting and preserving them where able.

Current practices enable these outcomes to occur to some degree. The ability for the maintenance crews to ensure nature trails and other active use amenities on Environmental Reserve land is limited as these lands are not formally included in scope of maintenance responsibility, and thus annual maintenance contributions are nil. Some natural areas currently need to be serviced within operating budget allocation for other areas. The inclusion of a natural and naturalized areas parks classification type could address this issue but will require increased maintenance budget allocations.

The provision of passive, naturalized spaces within urban environments is a trend in public service provision. Getting more people outdoors interpreting nature and connecting with the natural environment has numerous benefits to individuals and communities. Natural areas provide an outlet for urban residents to experience a natural environment. For this reason, the inclusion of natural areas in existing and future parks should continue to be a priority. The protection of wildlife habitats that enhance urban biodiversity would ensure that all residents have access to natural areas could form the basis for the City to develop a policy around natural areas (as it already has for Wetlands) or embed these areas within existing Park Development Guidelines. The promotion and awareness of natural areas should also be a focus of public recreation education efforts. Promotions and programming efforts can be the product of both City efforts as well as in partnership with other groups.

As natural areas become more integrated into the parks and open space system, more focused strategic planning in this area may be unwarranted. A Natural Areas Plan would best be developed through involvement from both internal (i.e. other City departments) and external groups (i.e. non-profit groups).

Trails

The City of Saskatoon and the Meewasin Valley Authority provide a connected, integrated network of trails, sidewalks, and corridors for residents to move around in the community. The provision of active transportation opportunities is currently being addressed through a simultaneous planning process (Active Transportation Plan). Providing trails and connections for both active transportation and recreation purposes is an intended outcome for the City as stated in its Official Community Plan.

The future planning and development of an integrated plan of trails, sidewalks, and connections is expected to be part of the Active Transportation Plan. The plan will outline future connection priorities, maintenance protocols¹ and other considerations around trail connections.

Trail-based activities such as walking, bicycling, hiking, and jogging/running should continue to be provided. Specialized trail activities, such as cross country skiing, snowshoeing, and winter fatbiking should also be facilitated—especially those specialty activities that promote outdoor winter activity.

Trails should continue to be designed and maintained to reduce physical barriers to participation and promote safety. Trail amenities such as benches, waste/recycling receptacles, and washroom facilities should also be provided where appropriate.



¹ Current trails winter clearing practice is targeted at 48 hours after snowfall.

Specific Recreation Facility Strategies

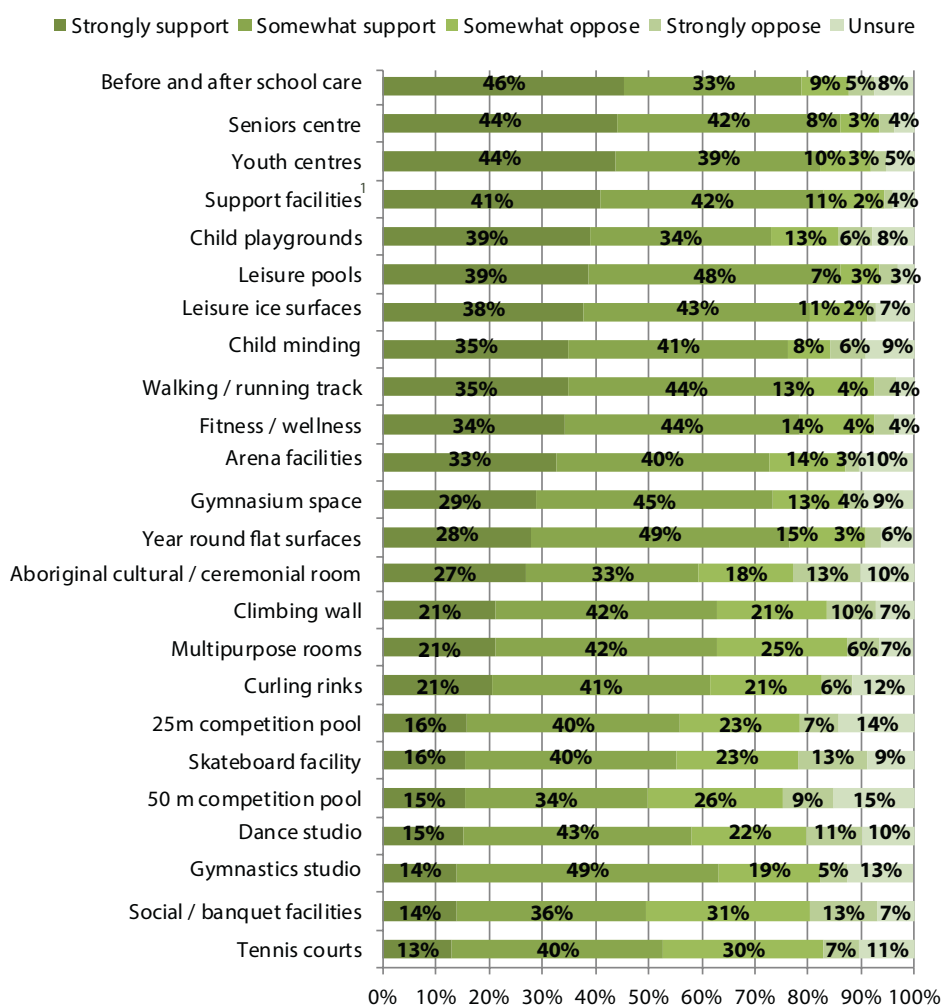
Recommendation 37: The City will strive to achieve the recreation facility (e.g. arenas, indoor aquatics, dry-land, fitness/wellness, etc.) strategies outlined in the Plan.

The following indoor recreation facility discussions assume that there are no resource limitations to the development of new recreation facilities. That being said, the strategies outlined suggest ideal courses of action for each area of provision. The prioritization of major recreation facility capital projects will occur in following sections. Where the percentages of household survey respondents are reported it is important to note that they do not include those households who felt that no new development of recreation and parks facilities should occur (32% of total households stated that no new development should occur).

A common theme to be applied to all of the following recreation facility discussions is that of sustaining existing facilities. Although specific discussion is not included as to ensuring each existing facility is sustained, an underlying assumption is that continuation and potential enhancement of the City's existing lifecycle reserve program will enable existing service levels to be continued in addition to contemplating new development.

Graph 16: Household Telephone Survey Response

Level of Support for Indoor Facility Components



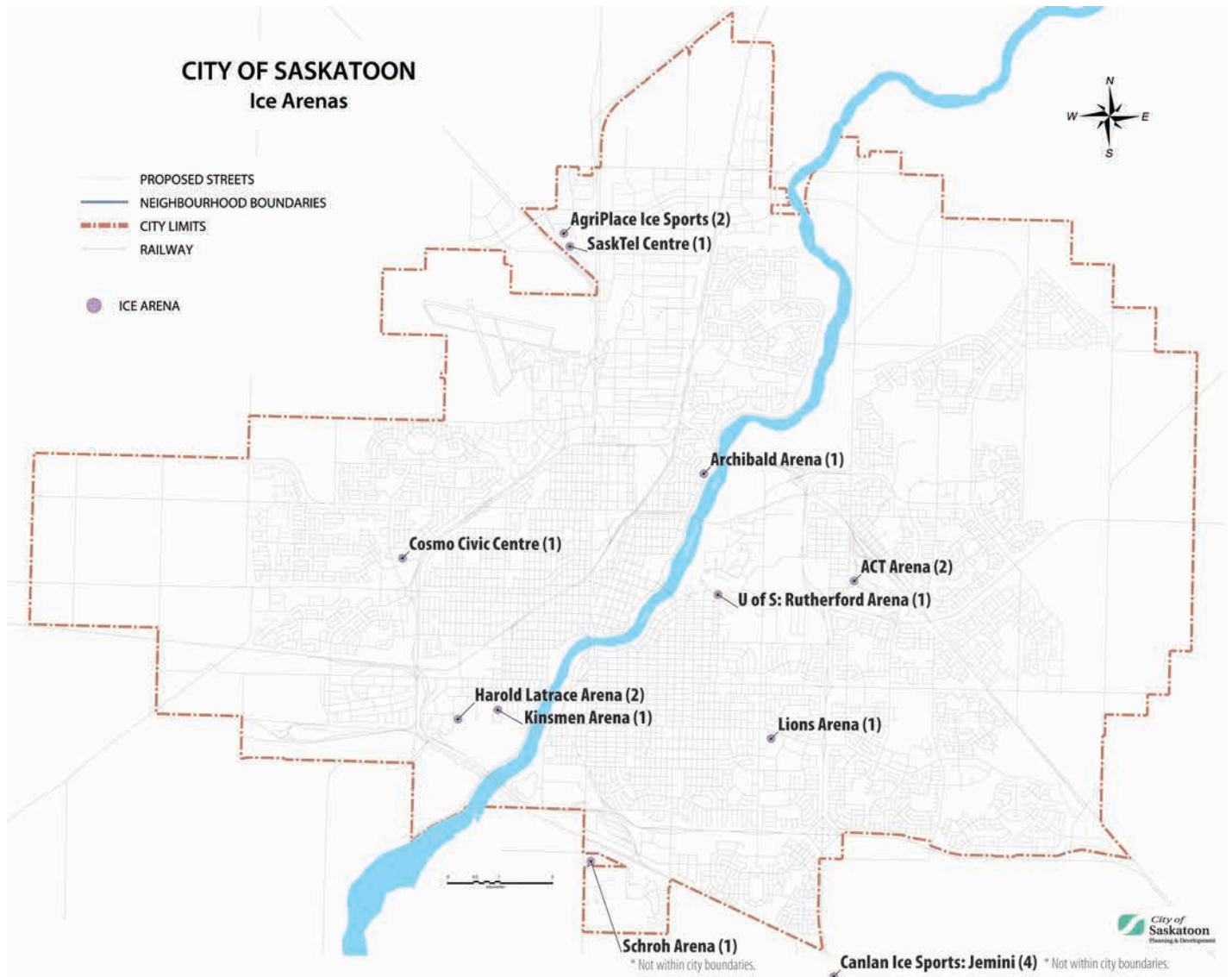
¹ "Support Facilities" include complimentary facility spaces like storage, washrooms/ changerooms, and ample parking.

Arenas and Leisure Ice

There are a total of 11 ice arena facilities in Saskatoon providing 17 available ice surfaces, seven of which are owned and operated by the City and seven that are owned and/or operated by non-profit or private groups.

There are also a number of indoor ice arenas within 50km of Saskatoon (e.g. Warman, Martensville, Clavet, Asquith, Aberdeen). There are no indoor leisure ice sheets in the city; Community Associations provide 52 outdoor leisure skating amenities throughout the city.

Map 5: Ice Arenas



Utilization at existing facilities is estimated at over 97% of prime time capacity (between 5pm – 11pm weekdays and 8am – 11pm weekends during the normal ice user season). Thirty-two percent (32%) of household survey respondents indicated that they utilized ice arenas in the city at least 1 – 5 times per year. Of responding user groups, 68% indicated new ice arenas were needed while 42% suggested upgrades to existing ice arenas should be a focus. 82% of groups suggested that leisure ice facilities should be developed. 73% of household survey respondents that indicated new or enhanced facilities were need in the city (59% of total respondents) indicated that they “strongly supported” or “supported” the development of new and/or enhanced indoor ice arenas. Furthermore, current ice user groups have indicated minimum excess demand of between 1,700 and 2,000 hours over the next three years.

A number of groups are exploring the feasibility of developing new ice arenas, each proposing different levels of public involvement. Ice arena projects at the University of Saskatchewan, on the nearby Rural Municipality of Corman Park lands, and at the Jemini Centre (Canlan Ice Sports) have all been discussed.

As the City currently provides ice arenas and operates the youth sports subsidy program which ensures youth access to all ice facilities at a subsidized rental rate, the concept of partnerships in the provision of ice arenas is sound. That being said, the City does have a lack of control when it comes to ensuring when future ice arena provision is secured. Typical provision ratios for ice arenas in Western Canadian cities are explained as follows:

- For cities 200,000+ the ratio is usually between one arena per 18,000 – 25,000 residents.
- For cities between 75,000 and 200,000 the ratio is between one arena per 15,000 – 18,000, (this population range is the biggest and has the most variation in terms of arena provision).
- For cities between 35,000 and 75,000 the ratio is between 1 arena per 7,500 – 15,000.
- For cities 35,000 and below the ratio is usually anywhere between one arena per 5,000 – 7,500.

Ice arenas within the city are currently provided at one arena per 15,000. Based on comparatives, the City needs at least one more ice arena in the near future, and additional sheets as required through future population growth. This is further justified by demonstrated utilization and community demand. In regards to ice provision in the city moving forward, the following chart outlines general provision ratios the City and other ice arena provision partners should target, assuming other indications such as community demand and trends are also supportive. When new ice arena facilities are developed, the inclusion of leisure ice spaces (non-boarded, non-programmed) should also be examined.

Table 17: Current vs. Ideal Provision Ratios

Population Range	Actual/Current Provision Ratio <i>(1 arena/# pop.)</i>	Ideal Service Level
250,000 – 400,000	15,000	Up to 17,500
400,000 – 600,000	N/A	Up to 20,000
600,000+	N/A	Up to 25,000

Utilizing these service ratio targets, and assuming other indicators such as excess demands and trends are supportive, the City of Saskatoon’s medium growth population projections would suggest the following future indoor ice arena requirements to 2032: two additional ice sheets between now and 2022 and an additional five more between 2022 and 2032. Of note is that provision ratios are only one consideration in determining future facility requirements and ultimately all potential facilities need to be prioritized against each other.

Table 18: Future Indoor Ice Arena Requirements

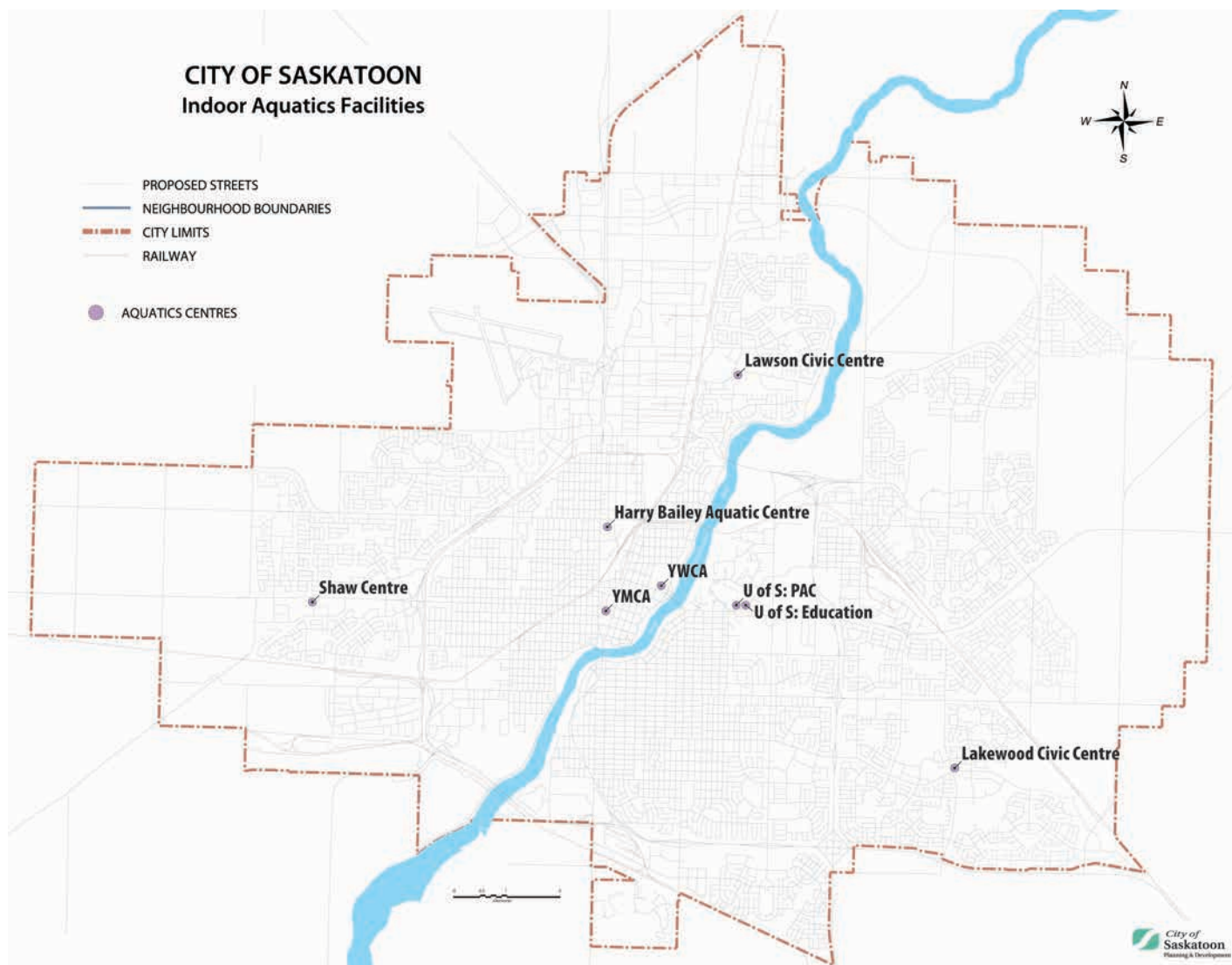
	2015	2022	2032
Population Projections ¹	254,000	305,167	387,742
Actual/Current Provision Ratio	15,000	18,000	23,000
Target Ratio	15,000	16,000	17,500
Target # of Arena Pads	17	19	22
Surplus/Deficit	N/A	-2	-5

¹ City of Saskatoon Medium Growth Scenario.

Swimming Pools

There are four City owned publicly accessible indoor swimming pools in Saskatoon and three others that are provided by non-profit or post-secondary service providers. Of the pools in the city, two are 50M; one of which is a national class pool within the newly developed Shaw Centre. The provision of competitive, program aquatics venues has been the current focus in Saskatoon, rather than on modern leisure aquatics facilities.

Map 6 : Indoor Aquatics Facilities



Pools at City leisure centres were utilized by 64% of households at least 1 – 5 times per year. New or enhanced leisure pools were identified by households as a future priority while new 25M tanks and 50M tanks were suggested by only 56% and 49% of households respectively. 38% of groups responding to the group survey suggested new 25 M or 50 M tanks should be developed while 57% indicated new leisure pools should be a focus. Excess demand has currently been demonstrated for two indoor aquatics programs, (e.g. swimming lessons at certain times), however, overall utilization of city indoor pools is not at capacity.

The provision ratios of leisure pools is lower than those identified in the comparable analysis while competition tanks (25 M and 50 M) in the city are provided at equivalent comparable ratios.

Future indoor aquatics development, either new or enhanced facilities, should focus on providing additional leisure aquatics amenities and accommodating program use on a temporary basis, (i.e. leisure tanks that can accommodate swimming lessons during certain times of the day). Enhancing leisure aquatics provision should be a focus. It should be noted, however, that leisure pools appear to work best when combined with or incorporating within, a rectangular lane swimming tank, or area.

Regional partnerships in the development of recreation facilities may focus on indoor aquatics venues. Adjacent regional municipalities with the highest growth rates (Warman and Martensville) do not provide indoor aquatics facilities and their residents clearly use City pools. Future development of indoor aquatics facilities to meet regional needs may be warranted and regional partnerships should be explored when contemplating new indoor aquatics venues.

Older Adults and Youth Spaces

Older adults and youth spaces were identified by 86% and 83% of household survey respondents as requiring future focus either through enhancing existing or building new facilities. There are currently 10 youth centres in the city, either provided by the City, such as the four Me Ta We Tan Centres, or by its delivery partners. There are also a number of seniors' centres in the city, none of which are owned and/or operated by the City of Saskatoon. 87% of groups suggested new seniors centres are needed in the city while 80% suggested support for new youth centres.

The provision of both seniors and youth centres has traditionally focused on dedicated use facilities. Incorporating these spaces into larger multi-purpose venues creates more synergy and potential mixing of program users. Both types of spaces should be considered for future development as part of larger multiplex facilities. These spaces should be designed to enable multiple use and ease of repurposing if need be.

Indoor Child Playgrounds

There is currently only one public indoor child playground facilities in the city (Lawson Civic Centre). The provision of these indoor amenities is becoming more commonplace in Western Canadian municipalities, and most of these are included as part of larger multiplex facilities. These amenities cater to young families and can create added value for leisure pass sales. A total of 88% of groups suggested that new indoor playgrounds should be developed and 73% of households indicated that new or enhanced indoor playground should be a future focus. Indoor playgrounds should be included in future multi-purpose facility development. Incorporating indoor playgrounds into existing facilities via repurposing should also be explored.



Fitness and Wellness

There are currently six indoor fitness facilities provided by the City of Saskatoon. These facilities vary in terms of age, quality of equipment, and overall size. Larger venues such as the Shaw Centre and the Field House are well utilized while smaller facilities, such as spaces in the Cosmo and Lawson Civic Centres see less use. The City has conducted numerous studies to determine appropriate pricing strategies and to identify market niches for its leisure centres, most of which are anchored by fitness facilities. Fitness facilities are key components to multiplex facilities and provide multi-generational, spontaneous use amenities.

78% of household survey respondents suggested fitness and wellness facilities should be developed or enhanced. 56% of groups felt new fitness facilities should be developed while 61% indicated upgrades to existing facilities are necessary. 46% of households indicated that they visited fitness facilities and/or gymnasias at City leisure centres at least 1 – 5 times over the past year.

Future investment in fitness and wellness spaces should focus on reinvesting in existing facilities to ensure that existing services are appropriate. This includes the potential relocation of fitness equipment in existing facilities, and updating equipment to modern, safe and accessible standards. Selection of equipment, level of supervision and location of amenities in existing and new facilities should be related to the market niche (family, youth, introductory, etc.). Once this niche is determined through ongoing research, equipment selection and design decisions can be made to improve existing services and provide new, quality fitness opportunities.

Dry-land Spaces

There are gymnasium facilities at four existing City owned and operated facilities. Furthermore, gymnasias are provided by non-profit and institutional community organizations and schools. School gyms are generally accessible to Community Associations through the Joint Use Agreement, and to the community through basic rentals. Non-profit community based organizations also provide indoor field facilities (i.e. Sasktel Sports Centre).

New gymnasium spaces were identified as a future area of focus by 83% of groups while 80% suggested year round indoor flat surfaces should be an area of focus. New or enhanced gymnasium spaces were identified by 74% of households as a priority while 77% suggested multi-purpose gymnasium/social spaces should be considered. 35% of households claimed use of the Saskatoon Field House at least 1 – 5 times in the past year.

Gymnasias and dry land, flat indoor surfaces are being provided more frequently by municipalities. These spaces provide maximum flexibility and multi-use and are less costly to operate than ice arenas and swimming pools. They are available throughout the day and typically get heavy use for both drop-in and scheduled programs. They also accommodate the development of indoor walking tracks at low incremental costs, (identified by 79% of households as warranting further attention). These types of spaces should be considered in future multi-purpose facilities where possible.

Curling Rinks

The City does not currently own and operate any curling rink facilities. That being said, 62% of households suggested new or enhanced curling rink facilities should be a future focus while the majority of groups (85%) stated that existing curling facilities should be upgraded or renovated; only 23% suggested new curling rink development. There are four curling rinks in the city, all owned and operated by external organizations. Sustaining existing curling rink facilities should be a future focus as opposed to building new facilities.

Multi-purpose Studio Space

Multi-purpose rooms are versatile areas that can accommodate a variety of programs as well as meetings. 69% of groups suggested the need for new multi-purpose rooms, and 46% indicated a need for new dance studio space. 63% of responding households thought new or enhanced multi-purpose rooms should be provided. Much like fitness facilities, multi-purpose rooms are complimentary to larger multiplex facilities. They accommodate multiple uses and should be included in all new or enhanced facility development.

Leisure Centres

The City currently offers much of its indoor recreation infrastructure at one of six City of Saskatoon leisure centre sites, in addition to fitness facilities at the Sasktel Sports Centre and White Buffalo Youth Lodge. Each leisure centre is unique in terms of its mix of activity spaces, users, and tenure in the community.

Those leisure centres that have served the community for longer periods of time, although in a good state of repair thanks to the City's lifecycle reserve program, are dated and lack many modern amenities that patrons have come to expect from experiences in other communities, (e.g. major leisure aquatics, indoor playgrounds, indoor walking tracks, etc.). The incorporation of more modern amenities should be considered when contemplating the future of these facilities. The leisure centres represent significant investment, have many loyal patrons, and could serve even broader markets through program enhancement. These sites should be considered first for new facility space development.

Indoor Specialty Facilities

Throughout the public consultation and research process, a number of unique and/or non-traditional ideas for future public indoor recreation surfaced. These ideas include, but are not limited to:

- Gymnastics areas (supported by 63% of households and 69% of groups)
- Indoor skateboard (supported by 86% of groups)
- Before and afterschool care facilities (supported by 79% of households and 69% of groups)
- Indoor child minding (supported by 76% of households)
- Indoor climbing walls (supported by 75% of households and 69% of groups)
- Aboriginal Cultural/Ceremonial Room (supported by 60% of households and 69% of groups)
- Indoor tennis (supported by 53% of households and 50% of groups)

Many of these facility components could materialize through partnerships as they often are not part of municipal base level of service. Each would add value to a multiplex facility offering and should be considered in new or enhanced facility developments, especially if partnership arrangements can be attained.

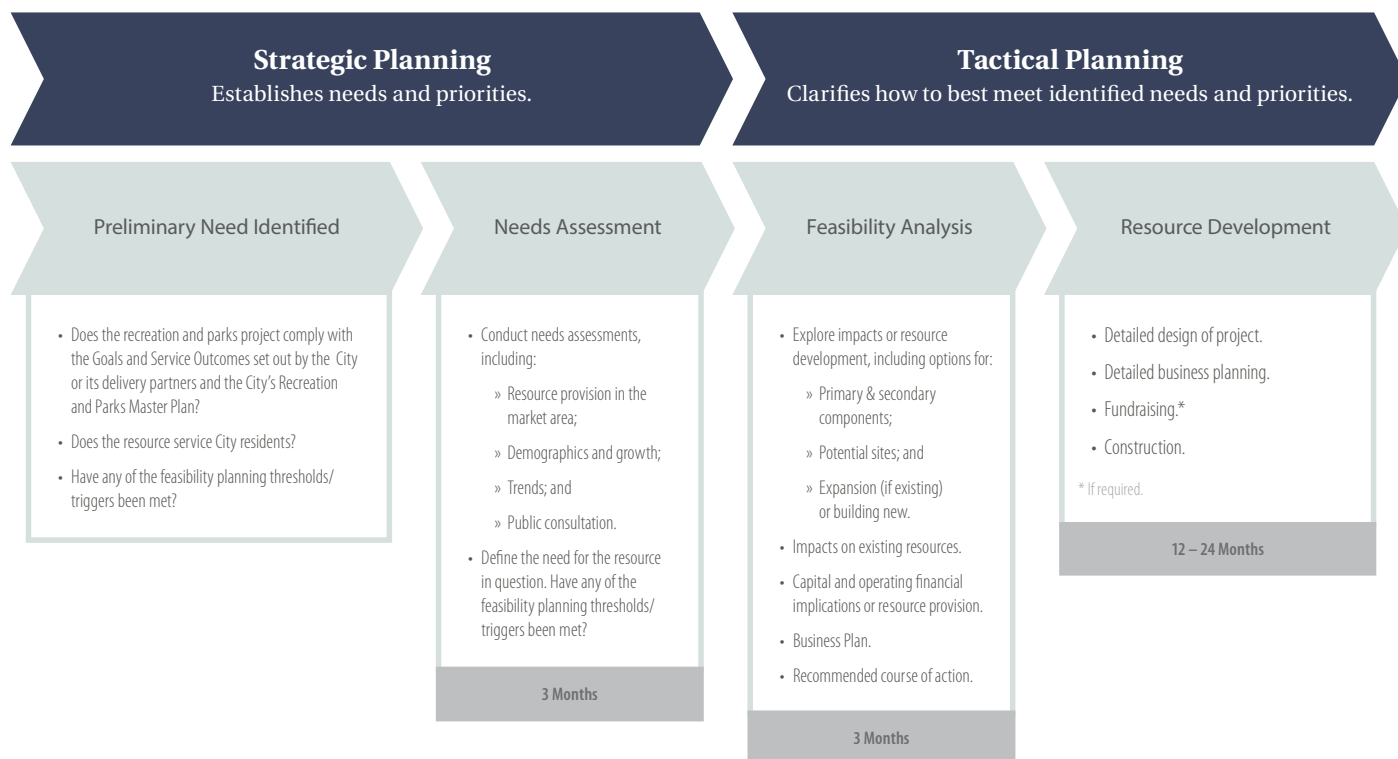


Project Development Framework

Recommendation 38: The City will use the project development framework when contemplating significant recreation and parks infrastructure development requiring public funding.

As a municipality, the City of Saskatoon has to be accountable to the citizens. This means that City Council and Administration have to make decisions in the best interests of the community as a whole and have to do so with appropriate levels of due diligence in decision making. As it relates to recreation and parks infrastructure investment, information is required to prepare decision makers so that they can fully understand the costs and benefits associated with a specific project. Typically, major recreation and parks projects originate through needs assessments, (identified needs via research and public consultation), are then analyzed via feasibility assessment to further understand costs, benefits and affordability, and are ultimately designed, constructed and operated. The following graphic provides an overview of this process.

Diagram 12: Project Development Framework



Because feasibility analysis is required to provide decision makers with information necessary to make informed judgements, it is recommended that **no major public investments (over \$1M) in recreation or parks infrastructure should occur without undertaking market feasibility analysis and business planning.** This applies not only to initiatives championed by the City, but also to those projects led by not-for-profit groups and associations where public funds are required for the capital and/or ongoing operations of facilities. The entire process, including needs assessment, feasibility analysis, design, and construction can take between 18 and 30 months (or longer) and requires the input of a variety of internal and external stakeholders.

Undertaking feasibility analysis requires investment and resources, and sets public expectations. Since this is the case, the following **feasibility planning “triggers”** outline when the City could/should initiate, (or facilitate in the case of a non-profit-based project), feasibility analysis and business planning. Market feasibility analysis and business planning could occur when one or more of the following criteria are met.

1. Facility spaces currently being offered approach 90% to 100% utilization on a sustained basis.
2. Facility or facility spaces currently being used have less than 25% remaining lifecycle as a functional resource (as determined by ongoing lifecycle planning).
3. Current demands and future demands, (as impacted through expression of needs, as a function of public input, trends, and majority impact), and/or market growth can be proven.
4. The facility in question and program services proposed provide equitable access for all residents as a public service.
5. Facility type and function of a proposed facility conform to core recreation service functions of the regional municipalities or new functional areas as contained within the broader strategic planning.
6. Facility type and function are not currently and adequately provided through other agencies or private sector services in Saskatoon or adjacent regional municipalities.
7. Operational or capital partners of any development proposed are established as registered societies and collectively represent sufficient membership or market segments to sustain use of the development for the life of the development.
8. The external volunteer and/or non-profit group leading a facility development initiative has, or has access to, significant capital and/or operating resources.
9. Regional partnership opportunities exist for the facility development initiative.

The process outlined and associated planning triggers will help formalize and prioritize potential recreation and parks projects in the future. If a combination of these planning triggers criteria are met, further feasibility analysis may be warranted.

As feasibility analysis requires public investment, the following **general guidelines for feasibility exploration** should be achieved. General conditions for prudent feasibility analysis include:

- There must be public engagement in the planning process, preferably through the use of statistically reliable surveys.
- A market assessment for component service delivery functions must be completed.
- A thorough and transparent site/location analysis must be completed.
- There must be a biophysical/environmental impact statement.
- There must be a concept development plan including infrastructure planning, costs, and impacts of ongoing operations.
- The project must demonstrate conformance to the broader regional/municipal strategic planning.
- Business planning outlining capital partners, operating partners, sources of capital, capital amortization, and projection of operating costs must be completed.
- The potential for regional collaboration has been explored via the Regional Collaboration Toolkit (SUMA/SPRA) and associated discussion herein.
- “Opportunity cost” analysis must be undertaken which demonstrates that the project represents the best way of achieving the Service Outcome.

Should feasibility analysis be warranted, these guidelines will ensure that decision makers have undertaken the due diligence they need to make informed decisions in the best interest of the community and public good.

Recreation and Parks Capital Project Prioritization

Recommendation 39: The City will use and periodically revisit the recreation and parks facility space prioritization model to help guide future infrastructure investment decision making.

In an ideal situation, the City would be able to fund all of the recreation and parks infrastructure and programs that are needed and desired by residents. Resource limitations prohibit the City from meeting the needs and priorities of all residents, and thus the City of Saskatoon, like every other municipality, has to carefully prioritize future projects.

The following recreation and parks project prioritization approach is built upon considerations to service outcomes, costs of development, trends, and community input. It is rooted in a cost/benefit analysis conducted by the City in 2012 outlining “cost per participant hour” of potential major recreation capital projects with further analysis focusing on less tangible, non-financial considerations. It is important to note that the prioritized projects are meant to help guide decision making; however, the final facility projects and locations are often not completely defined at this point. Further feasibility analysis will be required prior to major project investment and will/should be conducted via the Project Development Framework outlined herein.

2012 Future Sport and Recreation Facility Development Model

In 2012, to more effectively manage its inventory of current and future recreation facilities and activity spaces, City Administration developed a Future Sport and Recreation Facility Development Model (Facility Development Model). This Facility Development Model takes into consideration participation (i.e. hours per week), activity space capacity to meet program demand, future growth based on population change, and program trends necessary to guide in the decision making process on future recreation and sport facility development. It has been developed to react to the City’s ongoing Leisure Survey and to provide a supply/demand approach to identifying facility development priorities based on a measurable return on investment expressed as the cost per participant hour.

Of note is that the Model will eventually influence the type of questions asked in the Leisure Survey and as the survey has not yet been re-administered since the Models development, enhanced validity of data is expected in 2015 through adjustments to the survey questions.

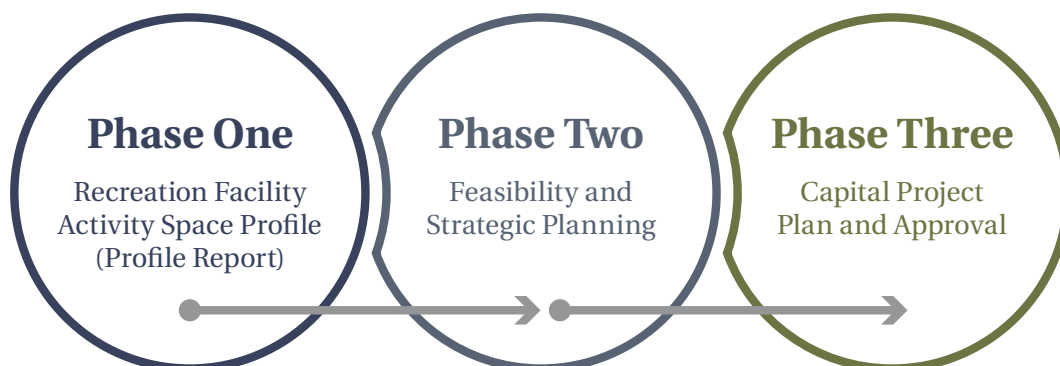
The Facility Development Model consists of three phases:

Phase One: Recreation Facility Activity Space Profile;

Phase Two: Feasibility and Strategic Planning; and

Phase Three: Capital Project Plan and Approval.

Diagram 13: 2015 City of Saskatoon Proposed Future Sports and Recreation Facility Development Model Phases



The City completed Phase One of the Model in 2012; the data and findings from which is considered accurate and applicable to this Recreation and Parks Master Plan. As this Master Plan is implemented, Phase Two and Phase Three are expected to occur for each major project the City contemplates as per the Project Development Framework.

The Phase One report includes three different dimensions: Needs Assessment Analysis, Capacity and Cost Benefit Analysis, and Program Trends Analysis. Each are summarized as follows:

NEEDS ASSESSMENT ANALYSIS

In the Leisure Survey fielded in 2010 by the City of Saskatoon, respondents were only asked to identify the fitness and sporting activities in which they participate. They provided information in each instance that referred to their levels of participation in terms of hours per week (participant hours) as a sport or as a fitness activity. Respondents also indicated if they planned on increasing their levels of participation in each activity. Finally, respondents identified new activities in which they would like to participate.

The survey findings identified the level of participation for each sport and activity within age segments further broken down by gender. This information provided by respondents was then extrapolated to represent overall city population. Total participant hours for each activity were then generated and intended to be somewhat representative of the city's population. These numbers indicate the current demand.

Future demand was determined through a number of means. As stated previously, respondents spoke about increasing their participation in the activities in which they are currently participating. They also identified new activities in which they would like to participate. This enabled increased demands to be determined.

Finally, the growth in Saskatoon's population needed to be considered. Using 2016 population projections from the Saskatoon Health Region, increases in participant hours due to population growth were estimated. (It is important to note that as new population projections are developed, and when the Leisure Survey is fielded again (2015 – 2016), this information will need to be updated to reflect a more current and accurate picture of today's trends and needs.)

CAPACITY AND COST BENEFIT ANALYSIS

Facility capacity analysis was completed for each recreation, sport, and physical fitness activity identified in the Leisure Survey. Total potential participant hours were determined by adding up participant hour capacity of each different activity in respective available activity space. When the total demand in participant hours exceeds the capacity of an activity space, it is an indication there is a need to increase the supply of this type of space (excess demand).

Only facility types with excess demand are then included in subsequent analysis (Cost Benefit Analysis). This analysis considers the annual capital and operating cost provision of a new facility space per unmet participant hours. The greater the demand (participant hours), the lower the cost per participant hour for a new facility (all else held equal). The purpose of the Cost Benefit Analysis is simply to rank facility development by comparing all potential facilities on a cost per participant hour basis.



PROGRAM TRENDS ANALYSIS

Two types of research were undertaken and presented regarding program trends. The first piece of research involved a survey of not-for-profit and voluntary organizations delivering sport and recreation programming in Saskatoon. Respondents commented on participation levels, facility usage, as well as program trends and challenges faced. A literature review of industry publications and research studies identified participant program trends and observations that could impact local sport and physical fitness activities.

The information gathered in the Program Trends Analysis is meant to supplement subsequent phases of development and further analyze potential space needs based on less tangible data and input. The Program Trends Analysis portion of the 2012 study is ultimately replaced with elements of research conducted during this Master Plan process and presented herein and in the State of Recreation and Parks in Saskatoon report (see Appendix B).

With the realization that there are considerations beyond cost per participant hour that ultimately form overall City priorities for recreation and parks infrastructure, this assessment is only one input into the overall prioritization of new or enhanced recreation facility and park prioritization.

The facility development rankings presented in the 2012 Profile Report are the first phase in the Facility Development Model. These priorities will be revisited each time the Leisure Survey is fielded and new priorities will undoubtedly emerge; updated population projections should also be incorporated.

In the second phase of the 2012 model, (the Feasibility and Strategic Planning Phase), analysis of facility development options (new, upgraded, or renovated) will need to be considered that address the facility rankings. This will include a community scan, gap identification, and future requirements.

The third phase of the 2012 Facility Development Model is the Capital Project Plan and Approval Phase. This phase is devoted to the preparation of detailed designs for capital budget submission and City Council approval.



Recreation and Parks Space Prioritization

The Facility Development Model is a fundamental and key consideration in determining a future capital action plan for recreation and parks infrastructure, and as such, this Master Plan is meant to support and enrich the approach outlined. Other considerations that need to form part of the space prioritization decision include the ability for potential spaces to

meet desired service delivery outcomes, the existing extent of the proposed service in the community, and overall community priorities based on broad community needs assessment. Considering all of these elements, the following decision making framework is proposed for project prioritization:

Table 19: Project Prioritization Decision Making Framework

Criteria	Metrics				Weight
Community Demand	3 Points: for identified priority "1 – 2" on the list of facility spaces.	2 Points: for identified priority "3 – 4" facility spaces.	1 Point: for identified priority "5 – 6" facility spaces.	0 Points: for identified priority "7" or higher facility spaces.	3
Service Outcomes	3 Points: the facility space achieves more than five service outcomes.	2 Points: the facility space achieves multiple service outcomes but does not achieve more than five.	1 Point: the facility space achieves a specific service outcome.	0 Points: the facility space does not achieve any service outcomes.	3
Current Provision in the City	3 Points: the facility space would add a completely new activity to recreation and/or parks in the city.	2 Points: the facility space would significantly improve provision of existing recreation and/or parks activity in the city.	N/A	0 Points: the activity is already adequately provided in the city.	2
Cost Savings Through Partnerships/Grants	3 Points: partnership and/or grant opportunities exist in development and/or operating that equate to 50% or more of the overall the facility space cost.	2 Points: partnership and/or grant opportunities exist in development and/or operating that equate to 25% – 49% or more of the overall the facility space cost.	1 Point: partnership and/or grant opportunities exist in development and/or operating that equate to 10% – 24% or more of the overall the facility space cost.	0 Points: no potential partnership or grant opportunities exist at this point in time.	2
Cost/Benefit <i>(Cost per Participant Hour from 2012 Facility Development Model)</i>	3 Points: the facility space cost per participant hour is less than \$1.	2 Points: the facility space cost per participant hour is between \$1 and \$10.	1 Point: the facility space cost per participant hour is more than \$10.	0 Points: the facility space cost per participant hour is positive—it shows a surplus of space.	2
Regional Partnership Appeal	3 Points: the facility space would directly involve regional government partnership.	2 Points: the facility space will enhance regional inter-governmental relationships.	1 Point: the facility space would serve regional markets.	0 Points: the facility space will have no regional impact.	2
Economic Impact	3 Points: the facility space will draw significant non-local spending into the city and will give the community provincial, national, and/or international exposure.	2 Points: the facility space will draw significant non-local spending into the city.	1 Point: the facility space will draw moderate non-local spending into the city.	0 Points: the facility space will not draw any significant non-local spending into the city.	1

Recreation and Parks Space Ranking

In reviewing the potential major recreation and parks facility spaces that could be undertaken by the City and applying the space prioritization framework presented, the following list of ranked priorities have been developed. The ranking includes consideration to the community input and research conducted during this Master Plan process, the Future Sport and Recreation Facility Development Model developed by the City in 2012, and other considerations warranted for publicly funded recreation and parks projects. This ranking and associated framework is meant to be dynamic and should be reviewed and updated as new information becomes available. New information could include:

- Committed and legitimate partnership opportunities that would lead to costs savings;
- Updated census data and/or population projections based on updated City of Saskatoon Leisure Activity Study results; and
- Updated information related to the State of Recreation and Parks report.

Based on the most up to date information available at the end of 2014 and the findings of the 2012 Future Sport and Recreation Facility Development Model process, the following list of ranked major recreation and parks spaces for future consideration has been identified in Tables 20, 21, 22, and 23.



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Table 20: Ranked Recreation and Parks Facility Spaces—INDOOR

Amenity type	Community Demand	Service Outcomes	Current Provision	Cost Savings Through Partnership	Cost/Benefit	Regional Partnership Appeal	Economic Impact	Score	Rank
Ice Surfaces (Leisure)	3	3	3	N/A	N/A	1	1	27	1
Walking/Running Track	3	3	2	N/A	N/A	1	1	25	2
Indoor Child Playgrounds	3	2	3	N/A	N/A	1	1	24	3
Arena Facilities	0	3	2	N/A	N/A	3	2	21	4
Multi-purpose Gymnasium/Social Spaces	0	3	3	N/A	N/A	2	2	21	4
Fitness/Wellness Facilities	3	2	2	N/A	N/A	0	0	19	6
Before and After School Care Facilities	3	2	2	N/A	N/A	0	0	19	6
Child Minding Space	3	2	2	N/A	N/A	0	0	19	6
Aboriginal Cultural/Ceremonial Room	0	2	3	N/A	N/A	2	1	17	9
Gymnasium Type Space	0	3	2	N/A	N/A	1	1	16	10
Leisure Swimming Pools	0	2	2	N/A	N/A	2	2	16	10
Skateboard Facility	0	2	3	N/A	N/A	1	1	15	12
50m Competition Swimming Pools	0	2	0	N/A	N/A	3	2	14	13
Tennis	0	2	2	N/A	N/A	1	1	13	14
Climbing Wall	0	2	2	N/A	N/A	1	1	13	14
Gymnastics Studio	0	2	2	N/A	N/A	1	1	13	14
Youth Centres	2	2	0	N/A	N/A	0	0	12	17
Support Facilities	2	2	0	N/A	N/A	0	0	12	17
Social/Banquet Facilities	0	2	0	N/A	N/A	2	2	12	17
Seniors Centre	1	2	0	N/A	N/A	0	0	9	20
25m Competition Swimming Pools	0	2	0	N/A	N/A	1	1	9	20
Multi-Purpose Program/Meeting Rooms	0	2	0	N/A	N/A	0	0	6	22
Curling Rinks	0	2	0	N/A	N/A	0	0	6	22
Dance Studio	0	2	0	N/A	N/A	0	0	6	22

* In those instances for which a score is not included in the matrix, sufficient information was not available to provide a score.

Table 21: Ranked Recreation and Parks Facility Spaces—OUTDOOR

Amenity type	Community Demand	Service Outcomes	Current Provision	Cost Savings Through Partnership	Cost/Benefit	Regional Partnership Appeal	Economic Impact	Score	Rank
Shared Use Trail Network/System	3	3	2	N/A	N/A	1	1	25	1
Festival Venue/Amphitheatre	2	3	0	N/A	N/A	1	1	18	2
Passive Park (Including Natural Areas)	2	3	0	N/A	N/A	1	1	18	2
Child Playgrounds	2	2	2	N/A	N/A	0	0	16	4
Track and Field Spaces	0	2	2	N/A	N/A	2	2	16	4
Community Gardens	3	2	0	N/A	N/A	0	0	15	6
Water Spray Parks	2	2	0	N/A	N/A	1	1	15	6
Bike Parks (BMX, Mountain Bike)	0	2	2	N/A	N/A	2	1	15	6
Boating Facilities—Non-motorized	0	2	2	N/A	N/A	2	1	15	6
Boating Facilities—Motorized	0	2	2	N/A	N/A	2	1	15	6
Hiking Amenities	0	3	0	N/A	N/A	2	1	14	11
Sports Fields—Artificial Turf	0	2	2	N/A	N/A	1	1	13	12
Sports Fields—Grass	1	2	0	N/A	N/A	1	1	12	13
Dog Off Leash Parks	0	2	2	N/A	N/A	1	0	12	13
Swimming Pools	0	3	0	N/A	N/A	1	1	12	13
Tennis Courts	0	2	0	N/A	N/A	1	1	9	16
Ball Diamonds	0	2	0	N/A	N/A	1	1	9	16
Skateboard Parks	0	2	0	N/A	N/A	1	1	9	16
Picnic Areas	0	2	0	N/A	N/A	1	1	9	16
Sand/Beach Volleyball Courts	0	2	0	N/A	N/A	1	1	9	16
Basketball Courts/Sport Courts	0	2	0	N/A	N/A	0	0	6	21
Fitness Equipment	0	2	0	N/A	N/A	0	0	6	21
Cross Country Ski Trails	0	2	0	0	N/A	0	0	6	21

* In those instances for which a score is not included in the matrix, sufficient information was not available to provide a score.

This list of ranked facility spaces will help City decision makers focus on the next stage of major recreation and parks infrastructure investment, which is Phase 2: Feasibility and Strategic Planning. This stage of planning is consistent with the 2012 Sport and Recreation Facility Development Model and the Project Development Process contained herein.

In providing further guidance for decision makers, the following list of potential facility projects that may, or may not include a combination of the ranked spaces identified. This list of potential projects would form the basis for future feasibility analysis. Each project was identified during the planning process by one or more community group(s).

- City Centre Recreation Facility development (in partnership);
- Reinvestment/modernization of existing recreation facilities and parks;
- Recreation facility development in the northeast;
- Outdoor skateboard parks;
- Outdoor cricket pitches (e.g. artificial turf, lights);
- Indoor leisure aquatics (e.g. wave pool, zero depth entry, waterslides, wave rider, etc.) ;
- Downtown spectator arena/events and conference centre;
- Baseball stadium (e.g. turf, major spectator seating capacity);
- White water rafting facility;
- Outdoor track and field facilities;
- Cross country ski and snowshoeing trails;
- PGA quality golf course;
- Indoor speed skating track;
- Bicycle polo facilities; and
- Winter fatbiking trails.

Additional potential projects identified and driven by community groups and organizations:

- The Optimist Club Winter Recreation Park (e.g. snow tubing, snow boarding);
- Multi-sheet ice arena complex (e.g. 4 – 8 sheets of ice, spectator capacities of between 300 and 7,500, associated amenities);
- Twin ice arena expansion to the existing Canlan Ice Sport—Jemini; and
- University of Saskatchewan Twin Pad Ice Arena.



Section

8

Financing Recreation and Parks

The City of Saskatoon, like many other municipalities, is the primary delivery agent of public recreation and parks services in the city. As such, it invests significantly in infrastructure (indoor facilities, parks, and open spaces), programming and other system supports such as advertising, professional development, and advocacy. Support from other levels of government (Provincial and Federal) exists, primarily for capital projects, but does not account for the majority of budgets required to offer services at the grass roots level.

Although some of the services provided by the City are able to recover portions of their operating costs (in some cases up to 100%), in general, recreation and parks services are subsidized by local taxes. The philosophy behind public investment in these essential services can be explained in the funding opportunity spectrum. The spectrum explains that facilities accessible by the entire community and that are within the City’s base level of service, (such as walking trails, park furniture, etc.), should be funded solely through public taxes. As infrastructure becomes more specialized and less accessible by the general public, (i.e. major sports field facilities, ice arenas, etc.), funding should come from a combination of public taxes, user fees, fundraising, and private/non-profit investment.

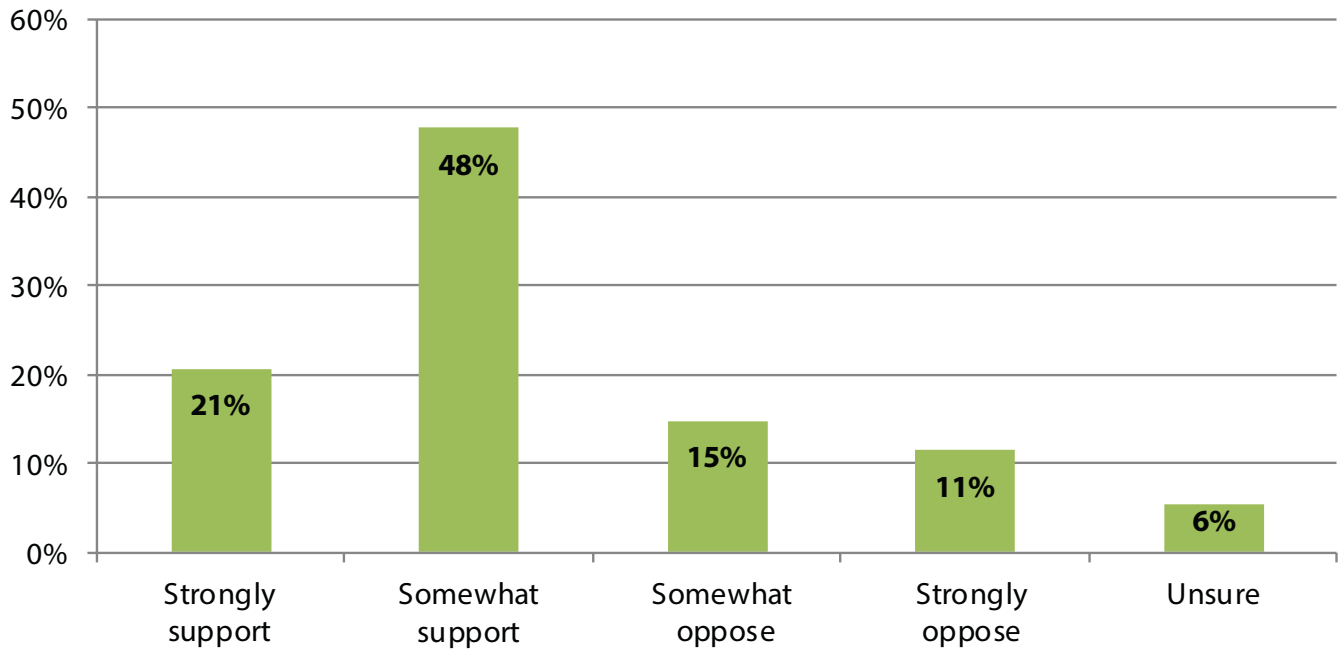
Diagram 14: Investment Spectrum



In general, residents acknowledge that recreation and parks services require subsidy and generally support them as justified expenses, whether they access the services or not.

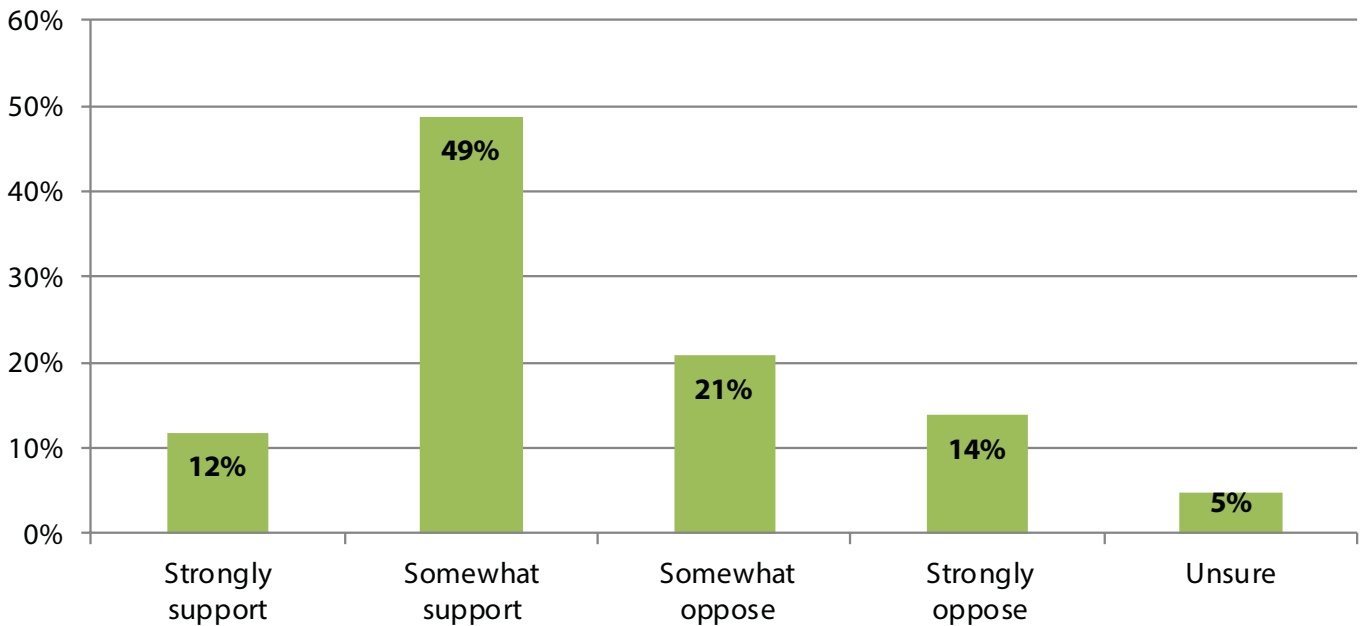
Graph 17: Household Telephone Survey Response

Support for Property Tax Increase for Recreation Services your Household Would Use



Graph 18: Household Telephone Survey Response

Support for Property Tax Increase for Recreation Services your Household May Not Use



The leveraging of public investment into external sources of funds is important in both sustaining and expanding service provision in the future. The City already leverages public spending on recreation and parks resources through the collection of user fees, through partnerships with non-profit groups in providing recreation opportunities, and through private sector sponsorship of recreation and culture assets (i.e. the Shaw Centre).

Further leveraging of public resources in the provision of recreation services is important in order to optimize the impact of public funds in the provision of facilities and services. An examination of existing revenue streams (e.g. user fees) is necessary to ensure that the fees provide an appropriate balance between revenue generation, affordability, access, and other performance indicators. Other, less traditional sources of revenue, need to be

considered as well. Currently, the majority of city households would not like to see significant increases to tax support for recreation and parks services.

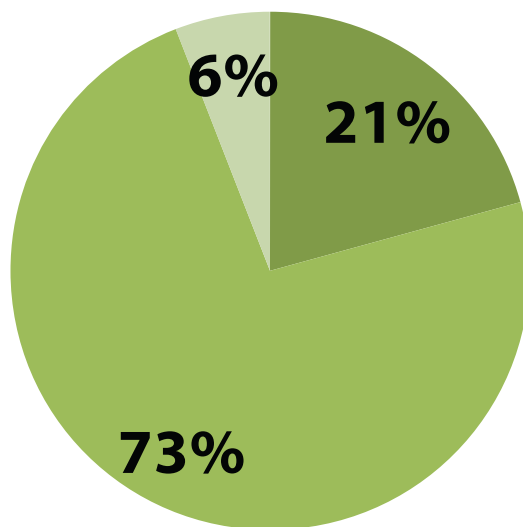
As the spectrum outlines the anticipated level of public investment for certain types of projects, the following discussion outlines other potential sources of funding for those projects that do not warrant holistic public funding.

Financing recreation and parks services in a growing, dynamic environment like Saskatoon will be challenging moving forward and must consider a variety of approaches.

Graph 19: Household Telephone Survey Response

Respondent Support for Tax Support Options for the City's Recreation and Parks Programs and Facilities

- Increase current level of tax support
- Maintain current level of tax support
- Decrease current level of tax support



Sponsorships

Recommendation 40: The City will enhance its existing sponsorship policy to focus on recreation and parks and administer an associated campaign to garner external funding to support of programming and/or infrastructure.

Sponsorship opportunities provide private sector access to asset branding with existing or new recreation facility spaces or programs. The success of sponsorship programs is dependent upon the level of private sector interest/availability in the community and the perceived tangible (impressions) and intangible (image) return on investment an opportunity may offer. For this reason, recreation and parks infrastructure should be designed, where feasible, with consideration given to maximize exposure of potential sponsors. This would entail the involvement of sponsorship expertise within the city being involved in the detailed design process should facility upgrades or new facility and parks development occur.

Sponsorships for recreation and parks amenities can be applied to either capital expenses, operating expenses, or a combination of both. Regardless of the type of sponsorship, there are three key considerations that need to be made.

1. **Mutual benefit** is a major success factor in a successful and long-term partnership. There must be a benefit to all parties involved, either tangible or intangible, so that there is motivation to maintain and strengthen the relationship as it matures. This is important in capitalizing on the successes of a partnership arrangement but also to mitigate issues that could arise during the term of an agreement.
2. **Communication** between all partners is very important in ensuring that all parties share the same vision in dealing with issues/conflicts that might surface throughout the term of an agreement.
3. All parties must have **trust in each other** to ensure that proper communication channels are utilized and to ensure that broader facility program goals can be met. This trust must exist in the individuals involved in face to face communication as well as in broader organization-wide ideals.

When contemplating corporate/non-profit sponsorship and recreation and culture fundraising it is important to understand the nature of the sponsorship market. Ideal campaigns provide opportunities for all levels of affordability; however, prominence must be given to those groups that contribute the most. Sponsorship exists to accomplish greater good in a community, and to promote/affiliate an organization with the intentions and image of a certain resource. In the case of public recreation and culture, the value of contributions to quality of life and healthy lifestyles is straight forward and the affiliation is easy to make.

For any given resource, typically $\frac{1}{3}$ of corporate fundraising comes from the top two or three sponsors, the next $\frac{1}{3}$ comes from the next 10 – 15 contributors, and the remaining $\frac{1}{3}$ comes from a variety of sources including smaller corporate donations, non-profit contributions, and individual donations. Using this framework, and assessing appropriate value for recreation and/or parks resources, it is recommended that a **sponsorship prospectus and campaign** should be formulated and administered by the City for recreation and parks resources outlining private sponsorship opportunities.

The City currently has a sponsorship policy and has been successful at acquiring sponsorship for some recreation and parks assets (e.g. PotashCorp Playland, Shaw Centre, etc.). Expanding sponsorship efforts to include all potential assets and building upon past learning and relationships will maximize opportunities.



User Fee Based Amenities and Services

Recommendation 41: The City will explore non-traditional fee-based services and amenities, on a break even or profit basis, that are complementary to existing facility or park space.

The City currently charges user fees for hourly rental facilities (i.e. arenas), registered programs, and many of the drop-in opportunities offered in facilities such as swimming pools and fitness centres. These fees are based upon rates the user market is willing to pay and help offset a portion of the operating costs associated with each facility.

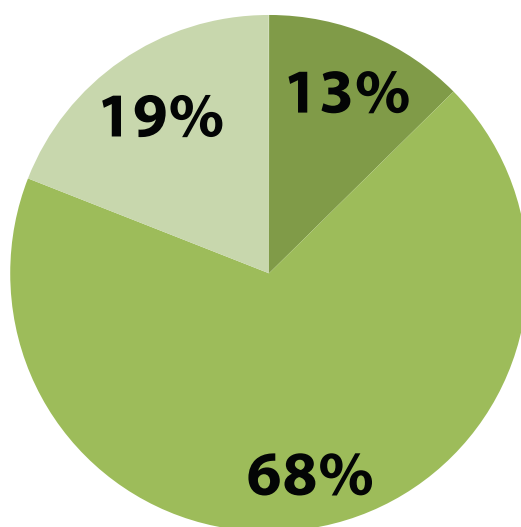
This practice is common and should continue. Current setting of access and user fees are governed by the Fees and Charges/Recovery Policy C03-029 and the Recreation Facilities: Rental Fees C03-030 Policy which suggest the following operational cost recovery targets:

- Rentals at Leisure Centres: 70%
- Rentals at Ice Arenas: 100%
- Admissions at Leisure Centres: 65%
- Registration for Children’s Programs: 85%
- Registration for Adult Programs: 100%
- Rentals for Sport Fields above basic amenities: 100%
- Usage at Golf Courses, PotashCorp Playland, and Campgrounds: 100%

Graph 20: Household Telephone Survey Response

Respondent Support for User Fee Options for the City’s Recreation and Parks Programs and Facilities

- Increase current level of user fees
- Maintain current level of user fees
- Decrease current level of user fees



Similar to perspectives on tax support for recreation and parks services, most households in the city suggest that maintaining the current level of user fees to access facilities is important.¹ Likewise, 62% of groups suggest that existing user fees should be maintained.

The charging of user fees for facilities that are currently free, such as trails and playgrounds, is not achievable due to traditional and market reality. Many municipalities throughout Canada consistently identify and implement **non-traditional sources of revenue generation**. Some have wholly or partially owned revenue generating subsidiaries (i.e. utility companies), others promote events or performances, and others lease publicly owned spaces to external organizations. The revenue generating initiatives that municipalities are involved in vary immensely and are a product of the organization's willingness to compete within other sectors, as well as the propensity of

decision makers to focus on return on investment and business acumen as opposed to pure public service. That being said, the City should explore non-traditional revenue sources to help fund its facilities and initiatives. Current strategies employed include leasing publicly owned facilities and spaces and offering services that are also offered by the private sector (i.e. fitness). These should continue and others should be offered if they are within a level of comfort for City decision makers.

One non-traditional opportunity to generate funds that the City may have readily available at its disposal is the potential to create events (e.g. winter carnivals, etc.) and/or programs (e.g. adult sports, sports academies, etc.). These efforts should be considered and could benefit the City as long as they meet core Service Outcomes. As well, adding complimentary fee-based amenities and/or services, such as automated teller machines or retail vending in facilities and parks, could allow for revenue generation in areas where use cannot be charged.

Funding Partnerships

Recommendation 42: Where applicable, the City will pursue grants from external sources to leverage public investment in recreation and parks services.

The potential for partnerships in building and operating recreation and parks infrastructure is significant. Through partnerships, the City can lever public funds while still providing quality, diverse infrastructure.

The City is often presented with opportunities for inter-municipal/regional partnerships within the region as well as partnerships with local institutions, private, and non-profit organizations. The City also already partners with many delivery groups, some of which are responsible for maintaining City owned facilities, have contributed to the capital costs of infrastructure upgrades, and, in a few cases,

actually operate completely independent from the City while still providing a publicly accessible program or activity.

The City can participate in operating and/or capital partnership arrangements as the primary stakeholder developing or operating the resource and seeking assistance. Alternatively, the City could provide assistance as a secondary stakeholder to non-profit or private sector partners leading a project. Partnerships can include non-profit groups, school boards, post-secondary institutions, service providers (such as minor sport organizations, etc.), and the private sector. Partnership can also take the form of government and private sector grants. In Saskatchewan, there are a number of grant opportunities available to support recreation and parks services and infrastructure. The Saskatchewan Parks and Recreation Association's "Grants and Funding Opportunities"² is a resource that consolidates these opportunities annually.

¹ Note that even in instances where user fees need to be increased, annual increments of more than +10% are not recommended.

² http://www.spra.sk.ca/publications/grants-and-funding-guides/Grants_and_Funding_2014.pdf

Internal Funding Mechanisms

Recommendation 43: The City will allocate sustained internal resources (either reallocated or incremental) to implement the Plan in the spirit of continuous improvement.

The City currently utilizes a variety of mechanisms to capture contributions for recreation and parks through new land development. The Parks and Recreation Levy (C03-011) outlines the City's expectations from developers in regards to contributions and the inclusion of parks and open spaces during new land development. The City also budgets annually through a lifecycle budget reserve contribution (discussed earlier) to ensure that existing infrastructure can be sustained. In regards to these internal funding mechanisms, levies collected should reflect accurate and up to date budget requirements. Lifecycle budgeting should be attributed to all recreation facilities as well as parks and open space, and may warrant increases from current levels.

Internal operating budget allocations to parks and open space are currently based on maintenance service level requirements of defined parks and open space inventory. It is important that these allocations, although appropriate, be applied to complete inventories, including incremental increases as inventories expand. For example, increased Neighbourhood Park inventories should lead to proportionately higher operation budget resources. In general, allocations need to increase as new infrastructure is attained and as cost increases occur. Increased investment in recreation and parks will be required in the implementation of this Master Plan.



