

SUTHERLAND

Local Area Plan

Final Report



February 8, 1999
Community Services Department
City Planning Branch



DISCLAIMER

The Sutherland Local Area Plan Report and its recommendations were approved by Saskatoon's City Council on June 21, 1999. These recommendations have been adopted into Saskatoon's Development Plan and Zoning Bylaw.

The Sutherland Local Area Plan Report refers to the "Planning and Building Department" as the body responsible for the creation and implementation of the Local Area Plan, however it is no longer in existence. The City Planning Branch of the Community Services Department is now responsible for the Local Area Planning Process.

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EXECUTIVE SUMMARY

The Sutherland Local Area Plan has been undertaken to ensure that the qualities which make this neighbourhood successful are maintained, and to address issues which are important to the future of the neighbourhood.

[Click here to view a map of the study area.](#)

The Sutherland Local Area Plan is public participation-oriented planning approach and is part of Council's commitment through the City of Saskatoon Strategic Plan to "enable active community-based citizen participation in issue and problem identification and resolution".

Once completed, the Sutherland Local Area Plan will be adopted, in by-law, to form part of the City's Development Plan.

By creating a vision, maximizing opportunities, and solving problems, the Local Area Plan for this neighbourhood will contribute to the success of the City as a whole.

The Sutherland Local Area Plan has been drafted with extensive community input. A dedicated planning group consisting of neighbourhood residents, representatives of the Sutherland/Forest Grove Community Association, and Sutherland Business Association was formed in September of 1997. Through these meetings, the members of this group have set goals and recommendations aimed at achieving their vision for the future of Sutherland. These goals and recommendations are set out in detail in this report.

The goals of the Sutherland Local Area Plan are:

- To provide clear and specific guidelines to the City in its ongoing efforts to guide and direct development and redevelopment in the neighbourhood;
- To increase the degree of accountability among stakeholders and to foster a more co-operative and pro-active atmosphere when dealing with neighbourhood planning issues;
- To ensure that adequate park and open spaces are identified and to enhance the existing park space with emphasis on linkages between existing park space;
- To establish policies that reinforce the stability of the character of the neighbourhood and encourage a variety of housing to meet the accommodation needs of families;
- To promote transportation that is conducive to an increased quality of life within the neighbourhood;
- To harmonize the relationships between commercial and residential land owners within and adjacent to the neighbourhood;
- To establish a pedestrian link between the two parts of the neighbourhood that are bisected by the railway tracks;
- To mitigate negative impacts from the adjacent Sutherland Industrial Area; and
- To ensure that the neighbourhood is adequately allotted its share of municipal services such as fire, police, recreation, and public transit.

The recommendations in this report follow the overall vision of Plan Saskatoon to sustain a high quality of life for Saskatoon's residents over the long term by balancing the economic, environmental and social needs of the community.

OVERVIEW

WHY LOCAL AREA PLANS?

One core strategy of City of Saskatoon's Strategic Plan is to "enable active community-based participation in issue and problem identification and resolution". This has yielded extensive neighbourhood participation through the Core Neighbourhood Study Review and the Plan Saskatoon processes. Respondents to The Plan Saskatoon Public Participation Program indicated that additional measures are required to enhance the viability of Saskatoon's Core and Intermediate neighbourhoods, thereby:

- improving neighbourhood and property maintenance;
- developing and improving green spaces;
- managing the number of multiple-unit dwellings;
- managing the impact of transportation changes;
- creating greater housing choices; and
- enhancing health/safety and crime prevention.

These measures will be necessary as the Core and Intermediate neighbourhoods will be expected to accommodate moderate levels of infill development over the next 20 years. This development potential exists in the current land use policy designations and associated zoning patterns. Population increases will originate from natural neighbourhood regeneration. Some of these areas will also experience increases in employment over the next 20 year period. Increased employment opportunity will come primarily from the infill of vacant or under-used industrial and commercial lands. Because of their central location, the long term viability of these Core and Intermediate neighbourhoods contributes significantly to the success of the overall City. Their continued viability will require Local Area Plans to identify and address neighbourhood issues such as those noted above.

The Local Area Plans will share a format that includes a neighbourhood demographic and infrastructure inventory, a public participation process to develop goals and set priorities, and an action plan. Each Local Area Plan will be prepared and scheduled with regards to a number of issues, including but not limited to, their current level of pressure for development and need for remediation.

THE LOCAL AREA PLAN

Local Area Plans are a public participation-oriented planning approach which gives stakeholders an active role in determining the future of their area or neighbourhood. Through assessment of current conditions, strengths and weaknesses, and identification of trends, the local area planning process develops goals and actions aimed at the long-term success of a local community with due regard to city-wide goals and issues. The planning process permits residents, business owners, land owners, and other stakeholders to identify and prioritize issues affecting their community. By working together with the City of Saskatoon, through the **Planning & Building Department**, these groups can then discuss alternatives, solutions and projects to help meet the goals they have contributed to.

Local Area Plans include strategies designed to improve or maintain specific areas and provide a guide for future development of the local area. Strategies will vary from area to area, but will generally focus on the issues of land use, housing, safety, transportation, urban design, and open space. The scope of the plans could vary from addressing a few specific issues, to an approach which encompasses a wide range of issues.

Sutherland Local Area Planning Group

The Sutherland Local Area Planning Group is a group of neighbourhood stakeholders that met every two weeks between October, 1997 and May, 1998. **The Planning & Building** Department hosted a public meeting in September, 1997 to introduce the Local Area Planning process and to gather input from the Sutherland neighbourhood stakeholders as well as invite a small number of people to become directly involved in the process. There were 15-20 people that consistently attended these meetings. They represent neighbourhood residents of various ages, homeowners, business owners, business operators, land owners as well as the Sutherland/Forest Grove Community Association, and the Sutherland Business Association. They have consistently, and conscientiously discussed and debated all of the issues and concerns that were raised at the Sutherland public meeting held at the Sutherland Hall on September 30th, 1997.

Mission Statement

The Sutherland Planning Committee, dedicated to the people of this community, exists to help provide and implement a short and long term development plan for the community.

Vision Statement

Our Community is safe, vibrant, and friendly; encourages and supports cultural, social, artistic and economic diversity; and maintains a small town atmosphere, with an abundance of diverse and affordable housing.

Plan Goals

The goals of the Sutherland Local Area Plan are:

- To provide clear and specific guidelines to the City in its ongoing efforts to guide and direct development and redevelopment in the neighbourhood;
 - To increase the degree of accountability among stakeholders and to foster a more co-operative and proactive atmosphere when dealing with neighbourhood planning issues;
 - To ensure that adequate park and open space are identified and to enhance the existing park space with emphasis on linkages between existing park spaces;
 - To establish policies that reinforce the stability of the land uses in the neighbourhood and encourage a variety of housing to meet the accommodation needs of families.
 - To promote transportation that is conducive to an increased quality of life within the neighbourhood;
 - To harmonize the relations between commercial and residential land uses within and adjacent to the neighbourhood; and
 - To establish pedestrian links between the two parts of the neighbourhood that are bisected by the railway tracks.
 - To mitigate negative impacts from the adjacent Sutherland Industrial Area.
 - To ensure that the neighbourhood is adequately allotted its share of municipal services such as fire, police, recreation, and public transit.
-

THE VOICE OF SUTHERLAND

THE COMMUNITY VALUES:

Throughout the local area planning process, including two neighbourhood-wide public meetings, the residents, business owners, and other neighbourhood stakeholders have voiced support for a number of neighbourhood characteristics they value and wish to retain.

- A strong sense of a community that is safe, vibrant, friendly, family-oriented and based on a co-operative decision making process.
 - A community that encourages and supports cultural, artistic and economic diversity through volunteerism and sponsorship.
 - Sutherland neighbourhood's history and small town atmosphere.
 - A diverse and affordable housing stock which faces the street and reinforces the feeling of community and togetherness.
 - A mix of residential, commercial, and industrial land uses that facilitates living, working, and shopping within the neighbourhood and which co-operatively works towards solving conflicts.
 - A mixed-use neighbourhood which promotes alternative modes of transportation, such as walking, biking, and public transit, within the neighbourhood.
-

THE VOICE OF SUTHERLAND

THE COMMUNITY IS CONCERNED ABOUT

Throughout the local area planning process, including two neighbourhood-wide public meetings, the residents, business owners, and other neighbourhood stakeholders have voiced concern over a number of neighbourhood characteristics that they would like to change.

- Future land uses and infill development.

Residential infill development should be sympathetic, in form and scale, to the existing development in Sutherland. Residents would like to see R1/R2 zoning with ~ 1000 sq. ft. dwellings with sidewalks, alleys and garages out back.

The development of Multiple Unit Dwellings (MUD) should be limited. Residents feel that the neighbourhood is approaching its saturation point.

- Transportation and Circulation.

The speed and volume of traffic in the neighbourhood is too high. There is a lot of traffic cutting through Sutherland as they commute between other Northeast Sector neighbourhoods and the University of Saskatchewan and the Central Business District.

An excessive volume of through traffic on Egbert Avenue makes it difficult and unsafe for children to cross the street on their way to and from school.

The amount and speed of through traffic on both Central Avenue and 108th Street makes it unsafe for pedestrians trying to cross the street.

Heavy traffic on 108th Street decreases the quality of life for those residents who face the street, dangerous for pedestrians trying to cross the street, and unsafe for cars trying to exit their driveways onto 108th.

PLAN SAKATOON

Public Survey Results:

Can you identify measures that would enhance the viability of Saskatoon's Core and Intermediate neighbourhoods?

Improve Neighbourhood/
Property Maintenance
(21%)

More/Improved
Greenspaces (10%)

Encourage Neighbourhood
Commercial Centres (6%)

Limit Multi-Unit Dwellings
(6%)

Enhanced Health/Safety
and Crime Prevention (6%)

Provide Greater Housing
Choice (5%)

- The level of municipal services in the neighbourhood.

There is a lack of sidewalks on some streets others are in poor condition.

The quality and timing of snow removal needs improvement.

There is poor drainage in C. F. Patterson Park, particularly in the spring.

There is poor storm water drainage in parts of the neighbourhood in the spring and after heavy rainfall.

- Level of safety within the neighbourhood.

The level of theft and vandalism is perceived to be on the rise.

Neighbourhood streets are unsafe for pedestrians, cyclists, and vehicles.

- The amount of park and open space in the neighbourhood and their degree of development.

Future residential infill in the neighbourhood must include adequate park space i.e. 10% of gross area as defined by existing administrative policy. This is of particular concern with regards to the University of Saskatchewan lands.

Existing park space should be better developed.



SUTHERLAND HISTORY

The neighbourhood of Sutherland on the east side of Saskatoon is unique in the city. Sutherland had independent beginnings as a railway town, and although it amalgamated with Saskatoon in 1956, a small town atmosphere still permeates the community. This is due in part to the layout of Sutherland and in part to the green barrier created by the University of Saskatchewan's fields which prevents the neighbourhood from being engulfed by the city it chose to join.

A Railway Town

Like most prairie towns, the founding of Sutherland was directly related to railway construction. The site for the town was chosen not for environmental reasons (such as proximity to water), but for its position on a railway line and its proximity to Saskatoon. In 1907, the Canadian Pacific Railway completed the construction of its branch line from Regina to Edmonton as far as the outskirts of Saskatoon. It was the CPR's practice to bypass existing communities and build its own town sites on land it owned or acquired —thus sharing the real estate profits with no one. In accordance with this practice, the railway company decided to build its divisional point and terminal three miles east of Saskatoon in what is now Sutherland. In 1908 its bridge and route through the city were completed and the CPR purchased the land for its rail facilities from noted Saskatoon real estate agent, Albert H. Hanson.

Development Pattern

A member of Saskatoon's economic elite, Hanson began buying land in the Sutherland area in about 1905. In 1908, after selling some of his land to the CPR, he subdivided the rest of his property on the west side of the railway track. This residential and commercial subdivision was laid out in a north-south grid typical of North American townships.

On the other side of the tracks, the CPR was subdividing its land, as was typical of prairie railway towns, following the rail axis on an oblique angle from southeast to northwest.

Both subdivisions were laid out in a grid pattern, however since West Sutherland was aligned with 1st Avenue — later Central Avenue— and east Sutherland was aligned with the railway track, the grid pattern conflicted. This lack of conformity became an intrinsic feature of the community. The resulting gap between the tracks and Central Avenue was destined to become a light industrial area. As well, most of the subsequent growth in

Sutherland took place on the western side of the tracks; there was little growth in the residential area east of the tracks for several decades, due in part to the lack of schools or parks in this neighbourhood.

A New Village

In the spring of 1909, Sutherland had a population of 102 residents; over half of these residents were affiliated in some way with the CPR. At that time the community wrote to the Saskatchewan Department of Municipal Affairs requesting incorporation as a village. A petition with 51 signatures was also forwarded as part of the application, and on August 30, the village of Sutherland was created.

William C. Sutherland

Sutherland was named after prominent Saskatchewan politician William C. Sutherland. Trained as a lawyer, Sutherland came to Saskatoon in 1903 and became its first secretary treasurer. A wheat farmer and stock raiser who also co-owned a Saskatoon real estate firm, Sutherland was elected as the first Saskatoon member to the new Saskatchewan legislature in 1905, winning the seat for the Liberals. He served as deputy-speaker in the assembly from 1908 to 1912. During this period he was instrumental in getting the University of Saskatchewan to locate in Saskatoon.

The Town of Sutherland

By 1912, Sutherland had grown to a population of 1,000 people. This impressive growth from 100 to 1,000 people over a period of three years was due to a “boom” phenomenon that Sutherland — like its neighbour Saskatoon, and other prairie communities — experienced in the early years of development. By 1912, town boosters were calling Sutherland a “real estate plum”, and were making predictions of considerable growth for their community.

Sutherland seemed destined for bigger and better things; clearly it could no longer remain a village. While some Sutherland residents felt that amalgamation was the way to go, visions of prosperity and growth prompted the majority of citizens to seek Sutherland’s incorporation as a town. On June 1, 1912, the town of Sutherland was officially born.

Signs of Growth

Several new projects were undertaken beginning in 1912-13 which reflected the optimism of the townspeople. The Sutherland town hall was completed in January 1912, built at the corner of 108th Street and Egbert Avenue. Students attending Sutherland School

moved from their one room wood frame school to a new, multi-story brick school in 1912. Another significant sign of growth was the establishment, August 11, 1913, of a physical link between the town and Saskatoon through the construction of a street railway line.

Town Improvements

By the end of 1912, Sutherland's population was approaching 1,500. The optimistic outlook of the Town Council led to the approval of large expenditures for town improvements. Water and sewer installation began in Sutherland in 1913, however, in the midst of these improvements the town was hit by an economic "bust" which seriously affected the town's subsequent development. By the end of 1912, population growth had slowed and in 1913 a recession hit Saskatchewan. By the middle of 1914 Sutherland was in serious financial trouble. The main cause for this trouble was the debenture debt incurred by the town for the installation of its water and sewer systems.

Source: City of Saskatoon Leisure Services Department, *Discovering Sutherland, 1991.*

It was not until the 1950's and Sutherland's amalgamation with Saskatoon that significant growth once again occurred. Today, Sutherland is a thriving Saskatoon neighbourhood with small businesses proliferating on Central Avenue and new residential areas such as Forest Grove and Erindale in the northeast. In the midst of this growth, Sutherland has retained its individuality – its "small town" character the direct result of its interesting history.

Refer to Map No. 1 on page 16.

SUTHERLAND TODAY

The Sutherland Local Area Plan covers the area delineated by the Planning and Building Departments Neighbourhood Boundaries map and identified as Sutherland neighbourhood. The neighbourhood is bounded on the west by Circle Drive, an expressway which moves traffic from the south end of the city to the north end; on the east by Central Avenue, a major arterial with access that runs the full length of the neighbourhood; on the north by Attridge Drive, a major arterial controlled access which moves traffic from Circle Drive into the University Heights Suburban center; and on the South by College Drive, an expressway that directs traffic from Highway No. 5 to all points in the city. Most streets within the neighbourhood are classed as local streets and intended to carry only local traffic. The exceptions are Egbert Avenue, 104th Street, and the east portion of 115th which are classed as minor collectors and intended to collect traffic from the local

roads and direct it to the arterial streets which surround the neighbourhood. 108th Street is classed as a minor arterial and carries traffic through the neighbourhood to and from Central Avenue and Preston Avenue.

Sutherland, according to the Neighbourhood Profiles has a gross area of 212 ha (525 ac) and an overall density of 10.32 dwellings per ha (4.18 dwellings per ac). The neighbourhood has a total neighbourhood park space of 8 ha (20 ac) in four different parks distributed throughout the neighbourhood. In addition to these there are two special use parks with a total area of 2 ha (5 ac). Sutherland is served by two elementary schools, Sutherland School and Holy Family School, which both have playgrounds and playground equipment.

According to Saskatchewan Health Populations, Sutherland's population has been on the increase, with the exception of 1997. The increase per year averages about +1% and the decrease for 1997 is about -1%. The decrease in population for 1997 could be due to a number of impacts on the Saskatchewan Health Populations. 1990, 1994 and 1997 are years where the postal code checks, on Saskatchewan health cards, are important. If the postal code on a health card is incorrect then that person is incorrectly classified into a neighbourhood. Since the health cards are renewed every 3 years, these are the years that may show corrections. Changes in housing type may also produce a net increase or decrease in population. So, although 1997 shows a slight drop in population, the trend in Sutherland is towards a small annual increase. **(Figure 1)**

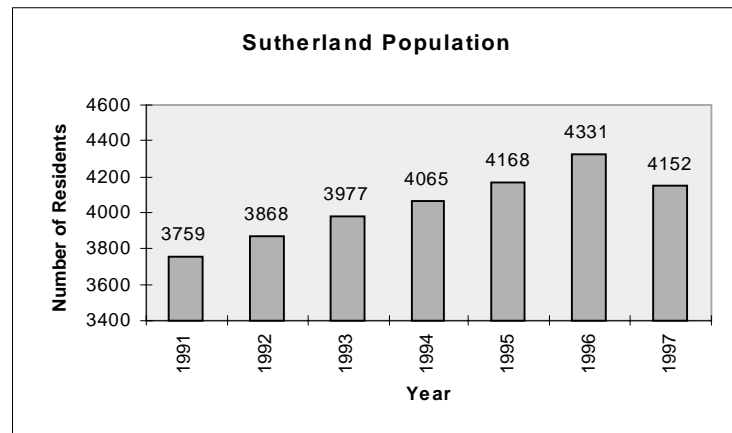


Figure 1

Source: Saskatchewan Health

1997 population decrease potentially due to Saskatchewan Health Populations data corrections for that year.