Internal Resource Capacity and Deployment

Recommendation 44: Where possible, the City will continue to provide staff professional development opportunities to continually enhance internal capacity.

In order to build internal capacity for recreation and parks delivery, the City must have both tangible (physical) and intangible infrastructure and supports in place. Tangible infrastructure is discussed in other sections of this Plan. Intangible infrastructure includes having the resources and expertise available that is required to do all the things the City needs to as a provider of recreation and parks services in the community. Internal capacity can be achieved through hiring staff with appropriate expertise in recreation and parks provision and ensuring that these staff members have opportunities to continually embark on professional development opportunities. Internal **knowledge development** will be essential in ensuring that recreation and parks benefits are understood and enhanced.

Professional development in recreation and parks can include attending conferences (e.g. the Saskatchewan Recreation and Parks Association Annual Conference, the National Recreation and Parks Association Conference (USA) and the Athletic Business Conference), attaining pertinent certification (i.e. High Five certification), and participating in other learning and education opportunities such as ongoing trends scanning and research/literature review.

There are financial implications to enable staff to undertake professional development. That said, the right opportunities can strengthen the delivery system significantly and can ensure internal recreation and parks delivery capacity is appropriate. The City has a leadership role in recreation and parks and its staff need to be at the leading edge of recreation and parks knowledge. This will ensure that all stakeholders are aware of emerging trends and changes in the physical and social environment that impact the provision of recreation and parks on an ongoing basis.

It is important to note that although the current level of resources allocated to Recreation and Parks in the City enables it to achieve the current level of benefits and outcomes currently achieved, **a combination of reallocating existing resources and investing new resources** will be required to achieve incremental benefit and continuous improvement. The current level of service entails high levels of resident satisfaction with 89% of residents either somewhat or very satisfied with recreation and parks services. Although satisfaction is high, levels of overall community health and physical activity, visitation at City facilities, and utilization of local parks and greens spaces show potential to be enhanced or increased.

The focus of this Master Plan is to further enhance the benefits of recreation and parks in the city. It is to build upon the successes of the current and past City and community efforts and further realize the potential these services have in the region to create healthier individuals, communities, and environments.



Section

9

Implementation

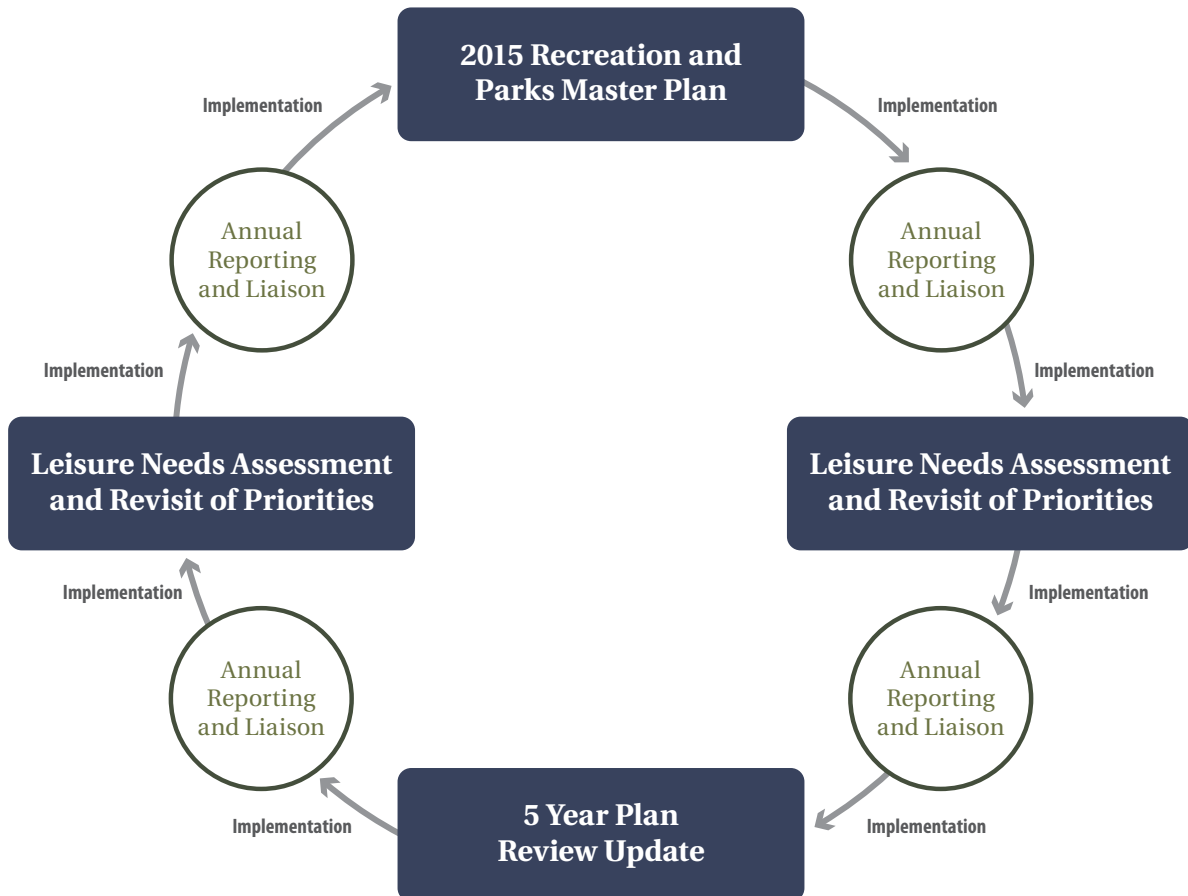
Although the content and recommendations contained in the Master Plan are not binding, once endorsed by City Council, the Plan will become a key reference point in future decision making regarding recreation and parks facilities and services. The estimated financial implications and their associated timing will enable the City and other stakeholders to plan for future resource allocation, and although these estimates may have higher margins of error, the fact that they are being proactively considered is invaluable.

The underlying theme in this Plan and its various recommendations and guidelines is that the delivery of recreation and parks facilities and services is dependent upon a collaborative effort led by the City and involves many dedicated and valued partners and service providers. Although the majority of the recommendations are most pertinent for the City Administration and staff, the fact remains that these services and facilities are a product of the dedication and perseverance of all stakeholders, including the volunteer sector, other levels of government, and the private sector.

This document is meant to aid the City in making the right decisions for future recreation and parks facilities and services in the region. The planning guidelines and management tools provided will ensure that the City is able to deal with other delivery stakeholders in an efficient, fair, and equitable fashion. As well, the recommendations regarding infrastructure provide a strategic approach to sustaining existing service levels while providing exciting, unique, and necessary future environments and programs to enrich the quality of life of regional residents and visitors alike.

In order for the Plan to remain relevant and useful, it must be dynamic. It must adapt to the changing recreation and parks environment. As new information becomes available from the City's ongoing acquisition of public input and knowledge, priorities may evolve. The framework presented in the Plan is meant to adapt and dynamic, as are the services to which it pertains.

Diagram 15: Ten Year Planning Cycle



To assist with Plan implementation and the realization that resources (financial and human) will be required, the following implications have been estimated for budgeting purposes.

Where there is no “ ✓ ”, the estimates operating implications are expected to be insignificant.

Table 22: Estimated Operating Implications

Recommendation		Short Term Operating Implications	Medium Term Operating Implications	Long Term Operating Implications
Service Delivery: Facilitating Supportive Environments				
1.	The City will develop a partnership policy based on the framework.	✓		
2.	The City will use the partnership framework to explore partnership opportunities for all recreation and parks service provision and infrastructure development.	✓	✓	✓
3.	The City will consider formalizing existing and future partnership arrangements to include performance measurement of Service Outcomes and quality control.	✓		
4.	The City will continue to work with cross-sectoral partners to design and implement programs and provide environments where positive recreation and parks activity can occur.	✓	✓	✓

Table 22: Estimated Operating Implications (Continued)

Recommendation	Short Term Operating Implications	Medium Term Operating Implications	Long Term Operating Implications
5. The City will consider regional collaboration, using SUMA and SPRA as guides, when planning new facilities and offering programs with regional value and appeal.			↙
6. The City will continue to support Community Associations and Organized Interest Groups equitably and transparently, based on ongoing communication to identify group support needs	↙	↙	↙
7. The City will consider getting involved with other sectors in the development of a city-wide volunteer strategy.		↙	
8. The City will continue to promote and market City recreation and parks opportunities with an enhanced focus on benefits and motivating participation.	↙	↙	↙
9. The City will continue to employ an ongoing community liaison strategy that considers the general public (including but not limited to the City of Saskatoon Leisure Activity Study), partner groups, and cross-sector allies.	↙	↙	↙
10. The City will develop utilization measures and collect relative data for structured and spontaneous use of recreation and parks services, programming, and infrastructure.	↙	↙	↙

Table 22: Estimated Operating Implications (Continued)

Recommendation	Short Term Operating Implications	Medium Term Operating Implications	Long Term Operating Implications
Service Delivery: Ensuring Inclusion and Access			
11.	The City will design recreation and parks programs and opportunities to facilitate social inclusion and encourage/require its partners to do the same.	✓	
12.	The City will continue to offer its Leisure Access and Youth Sports Subsidy Program, and grants to community-based groups in the most efficient and respectful manner possible.	✓	
13.	The City will continue to include information about financial assistance for programs in its promotion and marketing efforts.	✓	
14.	The City will take a lead role in identifying recreation and parks program needs in the community (including program performance assessment).	✓	✓
15.	The City will work with other program providers to reduce redundancy and optimize investment wherever possible.	✓	✓
16.	The City will use the Desired Program Focus Areas to guide collaborative recreation and park programming efforts.		✓
17.	The City will act to reduce barriers and increase participation wherever possible.	✓	✓

Table 22: Estimated Operating Implications (Continued)

Recommendation		Short Term Operating Implications	Medium Term Operating Implications	Long Term Operating Implications
18.	The City will review its Fees and Charges Schedule to determine admission fees that encourage greater use while also generating revenues, including potential use of a tiered system with differential fees based on facility type and capacity.	✓		
19.	The City will look to engage the Community Feedback Committee (or similar group) in implementation of the Plan.	✓	✓	✓
Service Delivery: Infrastructure				
20.	City recreation and parks professionals will continue to work with other divisions in planning future recreation and parks infrastructure.	✓	✓	
21.	The City will revisit, update, and enhance its Parks and Open Space classification system.	✓		
22.	The City will revisit, update, and enhance its current Park Development Guidelines policy and formalize its Landscape Design Standards.	✓		
23.	The City will use a recreation facilities classification system to help guide future development of new or enhanced facilities.	✓		
24.	The City will consider providing both spontaneous and structured recreation, culture, and parks spaces in the expansion/enhancement of existing or the development of new infrastructure.			

Table 22: Estimated Operating Implications (Continued)

Recommendation		Short Term Operating Implications	Medium Term Operating Implications	Long Term Operating Implications
25.	The City will explore opportunities to develop integrated facilities when contemplating the development of new or enhanced recreation and parks infrastructure.			
26.	The City will continue to consider including multiple types of spaces in a facility and/or at a site when planning for investment in recreation and parks infrastructure.			
27.	The City will consider geographic balance in the provision of existing and the development of new programs and services, especially for facilities and spaces provided at the district level.			
28.	The City will employ principles of environmentally sound design wherever possible when contemplating new facilities/sites or when investing in existing infrastructure.			
29.	The City will explore the application of synthetic playing surfaces when contemplating major outdoor recreation and park facilities.			
30.	The City will continue to plan for facility and parks lifecycle replacement and amenity refreshment through an annual lifecycle budget approach.	✓		

Table 22: Estimated Operating Implications (Continued)

Recommendation		Short Term Operating Implications	Medium Term Operating Implications	Long Term Operating Implications
31.	The City will consider crime prevention through environmental design, multi-use, physical accessibility, age-friendly design, sponsorship exposure, and event hosting capability when designing and constructing new and/or enhanced recreation facility or developing open spaces.			
32.	The City will ensure that healthy food and beverage options are provided in recreation facilities and parks where possible.			
33.	The City will consider additional Municipal Reserve allocation and budgeting for land acquisition for the creation of larger multi-district and/or district park and recreation facility sites.	✓		
34.	The City will consider revitalization, enhancement, and potential expansion of existing facilities, including but not limited to playground structures, recreation units, and leisure centres when contemplating future recreation and parks infrastructure development.	✓		
35.	The City will use the reinvestment/ repurpose or decommission decision-making framework when contemplating the future of existing recreation and parks assets requiring substantial lifecycle investment.			

Table 22: Estimated Operating Implications (Continued)

Recommendation		Short Term Operating Implications	Medium Term Operating Implications	Long Term Operating Implications
36.	The City will strive to achieve the park amenity strategies as well as the desired outcomes outlined in the Plan related to natural areas, trails, and the river valley.	✓	✓	✓
37.	The City will strive to achieve the recreation facility (e.g. arenas, indoor aquatics, dry-land, fitness/wellness, etc.) strategies outlined in the Plan.	✓	✓	✓
38.	The City will use the project development framework when contemplating significant recreation and parks infrastructure development requiring public funding.			
39.	The City will use and periodically revisit the recreation and parks facility space prioritization model to help guide future infrastructure investment decision making.	✓	✓	✓
40.	The City will enhance its existing sponsorship policy to focus on recreation and parks and administer an associated campaign to garner external funding to support of programming and/or infrastructure.	✓	✓	✓
41.	The City will explore non-traditional fee-based services and amenities, on a break even or profit basis, that are complementary to existing facility or park space.	✓	✓	✓

Table 22: Estimated Operating Implications (Continued)

Recommendation		Short Term Operating Implications	Medium Term Operating Implications	Long Term Operating Implications
42.	Where applicable, the City will pursue grants from external sources to leverage public investment in recreation and parks services.	✓	✓	✓
43.	The City will allocate sustained internal resources (either reallocated or incremental) to implement the Plan in the spirit of continuous improvement.	✓	✓	✓
44.	Where possible, the City will continue to provide staff professional development opportunities to continually enhance internal capacity.	✓		

Further to the aforementioned operating cost impacts of Plan implementation, there will also be capital cost implications of Plan development. Capital costs for major recreation and parks facilities and spaces are significant, as are the costs associated with sustaining existing facilities and spaces (lifecycle budgeting). The Master Plan outlines priorities for future development; priorities that will need to undergo thorough feasibility analysis prior to funding commitments.

The Plan also suggests increasing existing lifecycle budget allocations. Major capital cost implications of the Plan will be estimated and addressed as potential Plan components are implemented.

The following chart outlines potential capital cost ranges, in 2015 dollars, for major recreation facility projects most likely to undergo feasibility analysis in the short- and/or mid-term. These ranges have been provided for general budgetary guidance and would be further ratified through facility program decisions, potential partnerships, and construction market conditions; clarity with regards to these unknown circumstances would be provided during the feasibility planning process for each project



Table 23: Capital Cost Range for Potential Projects

Potential Project	LOW Capital Cost Range (+/- 25%)	HIGH Capital Cost Range (+/- 25%)
City Centre Recreation Facility (without indoor aquatics)	\$15 million	\$25 million
City Centre Recreation Facility (with indoor aquatics)	\$25 million	\$50 million
Major Recreation Facility and Parks Revitalization * Per Project	\$5 million	\$10 million
Recreation Facility Development in the Northeast (without indoor aquatics)	\$15 million	\$25 million
Recreation Facility Development in the Northeast (with indoor aquatics)	\$25 million	\$50 million

Section

10

Plan Summary and Conclusions

Master Plan Purpose and Background

The City of Saskatoon values, invests in, and benefits from the provision of recreation and parks services. **This Recreation and Parks Master Plan is intended to help guide future decision making** related to these valued services. It provides an **overall framework** that guides the **development, delivery, and continuous improvement of recreation and parks programs, services, and facilities.**

The Plan has been based on diligent research and thorough public consultation and will, when implemented, help **create supportive environments** for recreation and parks activity to occur in; **build capacity** in the recreation and parks delivery system throughout Saskatoon; and **enhance inclusion in and access** to recreation and parks opportunities provided by the City and various stakeholders.

The provision of recreation and parks services in Saskatoon leads to many **benefits** to the overall community, the individuals within it, and the natural environment. These benefits are proven and commonly referred to by recreation professionals; they explain why recreation and parks are a justified and essential public service.

The Plan has been developed by a study team including consultants and City Administration under the guidance of a **Project Steering Committee** (comprised of City Administration responsible for recreation and parks delivery) and a **Community Feedback Committee** with representatives from key agencies and sectors throughout Saskatoon that are involved in and/or impacted by recreation and parks services.

For the City of Saskatoon, this Plan builds upon existing policies and strategic planning already supported through City Council and Administration. From a provincial and national perspective, the Plan is in alignment with the **A Framework for Recreation in Canada 2015: Pathways to Wellbeing**¹ and demonstrates Saskatoon's commitment to broader recreation and parks agendas.



¹ A Framework for Recreation in Canada 2015: Pathways to Wellbeing is the product of a joint initiative of the Interprovincial Sport Recreation Council and the Canadian Parks and Recreation Association. The document provides a common vision for recreation and suggest common ways of thinking about its renewal base of clear goals and underlying values and principles.

Recreation and Parks Master Plan Foundations

This Master Plan is founded in a **vision for recreation and parks services** which is further explained through **three overarching goals and 19 intended Service Outcomes**. Fundamentally, with regards to the delivery of recreation and parks services, **the City will direct its efforts toward achieving the greatest “public good” possible in return for the investment of limited available public resources.**

A vision for Saskatoon Recreation and Parks...

We envision a city in which everyone is engaged in meaningful, accessible recreation experiences that enhance quality of life and that foster:

- *Individual wellbeing;*
- *Community wellbeing; and*
- *The wellbeing of our natural and built environments.*

The nineteen (19) service outcomes outline a desired end state that can be achieved through provision of and participation in recreation and parks activities. These outcomes lead to the three overarching goals for recreation and parks in Saskatoon and explain what the City, as well as any of the other groups providing these services throughout the region, expects out of investment in recreation and parks services and form a reference for all present and future effort. **Everything the City does in regards to recreation and parks should further one or more of the service outcomes identified.** The desired end state described by the outcomes may never be completely achieved but, as an outcome, is warranted and justifies continued public support and investment.

The Master Plan contains insight as to how the City can enhance recreation and parks benefits in the community and region through adjustments to existing service delivery efforts, indoor and outdoor infrastructure, and programming. **The enhancements and recommendations are meant to build upon the strong core of recreation and parks services currently provided by the City and other delivery agents in Saskatoon, building upon past successes and leading to increased overall benefit from investment in recreation and parks.** These recommendations are presented in three main categories:

1. **Service Delivery:** how the City and other providers offer recreation and parks facilities, spaces, and programs directly and in partnership with others.
2. **Programming:** how the City and other recreation and parks program providers in Saskatoon deliver programs and focus efforts where needed.
3. **Infrastructure:** how the City and other providers plan and manage indoor and outdoor facilities and spaces.



Service Delivery Recommendations

Key themes related to **service delivery** include **building knowledge and capacity** through professional development and consistent information gathering, as well as **continuing work with other sectors**, such as justice, education, and health, when providing and facilitating recreation and parks opportunities.

The Plan outlines suggested protocols for engaging in **partnerships** in the delivery of recreation and parks with non-profit, private, and municipal organizations. The concept of **regional collaboration** has been presented, tested, and supported by stakeholders throughout the city and region as worthy of consideration for future service provision when given conditions are met.

Recommendations related to **supporting volunteers**, communicating with residents and stakeholders, and **reducing barriers to participation** are also suggested to help service providers understand, and better serve, the Saskatoon market. Promotions and marketing of recreation and educating the public on not only opportunities to participate, but the rationale as to why they should participate will be essential in increasing participation and benefit. **Ensuring accessibility** of recreation and parks opportunities involves not only promoting and marketing of opportunities but also reducing barriers to participation. **Revisiting financial cost recovery expectations that have led to prohibitive fees structures is required** as is making sure facilities are designed with physical accessibility in mind.

Programming Recommendations

From a **recreation and parks programming perspective**, the City is **the only program provider with a mandate to oversee needs of the entire community**. For this reason, the Plan suggests the City has a role in determining overall program needs and disseminating information collected to those that may fill in identified gaps. This is not to suggest that the City is responsible for providing all needed programs but that it should work collaboratively with all providers in optimizing program efforts and channeling resources where they are most needed.

In regards to specific **areas of focus** for programming, **getting more people active, and increasing exposure to nature** and the out of doors is paramount to this Master Plan as well as the agendas of many stakeholders throughout Saskatoon and beyond. Creating opportunities for **winter-based recreation** and continuing to enable and support access to the city's **river valley** are key outdoor themes presented in the plan. Ensuring that **trail connections** are established and maintained, preserving the ease of "moving around" in the city, is a key element within this Plan as well as others, such as the City's upcoming Active Transportation Plan. It is clear that moving forward, **City programs must be more affordable, residents need to be made more aware of available programs and opportunities, and increased capacities** will be required in some instances.

Infrastructure Recommendations

There are many recreation and parks opportunities in Saskatoon; sustaining existing facilities requires significant investment. There is an appetite in the community for more new recreation and parks infrastructure. Meeting future needs will understandably involve partnerships with other service providers and regional municipalities.

As it relates to indoor and outdoor **recreation and parks infrastructure**, a number of leading practices and other considerations are outlined to guide current operations and future development. Concepts such as **ensuring that ample lifecycle budgets are in place** to sustain facilities, considering **geographic balance** when building new facilities, and **ensuring that sufficient lands are acquired** and protected for future infrastructure development are just some of the leading practices identified for the City moving forward.

Reinvestment in existing facilities is an important consideration for the City moving forward. There is already significant investment in recreation and parks infrastructure; this investment must be sustained and, in some cases, improved through future enhancement and expansion. Some of the City's **recreation facilities warrant revitalization** that will help sustain existing service levels and potentially meet new and emerging needs as well.

This plan outlines a **set of strategies around specific indoor and outdoor infrastructure amenities** provided by the City. Indoor strategies for ice arenas, aquatics facilities and dry-land areas are just some of the indoor environments discussed. Outdoor strategies related to the City's parks classification system as well as specific park amenities like spray parks, skateboard parks, sports fields, and ball diamonds are presented among many other types of park amenities. Sustained involvement in the Meewasin Valley Authority is also recommended.

These infrastructure strategies would all be achieved in an ideal scenario, but due to resource limitations, prioritization must occur. A **transparent prioritization framework** is presented and has been based on research, past modeling developed by Administration, and in consideration of the intended service outcomes presented. Key criteria for prioritization include:

- **Community demand** (public input and research);
- Achieving desired **Service Outcomes**;
- **Existing provision** levels in the city;
- The ability to leverage public investment through **partnerships and/or grants**;
- Capital and operating **costs**;
- Ability to facilitate **regional** partnerships; and
- Expected **economic impact**.

Utilizing the prioritization framework described in the Plan, the following indoor and outdoor priorities have been identified to guide short- and mid-term investment decision making. **It is important to note that the definition of indoor and outdoor recreation infrastructure priorities is dynamic and is expected to change throughout the duration of this Master Plan given more accurate and new information and as potential partnerships emerge. The framework can be reviewed and updated by Administration whenever it is deemed necessary to do so. These priorities are meant to assist decision makers as opposed to being prescriptive.**

Prior to the development of major infrastructure, a **Project Development Framework** has been presented to suggest that feasibility analysis must occur for major infrastructure projects.

This analysis will need to occur on a project by project basis under the umbrella and guidance of the Master Plan. Projects likely to be assessed in the immediate future include, but may not be limited to:

- The potential development of a **City Centre Recreation Facility** through partnerships;
- **New facility development in the northeast quadrant of the city**; and
- **Reinvestment in the City's existing recreation facilities and parks.**

* Potential partnerships around the development of indoor ice facilities may also materialize.

Table 24: Indoor Recreation Facility Spaces—PRIORITY RANKING

The implementation of this Plan will require commitment and resources (financial and human) and will necessitate some adjustment to existing policies and protocols. The Plan will be dynamic throughout time; priorities will shift as new information becomes available. The frameworks and systems outlined in the Plan will allow recreation and parks stakeholders to adapt as Saskatoon grows and evolves. Financing recreation and parks is expected to come through a combination of public support (taxes), user fees, and external sources such as grants and sponsorship.

Although the content and recommendations contained in the Master Plan are not binding, once endorsed by City Council, the Plan will become a key reference point in future decision making regarding recreation and parks facilities and services. The estimated financial implications and their associated timing will enable the City and other stakeholders to plan for future resource allocation, and although these estimates may have higher margins of error, the fact that they are being proactively considered is invaluable.

Amenity type	Rank
Ice Surfaces (Leisure)	1
Walking/Running Track	2
Indoor Child Playgrounds	3
Arena Facilities	4
Multi-purpose Gymnasium/Social Spaces	4
Fitness/ Wellness Facilities	6
Before and After School Care Facilities	6
Child Minding Space	6
Aboriginal Cultural/Ceremonial Room	9
Gymnasium Type Space	10
Leisure Swimming Pools	10
Skateboard Facility	12
50m Competition Swimming Pools	13
Tennis	14
Climbing Wall	14
Gymnastics Studio	14
Youth Centres	17
Support Facilities	17
Social/Banquet Facilities	17
Seniors Centre	20
25m Competition Swimming Pools	20
Multi-Purpose Program/Meeting Rooms	22
Curling Rinks	22
Dance Studio	22



Table 25: Outdoor Recreation Facility Spaces—PRIORITY RANKING

Amenity type	Rank
Shared Use Trail Network/System	1
Festival Venue/Amphitheatre	2
Passive Park (Including Natural Areas)	2
Child Playgrounds	4
Track and Field Spaces	4
Community Gardens	6
Water Spray Parks	6
Bike Parks (BMX, Mountain Bike)	6
Boating Facilities—Non-motorized	6
Boating Facilities—Motorized	6
Hiking Amenities	11
Sports Fields—Artificial Turf	12
Sports Fields—Grass	13
Dog Off Leash Parks	13
Swimming Pools	13
Tennis Courts	16
Ball Diamonds	16
Skateboard Parks	16
Picnic Areas	16
Sand/Beach Volleyball Courts	16
Basketball Courts/Sport Courts	21
Fitness Equipment	21
Cross Country Ski Trails	21

The underlying theme in this Plan and its various recommendations and guidelines is that the delivery of recreation and parks facilities and services is dependent upon a collaborative effort led by the City and involves many dedicated and valued partners and service providers. Although the majority of the recommendations are most pertinent for the City Administration and staff, the fact remains that these services and facilities are a product of the dedication and perseverance of all stakeholders, including the volunteer sector, other levels of government, and the private sector.

As the Plan is implemented it will **create strength and capacity in the recreation and parks delivery system and lead to improved resident quality of life.** Recommendations in the Plan will lead to enhanced benefits from recreation and parks at the community and individual levels and will further protect, nurture, and sustain the natural and built environments throughout Saskatoon.



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Apper



Indices

Appendix

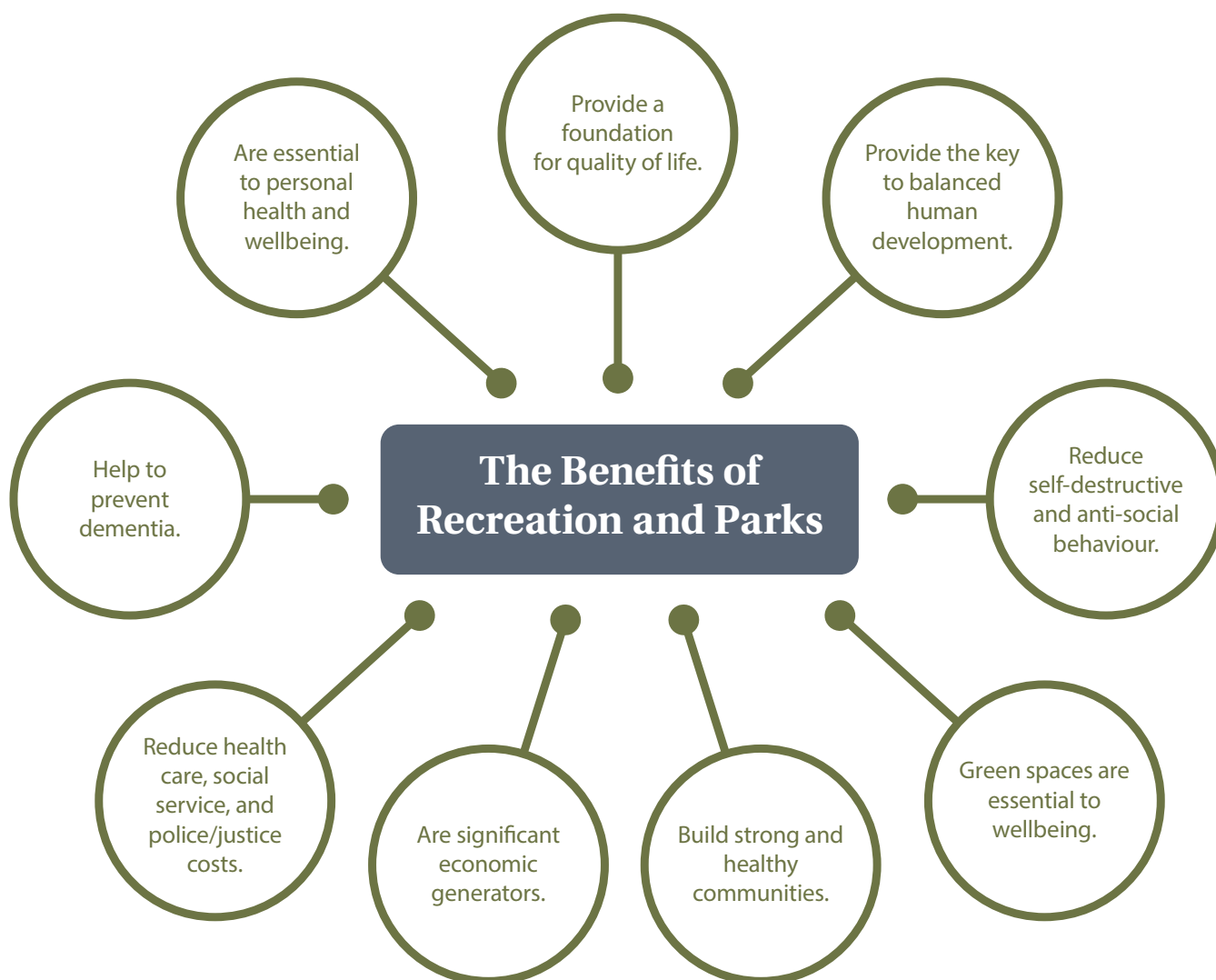
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**The Benefits of
Recreation and Parks**

There are many benefits to participating in recreation and parks pursuits. These benefits are commonly understood throughout Saskatoon and are substantiated through the National Benefits Hub¹ which relates these benefits to individuals and communities through relevant research. The following summary provides an overview of these benefits in nine key result areas.

The benefits of recreation and parks to the overall community, to families, and to individuals are significant and well documented. These benefits are commonly categorized into eight key result areas and explained through relevant research and further validated by city household survey results as follows.

The Benefits of Recreation



1 <http://benefitshub.ca/>

Recreation and Parks...

I. ARE ESSENTIAL TO PERSONAL HEALTH AND WELLBEING.

- Increased leisure time and physical activity improves life expectancy.¹
- Physical activity contributes to improved mental health and reduced rates of depression.²
- Participation in physical activity can reduce workplace related stress.³
- The provision of green spaces has been linked with a number of health and wellbeing benefits including; increased physical activity, reduced risk of obesity, minimized utilization of the healthcare system, and stress reduction.⁴
- 86% of Saskatoon households “somewhat agreed” or “strongly agreed” that residents can benefit from culture and recreation programs, services, and facilities even if they do not use them directly.
- 95% of households suggested recreation and parks are “must have” services

II. PROVIDE THE KEY TO BALANCED HUMAN DEVELOPMENT.

- Regular physical activity is likely to provide children with the optimum physiological condition for maximizing learning.⁵
- Low-income students who are involved in arts activities have higher academic achievement and are more likely to go to college.⁶
- The arts and other forms of creativity can have profound individual social outcomes and generate a deeper sense of place and local community.⁷
- Involvement in physical activity and leisure corresponds with adolescents leading a healthier long term lifestyle.⁸

III. PROVIDE A FOUNDATION FOR QUALITY OF LIFE.

- The arts are seen as an important contributor to quality of life in communities.⁹
- High quality public space can enhance the sense of community in new neighbourhoods.¹⁰
- Community sport facilities have positive benefits related to increased accessibility, exposure, participation, perceptions of success, and improved sport experiences.¹¹
- 88% of Saskatoon households either “strongly agreed” or “somewhat agreed” that recreation programs and services are important to quality of life.

1 Moore SC, et al. (2012) Leisure Time Physical Activity of Moderate to Vigorous Intensity and Mortality: A Large Pooled Cohort Analysis. *PLoS Medicine* 9 (11): e1001335. doi:10.1371/journal.pmed.1001335.

2 Gallegos-Carillo, Katia et al. (2012). Physical Activity and Reduced Risk of Depression: Results of a Longitudinal Study of Mexican Adults. *Health Psychology*. In press. doi: 10.1037/a0029276.

3 Burton, James P., Hoobler, Jenny M. and Scheuer, Melinda L. (2012) Supervisor Workplace Stress and Abusive Supervision: The Buffering Effect of Exercise. *Journal of Business and Psychology*.

4 Heinze, John. (2011). Benefits of Green Space—Recent Research. Chantilly, Virginia: Environmental Health Research Foundation.

5 Marten, Karen. (2010). *Brain boost: Sport and physical activity enhance children’s learning*. Crawley, Western Australia: University of Western Australia.

6 Catterall, James S. (2012). *The Arts and Achievement in At-Risk Youth: Findings from Four Longitudinal Studies*. Washington, District of Columbia: National Endowment for the Arts.

7 Mulligan, M. et al. (2006). *Creating Community: Celebrations, Arts and Wellbeing Within and Across Local Communities*. Melbourne, Australia: Globalism Institute, RMIT University.

8 Aarnio, M. (2003). Leisure-time physical activity in late adolescence: A cohort study of stability, correlates and familial aggregation in twin boys and girls. *Journal of Sports Science and Medicine*, 2 (Suppl. 2), 1 – 41.

9 Environics Research Group. (2010). *The Arts and the Quality of Life The attitudes of Ontarians*. Toronto, Ontario: Ontario Arts Council.

10 Francis, Jacinta et al. (2012). Creating sense of community: The role of public space. *Journal of Environmental Psychology*. 32(4): 401 – 409. <http://dx.doi.org/10.1016/j.jenvp.2012.07.002>.

11 Grieve, Jackie, Sherry, Emma. (2011). Community benefits of major sport facilities: The Darebin International Sports Centre. *Sport Management Review*. 15(2): 218 – 229 doi:10.1016/j.smr.2011.03.001.

IV. REDUCE SELF-DESTRUCTIVE AND ANTI-SOCIAL BEHAVIOUR.

- Youth participation in recreational activities such as camps increases leadership and social capacities.¹²
- Participation in recreation and leisure related activities by low income and other at risk children and youth populations can result in decreased behavioural/emotional problems, decreased use of emergency services, and enhanced physical and psycho-social health of families.¹³
- Teen athletes are less likely to use illicit drugs, smoke or to be suicidal.¹⁴

V. BUILD STRONG FAMILIES AND HEALTHY COMMUNITIES.

- People with an active interest in the arts contribute more to society than those with little or no such interest.¹⁵
- Evidence indicates that adults who attend art museums, art galleries, or live arts performances are far more likely than non-attendees to vote, volunteer, or take part in community events.¹⁶
- Structured sport and recreational activities can help foster a stronger sense of community among children and youth.¹⁷
- 92% of Saskatoon households stated that recreation and parks contribute “a great deal” or a “fair amount” to civic pride.

VI. REDUCE HEALTH CARE, SOCIAL SERVICE AND POLICE/JUSTICE COSTS.

- Physical inactivity has a number of direct and indirect financial impacts on all levels of government.¹⁸
- Parks and recreation programming during non-school hours can reduce costs associated with juvenile delinquency and obesity.¹⁹
- Increased fitness leads to lowered risk factors for substance abuse among youth populations.²⁰

12 Henderson, K., Scanlin, M., Whitaker, L., et al. (2005) Intentionality and Youth Development Through Camp Experiences. Canadian Congress on Leisure Research. 11th, Nanaimo, British Columbia.

13 Totten, M. (2007). Access to Recreation for Low-Income Families in Ontario: The Health, Social and Economic Benefits of Increasing Access to Recreation for Low-Income Families; Research Summary Report. Toronto, Ontario: Ministry of Health Promotion.

14 Poway High School Library. (2001). Teens and sports: The perfect combination? Better Nutrition, 63(9), 16.

15 LeRoux, Kelly. (2012). Interest in Arts Predicts Social Responsibility. Chicago: University of Illinois at Chicago. Press Release.

16 National Endowment for the Arts. (2009). Art-Goers in Their Communities: Patterns of Civic and Social Engagement. Nea Research Note #98. Washington, D.C.: Author.

17 Hutchinson, Susan L. (2011). Physical Activity, Recreation, Leisure, and Sport: Essential Pieces of the Mental Health and Wellbeing Puzzle. Halifax, Nova Scotia: Recreation Nova Scotia.

18 Canadian Association for Health, Physical Education, Recreation and Dance (CAHPERD). (2004) Physical Activity: Health benefits and costs to health care system. Ottawa, Ontario: Author.

19 Witt, Peter A and Cladwell, Linda L. (2010). The Scientific Evidence Relating to the Impact of Recreation on Youth Development, in The Rationale for Recreation Services for Youth: An Evidenced Based Approach. Ashburn, Virginia: National Recreation and Parks Association.

20 Collingwood, Thomas R. et al. (2000). Physical Training as a Substance Abuse Prevention Intervention for Youth. Journal of Drug Education. 30 (4): 435 – 451.

VII. ARE SIGNIFICANT ECONOMIC GENERATORS.

- Recent Canadian research indicated that cultural activities have the potential to be significant drivers of economic outputs and employment.²¹
- Evidence suggests that creative activity shapes the competitive character of a city by enhancing both its innovative capacity and the quality of place so crucial to attracting and retaining skilled workers.²²
- The provision of quality parks and open spaces can have significant economic benefits which include increased property values and tourism potential.²³
- The hosting of sporting events in Saskatoon generates economic impact and fosters tourism. In 2012, overall tourism in Saskatoon generated \$505.3 million in consumer spending. Spending time outdoors, visiting nature parks and attending sporting events were popular activities for visitors staying overnight in the city in 2012.²⁴
- Sporting events hosted in Saskatoon between 2013 and 2015 have generated between \$200,000 and over \$19M per event (i.e. 2013 Mastercard Memorial Cup).

VIII. GREEN SPACES ARE ESSENTIAL TO WELLBEING.

- Sustainable public green spaces provide crucial areas for residents of all demographics to be physically and socially active.²⁵
- Increasing green spaces in urban centres has a number of positive environmental outcomes which can increase sustainability and lower long term infrastructure costs.²⁶
- When children and youth have positive experiences with parks and green spaces, they are more likely to have stronger attitudes towards conservation and preservation of the environment as adults.²⁷

IX. HELP TO PREVENT DEMENTIA.

- Engaging in physical activity reduces the risk of dementia.²⁸
- Those who exercise three or more times per week have a reduced risk of developing dementia compared to those who exercises less.²⁹
- Participating in cognitive leisure activities has shown to be effective in the prevention of dementia.³⁰

21 Momer, Bernard. (2011) *Our City, Ourselves: A Cultural Landscape Assessment of Kelowna, British Columbia*. Kelowna, British Columbia: City of Kelowna Recreation and Cultural Services.

22 Gertler, M. (2004). *Creative cities: What are they for, how do they work, and how do we build them?* Ottawa, Ontario: Canadian Policy Research Network.

23 Harnik, P., & Welle, B. (2009). *Measuring the Economic Value of a City Park System*. San Francisco, California: Trust for Public Lands.

24 Tourism in Saskatoon, 2012.

25 Cohen, D. et al. (2007). Contribution of Public Parks to Physical Activity. *American Journal of Public Health*, 97(3), 509.

26 Groth, P. (2008). *Quantifying the Greenhouse Gas Benefits of Urban Parks*. San Francisco, California: The Trust for Public Land.

27 Place, G. (2004). *Youth Recreation Leads to Adult Conservation*. Chicago, Illinois: Chicago State University.

28 Laurin, D. et al. (2001). Physical activity and risk of cognitive impairment and dementia in elderly persons. *Archives of Neurology*. 58(3): 498–504.

29 Larson, E.B., Wang, L., Bowen J.D., et al. (2006). Exercise is associated with reduced risk for incident dementia among persons 65 years of age and older. *Annals of Internal Medicine*. 144(2): 73–81.

30 Stern, C., Munn, Z. (2010). Cognitive leisure activities and their role in preventing dementia: a systematic review. *International Journal of Evidence-Based Healthcare (Wiley-Blackwell)*. 8(1): 2-17.

Appendix

B

2015 State of Recreation and Parks



The State of Recreation and Parks

CITY OF SASKATOON

Research Report

Draft

April 2015



Section

1

Introduction and Methodology

The following State of Recreation and Parks Research Report has been compiled to support the development of the 2015 City of Saskatoon Recreation and Parks Master Plan.

Primary research facilitated during the development of this document included: (keep text from previous draft as indicated)

The information contained herein is referenced, where pertinent, throughout the Master Plan document and includes the following:

- A review of pertinent planning documentation of the City of Saskatoon and other recreation and parks affiliated stakeholders.
- An overview of the current community context (e.g. population and expected growth, etc.)
- An overview of trends in recreation and parks provision.
- A comparison of Saskatoon to other Canadian cities in terms of recreation and parks provision.
- An overview of how recreation and parks are delivered in Saskatoon.
- A presentation of the findings from the various consultation and engagement conducted during the planning process; and
- A summary of key findings related to all aspects of research conducted as they relate to strategic planning of recreation and parks in Saskatoon.

In order to develop this framework, a number of key consultation and research steps were undertaken.

Primary research facilitated during the development of this Plan included:

- A household resident survey: a statistically reliable telephone survey of 400 City households;
- A web-based resident survey: facilitated on the City's website;
- A stakeholder survey: questionnaires sent to organized groups in the region;
- Stakeholder group interviews: individual discussions with local recreation and parks delivery stakeholders;
- Public open houses and attendance at existing community events,
- Intercept surveys at City recreation and parks facilities and spaces,
- Focus group meetings with key facets of the City's population; and
- Various other telephone and personal interviews and/or meetings with municipal administration, elected officials and community group stakeholder representatives.

Secondary research conducted for the project included:

- Information gathering from comparable communities regarding facility and services inventories;
- Analysis of provincially collected data describing municipal expenditures;
- A review of recreation and culture industry publications; and
- A review of municipal strategic planning documentation

These tasks were undertaken by a study team comprised of City administration, third party consultants, and other City recreation and parks stakeholders.



Section

2

Plan Review

The development of a Recreation and Parks Master Plan needs to consider both broad City strategic planning (including but not limited to recreation and parks) as well as local, regional, and national recreation and parks specific initiatives and planning. A summary of pertinent background information is presented as follows to set a planning context for enhancing recreation and parks provision. It is important to note that there are other planning processes underway but not yet complete that may also have influence on the provision of recreation and parks. These include, but are not limited to, a City of Saskatoon Active Transportation Study and a Regional Collaboration in Recreation Toolkit, developed by the Saskatchewan Urban Municipalities Association and the Saskatchewan Recreation and Parks Association.



City of Saskatoon 2013 – 2023 Strategic Plan

Vision

In 2030, Saskatoon is a world class city with a proud history of self-reliance, innovation, stewardship and cultural diversity. Saskatoon is known globally as a sustainable city loved for its community spirit, robust economy, cultural experiences, environmental health, safety and physical beauty. All citizens enjoy a range of opportunities for living, working, learning and playing. Saskatoon continues to grow and prosper, working with its partners and neighbours for the benefit of all.

The City of Saskatoon 2013 – 2023 Strategic Plan provides overall guidance for City Council and administration in delivering services to city residents. It sets out a vision for the City in 2030 with seven goals to focus and work towards this vision.

This vision entails the city being a great place to live, create wealth and enjoy prosperity. Intuitively, recreation and parks plays a major role in achieving this vision. Having recreation and sport opportunities available to residents are integral to “living”, “learning” and “playing” as outlined in the vision statement. Strength in community recreation can contribute to community spirit, enable social inclusion, drive the local economy, and help steward and protect the natural environment.

The Strategic Goals include:

1. Continuous improvement,
2. Asset and Financial Sustainability,
3. Quality of Life,
4. Environmental Leadership,
5. Sustainable Growth,
6. Moving Around, and
7. Economic Diversity and Prosperity.

Each of these goals can be furthered through the delivery of recreation and parks. The Strategic Plan outlines key success indicators for each goal. Those that pertain directly to recreation and parks include:

- Capacity of assets to provide required services (Asset and Financial Sustainability)
- Public perceptions of quality of life (Quality of Life)
- Community volunteer hours and programs leveraged through grants (Quality of Life)
- Use of leisure facilities (Quality of Life)
- Programs implemented that support the Aboriginal community (Quality of Life)
- Amount of green space per capita (Environmental Leadership)
- Health of the urban forest (Environmental Leadership)
- LEED or other accredited civic facilities (Environmental Leadership)
- Community and backyard gardens (Environmental Leadership)
- Residents perception of the quality of life in their neighbourhood (Sustainable Growth)
- Length and quality of walking and cycling network (Moving Around)

The success indicators and the drivers that help achieve them are key aspects of recreation and parks provision. Recreation and parks in the city are important and integral to the City achieving its overall vision.



Saskatoon Speaks Community Vision (2011)

Saskatoon Speaks was the culmination of the largest community visioning processes ever facilitated in the City. It included the involvement of between 7,000 and 10,000 residents and was undertaken in 2011 to support the creation of the 2013 – 2023 Strategic Plan as previously outlined. Key ideas that emerged from the process as they pertain to recreation parks included:

"We value a strong sense of community, sports, culture and recreation, all of which contribute to a high quality of life."

"We value the natural environment."

"We value the ability to move around the city easily."

"We value civic engagement and participatory governance."

Results of the engagement were summarized and focused on certain key areas. The creation of an Inclusive and Integrated City; An Active, Healthy and Safe City; A Culturally Vibrant City; A City with Many Options for Moving Around; Shaping Sustainable Growth; A Thriving City Centre; and A Green City were all key areas that emerged from the process and helped shape the Strategic Plan. Recreation and Parks again are integral in achieving results in these areas.



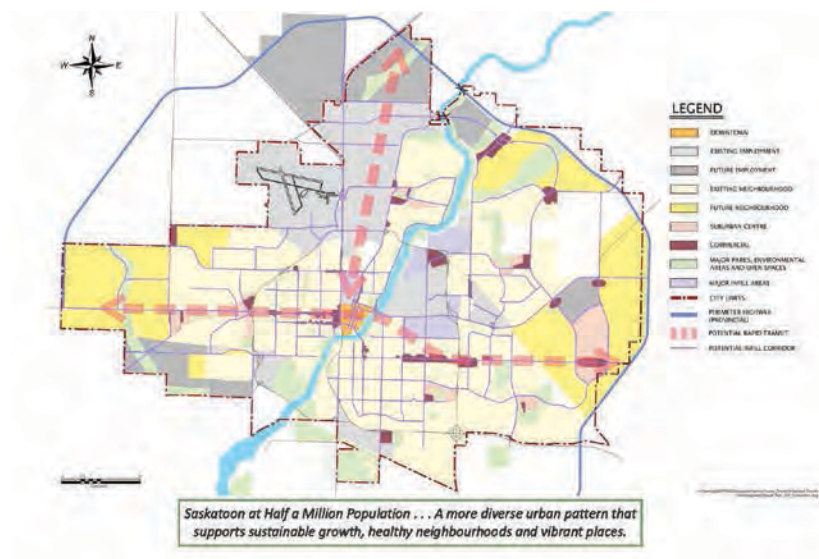
Growing Forward, Shaping Saskatoon, and the Growth Plan

Growing Forward, Shaping Saskatoon is a public planning initiative to develop a Growth Plan to Half a Million¹ (Growth Plan) for Saskatoon that will guide infrastructure investments as the city doubles its population over the next 30 to 40 years. The Growth Plan is under development and focuses on the City's strategic goals of Sustainable Growth and Moving Around. The Plan will focus on:

- **Corridor Growth:** encouraging growth near our existing major corridors.
- **Transit:** making transit more attractive to more people as we grow.
- **Core Area Bridges:** making the most of our existing road infrastructure.
- **Employment Areas:** ensuring we have the right amount of employment in the right areas.
- **Active Transportation:** providing more choices for how people move around the city.
- **Financing Growth:** planning ahead for the costs of growth.

Intuitively, aspects of Active Transportation² will have the most overlap with recreation and parks delivery as it relates to infrastructure (trails planning and maintenance), an integrated parks system and promoting physical activity and healthy living.

Map 1: Growing Forward Map



1 <http://www.growingfwd.ca/key-initiatives/growth-plan-to-half-a-million/>

2 Any form of human-powered transportation for all ages and abilities such as walking, jogging, cycling, skateboarding, persons using mobility aids or other similar modes. (www.growingfwd.ca)

Official Community Plan

Bylaw No. 8769

The Official Community Plan¹ (OCP) has been established in accordance with the provisions of The Planning and Development Act, 2007, as amended. The Plan provides the policy framework to define, direct, and evaluate development in the City of Saskatoon, ensuring that development takes place in an orderly and rational manner, balancing the environmental, social, and economic needs of the community. It is intended to guide the growth and development of the City to a population of approximately 500,000.

The OCP outlines specific action related to recreation and parks. These are presented as follows:

- Crime prevention through environmental design (CPTED) principles need to be considered in facility and park development and operations (Page 3)
- Public parks and recreation areas shall be provided throughout the city in a hierarchy of open spaces, sufficient to meet the public recreation needs of Saskatoon's residents. (Page 8)
- Neighborhoods shall contain the necessary number and type of dwelling units required to support centrally located elementary schools or an Integrated Community Centre. One-unit dwellings and other housing forms designed for households with children shall normally be situated within 700 metres walking distance of the schools or Integrated Community Centre. (Page 13)
- Public open space for parks, recreation and conservation purposes shall be provided as required for each residential development unit, and shall be based on the City's Park Development Guidelines. (Page 15)
- Public streets, sidewalks, walkways and other public areas shall provide reasonable accessibility to all persons, regardless of their physical abilities. (Page 16)
- The establishment and enhancement of cycling routes to the downtown, and the promotion of cycling as a viable means of transportation to the Downtown, shall be an on-going objective of the City of Saskatoon. (Page 30)
- To protect and enhance the South Saskatchewan River Valley for the enjoyment of present and future generations. (Page 48)
- The long-term preservation and protection of natural features is a responsibility of local residents, property owners, government agencies, and the private sector. (Page 49)
- Wherever possible, important natural areas, features, and systems shall be integrated into new development areas and form part of the park and open space system, including the retention of natural corridors and natural ponding areas. (Page 50)
- The City shall promote the establishment, maintenance, and enhancement of a diverse network of forest vegetation, consisting of trees and other plant material on private property, boulevards, buffers, parks and open space, the riverbank, and afforestation plots. (Page 51)
- For the purposes of establishing a desirable standard for public open spaces within the City of Saskatoon, a ratio of four (4) hectares of public open space for every one thousand (1000) persons shall be considered adequate and reasonable. Such public open spaces may include Municipal Reserves and such other publicly owned areas as are dedicated or assigned to fulfilling the needs of public enjoyment and recreation. Streets and lanes shall not be considered as public open space. (Page 55)
- The City shall facilitate the acquisition of lands for new parks in neighbourhoods with identified deficiencies, as well as the upgrading of existing parks, on a priority basis, as opportunities present themselves. Funding for such park improvements may originate from a variety of sources including the Dedicated Lands Account, Local Improvement Act provisions, and the Capital Budget process. (Page 55)
- Parks and natural areas shall be linked in a continuous public open space system wherever possible. (Page 55)
- Agreements to facilitate the joint use of parks and open spaces by the City, the various Boards of Education, and other public agencies shall be encouraged. (Page 55)

¹ Updated in 2014 and current as of spring 2015.

- Municipal Reserve may be used to convey storm water runoff to storm water storage basins and act as temporary water storage to allow water detention for a temporary period of time after a storm event. Municipal reserve land and land held for storm water management facilities will be integrated in all cases where circumstances permit. Storm water facilities, where located adjacent to parks, must be treated in a manner that complements the park development. The integration of these two land uses must be undertaken in accordance with the provisions of the Park Development Guidelines (Administrative Policy No. A10-017). Planning and development of all integrated sites will be a collaborative process involving the neighbourhood developers and the City administration. Funding for the construction and subsequent maintenance of the storm water management facilities on integrated sites must be one of the subjects of this consultative process and subsequent agreement. The developer will be required to pay the cost of required landscape plans for the storm water management facility on integrated sites. (Page 56)
- All applications for neighbourhood concept plans shall make provision for elementary schools or an Integrated Community Centre. No proposals shall be submitted to Council until the appropriate Boards of Education, Regional Health District No. 6 and any other relevant agency have been consulted and the responses of such agencies have been considered by the Municipal Planning Commission. (Revised—Bylaw No. 9087—April 8, 2013) (Page 57)
- School sites shall, wherever possible, be located adjacent to Municipal Reserves or such other public open spaces as may have been created in the area. Development on such integrated school sites shall take place in such a manner as to encourage maximum utilization of all facilities at all times. The use of the school and park facilities as the recreational centre for the neighbourhood or area, as the case may be, shall be promoted. (Page 58)
- In order to promote the community use of available school facilities in meeting the educational, cultural, social, health, and leisure needs of the general population, the City shall promote the sharing of facilities and services with local Boards of Education and authorities. (Page 59)
- The core facility of an Integrated Community Centre shall provide recreation space, meeting space, and the necessary mechanical, storage, and janitorial space. (Page 60)



- The Special Use Park classification includes the Saskatoon International Airport, Saskatchewan Polytechnic, the University of Saskatchewan and its related institutions, Saskatoon's three major hospitals, the Exhibition Grounds, city-wide parks and recreation facilities, rail yards, and other major facilities and utility installations. (Revised—Bylaw No. 9087—April 8, 2013) (Page 61)
- The City shall prepare and implement a Comprehensive Bicycle Plan, which recognizes the importance of cycling as a form of transportation as well as recreation. (Page 65)
- The City shall promote design initiatives for safe and convenient cycling. These include: convenient and well designed routes, traffic calming features, road/pathway maintenance, proper lighting, security features, convenient bike parking facilities, landscaping, and proper separation from vehicles on busy roads. (Page 65)
- The needs of pedestrians shall be satisfied at the design stage through the area concept plan and subdivision review processes. In general, provisions shall include adequate sidewalks and walkways, pathways in linear parks, lighting, and convenient transit stops. In the case of walkways, care shall be taken to promote public safety. (Page 66)
- Where appropriate, the City shall provide pedestrian oriented facilities that promote safety, and are convenient and aesthetically pleasing. Facilities may include trees, benches, weather protection, proper lighting, security features, appropriate sidewalk maintenance, separation from vehicles on busy roads, and barrier free access for the physically challenged, including barrier free bus stops. (Page 66)
- Developments shall incorporate, preserve and complement all significant natural features, shall respect the physical capacity of land to accommodate development, and shall preserve and promote the urban forest. (Page 71)
- Open Space shall be used to help shape the City, to provide for a variety of public activities, to separate incompatible land uses, and to improve the overall quality of the urban environment. (Page 72)
- To ensure, wherever possible, that views and vistas of the built and natural environment are preserved and enhanced. (Page 72)
- Public participation shall be encouraged as part of the land use planning and decision-making process. The Official Community Plan and Zoning Bylaw shall include principles and policies that will facilitate public involvement. (Page 80)



- An equitable distribution of community services and facilities, including parks and recreation areas, school sites, supportive housing, access to public transportation, and other services, shall be provided through appropriate long range planning and the development review process. (Page 80)
- The City of Saskatoon shall work cooperatively with other public, private, and voluntary sector organizations in addressing the social aspects of land use planning. (Page 80)
- The OCP also provides guidance in regards to regional collaboration. It explains that with the recognition that regional urban and rural municipalities, First Nations and other authorities including the City of Saskatoon have influence on each other "... the City of Saskatoon will continue to seek and maintain mutually beneficial relationships with all nearby municipalities and other jurisdictions in the implementation of this Plan (OCP) and in the on-going objective of regional cooperation."
- The City of Saskatoon will continue to consult with other jurisdictions in the Region in order to coordinate planning, development and operating strategies. (Page 88)
- The City shall consider the sharing of services and facilities with other municipalities and jurisdictions, subject to Section 3.3.2 h) of this Plan. (Page 88)
- In addition to the requirements of The Planning and Development Act, 2007, special provisions for public participation may be initiated which are appropriate to the nature and scope of the planning matter being addressed.
- The City of Saskatoon Community Engagement Process will be used to determine the extent of these provisions. Examples of initiatives for which the community engagement process applies include:
 - » Land use issues;
 - » Social issues;
 - » Safety issues,
 - » Recreation issues;
 - » The creation and implementation of a Local Area Plan; and
 - » Utility services.



In addition, for any situation where the City of Saskatoon engages the public, the City of Saskatoon will be respectful of the following principles:

- Municipal government decisions must be made in a context that is sensitive and responsive to public concerns and values;
- The community engagement process must demonstrate openness, honesty and transparency of purpose, as well as communication of results;
- The process must be respectful of decision making protocols;
- The process must demonstrate a commitment to being time-sensitive and cost-effective (Page 89 – 90);
- Community facilities are focal points for many residential neighbourhoods. They are a community resource with more than one life span. They are typically larger scale facilities within the neighbourhood and may include, but are not limited to, schools or churches. In order to promote the stability and character of residential neighbourhoods, the City shall encourage the adaptive reuse of the community facility and site for residential, educational, institutional, recreational or other community-oriented use, subject to the provisions of the existing zoning district and after appropriate consultation with relevant community groups and local residents (Page 99 – 100); and
- The Riverbank Area includes dedicated parks and open space adjacent to the South Saskatchewan River or its riverbank. It is intended that these lands will be primarily used for parks and open space. (Page 101)

As can be determined, the OCP outlines pertinent information for future recreation and parks planning varying in scope and detail. The above noted information as well as other information from the OCP needs to be considered in this Master Plan.



Role of Municipal Government in Parks and Recreation (1995)

The 1995 Discussion Paper: Role of Municipal Government in Parks and Recreation defines the rationale behind City provision of recreation and parks. It specifically introduces the fundamental reasons for the City providing recreation and parks are for the community benefits they lead to as well as the City's ability to provide continuity of service and long term planning perspectives. It suggests that recreation and parks are key to resident "quality of life" and that they embody the "quilt of neighbourhoods". It outlines essential components of a public recreation policy to include (for discussion purposes):

1. *A basic level of accessibility for all citizens;*
2. *The provision of recreation facilities to support the delivery of a broad range of activities;*
3. *Leadership in coordinated and cooperative planning and delivery of community programming;*
4. *Community development to help people to help themselves; and*
5. *Subsidized support for programs and services that provide people in Saskatoon reasonable access to a broad range of recreation opportunities.*

Furthermore, it outlines the following Policy Statement:

Participation in culture, parks, recreation, and sport activities is essential to the wellbeing of individuals and the community as a whole. To maximize the benefits, the City of Saskatoon seeks to get as many of its population as possible to participate in the activity of their choice.

In order to achieve this, a number of service areas are discussed including:

- The provision of some free access and no charge programs and opportunities;
- The provision of recreation facilities for rent or lease;
- The provision of leadership in coordinated and cooperative planning and delivery;
- The provision of community development supports to community associations;
- The provision of subsidized support for a broad range of user-pay services; and
- Expected cost recovery rates for recreation facilities.

This discussion paper is fundamental to the current provision of recreation and parks services in the City of Saskatoon and will continue to be pertinent during the implementation of the Recreation and Parks Master Plan.



A Framework for Recreation in Canada 2015: Pathways to Wellbeing

A Framework for Recreation in Canada 2015: Pathways to Wellbeing is the result of a comprehensive process of a renewed vision for recreation developed by key stakeholders from within the sector as well as perspectives from other sectors such as (but not limited to) physical activity, parks, health, education, and justice.

The Framework is built upon the 1987 Recreation Statement and is the result of two years of consultations with key national stakeholders beginning with the National Recreation Summit in 2011.

Key themes that emerged throughout the consultations and that have driven the development of the Framework as it is presented include:

1. High quality, accessible recreation opportunities are integral to a well-functioning society.
2. The recreation sector can be a collaborative leader in addressing major issues of the day.
3. All people and communities deserve equitable access to recreational experiences. Recreation must be accessible and welcoming to all.

Definition:

Recreation is the experience that results from freely chosen participation in physical, social, intellectual, creative, and spiritual pursuits that enhance individual and community wellbeing.

The Framework outlines a renewed definition of recreation as well as an overview for who is responsible for the provision of recreation opportunities. It also outlines challenges and opportunities of the current recreation marketplace.

Challenges outlined in the document include: demographic shifts (ageing, increasingly diverse and experiencing rapid urbanization); health challenges (sedentary living, chronic disease, and mental health); economic inequities (after tax income inequality); social challenges (lack of social connectedness and cohesion); new and emerging technologies (social media and the lure of sedentary, digital pursuits); the infrastructure deficit (the requirement of major investment to sustain existing recreation infrastructure as well as build new for expanding populations); and threats to the natural environment (decreasing biodiversity, extreme weather, global warming).

The Framework positions recreation as a key to addressing these challenges as participation in it leads to:

- Enhanced mental and physical wellbeing
- Enhanced social wellbeing
- Stronger families and communities
- Enhanced connection with nature

* Further discussion on the benefits of recreation is found in later sections of this Master Plan

Based on the consultations and the challenges and opportunities identified, the following infographic summarizes the Vision and Goals of the Framework. Although not all of these goals pertain to the City's role in delivering recreation and furthering a national recreation agenda, many of them can be furthered by the City of Saskatoon and its municipal peers.

Image 1: Framework for Wellbeing (Page 17)

For more detail surrounding the Framework, please refer to the appendix.



Future Sport and Recreation Facility Development Model (2012)

In 2012, to more effectively manage its inventory of current and future recreation facilities and activity spaces, City administration developed a Future Sport and Recreation Facility Development Model (Facility Development Model). This Facility Development Model takes into consideration participation (i.e. hours per week), activity space capacity to meet program demand, and future growth based on population change and program trends necessary to guide in the decision making process on future recreation and sport facility development. It has been developed to react to the City's ongoing Leisure Survey and to provide a supply/demand approach to identifying facility development priorities based on a measurable return on investment expressed as the cost per participant hour.

The Facility Development Model consists of three phases:

1. **Phase One:** Recreation Facility Activity Space Profile (Profile Report);
2. **Phase Two:** Feasibility and Strategic Planning; and
3. **Phase Three:** Capital Project Plan and Approval.

Phase 1, the Profile Report includes three different dimensions: Needs Assessment Analysis, Capacity and Cost Benefit Analysis, and Program Trends Analysis. Each are summarized as follows.

NEEDS ASSESSMENT ANALYSIS

In the Leisure Survey fielded in 2011 by the City of Saskatoon, respondents were asked to identify the fitness and sporting activities in which they participate. They provided information in each instance that referred to their levels of participation in terms of hours per week (participant hours) as a sport or as a fitness activity. Respondents also indicated if they planned on increasing their levels of participation in each activity. Finally, respondents identified new activities in which they would like to participate.

The survey findings identified the level of participation for each sport and activity within age segments further broken out by gender. This information provided by respondents was then scaled up to represent the current city population. Total participant hours for each activity were then generated which represented the city's population. These numbers indicate the current demand.

Future demand was determined through a number of means. As stated previously, respondents spoke about increasing their participation in the activities in which they are currently participating. They also identified new activities in which they would like to participate. This enabled increased demands to be determined.

Diagram 1: Phase Progression



Finally, the growth in Saskatoon's population needed to be considered. Using 2016 population projections for the Saskatoon Health Region, increases in participant hours due to population growth could be estimated.

CAPACITY AND COST BENEFIT ANALYSIS

Facility capacity analysis was completed for each sport and physical fitness activity identified in the Leisure Survey.

Total participant hours are determined by adding up the participant hours of each different activity that can utilize an activity space. When the total demand in participant hours exceeds the capacity of an activity space, it is an indication there is a need to increase the supply of this space (excess demand).

Facility types with excess demand are then included in subsequent analysis (Cost Benefit Analysis). This analysis considers the annual capital and operating cost provision of a new facility per unmet participant hour. The greater the demand (participant hours), the lower the cost per participant hour for a new facility. The purpose of the Cost Benefit Analysis is simply to rank facility development by comparing all potential facilities on a cost per participant hour basis.

PROGRAM TRENDS ANALYSIS

Two types of research were undertaken and are presented in this section. The first piece of research involved a survey of not-for-profit and voluntary organizations delivering sport and recreation programming in Saskatoon. Respondents commented on participation levels, facility usage, as well as program trends and challenges faced. A literature review of industry publications and research studies identified participant program trends and observations that could impact local sport and physical fitness activities.

The information gathered in the Program Trends Analysis is meant to be used during the Facility Feasibility and Strategic Planning, and the Facility Capital Project Plan phases of the Facility Development Model. This information will allow City Council to make decisions objectively, with full knowledge of all relevant facts, and with the confidence that thorough input on public need has been considered.

The facility development rankings presented in the Profile Report are the first phase in the Facility Development Model. These priorities will be revisited each time the Leisure Survey is fielded and new priorities will undoubtedly emerge.

In the second phase of the 2012 model, the Feasibility and Strategic Planning Phase, analysis of facility development options (new, upgraded, or renovated) will need to be considered that address the facility rankings. This will include a community scan, gap identification, and future requirements.

The third phase of the 2012 Facility Development Model is the Capital Project Plan and Approval Phase. This phase is devoted to the preparation of detail designs for capital budget submission and City Council approval.

The Facility Development Model is a fundamental and key consideration in determining a future capital action plan for recreation and parks infrastructure and as such this Master Plan is meant to support and enrich the approach outlined.



The Joint Use Agreement

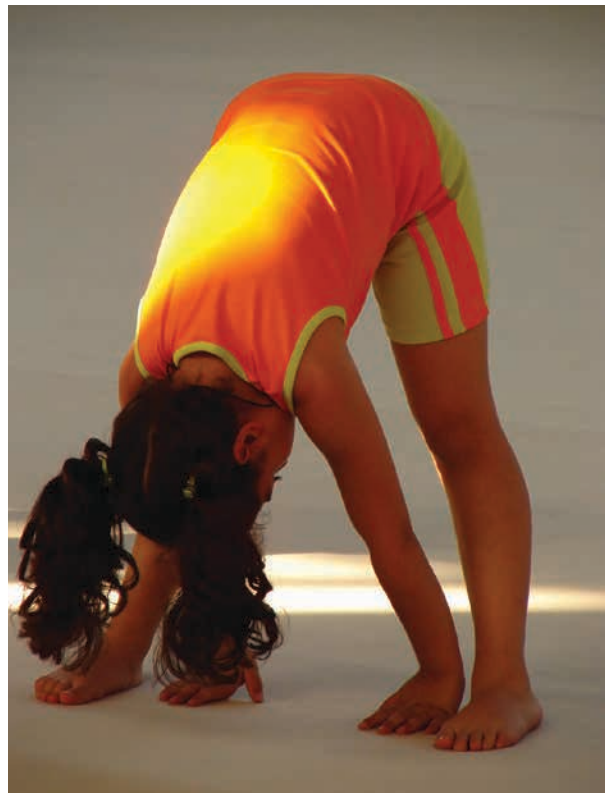
The premise of the Joint Use Agreement is to maximize the use of the parties' facilities during non-peak periods, to recognize that these facilities are a resource to serve the community, and respond to the reality that the cost of operating these facilities is largely paid by the same taxpayer.

The City of Saskatoon has a Joint Use Agreements with: the Board of Education of the Saskatoon School Division No.13 of Saskatchewan (SPS), the Board of Education of St.Paul's Roman Catholic Separate School Division No.26 (GSCS), and the Le Conseil des Écoles Fransaskoises (CÉF).

The Agreement provides guidance on roles and responsibilities related to planning new school and park sites including the quantity and quality of acceptable infrastructure (e.g. outdoor rinks, athletic field accessories, etc.).

In regards to facility use, the Agreement enables Community Associations to use school facilities between 6:00pm and 11:00pm weekdays while school use in public facilities receives priority during the 8:30am to 6:00pm time period for sports fields and 8:30am to 3:30pm for facilities. This joint use is free of charge.

In regards to maintenance responsibility, the Agreement suggests that the School Board is responsible for maintenance of school lands and the City is responsible for maintenance of City lands. It also suggests that the City can look after some school lands at an agreed to cost.



The SUMA/SPRA Regional Collaboration Exercise

Just as the benefits of recreation and parks are not confined to the recreation sector, so too do they cross regional municipal boundaries. There are numerous sources of information that suggest residents from outside of the city use City facilities and access City programs. There are also accounts of city-based group using facilities in neighbouring municipalities.

The Official Community Plan provides guidance in regards to regional collaboration. It explains that with the recognition that regional urban and rural municipalities, First Nations and other authorities including the City of Saskatoon have influence on each other "... the City of Saskatoon will continue to seek and maintain mutually beneficial relationships with all nearby municipalities and other jurisdictions in the implementation of this Plan (OCP) and in the on-going objective of regional cooperation". Further it states: "The City of Saskatoon will continue to consult with other jurisdictions in the Region in order to coordinate planning, development and operating strategies," and "The City shall consider the sharing of services and facilities with other municipalities and jurisdictions, subject to Section 3.3.2 h) of this Plan."

The Saskatchewan Urban Municipalities Association (SUMA) and the Saskatchewan Recreation and Parks Association (SPRA) have recently developed a Regional Collaboration Toolkit that outlines key tenets to successful regional partnerships.

These partnerships can take the form of:

- Regional planning initiatives
- Joint facility ownership
- Capital cost sharing arrangements
- Operational cost sharing arrangements

Although differential pricing and/or facility access strategies for non-residents of existing regional municipalities are being considered or practiced in the existing marketplace, the administrative toll and the public messaging they portray are not in the spirit of partnership and regional collaboration. Because of this, regional planning and service provision is recommended to be kept at the political/organization-wide level as opposed to the resident level. For example, compensation for facility access fee subsidy for local tax support should come from regional cost sharing agreement between regional municipalities instead of being manifested in differential point of purchase user fees. The fundamental approach to regional collaboration is outlined in the SUMA/SPRA guide. The guide, under separate cover, provides a rationale for regional partnerships as well as a framework for taking positive action towards regional collaboration.



Other Initiatives

Meewasin

Meewasin Valley Authority

Saskatoon is fortunate to have a river valley that fulfills numerous roles in the community. It is a venue for recreational activity and community gathering, provides an opportunity for the community to be stewards of the environment, and is a significant source of community pride. The City is a partner in the Meewasin Valley Authority (MVA).

“The Meewasin Valley Authority exists to ensure a healthy and vibrant river valley, with balance between human use and conservation for the benefit of present and future generations.”¹

The MVA was created in 1979 by an Act of the Province of Saskatchewan, The Meewasin Valley Authority Act. Meewasin is a conservation agency dedicated to conserving and managing the cultural and natural resources of the South Saskatchewan River Valley. It is a partnership between the City of Saskatoon, Province of Saskatchewan and the University of Saskatchewan. The creation of Meewasin is based on the concept that the partners working together through a single agency—Meewasin—can accomplish more than they could individually. The MVA’s three-point mandate—development, conservation, and education—guide its strategic actions and operations.

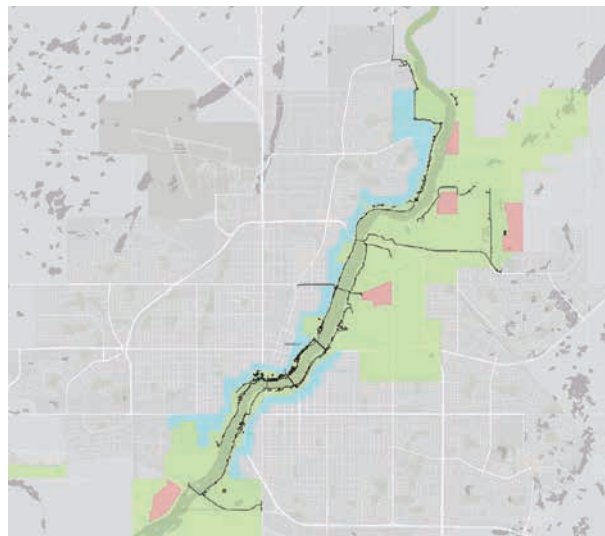
As the river valley is a key recreation and parks feature in the city, including both recreational and environmental components, managing current and future use has a significant impact on quality of life in the city. The MVA is guided by a 100 year concept plan developed by Raymond Moriyama (under separate cover). The current MVA vision is organized into three themes:

1. Healthy and vibrant;
2. Sense of community; and
3. Protecting the legacy.

Guiding principles for the MVA include:

- The valley’s resources are accessible to everyone;
- Conserve natural heritage resources;
- Recreation and development balanced with conservation;
- Diverse activities for a varied and changing demographic; and
- Public participation in decision making.

Map 2: Meewasin’s Jurisdiction



¹ Meewasin Valley Authority Strategic Plan 2014 – 2024.

Existing Relevant Recreation and Parks Policies

The City of Saskatoon has a number of policies that influence the provision of recreation and parks. These policies provide clarity as to who can access public recreation and parks facilities and how these assets can be utilized (The Recreation Facilities and Parks Usage Bylaw No. 7767, 1998) as well as how much user have to pay to access facilities and programs (Fees and Charges/Recovery C03-029).

There are also policies outlining how the City plans, develops, funds (Wetland Policy C09-041; Parks and Recreation Levy C03-011) and manages (Recreational Use of Storm Water Retention Ponds C10-024) its parks and open spaces including how new municipal reserve lands should be allocated amongst the City's park classification system (Park Development Guidelines A10-017).

- Wetland Policy C09-041;
- Parks and Recreation Levy C03-011;
- Recreational Use of Storm Water Retention Ponds C10-024;
- Park Development Guidelines A10-017;
- Sponsorship policy;
- CPTED Policy;
- Landscape Design Standards; and
- Gifts and memorials.

As these policies govern the use of recreation and parks infrastructure, they should be revisited periodically. For instance, the cost recovery goals for recreation facilities may need to be adjusted as cost structures and market demands shift. Parks and recreation levies may need to be readjusted given capital replacement requirements of new infrastructure. As well, some aspects of provision that may require policies but that currently don't have them, such as sponsorship of facilities, park naming or recreational use of environmental reserves may need to be addressed.



Section

3

Community Context

Saskatoon (population 254,000)¹ is the largest city in Saskatchewan and the 17th largest metropolitan area in Canada. Saskatoon, often referred to as the “Bridge City” for its eight distinct river crossings, is bisected by the South Saskatchewan River which has played an important role in the city’s history, settlement, and economy. The South Saskatchewan River and its surrounding green spaces and natural features continue to contribute Saskatoon’s identity, quality of life and abundance of recreational opportunities.

The Saskatoon area has been inhabited for over 8,000 years, first by Aboriginal peoples. The name “Saskatoon” comes from the Cree word *misaskwatomina*, which refers to a sweet, purple berry which still grows in the area. The first settlers of European ancestry arrived in the early 1880’s. Chief White Cap advised them to build their colony on the east side of the river; this colony was called Nutana, and was located where the neighbourhood of Nutana is today. By the early 1900’s, a settlement called Saskatoon had developed on the west side of the river, and Riversdale (still a neighbourhood today) had sprung up on the west bank, further south from Saskatoon. In 1906, with the promise of a traffic bridge and other civic improvements, the three settlements amalgamated to form a city. The trickle of immigrants was becoming a flood and Saskatoon became the fastest growing city in Canada.

Saskatoon continues to be an important “hub” for the province’s resource sector. The Province of Saskatchewan encompasses over 40% of Canada’s farmland and produces over half of the nation’s chickpeas, lentils, wheat, flaxseed, mustard, dry pea, and canola crops.² Mining is also an important part of the local economy. The greater Saskatoon region is the world’s largest exporter of uranium and has nearly two-thirds of the world’s recoverable potash reserves. Value added food processing is also one of the fastest growing industries in Saskatoon. The city is now regarded as one the North America’s leading centers for agriculture biotechnology research and implementation.³

Saskatoon attracts many post-secondary students for its number of diverse educational offerings. The city is home to the University of Saskatchewan, the largest post-secondary institution in the Province with over 21,000 students as well a number of other colleges and technical institutions including the Saskatchewan Polytechnic, Saskatchewan Indian Institute of Technologies, Academy of Learning College, Gabriel Dumont College, Horizon College and Seminary, Saskatoon Business College, Saskatoon Theological Union, St. Thomas Moore College and Western Academy Broadcasting College.

Residents and visitors to Saskatoon have access to a number of recreation facilities, parks, and public spaces. The City’s largest indoor recreation facility, the Shaw Centre, includes a competitive and leisure aquatics facility, fitness centre, two gymnasiums, and a walking/running track. Residents also have access to numerous indoor community recreation centres, arenas, and halls. The City of Saskatoon, not-for-profit organizations and the private sector all play an important role in the provision of recreation, leisure, and cultural opportunities. Operating within Saskatoon are over 47 community associations which work with the City’s Community Development Division to coordinate and deliver neighbourhood activities and programs.

The city’s natural landscape also provides recreation enthusiasts with an abundance of opportunities. The Meewasin Valley Authority oversees a conservation area of approximately 60 km along the South Saskatchewan River, which includes the Meewasin Valley Authority Trail. The river is heavily utilized in the summer months by boaters, canoers, kayakers and nature enthusiasts. Core neighbourhoods in Saskatoon have direct access to a number of park spaces located along the river, which includes parks such as River Landing and Kinsmen Park and associated attractions and amenities.

1 City of Saskatoon population estimate (June 30, 2014).
<http://www.saskatoon.ca/DEPARTMENTS/COMMUNITY%20SERVICES/PLANNINGDEVELOPMENT/FUTUREGROWTH/DEMOGRAPHICANDHOUSINGDATA/Pages/PopulationEstimateProjection.aspx>

2 www.agriculture.gov.sk.ca/Default.aspx?DN=7b598e42-c53c-485d-b0dd-e15a36e2785b

3 University of Saskatchewan

Residents and visitors to Saskatoon have opportunities to take in numerous events and festivals throughout the year. These include the Broadway Street Fair, Folk Fest, Saskatoon Pride Festival, Shakespeare on the Saskatchewan, Fringe Festival, Saskatchewan Jazz Fest, Taste of Saskatchewan, and the WinterShines Festival. In recent decades, Saskatoon has gained a strong reputation for special event hosting. Saskatoon has hosted the IIHF World Junior Hockey Championships, the Memorial Cup, Juno Awards and numerous Canadian Interuniversity Sport championships.

A number of major sport and entertainment venues are utilized for special events and by Saskatoon's various sports teams. The 15,000 seat SaskTel Centre arena is home to the Saskatoon Blades of the WHL and is one of Western Canada's busiest concert and entertainment venues. The Saskatoon Hilltops of the Prairie Junior Football League utilize the 4,000 seat Saskatoon Minor Football Field at Gordon Howe Park (locally known as the Gordie Howe Bowl). The University of Saskatchewan Huskies Athletics program utilizes a number of facilities on-campus, which include the 6,000 Griffiths Stadium, Rutherford Arena and the Physical Activity Centre (PAC).

Saskatoon's 38,000 primary and secondary students⁴ are served by 78 elementary schools and 14 high schools. There are three school boards in Saskatoon; the Saskatoon Public School Division, Greater Saskatoon Catholic Schools, and the Le Conseil des Écoles Fransaskoises (CÉF).

Saskatoon has three primary hospitals that serve the local community and also serve as referral centers within the region and province. The three hospitals, Royal University Hospital, Saskatoon City Hospital and St. Paul's Hospital, are operated by the Saskatoon Health Region. The province's first ever maternal and children's hospital is currently under construction scheduled to open in 2017. The Saskatoon Health Region also operates 14 long-term care homes in the city, five public health offices, and ten primary health centres.



4 City of Saskatoon Neighborhood Profiles.

Population Analysis¹

The City of Saskatoon continues to experience continuous levels of growth. The following chart provides an overview of the current and historical population figures for the city. As reflected in the chart, the city experienced a period of accelerated growth between 2011 and 2013 (27,000 new residents, +11.1%). From 1986 to 2014, Saskatoon has grown by 76,360 residents (30%).

Table 3: City of Saskatoon Population Projections (2017 – 2032)

Year	Population
2014 (June)	254,000
2013	248,700
2011	221,190
2006	202,340
2001	196,815
1996	193,647
1991	186,058
1986	177,640

The median household income in Saskatoon is \$65,524. By comparison the provincial average for the Province of Saskatchewan is \$70,400. Census data reflects an increasing diversity in Saskatoon. In 2006, 13.2% of the population (26,220 residents) spoke a mother tongue other than English or French. In 2011, 15.2% of the population (33,410) spoke a mother tongue other than English or French. German (3,705 residents), Tagalog (3,765 residents) and Ukrainian (3,530 residents) were the three mother tongue languages spoken most other than English or French.

Saskatoon was one of the very few major centres in Canada that saw a drop in the median age between 2006 and 2011, going from 35.9 years to 35.4 years. Canada's median age was 40.6 years in 2011, making Saskatoon one of the country's younger cities, as young people and families have moved into the city.

Approximately 66% of private residences in Saskatoon are owned by their occupant, while 34% are rented. The highest proportions of private residences in the city were built between 1961 and 1980 (37%). Just over one-fifth (22%) of private residences have been constructed after 1990.

Primary and secondary school enrollment in Saskatoon increased by approximately 5% from 2012 to 2013, after experiencing a small decline between 2011 and 2013 (-0.4%). In total, there were 21,844 students enrolled in the public school system in 2013 and 16,380 students enrolled in the separate school systems.

Identified below are additional population characteristics of Saskatoon:

- The five largest sectors of employment in Saskatoon (2011) were:
 - » Sales and service (24.1%)
 - » Business/Finance/Administration (15.6%)
 - » Trades/Transport/Equipment Operators (15.5%)
 - » Social Science/Education/Government/Religion (12.7%)
 - » Management (9.9%)
- 2.3% of working aged residents (15 and older) are employed in arts, culture, recreation or sport related professions.
- Unemployment in Saskatoon is 5.7% (provincial average 3.4%).
- Primary modes of transportation:
 - » Drive: 79%
 - » Passenger in a private vehicle: 6%
 - » Walk: 5%
 - » Public transit: 5%

¹ Data from City of Saskatoon City and Neighborhood Profiles (December 2014) and Statistics Canada Census of the Population unless otherwise specified.

Growth Projections

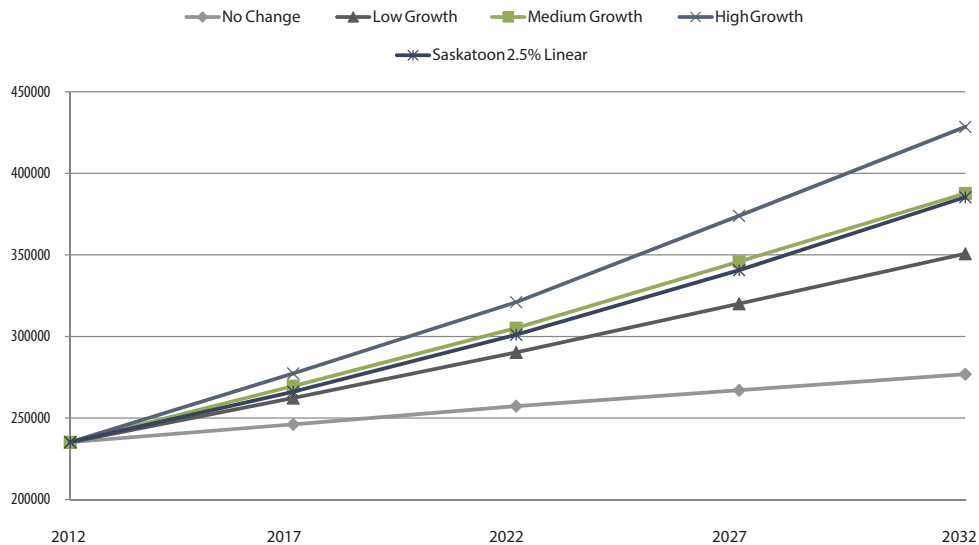
In 2013, the City of Saskatoon’s Planning and Development Division developed a number of population projection scenarios,¹ which are illustrated in the following chart and graph. The medium growth scenario (identified as the preferred scenario) projects that by 2032 the population of

the city could be 387,742 residents while the population of the greater Saskatoon region (Census Metropolitan Area) could reach 460,333 residents. **As of June 2014, the population of the city is already at 254,000.**

Table 4: City of Saskatoon Population Projections (2017 – 2032)

Projection	Year				
	2012	2017	2022	2027	2032
No Change	235,205	246,114	257,296	267,038	276,880
Low Growth	235,205	262,263	290,225	320,094	350,725
Medium Growth	235,205	269,552	305,167	345,888	387,742
High Growth	235,205	277,320	321,049	373,979	428,523
Saskatoon 2.5% Linear Growth	235,205	266,113	301,082	340,647	385,411

Diagram 2: City of Saskatoon Population Projections (2012 – 2032)



¹ City of Saskatoon and Saskatoon Census Metropolitan Area Population Projections (2012 – 2032).

The Metropolitan Area Population Projections document further identifies a number of additional growth characteristics that are expected to occur in Saskatoon:

- Current trends indicate new neighbourhoods would average 10,000 people per neighbourhood. With a sustained growth rate of 2.5 percent, the projected population growth will result in the need for the equivalent of about three new neighbourhoods in the next five years, and 15 new neighbourhoods in the next 20 years.
- Based on Saskatoon’s average household size of 2.5 people per household, it is estimated that about 15,000 new housing units will be required every five years, or about 60,000 new units by 2032.
- The fastest growing age group in the next 20 years will be the over 65 group, with the 65 to 69 age cohort growing the fastest of all age categories.
- The median age (half the population is younger and half the population is older than the median age) increases from 36.19 (2012) to 37.08 in 2032.

Growth is expected to primarily occur in new suburban areas in the east (Holmwood), north-east (University Heights) and west (Blairmore). There will also be strategic infill including on the University lands and within the North Downtown Plan area.



Section

4

Trends in Recreation and Parks

This section provides an overview of the trends that are affecting recreation, sport, and wellness in terms of services, programs, and infrastructure. Trends are observable patterns of change, some obvious and others more subtle, in areas as diverse as demographics, consumer preferences, economics, organizations, and the environment. Trends are different than fads—which tend to be far more short-lived and specific. The fads that last, skate boarding for example, often remain popular because they are part of a larger trend such as the need for many young people in urbanized settings to engage in physically challenging activities in less organized settings.

The trends are grouped under the following five categories:

1. Demographic
2. Behavioural
3. Infrastructure (Indoor Facilities and Open Space)
4. Providing Public Recreation Services
5. Environmental

The main trends in each of the five categories are described, along with their potential implications for the future provision of community parks and recreation services and amenities in Saskatoon.



Demographic Trends

Demographics are quantifiable statistics that describe a given population or specific groups within it. This includes population numbers, age groups, incomes, housing, and a variety of other characteristics. Presented as follows are pertinent demographic trends that are impacting the delivery of recreation nationally, provincially, and at a local (Saskatoon) level. Additional population data can also be found on pages 27 – 29.

Population Growth and Shifts in Saskatoon

GROWING ECONOMIC BASE

There are a number of factors influencing these increases in the city's population including the economic growth in areas such as the mining and energy industries. The recent population growth in Saskatoon has resulted from a combination of inter-provincial and intra-provincial movement, as well as the increasing level of immigration from other countries.

IMMIGRATION

Between 2001 and 2006, only 2,190 new immigrants from other countries came to Saskatoon. This has increased dramatically, the City estimates that 12,235 new immigrants moved into Saskatoon over only two years (2011 – 2013). These new residents come from around the globe, but include significant numbers from China, India, the Ukraine, the Philippines, Ireland, Korea, African countries, and other parts of the world. The increase in the proportion of immigrants from non-English speaking countries will mean that the City of Saskatoon needs to ensure its facilities and services are welcoming, language barriers are addressed appropriately, and the needs and interests of various cultures are recognized.



Trends Related to Age Cohorts

There is fairly common agreement among demographers about age cohorts, although different terms are often used to describe them. David Foot, the author of *Boom, Bust and Echo* uses the high birth years of 1947 to 1966 to refer to the “Baby Boom”, 1967 to 1979 as the “Baby Bust” when birth rates dropped sharply, the “Baby Boom Echo” when birth numbers (not the birth rate) grew between 1980 and 1995 when the Boomers children were born, and finally, the “Millennium Busters” born between 1996 and 2010.

The “Boomers” make up over one-third of the Canadian population and were a result of higher birth rates and immigration after WW II. The highest number of births in Canada was 479,000 in 1959 when the birth rate was 3.93; this is approximately 95,000 more births than currently occur annually with a birth rate of approximately 1.6. The oldest Boomers will be 67 in 2014 and the youngest will still only be 48. As a whole, Boomers are relatively affluent, tend to be more active than preceding generations, and think of themselves as far younger than their parents were at the same age. As they age, they will likely continue to use multi-generational facilities rather than designated seniors’ centres.

The much smaller cohort of “Busters”, now aged 35 to 47, reflected the lowering of the birth rate with the introduction of the pill in the late 60’s, as well as having more women assuming their rightful place in the workplace and delaying having children. Many Busters did face incumbent Baby Boomers in senior management positions, and are now beginning to assume those positions as Boomers retire. The Baby Busters tend to seek work-life balance and are more loyal to the team they work with than the organization itself. Others were early creators of “start-up” businesses and were early adopters of technology.

The Busters were followed by the Baby Boom Echo born between 1980 and 1995 and now aged 19 to 34. This larger cohort, primarily the children of the Boomers, was still a far smaller swelling of the Canadian population than the Boom, but still led to increased demands for school and university places as the Echo generation matured. The Echo cohort is a major consumer force, are wired technologically, are risk-takers recreationally, and often consider their friends as “family”. The Echo was followed by the Millennium Busters. Born between 1996 and 2010, they are now age 4 to 18. Like the original Baby Busters, this smaller cohort has led to school closures in communities across Canada, especially in older neighbourhoods, but this has been off-set recently by immigration in growing cities such as Saskatoon.

CONTEMPORARY COHORT TERMS

Many current authors, and the public media, use the alternative terms of “Boomers”, “Gen Xers”, and “Millennials” or “Generation Y” to refer to the major age cohorts. The Boomers are essentially the same in both scenarios although the birth years of 1946 – 1964 are more commonly used. The Gen Xers (born 1965 to 1980/1981) were fairly equivalent to the Baby Busters, while the Millennials (also called “Generation Y”) cover the birth period of 1981/82 to either 1995 or 2000, depending on the author, so are close to the Baby Boom Echo.

OLDER ADULTS

While not included in the “Boom, Bust and Echo” cohorts, except for the oldest Boomers who will be age 65 – 67 this year, the older adult population will see significant shifts in the coming decades. In 2011, the proportion of age 65+ in Canada was 14.8%, an increase from 13.7% in 2006. In Saskatoon, the 65+ proportions were 12.8% in 2011 and 13.0% in 2006. The actual numbers increased from 26,330 in 2006 to 28,400 in 2011, but were offset by overall population growth. While some authors have described population ageing as a “silver tsunami”, the increase in the older adult population has been fairly gradual to this point and can be better described as a “silver glacier”. This will change, however, when those born in the peak years of the Baby Boom hit 65. The majority of Baby Boomers were born between 1953 and 1963. This means that the 65+ population in Canada won’t really peak until 2031 at 22.8%, and then grow more slowly to 25.5% by 2061 where it will level off. Some older adults will experience chronic diseases that will impact on their mobility. Facilities, parks, and trails need to be made accessible to support them remaining active.

Size and Proportions of the Cohorts in Saskatoon

The following table gives an approximation of the sizes of the Boom, Bust and Echo cohorts in Saskatoon in 2011, in addition to children and older adults.

Table 5: Age Cohorts in Saskatoon in 2011

Cohort and Ages	Number in Cohort	Proportion of Pop.
Children and Youth (Ages 0 – 14)	37,805	17.01%
Echo or Millennials or “GenY” (Ages 15 – 29)	55,595	24.98%
Baby Bust or “GenX” (Ages 30 – 44)	43,790	19.71%
Baby Boomers (Ages 45 – 64)	56,700	25.52%
Older Adults Age 65+	28,400	12.78%
Totals	222,185	100.0%

The population groups are very similar to those used by demographers, and show the impact of the Baby Bust as a smaller segment of the population than the Echo even though both cover a 15 year span. Very few populations are static; however, and the table shows the impact of the movement of young families to Saskatoon. This influx has clearly accelerated after the May, 2011 Census and the 2016 Census will paint a different picture, including five years of Boomers being age 65 – 70.

Changing Personal Economics in Canada

There has been a general shift in North America to a growing gap between the haves and the have-nots from a personal economic perspective. The gap is greater in the United States than Canada. In both countries, that gap is age related in that more than half the wealth of North Americans is now owned by people over 50. Senior’s fee discounts were valid in the mid 1970s when almost 30% of those 65+ lived with household incomes below the Low Income Cut-off (LICO). The proportion is now 5.2% and seniors currently have the lowest poverty levels of any age group. Young families with children are now twice as likely to live in poverty than seniors, and need affordable access to services.

Many communities, however, still have fee rates that generally favour older adults (60 or 65+) more than young families. There is a need to re-examine accessibility and pricing policies, and to implement measures that support all individuals with low income, but especially young families and their children.

Behavioural Trends

There are a number of trends influencing leisure behaviour and participation in recreation, sport and wellness across Canada, along with their implications for the provision of services and amenities.

Trends in General Shifting Leisure Patterns and Preferences

TOWARD INFORMAL AND INDIVIDUAL ACTIVITIES

There has been a clear shift from formal and organized activities to more individualized and informal pursuits. People are increasingly choosing activities that can be done individually or in small groups, at a time of the individual's choosing, and often near or at the individual's home. This is reflected in the top five favourite physical activities for adults and youth in Canada as identified in the Canadian Community Health Survey:

Table 6: Favourite Activities

Favourite Adult Activities		Favourite Youth Activities	
1.	Walking	1.	Walking
2.	Gardening	2.	Bicycling
3.	Home Exercise	3.	Swimming
4.	Swimming	4.	Running/Jogging
5.	Bicycling	5.	Basketball

With the exception of swimming, these activities can be done close to or at home. They can all be carried out at a personally convenient time and are generally unstructured. The only team sport found in either list is basketball; however, its inclusion is largely based on informal play in outdoor settings (parks and homes) rather than on formal organized team activity.

PERSONAL GROWTH

A clear trend is the shift toward the experiential aspect of activities. People are seeking personal growth and meaning in the activities they choose. For example, the Canadian tourism industry has noted that the two fastest growth areas in tourism are cultural learning and ecotourism/adventure recreation.

HIGHER EXPECTATIONS

People not only have high expectations for achieving personal benefits, but also that there will be a high quality of service in the programs they take or facilities they visit. This includes a high quality of instruction, customer service, and facility cleanliness and appearance.

TIME SEGMENTATION

A number of authors (Geoff Godbey and others) have noted the general feeling that many people feel rushed, and that their discretionary time is available in smaller chunks. This is reflected not only in the shift to more individual activities, but also in participating in shorter periods of activity that involve "time deepening" where people multi-task during both work and leisure activities, (e.g. reading while on a treadmill). While many individuals report that they value their leisure time more than work, they may still be challenged to integrate leisure into their lifestyles. They will need to be encouraged to "make" time, rather than "find" time. Where feasible, more programs should be offered in compressed timeframes—a one or two day workshop instead of on a weekly basis for a longer timeframe. Conversely, many people enjoy the constancy and social aspects of ongoing programs. Especially for older adults, multi-purpose facilities should include areas for small informal social gatherings.



Trends in Culture and Cultural Learning

Registration in classes related to personal growth have increased as people seek new lifestyle skills such as learning a new language, the culinary arts, or playing a musical instrument. Boomers in particular are also showing an increased interest in culture, both in terms of attending performances, visiting cultural and heritage venues, and in actual participation in art activities. Travelling for cultural purposes is a growing trend. Cultural learning includes finding out about a destination's culture or heritage before going there, and includes travel in the person's own province, other parts of Canada, and internationally.

Trends in Adult Wellness

ADULT PHYSICAL ACTIVITY LEVELS

People are increasingly aware of the health benefits of physical activity and nutrition, but this hasn't always translated itself into higher levels of activity. In 2003, the provincial-territorial governments set a collective goal of increasing the activity levels in their jurisdictions by 10% by 2010 of those who were at least moderately active. In the most recent Canadian Community Health Survey (2008), there was minimal change over the previous five years, although Manitoba made the most progress—likely due to an aggressive provincial strategy of Manitoba InMotion¹. A total of 48% of Canadian adults self-reported that they were at least moderately active (30 minutes) on most days of the week. BC had the highest proportion at 56% and NL the lowest at 42%. Saskatchewan remained at 45%, although it is highly likely that residents of Saskatoon are more active than the Province as a whole. People were less active as they age, and those with higher incomes and education reported higher levels of activity.

ADULT OBESITY AND OVERWEIGHT LEVELS

While just under half of Canadian adults have remained active, they are also becoming slightly heavier over the last decade, and far heavier than 30 years ago². In 2011, 60.1% of men and 44.2% of women were either overweight or obese. This included obesity rates (a BMI of 30 or greater) of 19.3% for men and 16.8% for women. There had been a slight increase in the levels since 2003, but no change from 2009. A lack of activity, coupled with fast foods and trans-fats intake are responsible; community wellness initiatives will need to include a healthy eating component along with physical activity.

AGEING BOOMERS AND ACTIVITY

As Boomers age, those who are currently active will likely remain active. They will tend to turn away from more strenuous activities such as aerobics and jogging to more moderate activities such as walking, water fitness, and tai chi. There is currently also a 10 to 15% discrepancy between older men and women (age 65+) in terms of activity levels with men being more active. The male-female gap is very small for mid-age adults, so the current discrepancy reflects the current generation of seniors and will likely disappear as the Baby Boomers age.

CHRONIC DISEASES AND THEIR MANAGEMENT

There are also individuals who are impacted by chronic disease conditions such as arthritis, cardiovascular diseases, and Type 2 Diabetes. Activity will be an integral part of chronic disease management and therapy for these individuals. As people age and chronic disease conditions often increase, many people will seek to remain active while managing injuries and other conditions. Community recreation facilities, combined with rehabilitation programs and elements, will be key environments. A clear trend has been to have community recreation partner with health authorities and chronic disease organizations to allow people to manage the conditions in community settings. Physiotherapists are now providing their services in recreation facilities in partnership with municipalities.

1 The InMotion initiative was started in Saskatoon and then was implemented in other jurisdictions across Canada.

2 Canadian Medical Association Journal (2014).

Trend Toward Children and Youth Inactivity

THE CHILDREN AND YOUTH INACTIVITY CRISIS

The Ontario Medical Association estimates that Canadian children are 40% less active than 30 years ago. The Canadian Health Measures Survey (2009) identified that the fitness levels of Canadian children have declined significantly between 1981 and 2009 based on actual measurements of fitness, strength, and flexibility. Children and youth activity levels have been recently tracked using pedometers through the Canadian Physical Activity among Youth Study (CANPLAY), and almost no changes have been seen over the last five years in the amount of activity based on the number of daily steps taken. CANPLAY also found that 46% of Canadian children get three hours or less of active play per week; this is in sharp contrast to the recommended guideline of two hours a day of physical activity.

KEY FACTORS AFFECTING CHILD AND YOUTH ACTIVITY

The factors include a reduction of active play in the outdoors, increased screen time, decreased sport participation, and reduced active transportation uses. Children used to spend considerable portions of their free time playing outside. Because of parental fears or the children's own preferences, they are now spending much of that time indoors. Children now spend five to six hours on weekdays and six to 7.5 hours on weekends in front of screens. This includes video-games, surfing the web, texting and watching television. The proportion of children who use active transportation (walking, cycling) to get to and from school has also decreased over time. While 58% of parents say they had walked to school, only 28% of their children walk to school today. Participating in a sport or physical activity can add 1,600 more steps on participation days. ParticipACTION's "Think Again" campaign was aimed at parents who thought having their child registered in one weekly sport or physical activity program was enough activity, even when the child was largely sedentary outside of that program.

CHILDHOOD OBESITY AND OVERWEIGHT LEVELS

While obesity is a complex issue, there is a clear link for most children with the imbalance between calories consumed and calories expended. In 2011, 31.5% of Canadian children and youth, ages 5 – 17, were either obese or overweight. The current obesity rate of 11.7% has essentially tripled over the last 30 years, and the overweight level of 19.8% has doubled. While boys are generally more active than girls, their obesity levels are higher. The good news is that obesity and overweight levels have levelled off even though they remain far too high. Inactivity and obesity levels in children and youth are resulting in the increasing early diagnosis of chronic diseases in the young, potentially resulting in a lower life expectancy than the current levels. Type 2 Diabetes, (formerly called "Adult Onset Diabetes"), among children and youth is a special concern to the health profession.

SPORT PARTICIPATION AND PHYSICAL LITERACY

According to the General Social Survey, registered sport participation levels fell from 45% and 9.6 million individuals in 1992 to 28% and 7.3 million in 2005. Some of this drop is due to a shift to more individual activities, but much relates to dropping physical activity levels over this period. The sport community has acknowledged this issue and created the 2002 Canadian Sport Policy and the new 2012 Canadian Sport Policy in part to address the issue of how participation can be increased through a Long term Athlete Development Model. The Canadian Sport for Life (CS4L) movement has placed a greater emphasis on helping children have an active start, and acquire fundamental physical literacy (basic body control and sport skills) as an introduction to physical activity and sport, and then to ensure that those of all abilities have an opportunity to continue to participate. CS4L is working with the Canadian Parks and Recreation Association (CPRA) and its provincial-territorial partner associations to encourage the development of more physical literacy programs through partnerships at the local level.

The Nature Deficit Trend

At Canada's 2011 National Recreation Summit, Richard Louv and other speakers noted the growing disconnect between children and nature. Fewer children are playing outside in natural settings for a number of reasons. These include parental fears of allowing children out of their direct supervision and a trend toward increasing amounts of sedentary screen time, (television, computers, hand-held devices, and video games), by children and youth in indoor environments. Many children are losing their connection with nature and the creativity, imaginative play and physical activity that occurs in outdoor settings. A growing trend is to provide more program opportunities for children to connect to nature. In addition to nature kindergarten and nature pre-school programs, many recreation departments have incorporated nature based programs into their offerings. They have also designed playgrounds to maintain more natural areas, and developed child and youth vegetable gardens.

Trends in Volunteerism

Canada lost a million volunteers between 1997 and 2000, going from 7.5 to 6.5 million (Stats Canada), but has since stabilized and improved slightly. The greatest drop-off in volunteerism in 2000 was found for the 35 – 49 age group; these individuals are perhaps most affected by time segmentation and having to juggle work and family obligations with leisure and volunteerism. As Baby Boomers begin to retire, they may create an excellent pool of skilled volunteers. They will likely have to be actively recruited to become a volunteer in the community. Because of time pressures, individuals will more likely be willing to volunteer for shorter term projects and tasks, as opposed to long-term commitments. Examples of short-term projects are trail building and clean-up days in parks, and special events planning in recreation. This trend is termed "episodic volunteering".

Summary of Some Growing Leisure Activities

Some leisure activities that have grown in popularity and will likely continue to grow include:

- **Walking and Cycling:** there will be continued demands for safe and inviting places for active transportation activities.
- **Home Landscaping and Gardening:** as the interest in gardening and landscaping grows, people will be looking for good information sources and courses beyond television.

- **Outdoor Activities and Environmental Learning:** there may be a shift away from traditional camping towards closer to home activities including challenging outdoor pursuits. There is a growing interest in learning about local and regional flora and fauna. Programs exposing children to nature will likely expand.
- **Cultural Learning and Ecotourism:** when people do travel, they will want to go someplace to also learn about the destination's culture, heritage, arts, language and food. Ecotourism and adventure recreation will also remain strong as people seek unique experiences.
- **Youth Physical Activity and Healthy Living Opportunities:** parents are beginning to get the messages about child and youth obesity and inactivity. There will be increasing demands for programs that get young people active and help them make healthy choices. Youth are attracted to challenging activities such as skateboarding, mountain biking, and BMX.
- **Community Festivals and Events:** young families are also looking for inexpensive, informal activities that can be enjoyed as a family unit, including community events and festivals.
- **After School Programs:** the after school period is viewed as an excellent opportunity to encourage children to be more active and was given the highest priority by the Federal/Provincial/Territorial Ministers responsible for Sport, Physical Activity and Recreation in 2008. The Canadian Active After School Partnership (CAASP), made up of nine national organizations including the CPRA, was created in 2010 to address how the time period of 3:00 – 6:00 pm can be used more effectively.
- **Trails and Pathways:** the development of greenways, bikeways, and pathway systems is a key priority for community open spaces systems. These systems contribute to personal and environmental health.
- **Volunteerism:** volunteer recruitment and development programs will need to be revived, with retired Boomers and young people as two key targets. Many volunteer experiences may need to be packaged into shorter timeframes around community projects, using the concept of episodic volunteering.
- **Rehabilitation:** programs aimed at rehabilitation and wellness can be offered through partnerships with the health sector. Programs offered in community, rather than clinical settings, are more likely to lead to ongoing healthy lifestyle behaviour.

Infrastructure Trends (Indoor Facilities and Open Spaces)

There are a number of trends influencing leisure behaviour and participation in recreation, sport and wellness across Canada, along with their implications for the provision of services and amenities.

Historic Recreation Facility Shifts

FROM SINGLE-PURPOSE TO MULTI-USE

The first major wave of public recreation facility projects occurred leading up to the 1967 Centennial with federal funding support. Most of those Centennial era facilities were stand-alone community halls, arenas, curling rinks, and outdoor and indoor pools. At the time, there was little understanding of the benefits of combining a number of facility spaces within a multi-purpose complex. The second wave of recreation facility construction in the 1980's, however, saw a shift to multi-purpose, multi-generational facilities that combined a number of uses and catered to all age groups. Larger complexes now include multi-purpose rooms, gymnasiums, pools, fitness areas, pre-school rooms, and other spaces. The benefits of multi-purpose complexes include efficiencies in staffing (administrative and maintenance), supporting family and multi-generation uses, combined change rooms for fitness and pool users, and being large enough to become a focal point for community events. Ice surfaces are sometimes included in complexes, but often remain stand-alone because of their size and the trend to add additional surfaces to a multi-rink complex.

AGEING INFRASTRUCTURE

Many of Canada's older recreation and park facilities have envelope, code, mechanical, roofing, and slab problems. They are also deteriorating more rapidly than necessary because of limited preventative maintenance programs. Many of the older facilities are high energy users and are expensive to operate. Because of design standards at the time they were built, many are also not accessible to persons with a disability. The multi-purpose recreation centres built in the 1990's are in better shape, but also need work, particularly in the pools and ice surfaces component which are high energy users and have complex mechanical systems. In Alberta and BC, the ageing facility deficits were measured as being between \$4 and \$5 billion respectively for repairs or replacements.

The CPRA and their partner provincial and territorial associations have advocated to the federal and provincial/territorial governments about the need to address the infrastructure deficit with a new national infrastructure program that is sustainable. The Federation of Canadian Municipalities (FCM) had also advocated for a new national program for both new and existing infrastructure.

SENIOR AND YOUTH-ORIENTED FACILITIES

A more recent shift has been a trend to include both senior and youth related spaces within multi-generational facilities rather than as stand-alone buildings. Individuals now entering their 60s are more likely to remain within mainstream facilities than to join designated seniors centres. If they do join senior centres, it is often to take advantage of program discounts rather than to become a social member. It is becoming more common to add older adult oriented social and program spaces within multi-purpose complexes, and to balance these with existing stand-alone seniors' centers. These multi-purpose facilities still need social and program spaces that are older adult oriented. In terms of youth facilities, small stand-alone facilities have proven to be less successful than those that are part of a larger facility with gymnasium, fitness and other program spaces, although they are effective in the core areas.

Trends in Indoor Facility Provision and Design

AQUATIC FACILITIES

Most of the early public pools were outdoor facilities built in the late 1960's and early 1970's. Virtually all of them are now experiencing major problems with their tanks, filtration and disinfection systems, and change room structures. When these outdoor pools have reached the end of their lifespan, they have generally been closed down. Only a few outdoor pools have been built in Canada, (outside of commercial water parks and slides), and building a new outdoor pool is not seen as a solution to aquatic needs. The early indoor pools, whether public or YMCA, were rectangular pools that focused on swim lessons, swim team use, and lap swimming. In the 1980's, communities began to provide free-form "leisure pools" in conjunction with standard lap pools, and/or add leisure elements to lap pools.

Free-form pools that have warmer, shallower water create more child and family use. It is clear that free-form leisure pools and rectangular lap pools work best in combination, and neither functions as well by itself. A new trend is to add two or more 25m lanes on one edge of a leisure pools. These provide good areas for swim lessons, water walking, and rehabilitation. Again, the most effective pools have both a free form leisure pool and a rectangular lap pool. Lap pools are also designed to be used for leisure swims (e.g. floor inserts for inflatables, rope swings, etc.), along with swim lessons, lap swimming and, aquatic sport teams.

ALL-DAY USE

A major trend has been the increase of demands for use of indoor facilities during weekday hours for both programs (beyond pre-school) and drop-in use. People's changing work patterns mean that many spaces will be busy throughout the day, including the use of fitness, pool lap swimming, and general program rooms.

MULTI-PURPOSE PROGRAM SPACES

The inclusion of at least two, preferably more, program spaces for community programs and classes have been a key asset in many recreation complexes. They can be used by a wide range of program types and age groups. These spaces can also accommodate group bookings (i.e. parties), community meetings, and other social activities. They can be rented out or used by facility staff and, in most cases, can accommodate both small and large groups.

GYMNASIUMS, FITNESS, AND CHANGE ROOMS

The assumption that school gymnasiums will meet all community needs has not been valid, as many community user groups will attest. Many communities have now included single or multiple gymnasiums within complexes and find they are among their most heavily used spaces throughout the day and evenings. Gymnasiums can be designed to be used for major community gatherings and social events. Fitness rooms with a mixture of strength and cardio equipment have proven to be a major community draw as long as they are large enough (ideally a minimum of 3,000 ft² plus). When a pool is included in a complex, a clear trend has been to provide a family change room with cubicles in addition to male and female change rooms. At least one cubicle in the family change room should be large enough to accommodate a person with a disability and their caregiver.

EXPANDED FACILITY ROLES

Community leisure facilities are taking on a greater role in attracting tourism and in economic development. In particular, sport related events and tournaments, seasonal celebrations, cultural events, and heritage and commercial activities are regarded as a means for economic growth and development. A trend in some communities has been the inclusion of partners from other fields in combined facilities where they provide capital and operating costs as appropriate. This may include public health units, libraries, social services, and rehabilitation providers.

Trends in Open Space Planning and Provision

OPEN SPACE CLASSIFICATIONS

The clear trend over the last decade in smaller communities has been a growing sophistication in developing longer term plans for park acquisition and development; ensuring adequate developer contributions in new subdivisions; and having community greenways plans. Larger urban communities often classify parks as city-wide, community (generally areas of 20,000 – 40,000 population), and neighbourhood (3,000 – 5,000). Smaller communities will often use two levels, community-wide and neighbourhood. Community-wide parks tend to consolidate major amenities that can attract residents from a larger area such as sports fields, ball diamonds, youth amenities (skateboard park, basketball courts, etc.), or a special natural feature. They are generally five to 20 hectares in size. These parks can also be the location for a major indoor multi-purpose facility, provided it has good accessibility from the whole community. Neighbourhood parks are smaller local open spaces (ideally a minimum of one-half to two hectares), and are within walking distance of local residents in the area. They will commonly include a playground, outdoor courts, and an open play area. Ideally, they will also have natural features and elements.

OPEN SPACE MASTER PLANNING

All communities, especially fast growing ones, need to develop a longer term open space master plan that identifies the future needs for open space and the size and types of amenities that will be provided. Saskatoon has such a plan in place. The open space plan will often identify the location of future open spaces, including at the neighbourhood level as well as clear expectations for parks dedication by the developer. If several developers are involved in a subdivision, this is especially important to set the desired lands aside.

As a general rule, communities will not allow developers to include wetlands or other undevelopable areas, or left-over slivers of land within their 10% subdivision dedication.

INTEGRATED TRAILS PLANNING

The open space master plan will often include a trails plan, or have a separate trails or “greenways” plan. This integrated trails plan identifies different levels of trails from regional to community-wide to more local neighbourhood trails. For neighbourhood parks, connecting walkways or trails through neighbourhoods to the parks need to be integrated into subdivision plans. Major community-wide trails/ greenways may need connectors to neighbourhood areas, depending on their location. Creating a return loop for major trails adds to their use and contributes to physically active lifestyles in the community. A bikeways plan is a common part of most integrated trails plans, or is done as a separate but coordinated plan. The integrated trails plan should have development standards for all types of trails and bikeways.

OTHER OPEN SPACE AMENITIES

Skateboard parks are still in demand, but appear to work more effectively in “youth parks” where other youth amenities such as basketball courts and some seating are provided. Community gardens, including ones that involve youth, are also beneficial. Water recreation remains popular. Stand-up paddle boarding is gaining popularity with a range of age groups along with more traditional water-based activities such as canoeing and kayaking. Nature and heritage trails with signage (or numbered posts) for interpretive walks (both guided and self guided) are well received, including viewpoint signage that refer to the historical events.



Implications of Infrastructure Trends

- A careful analysis of the major systems of ageing facilities should be considered for repair, retrofit/reuse, or demolition. As systems such as roofs age, deterioration accelerates with time, so repairs that are put off generally become more serious and costly.
- Facilities of any age require a lifecycle management plan to review the condition and repair and replace systems within reasonable timeframes.
- When a new recreation facility is considered, it should be a multipurpose centre that includes key community spaces such as multi-purpose rooms, a gymnasium, fitness room, and change rooms.
- When a future pool is contemplated after sufficient catchment area population is achieved, it should be located at the main multi-purpose centre. The pool's addition and the expansion of change rooms should be included in the facility's original design.
- Care should be taken before developing stand alone seniors' centres or youth centres, and the creation of spaces largely designed for these age groups should be considered as part of the multi-purpose facility.
- As job schedules become more flexible and people retire, there will be increased demands for day-time use, especially informal drop-in use.
- An open space master plan should be considered that includes park classifications, future park locations, and developer contributions.
- Active transportation systems are a major contributor to individual and community health; therefore, an integrated trails plan should be considered for development in the near future.
- Ideally, walkway and bikeway connections should be made to major indoor facilities. At a minimum, adequate bicycle parking and storage facilities should be provided at appropriate, high-use locations.
- The most successful youth parks have enough elements that they attract a range of youth groups and interests. These elements may include a skateboard facility, sport courts, BMX/mountain bike parks, and social gathering spaces.
- Partnering with other sectors in recreational facilities requires careful planning and clear agreements. The most successful ones tend to be ones that involve program partnerships rather than simply being a landlord-tenant relationship.

Providing Public Recreation Services

Trends in Changing and Expanding Roles

Throughout Canada, local parks, recreation, and culture departments are increasingly asked to be an integral part of addressing a myriad of social issues including responding to homelessness, drug-use for youth and young adults, child care needs, and other issues traditionally responded to by provincially-territorially sponsored agencies and programs. In many communities, recreation personnel are working more closely on internal integrated service teams, and with social service personnel in responding to these needs. This often requires additional staff skill sets, different programs and services design, and the re-allocation of resources. Funding issues aside, leisure is becoming more widely recognized as a tool for social change. Its potential for improving the quality of life for local citizens is significant. There is a growing trend to recognize the impact of leisure programs and services on reducing risk factors for children and youth, and to break down ethnic divisions and create better understanding between different cultures.

Trends in Partnering and Delivery Options

PARTNERING ON PROGRAMS SERVICES

Public parks and recreation departments have always functioned within a mixed delivery system model, and have worked closely with voluntary sport, culture, and recreation organizations in the delivery of services. The most significant shift is the extension of these partnerships beyond the voluntary sector. Newer partners include the health system, social services, justice, education, the corporate sector, and community service agencies. This reflects both a broader interpretation of the mandate of parks and recreation agencies, and the increased willingness of other sectors to work together to address community issues. The relationship with health will be vital in promoting wellness. The traditional relationship with education, the sharing of facilities through joint-use agreements, is evolving into cooperative planning and programming aimed at addressing youth inactivity levels and community needs, including after-school programs and the development of physical literacy for children and youth.

If the YMCA-YWCA is providing services in a community, they are generally a natural program partner in areas such as after-school programs.

FACILITY AND SERVICES PARTNERSHIPS

A number of partnerships have also occurred in the development of facilities. It is becoming more common for community libraries to be included in recreation complexes. Library program rooms can be designed to support recreation program use, especially when the library is closed. Other partnerships have included museums and public health units. There are a number of examples of private physiotherapy and rehab clinics, including sports medicine, being built attached to a community recreation complex. These situations have mutual benefit as long as the ownership of the space remains with the municipality and cost contributions are equitable. Finally, there are increasing examples across Canada for smaller municipalities to take a combined or regional approach in developing major facilities.

INTERNAL MUNICIPAL PARTNERSHIPS

There has been a growth in internal partnerships within municipalities. There are closer relationships between recreation and police services around public safety and youth initiatives, as well as with planning and engineering departments in the development of greenway and active transportation systems.

ALTERNATIVE DELIVERY SYSTEMS AND CONTRACTING OUT

Municipal parks and recreation structures and delivery systems have witnessed some increase in the use of alternative methods of delivering services. There has been a modest increase in contracting out of certain services to the private sector. There are also more cooperative agreements with non-profit groups and other public institutions. Generally, contracting out works best for simple services that are easy to define and evaluate, while more complex services and operations are more effectively operated in house by municipal staff. There are also more public-private partnerships involving either the construction of new facilities, or the inclusion of private operations within publicly operated facilities, (e.g. private rehabilitation services). The successful public-private partnerships have been based on strong and

comprehensive agreements and ongoing communication. While the vast majority of municipal recreation facilities are publicly operated, there are some examples of having the YMCA or YWCA serve as the operator. In these cases, a fees and charges schedule is confirmed and agreed to ensure that public access is protected. There are some examples of private operators of public recreation facilities, but this is far more common for arena operations than multi-purpose centres.

Trends Related to Accountability and Planning

THE BENEFITS MOVEMENT

The 1992 and 1997 CPRA Benefits Catalogues have had a subtle but profound affect on the field. They have helped the field become more outcomes focused, and to broaden its mandate from the delivery of traditional services to the creation of individual and community benefits. In the 1990s, the Benefits Movement and approach largely focused on using the evidence of the benefits of parks and recreation as advocacy and communication tools—aimed at municipal councils, other institutions, and citizens. The shift now is toward using the Benefits approach as a key planning tool. Departments are increasingly defining outcomes in their strategic planning processes, and then directing new strategies to achieve those outcomes.

ACCOUNTABILITY

Another clear shift is that political decision makers and volunteer boards are increasingly demanding that their departments measure and demonstrate their impact on the community. This demand for accountability through performance measures doesn't necessarily result in outcomes focused organizations, because outputs are still far easier to measure. An example of an outcome is increasing the level of physical activity of children and youth in the community. An example of an output measure is counting the attendance in public programs. Both are important.

Trends Related to Leadership Shifts and Gaps

Many of the early Baby Boomers, born in the late 1940s and early 1950s, who have led parks and recreation organizations are now retired or soon about to. There are a number of capable people to replace them at the management level, but there appears to be a gap at the entry level with fewer younger people being attracted to the field or having had a chance to advance. In smaller communities, there are also issues with attracting program, instructional, and technical staff in areas as diverse as aquatics and arena plant maintenance. A concerted effort will need to be made by post-secondary institutions and the field to address leadership gaps. Individual departments may need to develop and train their own staff in technical and program areas when there is a short supply. Job descriptions are becoming obsolete in many fields as individuals often find themselves working in teams and on tasks outside of their normal roles. Younger staff members expect to be part of the planning and decision-making processes of the organization. This is certainly true in the parks and recreation field and traditional managers will need to adjust to Gen Xers and Millennials on their staff.

Trends in Technology Applications

Parks and recreation has increasingly embraced greater use of technology. This includes bar-coded entry systems for pass holders at control points, computer and web-based program registration systems, user tracking systems, and enhanced communications with both users and colleagues, including the use of social media such as Twitter and Facebook. Staff now commonly use hand-held devices and, good or bad, managers are now never away from the job or out of contact. These high tech capacities will compliment, but never replace the need for human contact and personal attention. In the parks area, the use of digitized aerial photography has changed mapping systems and has allowed for easier overlays of GIS mapping levels. Many of these maps, including trails, are now available to the public on interactive web-sites. It is increasingly common for parks maintenance staff to carry a hand-held PDA that they can record work information on, and then send it directly to computerized maintenance management systems. In the future, hand-held devices will be voice activated and their voice messages will be digitized without requiring keypad entry.

Implications of Organizational and Workplace Trends

- Parks and recreation services can be a major contributor to addressing broad community issues and needs in partnership with other community organizations and agencies. Creating forums where interagency communication and needs identification occurs can support this.
- As the field partners with other sectors, it will need to ensure that there is a mutual understanding of mandates as a starting point in the development of partnership approaches. This includes internal partnerships at the municipal level.
- Partnering with other sectors in the provision of services will require a clear set of expectations and written agreements. The development of an overall set of partnership guidelines can support this.
- Working with other sectors will create the need for developing greater skills in community development, team building, and social inclusion.
- Parks and recreation departments will need to become more skilled at integrating the benefits and outcomes into both operational and strategic planning.
- The development of a clear set of performance measures for the field will be required so that outcomes can be measured and communicated. The field needs to ensure that these measures are relevant, and are not simply output measures that are imposed by others.
- The recruitment of young people into the field and its post-secondary education programs will be a priority. Young leaders also will need mentoring and professional development opportunities as they enter the field.



Environmental Trends

Trend: A Growing Sense of Environmental Stewardship

The environment has remained on the agenda of individual Canadians. This is evidenced by the public support given to the preservation and protection of natural areas. On a personal action level, Environics found that most Canadians will recycle or compost when opportunities and pick-up services are provided. Reducing fossil fuel consumption in vehicle use by driving less will require improved bikeway systems and bicycle storage areas. Environics also found that 85% of Canadians think the environment will get worse, especially in terms of air and water quality. Parks and recreation departments will continue to be challenged by citizens on their stewardship practices.

Trend: An Increasing Interest In Environment Activities

There is heightened interest in environmental activities and learning, including learning about local flora and fauna. Guided nature walks have proven to be highly successful in many communities. Growing activities include birding; over 70 million North Americans collectively now spend approximately \$5.5 billion annually on birding related activities and resources. Urban natural parks are used for same-day hiking experiences and use levels have generally grown. There is a growing trend towards shorter-term and closer to home wilderness experiences. Younger generations and families often lack basic camping skills. Parks Canada now offers platform tent sites in a trend called “glamping”. People are also investing more in their individual environments as gardening and home landscaping grow in popularity. Municipal parks and recreation departments should look at increasing environmental and outdoor education opportunities, as well as horticultural courses. Community gardens and workshops on how to grow some of your own food are receiving increased interest.

Trends in Green Building Design

It is now common practice to ensure that new facilities are designed and constructed to reduce energy and resource consumption. Many of these same practices apply to the retrofit of existing facilities. While LEED (Leadership in Energy and Environmental Design) certification has been used as a benchmark, many communities have ensured that green building design standards are built into all significant capital projects, even if certification is not sought. A current common practice is to ensure that architectural firms being interviewed for a facility project should be asked to demonstrate their environmental design expertise. This includes the expertise of their mechanical, structural, and electrical consultants, especially for facilities such as pools and arenas that are high energy consumers. Fossil fuel costs will continue to increase and systems to reduce consumption need to be considered based on payback. These include roof solar panels, geothermal energy sources, heat recovery systems and motion sensitive lighting, central digital control systems that save energy and monitor systems, energy efficient pumps and other mechanical systems, and envelope design. One pool in British Columbia recently used the recovered heat from a nearby sewage treatment plant through a piping system to offset its heating requirements. Water use also needs to be reduced in both buildings and open space systems. Water conservation efforts that have become standard practice include parking lots and landscape areas designed to reduce water use and run-off with water infiltration systems, low flush toilets, and faucet/shower cut-off valves. Grey water from pools can be used to flush toilets. For existing buildings, an energy audit is a key starting point to identify opportunities and options for savings. Each energy saving option should have a payback period identified.

Climate Changes and Weather Trends

While there is not common agreement on the causes, there is agreement that global warming is occurring. In the 20th century, the average global temperature rose one degree Fahrenheit; the expected increase in the 21st century is 5 – 8 degrees F. A rise of this magnitude will impact snow levels and glacial melting, sea levels and ecosystems. The only safe prediction appears to be that weather will become more unpredictable. The number of extreme weather events in this decade in Canada has doubled over the past 30 years ago, and parks and recreation operations can expect more weather related events, resulting in damage to park and boulevard trees in particular. Some parks departments are considering the possible impacts of climate change on their plant and tree selection programs.



Implications of Environmental Trends

- There is increased interest by citizens in environmental stewardship, and municipalities can create opportunities to engage local citizens and groups in stewardship activities such as stream and fish habitat restoration, including riparian zones, park clean-ups, and removing invasive species.

Note: most of these programs do not allow citizen use of powered tools.

- With a heightened interest in nature and the environment, local authorities may consider interpretive programs, signage, and environmental education and information programs.
- Parks and recreation departments should consider becoming **environmental leaders** in their communities through a combination of sound environmental practices, educational programming, and citizen involvement.
- Buildings should be designed with appropriate green building or LEED principles, and architectural firms and their consultants should be asked to identify their expertise in the design team selection process.
- New projects should look at all viable energy sources such as solar and geothermal to offset fossil fuel uses.
- The conservation and wise use of water needs to be infused into facility and park operations through a water conservation strategy. This includes toilet and shower fixtures, future pool design, parks irrigation and water use, and landscape design and plant selection.
- For existing buildings, an energy audit should be conducted at some stage to look at opportunities to reduce fuel, power and, water consumption. Options for improvement may include solar panels, energy efficient motors and pumps, heat recovery systems, and motion sensitive lighting.
- Municipalities, depending on their location, may need to include additional contingency funding to deal with storm related damage to trees resulting from an increase in the number and severity of weather events.

Section

5

Comparative Analysis

A comparison exercise was undertaken in order to contrast the provision of selected recreation and parks infrastructure in Saskatoon with other “comparable” communities. The five municipalities selected for the exercise were the cities of Windsor, Halifax, Regina, Richmond, and of Edmonton. (While Edmonton is not of similar size, its proximity to Saskatoon as well as an interest in examining provision ratios in a much larger centre was sufficient reason to include it in this analysis.) **The comparison exercise considers those facilities and spaces that are within the municipal delivery system and those operated by a community partner organizations, schools, etc.** It is also important to note that the data collected and analyzed does not consider a number of important factors such as the size or capacity of the facility, age and condition, provision by other entities (e.g. private sector, regional organizations), and facility functionality. In many instances, municipalities (and partner organizations) have varying definitions for types or categories of spaces. This variable may also impact the provision ratios for some facilities or amenity types.

An analysis of the data collected was conducted by calculating the provision ratio (number of residents per facility/space of provision) for Saskatoon and each of the comparable communities. Identified in the following chart is an overview of how the city compares to the average of the comparable communities. The complete data can be found in the 2015 State of Recreation and Parks.



Table 7: Indoor Facility Provision

Facility	Saskatoon Provision Ratio ¹	Average Provision Ratio in the Comparable Communities
Indoor Facilities	# Residents per Facility/Space	# Residents Per Facility/Space
Fitness/wellness facilities (e.g. exercise/weight room)	42,333	29,065
Indoor child playgrounds (publicly provided)	127,000	133,805 ²
Ice arenas (# of sheets)	23,091	21,343
Ice arenas (performance >5,000 seats)	254,000	401,572
Curling facilities	—	—
# rinks	63,500	122,393
# sheets	11,043	17,760
Multi-purpose leisure/recreation centres	31,750	36,163
Leisure swimming pools	127,000	73,693
25 metre pools	63,500	57,821
50 metre pools	127,000	212,049
Gymnasium type spaces	To be confirmed	2,703
Indoor fields (boarded or unboarded; for field sports)	63,500	118,255 ²
Youth centres (dedicated; municipal/not-for-profit operated)	25,400	132,804
Indoor climbing walls	254,000	149,945
Indoor walking/running tracks	127,000	132,689
Seniors centres (dedicated; municipal/partner operated)	254,000	198,723

¹ This inventory includes all City of Saskatoon owned and operated facilities as well as those operated by other agencies with some level of public support/subsidy for users.

² Richmond has zero (0).

Table 8: Outdoor Facility Provision

Facility	Saskatoon Provision Ratio ¹	Average Provision Ratio in the Comparable Communities
Outdoor Facilities	# Residents per Facility/Space	# Residents Per Facility/Space
Track and field facilities	254,000	179,736
Bike parks (BMX, mountain bike)	254,000	187,567
Picnic areas (# sites with amenities)	127,000	38,265
Boat launches	254,000	123,211
Sport fields (grass)	3,256	2,708
Sports fields (artificial turf)	127,000	112,280
Soccer/football stadiums (>20,000)	N/A	Only provided in Edmonton and Regina
Ball diamonds (community)	1,411	2,129
Performance baseball stadiums (>5,000 fixed seating capacity)	N/A	Only provided in Edmonton
Child Playgrounds (permanent structures)	1,380	4,333
Water spray parks /pads	14,941	35,843
Outdoor basketball courts/sport courts	9,071	6,353
Skateboard parks	36,286	106,223
Outdoor swimming pools	63,500	79,445
Sand/beach sand volleyball courts	127,000	50,865
Dog off leash parks	42,333	38,438
Community Gardens	—	—
# of sites	7,938	19,893
# of plots	309	933
Outdoor Tennis Courts (# of courts)	6,195	4,481
Outdoor skating rinks (# designated sites)	4,885	5,175
Trails (km)	To be confirmed	To be confirmed
Zoos/Aquariums	254,000	Only provided in Edmonton and Halifax

¹ This inventory includes all City of Saskatoon owned and operated facilities as well as those operated by other agencies with some level of public support/subsidy for users.

Section

6

Recreation and Parks Service Delivery

Recreation and parks opportunities in Saskatoon are provided by a number of organizations, groups, and individuals from the public, non-profit, and private sectors. Typically, those opportunities which demonstrate enough demand and that can generate positive financial returns are provided by the private sector. Other recreational opportunities that can be offered at a financial breakeven are provided by the non-profit sector (potentially to include publicly subsidized access to facilities and spaces) and those opportunities that require financial subsidy are normally offered through the public sector. The public sector is also primarily responsible for the provision and maintenance of recreation and parks infrastructure including, but not limited to recreation facilities, parks and open spaces, trails, and sports fields.

Table 9: Recreation and Parks Service Providers

Private Sector	Non-profit Sector	Public Sector
Fitness/wellness	Minor and adult sports leagues	Leisure centres
Golf courses	Sports fields (high quality)	Indoor and outdoor pools and splash pads
Personal training	Athletic and activity clubs	Trails
Ice arenas	Curling rinks	Sports fields
	Ice arenas	Fitness/wellness spaces
		Golf courses
		Ice arenas



As can be seen, there are some activities and infrastructure that overlap between sectors and there is no clear delineation of responsibility given specific activities, facilities, or spaces.