Using 1997 Saskatchewan Health Population numbers Sutherland’s population is about 48% male and 52% female. Seniors make up about 11% of the total population, while preschool aged kids, 0-5 years, make up 8% of the total population. 7% of the population is between 5 and 9 years of age; 12% of the total population is between the ages of 10 and 19 years, 10% is between 20 and 24 years of age; 30% are between the ages of 25 and 39; and the 40 to 64 year olds make up the last 26% of the total population of Sutherland. 50% of the population in Sutherland is between the ages of 20 and 40 years and 16% of the total population is registered at the University of Saskatchewan. **(Figure 2)**

Population Pyramid



Figure 2

Source: Saskatchewan Health

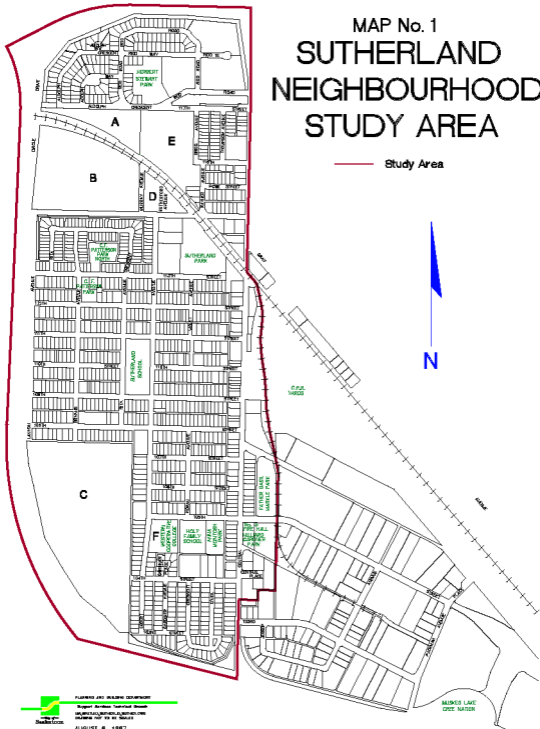
1991 Canada Census data shows that 25% of the population has

some type of trade school diploma, 18% have some University training and 16% are University graduates. The top three occupations of the Sutherland neighbourhood were Clerical/Sales/Service (43%), Medical & Health (8%), and Processing & Manufacturing (7%). Average family income in 1991 was \$39,993 and the average number of persons per family was three.

As of September, 1998, there were 2269 dwelling units in Sutherland. Of these, 811 units were one-unit dwellings, 330 were two-unit dwellings, with the remaining 1128 units being in the multi-unit dwelling category. According to 1997 Planning and Building Department data, the percentage of home ownership, for Sutherland is 79%.

MAP No. 1 SUTHERLAND NEIGHBOURHOOD STUDY AREA

— Study Area



PLANNING AND BUILDING DEPARTMENT
Support Services Technical Branch
400 GERRARD STREET EAST, SUITE 200
TORONTO, ONT. M5E 1B3

AUGUST 8, 1987

SUMMARY OF RECOMMENDATIONS

The following is a summary of the recommendations contained within the individual policy issue papers. These recommendations, if adopted, will provide the direction on which future Sutherland neighbourhood development will be based:

1.0 RESIDENTIAL INFILL DEVELOPMENT



- 1.1 That the Planning and Building Department contact the Sutherland/Forest Grove Community Association and the Sutherland Local Area Planning Group when the process for Architectural Control is finalized. Residents may submit an application for Architectural Control so that guidelines for redevelopment in the Sutherland neighbourhood may be established. These guidelines shall consider the information set out in the Sutherland Local Area Plan Report with particular emphasis on *1.0 Residential Infill Development*.
- 1.2 That the Sutherland Local Area Planning Group, the Sutherland/Forest Grove Community Association, the University of Saskatchewan, and the Planning and Building Department work together to examine the possibility of developing an innovative residential neighbourhood development with respect to form and density on Parcel C. Innovative development could take the form of neo-traditional, small lot, ground oriented street townhouses, and/or accessible housing aimed at accommodating residents through all stages of life. Partnerships with other groups and infill parcels are welcome.
- 1.3 That the land use designation and zoning for the existing mobile home court be changed to residential to ensure that redevelopment of this area will be residential. Retention of the mobile home court is desirable as it offers alternative housing type to neighbourhood residents. If a mobile home court becomes unfeasible at this site in the future, the land should be rezoned R2.

- 1.4 That the Sutherland residents, business stakeholders and the Planning and Building Department continue the discussion process, through the Sutherland/Forest Grove Community Association, with regards to issues such as parking overflow which occur as a result of the transition from commercial land use to residential land use.

2.0 PARKS AND RECREATION OPEN SPACE



- 2.1 That the Leisure Services Department shall work with the Sutherland/Forest Grove Community Association to upgrade, beautify, and maintain existing neighbourhood parks through existing processes and programs.
- 2.2 That the Leisure Services Department and the Sutherland neighbourhood, through the Sutherland/Forest Grove Community Association, explore the Local Area Improvement Program for the redevelopment of existing park space.
- 2.3 That the Leisure Services Department shall work with the Sutherland/Forest Grove Community Association to ensure that Sutherland neighbourhood continues to meet the requirements of the Parks and Recreation Open Space policy and the Park Development Guidelines in light of the future development of large infill areas which exist in the neighbourhood.
- 2.4 That the Leisure Services Department should, in consultation with the Sutherland/Forest Grove Community Association, identify opportunities to improve trail links between the neighbourhood parks with priority to a link between the portions of the neighbourhood that are bisected by the railway.

3.0 TRANSPORTATION AND CIRCULATION



- 3.1 That the Transportation Department and the Sutherland neighbourhood, through the Sutherland/Forest Grove Community Association, explore additional traffic calming measures on Egbert Avenue to increase safety and reduce non-neighbourhood traffic.
- 3.2 That the Transportation Department, the Sutherland/Forest Grove Community Association, the Sutherland neighbourhood, and the Sutherland Business Association work together to identify the appropriate traffic role of Central Avenue in order to increase pedestrian safety and aesthetics of the roadway.
- 3.3 That the Transportation and Leisure Services Department and the Sutherland/Forest Grove Community Association, jointly, identify possible pedestrian and cycle route links between the residential, commercial, and industrial areas of the neighbourhood so that alternative means of transportation (walking, cycling, and public transit), within the neighbourhood, become viable, safe, and enjoyable.
- 3.4 That the Transportation Department, in consultation with the neighbourhood and the Sutherland/Forest Grove Community Association review the operation of 108th Street with the objective to increase safety and enjoyment and reduce noise and vibration on 108th Street with the short term goal of eliminating some types of truck traffic that currently utilize the roadway. It is further proposed that a study be undertaken with a long term goal of managing traffic volumes on Sutherland area roadways by providing additional roadway access to neighbourhoods contained within the University Heights Suburban Area. Examples of such new roadway accesses would be the realignment of Preston Avenue to connect to Attridge Drive at Circle Drive and the extension of McKercher Drive to Kerr Road.
- 3.5 That the Transportation Department, the Sutherland neighbourhood, and the Sutherland/Forest Grove Community Association identify areas where City Transit service may be increased or improved.

4.0 COMMERCIAL LAND USE



- 4.1 That the Sutherland/Forest Grove Community Association and the Sutherland Business Association work together to identify areas for partnership and resolve issues relevant to the Sutherland neighbourhood.
 - 4.2 That the Planning and Building Department initiate the process to rezone the industrial properties fronting on the east side of Central Avenue to a commercial zone. This ensures the Development Plan and Zoning Bylaw are consistent and reduces future land use conflicts. Therefore, the Development Plan designation for the East and West sides of Central Avenue will be Special Area Commercial with appropriate commercial zone designation(s) under the Zoning Bylaw.
 - 4.3 That the Planning and Building Department initiate the process to establish a maximum height requirement of 5 stories on the existing commercial sites on the West side of Central Avenue so that new development on Central Avenue will fit the scale and character of the existing commercial development, and be compatible with the scale of nearby residential areas.
 - 4.4 That the Planning and Building Department initiate the process to implement parking requirements on the West side of Central Avenue as follows: For public assembly uses (i.e. restaurants, lounges, taverns, night clubs, funeral homes, and places of worship); 1 parking space for each 10 square metres of space devoted to public assembly (approximately 1 parking space for each 4 table seats), with an exemption for the first 10 required spaces. For theatres; 1 space for each 4 seats, with an exemption for the first 10 required parking spaces. For all other uses; 1 parking space for each additional fifty square metres (50m²) of development over two-hundred square metres (200m²). Remote parking lots would be permitted provided they are compatible with nearby land uses, and that a caveat is placed on the title to ensure the land remains as a required parking lot.
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5.0 NEIGHBOURHOOD SAFETY



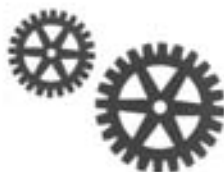
- 5.1 That the Saskatoon Police Service and the Leisure Services Department work with Sutherland residents, through the Sutherland/Forest Grove Community Association, to identify existing and potential safety issues that may be addressed by the Safer City Advisory Committee.

6.0 NEIGHBOURHOOD HERITAGE



- 6.1 That the Leisure Services Department assist the Sutherland residents to establish partnerships with the Sutherland/Forest Grove Community Association, the Saskatoon Heritage Society, and the Saskatoon Nature Society to identify opportunities for the neighbourhood to celebrate its natural and built heritage through activities such as Harvestfest and Walking Tours.
- 6.2 That the Planning and Building Department encourage a proactive approach to conserve natural and built heritage resources in the Sutherland neighbourhood through education and partnerships with the Sutherland/Forest Grove Community Association and the Sutherland Business Association.

7.0 NEIGHBOURHOOD SERVICES AND INFRASTRUCTURE



- 7.1 That the Leisure Services Department, through the Sutherland/Forest Grove Community Association, work with the Sutherland Residents to identify which infrastructure issues are most important to the neighbourhood. Those issues or projects deemed most important can be brought to the appropriate City department's attention through the Sutherland/Forest Grove Community Association. Where these issues do not fit the City's budget or priority list, the neighbourhood may choose to pursue an alternative approach such as the Local Improvement Program.

Sutherland Local Area Plan Issue Papers



1.0 RESIDENTIAL INFILL DEVELOPMENT

Goals



- **To ensure that the development of vacant lands and the redevelopment of existing lands complements and respects existing neighbourhood development in a manner that preserves the historical character and distinctiveness of the Sutherland neighbourhood.**
- **To ensure infill residential development that offers affordability and diversity with a strong emphasis on family oriented accessible single unit dwellings.**

Introduction

Sutherland is one of the few neighbourhoods in the city that have large tracts of land that remain undeveloped. There are six potential residential infill sites in Sutherland. Four of the sites are vacant and two of them are in use or underused.