The City of Saskatoon has a dominant role in the provision of public sector recreation and parks services. The City currently owns and operates a vast array of recreation and parks facilities, amenities and spaces including, but not limited to:

- 4 indoor pools
- 6 leisure centres
- 6 indoor ice surfaces
(in total there are 11 indoor ice arenas within the City and 15 within the immediate vicinity)
- 10 youth centres
- 3 golf courses
- 4 outdoor pools
- 7 skateboard sites
- 41 tennis courts
- 206 parks
- 268 sports fields
- The Forestry Farm Park and Zoo
- 30 paddling pools
- 17 spray pads
- 184 playground units

Recreation and parks infrastructure that is owned and operated by the City impacts the quality of life of all residents in the region in a variety of ways. Those that are able to utilize facilities and parks directly are impacted the most. Understanding both levels of utilization and the current physical state of recreation and parks infrastructure helps depict the level of direct benefit achieved in the community as well as the ability for existing infrastructure to meet future needs and sustain existing service levels.

Recreation and parks utilization highlights are presented as follows:

- Attendance at the City’s three golf courses in 2013 was 122,662
- 2013 total facility usage at Forestry Park and Zoo including attendance, rentals and program was 273,103
- In 2014 there were 18,484 indoor and 1,265 outdoor aquatics program registrants (including lessons)
- In 2014 City sports fields were formally booked for 22,614 hours (including 2,561 hours ball diamond usage)
- In 2014 City of Saskatoon Leisure Centres (6 in total) were used by 777,603 drop-in and leisure card users
- 2014 usage of the City’s four indoor pools totaled 620,056 uses
- In 2014 usage at City operated ice arenas was at approximately 97% of prime time capacity

According to an appraisal report developed by Suncorp Valuations in April of 2014, the Cost of Reproduction of all City built infrastructure (not including roads, water and sewer or parks and open spaces) is over \$731M. Of this total, major recreation and parks facilities (valued at over \$1M in replacement value) account for 25% (~\$180M).

The replacement value for major infrastructure is explained as follows (for recreation and parks infrastructure over \$1M). Other notable infrastructure is also presented to show relative value.

Table 10: Infrastructure Replacement Values

Facility/Park Space	Replacement Value (New)
Shaw Civic Centre (plus yard improvements)	\$51,350,900
Saskatoon Field House (plus yard improvements)	\$30,568,700
Lawson Civic Centre	\$17,494,000
Cosmo Civic Centre	\$16,829,700
Lakewood Civic Centre	\$18,324,300
Harry Bailey Aquatic Centre	\$17,435,700
Albert Community Centre	\$11,374,000
ACT Hockey and Figure Skating Arena	\$10,453,200
Kinsmen Arena	\$6,008,200
Riversdale Pool Building (plus yard improvements)	\$6,872,800

Facility/Park Space	Replacement Value (New)
Archibald Arena	\$5,203,300
Lion's Arena	\$4,792,100
George Ward Pool Building (washroom and building)	\$4,433,900
Mayfair Pool Building (mechanical and building)	\$4,044,300
Cairns Field Baseball Grandstand	\$3,858,900
Lathey Pool Bathhouse	\$2,543,900
Riverside Badminton and Tennis Club	\$2,461,000
Forestry Farm—General Yard Improvements	\$2,077,000
Bob Van Impe Field (concession, grandstand)	\$1,909,700
Canada Game Boathouse	\$1,574,800
Saskatoon Minor Football Field at Gordon Howe Park (change rooms, yard improvements; outdoor)	\$1,540,500
Holiday Park Golf Clubhouse	\$1,403,100
Forestry Farm—Quarantine Building	\$1,245,000
Forestry Farm—Education Centre	\$1,160,000
Forestry Farm—Auditorium	\$1,066,000
Woodlawn Cemetery Service Building	\$1,020,000
Children's Zoo Building/Monkey House	\$1,002,000
Sub total Recreation and Parks Infrastructure Over \$1M	\$176,696,100

Other Notable Infrastructure	
Teachers Credit Union Place	\$91,495,800
SaskTel Centre	\$81,191,700
City Hall North	\$26,745,700
City Hall South	\$22,198,600
John Deere Building	\$10,862,700
SaskTel Centre Yard Improvements (outdoor)	\$5,169,100
Landscape and Sports Fields (Surveyors Building)	\$1,231,000
Mendel Art Gallery	\$11,660,000

In regards to asset management processes, the City plans for lifecycle replacement and repair of indoor facilities and parks and open spaces. For parks and outdoor spaces a facilities condition audit was completed in 2005. Items included in the inventory were turf, trees, shrub beds, flower beds, soccer/football fields, ball diamonds, walkways, natural areas, and bollards. Benches, backstops, goal posts, fences, play structures, and similar items were not part of this inventory audit. The study identified costs for repair of \$18.5M (2005), 65% of that total (\$12M) were considered urgent or safety related repairs. The summary of upgrade costs by park classification shows Parks in the Special classification had the greatest proportion of repairs required and the Multi-District parks and Neighbourhood Parks were also disproportionately high. Since 2005, Parks Division has been investing accordingly in existing parks while it has also increased the inventory of parks through new development.

In regards to indoor facilities, lifecycle maintenance budgets are currently set at 1.2% of new capital replacement value (identified in previous charts). This budget allocation is contained in the City's Civic Building Comprehensive Maintenance Reserve (CBCM Reserve), which was initially established in 1993. The CBCM Reserve program was reviewed by City Administration in 2012 and recommendations from that review suggested potentially increasing the 1.2%.¹

The City also offers a number of program and drop-in recreation opportunities at the aforementioned facilities and spaces as well as other publicly accessible places in the City.

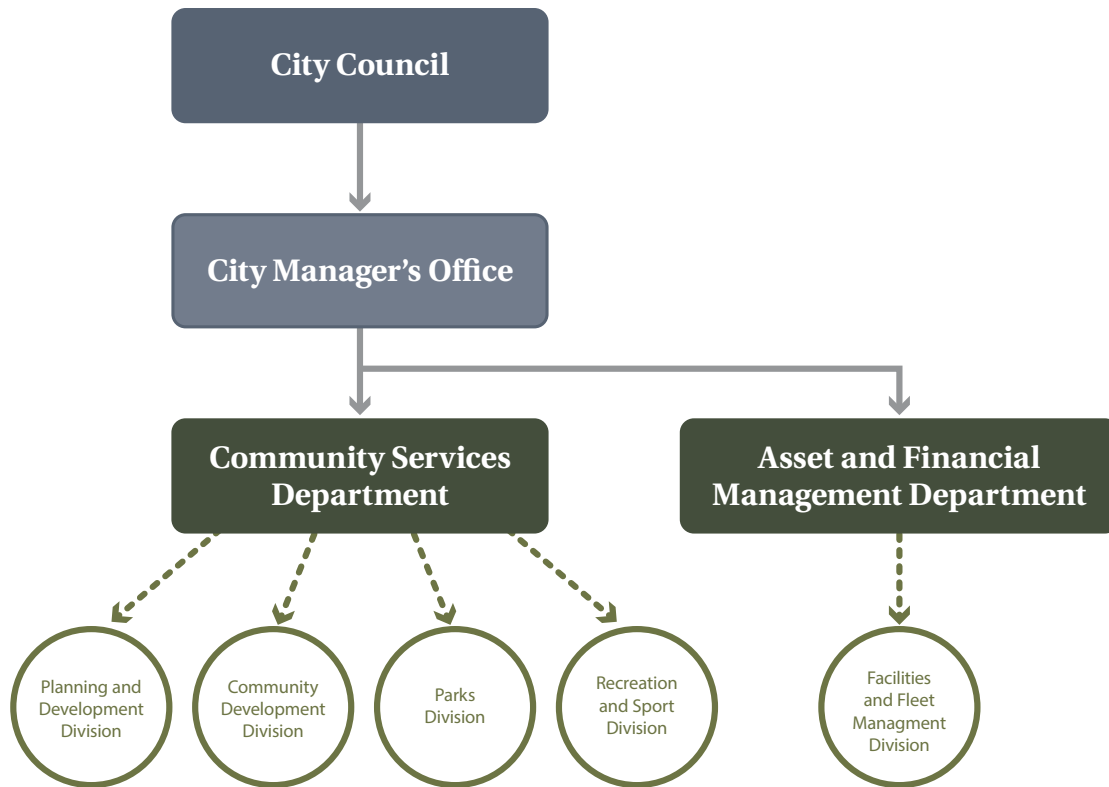
The internal structure for the provision of recreation and parks in the City rests ultimate responsibility for strategic direction with City Council. This strategic direction is then implemented by City Administration. The Community Services Department oversees the day to day operations of recreation and parks programs, facilities and spaces. The City's Facilities and Fleet Management Division compliments the efforts of the Community Service Department by operating and maintaining recreation facilities. The following chart explains the roles of each Division and Department. It is important to note that the entire group does not work in isolation and that there are some tasks that are shared, through a combination of divisions such as promotions and marketing, scheduling, public liaison and strategic planning.



¹ Although no specific direction was recommended in the review, increasing the allocation to between 1.68% and 2.59% of New Capital Replacement Value for the a sample text facility (Shaw Centre).

Diagram 3: City of Saskatoon Structure *

As Connected to the Delivery of Recreation and Parks Services, Programs, and Facilities



* This is only a portion of the City structure related to parks and recreation infrastructure and programs.

City provision of recreation and parks is also guided and governed through various policies and bylaws including, but not limited to:**

- City of Saskatoon 2013 – 2023 Strategic Plan
- Growing Forward, Shaping Saskatoon and the Growth Plan
- Official Community Plan Bylaw No. 8769
- The City of Saskatoon Wetlands Policy
- 1995 Discussion Paper: Role of Municipal Government in Parks and Recreation
- The City of Saskatoon Park Development Guidelines

** These documents, and others, are further discussed in other sections of this report.

Division Responsibilities

The **Recreation and Sport Division** provides a wealth of opportunity for citizens to participate in and enjoy the benefits of sport, recreation, culture, and park activities. Such activities are a core element of Saskatoon's quality of life and an essential part of individual and community health. Recreation and Sport provides the following services to the citizens of Saskatoon:

- **Spectator Ball Fields and Outdoor Sport Fields:** to support minor and adult sport organizations, the City makes available outdoor spectator to ball and baseball facilities located in the Gordon Howe Park and throughout the city in various parks.
- **Community Partnerships:** developing and sustaining partnerships to ensure sport and recreation facilities are available to the community is important. This is accomplished through development of partnership and joint-use agreements and working with sport organizations to develop sport facilities.
- **Forestry Farm Park and Zoo:** through the delivery of a variety of zoological, horticultural, and conservational heritage program, this service line educates the public on the importance of sustaining animal and plant species native to Saskatchewan.
- **Golf Courses:** golfing is an activity enjoyed by all ages and for many it becomes a lifelong recreational activity. Recreation and Sport operates three courses that challenge all playing abilities.
- **Indoor Rinks:** to support the minor sport organizations and the general public, the City operates six indoor ice surfaces in various locations throughout the city.
- **Outdoor Pools:** the City operates four outdoor pools, providing an opportunity for children and their families to find relief from the summer heat, have fun, and learn how to swim.
- **PotashCorp Playland:** located in Kinsmen Park, this new outdoor facility will create a vibrant one of a kind recreation and tourist attraction that includes a new miniature locomotive train, refurbished animal carousel, and a large Ferris wheel.
- **Program Research and Design:** program research involves gathering information that is used to make decisions on the design and delivery of programming to meet the needs of our citizens. This is accomplished by conducting city-wide surveys, program trend analysis, and program evaluations.
- **Youth Sport Subsidy and Special Event Grants:** recreation and Sport provides financial assistance in the form of a rental subsidy to minor sport organizations through its Youth Sport Subsidy Program. Through the City's Special Event Policy, financial assistance in the form of a grant is provided to non-profit organizations hosting major events in Saskatoon.
- **Animal Services:** recreation and Sport is involved in animal control which includes the subsidized spay/neuter program, the development of dog parks in the city, and the management of the Saskatoon SPCA (Society for the Prevention of Cruelty to Animals) and SACA (Saskatoon Animal Control Agency) contracts.
- **Recreation and Competitive Facilities—Programs:** Recreation and Sport operates six indoor recreation facilities that offer a variety of program opportunities in recreation, swim lessons, public swims, fitness and wellness, and life skills for Saskatoon residents.
- **Recreation and Competitive Facilities—Rentals:** indoor Leisure Centres and competitive facilities provide safe, well-maintained, attractive, and accessible spaces for the delivery of competitive sport programs, public programming, leased space for wellness businesses and sport groups, and to hold community events.

The **Community Development Division** builds community capacity to respond to opportunities, issues, and concerns at the neighbourhood level. This is accomplished through facilitation, consultation and training. Community Development also builds partnerships, shares information, and offer grants to community organizations.

Training and support programs to help build the capacity of Saskatoon's 47 community associations are offered through Community Development. These volunteer-run, non-profit organizations deliver affordable sport, recreation, culture, and park programs in their neighbourhoods.

Furthermore, the Division is responsible for the administration of grants to community based organizations to make sport, culture, recreation, and social programs more accessible.

Community Development promotes partnerships between organizations. By working with the Cultural Diversity and Race Relations program, the Aboriginal Leadership Initiatives, Graffiti Reduction Task Force and the Immigration Action Plan, the Division facilitates information sharing and collaboration that strengthens groups and promotes inclusion.

The Division supports and builds capacity in Saskatoon's Arts and Cultural communities with funding and placement of Public Art throughout the city and also facilitates residents' active participation in the community through a defined and formalized Community Engagement Process.

The Division provides accessible programming opportunities through summer playground and youth centre programs and through the City's Leisure Access Program for low income residents. It also provides supports to the Aboriginal community with respect to sport, culture, and recreation initiatives through leadership development, grant funding, and program delivery.

The Community Development Division also offers a number of great summer programs and activities including:

- Skate Board sites
- Playground Programs
- Paddling Pools and Spray Pads

The **Facilities and Fleet Management Division** (Facilities Division) looks after City-owned buildings and structures, the vehicle and equipment fleet and the radio communications system.

The Facilities Division is responsible for the operation and maintenance of leisure facilities, fire halls, transit buildings, City Hall, and other City office buildings. Project management services for any capital or maintenance projects related to City-owned buildings are also provided, including design, contract tendering and award, and construction management; as well as energy management, space management, and accommodation planning.

The Facilities Division is also responsible for the purchase, repair, and maintenance of the City's vehicle and equipment fleet, including mobile and hand-operated parks and turf equipment. Included as part of this are training, operator certification, and equipment safety courses.

The Planning and Development Division also has a role in the delivery of recreation and parks. The Division oversees the Official Community Plan, which outlines numerous strategic directions related to service provision. The Division is also responsible for:

- Future growth planning;
- Safety audits and Crime Prevention Through Environmental Design (CEPTD) reviews;
- Urban design and streetscapes;
- Active transportation planning; and
- Regional planning.

All of these areas have implications to recreation and parks delivery by the City.

The **Parks Division** is responsible for the maintenance and preservation of more than 1,300 hectares of the City of Saskatoon parks and civic open spaces. This is accomplished by utilizing horticultural maintenance standards, maintenance contracts, and policy development. The Parks Division is further organized into sub-sections as follows:

The *Parks Open Space Design Section* is involved in the planning, design, and development of public lands, which includes all levels of parks, buffers, civic buildings, road rights-of-ways, etc. Responsibilities include planning, estimating, and administration of the capital budgets; conceptual and detailed design; construction project management; public, interdepartmental, and Division consultation; the development and implementation of landscape construction standards; the collection and maintenance of "as-built" data; post-completion of capital projects; and park programming.

Grounds Maintenance Programs, which includes the Irrigation Program, is responsible for the maintenance of approximately 622 hectares of irrigated turf, and the operation and maintenance of 402 irrigation systems; 268 sports fields (including 80 Class 1 and 2 fields used for provincial, national and international sporting events); shrub beds; park trees; litter control; park pathways (including snow removal on main lit pathways); and approximately 18 kilometres of cross country ski trails.

The *Greenhouse Program* is responsible for providing and maintaining floral and indoor plant displays for public viewing at the Conservatory, City Hall, other civic facilities, and for landscape enhancement. Approximately 45,000 annuals are produced each year for the Flowerpot Program and flowerbeds in parks and civic open spaces. The "Flower Pot" Program is comprised of a total of 900 plastic pots located along major public roadways and in the Local Business Improvement Districts (BIDS). In addition, the *Conservatory Program*, which welcomes approximately 80,000 visitors a year and our Greenhouse Program produce approximately 4,000 plants/flowers annually for shows.

The *Urban Forestry Program* is responsible for the management of a tree inventory which exceeds 100,000 trees, including maintaining a pruning cycle of 1:7 years and planting approximately 2,500 trees annually. Additional program responsibilities include tree planting, disease control monitoring and prevention (for example Dutch elm disease and Black Knot), and maintaining a tree nursery of approximately 7,000 trees that are utilized for the forestation of city parks, boulevards, buffer strips, medians, streetscapes, and other civic open spaces.

The *Pest Management Program* is responsible for mosquito control monitoring and implementing the Province's response to West Nile virus through a larviciding program. This program is also responsible for enforcing the Provincial Dutch Elm Disease Regulations by monitoring trees throughout the city for elm bark beetles and physically inspecting for improperly stored elm firewood and suspect elm trees.

Woodlawn Cemetery, established in 1906, is owned and operated by the City of Saskatoon, and falls under the responsibility of the Parks Division. Woodlawn is centrally located, situated north of 33rd Street between 2nd Avenue and Warman Road, and is comprised of approximately 42.5 hectares with approximately 3,500 well-established trees. It is operated as a self-funded cemetery with no public tax support.

The *Nutana Pioneer Cemetery*, situated north of Diefenbaker Park on the east bank of the South Saskatchewan River, was closed by City Council in 1911. The cemetery has been declared a "Heritage" site and is maintained by the Woodlawn Cemetery Program.



Other Service Providers

There are also a number of other community-based organizations that offer recreation and parks services. These groups include, but are not limited to:

- The Meewasin River Valley Authority
- The YMCA
- The YWCA
- The Central Urban Metis Federation Inc.
- Saskatoon Tourism
- The Saskatoon Health Region
- The University of Saskatchewan
- The Saskatoon Tribal Council
- The Saskatoon Indian and Metis Friendship Centre
- The Saskatoon Health Region
- The Greater Saskatoon Catholic School Division
- The Saskatoon Public School Division
- Local sport and interest groups
- Local community associations

Working with these groups, the City is able to leverage expertise and resources to provide the utmost opportunity for residents to participate in recreation and parks pursuits, thereby leading to the many benefits that these valued services lead to. Some of the arrangements with these groups are formalized in the form of legal agreements (i.e. the Joint Use Agreement with each school board) while others are not as formal.



Section

7

Community Engagement

Consultation Summary

A series of consultation activities were undertaken in order to better understand the community and the recreation and parks needs and perspectives of residents and community stakeholders. These activities included a household survey, community group survey, and stakeholder interviews. The outputs from each primary components of the consultation plan are presented to the right.

Table 11: Consultation Summary

Methodology	Responses
Broadway Street Fair	21 comments provided
Household Survey (telephone)	400
Public Web Survey	536
Community Group Survey	44
Stakeholder Interviews/ Discussion Groups	25
Input Open House	21
Intercept Surveys	Spray Parks: 33 Skate Parks: 28 Outdoor Pools: 41

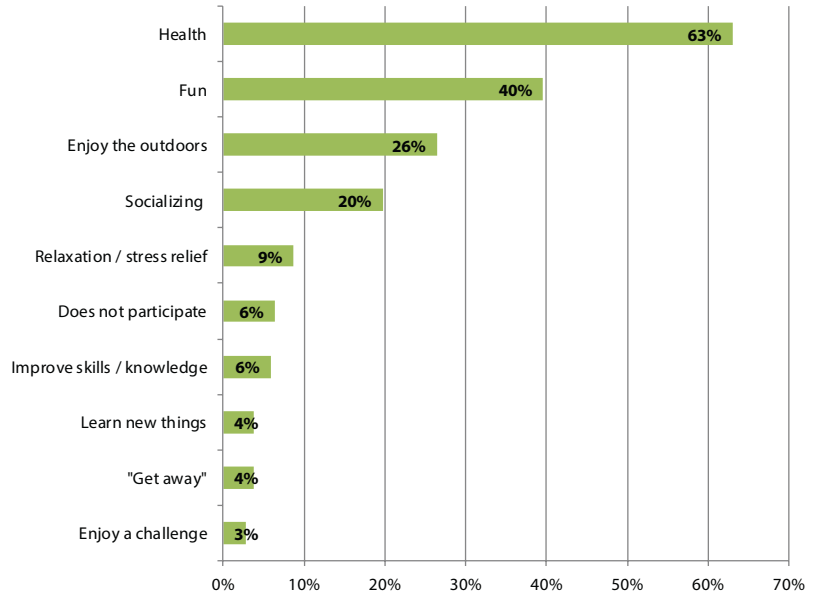
Household Survey

The questionnaire utilized for the household survey was developed by RC Strategies in conjunction with the City of Saskatoon. Once finalized, the questionnaire was utilized in a telephone survey that was fielded in early November 2014. A total of 400 interviews¹ were completed which provides a margin of error of + 4.9% 19 times out of 20. A web version of the questionnaire was available on the City’s website to provide the opportunity for residents to share their thoughts. The findings of the telephone survey are presented below. The findings from the web survey are presented alongside the telephone survey findings. In some instances percentages may not add to 100% due to rounding. **The web survey is not considered statistically reliable, or representative of all City of Saskatoon households; thus, the information presented should be considered as supplemental to the telephone survey.**



¹ The findings were weighted to reflect the population distribution (by age) from the 2011 Federal Census.

Graph 1: Main Reasons for Participation in Recreation and Parks Activities



TOP OF MIND THOUGHTS

Respondents were asked to identify the main reasons household members participate in recreation and parks activities. As illustrated in the accompanying graph, almost two-thirds (63%) of respondents cited health as a primary motivation. Other main reasons included for fun (40%), to enjoy the outdoors (26%), and for socializing (20%).

Respondents were then asked to describe, top of mind, the City of Saskatoon's recreation facilities, programs, parks, and events. A variety of responses were provided that were generally positive. Responses provided by at least five percent of respondents included:

- Good/enjoyable (37%);
- Adequate/sufficient (13%);
- Well equipped (10%);
- Excellent (9%);
- Not enough (5%); and
- Great accessibility (5%).

Web Survey

The main reasons included: fun (82%); to enjoy the outdoors (79%); health reasons (77%); for relaxation (65%); and for socializing (52%).



Graph 2: Household Utilization in the Previous Year

**CURRENT USAGE/
VISITATION**

A list of some City owned facilities was presented and respondents were asked to identify the frequency of which household members visited or used each as an active participant. Trails and pathways in the city were used by 82% of households; forty-four percent (44%) of households used the trails and pathways more than twenty times in the previous year. The Saskatoon Forestry Farm Park and Zoo was visited by 68% of households—53% visited it five or fewer times. Saskatoon’s passive parks and natural areas were also used by 68% of households with 49% having used them more than five times. The leisure centre pools and playgrounds were also used by more than half of respondent households (64% and 56% respectively). The Clarence Downey Oval was utilized by 5% of households. See the accompanying graph for more information.

Web Survey

The four facilities used by the greatest proportion of respondent households are the same as with the telephone survey: trails and pathways; passive parks; Saskatoon Forestry Farm Park and Zoo; and pools—leisure centres. Generally online respondents are more likely to use facilities than those participating in the telephone survey.

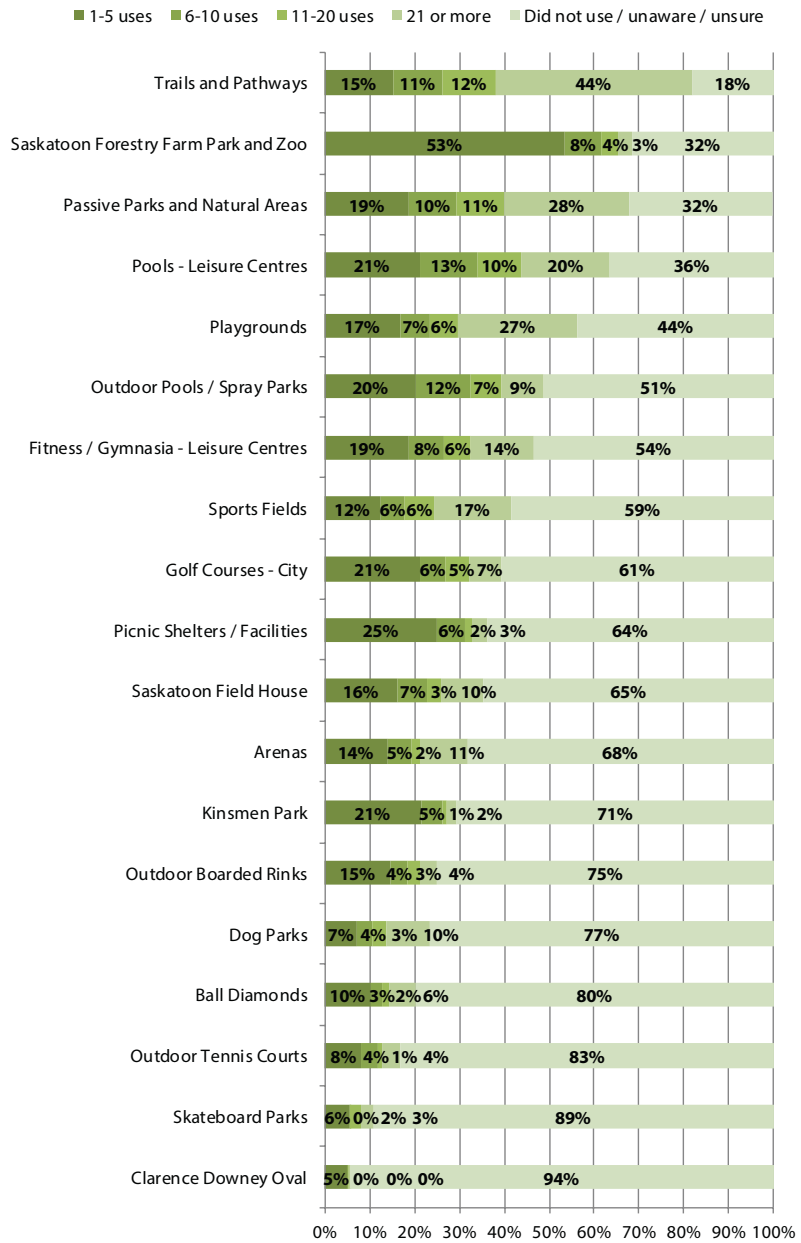


Table 12: Web Survey Results

Facility/Space	1 – 5 Uses	6 – 10 Uses	11 – 20 Uses	21+ Uses	Did Not Use	Unaware/ Unsure
Trails and Pathways	9%	12%	13%	60%	6%	<1%
Passive Parks	21%	13%	14%	37%	13%	2%
Saskatoon Forestry Farm Park and Zoo	59%	14%	6%	5%	16%	—
Pools—Leisure Centres	25%	15%	15%	20%	25%	<1%
Kinsmen Park	29%	12%	13%	12%	32%	1%
Playgrounds	15%	10%	10%	29%	35%	1%
Picnic Shelters/Facilities	36%	17%	4%	3%	37%	3%
Outdoor Pools/Spray Parks	26%	17%	11%	8%	38%	1%
Golf Courses—City	24%	10%	7%	9%	48%	2%
Arenas	18%	5%	5%	21%	49%	2%
Outdoor Boarded Rinks	27%	9%	6%	5%	51%	3%
Saskatoon Field House	20%	8%	5%	9%	55%	1%
Dog Parks	11%	7%	6%	17%	57%	3%
Fitness—Leisure Centres	22%	7%	3%	8%	58%	1%
Clarence Downey Oval	17%	4%	2%	2%	69%	7%
Outdoor Tennis Courts	17%	6%	4%	2%	69%	3%
Ball Diamonds	13%	4%	3%	5%	73%	2%
Skateboard Parks	11%	4%	2%	4%	78%	3%



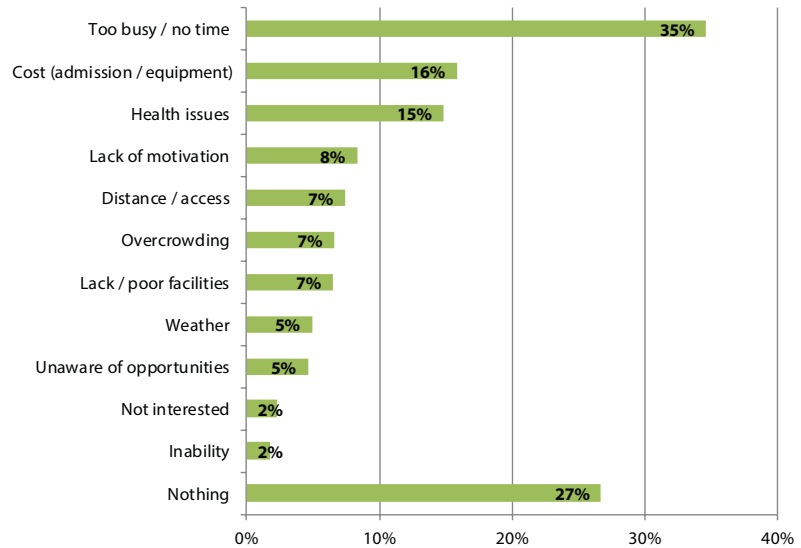
RECREATION AND PARKS SERVICE ASSESSMENT

Barriers to participation in recreation programs and activities in Saskatoon were identified by respondents. While approximately one-quarter (27%) of respondents stated they experienced no barriers to participation, over one-third (35%) cited a lack of time as something that inhibited participation. Costs of admission and equipment (16%) and health issues (15%) were the next most commonly cited barriers. See Graph 3.

Web Survey

Cost (admission/equipment) was identified as the top barrier for online respondents. Thirty-nine percent identified cost as a barrier to participation while thirty-three percent said a lack of facilities/poor facilities was a barrier. Lack of time (30%) and overcrowding (28%) rounded out the top barriers.

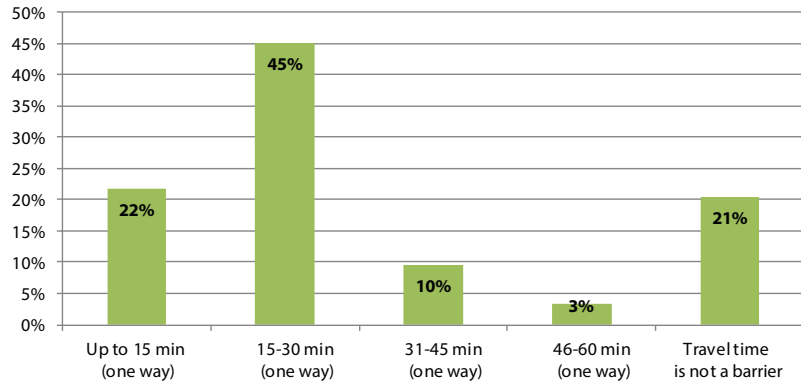
Graph 3: Barriers to Participation in Recreation Activities



Graph 4: What amount of travel time is acceptable?

While twenty-one percent (21%) of respondents stated that travel time to a recreation facility is not a barrier to participation, a similar proportion (22%) commented that travel time beyond 15 minutes (one way) would serve as a barrier. Approximately two-thirds (67%) of respondents felt that travel time up to 30 minutes one way was acceptable.

Nineteen percent (19%) said that acceptable travel time depends on the location while 18% said that some activities are location specific and therefore travel time is not really a factor.



Web Survey

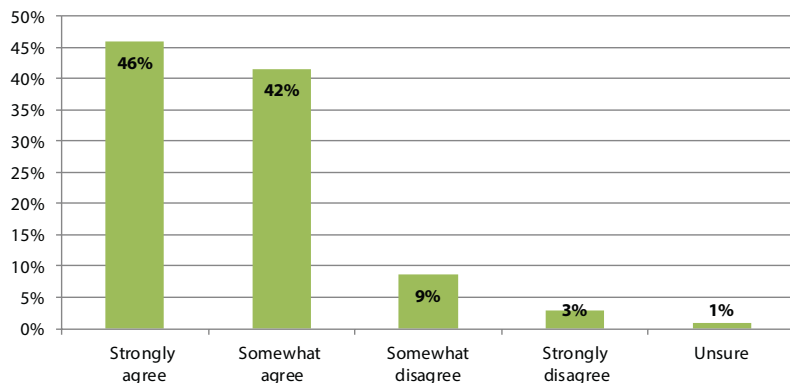
Forty-two percent of respondents stated that up to 15 minutes one way is acceptable for travel time and only 6% said travel time is not a barrier.

Graph 5: The recreation and parks programs/services in Saskatoon are important to my quality of life.

Eighty-eight percent (88%) agree that recreation and parks programs and services in Saskatoon are important to their quality of life. Forty-six percent of respondents strongly agreed.

Web Survey

Approximately three-quarters (74%) of respondents online strongly agreed that recreation and parks programs and services in Saskatoon are important to their quality of lives. A further 22% somewhat agreed.

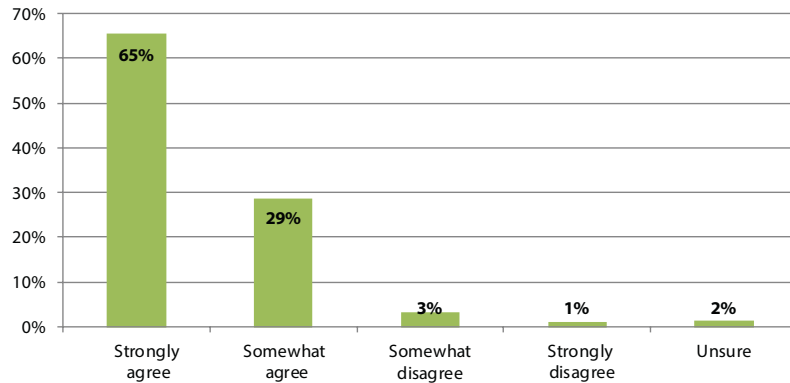


Graph 6: The community as a whole benefits from the recreation and parks services in Saskatoon.

Ninety-four percent of respondents agreed that the community as a whole benefits from the recreation and parks services in Saskatoon. Approximately two-thirds (65%) of respondents strongly agreed with this statement.

Web Survey

Eighty-eight percent of respondents strongly agreed that the community as a whole benefits from the recreation and parks programs and services in Saskatoon.



Eighty-nine percent (89%) of respondents are satisfied with the recreation and parks programs and services currently offered in Saskatoon. Approximately one-third (32%) are very satisfied.

Web Survey

Approximately three-quarters (72%) of web respondents are satisfied (10% very satisfied and 62% somewhat satisfied) with the recreation and parks programs and services currently offered in Saskatoon. Twenty-seven percent are dissatisfied. Comments made were wide ranging however concerns about affordability and the costs to access recreation services were mentioned numerous times. Other comments frequently cited included the need for additional ice surfaces/arenas and a preference for providing natural areas without built infrastructure.

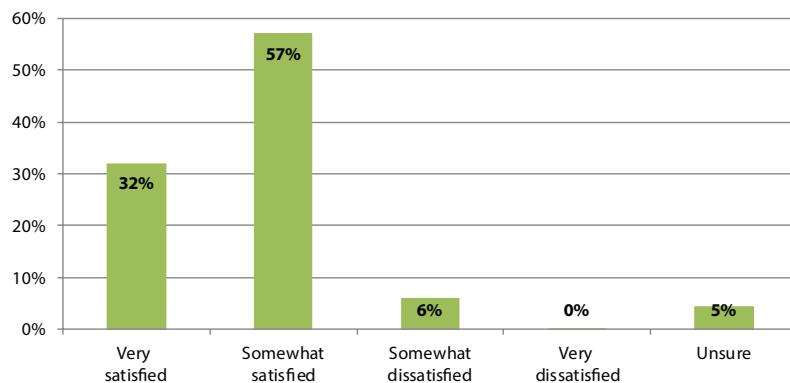
Graph 7: How satisfied are you with the recreation and parks services currently offered in Saskatoon?

Further, responses were asked to explain their levels of satisfaction. Positive comments included:

- Great variety (19%)
- Generally pleased with the facilities used (11%)
- There is good availability (7%)
- I have everything I need (6%)
- They are too expensive (5%)

Comments from those dissatisfied included:

- Better hours and more facilities are needed (11%)
- More availability is needed (9%)

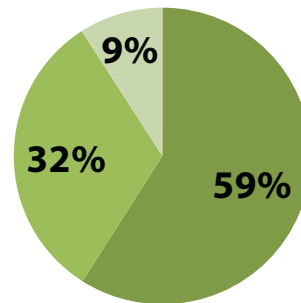


Graph 8: Is there a need for new/upgraded recreation and parks facilities to be developed in Saskatoon?

NEW/UPGRADED RECREATION AND PARKS FACILITIES

When asked if there is a need for new and/or upgraded recreation and parks facilities (including trails) to be developed in Saskatoon, over half (59%) said, "Yes". Approximately one-third (32%) said, "No".

■ Yes ■ No ■ Don't know / unsure



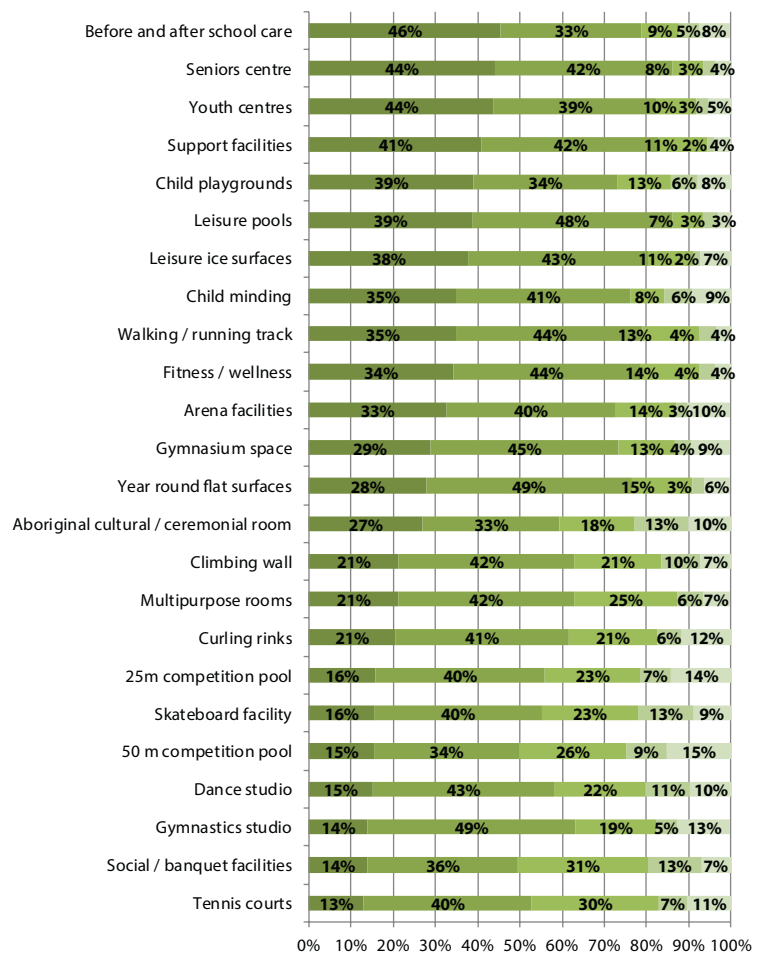
Web Survey

The vast majority (89%) of web respondents think there is a need for new/upgraded recreation and parks facilities to be developed in Saskatoon, 5% did not.

Respondents who think facilities should be developed (and those who were unsure) were then asked to identify their levels of support for various indoor and outdoor facilities. In terms of indoor facilities, the most support was provided for: seniors centre, leisure pools, support facilities (e.g. parking, food facilities, washrooms, social gathering space), youth centres, leisure ice surfaces, walking/running track, and before and after school care. Consider those facility components that were strongly supported, the top were: before and after school care, seniors centre, youth centres, support facilities, child playgrounds, and leisure pools. See the accompanying graph for more details.

Graph 9: Level of Support for Indoor Facility Components

■ Strongly support ■ Somewhat support ■ Somewhat oppose ■ Strongly oppose ■ Unsure



Web Survey

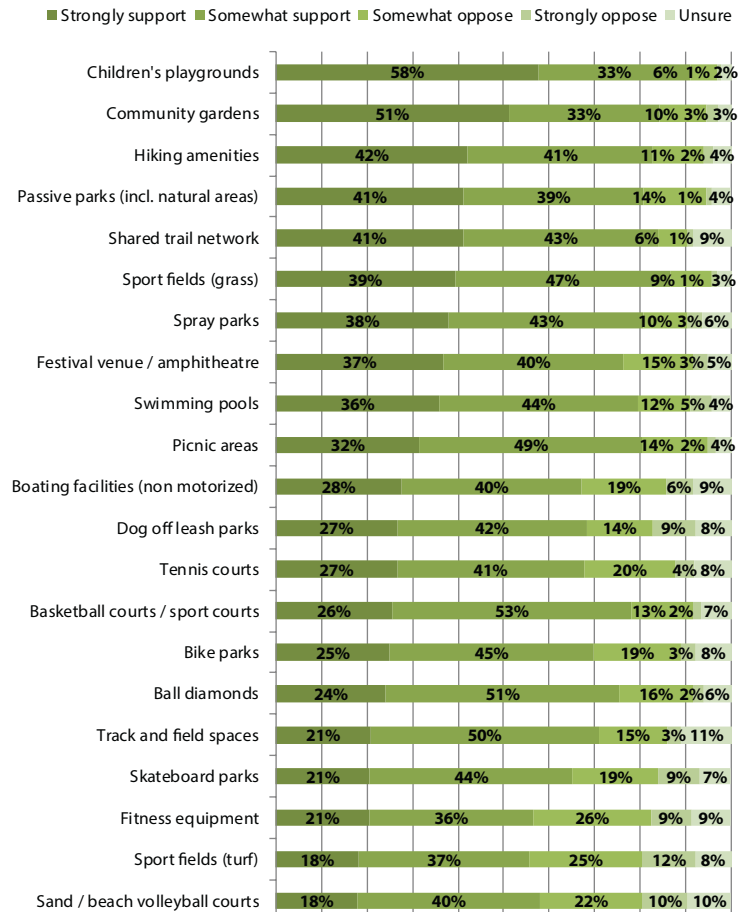
Considering those components that were strongly supported by web respondents, the top ten are: support facilities (40%); arena facilities (34%); leisure ice surfaces (32%); youth centres (31%); before and after school care (31%); walking/walking track (25%); child minding (25%); child playgrounds (25%); seniors centres (24%); and year round flat surfaces (24%).

Graph 10: Level of Support for Outdoor Facility Components

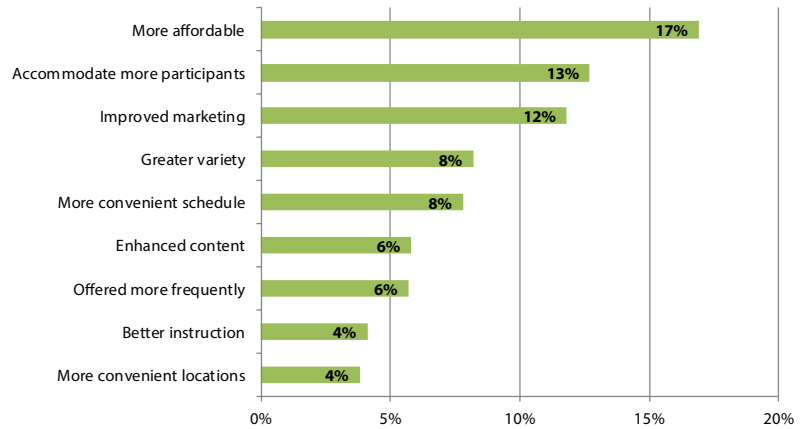
Considering outdoor facility components those receiving the greatest amount of total support included: children’s playgrounds, community gardens, grass sports fields, hiking amenities, shared trail network, and passive parks. Considering those facility components that were strongly supported the top were: children’s playgrounds, community gardens, hiking amenities, passive parks, and shared trail network. See the accompanying graph.

Web Survey

Considering those components that were strongly supported by web respondents, the top ten are: shared trail network (62%); passive parks (58%); community gardens (54%); hiking amenities (51%); children’s playgrounds (44%); boating facilities —non motorized (41%); spray parks (32%); festival venue/ amphitheatre (31%); picnic areas (30%); and dog off leash parks (29%).



Graph 11: Improvements/Changes to Recreation and Parks Programs



PROGRAMMING

Recognizing that there are a number of organizations that offer recreation and parks programs to city residents, respondents identified improvements to existing programs. The largest proportion (17%) of respondents indicated programs need to be more affordable. Thirteen percent (13%) said the programs need to accommodate more participants; twelve percent (12%) said the marketing of programs needs to be improved.

Web Survey

The top five improvements according to web respondents are: more affordable (44%); more convenient schedule (37%); improved marketing (37%); accommodate more participants (35%); and greater variety (35%).

Respondents were then able to identify program priorities for a variety of groups. The top five priorities for each segment are noted below.

Children (0 – 12 years)

- Emphasis on physical activity
- Swimming lessons
- Non competitive sports
- Learning and development programs
- Day camps

Web Survey

- *Swimming*
- *Cross country skiing*
- *Connecting to nature*
- *Music and the arts*
- *Unstructured play*

Youth (13 – 19 years)

- Physical activities
- Sport leagues
- Safe bike paths/skateboarding
- Indoor sports (basketball, volleyball)
- Drop in centres

Web Survey

- *Nature appreciation/environment*
- *Cross country skiing*
- *Unstructured play*
- *Cycling*
- *Arts and crafts*

Adults (20 – 64 years)

- Activities to stay physically active
- Flexible times for programs
- Swimming programs
- Social interaction
- Arts and cultural programs

Web Survey

- *Cross country skiing*
- *Nature appreciation/environment*
- *General fitness/yoga*
- *Swimming*
- *Cooking*

Seniors (65 years and older)

- Programs with an emphasis on health and physical activity
- Social programs
- Adapted sports for senior abilities
- General interest classes
- Water aerobics

Web Survey

- *Nature appreciation/environment*
- *Walking*
- *General fitness*
- *Cross country skiing*
- *Yoga/tai chi*

Families

- Aquatic programs
- Physical activities for all ages
- Affordable programs
- Daycare
- Parenting classes

Web Survey

- *Cross country skiing*
- *Nature appreciation/environment*
- *Cycling*
- *Hiking*
- *Gardening*

People with Disabilities

- Accessible programs for wheel chairs
- Adapted programs for limited abilities
- Social interaction
- Group activities
- Affordable programs

Web Survey

- *Cross country skiing*
- *Nature appreciation/environment*
- *Gardening*
- *Hockey/sledge hockey*
- *Arts*

New Immigrants

- Help with communication needs
- Cultural education to learn customs of their new home
- Support to understand programs and activities available to them
- Community events to meet those in their neighbourhoods
- Cultural support to connect with others from their homeland

Web Survey

- *Welcome/settling in services*
- *Community events*
- *Cross country skiing*
- *Nature appreciation*
- *Better promotion and communication of opportunities*

Aboriginal Peoples

- Cultural support
- Integrate them not segregate them
- Accessibility
- Fitness and recreation programs
- Low cost family activities

Web Survey

- *Nature appreciation/environment*
- *Cultural and artistic programs*
- *Programs should be inclusive of all people (not new programs but accepting programs)*
- *Programs should be offered throughout the city at a variety of venues (people live across the city)*
- *Aboriginal culture should be shared and recognized by all*

OTHER CONSIDERATIONS

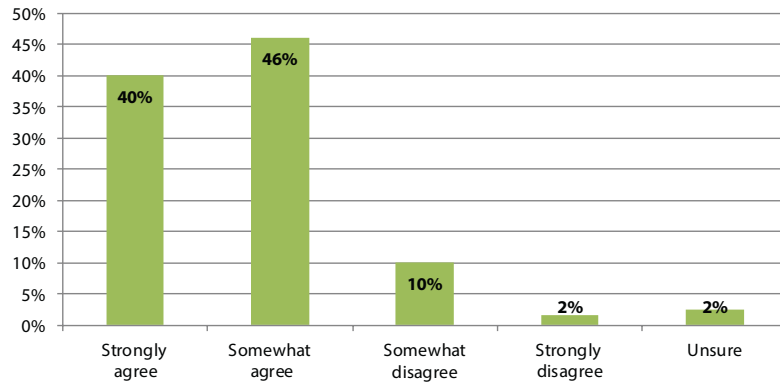
Respondents were provided with a series of statements regarding the development and delivery of recreation and parks programs, services and facilities. For each statement they were to state their levels of support.

Eighty-six percent (86%) of respondents agreed that residents can benefit from recreation and parks services even if they do not use them directly.

Web Survey

Forty-two percent of web respondents strongly agreed that residents can benefit from recreation and parks services even if they do not use them. Forty-six percent somewhat agreed.

Graph 12: Residents can benefit from recreation and parks services even if they do not use them.

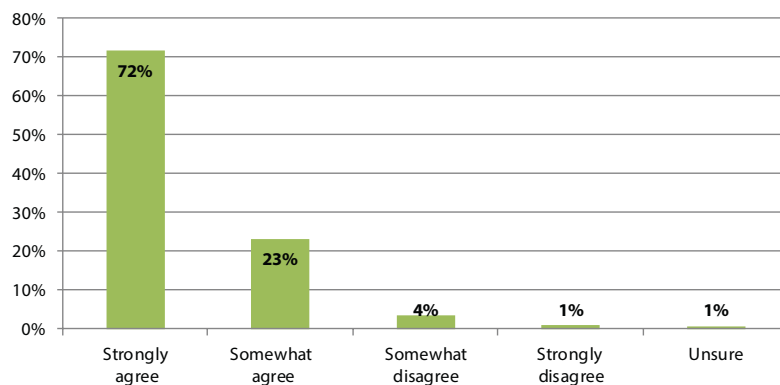


Ninety-five percent (95%) of respondents agreed that recreation and parks are “must have” services.

Web Survey

Eighty-five percent of web respondents strongly agreed that recreation and parks are “must have” services. A further twelve percent somewhat agreed.

Graph 13: Recreation and parks are “must have” services.

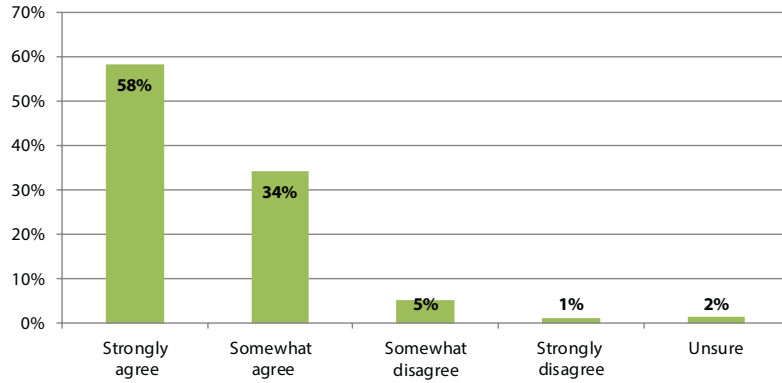


Ninety-two percent of respondents agreed that recreation and parks contribute to civic pride in Saskatoon.

Web Survey

Seventy-seven percent of web respondents strongly agreed that recreation and parks contribute to civic pride. Twenty percent somewhat agreed.

Graph 14: Recreation and parks contribute to civic pride in Saskatoon.

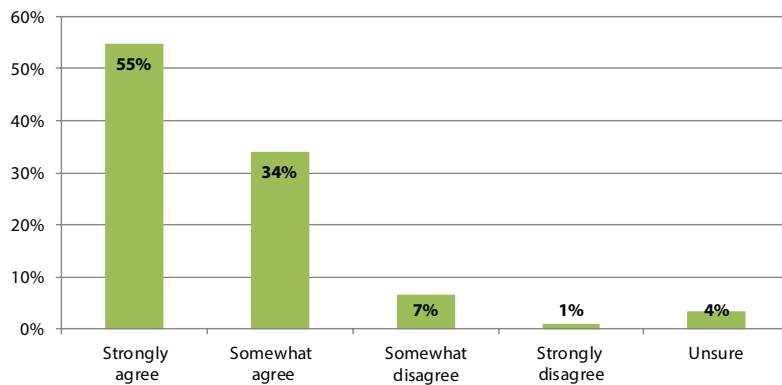


Eighty-nine percent agreed that where possible facilities should be developed considering their impact on the environment.

Web Survey

Sixty-nine percent of web respondents strongly agreed that facilities should be developed considering their impact on the environment. Twenty-five percent somewhat agreed.

Graph 15: Where possible, facilities should be developed considering their impact on the environment.

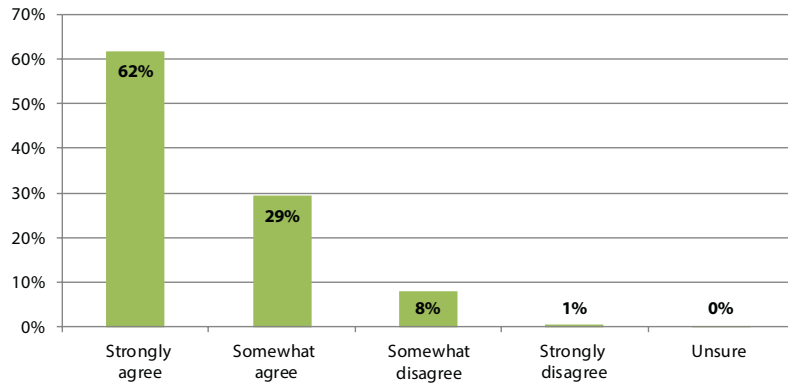


Graph 16: It is important to maintain/upkeep our existing facilities before we consider developing new ones.

Ninety-one percent of respondents agreed that it is important to maintain or upkeep existing facilities before consideration is given to developing new facilities.

Web Survey

Forty-seven percent of web respondents strongly agreed that it is important to maintain existing facilities before new ones are developed. Forty percent somewhat agreed.

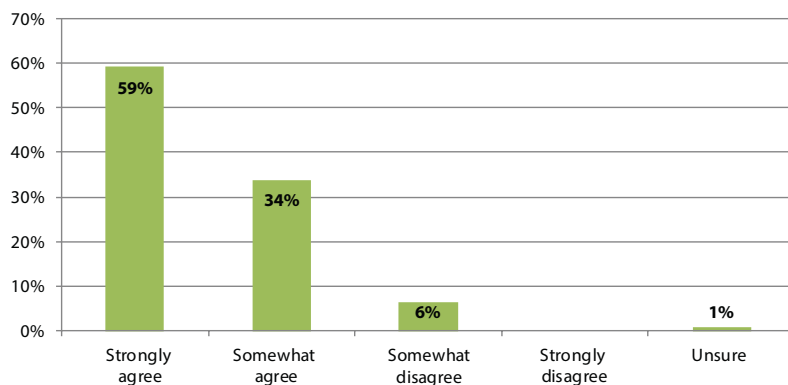


Graph 17: Recreation and parks help strengthen and bring the community together.

Ninety-three percent of respondents agreed that recreation and parks help strengthen and bring the community together.

Web Survey

Seventy-five percent of web respondents strongly agreed that recreation and parks help strengthen and bring the community together. Twenty-one percent somewhat agreed.

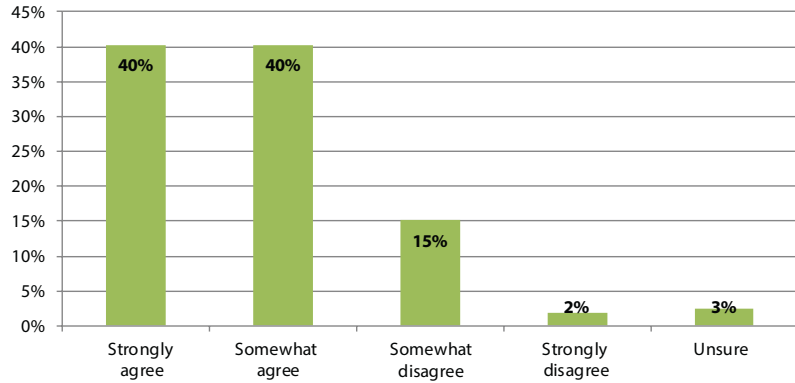


Eighty percent of respondents agreed that recreation and parks contribute to the local economy by attracting new residents and visitors.

Web Survey

Sixty-four percent of web respondents strongly agreed that recreation and parks contribute to the local economy by attracting new residents and visitors. Twenty-nine percent somewhat agreed.

Graph 18: Recreation and parks contribute to the local economy by attracting new residents and visitors.

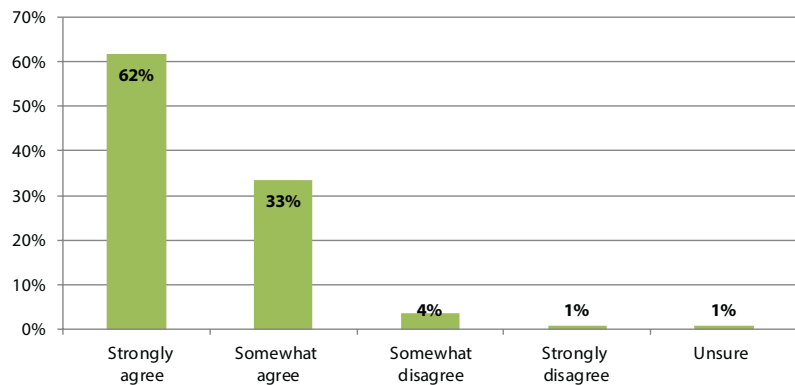


Ninety-five percent of respondents agreed that where possible, the municipalities in the Saskatoon region should work together to provide recreation opportunities for residents.

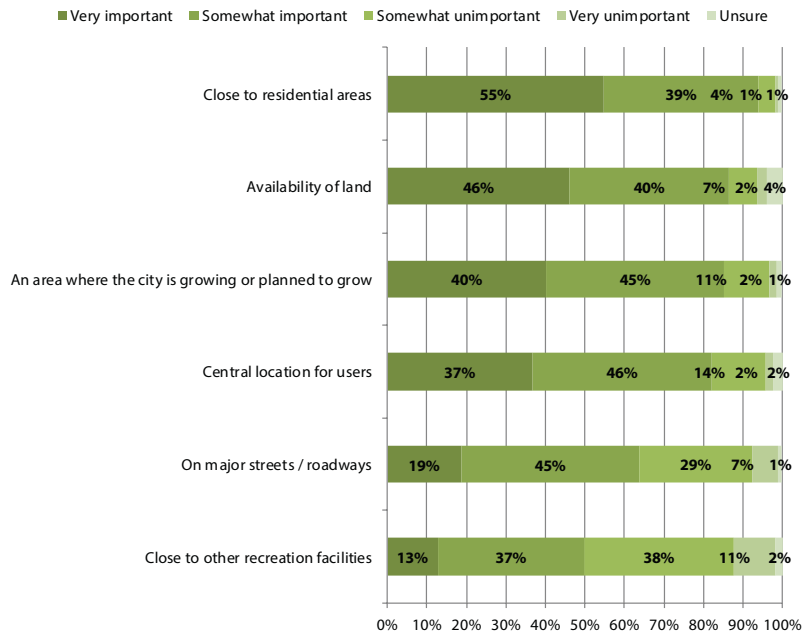
Web Survey

Web Survey: Sixty-eight percent of web respondents strongly agreed that municipalities in the region should work together to provide recreation opportunities where possible. Twenty-six percent somewhat agreed.

Graph 19: Where possible, the municipalities in the Saskatoon region should work together to provide recreation opportunities for residents.



Graph 20: Importance of Site Criteria for New Recreation Facilities



Respondents were presented with a series of criteria that could be used when identifying a location for a potential recreation facility. As illustrated in the following figure, the primary criteria to consider is proximity to residential areas. Ninety-four percent of respondents said this was important with 55% saying it is very important.

Web Survey

Fifty-two percent of web respondents felt that proximity to residential areas is a very important criterion to consider when identifying a location for potential recreation facilities. Forty-three percent of respondents stated a central location for users is a very important site criteria; thirty-seven percent felt that the availability of land is very important.

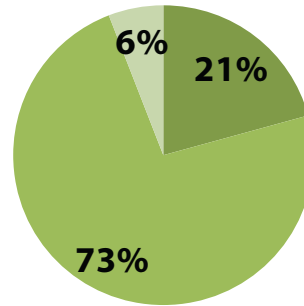


Graph 21: Support for Tax Support Options for the City's Recreation and Parks Programs and Facilities

WILLINGNESS TO PAY

The City of Saskatoon recreation and parks programs and facilities are paid for by a combination of tax support (including property taxes) and fees paid by users. Twenty-one percent (21%) of respondents supported an increase in levels of tax support that should go towards the City's recreation and parks programs and facilities. Approximately three-quarters (73%) of respondents felt the level of tax support should be maintained. See the accompanying graph.

- Increase current level of tax support
- Maintain current level of tax support
- Decrease current level of tax support



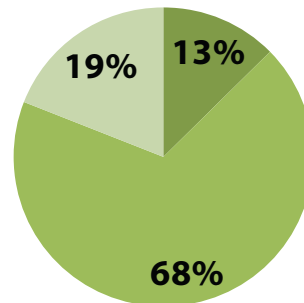
Web Survey

Forty-nine percent supported an increase in the current level of tax support, forty-eight percent support maintaining the levels.

Graph 22: Support for User Fee Options for the City's Recreation and Parks Programs and Facilities

In terms of user fees, thirteen percent (13%) of respondents supported an increase in the level of user fees while 68% felt the user fees should be maintained. See Graph 22.

- Increase current level of user fees
- Maintain current level of user fees
- Decrease current level of user fees



Web Survey

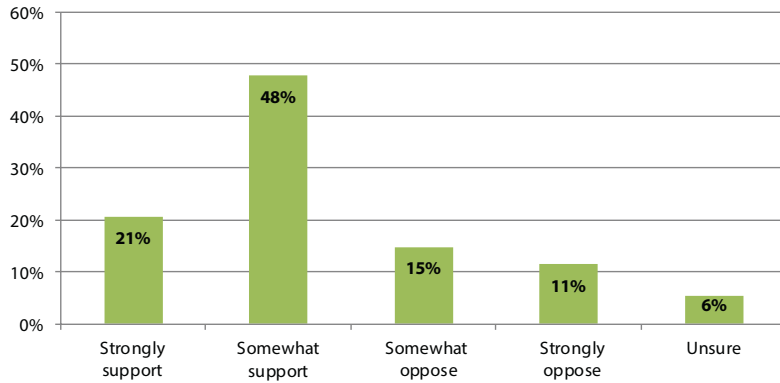
Nineteen percent supported an increase in the current level of user fees, fifty-five percent support maintaining the levels. Twenty-five percent felt the level of user fees should decrease.

Further questions were posed related to an increase in property taxes to support recreation programs and facilities (including parks and trails). Specifically respondents were asked to what degree they would support an increase in property taxes for recreation services their household members would use. As illustrated in the accompanying graph over two-thirds (69%) of respondents would support an increase in property taxes with 21% strongly supporting an increase.

Web Survey

Thirty-seven percent strongly supported and increase in property taxes for recreation services used by their households while an additional 41% somewhat supported it.

Graph 23: Support for Property Tax Increase for Recreation Services Your Household Would Use

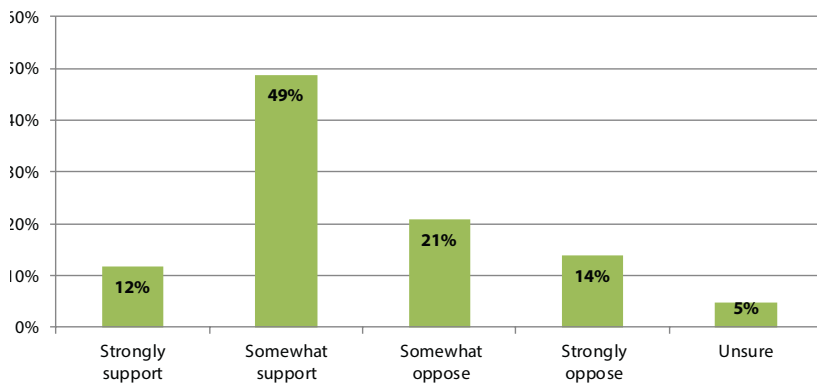


Graph 24: Support for Property Tax Increase for Recreation Services Your Household May Not Use

The question was broadened and respondents were asked about their level of support for a property tax increase for recreation services that are important to the broader community but that their household members may not or would seldom use. Approximately two-thirds (61%) would support this increase with 12% strongly supporting it.

Web Survey

Twenty-two percent strongly supported and increase in property taxes for recreation services that may not be used by their households while an additional 45% somewhat supported it.



Graph 25: Main Sources of Information About Recreation and Parks Services and Opportunities

COMMUNICATIONS

Over half (55%) of respondents identified the Leisure Guide as one of their main sources of information about recreation and parks services and opportunities in Saskatoon. Approximately one-third (34%) said that the internet generally is an important source. The City's website was specifically mentioned by 27% of respondents as were local newspapers.

Web Survey

The main sources of information are: Leisure Guide (76%); internet (58%); word of mouth (54%); and the City's website (49%).