Refer to Map No. 2 on page 28.

Considerations

Parcel A is currently in the Planning and Building Department's "Five Year Development Plan" and 12 lots are proposed for the area pending vibration studies along the railway tracks. The 2.8ha site is currently zoned R2. Parcel B is 12.4ha and is currently zoned R2. The Planning and Building Department will be developing this site under agreement with the University of Saskatchewan. Parcel C is the largest potential site and is also zoned R2. This 20.3ha site is owned by the University of Saskatchewan and has been the focus of a major commercial development twice in the past ten years. Parcel D is a privately owned 1.4 ha site which is currently vacant and zoned R2.

Parcel E is a 5.2ha mobile home court and is zoned RMHC. Parcel F is the Western Cooperative College which is currently up for sale or lease. This site is 1.4ha and is zoned RM4.

SITE	SIZE ha(ac)	ZONE	OWNER	CURRENT USE	Proposed Use
Parcel A	2.8ha (6.8ac)	R2	City of Saskatoon	Vacant	Residential
Parcel B	12.4ha (30.5ac)	R2	City of Saskatoon	Vacant	Residential
Parcel C	20.3ha (50.2ac)	R2	University of Sask	Vacant	Residential
Parcel D	1.4ha (3.5ac)	R2	Private	Vacant	Residential
Parcel E	5.2ha (12.8ac)	B3	Private	Mobile Home Court	Residential
Parcel F	1.4ha (3.5ac)	R4	Private	For Sale/Lease	Residential

Future Direction

PLAN SASKATOON

Public Survey Results:

What direction should the new Development Plan take with respect to the overall form and density of the city?

Groups:

36% More Compact Form
25% Status Quo
12% Market Forces Decide
7% Less Overall Density

Individuals:

33% More Compact Form
36% Status Quo
13% Market Forces Decide
6% Less Overall Density

The City of Saskatoon's Strategic Plan identifies "managed growth" as one of many characteristics that support its vision for Saskatoon. Managed growth ensures that the existing infrastructure and neighbourhoods are efficiently utilized to the fullest. This enables Saskatoon to grow in a responsible and cost efficient manner and also adds to the strength and stability of the Sutherland neighbourhood.

One of the objectives established by Plan Saskatoon to achieve its overall vision is that "a compact and efficient city form will be encouraged throughout the development of infill opportunities in existing areas and moderately higher densities in new areas. Sutherland possesses a unique opportunity to attract more residents into the neighbourhood which will enhance its school population, increase existing and new business opportunities and add to the housing stock of the city in general.

The Local Area Planning Group supports the Plan Saskatoon recommendation of allowing secondary suites as a permitted or discretionary accessory use to a one-unit dwelling in all areas of the City where one-unit dwellings are permitted as per the City of Saskatoon Draft Development Plan Section 5.2.2e (October 5, 1998).

The Local Area Planning Group would like to see redevelopment guidelines established in the neighbourhood that would:

- Ensure all redevelopment is compatible with the scale and form of existing and adjacent homes;
- Ensure that semi-detached (duplex) units blend with the surrounding one unit dwellings (OUD) through the use of design elements such as roof lines, front door orientation, and facade treatments etc;
- Maintain existing mature vegetation as per the City of Saskatoon's *Trees on City Property Policy No. C09-011*. Tree planting should reflect a diversity of species and the City of Saskatoon's standard for tree planting. Where there is rear lane access, front yards should be used as landscaped areas and not for vehicle access, parking or storage; and
- Ensure the redevelopment of existing parcels respect the general development pattern of the street with respect to lot size, lot dimensions, house and/or garage orientation, and setbacks.

- || be sensitive to existing development i.e. R1/R2 zoning with ~ 93 sq m (1000 sq ft) dwellings with sidewalks, lanes and garages in the rear. Overall density of the neighbourhood should match the Plan Saskatoon recommendation of 12.35 units/ha (5 units/acre).

According to the Planning and Building Department's *Building Report for February, 1998* 50% of the dwellings in Sutherland are Multiple Unit Dwellings (MUD); a multiple unit dwelling being any dwelling over two units. Overall, Saskatoon is 37% MUD and new subdivisions, traditionally, have been 30% MUD and 70% one unit dwellings (OUD) which is significantly lower than Sutherland's 50% MUD.

Sutherland stakeholders feel that they have absorbed more than their fair share of MUD and to improve the stability and viability of the neighbourhood they feel future development should concentrate on housing forms, generally OUD, that will attract families into the neighbourhood. Families that will have a stake in the neighbourhood and support the existing schools and businesses in the neighbourhood.

However, neighbourhood stakeholders are willing to review creative and innovative development proposals for these areas provided the proposal addresses specific development needs such as proximity to the railway or freeway. The proposed development must also mitigate any negative impacts on the existing neighbourhood and, in general, adhere to the Sutherland Local Area Plan's vision of attracting families into the neighbourhood with appropriate ground-oriented housing.

PLAN SASKATOON

Public Survey Results:

Is it important to provide a range of housing types in each neighbourhood?

Groups:

73% Yes
9% No
5% Unsure

Individuals:

65% Yes
21% No
10% Unsure

Recommendations

- 1.1 That the Planning and Building Department contact the Sutherland/Forest Grove Community Association and the Sutherland Local Area Planning Group when the process for Architectural Control is finalized. Residents may submit an application for Architectural Control so that guidelines for redevelopment in the Sutherland neighbourhood may be established. These guidelines shall consider the information set out in the Sutherland Local Area Plan Report with particular emphasis on *1.0 Residential Infill Development*.
- 1.2 That the Sutherland Local Area Planning Group, the Sutherland/Forest Grove Community Association, the University of Saskatchewan, and the Planning and Building Department work together to examine the possibility of developing an innovative residential neighbourhood development with respect to form and density on Parcel C. Innovative development could take the form of neo-traditional, small lot, ground oriented street townhouses, and/or accessible housing aimed at accommodating residents through all stages of life. Partnerships with other groups and infill parcels are welcome.
- 1.3 That the land use designation and zoning for the existing mobile home court be changed to residential to ensure that redevelopment of this area will be residential. Retention of the mobile home court is desirable as it offers alternative housing type to neighbourhood residents. If a mobile home court becomes unfeasible at this site in the future, the land should be rezoned R2.
- 1.4 That the Sutherland residents, business stakeholders and the Planning and Building Department continue the discussion process, through the Sutherland/Forest Grove Community Association, with regards to issues such as parking overflow which occur as a result of the transition from commercial land use to residential land use.

PLAN SASKATOON

Public Survey Results:

What key elements would you use to determine compatibility of an infill development in your neighbourhood?

The Effect of Development on Local Traffic/Parking (18%)

Similar Building Size/Style as Surrounding Neighbourhood (18%)

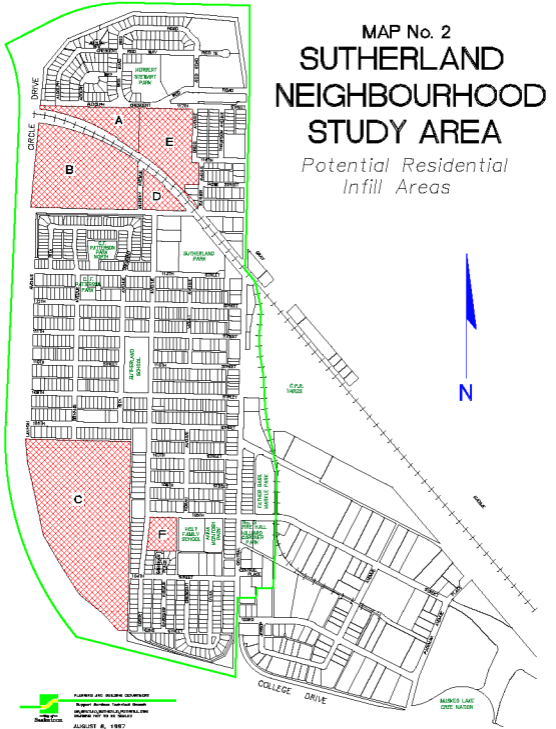
The Effect on Open Space (16%)

Similar Land Uses as Surrounding Neighbourhood (16%)

Availability of Servicing in the Neighbourhood (16%)

MAP No. 2 SUTHERLAND NEIGHBOURHOOD STUDY AREA

*Potential Residential
Infill Areas*



2.0 PARKS AND RECREATION OPEN SPACE

Goals



- To ensure that the neighbourhood meets the standards for adequate park and open space as set out in the Parks and Recreation Open Space policy and the Park Development Guidelines; and
- To establish links between existing parks, both within Sutherland and between adjacent neighbourhoods, and any new parks that may be developed.

Introduction

The Provincial Planning and Development Act allows that Municipal Reserve lands be dedicated for public open space and recreational use, as land is subdivided and developed for urban purposes. In order to ensure that these dedicated lands are allocated properly, the City of Saskatoon has recently revised its Parks and Recreation Open Space policy. Administrative policies known as the Park Development Guidelines have been developed to help implement the City of Saskatoon Parks and Recreation Open Space policy.

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, District Park, Multi-District Parks and Linear Park. 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.

Considerations

The objectives of the City of Saskatoon's *Parks and Recreation Open Space Policy* are:

- To enhance a sense of community identity and pride through beautification of the City and protection of natural aesthetic features;
- To encourage development of individuals' physical well-being by providing active leisure opportunities; and

- To provide individuals with an opportunity to reflect, relax and interact in a natural, serene environment; thereby contributing to their mental and emotional welfare.

Sutherland has a gross area of 212.3 ha (524.7 ac) and a total neighbourhood park space of 7.99 ha (19.74 ac). Sutherland has five Neighbourhood Parks:

Refer to Map No. 3 on Page 33.