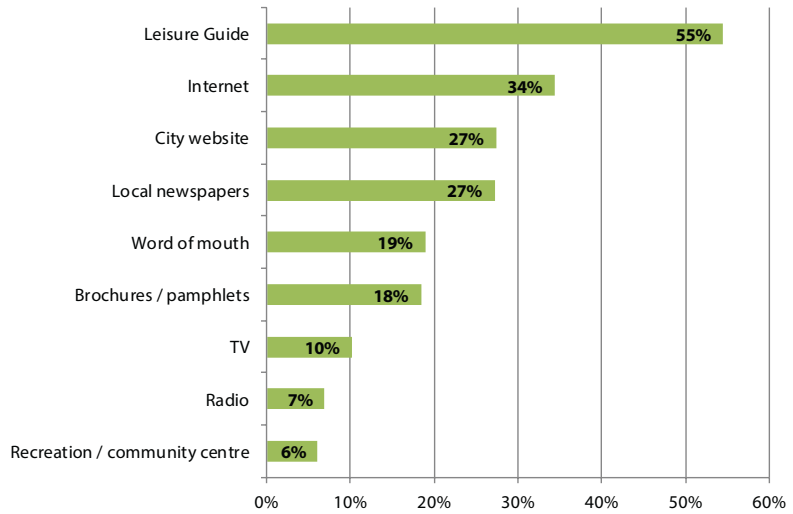


Table 13: Respondent Profile

Respondent Characteristics	Proportion
Respondent Age	
18 – 30 years	10%
31 – 40 years	29%
41 – 50 years	14%
51 – 60 years	19%
61 – 70 years	10%
71 and older	8%
Refused	10%
What is the proportion of the population amongst respondents is in each segment?	
0 – 9 years	18%
10 – 19 years	12%
20 – 29 years	8%
30 – 39 years	20%
40 – 59 years	27%
60 – 69 years	8%
70 years and older	7%
How long have you lived in the area?	
< 1 year	2%
1 – 5 years	6%
6 – 10 years	12%
11 – 15 years	11%
16 – 20 years	18%
More than 20 years	49%
Refused	1%

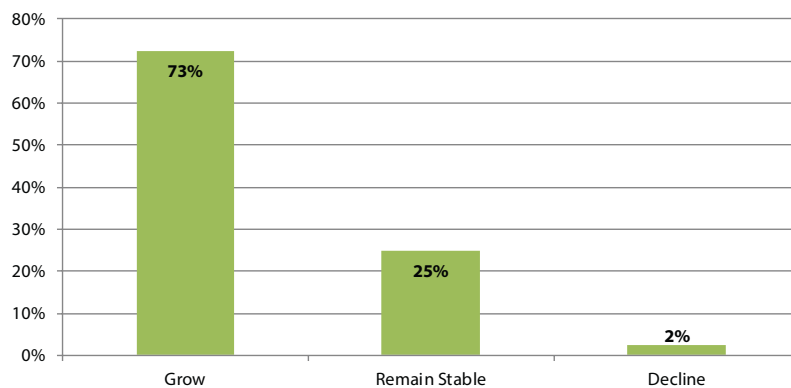
Respondent Characteristics	Proportion
Do you expect to be living in Saskatoon for the next five years?	
Yes	93%
Not sure	5%
No	10%
Do you own or rent your home?	
Own	84%
Rent	13
Refused	3%
Have you or members of your household immigrated or resettled in Canada within the last 5 years?	
Yes	6%
No	92%
Refused	2%
Which best describes your total household annual income before taxes in 2013?	
Less than \$30,000	5%
\$30,000 to \$44,999	7%
\$45,000 to \$59,999	8%
\$60,000 to \$74,999	10%
\$75,000 to \$89,999	8%
\$90,000 to \$104,999	6%
\$105,000 to \$119,999	9%
\$120,000 to \$134,999	5%
\$135,000 to \$149,999	4%
\$150,000 and over	11%
Refused	27%

Community Group Questionnaire

A questionnaire was fielded to community groups and organizations in Saskatoon that are involved in the provision of recreation (and related) programs and events. The questionnaire was distributed to an extensive list of groups (~200) representing a variety of interests and activity types.

Group representatives were provided with the option of completing a questionnaire online through a web survey tool or filling out a PDF version. In total 41 responses were provided (a complete list of participating groups can be found in the 2015 State of Recreation and Parks). In some cases not all groups responded to each question.

Graph 26: Expectations for Participant/Membership/Client Numbers



To begin the questionnaire, group representatives were asked a variety of questions about the activities and current state of their organizations and its members, participants, and clients. The majority of responding groups indicated that their membership consists of multiple age ranges:

- 17 groups (41%) reported having members/participants/clients that are preschool aged (ages 0 – 5).
- 23 groups (55%) reported having members/participants/clients that are youth (ages 6 – 12).
- 24 groups (57%) reported having members/participants/clients that are teens (13 – 17).
- 35 groups (83%) reported having members/participants/clients that are adults (18 – 39).
- 33 groups (79%) reported having members/participants/clients that are adults (40 – 59).
- 29 groups (69%) reported having members/participants/clients that are seniors (ages 60 and older).

Groups were asked about their future expectations for participant/members/ or client numbers. As illustrated in Graph 26, the majority of groups (73%) expect to grow while a quarter (25%) expected to remain stable. Only one group (2%) expected to decline.



Group representatives were next asked to provide an estimate of the residency of their organizations member/participant/client numbers. Forty (40) of the forty-one (41) groups that provided a response to the question indicated that three-quarters (75%) or more of their members, participants, and clients reside in Saskatoon. However over half of the groups also indicated that they did draw members, participants, and clients from areas outside of the city.

Group representatives were asked to identify the facilities and spaces that their organization had utilized most frequently for its events, programs and other activities in the previous 12 months. A wide array of specific facilities or types of spaces was identified by the groups. Indoor facilities or spaces identified by five or more groups were:

- School gymnasiums (identified as being used by 14 groups)
- Community arenas (12 groups)
- Saskatoon Field House (8 groups)
- Curling clubs/facilities (7 groups)

Outdoor facilities or spaces identified by five or more groups were:

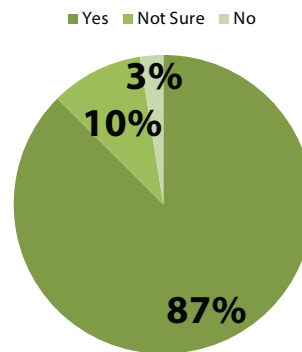
- Outdoor swimming pools and/or splash pads (9 groups)
- Forestry Farm Park and Zoo (6 groups)
- Meewasin Valley trails (5 groups)
- Lakeview Park (5 groups)

Space was also provided for group representatives to identify any enhancements that could improve their groups' enjoyment of the facilities they currently use. Thirty-four (34) wide-ranging comments were provided. The vast majority of comments identified specific upgrades that are required at the facilities that groups used. Commonly cited concerns identified by groups included:

- Issues with physical accessibility;
- A lack of space/capacity for programs and events; and
- Issues with, or a lack of, support amenities.

Graph 27: Do you think that there is a need for new and/or upgraded recreation and parks facilities?

Group respondents were next asked if there is a need for new or upgraded recreation and parks facilities and spaces to be developed in Saskatoon. As illustrated by the adjacent graph, the majority of groups (87%) indicated that new development was needed.



Group respondents were next provided with (separate) lists of indoor and outdoor facilities, and asked to identify which facilities Saskatoon requires “new or more of” as well as those types of facilities that should be “upgraded or renovated”. For the majority of facility and space types, group representatives indicated that new development is needed in

order to expand the quantity of provision in the city. In some instances a high proportion of respondents indicated that both new development and upgrades/renovations to existing facilities are needed. See the following charts for a complete breakdown and overview of the findings.

Table 14: Indoor Facilities and Spaces Preferences

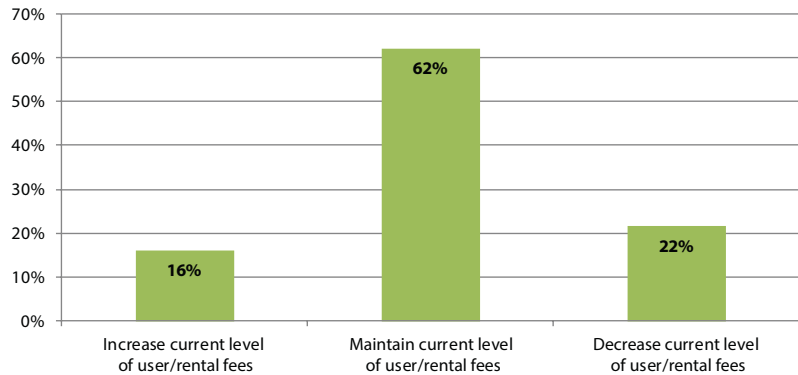
Indoor Facilities and Spaces	New/More of	Upgraded/Renovated
Before and after school care facilities	100% ¹	17%
Indoor child playgrounds	88%	19%
Seniors centre	87%	13%
Indoor skateboard facility	86%	21%
Gymnasium type spaces	83%	17%
Ice surfaces for leisure skating use (keep together with arena)	82%	35%
Child minding	82%	18%
Indoor walking/running track	81%	19%
Year round indoor flat surfaces (e.g. for activities such as lacrosse/ball hockey/roller derby)	80%	33%
Youth centres	80%	27%
Indoor climbing wall	75%	25%
Social/banquet facilities	70%	30%
Aboriginal Cultural/Ceremonial room (e.g. to host talking circles, elder groups, smudges, prayer ceremonies, other ceremonial events)	69%	39%
Multipurpose program/meeting rooms	69%	44%
Arena facilities for ice and dry floor use in the summer	68%	42%
Support facilities (e.g. parking, food facilities, washrooms, social gathering spaces)	68%	42%
Gymnastics studio	60%	40%
Indoor leisure swimming pools	57%	50%
Fitness/wellness facilities (e.g. exercise/weight room)	56%	61%
Indoor tennis	50%	60%
Dance studio	46%	73%
25 metre competition swimming pools	38%	63%
50 metre competition swimming pools	38%	63%
Curling rinks	23%	85%

¹ Indicates percent (5) of responding groups.

Table 15: Outdoor Facilities and Spaces Preferences

Outdoor Facilities and Spaces	New/More of	Upgraded/Renovated
Outdoor fitness equipment	92%	8%
Community gardens	89%	33%
Passive park (including natural areas)	80%	35%
Shared use trail network/system	79%	37%
Outside festival venue/amphitheatre	79%	21%
Bike parks (e.g. BMX, mountain bike)	79%	36%
Sport fields—grass (e.g. soccer, football, ultimate Frisbee, cricket)	79%	36%
Sand/beach sand volleyball courts	77%	23%
Dog off leash parks	77%	39%
Outdoor basketball courts/sport courts	77%	53%
Sport fields—artificial turf	75%	33%
Water spray parks	75%	33%
Skateboard parks	75%	38%
Picnic areas	74%	47%
Hiking amenities (e.g. such as board walks, interpretive signage, viewing blinds)	73%	40%
Track and field spaces	71%	50%
Boating facilities—non-motorized (e.g. canoe/kayak/rowing)	63%	38%
Children’s playgrounds	58%	58%
Ball diamonds	50%	67%
Boating facilities—motorized	44%	56%
Outdoor swimming pools	40%	60%
Outdoor tennis courts	36%	64%

Graph 28: User/Rental Fee Preferences

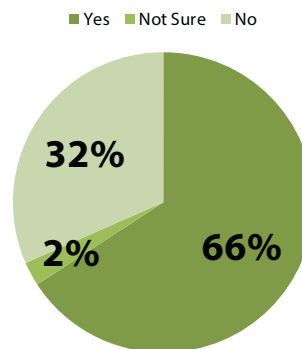


Understanding that there are costs associated with facility development or upgrades, group respondents were next asked to identify their preferences for future users and rental fees. As illustrated in the graph, the majority (62%) of group representatives prefer that user and rental fees are maintained at their current level. Only 16% of responding groups were in favour of an increase in user/rental fees and 22% indicated that they would like to see fees decrease.

Space was provided for group representatives to explain their response. Thirty-six (36) comments were provided. The vast majority of comments expressed the need to keep user and rental fees similar to current levels in order to ensure that programs remain affordable and accessible for participants. A number of group representatives also indicated that an increase in fees would impact their organizations sustainability and/or ability to offer programming.

Group representatives were next asked a series of questions on the partnerships that they have (or could potentially form) with other groups and local municipalities. As illustrated in the adjacent graph, approximately three-quarters (66%) of groups indicated that they currently partner with other community organizations and/or local municipalities (City or neighboring municipalities) to provide recreation services in the Saskatoon area. When asked to provide further detail on the types of partnerships that are currently in place, group representatives identified a variety of examples. Common partnerships identified by groups included sharing facilities, supporting the initiatives of other community groups (by providing volunteers or other resources), joint fundraising initiatives, and sharing knowledge or information.

Graph 29: Does your organization partner with other community organizations and/or local municipalities (City or neighbouring municipalities) to provide recreation services in Saskatoon?

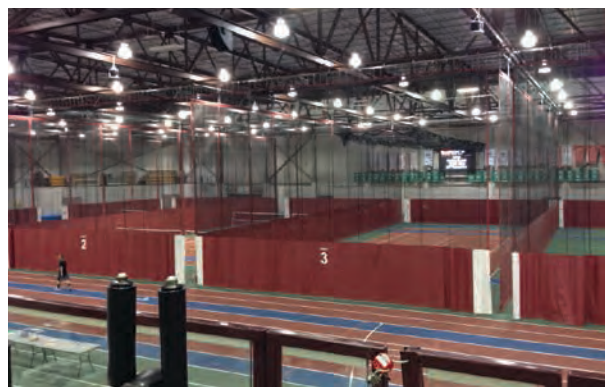


Group representatives were also asked to identify new or future opportunities for community organizations to work together to enhance the recreation and parks programs and facilities in the community. Twenty-seven (27) groups provided comments or examples. Most frequently mentioned in the comments is the need for the City to enhance the support provided to community groups. Group representatives commonly identified the benefits that could be attained through additional financial support from the City, while other comments spoke to opportunities for the City to help provide or facilitate the provision of increased access to facilities and spaces for their organization. A number of comments were provided on the need for community groups and the City to work with schools in order to expand the utilization and access to school gymnasiums and other program spaces.

To get a further sense of the key challenges and barriers facing community organizations, group representatives were asked to identify the main challenges their organization is dealing with as it strives to meet its goals and objectives. Four themes were commonly identified in the thirty-nine (39) comments that were provided:

- Financial barriers and limitations affecting their group (e.g. sustainable funding, increasing operating costs);
- Difficulty accessing suitable facilities or spaces;
- Quality of current facilities (e.g. aging facilities, lack of amenities); and
- Recruiting and/or retaining volunteers.

Further to the challenges and barriers that were identified; group representatives were next asked to identify the single most important action, support, or resource that the City of Saskatoon could provide to help their organization address its current challenges. Of the thirty-nine (39) comments provided, the majority indicated that increased financial support of their organization and new facility development were needed. Multiple comments were also provided on the need for City Council and administration to better acknowledge the importance of recreation and leisure and the role that organizations in the city play in delivering programs and events.



Stakeholder Interviews/ Discussion Groups

A number of interviews and discussion groups were convened to discuss the current and future provision of recreation and parks services in Saskatoon. In total twenty-five groups and individuals entered into discussions with the consultant or provided comment regarding recreation provision. See the 2015 State of Recreation and Parks Appendix for the list of those providing input. There was a wide representation that included indoor and outdoor sport groups, individuals from the Aboriginal community, regional municipalities, Newcomers, educational institutions, tourism interests, land developers, etc.

A synopsis of the discussions that took place is presented below according to themes. The identity of specific groups or individuals is not disclosed and comments are not attributed to anyone. Rather the intent is to present a summary of what was heard.

Themes

NATURAL AND NATURALIZED AREAS AND PARKS

The river valley in Saskatoon is considered a particularly important natural and recreational asset. Efforts should be made to preserve this natural component. As well, natural and naturalized areas should be available throughout the city. This is important not only from an environmental perspective but can be cost effective as these types of areas do not require the same level of maintenance. To ensure these areas are distributed throughout the city (and as the city grows), including a specific classification along with targeted amounts should be part of City policy. Natural areas as well offer great locations for people to recreate and enable people to connect to nature—a trend that is becoming more prevalent.

NON-STRUCTURED AND SPONTANEOUS RECREATION OPPORTUNITIES

It is important to provide recreation opportunities that enable spontaneous non-structured participation. People want to participate at times and in ways that are convenient and appropriate to them. Not all people for all purposes want to be limited to formal programs with structured times. This can be manifested in ensuring there are drop in times at facilities and providing open, relatively undeveloped park space for people to play. Walking is a great example of a spontaneous non-structured activity. Natural areas can serve as a venue for this activity for example.

TRAIL SYSTEM ENHANCEMENT

Further enhancement of the integrated trail system in Saskatoon was called for. This system certainly provides opportunities for people of all ages and abilities to recreate at their convenience. By linking the trails to major destinations, the system can also serve as a transportation corridor enabling access for people without requiring bus or automobile transportation. These corridors can also serve as transportation networks for wildlife in the city. Plans in new areas of the community must include trail systems. When considering trail enhancements it is important to consider that people with mobility issues use trails to recreate and to integrate with nature. As such it is important to consider surface material and slopes to ensure access is not denied to those in wheelchairs, etc.

RECREATION IS A GOOD WAY TO INTEGRATE PEOPLE INTO THE COMMUNITY

Certainly this applies to all people moving to a community but it can be particularly important to immigrants, persons with disabilities, and members of the Aboriginal community. It is important that services and programs are welcoming to these populations—appropriate outreach needs to occur. It is not sufficient to provide an opportunity and wait for people to show up—efforts are needed to encourage participation. Some cultures have particular needs that are to be met to ensure participation (e.g. separate aquatic times for men and women). Programs can be offered that share the cultures of residents with others in the community. For example, programs that showcase Aboriginal culture can be delivered throughout the city to enable all aspects of the community to learn about the culture.

AFFORDABILITY IS AN ISSUE

Some concerns were raised regarding the costs for organized groups to book time in facilities. Some mentioned that these costs, when passed on to participants, can have a negative impact on participation levels. The admission costs for individuals were considered a barrier for some in the community as well.

ECONOMIC BENEFIT CAN BE DERIVED FROM RECREATION FACILITIES

Beyond providing space for community programming, recreation facilities can serve as economic drivers in Saskatoon. Appropriate facilities can facilitate the hosting of large events which in turn bring in participants/delegates who bring money into the community. These larger events can also serve as promotional vehicles for the city which can help in drawing visitors, future residents, and businesses. Considering the provision of facilities from their potential as hosting facilities is important. At the same time, enhanced facilities can also serve as venues for community organizations that are requesting additional facility space.

CONTINUE USE OF SCHOOLS AND COMMUNITY FACILITIES

The use of school facilities and other community facilities is important in the delivery of recreation services. While acquiring access into these facilities can prove difficult because of competing demands, the facilities are important for groups to deliver their programs.

CITY SUPPORT FOR AND TO COMMUNITY ORGANIZATIONS

The City is considered a source of expertise that could be leveraged more fully assisting community organizations. Assistance could take the form of training and educating for things such as grant application, promotion of programs and services, and with volunteer challenges. While many examples of excellent community support to community organizations exist, this expertise and knowledge could be more widely disseminated. In some instances community organizations did not feel that the City was as approachable as it could be. Ongoing conversations and engagement between the City and community organizations was desired and the efforts the City expended during the discussion group/interview process was valued.

LEISURE GUIDE

The Leisure Guide was considered as a good vehicle to promote activities and services provided by organizations to the community. It was felt that the Guide's effectiveness could be improved. Some felt that the Guide was difficult to navigate and find information. Others felt that community organizations should not have to pay to advertise in it; the City should be providing space to community organizations as a service to the public. The notion of the Leisure Guide was championed with its effectiveness enhanced through electronic distribution and searchability.

CITY PARTNERSHIPS

The City needs to continue with its current partnerships and should continue to further develop these partnerships as well as new partners. Partnerships help extend the efforts and expertise of the City while at the same time leveraging available resources (financial and otherwise). These partnerships can take varying forms but could include community based volunteer organizations (e.g. community associations, sporting groups), other government entities (Saskatoon Health), and major institutions (University of Saskatchewan) for example. While some partnering has occurred with Saskatoon's regional municipalities, further exploration of partnering in the provision of recreation services to regional residents should occur.

NEEDED FACILITIES

Focus group participants and interview subjects identified a number of infrastructure needs. These included:

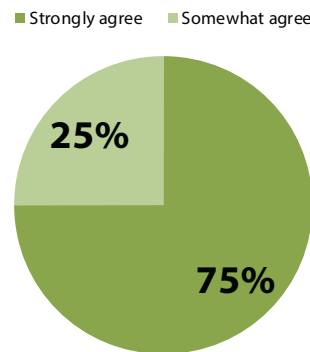
- Updating and ongoing maintenance of parks and open spaces around the city. Some spaces in the mature areas of the city require some attention.
- There is a need for additional ice sheets in Saskatoon. Ice is at a premium and is impacting participation levels.
- For some organizations, programming space is available; however, there is a lack of dryland training space at the facilities.
- Some organizations spoke about the need for additional storage at the facilities they deliver programs in.
- A large multiplex (multipurpose facility) was considered necessary. More and more communities have these and their benefits are recognized. They can serve as community hubs and can also provide meeting space, dryland training space, as well as cross pollination for the activities occurring there. They are also cost effective in terms of operational costs.
- Other facility needs articulated included: a track and field facility to accommodate high level competitive games and to provide training; a 20,000 seat stadium, and spectator capacity at arenas and indoor flat surface venues.

Input from the Open House

Several open houses were convened in late November 2014 to share some preliminary research findings and to encourage people to provide their input through the online survey. There was a brief questionnaire available for attendees to complete; however, the emphasis was on their participation in the online survey. Twenty-one attendees completed the feedback form on-site, while other indicated a preference to complete the online survey. The findings are presented below. In total, over 120 people attended the open houses.

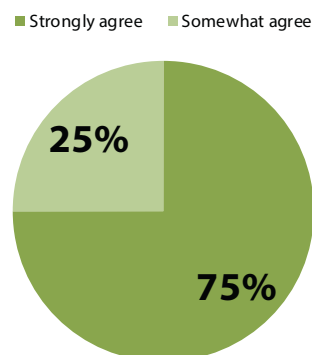
Graph 30: Recreation and parks help bring the community together.

While all respondents agreed that recreation and parks help bring the community together, three-quarters strongly agreed.

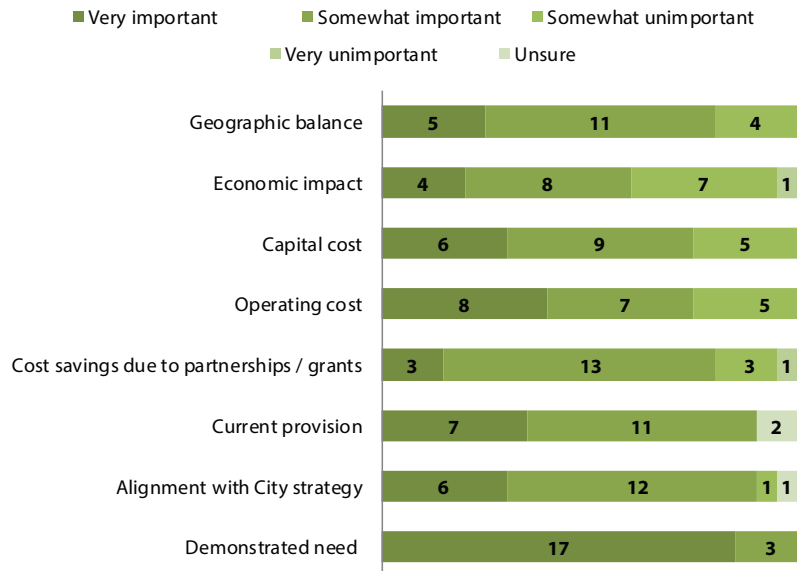


Graph 31: Recreation and parks help strengthen the community.

Three-quarters of respondents strongly agreed that recreation and parks help strengthen the community.



Graph 32: Importance of Criteria to Prioritize Recreation/Parks Projects



A wide variety of recreation and parks projects that should be focused on were identified by respondents. The most commonly mentioned projects included: additional trails; maintaining and enhancing existing facilities; a multipurpose facility; natural areas are important to have in Saskatoon; and efforts should be made to embrace winter.

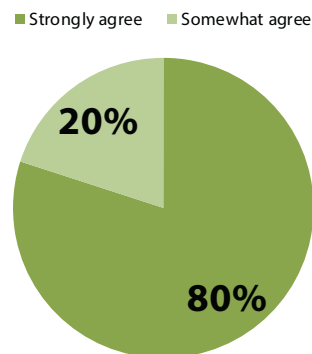
A demonstrated need in the community was the criteria that respondents felt was most important to prioritizing recreation and parks projects. Economic impact was considered the least important criteria. See the accompanying graph.

Respondents were able to identify other criteria that should be considered as well. Social, health, and environmental impact were proposed by several respondents as additional criteria.

All respondents agreed that the municipalities in the Saskatoon region should work together to provide recreation opportunities for residents where possible. See Graph 33.

Eighteen of the twenty-one respondents are residents of Saskatoon; the other two live in the RM of Corman Park.

Graph 33: Municipalities in the Saskatoon region should work together to provide recreation opportunities.



Intercept Survey

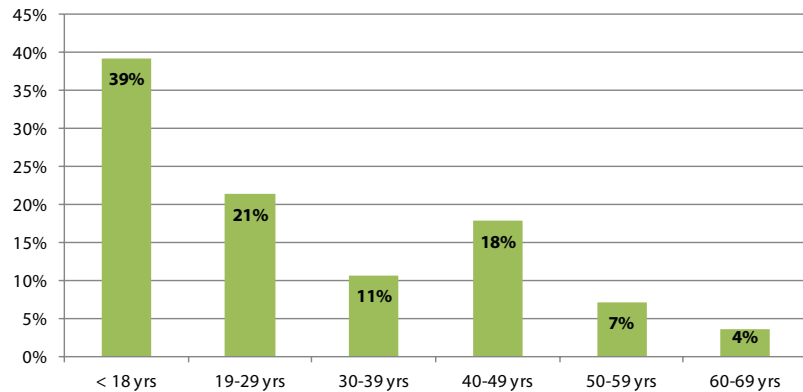
City staff conducted an intercept survey at three locations in August 2014. The locations included the new skateboard park (Lion's Skate Park), the outdoor pools (Riversdale, George Ward, Mayfair, Lathey), and spray parks/paddling pools across the city. A summary of the information collected is presented below according to one of the three locations.



Graph 34: Age Categories of Respondents

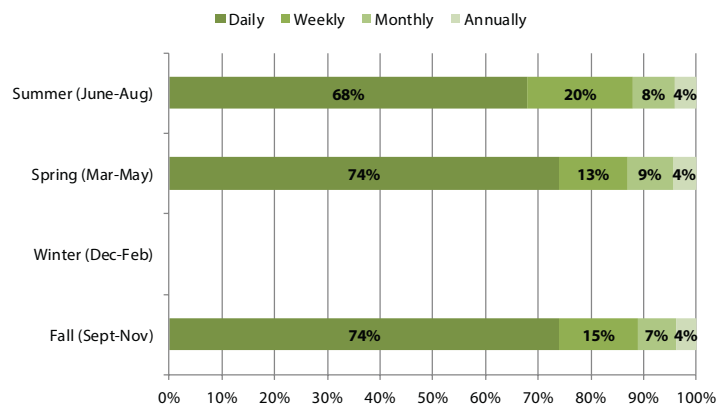
SKATEBOARD INTERCEPT SURVEY FINDINGS

Twenty-eight questionnaires were completed with individuals at the skateboard park. Well over three-quarters (89%) were male with the largest proportion 18 years of age and younger.



Graph 35: Frequency of Use

To begin respondents were asked to indicate how frequently they visit/use the facility. As illustrated in the accompanying graph, the majority use the facility on a daily basis from spring through to the fall. No use occurs during the winter.



Forty-three percent of respondents were at the skateboard park by themselves while a similar percentage (39%) were with their family.

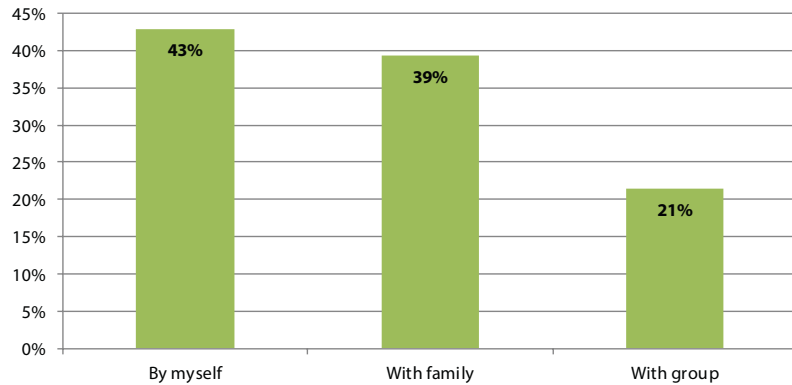
Respondents were asked to indicate what they like best about the facility. While a variety of attributes were cited, the most commonly mentioned included: its central location, the bowl component; the variety of features and difficulty levels, and the grand size of it.

Further, respondents were asked to identify any necessary improvements. Respondents spoke about their desire for higher elements, more stairs, and larger gaps/grass area. Enhanced security was mentioned as was enhanced lighting. A couple indicated restrooms could be closer and there was a suggestion of including some secure place for participants to leave their backpacks.

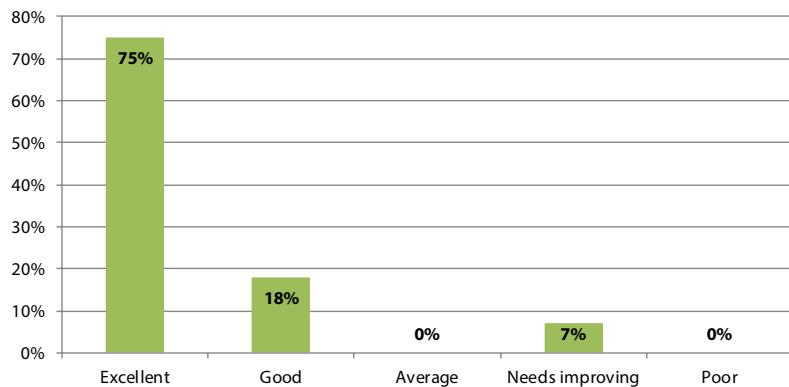
Three-quarters (75%) of respondents rated the facility as excellent; an additional 18% giving it an average rating.

Finally, respondents were able to provide comments about the City's provision of recreation and parks facilities and services. There were strong calls for an indoor skateboard park as well as for the development of another skateboard park similar in nature on the east side of Saskatoon.

Graph 36: Who are you with today?



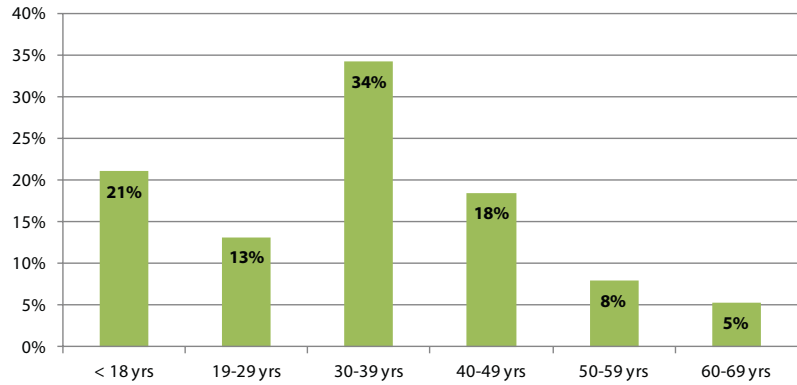
Graph 37: Overall Rating of the Facility



**OUTDOOR POOLS
INTERCEPT
SURVEY FINDINGS**

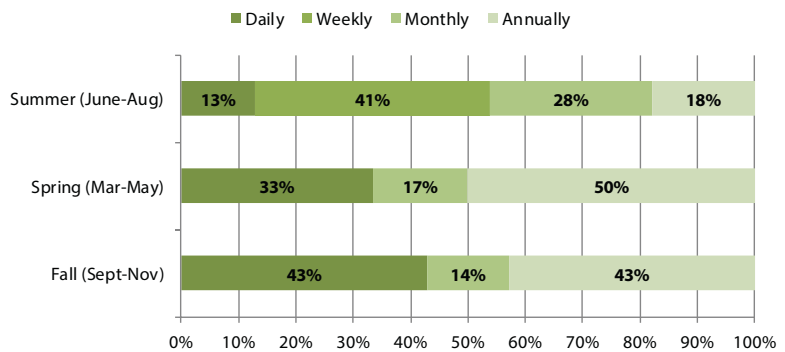
Forty-one questionnaires were completed with individuals at the outdoor pools. Two thirds (67%) were female. Approximately half (52%) were between the ages of 30 and 49 years.

Graph 38: Age Categories of Respondents



To begin respondents were asked to indicate how frequently they visit/ use the facility. As illustrated in the accompanying graph, over half (54%) of respondents use the pool at least weekly (includes daily and weekly use) during the summer months.

Graph 39: Frequency of Use



Over three-quarters (80%) of respondents were at the outdoor pools with their family and only 5% by themselves.

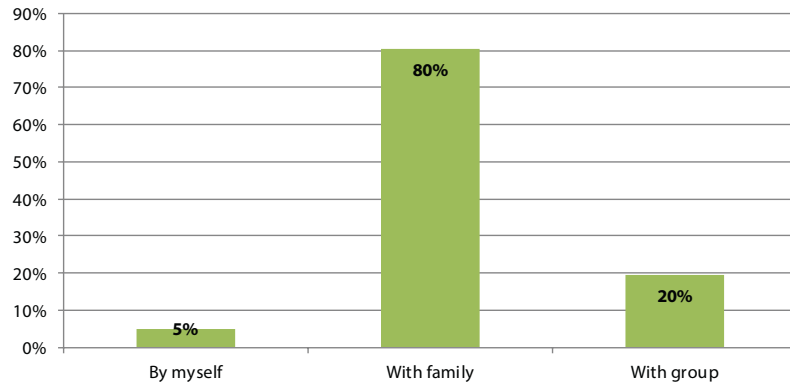
Respondents were asked to indicate what they like best about the facility. Many respondents commented on the waterslide and the fact that the facility is set up to accommodate children. The grounds and layout were mentioned as positives, as was the location for the users. The cleanliness of the facility was noticed and respondents commented about the competency and friendliness of staff.

Further, respondents were asked to identify any necessary improvements to the facility. There were several comments concerning the concession, that there could be more options and the prices could be less expensive. Some improvements to the site were suggested to increase use. These included the addition of volleyball nets and a children's playground. Extended hours during the day and a longer season into the fall were also mentioned as improvements. There were calls for additional tables and chairs for people to sit on to view and when they exit the pool. Finally one respondent mentioned additional road signage to direct people to the facility.

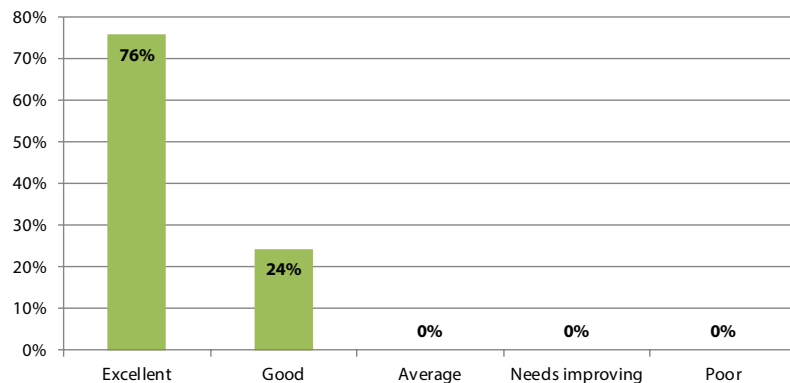
Three-quarters (76%) of respondents rated the facility as excellent; an additional 24% gave it an average rating.

Finally, respondents were able to provide comments about the City's provision of recreation and parks facilities and services, though few respondents offered comments. There were comments for additional outdoor pools in the city. As well improved signage to city facilities and better promotion of recreation opportunities and services were mentioned. There was a suggestion to extend the outdoor pool season through the Labour Day weekend. Acceptance of debit card payments was also suggested.

Graph 40: Who are you with today?



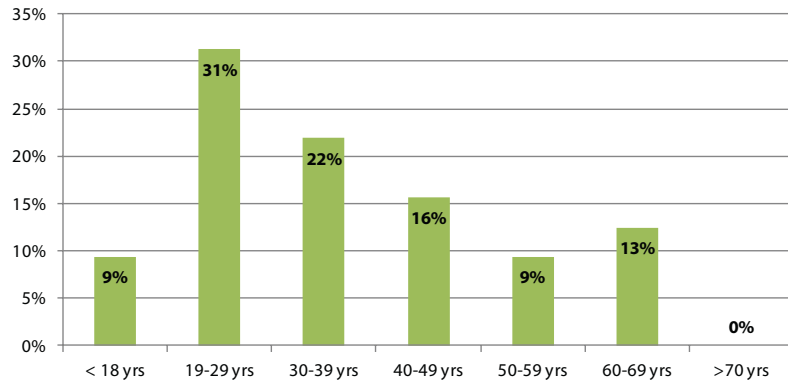
Graph 41: Overall Rating of the Facility



SPRAY PARKS/PADDLING POOLS INTERCEPT SURVEY FINDINGS

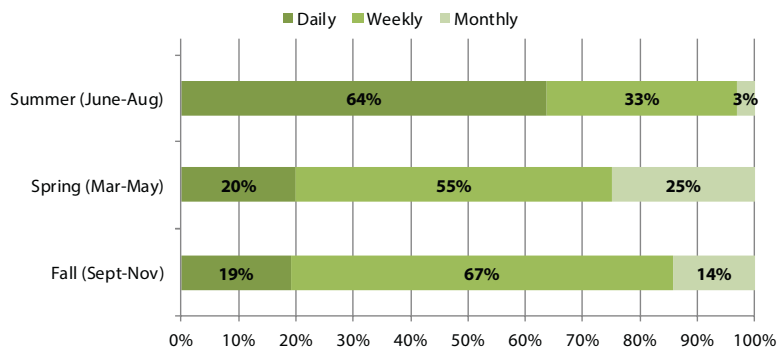
Thirty-three completed questionnaires were completed with individuals at the various spray parks/paddling pools. The vast majority of respondents (91%) were female with approximately one-third (31%) aged 19 – 29 years.

Graph 42: Age Categories of Respondents



To begin, respondents were asked to indicate how frequently they visit/ use the facility. As illustrated in the accompanying graph, approximately two-thirds (64%) visit it daily during the summer.

Graph 43: Frequency of Use



Graph 44: Who are you with today?

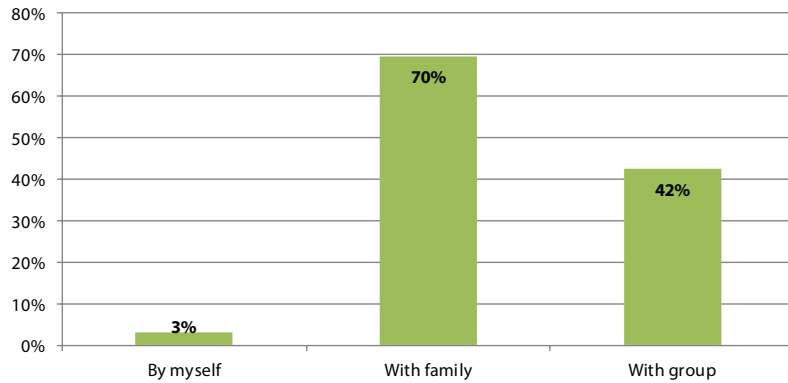
Almost three-quarters (70%) of respondents were visiting the spray parks/paddling pools with their family.

Respondents were asked to indicate what they like best about the facility. The location of the facility was mentioned numerous times—it is convenient to their homes (and daycare and work). The variety of equipment and amenities was mentioned by a number of respondents as positives. Respondents spoke favourably that the site is fenced and that provides a measure of security. The available of trees and shady areas was also mentioned. Many respondents commented favourably about the playground leaders/staff.

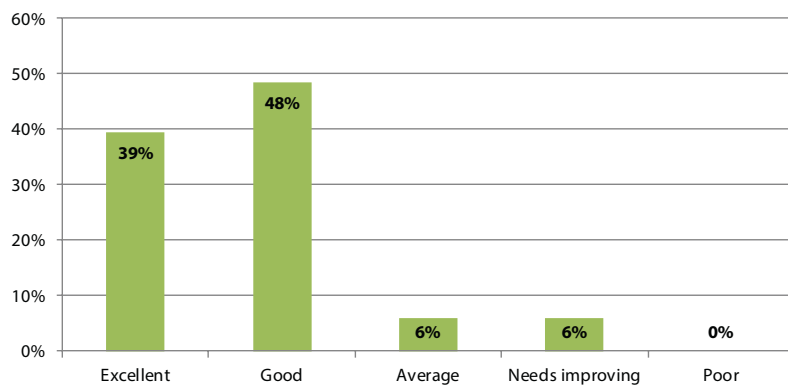
Further, respondents were asked to identify any necessary improvements. There were a number of calls to update the equipment and to ensure the equipment is maintained appropriately. Additional seating was mentioned as was improved cleanliness of the buildings/change rooms.

Over one-third (39%) rated the facility as excellent while approximately half (48%) rated it as good.

Finally, respondents were able to provide comments about the City's provision of recreation and parks facilities and services. An expansion of hours for the outdoor aquatic facilities was requested as was playground programs longer in duration. Providing more activities throughout the year rather than focusing on summer was suggested. Finally one respondent suggested enhancements should be made to existing facilities prior to developing new.



Graph 45: Overall Rating of the Facility



Section

8

Summary and Conclusions

The information presented herein serves as a comprehensive foundation upon which the Recreation and Parks Master Plan is based. The broad based research gathered and analyzed is synthesized and then presented as strategic initiatives and recommendations for use by the City of Saskatoon. In some instances there is a direct pathway from a piece of research to a strategic plank in the Master Plan. In other instances a distillation of the many threads of research combined lead to elements of the Recreation and Parks Master Plan.

While there are innumerable important and interesting pieces of information presented in this report the following represent some of the more pertinent that lead into the Recreation and Parks Master Plan. These are not in rank order.

- **Residents of Saskatoon have access to a multitude of recreation and parks facilities and services.** These are delivered by a number of entities including the City, community associations, not-for-profit organizations, the private sector, and others. The demand for these services continues to increase as the population of Saskatoon increases—the result of natural growth and immigration (increasingly from new Canadians).
- There has been and will continue to be **increasing demands for unstructured and informal recreational opportunities.** This is a result of people’s changing schedules as well as a desire to recreate when it is convenient. This trend has impacts on recreational programming scheduling and on facility and space development.
- **Children and youth are increasingly less active.** This is resulting in greater levels of obesity amongst the country’s children and youth. Related is the continuing disconnect of children and youth to the natural world. Coined “nature deficit disorder”, this disconnect is leading to a loss of creativity, imaginative play, and physical activity that is occurring as children connect and are exposed to natural settings.
- **Volunteerism is changing** as more is expected of a community’s volunteers. Tasks are becoming more complicated while people have increasing demands on their time. As such, volunteerism is becoming more discrete as people look to volunteer for specific tasks over shorter periods of time. The most common barrier to participation in recreation is a lack of time, according to residents. With many recreation and parks services being delivered by volunteer organizations, cities need to closely monitor the trends in their own volunteer organizations.
- Facilities are becoming more **multi-purpose.** While efficiencies can be captured in terms of operating costs, providing a variety of recreational uses in a single building makes it easier for multi-generations and all members of a family to consider a single location as their destinations. Multi-purpose facilities also help expose people to a variety of activities and increasingly become community hubs.
- **Integrated trail systems are increasingly being demanded** from communities. These facilitate spontaneous and individual, informal activities for a broad array of people in a community. People with a variety of mobility levels can access trails systems; they accommodate various levels of activities as well. More and more people are utilizing trails as transportation corridors making signage important. As well, major destinations, including recreation facilities, should be accessible by trail networks. In fact, trails and pathways are utilized by more households in Saskatoon than any other recreation amenity.
- **Partnerships are becoming more prevalent** in the delivery of recreation and parks services. While partnerships are not new, a broader array of partners are becoming involved representing the health, social service, education, justice, and corporate sectors (to name some). Recreation and its benefits are being addressed by many and accrued by many. In addition increasingly the available monies ensure that service delivery requires “all hands on deck”.



- Saskatoon provides the majority of recreation facilities and spaces at a **similar level** when analyzed against other comparable urban municipalities.
- **Residents and groups recognize the important contribution recreation and parks programs and services make to community and quality of life.** Further there is acknowledgment that the community as a whole benefits from recreation and parks services and that recreation and parks can help build the community.
- **A majority of residents and groups believe there is a need for new/upgraded recreation and parks facilities** to be developed in Saskatoon. Those facilities that have highest community priority are presented in the following charts (indoor and outdoor).
- **Affordability** of programs and opportunities as well as **improved promotions and marketing** were two of the main aspects to consider for program improvement. Specific program activities were also identified with many mentions to physical activity for health reasons and those linked to the environment and nature.
- **Community organizations in overwhelming measure believe that new/upgraded facilities are needed.** Infrastructure development and access was the primary vehicle identified for the City to support their efforts.

These key research themes, as well as many anecdotal references from this document, influence the development of the Recreation and Parks Master Plan. Appropriate references are included in the Master Plan where applicable.



Table 16: Indoor Facilities and Spaces Priorities

Indoor Facilities and Spaces Priorities	Household Survey ¹	Stakeholder Consultation ²	Population Growth/Utilization	Industry Trends
Fitness/Wellness Facilities	✓ ✓	✓		✓
Indoor Child Playgrounds	✓ ✓	✓		✓
Before and After School Care Facilities	✓ ✓	✓		✓
Ice Surfaces (Leisure Skating Use) ³	✓ ✓	✓		✓
Child Minding	✓ ✓	✓		✓
Indoor Walking/Running Track	✓ ✓	✓		✓
Youth Centres	✓ ✓	✓		
Support Facilities	✓ ✓	✓		
Seniors Centre	✓ ✓			
Indoor Leisure Swimming Pools		✓	✓	✓
Arena Facilities for Ice and Dry Floor Use in the Summer	✓	✓	✓	
Gymnasium Type Spaces	✓	✓		✓
Multi-purpose Gymnasium/Social Spaces	✓	✓		✓
Indoor Climbing Wall	✓	✓		✓
Multi-purpose Program/Meeting Rooms	✓	✓		✓
Gymnastics Studio		✓		✓
25 metre Competition Swimming Pools	✓		✓	
50 metre Competition Swimming Pools	✓		✓	
Indoor Skateboard Facility	✓	✓		
Aboriginal Cultural/Ceremonial Room	✓	✓		
Indoor Tennis		✓		
Social/Banquet Facilities		✓		
Curling Rinks	✓			
Dance Studio				

1 Indicates top 20 Household Survey priorities. Two check marks (✓ ✓) signify top 10 priorities.

2 Indicates support for new development of 50% or more responding groups.

3 Leisure ice facilities are non-boarded, indoor ice spaces typically found adjacent to traditional ice arenas that allow for unstructured public skating opportunities and do not accommodate ice sports such as hockey and ringette.

Table 17: Outdoor Facilities and Spaces Priorities

Outdoor Facilities and Spaces Priorities	Household Survey ¹	Stakeholder Consultation ²	Population Growth/Utilization	Industry Trends
Community Gardens	✓ ✓	✓	✓	✓
Shared Use Trail Network/System	✓ ✓	✓	✓	✓
Outside Festival Venue/Amphitheatre	✓ ✓	✓		✓
Passive Park (Including Natural Areas)	✓ ✓	✓		✓
Child Playgrounds	✓ ✓	✓		✓
Water Spray Parks	✓ ✓	✓		✓
Sport Fields—Grass	✓ ✓	✓	✓	
Picnic Areas	✓ ✓	✓		
Hiking Amenities	✓ ✓	✓		
Track and Field Spaces	✓	✓		
Bike Parks (BMX, Mountain Bike)	✓	✓		✓
Boating Facilities—Non-motorized	✓	✓		✓
Sport Fields—Artificial Turf	✓	✓		✓
Outdoor Basketball Courts/Sport Courts	✓	✓		✓
Outdoor Fitness Equipment	✓	✓		✓
Dog Off Leash Parks	✓	✓		✓
Ball Diamonds	✓	✓	✓	
Skateboard Parks	✓	✓		
Outdoor Tennis Courts	✓			
Sand/Beach Sand Volleyball Courts		✓		
Boating Facilities—Motorized				
Outdoor Swimming Pools				
Cross Country Skiing				

¹ Indicates top 20 Household Survey priorities. Two check marks (✓ ✓) signify top 10 priorities.

² Indicates support for new development of 50% or more responding groups.

Appendix

I

Stakeholder Interviews/ Discussion Groups

1. Aboriginal Organizations
 - » Tribal Council
 - » Central Urban Metis Federation
 - » Indian and Metis Friendship Centre
 - » STC Urban First Nations Services
 - » White Buffalo Youth Lodge
 - » City of Saskatoon
2. Community Associations
 - » Adelaide/ Churchill
 - » Casewell Hill
 - » Erindale/Arbor Creek
 - » King George
 - » Montgomery Place
 - » Nutana
 - » Westview Heights
3. Nature appreciation individuals
4. Ice Users
 - » Curl Saskatoon
 - » Lions Speedskating Club
 - » Saskatoon Minor Hockey
 - » Saskatoon Ringette Association
5. Indoor sport groups
 - » Saskatoon Roller Derby League
 - » Hub City Track Council
 - » Saskatoon Minor Basketball
 - » Saskatoon Fencing Club
 - » Saskatoon Junior Roller Derby
6. Outdoor sport groups
 - » Bike Polo
 - » Kinsmen Tackle Football
 - » Saskatoon Cricket Association
 - » North Sask Rugby Union
 - » Saskatoon Freestyle Skiing
7. Regional Partners
 - » Mayor—Osler
 - » Administrator—RM of Corman Park
 - » Recreation Director—City of Martensville
 - » City of Warman—Mayor
 - » RM of Corman Park—Reeve
 - » City of Martensville—Mayor
8. Aquatics—Saskatoon Diving Club
9. Praireland Park
10. Developers
11. In Motion
12. University of Saskatchewan
13. Saskatchewan Abilities
14. Teachers Credit Union Place and SaskTel Centre
15. Newcomers Information Centre
16. Newcomers (various)
 - » ILC Canada/UCC
 - » International Women of Saskatoon
 - » City of Saskatoon
 - » Open Door Society
 - » Global Gathering Place
 - » Newcomer Information Centre
 - » Saskatchewan Intercultural Association
 - » Allworth Consultants Ltd
17. Tourism Saskatoon
18. Box Lacrosse
19. Saskatoon Public Schools
20. Food Coalition
21. Meewasin Valley Authority
22. City of Warman—Mayor
23. RM of Corman Park—Reeve
24. City of Martensville—Mayor
25. Northeast Swale Watchers (written submission)

Appendix

III

Detailed Comparative Data

Indoor

Community	Population	Fitness/wellness facilities (e.g. exercise/weight room)	Indoor child playgrounds	Ice arenas (# of sheets)
Edmonton	812,201	56	5	29
Windsor	210,891	5	1	8
Halifax	390,096	9	4	20
Regina	193,100	8	3	14
Richmond	190,473	9	0	10
Saskatoon	254,000	6	2	11

Population per Facility				
Edmonton	812,201	14,504	162,440	28,007
Windsor	210,891	42,178	210,891	26,361
Halifax	390,096	43,344	97,524	19,505
Regina	193,100	24,138	64,367	13,793
Richmond	190,473	21,164		19,047
AVERAGE	359,352	29,065	133,805	21,343
Saskatoon	254,000	42,333	127,000	23,091

Community	Population	Ice arenas (performance >5,000 seats)	Curling rinks (# rinks)	Curling rinks (# sheets)
Edmonton	812,201	1	10	73
Windsor	210,891	1	1	6
Halifax	390,096	1	6	33
Regina	193,100	1	3	28
Richmond	190,473	0	1	8
Saskatoon	254,000	1	4	23

Population per Facility				
Edmonton	812,201	812,201	81,220	11,126
Windsor	210,891	210,891	210,891	35,149
Halifax	390,096	390,096	65,016	11,821
Regina	193,100	193,100	64,367	6,896
Richmond	190,473		190,473	23,809
AVERAGE	359,352	401,572	122,393	17,760
Saskatoon	254,000	254,000	63,500	11,043

Indoor (Continued)

Community	Population	Multi-purpose leisure/ recreation centres	Leisure swimming pools	25 metre pools
Edmonton	812,201	17	4	21
Windsor	210,891	4	4	3
Halifax	390,096	19	8	5
Regina	193,100	5	6	5
Richmond	190,473	9	6	3
Saskatoon	254,000	8	2	4

Population per Facility				
Edmonton	812,201	47,777	203,050	38,676
Windsor	210,891	52,723	52,723	70,297
Halifax	390,096	20,531	48,762	78,019
Regina	193,100	38,620	32,183	38,620
Richmond	190,473	21,164	31,746	63,491
AVERAGE	359,352	36,163	73,693	57,821
Saskatoon	254,000	31,750	127,000	63,500

Community	Population	50 metre pools	Gymnasium type spaces	Indoor fields
Edmonton	812,201	3	350	14
Windsor	210,891	1	55	1
Halifax	390,096	2	160	4
Regina	193,100	1	97	1
Richmond	190,473	1	65	0
Saskatoon	254,000	2		4

Population per Facility				
Edmonton	812,201	270,734	2,321	58,014
Windsor	210,891	210,891	3,834	210,891
Halifax	390,096	195,048	2,438	97,524
Regina	193,100	193,100	1,991	193,100
Richmond	190,473	190,473	2,930	#DIV/0!
AVERAGE	359,352	212,049	2,703	#DIV/0!
Saskatoon	254,000	127,000		63,500

Indoor (Continued)

Community	Population	Youth centres (dedicated)	Indoor climbing walls
Edmonton	812,201	7	9
Windsor	210,891	1	1
Halifax	390,096	8	6
Regina	193,100	1	1
Richmond	190,473	2	1
Saskatoon	254,000	10	1

Population per Facility			
Edmonton	812,201	116,029	90,245
Windsor	210,891	210,891	210,891
Halifax	390,096	48,762	65,016
Regina	193,100	193,100	193,100
Richmond	190,473	95,237	190,473
AVERAGE	359,352	132,804	149,945
Saskatoon	254,000	25,400	254,000

Community	Population	Indoor walking/running tracks	Seniors centres (dedicated)
Edmonton	812,201	12	2
Windsor	210,891	1	2
Halifax	390,096	3	2
Regina	193,100	3	2
Richmond	190,473	1	1
Saskatoon	254,000	2	1

Population per Facility			
Edmonton	812,201	67,683	406,101
Windsor	210,891	210,891	105,446
Halifax	390,096	130,032	195,048
Regina	193,100	64,367	96,550
Richmond	190,473	190,473	190,473
AVERAGE	359,352	132,689	198,723
Saskatoon	254,000	127,000	254,000

Outdoor

Community	Population	Track and field facilities	Bike parks (BMX, mountain bike)	Picnic areas (# sites with amenities)
Edmonton	812,201	3	2	13
Windsor	210,891	1	1	9
Halifax	390,096	3	12	5
Regina	193,100	2	1	14
Richmond	190,473	1	2	14
Saskatoon	254,000	1	1	2

Population per Facility				
Edmonton	812,201	270,734	406,101	62,477
Windsor	210,891	210,891	210,891	23,432
Halifax	390,096	130,032	32,508	78,019
Regina	193,100	96,550	193,100	13,793
Richmond	190,473	190,473	95,237	13,605
AVERAGE	359,352	179,736	187,567	38,265
Saskatoon	254,000	254,000	254,000	127,000

Community	Population	Boat launches	Sport fields (grass)	Sports fields (artificial turf)
Edmonton	812,201	5	925	4
Windsor	210,891	5	35	1
Halifax	390,096	14	154	5
Regina	193,100	1	94	2
Richmond	190,473	1	93	8
Saskatoon	254,000	1	78	2

Population per Facility				
Edmonton	812,201	162,440	878	203,050
Windsor	210,891	42,178	6,025	210,891
Halifax	390,096	27,864	2,533	78,019
Regina	193,100	193,100	2,054	48,275
Richmond	190,473	190,473	2,048	21,164
AVERAGE	359,352	123,211	2,708	112,280
Saskatoon	254,000	254,000	3,256	127,000

Outdoor (Continued)

Community	Population	Soccer/football stadiums (>20,000)	Ball diamonds (community)	Performance baseball stadiums
Edmonton	812,201	1 (60,000 seats)	575	1 (10,000 seats)
Windsor	210,891	0	47	0
Halifax	390,096	N/A	205	0
Regina	193,100	1 (33,000 seats)	152	0
Richmond	190,473	0	121	0
Saskatoon	254,000	0	180	0

Population per Facility				
Edmonton	812,201	812,201	1,413	812,201
Windsor	210,891	N/A	4,487	N/A
Halifax	390,096	N/A	1,903	N/A
Regina	193,100	193,100	1,270	N/A
Richmond	190,473	N/A	1,574	N/A
AVERAGE	359,352	502,651	2,129	812,201
<i>Saskatoon</i>	<i>254,000</i>	<i>N/A</i>	<i>1,411</i>	<i>N/A</i>

Community	Population	Child Playgrounds (permanent structures)	Water spray parks/pads	Outdoor basketball courts/sport courts
Edmonton	812,201	167	62	
Windsor	210,891	18	6	17
Halifax	390,096	366	5	285
Regina	193,100	177	13	32
Richmond	190,473	65	5	34
Saskatoon	254,000	184	17	28

Population per Facility				
Edmonton	812,201	4,863	13,100	
Windsor	210,891	11,716	35,149	12,405
Halifax	390,096	1,066	78,019	1,369
Regina	193,100	1,091	14,854	6,034
Richmond	190,473	2,930	38,095	5,602
AVERAGE	359,352	4,333	35,843	6,353
<i>Saskatoon</i>	<i>254,000</i>	<i>1,380</i>	<i>14,941</i>	<i>9,071</i>

Outdoor (Continued)

Community	Population	Skateboard parks	Outdoor swimming pools	Sand/beach volleyball courts
Edmonton	812,201	6	5	26
Windsor	210,891	2	6	4
Halifax	390,096	11	4	17
Regina	193,100	3	5	2
Richmond	190,473	1	3	0
Saskatoon	254,000	7	4	2

Population per Facility				
Edmonton	812,201	135,367	162,440	31,239
Windsor	210,891	105,446	35,149	52,723
Halifax	390,096	35,463	97,524	26,947
Regina	193,100	64,367	38,620	96,550
Richmond	190,473	190,473	63,491	—
AVERAGE	359,352	106,223	79,445	50,865
Saskatoon	254,000	36,286	63,500	127,000

Community	Population	Dog off leash parks	Community Gardens (# of sites)	Community Gardens (# of plots)
Edmonton	812,201	41	80	
Windsor	210,891	4	8	
Halifax	390,096	7	26	
Regina	193,100	6	8	650
Richmond	190,473	6	8	296
Saskatoon	254,000	6	32	823

Population per Facility				
Edmonton	812,201	19,810	10,153	
Windsor	210,891	52,723	26,361	
Halifax	390,096	55,728	15,004	
Regina	193,100	32,183	24,138	297
Richmond	190,473	31,746	23,809	643
AVERAGE	359,352	38,438	19,893	470
Saskatoon	254,000	42,333	7,938	309

Outdoor (Continued)

Community	Population	Outdoor Tennis Courts (# of courts)	Outdoor skating rinks	Trails (km)
Edmonton	812,201	213	144	
Windsor	210,891	36		
Halifax	390,096	67	1	222
Regina	193,100	56	41	
Richmond	190,473	55	0	50
Saskatoon	254,000	41	52	

Population per Facility				
Edmonton	812,201	3,813	5,640	
Windsor	210,891	5,858		
Halifax	390,096	5,822	390,096	1,757
Regina	193,100	3,448	4,710	
Richmond	190,473	3,463	—	3,809
AVERAGE	359,352	4,481	133,482	
Saskatoon	254,000	6,195	4,885	

Community	Population	Zoos/Aquariums	Natural Space/ Park Space (hectares)
Edmonton	812,201	1	
Windsor	210,891	0	
Halifax	390,096	2	5,294
Regina	193,100	0	
Richmond	190,473	0	685 ha
Saskatoon	254,000	1	1,300 ha

Population per Facility			
Edmonton	812,201	812,201	
Windsor	210,891	N/A	
Halifax	390,096	195,048	74
Regina	193,100	N/A	
Richmond	190,473	N/A	
AVERAGE	359,352	503,625	
Saskatoon	254,000	254,000	

Section

C

**1995 Role of Municipal
Government in
Parks and Recreation**

**TO: Secretary, Planning and Operations Committee
Secretary, Leisure Services Advisory Board**
FROM: General Manager, Leisure Services Department
DATE: October 24, 1995
**SUBJECT: Discussion Paper
Role of Municipal Government in Parks and Recreation**
FILE NO: 5500-1

EXECUTIVE SUMMARY

The role of municipal government in the delivery of services to the public (including parks and recreation) has been the recent cause for considerable debate. This report addresses the role of municipal government in parks and recreation at a broad policy level.

Historically, the role of municipal government in the provision of parks and recreation services has been defined by infrastructure and direct program delivery. Its involvement has always been with the goal of providing opportunities in the community for people to experience leisure, and enhance the quality of their lives, and the quality of life in the community. The distribution of facilities and programs in Saskatoon has always been driven by the community's needs, wishes, values, and by the basic principle of equal opportunity for all citizens.

Assuming this accurately reflects the community's current values on the subject, the issue of municipal government's role in public parks and recreation services might be addressed through broad policy considerations - who benefits, at what cost, and who pays. Such a Public Parks and Recreation Policy might state that the City's function is to support the community's values of parks and recreation (i.e. sport, recreation and culture) through the provision of basic services, market based services and community development. From that, the proposed policy might indicate that the Leisure Services Department impacts on five outcomes for the community:

- a basic level of accessibility for all citizens, totally funded through business and property taxes;
- the provision of recreation facilities to support the delivery of a broad range of activities, funded approximately two thirds through rental fees and one third through business and property taxes;
- leadership in coordinated and cooperative planning and delivery of community programming, totally funded through business and property taxes;
- community development support to help people to help themselves, totally funded through business and property taxes; and,
- subsidized support to the community in its desire for a broad range of market driven parks and recreation opportunities, funded 60 percent through user fees and 40 percent through business and property taxes.

FOR DISCUSSION PURPOSES

In addition, further policy direction regarding the cost recovery objective for the Leisure Services Department's landlord (rental) function is required. Based on the existing market demand, we believe that full cost recovery is not an achievable objective for all rental categories, and thus, consideration should be given to reducing that objective to 70 percent overall.

In our opinion, the above policy considerations reflect the community's objectives regarding parks and recreation, and what your staff is currently doing to meet them. Therefore, until further direction is received, we recommend the Leisure Services Department continue operating status quo.

INTRODUCTION

By virtue of its responsibility to operate the City's parks and recreation facilities, and to support the community in the delivery of programs, the Leisure Services Department is in the recreation business. As such, it derives revenue from the rental of facilities and activity space to various user groups, and from the delivery of programming directly to the public. To achieve its revenue objectives, your staff have adopted a market-driven approach whereby, they identify the public's needs and preferences, design and deliver programs and services according to market demand, and provide good, responsive service to our customers.

This practice, however, has been the cause for considerable debate as the role of municipal government in the delivery of services to the public (including recreation) is being questioned. The concern of staff is that we are receiving conflicting messages. On one hand, some business and property tax payers suggest that the Leisure Services Department should operate more like a business. On the other hand, when we try to operate like a business, there are those who argue that City competition threatens their existence. Also, on one hand, we are asked to provide all citizens access to recreation opportunities at a reasonable cost to the taxpayer. On the other hand, when we operate some services - and they make a profit, then a suggestion is made that these services should be privatized.

The following report addresses the role of municipal government in parks and recreation at a broad policy level. The fundamental issue to be considered is whether or not the City should be in the business of delivering recreation programs and services.

BACKGROUND

Prior to the second world war, the City's role in recreation was largely limited to the development of parks administered by the public Parks Board, and to supporting the work of Saskatoon's volunteer recreation board (the Saskatoon Playgrounds Association). Most sport and recreation programs were organized and run by the schools and membership based special-interest groups. Churches played a lead role in developing such activities as drama, choral singing, debating, scouts, cubs, guides, and brownies. The Young Women's and Young Men's Christian Associations provided

FOR DISCUSSION PURPOSES

physical activity and leadership development programs for youth. Community service organizations assumed the lead in contributing financially to the construction of recreation facilities.

Following the war, Saskatoon entered a period of unprecedented growth which spawned the proliferation of the publicly owned parks and recreation facilities we have today. The 1950's, 1960's, and early 1970's, saw the City's recreation infrastructure increase dramatically with the construction of new parks, playgrounds, paddling pools, outdoor pools, indoor arenas, sports fields, a children's amusement park, a zoo, a golf course, a campground, a football bowl, and a new speedskating oval. This development occurred for two primary reasons:

1. Community organizations began pressuring the municipality to support their volunteer program delivery roles by developing and maintaining facilities.
2. Recreation was recognized as providing value to the community as a whole, and there was wide-spread support and demand for the City to utilize public resources to provide services for people who would not otherwise have access to recreation opportunities.

This grand scale of facility development prompted the recognition of the need for well-trained professional staff, and policy makers to manage and maximize the use of the recreation infrastructure. In 1962, the Parks Board and the Saskatoon Playgrounds Association merged to form both the Saskatoon Parks and Recreation Board, (which became an advisory board to City Council), and the Parks and Recreation Department, (which assumed the administrative responsibilities).

During the late 1970's and 1980's, our recreation infrastructure broadened to include indoor swimming pools, civic centres, a high performance track and field facility, along with the parks, arenas, sports fields, and outdoor facilities, either built by the City, or transferred to the City. This continued development was spurred, in part, by two major factors:

1. In 1971, Saskatoon hosted the Jeux Canada Winter Games. This event prompted recognition of the value of sport competition which engenders community spirit and gains valuable media exposure for the city, and of the need for more competitive facilities to stage major sporting events. We subsequently hosted both the 1979 Western Canada Summer Games, and the 1989 Jeux Canada Summer Games, which left the City with many new or upgraded competitive facilities.
2. In 1976, City Council adopted the prepaid levy system to provide funding for the development of parks and recreation facilities based on neighbourhood, district, and suburban areas. Consequently, property tax payers in the newer areas began to pressure the City to build suburban recreation complexes which they felt they had already paid for through the levy.