➤ Herbert Stewart Park	1.95 ha (4.81 ac)
➤ Sutherland Park:	3.68ha (9.08 ac)
➤ Patterson Park	0.56 ha (1.39 ac)
➤ Patterson Park North	0.91 ha (2.24 ac)
➤ Anna McIntosh Park	0.89 ha (2.19 ac);

Two Special Use Parks:

➤ Father Basil Markle	1.58 ha (3.90 ac)
➤ Hilliard Gardner Park	0.42 ha (1.03 ac); and

Sutherland also benefits from other recreational opportunities available on the Sutherland and Holy Family elementary school grounds, which both have open space, rinks, and playground equipment.

Sutherland has a population density of 210 people/acre of park space and a population density of 55 people under 19 years/acre of neighbourhood park space, based on Leisure Services calculations using 1996 Saskatchewan Health population numbers. According to 1997 data, Sutherland's population is 4,152 people.

The amount of existing park space in the Sutherland neighbourhood is consistent with the requirements of the Park Development Guidelines. However, some of these areas could be further developed or upgraded to more adequately meet the needs of the neighbourhood residents. The location of the neighbourhood parks is fairly well distributed throughout the neighbourhood and within 4-5 blocks of most residential property. When the local school grounds are included the distance from most residential property drops to about 2-3 blocks. **Sutherland Park, as the core neighbourhood park in the Sutherland neighbourhood is the number one priority for upgrading by the Sutherland residents**

Future Direction

There will be extensive infill development in Sutherland in the next 5-10 years. Adequate park space and park development must be included in the infill development of existing vacant to ensure that the neighbourhood continues to meet existing park policy requirements. Neighbourhood stakeholders are adamant that amount, location and development of neighbourhood park space is crucial to their quality of life and the future attractiveness and stability of their neighbourhood. The City's tree planting policy should maintain and enhance the special contribution of treed streets and boulevards and other open spaces to the character of the neighbourhood, including commercial and industrial property.

Sutherland Park, which has been identified by the Local Area Planning Group (LAP) as their primary park priority, is slated for design (1998) and construction (1999) of a new water feature to replace the existing one. The LAP has discussed various ways of upgrading the rest of the park at the same time. According to Public Works-Parks Branch the play structure was built about 1983 and the existing amenities in the park are in fair to poor condition.

Plan Saskatoon recommends that the Parks and Recreation Open Space policy and the companion Park Development Guidelines be recognised in the proposed Development Plan to ensure consistency of interpretation between the various documents and that the proposed Development Plan incorporate policies directed at acquiring and developing parks in areas of the City with identified deficiencies in existing park space.

Recommendations

- 2.1 That the Leisure Services Department shall work with the Sutherland/Forest Grove Community Association to upgrade, beautify, and maintain existing neighbourhood parks through existing processes and programs.
- 2.2 That the Leisure Services Department and the Sutherland neighbourhood, through the Sutherland/Forest Grove Community Association, explore the Local Area Improvement Program for the redevelopment of existing park space.

- 2.3 That the Leisure Services Department shall work with the Sutherland/Forest Grove Community Association to ensure that Sutherland neighbourhood continues to meet the requirements of the Parks and Recreation Open Space policy and the Park Development Guidelines in light of the future development of large infill areas which exist in the neighbourhood.
- 2.4 That the Leisure Services Department should, in consultation with the Sutherland/Forest Grove Community Association, identify opportunities to improve trail links between the neighbourhood parks with priority to a link between the portions of the neighbourhood that are bisected by the railway.



MAP No. 3 SUTHERLAND NEIGHBOURHOOD STUDY AREA

Parks

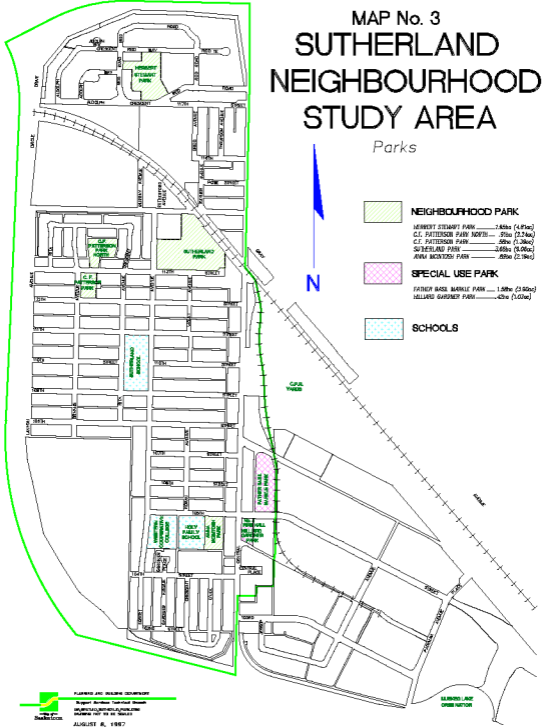
NEIGHBOURHOOD PARK

HERBERT STEWART PARK	.....	2.45ha (4.91ac)
C.F. PATTERSON PARK NORTH	.....	.91ha (2.24ac)
C.F. PATTERSON PARK	.....	.56ha (1.38ac)
SUTHERLAND PARK	.....	3.65ha (9.04ac)
ANNIE MACKAYSON PARK	.....	.82ha (2.19ac)

SPECIAL USE PARK

FATHER BASS MARBLE PARK	.....	1.56ha (3.89ac)
MILLARD GARDNER PARK	.....	.43ha (1.07ac)

SCHOOLS



3.0 TRANSPORTATION AND CIRCULATION

Goals



- **To reduce traffic speed and the volume of short-cutting traffic on local roads.**
- **To encourage alternate forms of transportation, such as walking, cycling, and public transit, within the neighbourhood to increase the efficiency of existing roadways.**

Introduction

To effectively serve all segments of the city and accommodate linkage and movement within neighbourhoods the city has established a roadway network classification hierarchy:

- Freeway
- Expressway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Streets

PLAN SASKATOON

Public Survey Results:

Do you think the future Development Plan should encourage the use of alternative means of transportation?

Groups:

85% Yes

1% No

14% No Response

Individuals:

88% Yes

5% No

5% Unsure

3% No Response

The neighbourhood is bounded on the west by Circle Drive, an expressway which moves traffic north and south through the city; on the east by Central Avenue, a major arterial with access that runs the full length of the neighbourhood; on the north by Attridge Drive, a major controlled access arterial which moves traffic from Circle Drive into the University Heights Suburban center; and on the South by College Drive, an expressway that directs traffic from Highway No. 5 to all points in the city. There are three main access points to the Sutherland neighbourhood; Attridge Drive, 108th Street and Central Avenue.

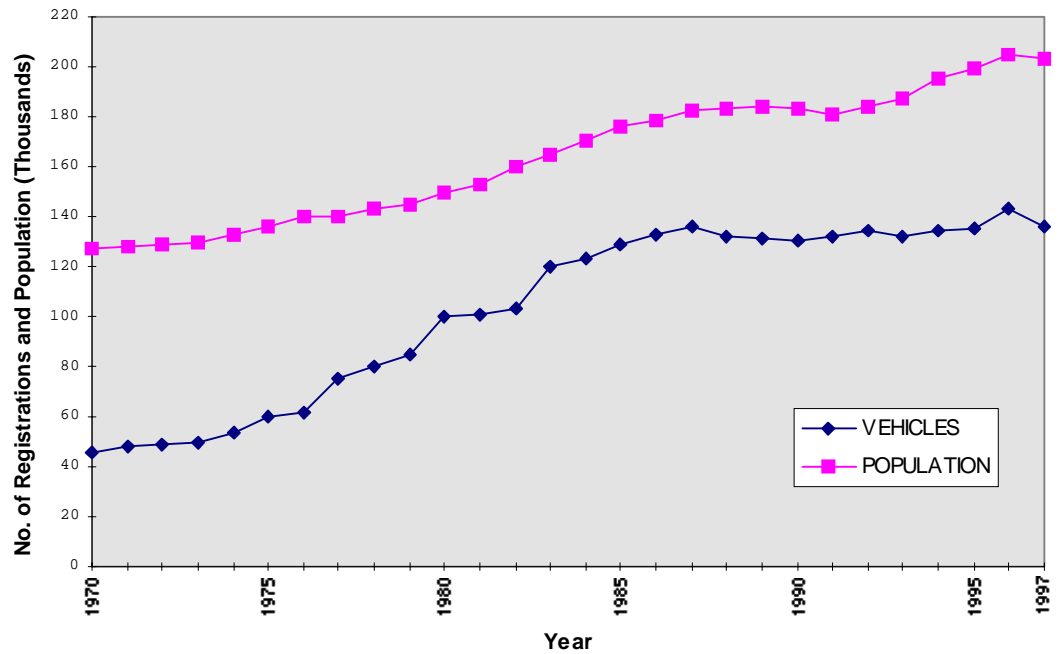
Most streets within the neighbourhood are classed as local streets and intended to carry local traffic. 108th Street bisects the southern part of Sutherland and is classed as a Minor Arterial and collects traffic from the local and collector roadways and directs it east or west through the neighbourhood. 108th Street also acts as an alternative to College Drive between Central Avenue and Preston Avenue. Egbert Avenue, 104th Street, and the east portion of 115th are classed as minor collectors and intended to collect traffic from the local roads and direct it to the arterial streets which surround the neighbourhood.

Refer to Map No. 4 on page 39.

Considerations

According to the City of Saskatoon Transportation Department's Annual Traffic Volume Report 1997 it is estimated that in 1997 there were 136,364 registered vehicles in Saskatoon and a population of 203,149. This results in a ratio of 0.7 vehicles per capita. This trend appears to be on the increase. 1996 also showed an increase of 1.7% over 1995 vehicle kilometres travelled. The Transportation Department attributes this increase to an increase in kilometres of roadway and an increase in daily traffic volumes; although annual travel per capita is decreasing.