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A third factor was the formation of Participaction Canada and its selection of Saskatoon as the pilot city in 1972. This movement created wide-spread interest in physical fitness, and greater demand for adult fitness programming. This, in turn, created new business opportunities for the private sector, which soon began opening new fitness centres, racquetball and squash courts, roller skating rinks, indoor arenas, golf courses, and other such recreation facilities as commercial enterprises. (Prior to the 1970's, the private sector had traditionally operated movie theatres, billiard parlours, dance halls, and bowling alleys.)

During the 1980's, the public began to express their desire to have more input into the development and operation of civic facilities, and into the programming decision-making process. While they wanted the municipality to take the lead role in coordinating their needs and services, they also wanted to have a say in how it was done. This led the City to adopt such public consultation initiatives as the needs assessment surveys, the neighbourhood park development process, and the formation of program advisory committees.

DISCUSSION

Historically, municipal recreation has been defined by infrastructure and direct program delivery. This involvement has always been with the goal of providing opportunities in the community for people to experience leisure, and enhance the quality of their lives, and the quality of life in the community. The distribution of facilities and programs in Saskatoon has always been driven by public demand and the basic principle of equal opportunity for all residents.

Specific reasons why the public views parks and recreation as an essential function of municipal government, and thus, why the City of Saskatoon is in the recreation business, can be categorized into two main areas:

1. Community Benefit

The municipality is in the parks and recreation business for community benefit reasons, not solely to provide activities that will yield the greatest profit. As such:

- a) municipal recreation affords a large percentage of the population their only opportunity for recreation, in part, because the market place is unable or unwilling to provide for those in need of that service;
- b) local Government ensures the service is accessible to the public without any restrictions that the market may impose (e.g. age, price, hours of operation, etc.). This notion of 'public good' is also tied to the principle of equal opportunity; and,

FOR DISCUSSION PURPOSES

- c) municipal Government emphasizes those activities which are believed to have the greatest value to the community as a whole, as opposed to only those participants being served.

2. Continuity of Service and Long Term Planning

Local government is a perpetual agency and its involvement assures the long-term continuity of the recreation service. Specifically:

- a) government invests significant resources to maintain and protect the public recreation infrastructure for the benefit of future generations. There is a fear that if our infrastructure is not protected, the replacement cost will be prohibitive, and the community may lose what it now has;
- b) local government has the will and financial resources to pursue a community need over the longer term, and thus, ensures the continuous provision of services. Services provided by the private sector, on the other hand, seem to come and go according to the times and trends; and,
- c) through city planning, subdivision control, transfer of properties, and acceptance of gifts of land, local government has the ability to acquire land and develop it for recreation purposes.

The fact is, as evidenced by our past experience, people value public recreation services, and are willing to be taxed to pay for them. In the final analysis, the services provided by local government are determined primarily by the expressed needs and wishes of the people. They influence the location, the type of activities, and the price of those activities they want in their community.

Policy Considerations

Assuming this history accurately reflects the community's current values on the subject, the issue of municipal government's role in public parks and recreation services might be addressed through a framework of broad policy considerations. Unlike current policies, these might address the intended outcome of the municipality's involvement in the provision of services: who benefits; at what cost; and who pays.

In developing "Ends Directives" (i.e. desired outcome policies), one must first look to the Strategic Plan adopted by City Council for direction with respect to the community's vision and values. The purpose of such policies is to prescribe what contributions the City will make towards achieving the vision. The contributions are defined in terms of desired outcomes; the broadest "Ends Directive" being the mission statement. Ideally, the "Ends Directives" policies would be coordinated with

FOR DISCUSSION PURPOSES

other service providers in the city. The success of such coordination, however, is highly dependent upon the willingness and desire of other service providers to reciprocate the City's efforts towards this outcome.

As stated in the Strategic Plan, our vision for Saskatoon includes an enhanced quality of life and a strengthened quilt of neighbourhoods. It embodies the following characteristics which relate specifically to a public recreation policy:

Quality of Life - Saskatoon will be a model city where:

- cultural, leisure, and fitness activities flourish year round;
- choices regarding quality of life are respected;
- people take responsibility for their well-being; and
- everyone has access to education and skill development.

Quilt of Neighbourhoods:

- each neighbourhood will be livable and enjoyable for its residents; and
- neighbourhoods will be leading their development by maintaining a spirit of self-help and voluntarism.

The Strategic Plan further states that to help the community achieve this vision, the corporation of the City of Saskatoon will:

- be a responsive, adaptive, proactive and accountable municipal organization;
- provide opportunity for access to information, input, consideration and response for individuals and groups alike; and
- form mutually beneficial partnerships with aboriginal people, community service groups, industry, business, unions, spiritual community, education, art and cultural groups, and other governments for effective service delivery.

Attachment A identifies many benefits of leisure services to a community. These are very useful when people need to ascribe a value for leisure services to the community (i.e. whether or not the outcomes are worth the cost). Where the users pay for the services, the value is driven by the market. In this case, the value can be viewed from the perspective of the customer. Where the user is subsidized (i.e. the costs are borne in whole or in part by the property and business taxpayer, the value should be viewed from the perspective of the community as "owner" [much in the same way a Board of Directors of a corporation represents its shareholders]). This is not to suggest that a subsidized service has any less value, just that it should be viewed from a different perspective.

The Leisure Services Department currently impacts on five major outcomes for the community which achieve the vision in the City's Strategic Plan and fulfill the mission and values which your staff believe are essential components of a public recreation policy:

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- i) a basic level of accessibility for all citizens;
- ii) the provision of recreation facilities to support the delivery of a broad range of activities;
- iii) leadership in coordinated and cooperative planning and delivery of community programming;
- iv) community development to help people to help themselves; and,
- v) subsidized support for programs and services that provide people in Saskatoon reasonable access to a broad range of recreation opportunities.

From that, based on what the Leisure Services Department is now doing, we might prescribe a public recreation policy which reads as follows:

City of Saskatoon Mission Statement:

Our Corporation, the City of Saskatoon, exists to provide excellent local government through leadership, teamwork, and dedication to the community. We will facilitate effective and efficient delivery of public services and nurture the economic, environmental, social, and cultural well being of the community, now and in the future.

Public Recreation Policy:

Participation in culture, parks, recreation, and sport activities is essential to the well-being of individuals and the community as a whole. To maximize the benefits, the City of Saskatoon seeks to get as many of its population as possible to participate in the activity of their choice.

Basic Level of Accessibility for all Citizens

To ensure that opportunities for culture, parks, recreation, and sports activities are accessible to all citizens:

- i) *the Leisure Services Department*
 - a) *provides the following programs at no charge:*
 - *summer playground program*
 - *youth centres*
 - *skateboard centre*
 - *aboriginal recreation programs*
 - *seniors programs*
 - *adaptive programs;*
 - b) *provides free-access times at all facilities;*

FOR DISCUSSION PURPOSES

- c) *administers an accessibility grant program to proactively address barriers to participation (i.e. cost, transportation, needs of specific target groups such as the challenged, aboriginal, at-risk youth, single parents);*

Net Cost: \$ 805,000

ii) the Public Works (Infrastructure) Department provides:

- a) *300 hectares of neighbourhood parks, including play apparatus, recreation units, pathways;*
- b) *110 hectares of district parks, including tennis courts, pathways;*
- c) *325 hectares of suburban and special use parks; and*
- d) *399 sportfields.*

Net Cost: \$ 3,394,000

Provision of Recreation Facilities (Landlord Function)

To support the ongoing delivery of a broad range of culture, parks, recreation and sports activities, the City of Saskatoon provides resources and professional staff to manage and maximize usage of existing recreation facilities.

The City of Saskatoon will expand recreation facilities when demand for programs exceeds our capacity to deliver, and: i) the market is unable or unwilling to provide adequate facilities, and ii) there is an identified source of capital and operating funds.

Net Cost: \$ 1,626,000

Executive Limitations:

In the pursuit of non-subsidized recreation services which will optimize usage and enhance cost-recovery of revenue generating facilities, pricing will not reflect rental (facility) costs which are less than market value.

When providing general culture, parks, recreation and sport services in a recreation facility constructed and designed to accommodate provincial, national, or international competition, the rental (facility) costs assigned to these services will not exceed 70% of cost.

FOR DISCUSSION PURPOSES

Providing Leadership in Coordinated and Cooperative Planning and Delivery

To assist leisure service providers in identifying culture, parks, recreation and sports program priorities, the Leisure Services Department:

- a) provides market information on customer preferences, priorities, barriers to participation, and reasons for participating in culture, parks, recreation, and sports activities;*
- b) supports joint-use agreements with the local school boards;*
- c) requests and uses input from users in the planning and design of activities and recreation facilities;*
- d) initiates or facilitates planning sessions with service providers to exchange service delivery plans, expectations, and results in order to avoid unnecessary competition, discover gaps in the delivery of services, and establish compatible service delivery plans.*

Net Cost: \$ 464,000

Executive Limitations:

This outcome is dependent upon external service providers being active participants in the process of exchanging information and developing future plans.

Community Development

To help Community Associations, volunteer organizations, individual volunteers attain self-sufficiency in the delivery of culture, parks, recreations, and sports services, the Leisure Services provides:

- a) consulting and advisory services to 43 Community Associations;*
- b) leadership development and volunteer training/recruitment to 43 Community Associations and 500 targeted city-wide organizations;*
- c) subsidies, grants, and support services to community organizations;*
- d) operating grants for 50 outdoor rinks; and*
- e) rental subsidies to 42 city-wide minor sports organizations.*

Net Cost: \$ 1,378,000

FOR DISCUSSION PURPOSES

Subsidized Support for a Broad Range of User-pay Services

To provide the broadest range of customer choice and availability, the Leisure Services Department designs and delivers programs and services that the market wants and is prepared to pay for through user fees.

To ensure that the programs and services provided by the Leisure Services Department are affordable to the broadest spectrum of our residents, the City of Saskatoon subsidizes programs and activities according to the the following priorities:

- 1) *Programs or services which reduce/address barriers to participation.*
- 2) *General admission programming.*
- 3) *Programs which serve a large segment of the population, but for which the costs exceed the fair market value.*
- 4) *Education and awareness programs.*
- 5) *Programs that are aimed at restoring wellness.*
- 6) *Introductory programs in new or emerging culture, recreation, and sport activities.*
- 7) *Special promotion events and initiatives.*

Net Cost: \$ 2,796,000

Cost Recovery Rate for Recreation Facilities

In addition, further policy direction regarding the financial impact of providing recreation facilities is required. The most immediate concern pertains to the cost-recovery objective for the Leisure Services Department's landlord (rental) function. Based on the existing market demand, we believe that full cost-recovery is not an achievable objective, and thus, consideration should be given to reducing the targeted rate to 70 percent.

Current rental rates are set to achieve full cost-recovery based on targeted usage levels for the various rental categories, or to maximize revenue if that rate exceeds fair market value. However, because the rental demand for some categories is very low, due to programming limitations, overall actual usage is below the targeted levels, and unlikely to improve substantially. We are presently able to recover 66 percent of our total operating costs. In order to achieve full cost-recovery, all existing rental rates would have to be increased by 60 percent. Obviously, such a drastic adjustment would be too great for many of our user groups to bear.

In our view, rate adjustments in the range of 10 percent to 15 percent, might be more realistic and achievable. If current rental rates were increased by an average of 12 percent, our cost-recovery level would rise to 70 percent as specified in the previously proposed policy for an expanded service. It may be more desirable to make rate adjustments within certain rental categories, rather than implementing a general rate increase for all rental categories. Also, in cases where full

FOR DISCUSSION PURPOSES

cost-recovery is below the fair market value for a rental category, it might be possible to set higher rates which recover more than 100 percent of the cost.

A separate report analyzing rental fees and charges for the City's recreation facilities, will be submitted in due course to the Planning and Operations Committee for its consideration. It would be our plan to implement any approved rate adjustments over a period of two to three years, with annual increases not greater than five percent, to become effective on or about September 1, 1996. In the meantime, we plan to meet with our user groups to advise them that there is a pending policy decision which may affect the rate they currently pay. In order to give these groups adequate time to make the necessary budgeting adjustments, a resolution of this issue needs to be completed no later than March 31, 1996.

CONCLUSION

In our opinion, the above policy considerations reflect the community's objectives regarding parks and recreation, and what your staff are currently doing to meet them. Unless further direction is received, we recommend the Leisure Services Department continue operating status quo.

ATTACHMENTS

1. Benefit Statements

Written by: Sandi Schultz/Al Evans

Approved by: _____
 Paul Gauthier, General Manager,
 Leisure Services Department
 October 24, 1995

Approved by: _____
 M. D. Irwin
 City Commissioner
 Date: _____

FOR DISCUSSION PURPOSES

Section

D

**A Framework for
Recreation in Canada 2015:
Pathways to Wellbeing**

A Framework for Recreation in Canada 2015

Pathways to Wellbeing

A Joint Initiative of the Interprovincial Sport and Recreation Council
and the Canadian Parks and Recreation Association



A Framework for Recreation in Canada 2015: Pathways to Wellbeing

January 2015

Également disponible en français sous le titre: Cadre stratégique pour les loisirs au Canada 2015 : Sur la voie, du bien-être

Available online at
lin.ca/national-recreation-framework and www.cpra.ca

For more information, contact the Canadian Parks and Recreation Association

Phone: (613) 523-5315

Email: info@cpra.ca

This paper is a collaborative effort of the provincial and territorial governments (except Quebec), the Canadian Parks and Recreation Association and the Provincial/Territorial Parks and Recreation Associations (including l'Association québécoise du loisir municipal).

The authors of this paper would like to acknowledge and thank the many participants in the engagement process for their insights and contributions leading up to the development of this document. Please see Appendix A for full acknowledgements.

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Executive Summary

Recreation provides multiple pathways to wellbeing for individuals, communities, and for our built and natural environments. This paper and the Framework for Recreation in Canada 2015 which it describes allows for a timely re-visioning of recreation's capacity for achieving wellbeing.

Recreation has the potential to address challenges and troubling issues such as increases in sedentary living and obesity, decreased contact with nature, and inequities that limit recreation opportunities for some population groups.

Doing this requires a clear understanding and commitment to a shared vision, values and goals, as well as the development and implementation of action plans. The Framework provides a foundation for reflection, discussion and the development of such action plans.

The first part of the paper presents a renewed definition of recreation and explores the challenges and benefits of recreation today. It provides the rationale for investing in an evolved recreation strategy, and describes the need for collaboration with other initiatives in a variety of sectors.

A Renewed Definition of Recreation

Recreation is the experience that results from freely chosen participation in physical, social, intellectual, creative and spiritual pursuits that enhance individual and community wellbeing.

The second part of this paper describes a Framework for Recreation in Canada. The Framework provides a new vision, and suggests some common ways of thinking about the renewal of recreation, based on clear goals and underlying values and principles.

A Vision for Recreation in Canada

We envision a Canada in which everyone is engaged in meaningful, accessible recreation experiences that foster:

- Individual wellbeing
- Community wellbeing
- The wellbeing of our natural and built environments

The Framework describes five goals and priorities for action under each goal. The goals are:



Goal 1: Active Living

Foster active living through physical recreation.



Goal 2: Inclusion and Access

Increase inclusion and access to recreation for populations that face constraints to participation.



Goal 3: Connecting People and Nature

Help people connect to nature through recreation.



Goal 4: Supportive Environments

Ensure the provision of supportive physical and social environments that encourage participation in recreation and build strong, caring communities.



Goal 5: Recreation Capacity

Ensure the continued growth and sustainability of the recreation field.

Although this paper and the Framework it contains is primarily written for and by the recreation and parks field, its implementation requires discussion and collaboration with a broad range of stakeholders. Key partners for recreation include departments and not-for-profit organizations at all levels, and the private sector. These include stakeholders in sport, physical activity, health, urban planning, Aboriginal affairs, infrastructure development, rural development, natural resources and conservation, arts and culture, social development, tourism, justice, heritage, child development and active aging.

Our opportunity is to identify concrete ways to work together that enable all people in Canada to enjoy recreation and outdoor experiences in supportive physical and social environments.

The development of the Framework is a co-led initiative by the provincial and territorial governments (except Quebec), the Canadian Parks and Recreation Association and the Provincial/Territorial Parks and Recreation Associations (including l'Association québécoise du loisir municipal). It is the result of a comprehensive consultation process that began at the 2011 National Recreation Summit.

This document and the Framework it describes is a call to action that invites leaders, practitioners and stakeholders in a variety of sectors to collaborate in the pursuit of common priorities, while respecting the uniqueness of individuals and communities across Canada. All provinces and territories (except Quebec) intend to implement the measures and recommendations outlined in the framework as they deem appropriate to their recreation system. The Framework presents an opportunity to return to traditional paths and to forge new ones that will ensure recreation's continued relevance and leadership in the journey to wellbeing. The time to move forward is now.

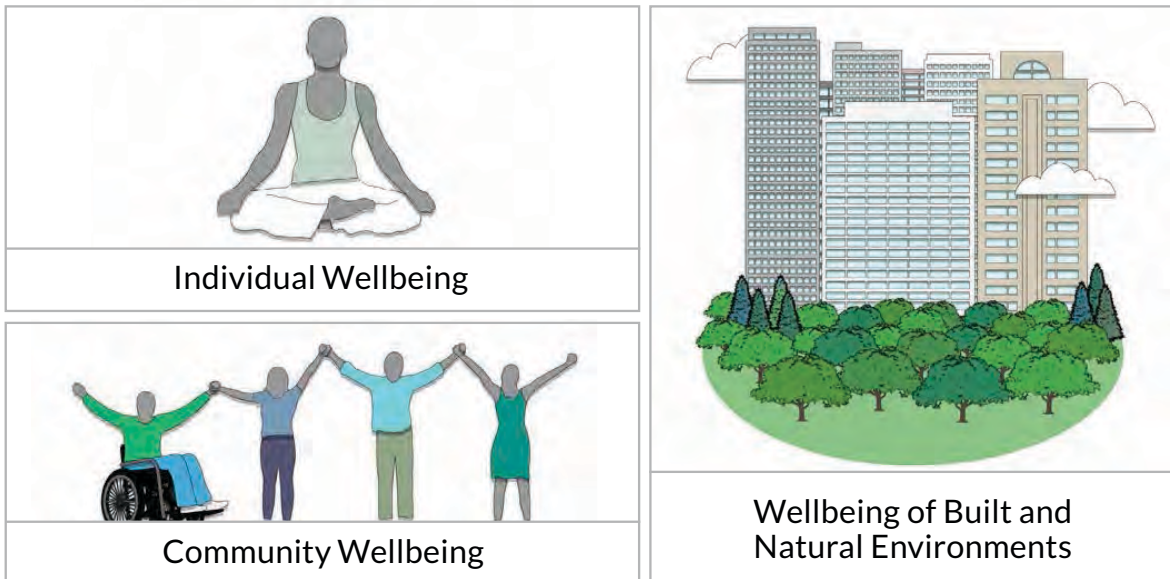
Part I

Setting the Context

Introduction

Recreation fosters the **wellbeing** of individuals and **communities**, and of our built and natural environments. This paper and the Framework for Recreation in Canada 2015 that it describes allows for a timely re-visioning of recreation's capacity to foster wellbeing.

Recreation Fosters



Purpose of this Paper

This paper is designed to guide and stimulate coordinated policies and practices in recreation and related jurisdictions in Canada that aim to improve the wellbeing of individuals, communities, and the built and natural environments.

Structure of this Paper

The paper is divided into three parts:

Part I **Setting the Context** provides a renewed definition of recreation, and explores the challenges and benefits of recreation today. It provides the rationale for investing in an evolved recreation strategy, and describes the need for collaboration and alignment with other sectors.

Part II *A Framework for Recreation in Canada* provides a new vision for recreation and suggests some common ways of thinking about this renewal, based on underlying values and principles. The Framework is a call to action, which invites leaders and stakeholders in a variety of sectors to collaborate in the pursuit of five goals and priorities for action.

Part III *Moving Forward* provides some ideas for next steps in implementing the Framework for Recreation in Canada.

Throughout this document, “recreation” is an umbrella term for recreation and parks, as well as recreational activities in physical activity, sport, arts, culture and heritage. When recreation in nature is discussed, the term “parks” may be specifically added to acknowledge the lead role of parks services.

While the Framework provides recommendations for all sectors (public, private and not-for-profit), it respects and does not override the jurisdiction of each governmental and non-governmental collaborator.

Infographics and Sidebars are used to provide additional evidence or to illustrate promising practices in policies and programs. These serve as examples only; the paper does not provide a scan of the many excellent initiatives across the country that address the key issues and priorities described in the paper.

A Glossary at the end of this paper helps clarify the meaning of key terms used in the text. Words highlighted in red are hyperlinked to the Glossary. The Endnotes section provides document sources, references and links to websites that provide additional information.

Revitalizing Recreation

Over the past 50 years, recreation and society have changed. Historically, recreation was considered a public good, which focused on outreach to vulnerable people, families and communities. In recent times, this has often shifted toward an individual-based, facility-focused, user-pay model. At the same time, we are witnessing rapid technological, economic, environmental, demographic and social changes. This creates an urgent need for recreation to reaffirm historic values, while simultaneously adopting new ways of working that meet emerging needs. Underscoring this revitalization is a community development approach that empowers people and communities to work together to enhance wellbeing.

Recreation has the potential to address socio-demographic challenges and troubling issues such as increases in sedentary behaviour and obesity, decreased contact with nature, threats to the environment, and inequities that limit participation. These challenges can become opportunities but addressing them requires a commitment to a shared vision, values and goals, as well as the development and implementation of effective action plans. The Framework for Recreation in Canada 2015 provides a foundation for reflection, discussion and the development of such action plans.

The **recreation field** has developed capacities that help address needs and achieve positive outcomes in a broad range of areas. Working with partners in sectors such as community design, physical activity, public health, crime prevention and natural resources, the recreation field has gained experience and skills in helping to create inclusive opportunities; develop healthy, engaged citizens; build healthy, active communities; enhance leadership; and build and protect spaces that are essential for participation in recreational experiences.¹ The benefits of recreation are discussed later in this section of the paper and are fully captured in the **National Benefits Hub**.

The Framework is the result of a comprehensive process of renewal that began at the 2011 National Recreation Summit.² It draws on reflections and recommendations from two years of consultations, discussions and debate at provincial, territorial and national levels. Throughout these conversations, three key messages emerged:

- High quality, accessible recreation opportunities are integral to a well-functioning society.
- The recreation sector can be a collaborative leader in addressing major issues of the day.
- All people and communities deserve equitable access to recreational experiences. Recreation must be accessible and welcoming to all.

Understanding Recreation

A Renewed Definition of Recreation

The evolution of the following definition from the one in the National Recreation Statement (1987)³ reflects the evolution of recreation in response to changes and challenges in Canadian society.

A Renewed Definition of Recreation

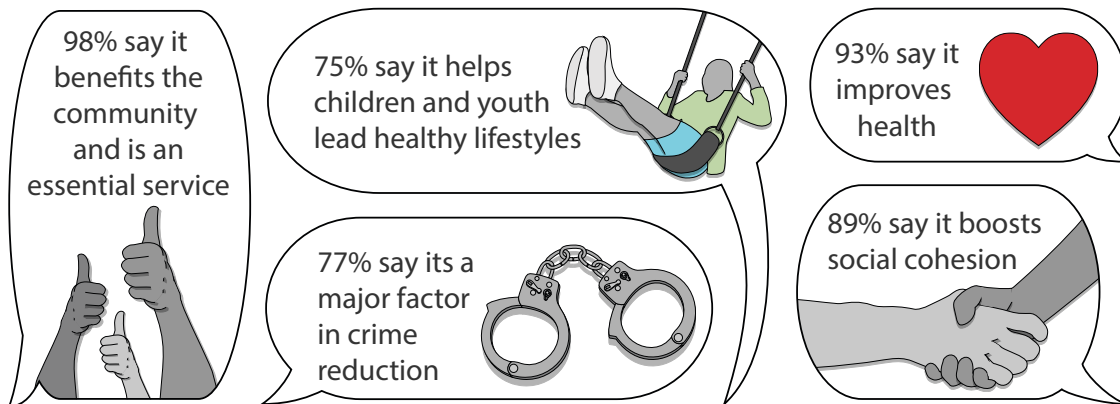
Recreation is the experience that results from freely chosen participation in physical, social, intellectual, creative and spiritual pursuits that enhance individual and community wellbeing.

Recreational experiences include participation in physical activity and sport, and in artistic, cultural, social and intellectual activities. Spiritual wellbeing may be enhanced through connecting with nature, helping others through volunteering, engaging in artistic expression and other forms of recreational experiences. Recreational activities can be structured and unstructured. Many are done with other people while others are done alone.

Recreation remains a fundamental human need in all ages and stages of life.⁴ People participate in recreational activities for fun, enjoyment, fitness and health, social interaction, creative expression, a desire to connect with nature, relaxation, and to enhance their quality of life. Most people also understand and support the beneficial role that recreation plays in community development.

The recreation field contains players from the public, not-for-profit and private sectors. **Public recreation** is the provision of recreation services by governments and non-governmental organizations for the benefit of individuals and communities.

What Canadians Say About Parks and Recreation ⁵



Who is Involved in Recreation?

The recreation field includes volunteers, paid staff, community groups, educators, researchers, organizations and governments that work collectively to enhance individual and community wellbeing through recreation. This includes stakeholders and service providers from the not-for-profit, private and public sectors.

Key partners for recreation include government departments and not-for-profit organizations at all levels, including those dealing in sport, physical activity, **health**, urban planning, infrastructure development, rural development, Aboriginal affairs, natural resources and conservation, arts and culture, social development, tourism, justice, heritage, child development and active aging. Educational institutions and educators are important partners in recreation, developing leaders through advanced recreation studies, providing spaces and programs in the community, teaching students about recreation, and developing and sharing knowledge.

Implementation of the Framework for Recreation in Canada 2015 will respect the existing roles and responsibilities of federal, provincial/territorial and municipal governments that are described in the National Recreation Statement (1987) and other existing governmental agreements addressing specific jurisdictional circumstances.

- The provinces and territories have primacy of jurisdiction for recreation, as they do for health and education⁶ (except on First Nations reserves as defined in federal legislation).
- Local government is the primary supplier of direct recreation services.
- The federal government plays a role in matters of national and international concern, and in collaboratively developing and supporting policies and funding mechanisms that enable all Canadians to participate in recreation.

The Framework recognizes that governing bodies and organizations in Aboriginal communities are concerned with the management of matters that directly affect **Aboriginal Peoples** and their communities. These governing bodies may oversee services, policies, programs and infrastructure development in health, education, natural resources and conservation, cultural identity and community recreation. It also recognizes that spending on public recreation by local governments is significant. For example, in 2008 local governments in Canada spent \$9.189 billion on recreation (12.4% of total expenditures).⁷

Collaboration between and among all orders and levels of government is essential. According to the National Recreation Statement, there is an “expectation that independent provincial and territorial actions will be complemented by a commitment to work together on an interprovincial basis to meet mutual needs”.⁸

The Federal/Provincial/Territorial (F/P/T) Ministers Responsible for Sport, Physical Activity and Recreation provide a key platform for collective discussion of this Framework, and for considering action on the goals and priorities it describes. Outreach and inclusion of governing bodies and leaders in Aboriginal communities is also required.

The large and vibrant not-for-profit/voluntary sector in sport, recreation and nature conservation serves the general public, members, and specific population groups in all areas of the country. It has a rich history of reaching out to diverse groups who face constraints to participation. The sector employs recreation specialists and volunteers play a major role in their operations.

The private sector employs recreation specialists and provides opportunities for recreation and physical activity. Increasingly, innovative public-private partnerships in recreation have been shown to support park renewal efforts, sponsorship, product and service innovation, cooperative access to facilities, and the delivery of tourism products and services.

Challenges and Opportunities

Recreation has a rich history of enabling wellbeing. The Framework for Recreation in Canada 2015 builds on the National Recreation Statement (1987) and other existing federal, provincial/ territorial/ and local government agreements that respond to the realities of the day and to emerging trends and challenges in recreation. To address the critical challenges that lie ahead, the Framework recognizes the existing alignment of governmental responsibilities, as defined in the National Recreation Statement and other agreements, and is intended to increase intergovernmental collaboration. Drawing on the experiences of the past, the Framework looks to the future to find new ways to integrate previous agreements.

The challenge today is to build pathways to wellbeing in the midst of change and emerging issues, and to turn challenges into opportunities. Challenges and current trends are often interrelated and include:

Demographic changes. Four key trends provide both challenges and opportunities for recreation.

- The aging of the population means that many communities have a declining proportion of children and an increasing proportion of older adults. This is particularly evident in rural areas due to the migration of young people to urban centres to pursue education and work, and the desire of older people to “age in place” if possible.

- Canada’s population is increasingly rich in diversity. Two demographic trends are particularly relevant: 1) since changes in immigration policies in the 1970s, newcomers to Canada come from all areas of the world; and 2) the Aboriginal community is younger and growing faster than the general population. These populations and other ethnocultural/racial groups enrich our recreational experiences with multiple languages, historical context and diverse cultural identities, while challenging recreation to respond to their unique needs and strengths.
- Rapid urbanization (80% of Canadians now live in cities) ⁹ means that people have less exposure to the healing power of nature. They have increased exposure to the human and environmental stresses that accompany urban development, such as high levels of traffic and high-rise housing. Urbanization holds many opportunities but also challenges recreation to develop and nurture programs and places and spaces, which contribute to a high quality of life, both socially and environmentally.
- At the same time, Canada’s rural and remote areas face particular challenges in recreation due to small and decreasing population levels (in most but not all communities), a lack of funds and infrastructure, threats to the natural environment and traditional ways of life, increasing pressure on small numbers of volunteers to lead in many areas, and challenges related to transportation and distance.

Challenges to health. Modern lifestyles combined with changes in the social and physical environments have precipitated some negative trends in health. These include increases in:

- risk behaviours such as sedentary living, and risk factors for disease such as obesity
- chronic diseases such as diabetes and heart disease
- mental health concerns such as depression and youth suicide.

Economic inequities. While visible minority populations face some of the worst effects of Canada’s growing economic inequality, this trend affects all Canadians. For example, family after-tax income inequality rose by 40.9 % between 1995 and 2011, with economic gains going primarily to higher-income families.¹⁰ Individuals and families with lower incomes typically have fewer opportunities for recreational experiences due to costs associated with transportation, equipment, some activities and facility rental.

Social challenges. Rapid changes associated with increasing inequities, persistent unemployment, rapid development, the use of social media instead of face-to-face interaction, and the loss of traditional supports have compounded feelings of isolation for many people, and negatively affected civic involvement, **social connectedness**, community engagement and **social cohesion**.

Addressing Sedentary Behaviour

The **Canadian Physical Activity Guidelines** have been developed to encourage children and youth to accumulate at least 60 minutes of moderate- to vigorous-intensity physical activity daily. Now, these guidelines are complemented by evidence-based **Sedentary Behaviour Guidelines** for children and youth. These guidelines recommend that for health benefits, children and youth limit sedentary behaviour (i.e., screen time, sedentary transport, prolonged sitting and time spent indoors) during their free time each day. Guidelines are also provided for infants, toddlers and preschoolers at www.csep.ca.

New and emerging technologies. The recreation field is challenged to access and keep up with rapidly changing technologies, which offer opportunities for innovation, communication, improved efficiency and enhanced connections, especially with young people. At the same time, parents and leaders in public health and recreation are concerned about the increasing amounts of time people (especially children and youth) spend in sedentary and solitary digital pursuits, instead of active recreation and unstructured play. New technologies that encourage 24/7 connections have led to reductions in time available to pursue recreational experiences, and to challenges in achieving a balanced lifestyle.

Infrastructure deficit. Most communities in Canada have significant infrastructure deficits.¹¹ These deficits include the need to develop walking and cycling routes, facilities, and green spaces in order to meet the recreation requirements of growing communities, and to upgrade existing facilities to make them more functional and energy efficient. The opportunity for recreation is to contribute to an integrated community design and infrastructure planning process that considers what is built, and where it is located in relation to where people live and how they move through the community to get there.

At the same time, some communities on reserves and in remote areas still lack basic recreation facilities. Communities in the North that have recreation facilities face unique challenges in maintaining them. Strengthening the infrastructure for recreation, sport and physical activity is critical to strengthening the health, vitality and economies of local communities.

Threats to the natural environment. Failing fish stocks, extreme weather, decreasing biodiversity, new destructive species such as the spruce budworm and mountain pine beetle, the loss of green spaces to urban sprawl, and the warming of northern regions are all indicators of environmental stresses that directly affect the **spaces and places** where people enjoy recreational experiences. Growing threats to the natural environment have made the role of environmental stewardship increasingly important to the recreation field.

Benefits of Recreation

The evidence on the benefits of recreation and exposure to nature suggest that recreation and parks can address existing challenges with policies and practices that:

Enhance mental and physical wellbeing.¹³ Public recreation and parks services have an important role in enhancing physical activity, which in turn, is a critical factor in improved physical and mental health. Increased physical activity levels are associated with the presence of trails for walking, hiking and cycling, and organized events, including sport competitions and other attractions. For children, the presence of a playground within a nearby park is significantly associated with enhanced levels of physical activity. Among all ages, recreational experiences involving physical activity facilitate the maintenance of healthy weights, and thus a reduction in health care costs.

Participants in recreation report improvements in mental wellbeing, including increased self-esteem and life satisfaction. Recreation provides opportunities for personal growth and development for people of all abilities and can be especially helpful to people living with disabilities.

Enhance social wellbeing.¹⁴ Participation in recreational experiences is shown to enhance social wellbeing. For example, participation in after-school recreation programs provides many developmental opportunities for children and youth. For both children and adults, recreation can facilitate and support social relationships—through clubs, social organizations, participating on a team or making a new friend. Among youth, recreation can help decrease anti-social behaviours.

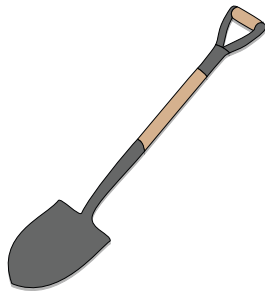
Help build strong families and communities.¹³ Recreation can be an important vehicle for promoting family cohesion, adaptability and resilience. Culture and recreation help build **social capital** in the form of arts, recreation and parks programs, and community celebrations, such as festivals, parades and block parties. Community events help keep neighbours in touch with each other and reinforce relationships that make neighbourhoods strong. Participation in cultural and artistic programs has been shown to promote social connectedness and social cohesion, and positively influence civic behaviour, mutual caring and voluntarism. Recreational activities can help build welcoming communities for people and families from diverse cultures.

Help people connect with nature^{15, 16, 17, 18} Enhancing opportunities to connect people with nature can result in both environmental and human benefits. **Natural playgrounds** (which incorporate natural elements like logs, flowers and trees) stimulate physically active and imaginative play and help children connect with nature. Studies have shown that exposure to the natural environment and green spaces have an independent, positive effect on health and health-related behaviours. From lowering blood pressure, to reducing stress levels, to supporting children's cognitive development, nature has a profound ability to support both physical and mental health. Nature-based recreation fosters a better understanding and appreciation for all aspects of nature. This may be especially important in Aboriginal communities, where fishing, hunting and nature conservation are traditional activities.

Recreation and parks has a key role as a steward of natural environments: protecting and interpreting parks, trails, waterways and wilderness areas, managing and balancing the needs of natural ecosystems with the needs of users, and minimizing any negative impacts resulting from services and programs.

Provide economic benefits by investing in recreation. Though economic benefit is not the primary driver for recreation service decisions, recreation is an important contributor to community economic development and cost reductions in other areas. Spending on recreation creates jobs, fosters tourism, and makes communities more attractive places in which to live, learn, work, play and visit. “Upstream” investments in recreation can lead to improvements in individual and community wellbeing, which helps to reduce costs in health care, social services and justice.¹⁹

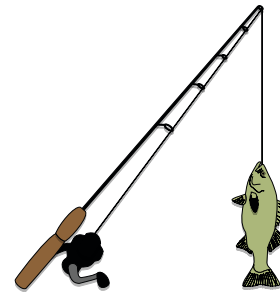
The Economic Case For Investing In Recreation



\$2.9 Billion
Labour income, jobs created by Canada’s parks (2009)²²



\$3,773
Amount spent on recreation by average Canadian household (2012)²⁰



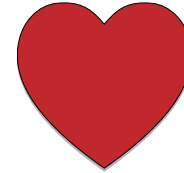
\$8.3 Billion
Total amount spent on recreational fishing contributed to local economies (2010)²⁴



\$134 Million
Amount spent by cyclists using Quebec’s Route Verte (2013)²¹



\$14.5 Billion
Amount Canadians spent on nature-based recreational activities (2012)²⁵



\$6.8 Billion
Total health care costs of physical inactivity in Canada²³

Convergence and Collaboration

In recent years, a number of complementary strategies and frameworks have been developed, which address interrelated public policy at national, provincial and local levels. These include:

Active Canada 20/20: A Physical Activity Strategy and Change Agenda for Canada (2012) provides a vision and a change agenda to describe steps that will increase physical activity and reduce sedentary behaviour, thereby reducing health risks and achieving the many benefits of a society that is active and healthy. Recreation is identified as an important player in pursuing this agenda.²⁶

The Canadian Sport Policy (CSP, 2012) sets a direction for the period 2012-2022 for all governments, institutions and organizations committed to realizing the positive impacts of sport on individuals, communities and society. F/P/T Ministers responsible for Sport, Physical Activity and Recreation endorsed the policy in June 2012. CSP sets out 5 broad objectives, including “Recreational Sport: Canadians have the opportunity to participate in sport for fun, health, social interaction and relaxation”. Participants are introduced to the fundamentals of sport through programs delivered primarily by clubs, schools and local recreation departments. Participants develop sport-specific skills with an emphasis on fun, a positive attitude, healthy human development and remaining active for life.²⁷

Connecting Canadians with Nature. An Investment in the Well-Being of our Citizens was developed by the Canadian Parks Council on behalf of the F/P/T Ministers Responsible for Parks. The report synthesizes the growing body of evidence demonstrating the benefits of connecting with the natural world. Canada’s park leaders endorsed the paper in March 2014 and committed to working with various sectors to support experiences in nature that enhance Canadians’ collective health, prosperity, growth and productivity. This initiative positions park agencies to adapt to changing societal circumstances and enable increased opportunities for recreational experiences in nature.²⁸

The Declaration on Prevention and Promotion, which was adopted by Canada’s F/P/T Ministers of Health and of Health Promotion/Healthy Living in 2010, confirms that health and wellbeing is determined by “the physical and social conditions that people experience daily in the places where they live, learn, work and play”. The declaration calls upon a wide range of people and organizations in communities and across society to help create the conditions that reduce risks for poor health and support individuals in adopting healthy lifestyles.²⁹

Healthy Aging in Canada: A New Vision, A Vital Investment³⁰ a policy brief adopted by the F/P/T Committee of Officials Responsible for Seniors in 2006, specifically identifies recreation as critical to addressing priority areas in healthy aging such as social connectedness, physical activity and **age-friendly communities**. Canada has been a leader in developing Age-Friendly Communities in communities and cities of all sizes, and particularly in rural areas.³¹

IndigenACTION³² (2010) aims to foster partnerships that will help ensure Indigenous peoples in Canada have every opportunity to enhance their lives and their communities through recreation, sport, community fitness, and wellness. IndigenACTION, which was adopted by the Chief’s Assembly, is complementary to the Framework for Recreation in Canada described in this paper. There is clear alignment in terms of vision and direction; therefore, collaboration and convergence with this strategy is in order.

While recreation is unique, the Framework described in this document aligns well with all of these strategies. The fields of physical activity, sport, recreation, parks, the environment and health all share a common mandate to enhance the wellbeing of individuals, communities and the environment. Thus, there is a clear need to coordinate these strategies and frameworks, and to collaborate on specific actions and initiatives.

Strategies proposed by the parks, physical activity, sport and health sectors have historically involved the recreation sector. For example, recreation is a key delivery agent for sport and provides a variety of supports to local sports organizations. These include access to facilities, early skill development and exposure programs, ongoing sport play, coordination and communication, enhanced coaching capacity, allocation policies and subsidies, joint use agreements, sport hosting and sport tourism.

Similarly, the promotion of physical activity is a key priority for recreation. This includes the provision of physical activity programs for all age groups, ranging from active play for preschool children, to teen and adult fitness classes, to engaging older adults in ongoing activity. Many communities have worked with partners in public health, physical activity, sport and education to develop comprehensive community plans for active living. These plans include awareness campaigns, program opportunities and events, initiatives aimed specifically at inactive and vulnerable populations, and the development of supportive indoor and outdoor environments.

Our challenge and opportunity is to link these unique yet complementary efforts in ways that strengthen each sector while leveraging resources, and facilitating outcomes that meet common mandates and goals. This requires collaborative action and implementation, ongoing communication, knowledge sharing, common measurements, the sharing of resources, and joint efforts in service improvement.

Part II

A Framework for Recreation in Canada 2015

Vision

Everyone engaged in meaningful, accessible recreation experiences, that foster:

Individual Wellbeing	Wellbeing of Natural & Built Environments	Community Wellbeing
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Values

Public Good	Inclusion & Equity	Sustainability
-------------	--------------------	----------------

Principles of Operation

Lifelong Participation	Outcome-Driven	Quality & Relevance	Evidence-Based	Partnerships	Innovation
------------------------	----------------	---------------------	----------------	--------------	------------

Goals



Priorities

- | | | | | |
|---|--|---|---|---|
| <ul style="list-style-type: none"> - Participation throughout the lifecourse - Physical literacy - Play - Reduce sedentary behaviours | <ul style="list-style-type: none"> - Equitable participation for all, regardless of socioeconomic status, age, culture, race, Aboriginal status, gender, ability, sexual orientation or geographic location | <ul style="list-style-type: none"> - Natural spaces and places - Comprehensive system of parks - Public awareness and education - Minimize negative impacts | <ul style="list-style-type: none"> - Provide essential spaces and places - Use existing structures and spaces for multiple purposes - Renew infrastructure - Active transportation - Partnerships in social environment - Recreation education - Assessment tools - Align community initiatives | <ul style="list-style-type: none"> - Collaborative system - Career development - Advanced education - Capacity development - Community leadership - Volunteers - Knowledge development |
|---|--|---|---|---|

Vision

We envision a Canada in which everyone is engaged in meaningful, accessible recreation experiences that foster:

- Individual wellbeing
- Community wellbeing
- The wellbeing of our natural and built environments

Values and Principles of Operation

Values

Values are deeply held beliefs that guide the decision-making, management and delivery of policies and practices.

Public Good

Through much of the 20th century, public recreation was regarded as a “public good.” The emphasis was on accessibility for all, outreach to disadvantaged groups and a belief in the universal benefits to the whole community, not just to users. In the 1990s, recreation departments and organizations came under increasing pressures for cost recovery and revenue generation, including increases in user fees. The community development and outreach functions that were historically part of the mandate of public recreation were often quietly marginalized, as the field shifted its focus to meet the demand from that portion of the population who could pay. Leaders in recreation have continued to stress the need for equitable recreational experiences for all, with a call for the renewed importance of public recreation’s historic mandate of addressing the inclusion of vulnerable populations. Quality recreation needs to be available to all, paid for by a combination of taxes and flexible user fees, which take into account economic circumstances. This does not mean denying services to people who have resources, but that they should not be served to the exclusion of those who face constraints to participation.

Inclusion and Equity

Inclusion is an organizational practice and goal in which all groups and individuals are welcomed and valued. Equity speaks to fairness in access to resources, opportunities and experiences.

Sustainability

To deliver quality recreational experiences, recreation requires a system that is sustainable, in terms of human resources, economics and the environment. Recreation values and stewards indoor and outdoor places and spaces in the built and natural environments. This requires balancing the needs of natural ecosystems with those of users, and providing sustainable facilities and services that minimize negative effects on the social and natural environments.

Lifelong Participation

Individuals and communities benefit from lifelong participation in recreational experiences, from early childhood to old age.

Active for a Lifetime

Canadian Sport for Life (CS4L) is a movement to improve the quality of sport and physical activity in Canada. It links sport, education, recreation and health, and aligns community, provincial and national programming. CS4L’s mission is to improve the health, wellness, and sporting experiences of all Canadians by advancing **physical literacy**, improving performance and increasing life-long participation in physical activity.

Source: Canadian Sport for Life: canadiansportforlife.ca

Principles of Operation

Principles of operation provide some “rules of the road” in how the field carries out its business.

Outcome Driven

Recreation is outcome-driven. It strives to help individuals and communities attain the outcomes they are seeking, such as improved health and wellbeing. It also focuses on indirect benefits to all, such as enhanced community cohesion and green environments that will serve generations to come.

Quality and Relevance

Recreation is committed to offering safe recreation experiences of the highest possible quality, while addressing the unique needs and capacities of each community, and the economic situation of individuals, families and communities.

Evidence-based

Recreation is committed to “fact based” decision-making— getting the best evidence and using it to guide policy and practice. Recreation integrates the best available research evidence with practitioner expertise and the characteristics, needs, capacities, values and preferences of those who are affected. This requires support for the systematic collection and analysis of data, the sharing of information, and the use of both quantitative and qualitative research methods, evaluation, and social and economic modeling.

Partnerships and Collaboration

Recreation relies on and nurtures partnerships and collaboration among:

- Public, not-for-profit and private providers of recreation and parks experiences
- Public and private planners and developers (urban and rural)
- All orders and levels of government (local, regional, provincial/territorial, federal and in Aboriginal communities)
- Multiple sectors and disciplines that influence wellbeing and share common goals, e.g. health, tourism, education, arts and culture, nature conservation, etc.
- People who care about and influence the wellbeing of individuals, families, communities and our natural and built environments, e.g. parents and other family members, elected officials, recreation staff, early childhood educators, caregivers, teachers, school boards, coaches and volunteer leaders in community programs.

Innovation. Recreation practitioners value innovation and recognize the benefits of ingenuity, the co-creation of new policies or services with people, and the creation and implementation of new ideas in design, program concepts, research and learning.

Quality Assurance Programming

HIGH FIVE® is an example of best practice in quality assurance programming for recreation and sport programs for children aged 6-12. HIGH FIVE provides a range of training, assessment tools and resources to ensure that organizations can deliver the highest quality programs possible. HIGH FIVE ensures leaders, coaches, and instructors have the tools and knowledge to nurture a child’s mental health and create positive experiences for children. www.highfive.org



Goals and Priorities for Action

NOTE: The goals and priorities are numbered for ease of discussion and use; however, the ordering does not indicate levels of importance or priority. This will be determined by the organizations, communities and individuals who are using the Framework for Recreation in Canada 2015 to guide the development of their own action plans.

Goal 1

Active Living



Foster active living through physical recreation.

Participation in physical recreation is essential to building healthy, active individuals from infancy to older adulthood.

A solid evidence base supports the positive relationship between regular physical activity and healthy aging. For older people, participation in active recreation adds vitality and quality to life. It positively affects functional capacity, mental health, fitness levels, the prevention and management of chronic diseases and disability, and overall wellbeing. Engaging in physical activity with others can help older adults build social networks that promote overall health.³³

While unstructured **play** is important for all ages, the evidence suggests it is particularly critical for children in today's society. Over the last few decades, children's lives have become increasingly structured and media oriented, reducing their time in active unstructured play. This shift has contributed to increasing levels of physical inactivity, sedentary behaviour and excess weight in children and youth.^{34, 35, 36, 37} There is a particular concern for the missed opportunity of outdoor play, which has been shown to increase a child's capacity for creativity, problem-solving, and emotional and intellectual development.³⁸

The Canadian Physical Activity Guidelines provide recommendations about the amount of physical activity required for health benefits for older adults, adults, and youth and children, including preschoolers, toddlers and infants. These are complemented by the Canadian Guidelines for Sedentary Behaviour, which encourage children and youth to enjoy incidental movement, active play, active transportation and time outdoors, and discourage prolonged periods of sitting. For health benefits, this is good advice for all ages.³⁹

Individuals and families choose active living over sedentary behaviours when the "active choices are the easy choices." This requires the creation and maintenance of supportive environments for physically active recreation in the everyday settings where people live, work, play and learn. See Goal 4 for more discussion and priorities related to this.

The Economic Impact of Increased Physical Activity and Reductions in Sedentary Living⁴⁰

According to an analysis by the Conference Board of Canada (October 2014), small changes in physical activity and sedentary living can have substantial benefits. By getting 10% of Canadians with suboptimal levels of physical activity to be more active and less sedentary, the incidence of chronic conditions would be substantially reduced. With Canadians living healthier, more productive lives, GDP could increase by a cumulative \$7.5 billion between 2015 and 2040. In addition, health care spending on hypertension, heart disease, diabetes and cancer would potentially be reduced by \$2.6 billion within this same timeframe.

Source: Conference Board of Canada, 2014

Priorities

- 1.1 Enable participation in physically active recreational experiences throughout the lifecourse, continuing to focus on children and youth but expanding to meet the needs and foster the participation of the growing number of older people in Canada.
- 1.2 Incorporate physical literacy in active recreation programs for people of all ages and abilities. Physical literacy is recognized as a precondition for lifelong participation in and enjoyment of sport in the Canadian Sport Policy 2012.⁴¹
- 1.3 Support the child's right to play, and to participate freely and fully in "age-appropriate recreational experiences, cultural life, and artistic and leisure activities", as outlined in the United Nations Convention on the Rights of the Child.⁴² Enhance opportunities for children and youth to play outdoors and interact in nature in school, community and neighbourhood settings. Engage parents and provide safe, welcoming, low- or no-cost opportunities for families and multiple generations to experience the joy of spontaneous active play together.
- 1.4 Inform recreation leaders about the importance of reducing sedentary behaviours, and enable them to explore and implement strategies and interventions that address this important public health issue.

After-School Recreation Programs

Ontario's After School Program is an example of how recreation and community partners are working to enhance wellbeing among young people at risk. It provides programming for 21,000 children and youth, at low or no cost, who participate in fun, safe, supervised activities that focus on physical activity (including both recreation and sport), healthy eating/nutrition, personal health and wellness, and activities that address cultural identity and local needs. More than 130 not-for-profit recreational organizations, local governments and First Nations groups deliver programming in over 400 sites to at-risk children and youth (grades 1-12) during the hours of 3:00 p.m. – 6:00 p.m. throughout the school year. (2014).

For more information, visit www.mtc.gov.on.ca/en/sport/afterschool/after_school.shtml

Goal 2

Inclusion and Access



Increase inclusion and access to recreation for populations that face constraints to participation.

More than any other service, recreation has the ability to reach all citizens, and to bring people together in a non-threatening, pleasurable atmosphere. However, a rebalancing of recreation is necessary if it is to strategically address the barriers and constraints to participation faced by some people, and to celebrate the rich diversity of Canada's population.

At its most basic, "diversity" refers to any and all differences between and among people. Acknowledging and valuing cultural, ethnic and racial diversity is vital to the prevention of prejudice and discrimination. At the same time, recreation needs to take into account other differences. Some of these are visible, such as variations in sex and gender, age, and ability. Others may be invisible, such as sexual orientation, education, hearing, religious beliefs, socioeconomic status and mental health concerns that affect wellbeing.

Inclusiveness celebrates diversity as a gift, rather than a deviation from the norm. Inclusive organizations value the perspectives and contributions of ALL people, and strive to incorporate the needs and viewpoints of diverse communities into all aspects of the organization and their services and programs.

Priorities

- 2.1 Develop and implement strategies and policies, which ensure that no families or individuals in Canada are denied access to public recreation opportunities as a result of economic disadvantage.
- 2.2 Enable people of all ages to participate in recreation. Address constraints to participation faced by children and youth from disadvantaged families and older adults who are frail and/or isolated.

Acting on Equity and Social Inclusion

In Moncton, New Brunswick, the Parks and Recreation Services Department addresses poverty and homelessness within their portfolio of services. A Community Development Officer of Social Inclusion facilitates programs and services for disadvantaged citizens in the city. He/she liaises with other local programs and community development staff. These efforts encourage a coordinated approach to reducing poverty and encouraging social inclusion in the community through parks and recreation (2014).

- 2.3 Build trust and participation through the provision of recreational opportunities and experiences that are respectful and appropriate for various ethnocultural groups. Actively engage persons of diverse and racialized backgrounds in developing, leading and evaluating recreation and park activities.
- 2.4 Recognize and enable the experience of Aboriginal peoples in recreation with a holistic approach drawn from traditional values and culture. Work with Aboriginal communities in pursuit of all five goals outlined in the Framework for Recreation in Canada 2015.
- 2.5 Enable and encourage women and girls of all backgrounds and circumstances to achieve their potential and participate fully in all types of recreation. Address the historical, cultural and social barriers to participation experienced by girls and women, and apply a gender equity lens when developing and monitoring policies, programs and practices.
- 2.6 Enact policies of nondiscrimination on the basis of gender identity and gender expression. Provide a welcoming and safe environment for people with all sexual orientations and sexual identities.
- 2.7 Provide leadership, support, encouragement, information, policies and programs that facilitate full participation in recreation by people of all abilities across all settings. Work with persons with disabilities and special needs to create inclusive opportunities and build leadership capacity. Ensure that recreation environments are accessible, and remove physical and emotional barriers to participation.
- 2.8 Address the unique challenges and capacities in rural and remote communities. Seek community leadership in decision-making regarding the provision of and access to appropriate spaces and places, opportunities and experiences in recreation.

Goal 3 Connecting People and Nature



Help people connect to nature through recreation.

People have an inherent need to connect with the natural world and the recreation field plays a vital role in meeting that need. Connecting with nature is associated with improved cognitive, mental, and physical health, enhanced creativity and positive social behaviours. Communities also see economic benefits associated with ecotourism.⁴³

Traditionally, recreation has contributed to this goal through the provision and stewardship of outdoor places and spaces, and the development of enabling policies, programs and services related to natural environments. These activities continue to be essential components of recreation's role.

More recently, the need to increase appreciation of and exposure to nature through participation in the community design process has become increasingly important. Recreation contributes to creating walkable, safe, livable communities through the provision of parks, trails, waterways, community gardens and landscaped areas. Recreation supports policies, which ensure that neighbourhoods are designed to maximize opportunities for healthy, active living and exposure to nature.

For many people, urban parks may be one of the few connections that they experience with the natural world. Because of this, urban parks play an essential role in public health and wellbeing. Urban parks can serve as restorative environments in which individuals have the ability to view nature, to be active in nature, to observe plants and gardens, and to observe and encounter animals (both pets and wildlife).

Canadians Care About Nature

Percentage of Canadians in 2012

Who:

- 70% Spent time in nature
- 53% Participated in nature education
- 47% Travelled to experience nature
- 45% Reduced their ecological footprint
- 13% Volunteered in nature conservation

Most Popular Activities:

- 71% Picnics and relaxing in nature
- 64% Hiking, climbing, and horseback riding
- 41% Gardening and landscaping
- 21% Fishing
- 18% Birding

Priorities

- 3.1 Work in partnership with community and provincial/territorial planners and Aboriginal communities to provide natural spaces and places in neighborhoods, communities and regions through the retention and addition of natural areas, forests, parks, trails and recreational waters (rivers, lakes, canals and beaches).
- 3.2 Work collaboratively at all orders and levels of government (local, regional, provincial/territorial, federal and with Aboriginal governing bodies) to create and maintain a coordinated, comprehensive system of parks and protected areas across Canada that allows year-round access to nature. Share best practices and findings in planning, design, management, ecosystem monitoring and public information.
- 3.3 Develop public awareness and education initiatives to increase understanding of the importance of nature to wellbeing and child development, the role of recreation in helping people connect to nature and the importance of sustainability in parks and recreation.
- 3.4 Ensure that operational policies and practices in parks and recreation limit the use of non-renewable resources and minimize negative impacts on the natural environment.

Goal 4 Supportive Environments



Ensure the provision of supportive physical and social environments that encourage participation in recreation and help to build strong, caring communities.

Supportive physical and **social environments** help people explore their creativity and adopt healthy, active lifestyles by making “the healthy choices the easy choices”. They also facilitate community and family connectedness, which foster reciprocal caring—taking care of each other, our communities and our natural environment.

Some people (especially those who have had limited experiences with quality recreation) are unaware of the benefits of recreation and how to get involved. A lack of knowledge about available options and/or fears related to safety and entering new environments may limit their decisions about the use of their time outside of work or school.

Environments for recreation encompass many settings, including homes, schools, neighbourhoods, community spaces and places, rural places and the natural and built environments. Recreation has a leadership role to play in community building in all of these settings. Aligning with other community initiatives avoids duplication of efforts and helps to build social networks and voluntarism, as well as community norms of trust and cooperation.

Creating **supportive environments** for recreation has many dimensions including the implementation of policies and guidelines, innovative programming, social action, education and funding. All of these mechanisms are needed to ensure access to safe and effective spaces and places that are required to deliver a comprehensive mix of high quality recreational experiences.

Creating supportive physical environments includes the provision of essential facilities, the effective use of existing spaces and places, and addressing the decline of Canada’s **recreation and sport infrastructure**. It also includes the creation and maintenance of built environments that enable people to actively recreate as part of their daily activity and as a form of transportation.

Walking, biking, wheeling and skating are modes of **active transportation** and active recreation. Good walking environments and well-designed multipurpose trails encourage walking, cycling and wheeling and enable recreational experiences during daily commutes to work, school or other places in the community. Ideally, all parts of a well-maintained walking environment are integrated and connected to make it easy for pedestrians to move through the community to a variety of destinations.

Priorities

- 4.1 Provide recreation facilities and outdoor spaces in under-resourced communities (including on-reserve and in remote and rural areas), based on community and/or regional needs and resources.
- 4.2 Work with partners to increase the use of existing structures and spaces for multiple purposes, including recreation (e.g. use of schools, churches, vacant land and lots).
- 4.3 Enable communities to renew recreational infrastructure as required and to meet the need for green spaces by:
 - securing dedicated government funding at all levels, as well as partnerships with the private and not-for-profit sectors for the necessary development, renewal and rehabilitation of facilities and outdoor spaces
 - developing assessment tools and evidence-based guidelines for investing and reinvesting in aging recreation infrastructure
 - developing and adopting innovative renewal strategies that will endure over time, use less energy and provide affordable access for all.
- 4.4 Lead and support community efforts and planning processes for active transportation and public transit. Participate in the planning and design of communities to encourage the placement of workplaces, schools, shops libraries, parks, and sport and recreation facilities in close proximity so that active modes of transportation are easier to use. Encourage development and maintenance of active transportation routes that connect people to the places they want to go.
- 4.5 Enhance mental and social wellbeing by creating supportive social environments in the settings where people live, learn, work and play. This requires strengthened partnerships with schools, social service groups, the arts community, law enforcement, transportation and urban planners, community organizations and the private sector.
- 4.6 Develop and implement targeted **recreation education** campaigns that increase knowledge about how recreation contributes to enjoyment and quality of life, and help people acquire the skills and attitudes they need to plan for making recreation a part of their lives.
- 4.7 Develop a common understanding of community wellbeing through the development and use of standardized assessment tools and indices that will help communities assess and measure their status on community wellbeing.
- 4.8 Adopt a strategic approach to community building that features alignment and collaboration with other community initiatives (e.g. Age-Friendly Communities, **Healthy Cities/Communities**, **Community Food Centres**).

Goal 5

Recreation Capacity



Ensure the continued growth and sustainability of the recreation field.

Leaders in recreation include professional staff and volunteers. Both need the skills, knowledge and resources required to plan and deliver high-quality recreation services, based on specific community needs and strengths.

Volunteers in recreation make an impressive contribution to community cohesiveness, Canadian society and the economy. Volunteers need to be valued, trained and supported as an essential part of the delivery of recreational experiences in every community in Canada.

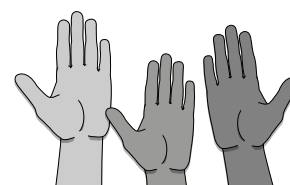
Leaders in recreation need to work within a connected, vibrant and comprehensive delivery system. This system requires ongoing nurturing and support to deliver a comprehensive mix of recreational experiences and sustain a viable system that Canadians can enjoy for generations to come.

The recreation field needs to recruit and inspire new leaders (of all ages) who can address emerging trends and have knowledge in a variety of areas, such as cultural diversity, emerging technologies, urban planning, active transportation and nature conservation. All who work in recreation need to acquire and attain the core competencies for recreation and the capacity to address changes in the physical and social environments that impact recreation.

Recreation provides many young people with opportunities for employment and for leadership and career development. For example, in 2013, 8.4% of youth (age 15-24) were employed in the Arts, Culture and Recreation sector in Canada.⁴⁶ These young leaders are critically important to the recreation workforce both today and in the future.

To be relevant and outcome-driven, leaders in recreation need timely access to emerging technologies as well as current evidence and information. A comprehensive **knowledge development** strategy including research, knowledge transfer, and monitoring and evaluation would address this need.

Canadians Volunteer in Recreation and Sport (2010)⁴⁵



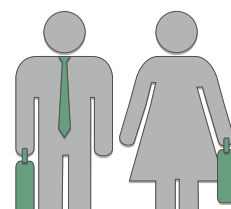
3.3 Million

Number of volunteers in recreation and sport



400 Million

Number of hours per year given by these volunteers



Over 208,000

Equivalent number of full-time jobs

Academics and governments at all orders and levels undertake research and data collection to analyze recreation trends and issues in order to keep recreation policies and programs current and effective. In addition to theoretical and conceptual research, applied research projects, which identify promising approaches at the community level, are particularly important. The findings of research need to be shared broadly (knowledge transfer), with provincial/territorial recreation associations, communities, and other stakeholders and partners.

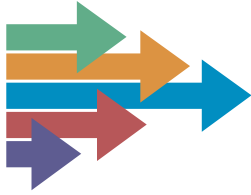
Priorities

- 5.1 Increase collaborative efforts among provincial/territorial governments, local governments, voluntary organizations, Aboriginal communities, the private sector and recreation associations to support and nurture a vibrant recreation system that serves as the primary means for achieving the vision and goals in this Framework.
- 5.2 Implement career awareness, preparation and development strategies to attract and educate new leaders.
- 5.3 Support advanced education in recreation. Use long-term market studies to inform curricula development and capture supply and demand needs in the industry.
- 5.4 Develop and implement high-quality training and competency-based capacity development programs for organizations and individuals (professionals and volunteers) working in recreation, particularly in under-resourced rural and remote areas.
- 5.5 Develop a strategy to enhance community-based leadership in recreation.
- 5.6 Rejuvenate and update volunteer strategies to reflect societal changes and take advantage of community and individual capacities. Engage volunteers of all ages and from all walks of life. Make a special effort to recruit and support volunteers from a variety of ethnocultural and racialized populations and other groups that face constraints to participation. Recognize and support the role of the not-for-profit sector in developing and engaging volunteers.
- 5.7 Support a pan-Canadian, comprehensive knowledge development strategy that increases support for:
 - recreation research and data collection carried out by universities and colleges, the not-for-profit sector, provincial/territorial, local and Aboriginal governments, with special attention to applied research at the community level
 - the national recreation information system so that all those planning and delivering recreation services have access to the latest evidence
 - collaborative efforts among governments, recreation associations and colleges and universities to develop new recreation programs and services that meet the evolving and expanding needs within communities.

Developing and Sharing Knowledge

The Leisure information Network (LIN) at www.lin.ca is a national knowledge- based digital forum for sharing information on individual and community wellbeing through recreation, parks, and active living. The Northern Links web site at www.northernlinks.org is an initiative of LIN that supports recreation and sport practitioners and volunteers in Canada's Aboriginal communities (both rural and urban) in creating more culturally relevant and engaging programming. The National Benefits HUB at <http://benefitshub.ca> is a living resource, which summarizes evidence on the value of recreation and parks services. Validation is provided for 49 outcome statements. LIN and the Benefits HUB are invaluable resources for policy development, planning, marketing, program/service development and evaluation.





The Framework for Recreation in Canada 2015 invites the field to think of its place in Canadian society in different ways. With a refreshed definition and vision, and a renewed sense of what is important, the Framework presents a rare opportunity to take a new path. This path will ensure recreation's continued relevance as an essential contributor to the wellbeing of individuals, communities, and the built and natural environments.

Embrace the Framework – Share it, Use It, Own It

The reader is encouraged to share this document widely and to talk about the Framework with colleagues, partners, policy-makers, community leaders, and others who are interested and involved in recreation. All stakeholders can use the Framework to guide decision-making, planning, resource allocation and the development of strategies, policies, programs and performance metrics.

Next Steps

Some actions going forward require strategic thinking, development and coordination at the national level. These will require the leadership of the Canadian Parks and Recreation Association (CPRA), intergovernmental Federal/Provincial/Territorial (F/P/T) mechanisms and Aboriginal communities. Not-for-profit organizations, provincial/territorial associations, local/regional governments, the private sector and stakeholders in education, health, sport, physical activity and the environment may take on initiatives that advance the Framework goals, either alone or in partnership.

Follow-up activities are both short- and long-term, and include action in the following areas:

Endorsement

The Framework for Recreation in Canada 2015 has been endorsed by the Canadian Parks and Recreation Association. In early 2015, it will be presented for endorsement by the Provincial/Territorial (P/T) Ministers responsible for Sport, Physical Activity and Recreation, and the P/T Recreation and Parks Associations. In the longer term, it is hoped that Aboriginal communities and many other stakeholders will support the ideas and directions outlined in the Framework. Community leaders, parents, caregivers, and the public will support and advocate for full inclusion in recreation as described in this document.

Communication

A first step in implementing the Framework for Recreation in Canada 2015 is to ensure it is top of mind within the recreation system. There are many ways to achieve this, which could include using the Framework as a topic for discussion and analysis at staff meetings, conferences and workshops. Building cross-Canada awareness and use of the Framework requires an effective national communications plan. Enhanced mechanisms for sharing best practices across Canada will inform leaders about concrete ways to address the challenges, opportunities and directions provided by the Framework.

Implementation

It is suggested that the partnership of F/P/T governments, CPRA and the P/T Recreation and Parks Associations continue to work on the Framework for Recreation in Canada 2015 and that these organizations take on leadership and coordination roles at the national level. Governments at local, regional and provincial/territorial levels may use the Framework for Recreation in Canada 2015 to develop implementation action plans in areas of their jurisdiction. Non-governmental agencies and organizations working in recreation may develop action plans to address the goals and priorities identified in the Framework that are relevant and important in their communities. Other sectors and stakeholders (e.g. education, physical activity, sport, nature conservation, health) are encouraged to consider the relevance of the Framework in their area, how it may influence the work of their organizations, and how they might address the goals and priorities identified in the Framework. Employers and private sector providers of recreation may consider ways to support the ideas and goals described in this document.