FIGURE 1: POPULATION AND VEHICLE OWNERSHIP



Traffic volume information is always expressed in some unit of time. The usual time periods referred to are hourly and daily. Traffic counts fluctuate depending upon time of year, roadway classification, roadway location, and the occurrence of special events. These fluctuations make direct comparison of short term counts taken at different locations complicated. In order to provide comparable figures a correction factor is determined from permanent count stations and considers all variations throughout the year. This factor is then applied to average daily traffic (ADT) volumes and the average annual daily traffic (AADT) are then use for comparison purposes. The AADT volumes for counted roads in Sutherland are found in Table 1.

Average Annual Daily Traffic Volumes

LOCATION	1987	1988	1989	1990	1991	1992	1993	1994	1995
Central Avenue: 103 rd St - 104 th St.		17,200			16,200			16,300	
Central Avenue: 112 th St. - Gray Ave		16,100	13,300	15,800			15,000		
Central Avenue: Rossmo Rd. - Attridge Dr.		7,700			8,400			9,100	8,900
108 th Street: Circle Dr. - Bryans Ave	9,400		8,400		10,100			9,000	
115 th Street: Laura Ave. _ Bradwell Ave.			9,400			8,000		9,000	
Gray Avenue: Boyd St. - Cruise St.		5,500	4,800			6,500			6,200
Attridge Drive: Circle Drive - Central Ave.			12,500			13,200			14,400
Attridge Drive: Rever Road - Forest Drive			4,500			4,800			6,800

Source: City of Saskatoon Transportation Department Annual Traffic Volume Report 1996 (rounded to the nearest 100)

Table 1

Overall, the Transportation Department's average annual daily traffic volumes show that the majority of increase in traffic in the Sutherland neighbourhood may be attributed to natural growth of the University Heights Suburban Development Area. There are some significant fluctuations in the average annual daily traffic volumes which can, for the most part, be attributed to some change in the transportation system in the area or the immediate surrounding area. For instance, when Attridge Drive opened in 1989, some traffic was diverted from Central Avenue, 108th Street, and Gray Avenue to Attridge Drive. Between 1990 and 1992 Average annual daily traffic volumes within the study area rose due to the continued development of Erindale and Silverspring neighbourhoods. After 1992 traffic volumes stabilized with the exception of 115th Street which saw an increase in traffic volume in 1994. This increase coincides with the development of the Arbour Creek neighbourhood.

Future Direction

According to the Transportation Department's Annual Traffic Volume Report (1996) the traffic volumes in Sutherland have maintained a constant pace since 1990. Increases in traffic due to the development of new neighbourhoods in the University Heights Suburban Development Area appear to have been shared by all roads in the Sutherland neighbourhood. Attridge Drive continues to carry the majority of this new traffic. Proposed growth in the University Heights Suburban Area will produce a significant amount of new traffic in the next 5-10 years with the completion of Silverspring, Arbor Creek, and Willowgrove neighbourhoods. If this traffic continues to cut through the Sutherland neighbourhood, as some of it does today, an annoying problem

could potentially develop into an intolerable one. The perception that traffic has increased significantly on some of the neighbourhood's streets may be due to a change in type and speed of the traffic. For example, if more trucks are using the neighbourhood streets or if existing traffic is travelling faster then it is quite likely that the residents may feel that traffic has increased. Increased development in the University Heights Suburban Development Area will likely result in a corresponding increase in non-local traffic on local streets in the Sutherland neighbourhood. This neighbourhood cannot handle an increase in traffic and also maintain an acceptable level of stability, safety, and quality of life for its residents.

Recommendations

- 3.1 That the Transportation Department and the Sutherland neighbourhood, through the Sutherland/Forest Grove Community Association, explore additional traffic calming measures on Egbert Avenue to increase safety and reduce non-neighbourhood traffic.
- 3.2 That the Transportation Department, the Sutherland/Forest Grove Community Association, the Sutherland Business Association work together to identify the appropriate traffic role of Central Avenue in order to increase pedestrian safety and aesthetics of the roadway.
- 3.3 That the Transportation and Leisure Services Department and the Sutherland/Forest Grove Community Association, jointly, identify possible pedestrian and cycle route links between the residential, commercial, and industrial areas of the neighbourhood so that alternative means of transportation (walking, cycling, and public transit), within the neighbourhood, become viable, safe, and enjoyable.

PLAN SASKATOON

Public Survey Results:

Do you have specific suggestions on how to encourage alternative means of transportation?

More Bike/Pedestrian Paths (29%)

Improve Public Transit (28%)

Increased General Safety (13%)

Encourage Carpooling (5%)

More Affordable Public Transit (4%)

More Expensive/Less Parking (4%)

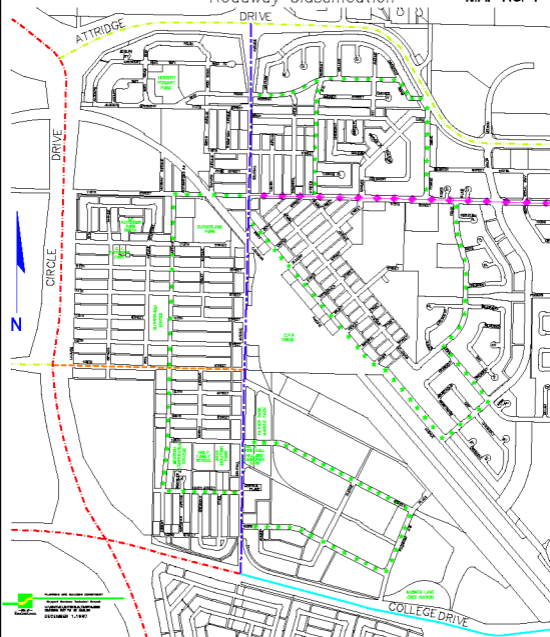
- 3.4 That the Transportation Department, in consultation with the neighbourhood and the Sutherland/Forest Grove Community Association review the operation of 108th Street with the objective to increase safety and enjoyment and reduce noise and vibration on 108th Street with the short term goal of eliminating some types of truck traffic that currently utilize the roadway. It is further proposed that a study be undertaken with a long term goal of managing traffic volumes on Sutherland area roadways by providing additional roadway access to neighbourhoods contained within the University Heights Suburban Area. Examples of such new roadway accesses would be the realignment of Preston Avenue to connect to Attridge Drive at Circle Drive and the extension of McKercher Drive to Kerr Road.
- 3.5 That the Transportation Department, the Sutherland neighbourhood, and the Sutherland/Forest Grove Community Association identify areas where City Transit service may be increased or improved.



SUTHERLAND NEIGHBOURHOOD STUDY AREA

Roadway Classification

MAP No. 4



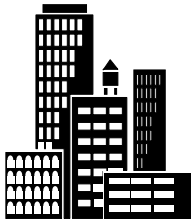
- FREEWAY CONTROLLED ACCESS
- - - EXPRESSWAY
- - - MAJOR ARTERIAL CONTROLLED ACCESS
- - - MAJOR ARTERIAL WITH ACCESS

- - - MINOR ARTERIAL WITH ACCESS
- MAJOR COLLECTOR
- ★ ★ ★ ★ ★ MINOR COLLECTOR
- * * * * * PARKING MALL

PLANNING AND DESIGN CONSULTANTS
 10000 UNIVERSITY AVENUE
 SUITE 100
 VANCOUVER, BC V6P 1C6
 TEL: 604-273-8888
 FAX: 604-273-8889
 DECEMBER 1, 1992

4.0 COMMERCIAL LAND USE

Goals



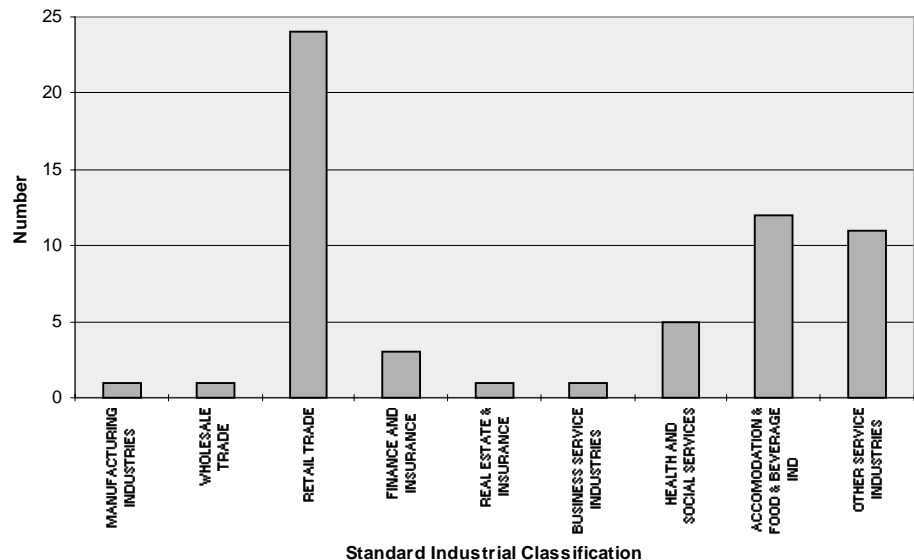
- To maintain the character and encourage the success of the Central Avenue business district.
- To minimize land use conflicts within the Central Avenue commercial area and between the Sutherland Commercial area and adjacent residential properties.

Introduction

The Central Avenue commercial strip, which developed with the town of Sutherland in the early 1900’s, is the neighbourhood’s main commercial area. The Central Avenue commercial strip consists of approximately 50 businesses and provides a range of retail stores, and personal and business services. This commercial area serves the shopping needs of Sutherland and the surrounding neighbourhoods, as well as drawing customers from rural areas. Currently, the Sutherland Business Association is looking at the establishment of a Business Improvement District in order to promote Sutherland businesses.

The following graph illustrates the number and types of businesses which make up the Central Avenue Commercial Area.