It is recommended that an implementation group be formed. This group would be responsible for collating and sharing the action plans of governments and non-governmental organizations and for reporting on progress, in collaboration with evaluation efforts underway in sport and physical activity. This group would facilitate the development of indicators and metrics, as appropriate, and analyze longer-term pan-Canadian impacts. Recognizing that they are accountable to their own constituents, individual governments and organizations will be responsible for evaluating their own programs and activities and assessing their contributions.

Knowledge Development

The Framework for Recreation in Canada 2015 can become an integral part of post-secondary curricula, and used to identify research topics and inspire choices for professional development. The Leisure Information Network and Northern Links will continue to publish items related to the Framework, and the creation of a community-of-practice network could be explored.

Collaboration

Leaders in recreation will invite conversation about alignment and plans for partnership action with other sectors and stakeholders who share a mandate to enhance wellbeing among individuals, communities and in our built and natural environments. It is important to identify concrete ways to collaborate with other pan-Canadian initiatives in areas where visions overlap, strategies converge and resources can be shared (e.g. The Canadian Sport Policy 2012, Active Canada 20/20, Connecting Canadians with Nature). Work that is already underway will continue (e.g. the collaboration among F/P/T governments, Sport Canada, P/T associations, the Federation of Canadian Municipalities and CPRA to inventory and assess the state of sport and recreation facilities across the country).

While there are many steps along the path to an integrated, effective strategy for recreation in Canada, the Framework provides a roadmap and a bridge for how to get there. The vision is compelling—a future Canada in which everyone is engaged in meaningful, accessible recreation experiences that foster the wellbeing of individuals and communities and of our natural and build environments. The time to take action is now. Together, we can build pathways to wellbeing for all Canadians.

Glossary*

*Thank you to The Leisure Information Network (LIN) for their help in preparing this Glossary.

Aboriginal Peoples refers to the indigenous inhabitants of Canada when describing the Inuit, First Nations (Indians) and Métis people, without regard to their separate origins and identities.

Source: Inuit Tapiriit Kanatami, <https://www.itk.ca> (accessed September 2014)

Active transportation refers to any form of human-powered transportation, such as walking, cycling, using a wheelchair, in-line skating or skateboarding.

Source: Public Health Agency Canada, www.phac-aspc.gc.ca/hp-ps/hl-mvs/pa-ap/at-ta-eng.php (accessed September 2014)

Age-Friendly Communities. In an age-friendly community, the policies, services and structures related to the physical and social environment are designed to help older people “age actively”. In 2014, over 400 cities and communities in Canada were involved in this global movement.

Sources: 1) www.phac-aspc.gc.ca/seniors-aines/afc-cao-eng.php and 2) afc-hub.ca (accessed September 2014)

Canadian Physical Activity Guidelines and Canadian Sedentary Behaviour Guidelines.

The Canadian Physical Activity Guidelines (2011) describe the amount and types of physical activity that offer substantial health benefits to children (from infancy to age 12), youth, adults and older adults. The Canadian Sedentary Behaviour Guidelines provide recommendations to Canadian children and youth on limiting sedentary behaviour during discretionary time in order to reduce health risks.

Source: Canadian Society for Exercise Physiology, www.csep.ca (accessed September 2014)

Community/communities: a group of individuals who share common interests or characteristics, such as demography, geographic location, culture, etc., and who are perceived or who perceive themselves as distinct in some respect from the larger society within which it exists.

Source: Adapted from Dictionary.com

Community Food Centres provide places where people come together to garden and grow, cook, share and advocate for good food.

Source: cfccanada.ca (accessed September 2014)

Health is defined by the World Health Organization (WHO) as “a state of complete physical, social and mental wellbeing, and not merely the absence of disease or infirmity”. The Ottawa Charter for Health Promotion goes on to say, “Health is a resource for everyday life, not the object of living. It is a positive concept emphasizing social and personal resources as well as physical capabilities.”

Source: WHO: Constitution 1948 at www.who.int/governance/eb/who_constitution_en.pdf; WHO: Ottawa Charter Health Promotion, 1986 at www.who.int/healthpromotion/conferences/previous/ottawa/en (accessed September 2014)

Healthy Cities/Communities create and improve the physical and social environments and community resources, which enable people to mutually support each other in performing all the functions of life and developing to their maximum potential. Several cities and communities in Canada have adopted Healthy City strategies.

Source: WHO Healthy Settings. www.who.int/healthy_settings/types/cities/en (accessed September 2014)

Knowledge development in recreation is the creation, synthesis, exchange, and application of knowledge to strengthen recreation and improve wellbeing. It includes research of all types, monitoring and evaluation, the sharing of knowledge (sometimes called knowledge transfer) and program development.

Natural playgrounds are play environments that blend natural materials and vegetation (e.g. logs, sand, boulders, hills, trees and stumps) with varied landforms to provide unique, creative play areas for children. They are designed with the intent of helping children connect with nature.

Source: adapted from various sources

National Benefits Hub provides updated evidence for 50 outcomes statements about the benefits of recreation, the trends impacting benefits, and emerging promising practices.

Source: <http://benefitshub.ca> (accessed September 2014)

Physical literacy is the ability of an individual to move with competence and confidence in a wide variety of physical activities in multiple environments that benefit the healthy development of the whole person.

Source: Canadian Sport policy 2012 and Physical and Health Education Canada, 2010 http://canadiansporttourism.com/sites/default/files/docs/csp2012_en_lr.pdf (accessed March 2014)

Play is freely chosen and self-directed mental or physical activity that is undertaken for enjoyment and that is separate in some way from “real” life.

Source: Adapted from 1) The Value of Play I: The Definition of Play Gives Insights, by Peter Gray, published on Nov 8, 2008 in Freedom to Play, accessed March 2014 at www.psychologytoday.com/blog/freedom-learn/200811/the-value-play-i-the-definition-play-gives-insights; and 2) Discover Leisure Education, accessed March 2014 at www.indiana.edu/~nca/leisureed/play.html

Recreation is the experience that results from freely chosen participation in physical, social, intellectual, creative and spiritual pursuits that enhance individual and community wellbeing.

The **recreation field and system** includes stakeholders and providers from the not-for-profit, private and public sectors; including volunteers, paid staff, community groups, educators, researchers, organizations and governments that work collectively to enhance individual and community wellbeing through recreation.

Public recreation is the provision of recreation services by governments and non-governmental groups and organizations for the benefit of individuals and communities.

Recreation and sport infrastructure includes the construction, maintenance, repair, operation, and the supervision of facilities and outdoor areas. Indoor spaces and places include arenas, community centres and halls, indoor pools, cultural centres, senior and youth centres. Outdoor spaces and places include parks, playing fields, play-structures, trails, forested areas, outdoor pools, splash pads, pavilions, gardens,

waterfronts, marinas, outdoor courts (e.g., tennis, basketball), outdoor rinks and golf courses.

Recreation education is the process of acquiring the knowledge, skills, and attitudes required for positive experiences in recreation. Recreation education helps individuals and communities understand opportunities, potentials and challenges in recreation; understand the impact of recreation on wellbeing; and gain knowledge, skills, and appreciation enabling full participation in recreation experiences.

Source: Adapted from Leisure education and physical literacy by Brenda Robertson, NRA 2011 National Summit, Accessed March 2014 at lin.ca/sites/default/files/attachments/Robertson%20summit%20talk.pdf

Social environment includes the formal and informal groups and networks to which people belong, the neighborhoods in which we live, the organization of the places where we work, worship, learn and play, and the policies we create to order our lives. The degree of social cohesion that exists in communities results from everyday interactions between people. It is embodied in such structures as civic, cultural and religious groups, family membership and informal community networks, and in norms of voluntarism, altruism and trust. The stronger these networks and bonds, the more likely it is that members of a community will co-operate for mutual benefit.

Source: Adapted from 1) Yen IH, Syme S. The social environment and health: A discussion of the epidemiologic literature. *Annual Review of Public Health* 1999; 20: 287-308, accessed March 2014 at www.annualreviews.org/doi/abs/10.1146/annurev.publhealth.20.1.287 and 2) WHO Glossary Health Promotion, 1998, accessed September 2014 at www.who.int/healthpromotion/about/HPG/en

Social capital: The features of social organization such as social networks, norms and social trust that facilitate coordination and cooperation for mutual benefit.

Source: Putnam, R. Social Capital: Measurement and Consequences. *Isuma, Canadian Journal of Policy Research* 2001;2(1):41–51, and Putnam, R. Bowling Alone: America's Declining Social Capital. *Journal of Democracy*, 1995; 6(1):65-78.

Social cohesion is an ongoing process of developing a community of shared values, shared challenges and equal opportunity, based on a sense of trust, hope and reciprocity.

Source: Adapted from Government of Canada's Policy Research Sub-Committee on Social Cohesion. Accessed March 2014 at www.parl.gc.ca/content/lop/researchpublications/prb0756-e.htm

Social connectedness: A person's number of close friends, frequency of interactions with family and friends, trust in neighbors, and level of participation in volunteer activities or community events all play a role in supporting well-being and can also influence health, both directly and indirectly. Together, these examples begin to describe social connectedness - the extent to which people interact with one another, either individually or through groups.

Source: Social Connectedness and Health, Wilder Research 2012. Accessed September 2014 at www.bcbsmnfoundation.org/system/asset/resource/pdf_file/5/Social_Connectedness_and_Health.pdf

Spaces and Places. Spaces are areas or expanses deliberately designed for specific processes or purposes, such as an urban park or a community garden. Spaces integrate people with nature and with each other, increase socialization within and between neighbourhoods and invite increased physical activity. Places are portions of those spaces, such as a specific building, structure, or location, e.g., splash pad or skate park within a larger park.

Source: Adapted from various sources

Supportive environments for recreation offer safe, enjoyable experiences, and empower people to expand their self-reliance, confidence and abilities to participate. They occur where people live (their homes and communities) and where they learn, work, worship and play. Supportive physical and social environments are structured to support a desired activity, action or outcome. Individuals are provided with encouragement, opportunities, access, and resources that enable this activity, action or outcome.

Source: Adapted from 1) WHO Glossary Health Promotion, 1998 accessed March 2014 at www.who.int/healthpromotion/about/HPR%20Glossary%201998.pdf?ua=1; and 2) Halton Active Living Bulletin, accessed March 2014 at lin.ca/sites/default/files/attachments/Bulletin%203%20-%20Supportive%20Environments.pdf and 3) Canadian Fitness and Lifestyle Research Institute Survey 2008, accessed March 2014 at www.cflri.ca/media/node/256/files/Bulletin_3.pdf

Wellbeing. The presence of the highest possible quality of life in its full breadth of expression, focused on but not necessarily exclusive to: good living standards, robust health, a sustainable environment, vital communities, an educated populace, balanced time use, high levels of democratic participation, and access to and participation in recreation and culture.

Source: Adapted from Canadian Index of Wellbeing, accessed March 2014 at uwaterloo.ca/canadian-index-wellbeing

The Framework vision incorporates:

- Individual wellbeing: Individuals with optimal mental and physical wellbeing, who are engaged and contributing members of their families and communities
- Community wellbeing: Communities that are healthy, inclusive, welcoming, resilient and sustainable
- The wellbeing of places and spaces: Natural and built environments that are appreciated, nurtured and sustained.

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Appendix A Acknowledgements

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Section

FE

**Current Park
Development Guidelines**

CITY OF SASKATOON ADMINISTRATIVE POLICY

NUMBER <i>A10-017</i>

TO BE REVISED AS PER COUNCIL RESOLUTION OF NOVEMBER 20, 2006

POLICY TITLE <i>Park Development Guidelines</i>	ADOPTED BY: <i>Senior Management Committee</i>	EFFECTIVE DATE <i>January 25, 1996</i>
		UPDATED TO <i>June 25, 2002</i>
ORIGIN/AUTHORITY <i>General Manager, Community Services</i>	CITY FILE NO. <i>CK. 4205-1</i>	PAGE NUMBER <i>1 of 16</i>

1. PURPOSE

- 1.1 To supersede the report "Park Classifications", adopted by City Council in 1975.
- 1.2 To be used as a guideline for implementing the City of Saskatoon Development Plan concerning the development of parks and recreation open space.

2. DEFINITIONS

- 2.1 Active Recreation - Open space activities involving movement beyond walking. Active recreation may be informal (e.g. jogging, cross-country skiing, bicycling, touch football) or may involve organized sports, e.g. soccer or softball in a league or other competitive framework.
- 2.2 Arterial Street - Arterial roadways are intended to carry large volumes of all types of traffic moving at medium speeds. They expedite the movement of through traffic to major traffic generators and from subdivision to subdivision. Arterial roadways desirably have no direct access to adjacent developments.
- 2.3 Buffer - Buffer strips are surveyed parcels used to separate different land uses. They provide space between residential and commercial areas, or separate lots and blocks from a major road.
- 2.4 Capital Asset - A tangible asset which has a useful life of more than one year and a total project expenditure of \$25,000 or more.
- 2.5 Capital Project - An undertaking to construct a capital asset which will be used to deliver a particular program(s).
- 2.6 Catchment Area - The geographical area that will benefit from and contribute to open space.

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- 2.7 Collector Street - Collector roadways provide both traffic movement and land access. The traffic function of this type of street is to carry traffic between local and arterial streets. Full access to adjacent properties is generally provided. Collectors may intersect with arterial or local streets.

- 2.8 Dedicated - Provided for public use without compensation.

- 2.9 Dedicated Lands - Parcels of land dedicated as buffer strips, environmental reserves, municipal reserves, public reserves and walkways.

- 2.10 District - Area which is typically formed by 4 or 5 neighbourhoods and which may include a High School(s). Typically for setting parks and recreation levy rates, a district is assumed to have approximately 80,000 to 90,000 metres of collectable frontage.

- 2.11 Natural Area - Areas of land or water representing elements of the region's geographical or species diversity, including natural landscapes, natural land forms and archaeological and paleontological sites.

- 2.12 Environmental Reserve - A parcel of land which may contain:
 - ravines, coulees, swamps, drainage courses;
 - land that is unstable or flood-prone; or
 - land beside a lake, river or stream or any other water body required for preventing pollution, preserving banks or for flood protection.

- 2.13 Informal (Recreation) - See Active Recreation.

- 2.14 Linkage - Public land connecting public open spaces by pedestrian, wheelchair or non-motorized bicycle travel.

- 2.15 Local Street - The main function of local streets is to provide land access. Direct access is allowed to all abutting properties. A local street is not intended to carry large volumes of traffic but only traffic with an origin or destination along its length.

- 2.16 Municipal Reserve - A parcel of land provided without compensation, as required under the Planning and Development Act, to be used for public recreation.

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- 2.17 Neighbourhood – Neighbourhoods are the basic unit of residential development and form the building blocks of suburban development areas, according to Section 5.1 and Section 9.2 of the Development Plan. Neighbourhoods are designed as a comprehensively planned unit and are usually served by two centrally located elementary schools or a centrally located community centre to serve civic, education, and health services of the community.
- 2.18 Organized Sports - See Active Recreation.
- 2.19 Passive Recreation - Open space activities conducted at walking speed or less, (e.g. strolling, sitting, picnicking, watching active sports).

3. POLICY

3.1 Park Provision. General Principles

The City of Saskatoon plans for the provision of parks according to a hierarchy corresponding to the residential development units outlined in the City's Development Plan. The hierarchy is based on the neighbourhood as the central core and radiates to larger units and special uses. The park hierarchy consists of Neighbourhood Pocket Park, Neighbourhood Core Park, Linear Park, Village Square Park, District Park, Multi-District Parks and Industrial Parks.

The system also includes, outside the hierarchy, Special Use Park categories which are intended to provide city-wide recreation and unique programming opportunities.

Each park category is intended to address particular needs of particular groups of people, while simultaneously maintaining the flexibility of programming and attractive environment which will encourage use by City residents in general.

Community consultation with residents in the identification of the park program plan is an important principle in the development of the Neighbourhood Core Park. The City of Saskatoon requires as a guideline 20 percent residential development prior to park development for the Neighbourhood Core Park. The development of the Neighbourhood Core Park, in advance of the 20 percent guideline, will require negotiation and subsequent agreement between the developer and the City. The developer will pay the costs to advance construction of the park.

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The Neighbourhood Pocket Park(s) will provide green space for residences close to the periphery of a neighbourhood which are some distance from the Neighbourhood Core Park. The Pocket Park character is small-scale, focusing on passive recreation and aesthetic appeal. Programming could include creative play apparatus.

The Neighbourhood Core Park is intended to serve the active and passive recreation needs of its catchment population of approximately five to eight thousand people. Sports fields accommodate intra-neighbourhood league play for youth 13 years of age and under. They are also intended for families, children of elementary school age, and for informal use. Structures to accommodate active leisure programs are located in a neighbourhood core park (e.g. paddling pool).

Linear parks, as part of the overall linkage concept, are intended to provide a safe and aesthetically pleasing connection between parks and other destinations through non-motorised means of travel. They also allow for preservation of both heritage features and natural features.

Village Square Park is an urban open space which is centrally located in the neighbourhood and contains primarily soft landscape with some hard surface elements. Its primary purpose is to serve as an informal and formal meeting place, by providing a community focal point and destination for passive recreation including socialization and event programming.

The District Park is intended to serve four or five neighbourhoods. It accommodates both active and passive recreation, and may have a particular emphasis on the athletic needs of high school students. The structured city-wide sports activities intended for District Parks will typically result in a high proportion of space required for active rather than passive recreation. Structures to accommodate active leisure programs are located in a District Park (e.g. tennis courts).

The Multi-District Park is intended to accommodate both active and passive recreation. There is an emphasis on structured sports. Dimensions of sports fields shall be suitable for international level of competition (e.g. floodlighting sports fields). Suburban community centres are located in multi-district parks.

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Industrial Park is intended as a city-wide resource. Each park responds to the unique site circumstances or provides unique programming opportunities. The location in industrial areas allows elements which are not suitable for residential neighbourhoods. This type of park can also facilitate the needs of employees working in the industrial area (e.g. landscaping, outdoor furniture).

The Special Use Park is a City-wide resource. Each park responds to unique site circumstances and/or provides unique programming opportunities. This park type, therefore, will be subject to less detailed development guidelines than the others in the hierarchy. The Forestry Farm Park, the Gordon Howe Complex and Diefenbaker Park are examples of Special Use Parks.

3.2 General Standards

- a) Public Safety
 - Park boundaries are to be configured in such a way as to optimize visual access into the site. A compact, rectangular shape is preferred. Configurations which will result in hidden corners are not acceptable.
 - Placement of planting and land forms must allow for play structures, paddling pools and walkways to be visible from a passing vehicle.
 - All play equipment and other supplied recreational components must have current approval from the City of Saskatoon, Infrastructure Services Department.
 - Principles of crime prevention are to be applied throughout the park planning and design process with the intent to minimize the opportunity for crime and nuisance behaviour, and to create acceptable levels of actual and perceived public safety.
- b) Environmental Conditions
 - Park design should recognize and, where possible, take advantage of natural site features including sloping land, existing vegetation, riverbank areas and water bodies.
 - Parks may contain recreational lakes.
- c) Services
 - Municipal Reserve shall be used to convey storm water runoff to storm water storage basins and shall act as temporary water storage to allow water detention for a temporary period of time after a storm event.

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Municipal Reserve land and land held for storm water management facilities shall be integrated in all cases where circumstances permit. Storm water facilities, where located adjacent to parks, must be treated in a manner than complements the park development. This integration of two land uses will be subject to the guidelines found in "Appendix B". Planning and development of all integrated sites will be a collaborative process involving the Neighbourhood Developers, the Parks Branch, Public Works Branch, Municipal Engineering Branch, Community Development Branch, and Leisure Services Branch. Funding for construction and the subsequent maintenance of the Storm Water Management facilities on integrated sites must be one of the subjects of this collaborative process and subsequent agreement. The Developer will bear the responsibility to address the costs associated with required landscape plans of the Storm Water Management facility on integrated sites.

- The placement of utility easements on parks must adhere to the requirements of these Guidelines and of Administrative Policy No. A09-025, "Utility Easements on City Property".
 - Where it is appropriate, utility easements may be used for recreation purposes. The design of the area shall complement the park development and recreational use.
- d) Structures
- Structures should be designed to resist vandalism and may be developed in the various types of parks provided they are consistent with the park's programming objectives.
- e) Parking
- The provision of appropriate parking for neighbourhood parks shall be a combined objective of the neighbourhood concept plan process, the neighbourhood park planning process, and the school site design process to create the opportunity for joint-use of parking facilities.

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3.3 Over-dedication of Lands

Defined as the dedication of more land than is legally required under *The Planning and Development Act, 1983*. Over-dedication of land shall be acceptable to the City under the following conditions:

- a) that the developer agrees to pay the entire cost of developing those lands, which are deemed to be "over-dedicated" lands into appropriate park space; and
- b) that the developer agrees to pay into a reserve fund for the annual maintenance costs of the over-dedicated amount. The reserve fund will be required by the City for a period of not less than fifteen years from the date upon which the parks are turned over to the City.

3.4 Park Categories: Specific Standards

Note: Park sizes noted below are based on a neighbourhood with a gross area of 143 hectares. Park sizes may be varied, at the City's discretion, in proportion with actual neighbourhood size. The guideline for distribution of dedicated land between park types is as follows: Neighbourhood - 61%, District - 36%, other - 3%. "Appendix A" outlines the calculations for Municipal Reserve Dedication and Distribution within a standard Suburban Development Area (SDA).

3.5 Neighbourhood Pocket Park

- a) Purpose
 - To optimize the distribution of open space within easy walking distance (approximately 400 m) for all neighbourhood residents.
 - Particularly intended to serve dwellings near the periphery of the neighbourhood.
- b) Function
 - Primarily passive recreation for all age groups.
 - Creative play, play structure intended for pre-school age children.
 - Specific programming in response to Community Services Department's public consultation.

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- c) Size
 - Minimum 0.25 ha, maximum 0.8 ha, maximum two per neighbourhood.
- d) Location
 - Not less than 400 m from Core Park.
 - Not more than 400 m from nearest point of neighbourhood periphery.
 - Located on local or collector streets, not arterial.
 - Pocket parks to be located in different parts of the neighbourhood from each other, and from Core Park, to achieve optimal distribution of open space in the neighbourhood.
- e) Site Access, Visibility and Frontage
 - 100% visibility of site interior from street.
 - Site boundaries to have minimum 25% street frontage.

3.6 Neighbourhood Core Park

- a) Purpose
 - To serve outdoor recreational needs of neighbourhood residents.
 - To serve as expanded play area for neighbourhood elementary schools.
 - To serve as a central gathering place for event programming and destination for the neighbourhood residents to meet and socialize. A Neighbourhood Core Park may include a Village Square Park to serve as the passive recreation component for the neighbourhood.
- b) Function
 - Organized sports for children aged 13 and under.
 - General active and passive recreation for all ages.
 - Specific programming in response to Community Services Department's public consultation.
- c) Size
 - Minimum 5.7 hectares.
- d) Location
 - Centrally located in neighbourhood, not combined with District Park.
 - Located on local or collector streets, not arterial.

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- Within 1.2km walk of one and two unit dwellings in neighbourhood.
- e) Site Access, Visibility and Frontage
 - 100 percent visibility of site interior from park/street boundaries, but not necessarily from any one point on the boundary.
 - Site boundaries not abutting school property to have 25 percent continuous street frontage (primary – collector street), not including school frontage.
 - Minimum 20 metres run of street frontage (secondary – local street), in addition to the 25 percent, located on a side of the park away from the principal run of frontage, in order to ensure 100 percent visibility.
 - The City shall accept frontage above 25 percent. If excess frontage is accepted above 40 percent, the City may impose off site levy charges based upon the excess frontage and incorporate such charges within a servicing agreement with the developer.

3.7 Linear Park

- a) Purpose
 - To serve as a component of the linkage concept to achieve one or more of the following:
 - i. To provide non-vehicular travel routes to the neighbourhood's focal points and to nodal destinations outside the neighbourhood
 - ii. To provide recreational opportunities.
 - iii. To allow protection of natural and heritage features.
- b) Function
 - To provide recreational and non-recreational walking, running, bicycling, skiing and wheelchair travel.
 - To provide opportunities for appreciation of natural features.
 - To provide opportunities for sitting and picnicking.
 - Specific programming in response to Community Services Department's public consultation.
- c) Size
 - Municipal reserve contribution to linear park will be distributed entirely within the neighbourhood unit.

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- Maximum distance of segment of park between service vehicle and/or pedestrian access points, not including pedestrian walkways, to be 200 metres.
 - Width to vary, minimum 20 metres and an average width of 30 metres.
- d) Access, Visibility and Safety
- All access points, except walkways, to have a minimum width of 15 metres.
 - Access points to be sited so as to discourage uncontrolled mid-block crossings of collector or arterial roads.
 - Where a linear park or segment thereof serves as a non-vehicular travel route, lighting is to be provided to City of Saskatoon standards at the developer's expense.

3.8 Village Square Park

- a) Purpose
- To provide a destination point for passive recreation (a place to walk or cycle to) where residents can meet and socialize.
 - To provide both formal and informal neighbourhood meeting place.
 - To provide a visual focal or termination point in the design of the neighbourhood.
- b) Function
- To provide opportunities for meeting.
 - To provide opportunities for sitting, socializing.
 - To provide a destination for walkers, cyclists.
 - To provide for neighbourhood event programming (e.g. Festivals, rallies, community garage sales).
 - Approximately 75 percent of total area is soft landscape.
- c) Size
- Minimum of .3 to maximum of .5 hectares (.75 acres to 1.25 acres)
- d) Location
- Centrally located in neighbourhood

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- Located at the termination point or intersection of collector and local streets of the neighbourhood.
 - Adjacent to neighbourhood commercial property.
 - Adjacent to neighbourhood core park.
- e) Site Access, Visibility and Frontage
- 100 percent visibility of site interior from surrounding streets.
 - 100 percent street frontage.

3.9 District Park

- a) Purpose
- To serve active and passive recreational needs of residents of four to five neighbourhoods.
 - May serve athletic needs of high schools.
- b) Function
- To accommodate inter-neighbourhood sports leagues for youth and adults. Specific programming in response to Community Services Department's sports facility inventory requirements and public consultation with user groups and general public (e.g. soccer, ball, tennis, football and lacrosse).
 - To accommodate community-wide events, (e.g. outdoor concerts).
 - To accommodate informal active recreational activities.
 - To accommodate passive recreational activities.
 - To accommodate structures for active recreational activities not found in the neighbourhood core park (e.g. tennis courts).
- c) Size
- Average dedication of 5.2 hectares per neighbourhood served. A district park typically serves 4 neighbourhoods, giving a total of 20.8 hectares.
- d) Location
- Located close to centre of catchment's area served.
 - District and Neighbourhood park sites to be separate from each other.
 - Located on arterial or collector streets with City transit service.

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- e) Site Access, Visibility and Frontage
- 100 percent visibility of site interior from park/street boundaries, but not necessarily from any one point on the boundary.
 - Site boundaries not abutting school property to have 50 percent street exposure.
 - Parking to be provided, quantities according to programming, with access from a collector street.

3.10 Multi-District Park

- a) Purpose
- To serve the complementary activities associated with a suburban recreation complex
 - To serve leisure requirements not otherwise served by Neighbourhood and District parks.
- b) Function
- To provide a variety of active and passive recreation activities at all seasons of the year.
 - To provide siting for a suburban recreation complex.
 - To provide siting for official competition sized sports fields and facilities adequate for national/international athletic events.
 - To accommodate sports spectators.
 - To allow programming for uses not found in neighbourhood or district parks, (e.g. cultural facilities, multi-purpose leisure centre).
- c) Size
- Minimum 16 hectares, minimum one per suburban development area, may be dispersed over more than one site.
- d) Location
- Multi-District land associated with a suburban recreation complex to be in close proximity to the commercial portion of the suburban centre, to minimize traffic disruptions in residential neighbourhoods and create the opportunity for joint-use of parking facilities.
 - Multi-District land associated with active recreation uses to be in close proximity to the commercial portion of the suburban centre, or in an industrial area, or in a parcel surrounded by arterial roads and/or

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non-residential use, to minimize traffic disruptions in residential neighbourhoods and allow for elements not suitable for residential areas (e.g. floodlighting sports fields).

- Location of Multi-District land associated with passive uses is discretionary.
- e) Site Access, Visibility and Frontage
- 100 percent visibility of site interior from park/street boundaries, but not necessarily from any one point on the boundary.
 - Site boundaries to have 50 percent street exposure.
 - Parking to be provided, quantities according to programming, with access from a collector street.

4. RESPONSIBILITY

4.1 Community Services Department

- a) Shall review suburban area concept plans, neighbourhood concept plans and plans of proposed subdivision for compliance with these guidelines.
- b) Shall co-ordinate the approval of these plans.
- c) Specify programming for all categories of parks as required.
- d) Consult with affected school boards to review proposed park design concept.

4.2 Infrastructure Services Department

- a) Shall review all proposed suburban area concept plans, neighbourhood concept plans and plans of proposed subdivision and recommend amendments as required.

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APPENDIX A

Municipal Reserve Dedication and Distribution for Illustrative Purpose Only Within a Suburban Development Area

1. Municipal Reserve Dedication for a Suburban Development Area:

(Note: Dedication requirements are established by The Saskatchewan Planning and Development Act, 1983, amended 1993).

<u>Land Use Classification</u>	<u>Area (Ha)</u>	<u>Dedication</u>	<u>Municipal Reserve Available (Ha)</u>
Neighbourhoods	1430(10 neigh. x 143 Ha)	10%	143.0
High School Sites	12(2 High Schools x 6 Ha)	10%	1.2
District Parks	60	10%	6.0
Multi-District Parks	16	10%	1.6
Institutional/Commercial	<u>58</u>	5%	<u>2.9</u>
	Total: 1576 Ha		Total = 154.7(Ha)

2. Neighbourhood Municipal Reserve Distribution Guideline:

(Average neighbourhood = 143 ha x 10% = 14.3 ha municipal reserve)

Neighbourhood Park, Pocket Park, Village Square Park & Linear Park	District Park	Multi District & Special Use	TOTAL
$\frac{8.7}{14.3} \times 100 = 61\%$	$\frac{5.2}{14.3} \times 100 = 36\%$	$\frac{0.4}{14.3} \times 100 = 3\%$	
			100%

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APPENDIX B

CONDITIONS FOR THE CONSTRUCTION OF STORM WATER STORAGE BASINS WHEN INTEGRATED WITH MUNICIPAL RESERVE

Municipal Reserve shall be used to convey storm water runoff to storm water storage basins and shall act as temporary water storage to allow for water retention for no longer than a 24 hour period after a storm event. Municipal Reserve land and land held for storm water management facilities shall be integrated in all cases where circumstances permit. Storm water facilities, when located adjacent to parks, must be treated in a manner that complements the park development. This integration of two land uses will be subject to the following guidelines:

- a) Integration of two land uses, Municipal Reserve and Storm Water Management areas, will require a landscape plan for both areas. These landscape plans shall have a common design objective that will ensure a visually integrated land mass. These plans must be acceptable to representatives of the Parks Branch, the Public Works Branch, Municipal Engineering Branch, the Leisure Services Branch, and the Developer.
- b) Dry ponds and areas surrounding wet ponds are to be graded, top soiled, seeded or sodded, and landscaped, incorporating trees and shrubs to a level consistent with the surrounding or adjacent park development. These areas will not be irrigated.
- c) The core neighbourhood park, consisting of no less than a 5.7 hectares parcel of continuous land, shall remain centrally located in the subdivision.
- d) No sports fields within any Municipal Reserve will be allowed to be flooded for any longer than a 24 hour period and will not be below the one in five year storm event waterline.
- e) The Core Neighbourhood Park shall be contiguous with a retention pond area. Portions of this park that are used for passive recreation, which is other than sports fields, shall serve as a water storage area to hold water for up to a 48 hour period.
- f) Pocket parks and linear parks shall be located at elevations above the 1 in 5 year flood event, provided those areas are not required to hold water for a period of time greater than 48 hours.

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- g) Pocket parks shall be located adjacent to water storage ponds, or shall serve as storm water storage areas, provided that play structures in these parks are not flooded for more than a 24 hour period.
- h) An agreement will be established between the Parks Branch and the Public Works Branch for the maintenance of the storm water storage basin.

Appendix

FF

**Recommendation
Alignment with the
Framework for Recreation
in Canada 2015**

Master Plan Recommendations in Relation to the National Recreation Framework

Recommendation	Foster Active Living Through Recreation	Ensure the Provision of Supportive Physical and Social Environments that Encourage Participation in Recreation and Build Strong, Caring Communities	Grow and Sustain the Capacity of the Recreation Field	Increase Inclusion and Access to Recreation for Populations that Face Constraints to Participation	Help People Connect to Nature Through Recreation
Service Delivery: Facilitating Supportive Environments					
1.	The City will develop a partnership policy based on the framework.	X	X	X	
2.	The City will use the partnership framework to explore partnership opportunities for all recreation and parks service provision and infrastructure development.	X	X	X	
3.	The City will consider formalizing existing and future partnership arrangements to include performance measurement of Service Outcomes and quality control.			X	
4.	The City will continue to work with cross-sectoral partners to design and implement programs and provide environments where positive recreation and parks activity can occur.		X	X	
5.	The City will consider regional collaboration, using SUMA and SPRA as guides, when planning new facilities and offering programs with regional value and appeal.		X	X	
6.	The City will continue to support Community Associations and Organized Interest Groups equitably and transparently, based on ongoing communication to identify group support needs	X	X	X	
7.	The City will consider getting involved with other sectors in the development of a city-wide volunteer strategy.			X	

Recommendation		Foster Active Living Through Recreation	Ensure the Provision of Supportive Physical and Social Environments that Encourage Participation in Recreation and Build Strong, Caring Communities	Grow and Sustain the Capacity of the Recreation Field	Increase Inclusion and Access to Recreation for Populations that Face Constraints to Participation	Help People Connect to Nature Through Recreation
8.	The City will continue to promote and market City recreation and parks opportunities with an enhanced focus on benefits and motivating participation.	X	X		X	X
9.	The City will continue to employ an ongoing community liaison strategy that considers the general public (including but not limited to the City of Saskatoon Leisure Activity Study), partner groups, and cross-sector allies.			X		
10.	The City will develop utilization measures and collect relative data for structured and spontaneous use of recreation and parks services, programming, and infrastructure.			X		
Service Delivery: Ensuring Inclusion and Access						
11.	The City will design recreation and parks programs and opportunities to facilitate social inclusion and encourage/require its partners to do the same.				X	
12.	The City will continue to offer its Leisure Access and Youth Sports Subsidy Program, and grants to community-based groups in the most efficient and respectful manner possible.				X	
13.	The City will continue to include information about financial assistance for programs in its promotion and marketing efforts.				X	

Recommendation		Foster Active Living Through Recreation	Ensure the Provision of Supportive Physical and Social Environments that Encourage Participation in Recreation and Build Strong, Caring Communities	Grow and Sustain the Capacity of the Recreation Field	Increase Inclusion and Access to Recreation for Populations that Face Constraints to Participation	Help People Connect to Nature Through Recreation
14.	The City will take a lead role in identifying recreation and parks program needs in the community (including program performance assessment).	X	X			
15.	The City will work with other program providers to reduce redundancy and optimize investment wherever possible.	X	X			
16.	The City will use the Desired Program Focus Areas to guide collaborative recreation and park programming efforts.	X	X			
17.	The City will act to reduce barriers and increase participation wherever possible.					
18.	The City will review its Fees and Charges Schedule to determine admission fees that encourage greater use while also generating revenues, including potential use of a tiered system with differential fees based on facility type and capacity.				X	
19.	The City will look to engage the Community Feedback Committee (or similar group) in implementation of the Plan.	X	X	X	X	X
Service Delivery: Infrastructure						
20.	City recreation and parks professionals will continue to work with other divisions in planning future recreation and parks infrastructure.		X			
21.	The City will revisit, update, and enhance its Parks and Open Space classification system.	X	X			X

Recommendation		Foster Active Living Through Recreation	Ensure the Provision of Supportive Physical and Social Environments that Encourage Participation in Recreation and Build Strong, Caring Communities	Grow and Sustain the Capacity of the Recreation Field	Increase Inclusion and Access to Recreation for Populations that Face Constraints to Participation	Help People Connect to Nature Through Recreation
22.	The City will revisit, update, and enhance its current Park Development Guidelines policy and formalize its Landscape Design Standards.	X	X			X
23.	The City will use a recreation facilities classification system to help guide future development of new or enhanced facilities.	X	X	X		
24.	The City will consider providing both spontaneous and structured recreation, culture, and parks spaces in the expansion/enhancement of existing or the development of new infrastructure.	X	X	X	X	X
25.	The City will explore opportunities to develop integrated facilities when contemplating the development of new or enhanced recreation and parks infrastructure.	X	X	X		
26.	The City will continue to consider including multiple types of spaces in a facility and/or at a site when planning for investment in recreation and parks infrastructure.	X	X	X		
27.	The City will consider geographic balance in the provision of existing and the development of new programs and services, especially for facilities and spaces provided at the district level.				X	
28.	The City will employ principles of environmentally sound design wherever possible when contemplating new facilities/sites or when investing in existing infrastructure.	X	X	X	X	X

Recommendation		Foster Active Living Through Recreation	Ensure the Provision of Supportive Physical and Social Environments that Encourage Participation in Recreation and Build Strong, Caring Communities	Grow and Sustain the Capacity of the Recreation Field	Increase Inclusion and Access to Recreation for Populations that Face Constraints to Participation	Help People Connect to Nature Through Recreation
29.	The City will explore the application of synthetic playing surfaces when contemplating major outdoor recreation and park facilities.	X	X	X		
30.	The City will continue to plan for facility and parks lifecycle replacement and amenity refreshment through an annual lifecycle budget approach.			X		
31.	The City will consider crime prevention through environmental design, multi-use, physical accessibility, age-friendly design, sponsorship exposure, and event hosting capability when designing and constructing new and/or enhanced recreation facility or developing open spaces.	X	X	X	X	
32.	The City will ensure that healthy food and beverage options are provided in recreation facilities and parks where possible.					
33.	The City will consider additional Municipal Reserve allocation and budgeting for land acquisition for the creation of larger multi-district and/or district park and recreation facility sites.					X
34.	The City will consider revitalization, enhancement, and potential expansion of existing facilities, including but not limited to playground structures, recreation units, and leisure centres when contemplating future recreation and parks infrastructure development.	X	X	X	X	X

Recommendation		Foster Active Living Through Recreation	Ensure the Provision of Supportive Physical and Social Environments that Encourage Participation in Recreation and Build Strong, Caring Communities	Grow and Sustain the Capacity of the Recreation Field	Increase Inclusion and Access to Recreation for Populations that Face Constraints to Participation	Help People Connect to Nature Through Recreation
35.	The City will use the reinvestment/repurpose or decommission decision-making framework when contemplating the future of existing recreation and parks assets requiring substantial lifecycle investment.	X	X	X	X	
36.	The City will strive to achieve the park amenity strategies as well as the desired outcomes outlined in the Plan related to natural areas, trails, and the river valley.	X	X			X
37.	The City will strive to achieve the recreation facility (e.g. arenas, indoor aquatics, dry-land, fitness/wellness, etc.) strategies outlined in the Plan.	X	X	X	X	
38.	The City will use the project development framework when contemplating significant recreation and parks infrastructure development requiring public funding.	X	X	X	X	X
39.	The City will use and periodically revisit the recreation and parks facility space prioritization model to help guide future infrastructure investment decision making.	X	X	X	X	X
40.	The City will enhance its existing sponsorship policy to focus on recreation and parks and administer an associated campaign to garner external funding to support of programming and/or infrastructure.	X	X	X	X	X

Recommendation		Foster Active Living Through Recreation	Ensure the Provision of Supportive Physical and Social Environments that Encourage Participation in Recreation and Build Strong, Caring Communities	Grow and Sustain the Capacity of the Recreation Field	Increase Inclusion and Access to Recreation for Populations that Face Constraints to Participation	Help People Connect to Nature Through Recreation
41.	The City will explore non-traditional fee-based services and amenities, on a break even or profit basis, that are complementary to existing facility or park space.	X	X	X	X	X
42.	Where applicable, the City will pursue grants from external sources to leverage public investment in recreation and parks services.	X	X	X	X	X
43.	The City will allocate sustained internal resources (either reallocated or incremental) to implement the Plan in the spirit of continuous improvement.	X	X	X	X	X
44.	Where possible, the City will continue to provide staff professional development opportunities to continually enhance internal capacity.			X		





Research Paper

Participation Markets

Recreation and Parks Space Prioritization

The Facility Development Model is a fundamental and key consideration in determining a future capital action plan for recreation and parks infrastructure, and as such, this Master Plan is meant to support and enrich the approach outlined. Other considerations that need to form part of the space prioritization decision include the ability for potential spaces to

meet desired service delivery outcomes, the existing extent of the proposed service in the community, and overall community priorities based on broad community needs assessment. Considering all of these elements, the following decision making framework is proposed for project prioritization:

Table 19: Project Prioritization Decision Making Framework

Criteria	Metrics				Weight
Community Demand	3 Points: for identified priority "1 – 2" on the list of facility spaces.	2 Points: for identified priority "3 – 4" facility spaces.	1 Point: for identified priority "5 – 6" facility spaces.	0 Points: for identified priority "7" or higher facility spaces.	3
Service Outcomes	3 Points: the facility space achieves more than five service outcomes.	2 Points: the facility space achieves multiple service outcomes but does not achieve more than five.	1 Point: the facility space achieves a specific service outcome.	0 Points: the facility space does not achieve any service outcomes.	3
Current Provision in the City	3 Points: the facility space would add a completely new activity to recreation and/or parks in the city.	2 Points: the facility space would significantly improve provision of existing recreation and/or parks activity in the city.	N/A	0 Points: the activity is already adequately provided in the city.	2
Cost Savings Through Partnerships/Grants	3 Points: partnership and/or grant opportunities exist in development and/or operating that equate to 50% or more of the overall the facility space cost.	2 Points: partnership and/or grant opportunities exist in development and/or operating that equate to 25% – 49% or more of the overall the facility space cost.	1 Point: partnership and/or grant opportunities exist in development and/or operating that equate to 10% – 24% or more of the overall the facility space cost.	0 Points: no potential partnership or grant opportunities exist at this point in time.	2
Cost/Benefit <i>(Cost per Participant Hour from 2012 Facility Development Model)</i>	3 Points: the facility space cost per participant hour is less than \$1.	2 Points: the facility space cost per participant hour is between \$1 and \$10.	1 Point: the facility space cost per participant hour is more than \$10.	0 Points: the facility space cost per participant hour is positive—it shows a surplus of space.	2
Regional Partnership Appeal	3 Points: the facility space would directly involve regional government partnership.	2 Points: the facility space will enhance regional inter-governmental relationships.	1 Point: the facility space would serve regional markets.	0 Points: the facility space will have no regional impact.	2
Economic Impact	3 Points: the facility space will draw significant non-local spending into the city and will give the community provincial, national, and/or international exposure.	2 Points: the facility space will draw significant non-local spending into the city.	1 Point: the facility space will draw moderate non-local spending into the city.	0 Points: the facility space will not draw any significant non-local spending into the city.	1

Using the prioritization framework, the following indoor and outdoor facility priorities have been identified to guide short and mid-term investment decisions. The priorities are meant to assist decision-makers as opposed to being prescriptive.

**Indoor Recreation
Facility Spaces—PRIORITY RANKING**

Amenity type	Rank
Ice Surfaces (Leisure) ¹	1
Walking/Running Track	2
Indoor Child Playgrounds	3
Arena Facilities	4
Multi-purpose Gymnasium/Social Spaces	4
Fitness/ Wellness Facilities	6
Before and After School Care Facilities	6
Child Minding Space	6
Aboriginal Cultural/Ceremonial Room	9
Gymnasium Type Space	10
Leisure Swimming Pools	10
Skateboard Facility	12
50m Competition Swimming Pools	13
Tennis	14
Climbing Wall	14
Gymnastics Studio	14
Youth Centres	17
Support Facilities	17
Social/Banquet Facilities	17
Seniors Centre	20
25m Competition Swimming Pools	20
Multi-Purpose Program/Meeting Rooms	22
Curling Rinks	22
Dance Studio	22

**Outdoor Recreation
Facility Spaces—PRIORITY RANKING**

Amenity type	Rank
Shared Use Trail Network/System	1
Festival Venue/Amphitheatre	2
Passive Park (Including Natural Areas)	2
Child Playgrounds	4
Track and Field Spaces	4
Community Gardens	6
Water Spray Parks	6
Bike Parks (BMX, Mountain Bike)	6
Boating Facilities—Non-motorized	6
Boating Facilities—Motorized	6
Hiking Amenities	11
Sports Fields—Artificial Turf	12
Sports Fields—Grass	13
Dog Off Leash Parks	13
Swimming Pools	13
Tennis Courts	16
Ball Diamonds	16
Skateboard Parks	16
Picnic Areas	16
Sand/Beach Volleyball Courts	16
Basketball Courts/Sport Courts	21
Fitness Equipment	21
Cross Country Ski Trails	21

The priority amenities listed represent broad community interests and developing new or enhanced infrastructure to address these is not the sole responsibility of the City. Addressing these priorities will need to be a collective effort across all recreation and parks stakeholders in Saskatoon.

It is important to note that the definition of indoor and outdoor priorities is dynamic and expected to change as new information and partnerships emerge. The framework can be reviewed and updated by Administration whenever necessary. The priorities are meant to assist decision-makers as opposed to being prescriptive.

¹ Leisure ice facilities are non-boarded, indoor ice spaces typically found adjacent to traditional ice arenas that allow for unstructured public skating opportunities and do not accommodate ice sports such as hockey and ringette.

Major Projects Identified for the Next Five to Ten Years

Major Recreation and Parks Infrastructure Projects Identified for Consideration in the next 5 to 10 years Based on the Indoor and Outdoor Facility Spaces Priority Ranking shown in ATTACHMENT 4

Space Amenity Type	Priority Ranking	Project	*Lifecycle Growth New Initiative	New or Existing Capital Project	Project Description	Estimated Project Cost	Delivery – Partnership Framework
Indoor Priorities							
Leisure Ice Arena Facility	#1 #4	Ice Arena	Growth	New	Potential Options to Consider a) Build new Ice arena including leisure Ice, (1-2 arenas). b) Add another ice sheet to an existing City owned arena c) Partner with other stakeholders to add a new arena	a) \$6 to \$12 M b) \$4.5 M c) 1.0 M	a) City owned/operated b) City owned/operated c) Partner owned/operated
Walking/Running Track	#2	Saskatoon Field House—Main Track Flooring	Lifecycle	New	To repair and replace sections of the main track flooring at the Saskatoon Field House. The floor is degrading and, if not repaired, will no longer be able to support future sporting and track events.	\$900,000	City owned/operated
Indoor Child Playground	#3	Indoor Child Playgrounds	Lifecycle	New	Consider repurposing space within existing Leisure Centres to build indoor child playgrounds.	\$50,000 to \$100,000	City owned/operated
Recreation Facility	Any number of the top #1 to 10 priorities	Recreation Facility Development	Growth	New	To build new recreation facility or facilities (e.g. City Centre Recreation Facility, Northeast Recreation Facility).	\$15 to \$25 M w/o aquatics \$25 to \$50 M with aquatics	Options to consider City owned/operated Jointly owned/operated Jointly owned and Partner operated
Outdoor Priorities							
Trail Network/System	#1	MVA Trail Expansion	Growth	New	This project will complete the Meewasin Trail in the southwest part of Saskatoon near the Circle Drive South Bridge and would be in partnership with the MVA.	\$250,000 to \$500,000 (City's Contribution)	Partner owned/operated
Festival Venue/Amphitheatre	#2	Kinsmen Park Festival Site	New	Existing #2114 (unfunded)	Development of the Festival site at Kinsmen Park.	\$400,000	City owned/operated
Festival Venue/Amphitheatre	#2	Victoria Park Upgrades	Lifecycle and New	Existing #2471 (unfunded)	Upgrades outlined in the Victoria Park Program Plan and include formalizing a special event site.	\$1.06 M	City owned/operated

Space Amenity Type	Priority Ranking	Project	*Lifecycle Growth New Initiative	New or Existing Capital Project	Project Description	Estimated Project Cost	Delivery – Partnership Framework
Outdoor Priorities - Continued							
Passive Park (including natural areas)	#3	Chief Whitecap Park Development	Growth	Existing #2353 (unfunded)	Includes naturalization of the uplands, development of a primary and secondary pathway system, and the development of a natural shelterbelt.	\$450,000	City owned/operated
Child Playground	#4	Play Structures— City Wide	Lifecycle	Existing #1938 (unfunded)	This project will replace various playground structures throughout the City. (19 existing wooden structures).	\$2.5 M	City owned/operated
Child Playground	#4	Accessible Playground	Growth	Existing #2354 (unfunded)	Build a fourth destination accessible playground in Ashworth Holmes Park to complete the goal of building one in each quadrant of the city.	\$400,000	City owned/operated Community cost sharing anticipated
Track and Field Spaces	#4	Outdoor track and Field Venue	New Initiative	New	The development of a new or enhanced track and field venue.	\$5-8 M	Partner owned/operated (potentially on City Land) or Jointly owned/operated
Water Spray Parks	#6	Paddling Pool/Recreation Unit repair/replacement	Lifecycle	New	The City currently has 30 paddling pools. 20 could use major repair or replacement.	\$4-8 M	City owned/operated
Boating Facilities	#6	Boat Launch	Lifecycle	Existing #2352 (unfunded)	Construction will include piles to stabilize the launch, an entrance to the site, landscaping and signage.	\$120,000	City owned/operated
		Park Irrigation/Drainage	Lifecycle	Existing #1648/1653 (unfunded)	Various neighbourhood and riverbank parks.	\$2.0 M	City owned/operated
		Hudson Bay Park - Review	Lifecycle	Existing #2114 (unfunded)	Involves a program plan review and survey, and site analysis for the Hudson Bay Area Parks (Pierre Radisson, Henry Kelsey North, and Scott).	\$2.06 M	City owned/operated

* Lifecycle and replacement costs to upgrade/replace/repurpose existing facilities and parks
New infrastructure/facility needs – tied to new growth
New infrastructure/facility needs – new initiatives (facilities the City has not traditionally provided)

NOTE: Annual operating costs are not included in this summary. It is expected that a full analysis of operating budget implications and partnership options would be undertaken prior to approving any capital project and that sufficient annual operating funds would be allocated to any approved project.

Moving Towards Implementation

Implementation will begin following endorsement of the Master Plan by City Council. To begin the process, there are a number of specific initiatives Administration has already identified for implementation.

Year One Initiatives

Administration met with key stakeholders, community and staff on June 17, to begin to establish the Implementation Plan, with short-, medium-, and long-term initiatives and priorities. Some of the immediate priorities identified at the June 17 workshop are:

1. Formalize a funding strategy for recreation and parks ongoing maintenance, lifecycle replacement and to build new. (Recommendation 44)
2. Develop a partnership policy based on the framework presented in the Master Plan and explore opportunities for partnerships in the immediate future (Recommendations 1, 2, and 3).
3. Revisit, update, and enhance the Parks and Open Space classification system, including a classification for naturalized parks (Recommendation 21 and 36).
4. Revisit, update, and enhance the current Park Development Guidelines policy and formalize the Landscape Design Standards considering the information presented in the Master Plan (Recommendation 22.)

Other Priorities for Year One

1. Market the Master Plan internally and externally by December 2015;
2. Hold topic-specific Stakeholder Workshops with stakeholders and community;
3. Complete a feasibility study and business plan on the City Centre Recreation Facility;
4. Establish the project development framework and formalize the capital budget plan up for a new Leisure Centre in the northeast or east sector of the city;
5. Review the Leisure Access and Youth Sports Subsidy Programs and grants to community based groups and ensure they continue to be offered in the most efficient and respectful manner possible. (Recommendation 12)
6. The City will continue to find ways to reduce barriers to participation in recreation and increase participation wherever possible (Recommendation 17);
7. Review the Fees and Charges Schedule to determine admission fees that encourage greater use levels (and revenues), including the potential use of a tiered system that has differential fees for the type and capacity of facility (Recommendation 18);
8. Look to engage the Community Feedback Committee (or similar group) in Master Plan reporting and implementation (Recommendation 19); and
9. The City will enhance its existing sponsorship policy with a focus on recreation and parks and administer an associated campaign to garner external funding to support recreation and parks programs and/or infrastructure. (Recommendation 40)

INVENTORY OF THE CITY OF SASKATOON RECREATION AND PARKS INFRASTRUCTURE

302 Sportfields: <ul style="list-style-type: none"> • 24 baseball diamonds • 173 softball diamonds • 105 soccer/football fields 	2 Picnic Shelters: <ul style="list-style-type: none"> • Kinsmen Park • Forestry Farm Park
210 Parks: <ul style="list-style-type: none"> • 44 with lighting • 28 with basketball courts • 3 with private lawn bowling clubs • 1 with fitness trail 	4 Indoor Swimming Pools: <ul style="list-style-type: none"> • Lakewood Civic Centre • Lawson Civic Centre • Harry Bailey Aquatic Centre • Shaw Centre
44 Tennis Courts	1 Equestrian Bridle Path: <ul style="list-style-type: none"> • Diefenbaker Park
Summer Playground Units: <ul style="list-style-type: none"> • 30 padding pools • 17 spray pads • 2 travelling playgrounds • 3 destination accessible play structures 	4 Outdoor Swimming Pools: <ul style="list-style-type: none"> • GeorgeWard • Lathey • Mayfair • Riversdale
7 Skateboard Sites: <ul style="list-style-type: none"> • Lions Skate Park – Victoria Park • 6 neighbourhood satellite sites 	3 Golf Courses: <ul style="list-style-type: none"> • Holiday Park Golf Course • Silverwood Golf Course • Wildwood Golf Course
50 Outdoor Community Skating Rinks	1 Urban Campground: <ul style="list-style-type: none"> • Gordon Howe Campground
10 Youth Centres: <ul style="list-style-type: none"> • 4 of these centres are Me Ta We Tan Centres dedicated to Aboriginal culture and open year round 	1 Speedskating Rink: <ul style="list-style-type: none"> • Clarence Downey Speedskating Oval
6 Indoor Rinks: <ul style="list-style-type: none"> • ACT Arena (2 surfaces) • Archibald Arena • Cosmo Arena • Kinsmen Arena • Lions Arena 	1 Zoo: <ul style="list-style-type: none"> • Saskatoon Forestry Farm Park and Zoo
6 Indoor Leisure Centres / 1 Walking Track: <ul style="list-style-type: none"> • Cosmo Civic Centre • Lakewood Civic Centre • Lawson Civic Centre • Harry Bailey Aquatic Centre • Shaw Centre • Terry Fox Track • Saskatoon Field House 	6 Off Leash Recreation Areas: <ul style="list-style-type: none"> • Sutherland Beach • Briarwood • Avalon • Hampton Village • Silverwood • South West
1 Children's Amusement Park: <ul style="list-style-type: none"> • Kinsmen Park Rides, now under redevelopment 	1 Children's Play Village and Paddling Pool <ul style="list-style-type: none"> • Kinsmen Play Village and Paddling Pool
184 Play Structures	

Leisure Centre Market Research

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That the Leisure Centre Admission products strategy, as outlined in this report, be supported; and
2. That the Leisure Centre General Admission price strategy be implemented, effective September 1, 2015.

Topic and Purpose

In an effort to strategically increase participation and revenues at the City of Saskatoon's (City) six indoor Leisure Centres, Recreation and Sport commissioned a market research study conducted by Inshightrix Research (Inshightrix) in fall of 2014. This study specifically addressed price point and admission products at the leisure centres. This report provides an overview of the research results and recommended admission products, as supported by the research.

Report Highlights

1. The Leisure Centre Market Research Study concluded the current price points for daily admissions border the top of the acceptable price range, and that the LeisureCard monthly rate is significantly above the preferred price. Price is the attribute that respondents generally consider to be most important when deciding to visit a Leisure Centre, with the exception of families that identify amenities as more important.
2. The research points to an increase in volumes and revenues by lowering the price point and increasing awareness of the Leisure Centres. Based on the research; taking into account the facility capacity to accommodate an increase in participation; and achieving a balance between user pay and tax payer funded, the following rates are being recommended: A general admission adult rate of \$9.80 remains for 2016, 2017, and 2018; 10 tickets for \$75.00; and a flat rate of \$45 per month for a LeisureCard.
3. Speciality admission products are being recommended to further address the decline in sales and usage. In addition, promotional products will continue to be used and developed to address specific non-peak times at the Leisure Centres.

Strategic Goals

This initiative supports the Strategic Goal of Continuous Improvement by providing high-quality services to meet the dynamic needs and expectations of Saskatoon's citizens. This initiative also supports the Strategic Goal of Quality of Life by providing citizens access to facilities and programs that promote active living.

Background

At its December 2, 2013 meeting, City Council adopted the following recommendation:

“That the Administration provide a further report to the Administration and Finance Committee regarding Discounted Leisure Passes during Non-Peak Hours in Exercise Areas following completion of the market research in March 2014”

Recreation and Sport operates six indoor leisure centres (Saskatoon Field House, Harry Bailey Aquatic Centre, Cosmo Civic Centre, Lakewood Civic Centre, Lawson Civic Centre, and the Shaw Centre). Admission rates for the indoor leisure centres are established to achieve a cost recovery objective, which balances the need to be financially responsible with providing reasonable community access to the facilities. The challenge has been, and remains, to try to achieve a balance between good business and what is good for the community.

Recognizing that participation in leisure activities is essential to the wellbeing of individuals and the community as a whole, our pricing strategies are framed around four key objectives:

- a) that those who benefit from City-sponsored leisure services pay a fair and equitable share of the cost of such services;
- b) that the City's fees and charges do not discourage the delivery of leisure activities by outside organizations;
- c) that fees and charges are not counter-productive to program objectives; and
- d) that participation in leisure activities is enjoyed by all residents, including the economically disadvantaged and individuals with special needs.

The objectives noted above are taken into account when establishing admission rates for indoor leisure centres, in accordance with Leisure Services Fees and Charges Policy No. C03-029. At its November 7, 2011 meeting, City Council confirmed that the long-term cost recovery objective for admissions remain at 65%.

The leisure centre admission cost recovery objective has not been realized over the past number of years (see Attachment 1). It is prudent that cost recovery be achieved by narrowing the gap between revenues and expenses, balanced with achieving a quality of life through maximum participation in recreation and leisure pursuits, as outlined in the Performance Measurement Targets (see Attachment 2).

In spring of 2014, a comprehensive market research study was undertaken to better understand Saskatoon residents' opinions, perceptions, and expectations of leisure centre offerings. This research was conducted by Fast Consulting and the primary results of that survey indicated that price was the main deterrent from visiting leisure centres.

A follow-up market survey was conducted with Insightrix in the fall of 2014 to:

- a) understand the price sensitivity (elasticity) and impact of different pricing structures for leisure centres;
- b) gain customer input regarding the leisure centres and their current price structure; and
- c) develop price structure recommendations.(see Attachment 3)

These objectives were achieved through two different research methodologies:

- a) Price Sensitivity Measurement (PSM) is used to identify the acceptable range people are willing to pay for a product or service. This range is determined by asking respondents to identify the lowest price they would pay before they begin to question the quality of the product or service. The highest price point is also determined, which is the point that the customer feels the product or service is too expensive. From there, an optimal price point is established, which helps to determine a preferred price.
- b) Stated Preference Methodology (Preference) is a well-known statistical tool based on the trade-offs that customers have to make when deciding which product or service to purchase. The attributes tested in this study included:
 - i) admission price;
 - ii) a place similar to;
 - iii) location;
 - iv) facility access;
 - v) hours of operation;
 - vi) facility amenities;
 - vii) program; and
 - viii) quality.

This analysis is ideal for learning how changes to price affect the demand for products or services and to forecast the likely uptake of a service depending on multiple combinations or changes to the offerings. Preference cannot capture the entire market or take into account external factors, such as economic outlook, weather conditions, etc.

Report

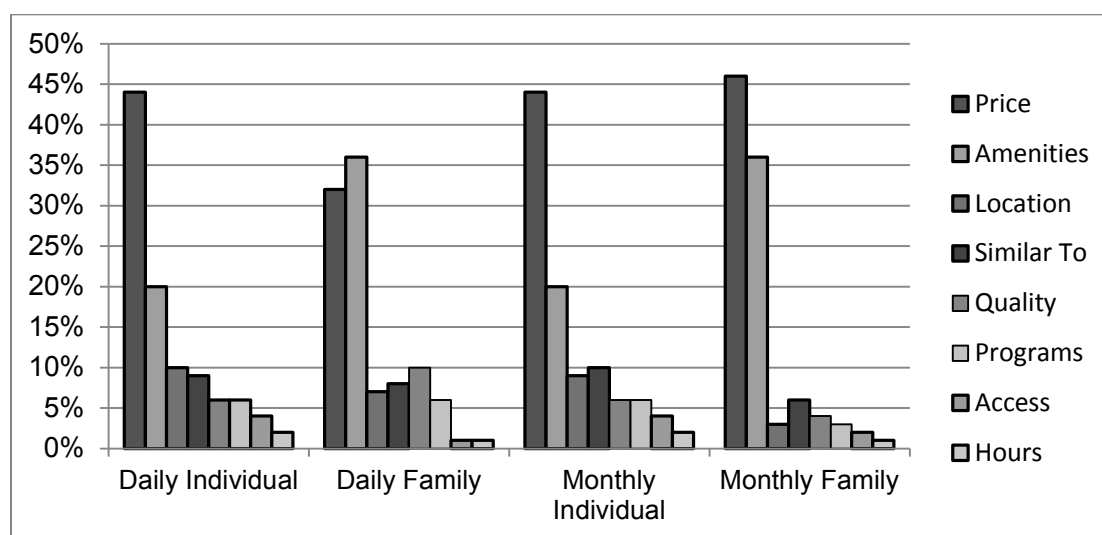
Leisure Centre Market Research Survey Highlights

Results from all areas of research supported the finding that price is the main attribute taken into account when considering a visit to a leisure centre. Qualitative data collected from a focus group and from general comment questions in online studies show a strong relationship between price and visitation. Additionally, recent research gathered and presented in the Recreation and Parks Master Plan support that altering price can indeed impact participation.

Leisure Centre Market Research

The PSM shows that current price points for all scenarios; individual, family, daily admission, and monthly rates, are well above the Optimum Price Point (OPP), and current general daily admission prices border the top of the acceptable price range. Price sensitivity is higher for long-term purchases. The PSM data shows the current price points for LeisureCards are almost twice as high as the OPP.

The Preference measurement results (price; amenities; location; similar to; quality; programs; access, and hours) confirm that for almost all cases, price is the attribute that all segments consider to be the most important when deciding to visit a leisure centre. Only in family daily admissions does pricing come in second behind amenities. The control question within the Preference exercise reconfirms that price is the most important attribute by far.



Most survey respondents were not aware leisure centres are partially funded through municipal taxes. Even after this was explained within the survey, it had no impact on price perception. Survey participants prefer:

- keeping the level of tax funding the same;
- continuing with the same service level; and
- a decrease in user pay rates.

LeisureCard and Admission Rates

Based on projected volumes derived from the Preference measurement and using price ranges from the PSM, leisure centres may realize an increase in volumes and revenues, by lowering the price point. Also, volumes increase as public awareness of leisure centres increases. Currently, there is a 73% awareness of leisure centres. An increase to 80% awareness will be targeted through marketing campaigns.

Inshtrix recommended the price point for an adult general admission be \$7.50 and \$38.00 for a monthly adult LeisureCard. The \$7.50 price point generated both an increase in participation and revenues. While respondents identified \$5.75 as the OPP for an adult daily admission and \$35.00 as the OPP for a monthly adult LeisureCard,

Leisure Centre Market Research

when Inshtrix considered potential participation levels and revenue increases, the OPP did not result in revenues required to meet the cost recovery objective.

However, when the participation formulas were applied to the recommended price point (\$7.50), it was determined there could be an excess of 1.5 million visits/year or 413 additional visits per day/facility. If these participation volumes are realized it is anticipated the leisure centres may not have the capacity to handle the increase and negatively impact service levels (overcrowded swimming pools, equipment availability, etc.)

Based on the research and taking into account facility capacity to accommodate an increase in participation, the Administration is recommending a hybrid of the research results for the rates and fees:

Recommended Admission Products		
Admission Option	Individual	Family
General Admission	\$9.80	\$19.60
LeisureCard	\$45.00/month	\$90.00/month
Bulk Tickets 10's	\$75.00 (\$7.50/ticket)	\$150.00

The general admission adult rate of \$9.80 and the family rate of \$19.60 will remain for 2016, 2017, and 2018. To address the Inshtrix recommendation for the price point of \$7.50, packets of 10 tickets will be sold for \$75.00.

LeisureCard sales and usage is the main contributing factor to the decline in the leisure centre revenues. Currently, LeisureCards may be purchased in 1- to 12-month increments, with a discount scale applied to longer term LeisureCard purchases. The Administration is recommending a LeisureCard single monthly rate reduced from an average of \$62 to a flat rate of \$45 per month for adults. By implementing a \$45 monthly adult LeisureCard and a \$90 family LeisureCard, revenues are projected to increase by approximately \$1,106,000 and sales volumes to increase by 36,000.

The research modeling suggests that the implementation of the above recommended admission products will generate a revenue increase of \$1,333,000 by 2018.

Non-Peak Time Offerings and Other Promotions

There is value to a customer to drop-in and participate in any leisure activity of their choice and at their convenience, regardless of the facility and/or time of day that a program is offered (see Attachment 4). The value to an individual is not in the number of choices available at one time, but rather the quality of the opportunity provided.

Leisure Centre Market Research

Examples of current specialty admission products and future admission products are as follows:

Current Promotional Products		
Admission Option	Individual	Family
Two-Week Trial	\$25	\$50
Summer Indoor LeisureCard	\$90/2 month	2x individual rate
Last Hour	\$3	2x individual rate

Future Admission Products		
Admission Option	Individual	Family
Leisure Pack (Six tickets)	\$45	\$90
Corporate LeisureCard	negotiated	2x individual rate
Targeted Promo	Toonie Tuesdays at 2 p.m.	2x individual rate

Options to the Recommendation

City Council may choose not to approve the proposed fees and charges. In this case, further direction would be required.

Public and/or stakeholder Involvement

The public was engaged through a random survey of Saskatoon residents and through the utilization of targeted focus group discussion.

Communication Plan

The new Leisure Centre Advertising Campaign was developed based on extensive market research and creative testing, and consists of an overarching Leisure Centre brand to create a stronger, more unified presence in the Saskatoon market. The campaign advertisements feature imagery and icons to visually convey the products, programs, and services that leisure centres have to offer. The campaign runs at specific times throughout the year and applies a finite budget into the most broad-reaching marketing and communications mediums to reach our primary target market (families with children interested in swimming). Research findings indicated that increasing awareness and satisfaction among this group has a high likelihood of being successful with our secondary targets, which consist of mature families and older singles. This combination of mediums, known as the marketing mix, has been chosen based on past effectiveness, new promising mediums, recent research findings, and other studies including the Civic Services Survey and New Neighbourhood Research Study. The end goal is to increase revenues and volumes at Leisure Centres through admission product and package sales.

Financial Implications

As outlined in Leisure Services Fees and Charges Policy No.C03-029, fees for admissions and drop-in programs shall be set to recover 65% of the total cost of providing the service.

Leisure Centre Market Research

The chart outlines the anticipated cost recovery based on the research and modeling completed by Inshtrix and the Administration.

Cost Recovery (in \$,000)					
	2014 Actuals	2015 Budget	2016 Budget	2017 Estimate	2018 Estimate
Total Revenues	4,764	5,011	5,317	6,042	6,344
Expenditures					
Total Staff Expenses	4,412	4,313	4,547	4,683	4,824
Internal Rental/Costs	3,816	3,815	3,967	4,126	4,291
Other	215	245	249	254	260
Total Expenditures	8,443	8,373	8,763	9,063	9,375
Cost Recovery %	56.4%	59.9%	60.7%	66.7%	67.7%

Cost recovery assumptions for revenues are based on: \$9.80 general admission, \$75.00 bulk tickets (10 pack), and a \$45.00/month LeisureCard. The expenditure cost recovery assumptions are a conservative estimate of costs, such as labor and facilities.

Policy Implications

Leisure Services Fees and Charges Policy No. C03-029 indicates any annual fee increases intended to work towards costs recovery objectives take place on January 1 of each year for general admission programs. Although this report is not proposing an increase in general admission fees, the Administration is requesting support from City Council to implement the admission fees outlined in the report effective September 1, 2015.

Other Considerations/Implications

There are no environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

Follow up will be through quarterly financial reporting, quarterly participation reporting, and the annual year-end report.

Public Notice

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

Attachments

1. Cost Recovery Objectives
2. Participation Rates for City Recreation and Cultural Facilities
3. Leisure Centre Pricing Strategy Executive Summary
4. Discount Leisure Centre Non-Peak Hours

Report Approval

Written by: Nancy Johnson, Supervisor, Program Services
Reviewed by: Cary Humphrey, Director of Recreation and Sport
Approved by: Randy Grauer, General Manager, Community Services Division

S/Reports/RS/2015/PDCS – Leisure Centre Market Research/gs
BF 22-13

Cost Recovery Objectives

Leisure Services Fees and Charges Policy C03-029

User Fee Rates

User fees for City-sponsored leisure programs will be set at levels that reflect the purpose, value, and quality of the service provided, as well as targeted participation/spectatorship levels. Consideration will be given to the impact such fees may have on comparable private sector services.

General Admission Programs shall be set to recover 65% of the total cost of providing the service.

Cost Recovery Target/Results 2010-2014						
	Target	Results				
		2010	2011	2012	2013	2014
Admission and Drop In Program	65.0%	60.9%	60.8%	62.7%	58.5%	56.4%
Rental Program	70.0%	66.7%	68.5%	68.6%	72.8%	74.2%
Children's Registered Program	85.0%	82.0%	86.1%	88.1%	92.6%	92.4%

Participation Rates for City Recreation and Cultural Facilities

Proposed 10-Year Target: Increase visits to City of Saskatoon recreation and culture facilities to 6,600 visits per 1,000 people

Description: The target measures our success in growing and maintaining participation in City-owned and managed recreation and culture facilities and programs which contribute to quality of life of residents. The measure includes number of visits to leisure centres (including registered programs), the Forestry Farm Park and Zoo, outdoor pools, municipal golf courses, playground programs, youth programs, youth centres, Mendel Art Gallery, and Rемаi Modern Art Gallery of Saskatchewan.

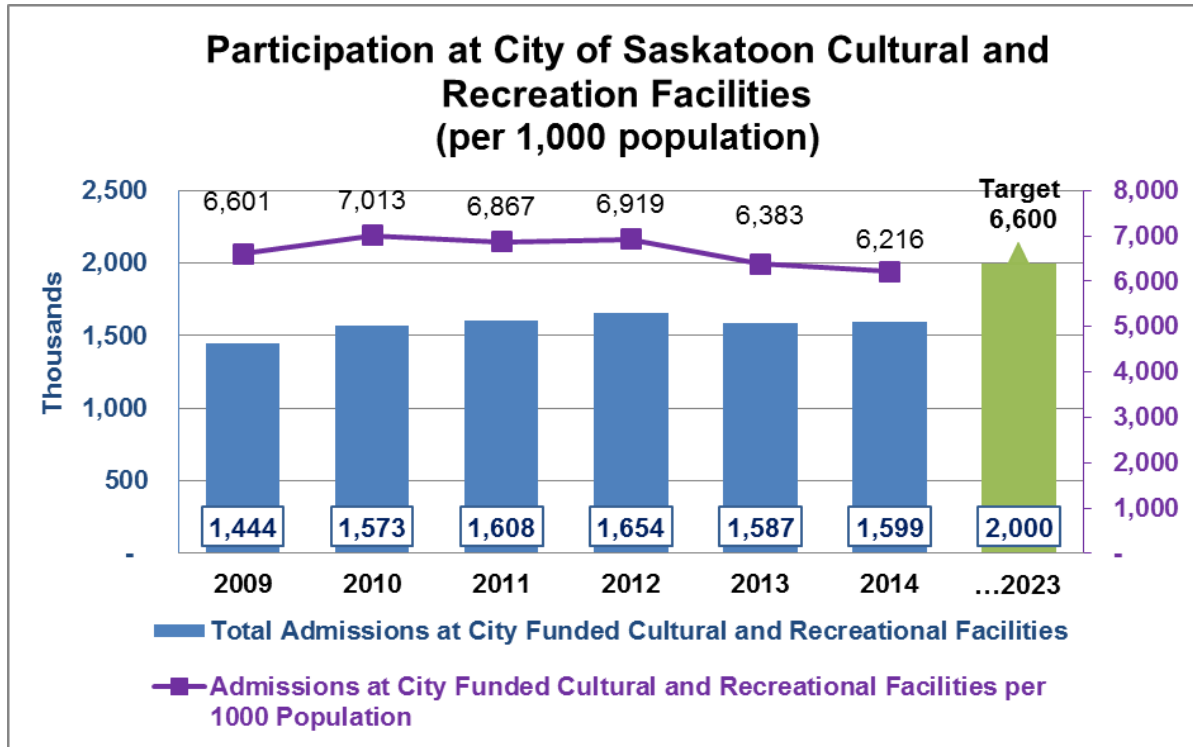
While the City also provides financial and staff support to community-based organizations that offer a variety of sports, culture and recreation activities, attendance at third party facilities, events and programs are not included in the target.

Participation =
$$\frac{\text{Number of visits to city managed recreation and culture facilities}}{\text{Population of Saskatoon / 1,000}}$$

The target represents an increase of about 400,000 visits to two million visits by 2023 based on a 2% annual population growth rate.

How are we doing?

In 2014, City-managed recreation facilities and programs attracted almost 1,600,000 visits or an average of over 6,200 visits per 1,000 residents. Overall participation increased in 2014 with more people visiting leisure centres, playground programs, and “youth centers, events, and programs.” The increase in participation, however, did not keep pace with Saskatoon’s population growth. Attendance is influenced by availability and types of programs, price, other recreation options, and weather.



Source: City of Saskatoon

Attendance at City of Saskatoon Recreation Facilities		
Admissions and Attendance	2014	2013 to 2014 Percent Change
Indoor Leisure Centres	771,393	1.8%
Forestry Farm Park & Zoo	142,253	-0.1%
Playground Programs	127,259	10.0%
Outdoor Pools	86,061	-2.1%
Municipal Golf Courses	115,086	-6.1%
Youth Centres, Youth Events & Youth Programs	12,300	15.1%
Registered Programs (Average 8 visits per registration)	181,872	0.1%
Mendel Art Gallery	163,181	-3.4%
Total Admissions	1,599,405	0.8%

Information from other jurisdictions is not directly comparable because of different types of recreation facilities and different ways of counting visits.

What do we need to do to achieve this target?

- New recreation programs and art exhibits to respond to changing demands, attract new users and continue to attract repeat visits
- New fee options to stay competitive
- Effective new marketing and promotions to increase awareness and attendance at facilities and programs
- Facility upgrades, enhancements or new facilities (including the new Remai Modern Art Gallery of Saskatchewan) to address aging infrastructure, reflect changing trends, respond to the growing population, and attract new users

What are the benefits of achieving the target?

- Saskatoon residents, regardless of their income, will have access to leisure activities in their neighbourhood.
- Participation in sports and recreation improves health and fitness. Healthier people are more productive and have a higher quality of life.
- Recreation programs provide Saskatoon with a competitive edge in being a city of choice when families are considering Saskatoon as a place to live, work, or vacation.
- Youth participation in recreation activities can help to reduce crime and mischief and the related costs to society.

What are the risks?

- Private fitness facilities and community organization programs that are conveniently located and meet specific interests may reduce attendance at City recreation facilities.
- Adverse weather has an impact on visits to golf courses, outdoor pools and playground programs.
- Social, cultural and demographic changes influence how people spend their leisure time.



Leisure Centre Pricing Strategy Executive Summary March 2015

Key Findings

- Results from all pieces of research support the finding that **price** is the main attribute taken into account when considering a visit to a Leisure Centre. Therefore altering price can indeed impact demand.
 - The Price Sensitivity Measurement (PSM) shows that current price points, for all scenarios – individual/family daily and monthly – are well above the optimum price points and in very few cases (daily general admissions), current prices border the top margin of perception of expensiveness
 - The Conjoint shows that for almost all cases, price is the attribute which all segments consider to be most important when deciding to visit a Leisure Centre.
 - Only among daily admission for Families does pricing come in close second behind amenities.
 - A control question was added to the conjoint exercise where respondents were asked directly what is the most important attribute when considering a Leisure Center. Results state that pricing is the most important attribute by far.
 - In addition, qualitative data collected from the Creative Focus Groups and general comments questions in both online studies shows a strong relationship between price and visitation.

Key Findings

- Consistent across all segments (Past, Current, and Potential), price sensitivity is higher for long-term purchases.
 - Historical data provided by the City shows that LeisureCard scans are flat (volume) or in decline (ratio), while general admission and bulk ticket purchases, in some cases, have increased volumes and in all cases, increased ratio.
 - The PSM shows that current price points for LeisureCards are almost twice as high as the optimum price points, which is not the same for daily admission rates.
 - The Conjoint shows that the relative importance of price increases across all segments once respondents go through the monthly exercise.
- Even though most are not aware of how Leisure Centres are funded through tax, the message does not have an impact on price perception. Across all segments, residents prefer a status quo.
 - Most commonly, all user types prefer to keep the level of funding the same and have Leisure Centre services remain consistent.
 - Further, comparing initially suggested daily/monthly admission rates to those suggested after the information regarding tax funding was presented shows little increase or decrease in preferred daily/monthly rates.

Recommendations

- Based on projected volumes/revenues derived from conjoint market simulations (using price ranges from the PSM), the City of Saskatoon may generate increased revenue by lowering the price for both individual and family general admissions but can still keep the family rate at two times that of individuals.
- LeisureCard/monthly charges should be reduced. Currently it is priced at about 7.5 times the daily admission price.
 - LeisureCard revenues generally increase as prices decline due to a spike in volumes, especially for individual adult users.
 - However, lowering the LeisureCard price for family users only generates increased revenues at awareness levels of 100% for Leisure Centres.
- Based on Conjoint Market simulations, the recommended price points are \$7.50 (adults)/\$15.00 (families) for general admissions and \$38.00 (adults)/\$76.00 (families) for a one month LeisureCard.
 - These price points are recommended as they generate higher revenues than the current market situation, yet the easy-to-explain pricing structure is left almost entirely the same.
- Though the perception of bulk ticket purchases were not directly tested in the Conjoint, data suggests that price sensitivity is high and users may be unwilling to pay for larger costs up-front.
 - Bulk scenarios tested suggest an offering of five and ten bulk tickets in a package yield a higher share of preference for the Leisure Centres than packages of 15 or 20 tickets. However, this result is based strongly on the price sensitivity in the data and caution is recommended when interpreting this finding.

Recommendations

- This City of Saskatoon may want to explore the possibility of charging for premium add-ons such as:
 - Child minding
 - Towels
 - Lockers
 - Program discounts
 - These items are not perceived as must haves and therefore extra revenue may be gained by charging for them.

- Further, each location can be priced differently for daily admission, and even further for monthly admission.
 - As Centre amenities ranks in the top three attributes for users, facilities which provide access to all amenities can be priced at a premium as users are generally willing to pay more.
 - A premium add-on could be charged to allow access to all Leisure Centre facilities.

- As historical data indicates, visitation varies between winter and summer months. As such, a Seasonality charge, for example, having options such as a Winter Card at higher price and a Summer Card at a lower price would take advantage of the varying levels of visitation.

Discount Leisure Centre Non-Peak Hours

TO: Secretary, Administration and Finance Committee
FROM: General Manager, Community Services Department
DATE: November 12, 2013
SUBJECT: Enquiry – Councillor T. Paulsen (April 22, 2013)
 Discounted Leisure Passes During Non-Peak Hours in Exercise Areas
 And
 Enquiry – Councillor T. Paulsen (June 10, 2013)
 Different Rates for User-Pay Services
FILE NO.: LS 1720-5; CK 1720-3, and CK 1720-1

RECOMMENDATION: that a copy of this report be forwarded to City Council for information.

TOPIC AND PURPOSE

The purpose of this report is to provide City Council with information in response to inquiries regarding discounted leisure passes during non-peak hours in the fitness rooms at leisure centres, as well as providing information relating to resident and non-resident user fees.

REPORT HIGHLIGHTS

1. Financial objectives and admission fees for the indoor leisure centres are established based on balancing the need to subsidize with the cost that should be paid by the user of the services.
2. Leisure centre customers have a variety of choices when selecting leisure activities. Customers choose to participate in programs at times and locations that are convenient to them.
3. A major component of pricing strategy is to offer a variety of admission options.
4. Peak and non-peak hours are not defined at the leisure centres due to a number of challenges.
5. A review of best practices for resident and non-resident user fees has been conducted with other Saskatchewan municipalities.

STRATEGIC GOAL

This report supports the long-term strategy to ensure existing and future leisure centres, and other recreational facilities, are accessible physically and financially and meet community needs which falls within the Strategic Goal of Quality of Life.

BACKGROUND

At the meetings of City Council held on April 22, 2013 and June 10, 2013 respectively, the following enquiries were made by Councillor T. Paulsen:

“Could the Administration please report on the possibility of offering discounted Leisure passes for use of exercise areas during the non-peak hours only of our Leisure Centres (For example, Monday – Friday, 10:00 a.m. – 3:00 p.m.)”; and

“Could the Administration please report on the possibility of charging differential rates for user-pay services the City provides for those people who reside outside of Saskatoon. For further clarity, ratepayers in Saskatoon (who actually paid for the construction of facilities and ongoing operating costs) would pay a cost-recovery rate (or whatever rate is set by Council), and those who reside outside of Saskatoon would pay a premium.”

Principles Followed When Setting Rates and Fees

Recreation and Sport operates six indoor leisure centres (Saskatoon Field House, Harry Bailey Aquatic Centre, Cosmo Civic Centre, Lakewood Civic Centre, Lawson Civic Centre, and Shaw Centre). Financial objectives and admission fees for the indoor leisure centres are established based on balancing the need to subsidize with the cost that should be paid by the user of the services. The challenge is achieving the balance between meeting our cost recovery objectives with the overall good of the community.

Recognizing that participation in leisure activities is essential to the well being of individuals and the community as a whole, City Council adopted several key principles. These principles were established to:

- 1) Help achieve a balanced approach when establishing rates and fees for the indoor leisure centres;
- 2) Speak to the importance of participation, choice, availability, and making leisure opportunities affordable to the broadest spectrum of residents;
- 3) Convey the importance of subsidizing children, youth, families, and special interest groups; and
- 4) Address the importance of establishing rates and fees so as not to discourage other providers from participating in the delivery of leisure services.

The objectives noted above are taken into account when establishing admission rates to indoor leisure centres in accordance with Leisure Services Fees and Charges Policy No. C03-029 (see Attachment 1). The fees for general admission programs shall be set to recover 65 percent of the total cost of providing the service.

Chart 1, below, is the current admission price structure and rates for the indoor leisure centres. The Adult, or base rate, is set to maximize revenue and/or to achieve cost recovery objects (see Attachment 2).

Chart 1

Admission Fee Category	2013 Rate
Adult (19 years of age and older) Base Rate	\$8.80
Youth (ages 6 to 18 years inclusive) – 60 percent of base rate	\$5.30
Pre-school (5 years and under)	Free
Family – two times the adult (base) rate	\$17.60

REPORT

Indoor Leisure Centre Customer Characteristics

In today's society, we know that not all people are alike in their approach to having active lifestyles. Today there are a vast number of options for Saskatoon residents to choose from when selecting leisure activities. Since there are more alternatives to choose from than consumers can possibly participate in, the consumers are faced with making decisions.

Existing or potential customers seeking leisure activity opportunities offered at the indoor leisure centres are assumed to have the following characteristics:

- Participants wish to participate in an activity at a time and location which suits their personal schedule;
- Recreation activity interests of participants are extremely diverse;
- Individuals and/or families who lead a busy lifestyle are subject to an ever changing leisure time schedule;
- A customer's decision is influenced by personal commitment in terms of leisure time, finances, program choices, quality, and location.

Based on the characteristics above, there is value to a customer to drop-in and participate in a leisure activity of their choice and at their convenience. The value to a customer to drop-in and participate in any activity of their choice, at their convenience, is the same regardless of the facility and/or time of day which a program is offered.

Admission Packages

One of the primary objectives of the Recreation and Sport Division is to build repeat usage within its existing customer base and attract new customers that are not currently using the leisure centres. Admission packages, which offer the public a variety of choices in how they pay to access the leisure centres, are a major component in the Recreation and Sport Division's pricing strategy.

A LeisureCard is the best discount option for patrons that access a leisure centre on a regular basis and are looking for the lowest rate possible. A customer that uses a leisure centre three times a week will pay from \$3.66 to \$5.50 per visit, depending on the duration of the LeisureCard purchased. Chart 2 illustrates that customers that visit a leisure centre frequently pay considerably less than the single adult admission rate.

Chart 2

2013 Leisure Card Cost	Number of Visits	Cost per Visit
3 Month Adult - \$198	36	\$5.50
6 Month Adult - \$352	72	\$4.88
9 Month Adult - \$462	108	\$4.27
12 Month Adult - \$527	144	\$3.66

Peak and Non-Peak Hours

In 2006, City Council approved the financial objectives for Recreation and Sport's general admissions program function at the indoor leisure centres (see Attachment 2). A balanced approach was taken in order to achieve the financial objectives and it is believed this approach remains relevant and fundamentally sound. Recreation and Sport does not define peak and non-peak hours at indoor leisure centres. The rationale for this is:

1. Each facility's peak or non-peak hours varies by facility, day of the week, and season. For example, Lakewood Civic Centre's weight room has lower usage from 1 p.m. to 3 p.m. compared to Shaw Civic Centre's weight room, which does not consistently experience low weight room usage.
2. The facility programming can create a variant to the numbers of participants attending at the same time. For example, Harry Bailey Aquatic Centre's lane swim is busier than the weight room during the 6 a.m. to 8 a.m. time period. It would be unreasonable to charge a customer a different rate because the program they are attending is busier than an alternative program in the same leisure centre.
3. Each leisure centre has its own unique characteristics that define facility capacity creating a challenge in defining peak or non-peak periods. For example, Lakewood Civic Centre's weight room is smaller in scale than Saskatoon Field House's weight room. Therefore, the parameters for peak or non-peak hours would be a challenge to standardize.
4. It is inequitable for customers to pay different rates based on the time of day they are available to participate. In addition, some customers may perceive there is a disadvantage to only being available to participate during the busier times (e.g. evenings or weekends) at a facility, as it often means waiting for equipment to become available.

Resident and Non-Resident User Fees

A review of user fee best practices from other municipalities was conducted with the municipalities of Regina, Warman, Prince Albert, Nipawin, and Swift Current (see Attachment 3). Currently, none of these municipalities have implemented different fees based on residential status for access to leisure facilities. The City of Swift Current did implement different user fees for non-residents in September 2010. This was short-lived, however, and was discontinued in February 2011 due mainly to pressure from the

local business community. Given that local business communities rely on both residents and non-residents, these different non-resident fees were viewed as a negative business impact. Some of these municipalities do charge a different fee for arena rentals for those who live outside of the municipality.

Given the growth of Saskatoon and the surrounding communities, this issue may need to be viewed from the larger regional planning perspective. Saskatoon residents and surrounding municipalities benefit from taking a regional perspective in the planning of communities which would include recreation and leisure services. In addition, there would be an economic benefit recognized by Saskatoon businesses in and around each of the leisure centres.

Although the registration system currently used by the Recreation and Sport Division is capable of accommodating different user fees based on residency, the Administration is of the opinion that this larger regional planning perspective be taken before moving in this direction of different user fees.

PUBLIC NOTICE

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

ATTACHMENTS

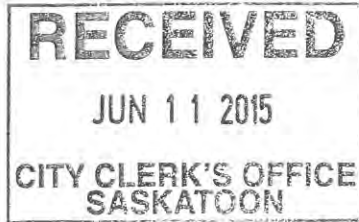
1. City Council Policy C03-029
2. Indoor Leisure Facilities – Rental Rates and General Admission Fees Report, dated July 24, 2006
3. Review of Best Practices From Other Cities

Written by: Nancy Johnson, Program Service Supervisor
Loretta Odorico, Customer Service Supervisor

Reviewed by: Cary Humphrey, Director of Recreation and Sport

Approved by: “Randy Grauer”
Randy Grauer, General Manager
Community Services Department
Dated: “November 15, 2013”

cc: Murray Totland, City Manager



Robert N. Kavanagh

334 Mahabir Court
Saskatoon, Sask S7W 0J5
306-373-4465
bob.kavanagh@usask.ca

June 8, 2015

Mayor Atchison and City Council Members
City Hall
222 3rd Ave North
Saskatoon, SK
S7K 0J5

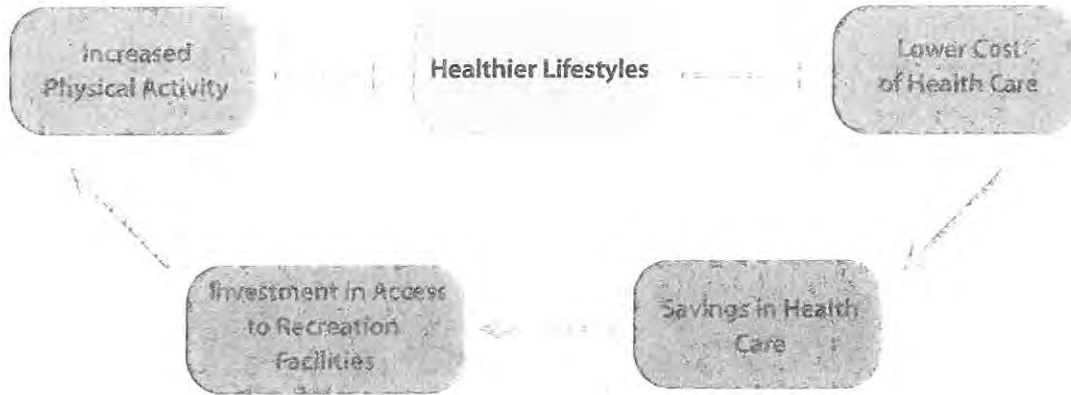
Dear Mayor and members of Council,

I note from recent media coverage that Council is considering the future of usage fees for the Leisure facilities in the City. I further note that the stated 'problem' is to consider how to make the City's Leisure facilities profitable. With respect, I suggest to you that 'profitability' is the wrong problem on which to focus.

Our Leisure facilities should be viewed as a strategic element in maximizing the overall health of Saskatoon citizens. Therefore, the real question to be asked is "Within the fiscal, spacial and other constraints we face, how can we maximize the contribution of Saskatoon's recreational facilities to improving and sustaining the health of our citizens?"

I have lived in this City for over 40 years. I retired 15 years ago, and have enjoyed many hours of use of facilities such as the Lakewood Civic Centre. Unfortunately, over the past several years, the cost of a LeisureCard has almost doubled, and my wife and I can no longer afford to swim or use the gym facilities on a regular basis. It would seem that the pursuit of 'profitability' of these facilities has been based solely on constantly raising the entrance fees, rather than any other alternatives. This approach is indicative of a 'silo' approach to this problem - the only view in play is that these facilities can only be made 'profitable' by increasing fees. The last person who can afford to use the facilities will be paying a fortune!

I suggest to you that there is another model in which to understand the role and funding of these facilities. As shown on the next page, we should be seeing recreational facilities as a key component in a system that crosses the boundaries between the City of Saskatoon and the Saskatoon Health Region. In time, there might be other stakeholders in this system, but to get started, I assume that even bringing together these two organizations is already complicated enough.



We are constantly told that increased and sustained physical activity is a key to good health, particularly for the elderly. If that is so, then getting elders out to exercise should be considered a good investment, not a cost. There are lots of smart people working for the City of Saskatoon, as well as within the Health Region. Between these two organizations, a task force should be able to come up with data that can predict what is the marginal benefit to lowering the barriers to access to the Leisure facilities. Looking at this bigger picture just might show that it would actually be in the best financial interest of SHR to cooperate with the City in encouraging citizens of all ages, but particularly seniors, to use these facilities as much as we can.

Thank you for considering my letter.

Sincerely yours,

Robert N. Kavanagh

cc. Saskatoon Council on Aging

Off-Leash Dog Parks in the Rural Municipality of Corman Park

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That the update concerning the detailed design process and interim use of Chief Whitecap Park be received for information;
2. That the City of Saskatoon provide financial assistance to the Rural Municipality of Corman Park to support bylaw enforcement efforts in Chief Whitecap Park for 2015 and 2016, as outlined in this report;
3. That the Off-Leash Recreation Area located north of Hampton Village, in the Rural Municipality of Corman Park, be permanently closed, and the City Solicitor be requested to bring forward an amendment to Animal Control Bylaw, 1999, Bylaw No. 7860 to implement the closing; and
4. That the current scope of Chief Whitecap Park Capital Project No. 2353 be amended to include the construction of a gravel parking lot in 2015, at an estimated cost of \$60,000, to be funded from the Animal Services Reserve.

Topic and Purpose

The purpose of this report is to provide an update on the detailed design process for Chief Whitecap Park (CWP) in the Rural Municipality of Corman Park (RM), and address animal control enforcement issues in off-leash dog parks within the RM. The report also requests a \$60,000 increase to the CWP Capital Project No. 2353 to construct an interim parking lot to alleviate current parking pressures.

Report Highlights

1. The detailed design process for CWP is currently underway and will be completed early in 2016. Prior to the final plan being approved in 2016, and construction completed in 2017 or 2018, the land will continue to be used as an active and passive recreation area, including informal use as an Off-Leash Recreation Area (OLRA).
2. An interim solution for bylaw enforcement for the informal OLRA has been worked out with the RM. This will involve financial support from the City of Saskatoon (City) to the RM for 2015 and 2016.
3. It is recommended that the OLRA located in the RM north of Hampton Village be permanently closed due to on-going issues related to the access road being flooded, as well as the challenges and costs of permanent bylaw enforcement.
4. In order to support the interim use of CWP as an informal OLRA, a parking lot and an improved communications plan are proposed to be implemented in 2015.

Off-Leash Dog Parks in the Rural Municipality of Corman Park

5. This report also summarizes the short- and medium-term strategies for OLRAs in Saskatoon.

Strategic Goal

This report supports the Strategic Goal of Quality of Life whereby:

“Citizens have access to facilities and programs that promote active living, and enjoy the natural beauty and benefits of parks, trails, and the river valley that brings people together.”

Background

At its June 14, 2010 meeting, City Council approved the CWP Master Plan (Master Plan). The Master Plan provides direction on the future design and function of this City-owned land. It will include an off-leash dog area, improvements to pathways and park amenities, including the development of adequate parking areas for users, the naturalization of a large upland area, and an area for cultural, historical, and natural interpretation.

In the fall of 2010, the City submitted and received approval of the Master Plan from the Meewasin Valley Authority (MVA) Development Review Committee. MVA Board approval of the Master Plan is subject to the City submitting a completed detailed design.

At its December 2012 meeting, City Council approved the Master Plan Capital Project No. 2353. The Capital Budget allocated \$100,000 to complete the detailed design for CWP.

The City submitted a discretionary use application to the RM in 2013, requesting approval of the Master Plan. The City’s discretionary use application for CWP is still pending, subject to completing a detailed design and the City responding to a number of RM Council conditions (see Attachment 1).

Report

CWP Detailed Design Update

The City has partnered with the MVA to undertake the detailed design of the CWP site. This is based on the existing Master Plan and conditions of approval from the RM.

Below is a preliminary schedule to complete the detailed design by March 2016:

- a) August to October 2015 – revised Master Plan public input (format to be determined);
- b) November to December 2015 – complete final detailed design;
- c) January 2016 – MVA Board and City Council consideration of final detailed design; and
- d) March 2016 – RM Council consideration of final detailed design.

In the meantime, until construction is complete, the land will continue to be used as a naturalized active and passive recreation area, including informal use as an OLRA.

Off-Leash Dog Parks in the Rural Municipality of Corman Park

Improved communications are required to support compatible behaviour by all user groups.

Off-Leash Dog Park Enforcement and Options

The City Administration met with RM officials to discuss enforcement issues in dog parks located in the RM. As an interim solution, it was agreed that the City would recommend financial assistance to the RM to support dangerous dog investigations, where warranted. The estimated costs for these investigations are \$15,000 in 2015, and up to \$24,000 in 2016.

Once CWP is fully operational in 2017 or 2018, a more formalized enforcement strategy will be required.

Off-Leash Dog Park in the RM North of Hampton Village

The City faces similar enforcement issues at the off-leash dog park located in the RM north of Hampton Village. Access to this dog park is currently closed due to flooding. The flooding of this road is an on-going concern. Given these two factors, the Administration is recommending permanent closure of this off-leash dog park. To replace this dog park, a new off-leash park, located in the Hampton Village neighbourhood, will be open to the public in 2016.

Construction of a Gravel Parking Lot at CWP

The RM has an on-going concern with the unofficial parking along the roadway adjacent to CWP, and at times, blocking access to local roads and private property (see Attachment 2).

So far, approval has only been received for capital funding to complete the detailed design. The Administration is recommending to change the scope of Capital Project No. 2353 to include the construction of a gravel parking lot in 2015, in order to address the parking and safety concerns adjacent to CWP. The estimated cost to design and construct a gravel parking lot for approximately 50 cars is estimated at \$60,000.

As identified in the Animal Services Reserve, within Reserves for Future Expenditures Policy No. C03-003:

- a) direct expenditures may be made for capital projects involving the upgrading or expansion of the Animal Services Program facilities and services; and
- b) all expenditures qualifying as capital projects require City Council approval.

Subject to City Council approval, the Administration will seek written confirmation from the RM prior to constructing a gravel parking lot.

Off-Leash Dog Parks in the Rural Municipality of Corman Park

Short- and Medium-Term Strategies for Developing Off-Leash Dog Parks

The medium-term strategy is to develop CWP in a way that preserves its natural experience, enhances the biodiversity of its habitat, increases recreation and interpretive options, and provides more access.

For the short term, the City is focused on improving the maintenance standard of our existing off-leash dog parks within city limits, by the following:

- a) continuing regular weekly garbage pick-up (implemented in 2013);
- b) adding dog park amenities, such as providing dog bags (implemented in 2014); and
- c) developing and implementing a new dog park sign strategy to educate pet owners on responsible pet etiquette and ownership (fall 2015).

The City has also developed an Off-Leash Dog Park Program Plan. This program plan has assisted the Administration to locate suitable locations and increase the number of off-leash dog parks within city limits. Below is a list of City Council approved off-leash dog parks that will be operating by the end of 2016:

- a) Avalon;
- b) Caswell (open 2014);
- c) Hampton Village next to Richardson Road (2016);
- d) Hyde Park (open 2015);
- e) Pierre Radisson (2016);
- f) Silverwood;
- g) Southwest (open 2013); and
- h) Sutherland Beach.

Options to the Recommendation

City Council has the option to not support the RM in bylaw enforcement efforts related to the informal OLRA in CWP. Further direction would be required, as the public will continue to use this informal dog park, and on-going animal control issues will remain.

City Council could direct that the off-leash dog park north of Hampton Village remain open. The issues with this option are the City's ability to provide reasonable roadway access and on-going animal control enforcement.

Public and/or Stakeholder Involvement

The RM has expressed concerns regarding unofficial parking along the CWP access roadway, as well as enforcement and prosecution issues in dog parks located in the RM. The Administration has met with the RM to review and discuss various animal control enforcement and prosecution options. The Administration will continue to meet with the RM to collectively seek permanent solutions once the final park plan is implemented.

Off-Leash Dog Parks in the Rural Municipality of Corman Park

Communication Plan

To ensure the safety of people that use CWP, both with and without pets, the Administration wishes to clearly communicate that CWP is not yet a fully approved off-leash dog park. The City Administration intends to install temporary signs at CWP, summarizing the following key themes:

- a) CWP is the future home of a permanent off-leash dog park;
- b) In the meantime, please follow the RM's Dogs Running At Large Bylaw;
- c) Violators may be subject to dangerous animal prosecution; and
- d) Call the RM Police to report activities of concern.

Financial Implications

RM Administration believes it is appropriate that the City be responsible for the cost of dangerous animal prosecutions on City-owned land located in the RM. There are currently five dangerous animal files under review, and each file is anticipated to cost \$3,000 to investigate and prosecute, for a total of \$15,000. The Animal Services Operating Budget will be over-spent in 2015 to cover these dangerous animal prosecutions, but this is considered an expedient public service need, given the popularity of CWP as an informal off-leash recreation area. Savings will be sought in other areas.

The operating cost impact will be included in the 2016 Animal Services Operating Budget, subject to City Council providing direction for future off-leash dog park enforcement at CWP. The potential operating impacts are estimated in the range of \$21,000 to \$24,000 and will be included in the proposed 2016 operating budget.

Safety/Crime Prevention Through Environmental Design (CPTED)

Once detailed design is completed, a CPTED review will be undertaken prior to City Council approval.

Other Considerations/Implications

There are no policy, environmental, or privacy implications or considerations.

Due Date for Follow-up and/or Project Completion

The Administration will present the final detailed design to City Council for consideration in the first quarter of 2016.

Public Notice

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

Attachments

1. Discretionary Use Application – Chief Whitecap Park Letter, Dated July 16, 2013
2. Chief Whitecap Park Letter, Dated May 20, 2015

Off-Leash Dog Parks in the Rural Municipality of Corman Park

Report Approval

Written by: Brad Babyak, Integrated Facility Supervisor, Recreation and Sport

Reviewed by: Cary Humphrey, Director of Recreation and Sport

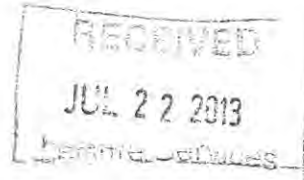
Approved by: Randy Grauer, General Manager, Community Services Department

S:\Reports\RS\2015\PDSCS – Off-Leash Dog Parks in the Rural Municipality of Corman Park\kt



July 16, 2013

Brad Babyak
Integrated Facility Supervisor
City of Saskatoon
222 3rd Avenue North
Saskatoon SK S7K 0J5



Dear Brad:

Re: Discretionary Use Application – Chief Whitecap Park

Council considered your application at its June 17, 2013 meeting and passed the following resolution:

“That the application of the City of Saskatoon to establish a Passive Recreation Use consisting of an off leash dog park, on leash park areas, natural, cultural and historical interpretive area, as outlined in the Chief Whitecap Park Master Plan, on E ½ 1 & SE 12-36-6-W3 be APPROVED as a discretionary use subject to:

- i. Council receiving and approval of detailed design;*
- ii. the City of Saskatoon to upgrade Cartwright Street and Saskatchewan Crescent as recommended in the November 2011 report prepared by AECOM at the sole cost of the City of Saskatoon;*
- iii. the road upgrades including corrections to the sharp curves on Cartwright Street and Saskatchewan Crescent as recommended in the AECOM report, or reduction of the speed limit so that the sharp curves are no longer a safety concern;*
- iv. the necessary amendments to RM policy to allow for the City of Saskatoon Animal Control Agency to enforce the City of Saskatoon Animal Control Bylaw in Chief Whitecap Park and to enforce and prosecute dangerous animals;*
- v. the off leash area of the park being reduced to no more than 80 acres and fenced from the rest of the park and adjacent properties to Council's satisfaction;*
- vi. entering into a development agreement to ensure that the use complies with all relevant requirements of the District Zoning Bylaw and conditions of approval; and*
- vii. the development agreement addressing ongoing contributions to infrastructure costs that are affected by the proposed development including initial upgrade and ongoing maintenance of the infrastructure.”*

Rural Municipality of Corman Park No. 344

111 Pinehouse Drive, Saskatoon SK S7K 5W1 Phone: (306) 242-9303 Fax: (306) 242-6965
Email: rm344@rmcormanpark.ca Website: www.rmcormanpark.ca

I am out of the office from July 18th-29th. Once back I will start working on the policy amendments required. I may need some information during this process so I may be contacting you, but if you have any questions or comments please contact me.

Yours truly,

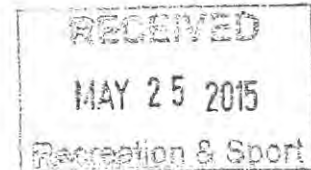
A handwritten signature in black ink that reads "C. Watson". The signature is written in a cursive style with a small dot at the end.

Chad Watson, MCIP
Manager of Development
RM of Corman Park No. 344
Phone: (306) 975-1663
Email: cwatson@rmcormanpark.ca

Rural Municipality of Corman Park No. 344
111 Pinehouse Drive, Saskatoon SK S7K 5W1 Phone: (306) 242-9303 Fax: (306) 242-6965
Email: rm344@rmcormanpark.ca Website: www.rmcormanpark.ca



May 20, 2015



Cary Humphrey
Recreation & Sport
City of Saskatoon
222 – 3rd Avenue North
Saskatoon SK S7J 0K5

Dear Mr. Humphrey:

Re: Chief Whitecap Park – Parking Concern

At their May 19th meeting the R.M. of Corman Park Council raised concern with the unofficial parking that has been occurring adjacent to the Chief Whitecap Park. Due to the lack of parking provided on the property there has been an ongoing problem with unofficial parking along the roadway adjacent to the park and at times blocking Saskatchewan Crescent.

It is Council's understanding that completion of the plans to develop the Chief Whitecap Park are expected to occur late this fall and Council is requesting the City of Saskatoon consider accommodating the users of the park and trail this summer with a temporary parking area on the west side of the road within the Chief Whitecap Park.

It would be appreciated if your immediate attention be given with respect to this request.

If you have any further questions regarding this matter please contact the undersigned.

Sincerely,

Adam Titemore
Administrator

Rural Municipality of Corman Park No. 344

111 Pinehouse Drive, Saskatoon SK S7K 5W1 Phone: (306) 242-9303 Fax: (306) 242-6965
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Prohibition of Smoking in City-Operated Public Places

Recommendation

That a report be submitted to City Council recommending that an extension of the no smoking prohibition to include all public places operated by the City be addressed by amendment to the *No Smoking Bylaw, 2004*, as opposed to the *No Smoking Policy No. C06-001*.

Topic and Purpose

At its meeting held on May 4, 2015, the Standing Policy Committee on Planning, Development and Community Services resolved that the Administration report back on potential amendments to the *No Smoking Policy No. C06-001* (the “Policy”) to address smoking in public places operated by the City.

This report provides options for the potential regulation of smoking in public places through amendments to *The Smoking Control Bylaw, 2004* (the “Bylaw”) or the Policy.

Report Highlights

1. This report is in response to a Council resolution to have the Administration investigate the possibility of prohibiting smoking in any public open space operated by the City.
2. The City currently has no policy or bylaw which restricts smoking in public open spaces such as parks, outdoor sports-fields, public squares or recreation areas, with limited exceptions.
3. Expanded regulation of outdoor public spaces could be achieved by amendment to the Policy or the Bylaw.

Strategic Goal

The recommendations in this report promote the City’s goal of continuous improvement and making Saskatoon the best-managed city in Canada by making health and safety a top priority.

Background

Smoking is regulated under *The Tobacco Control Act* (the “Act”), however, the focus of the provincial legislation is enclosed places. The Act does not deal with outdoor public places.

The Bylaw is intended to supplement the provisions of the provincial legislation. The Bylaw extends the smoking prohibition beyond enclosed places to include certain outdoor seating areas, including those adjacent to a restaurant or bar.

The Policy prohibits smoking in all City-owned or operated buildings and pools, City-owned seating areas of outdoor sports facilities and within nine metres of the entrance of any civic building with the exception of the Shaw Centre. We understand that City Council recently resolved to amend the Policy to prohibit smoking at both the main and secondary entranceways of that facility (May 25, 2015).

The existing Policy already prohibits smoking in a number of outdoor “City-owned” spaces. Regulating beyond these spaces is possible, but is likely to require further resources, both human and financial. The scope of any expansion to the areas currently regulated will dictate the extent of the resources required. Signage is currently required under both the Bylaw and the Policy. Enforcement will be dependent on the Committee’s choice to proceed by way of Bylaw versus Policy amendment.

Report

In seeking to prohibit smoking in public places operated by the City, two options exist. The City may elect to amend the Bylaw or the Policy. Each option has benefits and potential drawbacks.

Bylaw Amendment

A city has jurisdiction to pass bylaws regarding smoking. Under *The Cities Act*, a city may pass bylaws respecting the safety, health and welfare of people and the protection of people and property. A city may also pass bylaws in relation to people, activities and things in, on or near a public place or place that is open to the public. In a situation where the province has enacted legislation in the field, a city may also enact a bylaw in the same field provided it has the legislative jurisdiction to do so and the bylaw is not in conflict with the provincial legislation.

The City has the jurisdiction to further extend smoking prohibitions contained in the Bylaw to include all public places operated by the City.

Prohibition through bylaw allows the City to ticket and fine for contraventions. Additionally, most bylaws have existing enforcement procedures in place. The Bylaw, for example, is currently enforced by health inspectors from the Saskatoon Health Region. This arrangement has worked well because the inspectors are inspecting restaurants and bars under the Act, and it is efficient for them to also inspect outdoor seating areas as they are part of the restaurants and bars. We understand that, at this time, the Health Region would not be prepared to enforce the Bylaw in all public places operated by the City. However, in addition to the Saskatoon Health Region, the Bylaw allows for Saskatoon Police Service (“SPS”) enforcement and the appointment of additional bylaw enforcement officers under section 10, which could include existing civic employees or a third party hire.

Prohibition of Smoking in City-Operated Public Places

We have confirmed with SPS that enforcement of the Bylaw would be incidental to current Police duties. Enforcement would be complaint driven and complaints received would be handled as resources allow. Again, however, bylaw enforcement officers could be assigned. Response times to complaints of contraventions of the Bylaw will depend on the resources available to enforce the Bylaw and will impact the City's ability to ticket under the Bylaw. Further consultation by Community Services would be required to determine the details of any enforcement process.

Signage is required under the Act for those enclosed places subject to Provincial regulation. Currently, the Bylaw also requires signage for all places regulated pursuant to the Bylaw, including those also the subject of Provincial regulation. Signage for places beyond the scope of regulation under the Act and under the current Bylaw provisions is recommended both to aid in the prosecution of violations, and to encourage citizens to self-regulate smoking habits. The Court will require due diligence by the City to ensure that the public is made aware of where the prohibition is in effect. The City would have to bear the costs of any signage.

The Bylaw currently has a narrow scope, namely, outdoor seating areas in restaurants/clubs and is intended as a supplement to the Act which only applies to enclosed spaces. Expanding the Bylaw to include all outdoor public spaces operated by the City would require significant amendments. A clear definition of what areas would be affected by the prohibition would be required under the Bylaw.

The City also has the ability to amend its Policy to expand the smoking prohibitions in City-owned spaces and facilities contained in the Policy. Past efforts to expand smoking prohibitions to outdoor public areas have been done by policy amendment.

Policy Amendment

A policy does not allow the City to ticket and fine for contraventions. The only remedy for violators would be a request to cease the activity and failing that, removal from the premises. Enforcement of the policy would be the City's responsibility and could be carried out by civic employees or delegated to a third party.

Notice of the policy and posting signs in all affected areas is required by the current Policy. The City would have to bear those costs.

The Policy currently covers certain City-owned and operated public spaces, namely, outdoor pools and seating areas of outdoor sports facilities. These Policy provisions are not actively enforced, but are complaint driven.

Expanding the Policy to include all outdoor public spaces operated by the City would be relatively simple given the current scope of the Policy, however, enforcement would be limited, as described above.

The General Manager of Community Services and the City Manager have reviewed this report.

Communication Plan

The General Manager of Community Services has provided the following information for inclusion in this report regarding the proposed communication plan:

In addition to signage, the public will be informed of the new smoking restrictions through a public awareness and education campaign, as well as use of proactive enforcement.

The campaign, based on best practices from other municipalities, will include news media, promotion on social media, a utility bill insert to all households, newspaper ads, radio ads and website promotion. There will be a heavier emphasis on promotion in the first year to create the initial awareness and change in smoking behaviours, with reduced promotion in years two and three as the ban becomes the norm. In addition, a 'Saskatoon's Parks Are Smoke-Free' wordmark will be developed for use on all campaign materials to send a strong unified message about the ban.

An electronic toolkit consisting of graphics and articles will be provided to key stakeholders including user groups and lease-holders, Meewasin Valley Authority, Tourism Saskatoon, Community Associations, and festival and event organizers for use on websites and in newsletters to help spread the word. Potential partnership opportunities and initiatives with the Saskatoon Health Region will be explored.

Policy Implications

An amendment to Policy No. C06-001, the *No Smoking Policy*, to prohibit smoking in an expanded array of outdoor public spaces owned or operated by the City could result, as directed by the Committee.

Financial Implications

There will be costs associated with signage and enforcement in the event of a Bylaw or Policy amendment.

Other Considerations/Implications

There are no environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

Any amendments to the Bylaw in 2015 would be generated by the Solicitor's Office, and any proposed changes to the *No Smoking Policy* would go through the City Clerk's Office.

Prohibition of Smoking in City-Operated Public Places

Public Notice

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

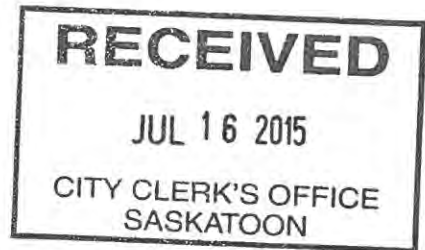
Report Approval

Written by: Derek Kowalski, Solicitor
Reviewed by: Christine G. Bogad, Director of Administrative Law
Approved by: Patricia Warwick, City Solicitor

Admin Report – Prohibition of Smoking in City-Operated Public Places.docx
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185-3

From: Dr. Michael Schwandt <Michael.Schwandt@saskatoonhealthregion.ca>
Sent: July 16, 2015 11:49 AM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Thursday, July 16, 2015 - 11:49
Submitted by anonymous user: 216.174.154.38
Submitted values are:

Date: Thursday, July 16, 2015
To: His Worship the Mayor and Members of City Council
First Name: Dr. Michael
Last Name: Schwandt
Address: Saskatoon Health Region, 101 - 310 Idylwyld Drive North
City: Saskatoon
Province: Saskatchewan
Postal Code: S7L 0Z2
Email: Michael.Schwandt@saskatoonhealthregion.ca

Comments:
Re: July 20th meeting of the SPC on Planning Development and Community Services
Request to speak to Agenda items:
7.2.9 Prohibition of Smoking in City-Operated Public Places [File No.CK. 185-3
7.2.10 Regulation of Electronic - Cigarettes/Vaping [File No. CK. 185-3]

Please indicate whether I should speak to both items at once or whether I can get 5 minutes for each.
Thank you.

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/30738>

Regulation of Electronic-Cigarettes/Vaping

Recommendation

That a report be submitted to City Council recommending that City Council approve an amendment to Policy No. C06-001, *The No Smoking Policy*, to include electronic cigarette use under the definition of “smoke/smoking” thereby prohibiting electronic cigarette use in all City-owned buildings, pools, seating areas of outdoor sports facilities and within nine metres of the entrance of any civic building.

Topic and Purpose

Recent media enquiries to the City of Saskatoon and across Canada, along with incidents involving the use of electronic cigarettes (“e-cigarettes”) on City Transit buses and City property, have raised questions about the City’s intentions to regulate e-cigarettes.

This report provides options for the potential regulation of e-cigarettes within the City through amendments to *The Smoking Control Bylaw, 2004* (the “Bylaw”) and/or the *No Smoking Policy* (the “Policy”).

Report Highlights

1. The City currently has no policy or bylaw which speaks to the use of e-cigarettes.
2. An amendment to the Policy would address e-cigarette use in City-owned facilities.
3. For regulation of e-cigarette use on a larger scale, amendments to the Bylaw or provincial legislation would be required.

Strategic Goal

The recommendations in this report promote the City’s goal of continuous improvement and making Saskatoon the best-managed city in Canada by making health and safety a top priority.

Background

The City has several viable options regarding the regulation of e-cigarette use, many of which are already being considered by other municipalities across Canada. These approaches include regulation at the municipal level and lobbying superior levels of government. A review of the regulation of e-cigarettes and approaches taken in other jurisdictions can be found at Attachment 1.

E-cigarettes are battery-operated devices that mimic the use and sometimes the appearance and taste of conventional cigarettes. They do not contain tobacco and produce vapour instead of smoke when used. When inhaled, an atomizer heats a cartridge which contains a liquid solution (also called the 'e-liquid') of water, flavouring and sometimes nicotine, in a base of propylene glycol and vegetable glycerine. This usually produces a vapour (or aerosol) that resembles cigarette smoke. The act of using an e-cigarette is often referred to as "vaping". E-cigarettes may or may not contain nicotine. E-cigarettes with nicotine are also known as electronic nicotine delivery systems ("ENDS") or electronic smoking products.

In Canada, e-cigarettes that contain nicotine or that make a health claim (for example, that they can help people quit smoking) are regulated under the *Food and Drugs Act* and accordingly, require market authorization by Health Canada prior to being imported, advertised or sold in Canada. Currently, no ENDS have market authorization. E-cigarettes that do not contain nicotine and do not make a health claim can be imported, advertised or sold in Canada without restrictions.

E-cigarettes are not subject to the packaging, labelling, advertising, promotion and sponsorship restrictions that apply to traditional cigarettes and other tobacco products.

Report

Current Saskatchewan Regulation

In the City of Saskatoon, the Bylaw only applies to lighted "tobacco" defined under the Bylaw as, "any form in which it is used or consumed, and includes snuff and raw leaf tobacco, but does not include any food, drug or device that contains nicotine to which the *Food and Drugs Act* applies". This is the same definition used under *The Tobacco Control Act* (the "Act"). There are two types of e-cigarettes, those with and without nicotine, neither of which contain tobacco. Therefore, neither type currently falls under the purview of the Bylaw or the Act.

The Province does not currently regulate the use of e-cigarettes and our Office has confirmed that there are no immediate plans to regulate at a provincial level. The Ministry of Health takes the position that the importation, sale and advertisement of e-cigarettes containing nicotine are covered federally by the *Food and Drugs Act* and they are therefore hesitant to seek regulation at a provincial level. However, the federal legislation is not currently being enforced and e-cigarettes with nicotine continue to be easy to obtain in Canada, whether through retailers or online. There are no restrictions on selling, importing or marketing e-cigarettes that do not contain nicotine and that do not make a health claim.

Solutions

(a) Provincial Regulation

In an effort to regulate e-cigarette use, sales and advertising, the approach taken by many municipalities across Canada has been to lobby the Province. This has usually been precipitated by the regional or provincial health authority. The Saskatchewan

Ministry of Health has shown no such interest at this time. However, if the City is in favour of regulating e-cigarette use, the most effective and consistent approach is through an amendment to provincial legislation, namely the Act.

(b) Municipal Regulation

At a municipal level, the City of Saskatoon, under section 8(1) of *The Cities Act*, has the jurisdiction to pass bylaws respecting “people, activities and things in, on or near a public place or place that is open to the public”. This power would encompass e-cigarette use, with or without nicotine, in public places.

As it stands, the City of Saskatoon has no legislation that would prohibit the use of e-cigarettes in a public place. However, it is possible to create bylaw provisions which are more restrictive than those imposed under provincial and federal legislation so long as compliance with the Bylaw does not require a breach of the Act.

It would therefore be possible to restrict the use of e-cigarettes under the Bylaw. Currently, the Bylaw only applies to the specific establishments listed under subsection 4(1), a copy of which is included as Attachment 2. To prohibit the use of e-cigarettes in places other than those listed under subsection 4(1) would require the addition of those places under subsection 4(1). This would extend to tobacco as well. In the alternative, a specific provision concerning the prohibition of e-cigarettes could be added which would include specific reference to areas to which the prohibition applies. In the event that e-cigarettes were to be banned in more areas than tobacco smoking is banned, the method of enforcement would have to be determined. The current Bylaw is enforced by health inspectors from the Saskatoon Health Region, but may also be enforced by Saskatoon Police Services or bylaw enforcement officers appointed under the Bylaw. Further consultation would be required to determine if the Saskatoon Health Region would be willing to enforce e-cigarette provisions of the Bylaw.

Finally, as an alternative or in addition to Bylaw amendments, the City could amend the Policy, by expanding the definition of smoking to include the use of e-cigarettes (or vaping). This would prohibit the use of e-cigarettes, with or without nicotine, in all City-owned buildings, pools, seating areas of outdoor sports facilities and within nine metres of the entrance of any civic building. Administrative Policy No. A07-020, Civic Vehicles – Operating Protocol, would be amended concurrently to include vaping under the definition of smoking and therefore prohibit the use of all e-cigarettes in civic vehicles.

Similar to the no smoking prohibition, the remedy for violators of the Policy in respect of e-cigarette use would be a request to the violator to cease the activity, and failing that, removal from the premises.

This report has been reviewed by the General Manager, Community Services Department and the City Manager.

Options to the Recommendation

The Committee could decide to decline the recommendation and instead lobby the Province for a change in the Act. Alternatively, or in addition to an amendment to the Policy, the Committee could recommend to City Council that the Bylaw be amended to restrict the use of e-cigarettes.

Communication Plan

The Communications plan includes placing newspaper ads and online notifications on the City of Saskatoon website to inform the general public of the vaping prohibition.

Policy Implications

The recommendation in this report, if accepted, could result in an amendment to the Policy to prohibit e-cigarette use in all City-owned buildings, pools, seating areas of outdoor sports facilities and within nine metres of the entrance of any civic building.

Due Date for Follow-up and/or Project Completion

The City Solicitor's Office would attend to any proposed amendments to the Bylaw in 2015, and any proposed changes to the No Smoking Policy would go through the City Clerk's Office.

Public Notice

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

Attachments

1. The Regulation of E-Cigarettes – Approaches Taken in Other Jurisdictions
2. Subsection 4(1) of *The Smoking Control Bylaw, 2004*

Report Approval

Written by: Derek Kowalski, Solicitor
Reviewed by: Christine G. Bogad, Director of Administrative Law
Approved by: Patricia Warwick, City Solicitor

The Regulation of E-Cigarettes

Approaches Taken in Other Jurisdictions

(a) Places Where Electronic Smoking Devices are Prohibited by Law in Canada

Province	Jurisdiction	Definitions and Restrictions	Adopted	In Force
Ontario	Essex	"Smoke or Smoking" means the carrying of a lighted cigar, cigarette, pipe or any other lighted or heated smoking equipment used to smoke or vaporize any tobacco substance. Use of e-cigarettes is prohibited on all municipal property, with limited exceptions.	6/10/2014	1/1/2015
Ontario	Innisfil	"Nicotine delivery device" means any product which when smoked causes nicotine to permeate the environment without restriction, and includes electronic nicotine devices such as e-cigarettes. "Smoke or Smoking" includes the carrying of a lighted cigar, cigarette, pipe or any other lighted smoking equipment or product, including but not limited to electronic cigarettes or other nicotine delivery devices. Use of e-cigarettes is prohibited within 9 metres of the perimeter of a playground equipment zone, public playing field and recreation spaces, and spectator seating areas.	16/10/2013	1/1/2014
Ontario	Tecumseh	"Smoking" means the carrying of a lighted cigar, cigarette, pipe, or any other lighted or heated smoking equipment used to smoke or vaporize any tobacco or non-tobacco substance. Use of e-cigarettes is prohibited in public places and within 9 metres of city buildings or transit stops.	8/7/2014	1/1/2015
Alberta	Red Deer	"Smoke" or "Smoking" means to inhale, exhale, burn, or have control over a lighted cigarette, cigar, pipe, hooka pipe, or other lighted smoking implement designed to burn or heat tobacco or any other weed or substance for the purpose of inhaling or tasting of its smoke or emissions . Use of e-cigarettes is prohibited in the following areas: bingo establishment, casino, drinking establishment, grandstand, outdoor public event, patio, private club, public building, public transportation vehicle, restaurant, sidewalk cafe, and work place.	8/7/2013	27/6/2014
British Columbia	Harrison Hot Springs	No definition of smoking is provided in the bylaw. However, it does say that, "No person shall smoke any tobacco, electronic cigarette , cigar, cigarello [sic], pipe or ignite any cartridge of nicotine solution, vaporizing system or smoke any substance that replicates a smoking experience in any building, structure, park or public space within the Village of Harrison Hot Springs." Building is not defined under the Bylaw.	16/6/2014	16/6/2014
British Columbia	Kelowna	"Smoke" or "Smoking" means to inhale, exhale, burn or carry a lighted cigarette, cigar, pipe, hookah pipe, electronic cigarette, or other smoke equipment, that burns or vaporizes tobacco, marijuana or any other substance. Use of e-cigarettes is prohibited in all areas within park boundaries including access roads, parking lots, pathways, linear parks, beaches and buildings within 3 metres of doorways, windows, air takes and transit shelters/bus stops. 1095		

The Regulation of E-Cigarettes

Approaches Taken in Other Jurisdictions

British Columbia	Vancouver	"Burning" means to produce smoke, vapour or any other substances that can be inhaled. "Smoke" or "smoking" includes burning a cigarette or cigar, or burning any substance using a pipe, hookah pipe, lighted smoking device or electronic smoking device. "Vapourize" or "vapourizing" means to inhale or exhale vapour produced by an electronic cigarette, electronic pipe, electronic hookah or other similar device that can be used to deliver nicotine or other substances. Use of e-cigarettes is prohibited in public buildings, taxis, transit shelters and within 6 metres of any building.	1/10/2014	1/10/2014
Nova Scotia	Hantsport	"Smoke" or "Smoking" means to inhale, exhale, burn, or have control over a lighted cigarette, cigar, pipe, hooka pipe, or other lighted smoking implement designed to burn or heat tobacco or any other weed or substance for the purpose of inhaling or tasting of its emissions , but does not include using or having control over nicotine replacement products approved for use by Health Canada. Use of e-cigarettes is prohibited in various outdoor areas and town owned vehicles.	5/11/2013	5/11/2013
Nova Scotia	Entire Province	"Electronic cigarette" means a vaporizer or inhalant-type device, whether called an electronic cigarette or any other name, containing a power source and heating element designed to heat a substance and produce a vapour intended to be inhaled. "Smoke" means smoke, inhale or exhale smoke from, burn, carry, hold or otherwise have control over a lit or heated cigarette, cigar, pipe, water pipe, electronic cigarette or other device that burns or heats tobacco or another substance that is intended to be smoked or inhaled. In another clause, "Electronic cigarette" means a vaporizer or inhalant-type device , whether called an electronic cigarette or any other name, containing a power source and heating element designed to heat a substance and produce a vapour intended to be inhaled and includes all components used in conjunction with the device, including the e-liquid, cartridge and any other component that may be sold separately from the device itself. Use of e-cigarettes is prohibited in various indoor facilities.	20/11/2014	31/5/2015
Quebec	Montréal-Nord	Montréal-Nord's Council has adopted an amendment to the Bylaw on parks, pools/wading pools, and public buildings (unofficial translation) to prohibit the use of electronic cigarettes in municipal buildings. All types of electronic cigarettes, whether they contain nicotine or not, are prohibited in all municipal buildings in the borough of Montréal-Nord.	12/1/2015	20/1/2015

The Regulation of E-Cigarettes

Approaches Taken in Other Jurisdictions

Saskatchewan	Martensville	"Nicotine delivery device" means any product which when smoked causes nicotine to permeate the environment without restriction, and includes electronic nicotine devices such as e-cigarettes. "Smoke" or "smoking" means to inhale, exhale, burn, or carry a lighted cigarette, cigar, pipe, or other lighted smoking equipment that burns tobacco or other substance. Use of e-cigarettes is prohibited in city-owned, operated, leased facilities and restaurants, licensed premises, and various outdoor facilities.	15/10/2014	1/1/2015
Saskatchewan	Warman	"Nicotine delivery device" means any product which when smoked causes nicotine to permeate the environment without restriction, and includes electronic nicotine devices such as e-cigarettes. "Smoke" or "smoking" means to inhale, exhale, burn, or carry a lighted cigarette, cigar, pipe, or other lighted smoking equipment that burns tobacco or other substance. Use of e-cigarettes is prohibited in city-owned, operated, leased facilities and restaurants, licensed premises and various outdoor facilities.	14/10/2014	1/1/2015

(b) Provincial/Federal Regulation of E-Cigarettes

Ontario	<p>In Toronto, on August 25, 2014 City Council voted to ban the use of e-cigarettes at all City workplaces through use of administrative policy. This decision came from a motion brought before Toronto City Council by the Toronto Board of Health.</p> <p>The report goes on to recommend that if the provincial government has not acted to regulate e-cigarettes within six months, that the Medical Officer of Health report in consultation with the City Solicitor on municipal regulation to prohibit e-cigarette use in Toronto wherever smoking is currently prohibited under local or provincial legislation.</p>
Nova Scotia	The provincial government of Nova Scotia has introduced legislation that prohibits e-cigarette use as described under part (a) of this Attachment.
Quebec	Montreal Public Health recently made a number of recommendations for federal regulation of e-cigarettes including marketing them as a Canadian tobacco product, setting standards for minimum quality, limiting advertising and sponsorship, only recommending e-cigarettes as an aid for quitting smoking under the supervision of a doctor and making them available for smokers trying to quit before making them available for everyone else in Canada.
British Columbia	<p>The Vancouver School Board on March 10, 2014 voted that e-cigarettes be banned on all school property. This was further to a report from Vancouver Coastal Health recommending that e-cigarettes be restricted in the same manner as conventional cigarettes.</p> <p>According to an August 13, 2014 article in the Vancouver Sun, Vancouver City Council, as well as the Province, are also giving serious consideration to the recommendations in the Vancouver Coastal Health report.</p> <p>In Victoria, provincial officials are also acting on Premier Christy Clark's directive to the health ministry to "work with the federal government to regulate the sale of e-cigarettes and flavoured tobacco to minors in British Columbia, or in the absence of a federal strategy, move to introduce legislation."</p>

Scope

4. (1) This Bylaw applies with respect to places or premises operated as:
- (a) billiard halls;
 - (b) bingo establishments;
 - (c) bowling centres;
 - (d) casinos;
 - (e) licensed premises;
 - (f) outdoor seating areas;
 - (g) private clubs;
 - (h) restaurants; and
 - (i) sidewalk cafes.
- (2) Smoking in public places or premises other than those mentioned in Subsection (1) shall be controlled under the provisions of Part III of *The Tobacco Control Act*.

Smoking Prohibited

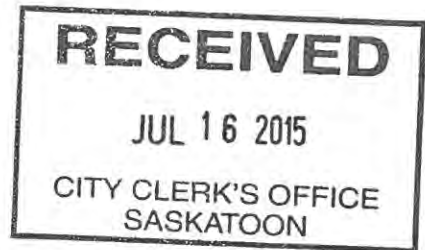
5. (1) No person shall smoke or hold lighted tobacco in any place or premises mentioned in Subsection 4(1).
- (2) No proprietor of a place or premises mentioned in Subsection 4(1) shall permit persons to smoke or hold lighted tobacco within that place or premises.

Signs Required

6. (1) Every proprietor of a place or premises mentioned in Subsection 4(1) shall ensure that signs containing a statement respecting the prohibition against smoking or holding lighted tobacco are posted in the place or premises.

185-3

From: Dr. Michael Schwandt <Michael.Schwandt@saskatoonhealthregion.ca>
Sent: July 16, 2015 11:49 AM
To: City Council
Subject: Form submission from: Write a Letter to Council



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Date: Thursday, July 16, 2015
To: His Worship the Mayor and Members of City Council
First Name: Dr. Michael
Last Name: Schwandt
Address: Saskatoon Health Region, 101 - 310 Idylwyld Drive North
City: Saskatoon
Province: Saskatchewan
Postal Code: S7L 0Z2
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