Central Avenue Businesses by Standard Industrial Classification



Considerations

The Businesses along Central Avenue provide a wide variety of goods, services and entertainment options. They are within walking distance of most Sutherland residents and offer convenience to residents of nearby neighbourhoods who can shop on the way to or from work. This commercial area also provides accessible employment opportunities for those living in Sutherland and other Northeast sector neighbourhoods.

A commercial district can produce unwanted effects. Noise and traffic are the consequences of having a commercial district adjacent to residential land. Excessive traffic can cause congestion and unsafe conditions for pedestrians. Traffic is necessary to support businesses on Central Avenue, however, certain types of traffic, particularly truck traffic associated with the industrial area can have a negative impact on nearby residential streets. In Sutherland, truck traffic using 108th Street and Central Avenue creates noise and is undesirable to residents fronting on those streets.

Future Direction

The Central Avenue commercial strip is currently designated **Special Area Commercial** in the City of Saskatoon Development Plan.

The Central Avenue commercial strip currently contains two zoning districts, B5 (commercial) and B3 (commercial). The major portion of the West side of Central Avenue is zoned B5 District, with the exception of a half block on the North end which is B3 District.

Refer to Map No. 5 on Page 45.

Through the Plan Saskatoon process, existing commercial uses on Central Avenue were recently designated **Special Area Commercial** in the new Development Plan. This designation is applied to commercial areas, such as Central Avenue, which have a long and unique development history. In general, these areas are pedestrian oriented, and have a relatively high density of development.

Commercial development on the west side of Central Avenue originated with the establishment of the town of Sutherland in the early 1900's. Commercial development on the east side of the street did not occur until the 1980's. As a result of these

development histories, the form of development on the west side differs significantly from that on the east side. The difference is easy to see on the street. Much of the development on the west side is densely packed with no front or side yard set-backs and limited parking, while development on the east side and the north end of the west side has front and side yard set-backs and on-site parking. In general, the west side is very pedestrian oriented and the east side functions more like arterial commercial which is very automobile oriented.

The Sutherland Business Association is researching the establishment of a Business Improvement District for the Central Avenue commercial area which will include both sides of the street. The future of this commercial area is to see all businesses function together to serve the neighbourhood and to draw from the surrounding area.

Land use designations applying to the Central Avenue business district were implemented with the aim of enhancing the future development of this commercial area. The Special Area Commercial Land Use Policy District covers the entire commercial area and will encourage the promotion and function of the area as a cohesive unit. Zoning designations, under the Zoning Bylaw, differ between the east side and the west side of Central Avenue, respecting the different forms and histories of their respective commercial development

The Sutherland Local Area Plan recommends that new commercial development fit with the scale and form of existing development. With this in mind, some further consideration may be needed with regard to zoning requirements, specifically height and parking requirements.

Currently, maximum building height in the commercial area on the West side of Central Avenue is limited to 26 stories, and is only attainable with a large development site. The Sutherland Local Area Plan is recommending this limit be lowered to 5 stories. The maximum height requirement of 5 stories is intended to ensure that future development fits the scale and character of the existing development on Central Avenue, as well as being compatible with nearby residential lands.

There are currently very few parking requirements on the commercial properties on the West side of Central Avenue. Parking is an issue for Central Avenue business customers, employees, and nearby residents. As a consequence, the Sutherland Local Area Plan is recommending that parking requirements be established. In addition, parking stations located next to residential lots where these lots provide parking for uses which regularly attract visitors outside of daylight hours, should have improved landscaping requirements such that the effects on the residential lots are further minimized.

The East side of the Central Avenue commercial strip was recently rezoned to B3 under the new Zoning Bylaw 7800. These lands include the East side of Central Avenue between Gray Avenue and 107th Street, and two parcels on the West side of Central Avenue just south of the C.P. Rail line. This change reflects current use and is consistent with the City of Saskatoon Development Plan.

The recent change in the Development Plan and Zoning Bylaw, will reduce future land use conflicts, and will ensure commercial development consistent and compatible with the existing businesses on both sides of Central Avenue. The B3 zoning designation is similar to the ID1 zone with regards to parking requirements, front and side yard setbacks, and created the least number of legal non-conforming uses.

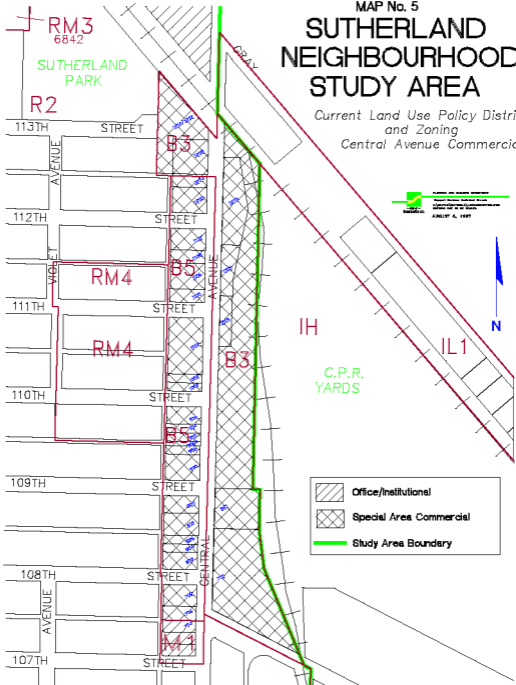
The Central Avenue commercial district is an essential part of the unique character, heritage and small-town feel of Sutherland. The annual HarvestFest held on Central avenue in is a good example of how this area encourages community spirit, bringing local residents together and enhancing the neighbourhood's profile city-wide. The overall quality of life in Sutherland is directly linked to the success of this commercial district.

Recommendations




- 4.1 That the Sutherland/Forest Grove Community Association and the Sutherland Business Association work together to identify areas for partnership and resolve issues relevant to the Sutherland neighbourhood.
- 4.2 That the Planning and Building Department initiate the process to rezone the industrial properties fronting on Central Avenue, as shown on Map No. 5, to a commercial zone. This ensures the Development Plan and Zoning Bylaw are consistent and reduces future land use conflicts. Therefore, the Development Plan designation for the East and West sides of Central Avenue will be Special Area Commercial with appropriate commercial zone designation(s) under the Zoning Bylaw.
- 4.3 That the Planning and Building Department initiate the process to establish a maximum height requirement of 5 stories on the existing commercial sites on the West side of Central Avenue so that new development on Central Avenue will fit the scale and character of the existing commercial development, and be compatible with the scale of nearby residential areas.
- 4.4 That the Planning and Building Department initiate the process to implement parking requirements on the West side of Central Avenue as follows: For public assembly uses (i.e. restaurants, lounges, taverns, night clubs, funeral homes, and places of worship); 1 parking space for each 10 square metres of space devoted to public assembly (approximately 1 parking space for each 4 table seats), with an exemption for the first 10 required spaces. For theatres; 1 space for each 4 seats, with an exemption for the first 10 required parking spaces. For all other uses; 1 parking space for each additional fifty square metres (50m^2) of development over two-hundred square metres (200m^2). Remote parking lots would be permitted provided they are compatible with nearby land uses, and that a caveat is placed on the title to ensure the land remains as a required parking lot.

MAP No. 5
**SUTHERLAND
NEIGHBOURHOOD
STUDY AREA**

*Current Land Use Policy District
and Zoning
Central Avenue Commercial*



PLANNING AND DESIGN SERVICES
Report Number: Sutherland Neighbourhood Study
City of Regina
JANUARY 4, 1997

-  Office/Institutional
-  Special Area Commercial
-  Study Area Boundary

5.0 NEIGHBOURHOOD SAFETY

Goals

- **To encourage a proactive approach to urban safety in the Sutherland neighbourhood through education, partnerships, problem solving, and crime prevention.**

Introduction



The Sutherland residents are concerned about the perceived level of safety in their neighbourhood. The majority of concern is directed towards property crime.

Saskatoon Police Services does not collect statistics on a neighbourhood level but rather by quadrant which can be added together into roughly the equivalent area of a neighbourhood. According to Saskatoon Police Services statistics Sutherland experienced 451 incidences of crime in 1997. These incidences were divided amongst 213 locations within the neighbourhood. This represents 0.6% of the 73,000 incidents city-wide in 1997.

The incidences of crime were grouped into five categories; theft, violent crime, break and enter, mischief/willful damage, and other. The majority of incidences which took place were theft or mischief related. These two categories accounted for 70% of the total incidences in the Sutherland area. Break and enter accounted for 15 % of the total incidences and the majority of these were residential break and enters. Violent crime accounted for 8% of all incidences in the Sutherland area.

Overall, the number of incidences were spread throughout the year. On average, there were approximately 38 incidences per month. There was a slight increase in numbers in the spring, with the months of May and June accounting for 28% of the years total incidences reported. June was the most active month and January exhibited the least amount of activity.

The highest number of incidences occurred in the evening between 6:00 p.m. and midnight. The least number of incidences were in the morning between the hours of 6:00 a.m. and noon. Over 75% of all incidences for the entire year took place between the hours of 6:00 p.m. and 6:00 a.m.

Hotspots are areas which have a frequency threshold of greater than five incidences. Many hotspots occurred in high density areas such as apartment buildings or complexes which may have anywhere from 20 to 100 individual units. With a higher density

this would appear not to be out of the ordinary. It appeared from mapping the incidences that many occurred on properties which are located adjacent to open spaces such as parks, school grounds, the railway right-of-way, and vacant industrial land. A significant number of the hotspots are also clustered along Central Avenue which is the neighbourhood's main commercial area.

Considerations

According to the Saskatoon Safer City Focus Group one of the key indicators of the well-being of our cities is feeling safe in our communities. The perception of safety requires more than the prevention of crime. Our communities are safe when we feel safe in our homes, on our streets and in public places. Safe communities are places that are actively tackling the root causes of crime and violence in the community and not merely responding to events that have already taken place

The City of Saskatoon's Strategic Plan states that "each neighbourhood will be liveable and enjoyable for its residents." A feeling of safety, within their own community, will have a huge impact on whether the Sutherland residents continue to feel that their neighbourhood is "liveable and enjoyable".

The Sutherland/Forest Grove Community Association is taking an active role in ensuring safety in the area. The Community Association had representation from the local Neighbourhood Watch on last year's executive and would welcome future participation. This linkage allows the group to pass on concerns or mobilize volunteers if needed.

Future Direction

On March 23, 1998 City Council approved The Safer City Report. This report establishes Saskatoon's Safer City Committee which will be "responsible for coordinating community-based, customer-driven urban safety strategies through the three P's: partnerships, problem-solving, and prevention." This committee is a proactive way to address urban safety in Saskatoon. The report recommends that the committee "seek advice from the community concerning urban safety and make recommendations to Council and the Board of Police Commissioners. This committee will work through the Community Alert Teams that are being set up by Saskatoon Police Services. Each Community Alert Team will be a grass-roots group of concerned area residents and representatives from Leisure Services, Planning and Building, Police Services, and Fire and Protective Services. The partnerships, problem solving, and prevention will be generated by this group; proactively addressing problems in their area.

Recommendation

- 5.1 That the Saskatoon Police Service and the Leisure Services Department work with Sutherland residents, through the Sutherland/Forest Grove Community Association, to identify existing and potential safety issues that may be addressed by the Safer City Advisory Committee.**

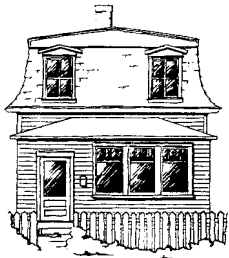


6.0 NEIGHBOURHOOD HERITAGE

Goals

- **To conserve and interpret the unique natural and built heritage of the Sutherland neighbourhood for local residents and Saskatoon citizens.**

Introduction



Sutherland is a unique neighbourhood. From its beginnings as a railway town, to its amalgamation with the City of Saskatoon in 1956, Sutherland has maintained its special character and small town charm. A mix of residential, commercial, and industrial land uses allows residents to live, shop, and work within the neighbourhood.

There have been a number of research projects centered on Sutherland neighbourhood because of its unique relationship with the city of Saskatoon. Sutherland celebrates its heritage each year through Harvestfest which is a street fair that draws people from all over the city. Harvestfest has a distinctive railway theme which is reflected in many of the activities.

Considerations

The Sutherland residents are very interested in celebrating their heritage, and sharing it with other citizens, in a more formal and permanent way. The Sutherland residents are interested in both the natural and built heritage of the area.

According to the Leisure Services publication *Discovering Sutherland: A Resource Guide for Community Heritage Projects* "Successful community heritage programs should educate as well as entertain in an effort to arouse the public's interest in local history. A great deal of advance planning and publicity is required in order for historical programming to be effective."

Future Direction

This publication would be a good basis for further research on the Sutherland neighbourhood. It offers suggestions of themes for further research; heritage programming ideas; list of resources; and contains many photographs gleaned from the Local History Room of the Frances Morrison Branch of the Saskatoon Public Library. The City of Saskatoon also has two policies, *Civic Heritage Policy* under the Planning and Building Department and the *Public Recreation Policy* under the Leisure Services Department, that help facilitate heritage issues in the city.

The residents feel that it is important to educate themselves as well as new residents and the residents of other neighbourhoods. Sutherland played an important role in the development of the City of Saskatoon and that role should be celebrated and publicized.

Recommendations

6.1 That the Leisure Services Department assist the Sutherland residents to establish partnerships with the Sutherland/Forest Grove Community Association, the Saskatoon Heritage Society, and the Saskatoon Nature Society to identify opportunities for the neighbourhood to celebrate its natural and built heritage through activities such as Harvestfest and Walking Tours.

6.2 That the Planning and Building Department encourage a proactive approach to conserve natural and built heritage resources in the Sutherland neighbourhood through education and partnerships with the Sutherland/Forest Grove Community Association and the Sutherland Business Association.

PLAN SASKATOON

Public Survey Results:

What incentives may lead to the preservation of heritage properties?

Tax Breaks/Discounts (33%)

Education (14%)

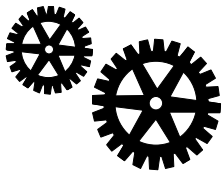
Monetary Grants (10%)

Flexible Application/
Designation Process (8%)

Legislation/Policy (5%)

Fundraising/Donations (5%)

7.0 NEIGHBOURHOOD SERVICES AND INFRASTRUCTURE



Goals

- **To Identify issues related to infrastructure and service provision, and to engage the procedures and civic departments responsible for addressing these issues.**

Introduction

Fire Hall and Library Services

Along with the planned development of new neighbourhoods in the Northeast sector of the city will be the provision of civic services in this area. The newly provided civic services will include a new firehall and library. As the Sutherland neighbourhood will then also be served by the new firehall and library in the Northeast, the current library and firehall will no longer be used.

According to the Fire and Protective Services Department, a new firehall in the Northeast is necessary to provide sufficient response times to Northeast neighbourhoods. The cost of operating a firehall prevents the City from maintaining the Sutherland Firehall as well as the new firehall. Fire and Protective Services Department maintains that Sutherland will be well served by the new firehall and also by the future firehall proposed for McKercher Drive.

The relocation of the Sutherland Branch of the Saskatoon Public Library could take place as early as the fall of 1998. A new Library is currently under construction in the Northeast. Although the new library will not be located within the Sutherland Neighbourhood, service levels for Sutherland residents will be improved in terms of the amount of resource material available and hours of operation.

Currently, the Sutherland/Forest Grove Community Association and the Sutherland Business Association are discussing the possible re-use of the Sutherland Library building with the Leisure Services Department.

Considerations

Infrastructure

The City of Saskatoon Public Works Department is responsible for the provision and maintenance of municipal Infrastructure.

The Roadways Branch provides services for the construction, preservation and operation of all roadways assets, including roads, sidewalks, interchanges, bridges and structures, lanes and pathways. The Branch also reviews new subdivision and development proposals for conformance to City of Saskatoon

standards. The Roadways Branch develops and manages preventative maintenance programs for all roadways assets. Activities performed by the branch include snow and ice control, street sweeping, and asphalt and concrete repairs

The Water and Sewer Branch provides planning, design, and project management in the fields of water distribution, sanitary sewage collection and storm water collection. The Branch is responsible for the inspection, maintenance and repair of the water distribution, waste water collection and storm water collection systems.

Roadways

Currently, roadways and sidewalks are assessed and maintained on a city-wide basis. Priority is based on a combination of condition and city-wide benefit.

Street rehabilitation programs and budgets are determined as part of the Public Works Department's asset management process. Street conditions such as rutting, surface distress, patching, and depressions are recorded by city crews. Once recorded in a database, analysis is done to determine repair strategies, costs, and scheduling. Maintenance may also be complaint driven. Crews are dispatched when necessary to assess and repair problems such as potholes, water pooling, and sidewalk safety problems.

Sidewalk replacement can also be accomplished through the Local Improvement Program. Under this program, replacement is funded jointly by the property owners fronting on the proposed sidewalk, and the City. A petition with the signatures of a majority of the owners representing at least 50 percent of the assessed value of the frontage, the availability of the City's portion of the funding, and Council's approval is necessary in order for work to proceed.

Lane drainage problems are addressed as a result of complaints, or through staff inspections. Where problems occur, lanes may be cut and graded to ensure proper drainage.

Lot drainage problems are addressed on an individual basis. Property owners with lot drainage problems can contact the Public Works Department. A Public Works crew will determine the lot's grade lines. It can then be determined whether or not these grade lines are in accordance with the design specifications for that lot. Drainage problems may occur when lot landscaping results in

grade lines which do not meet the design specifications. Problems of this nature must be settled by the property owners whose lots are contributing to, or are experiencing the drainage problems.

The Public Works Department is currently developing a method to evaluate sidewalk conditions on a city-wide basis. Current maintenance programs are generated through complaints and staff inspections.

Snow removal and street sweeping maintenance is prioritized according to the street hierarchy classification, and traffic volumes. Streets at the top of the hierarchy, such as Expressways, downtown streets, transit routes, and Arterials are cleared first, followed by Collectors, and finally Local streets. Snow removal and street sweeping maintenance is limited by the amount of funds allocated to these functions in the Public Works operating budget. Current budget allotment averages about \$6.00 per household for snow removal.

Water and Sewer Infrastructure

The first water and sewer mains in Sutherland were installed on Central Avenue, 107th, 108th, 109th, and 110th Street between 1912 and 1919. Since that time, water and sewer mains have been installed as required to service the growth of the area.

The Sutherland Neighbourhood represents approximately 2.5%



of the total length of the City's Water Distribution System. Sutherland has experienced approximately 200 water main breaks over the past 40 years and accounts for roughly 5.5 percent of the total water main breaks city-wide.

Under the Infrastructure Replacement Program, the Public Works Department replaces iron and steel water mains as they reach the end of their economic life. Ongoing sewer maintenance is done using video inspection and root clearing equipment. Sewer replacement is done when mains fail or when mains in poor condition are adjacent to water mains which are being replaced. To date, water mains have been replaced on 22 blocks within the Sutherland neighbourhood.

Municipal infrastructure issues discussed during the Sutherland Local Area Plan meetings were primarily service and maintenance related. The quality and timing of snow removal, and drainage-related issues were the most commonly raised concerns.

Future Direction

Assessment and maintenance of infrastructure is undertaken and maintained on a city-wide basis. Sutherland's infrastructure needs must be dealt with in the context of the City's infrastructure budget and the needs of other city neighbourhoods.

Recommendation

7.1 That the Leisure Services Department, through the Sutherland/Forest Grove Community Association, work with the Sutherland Residents to identify which infrastructure issues are most important to the neighbourhood. Those issues or projects deemed most important can be brought to the appropriate City department's attention through the Sutherland/Forest Grove Community Association. Where these issues do not fit the City's budget or priority list, the neighbourhood may choose to pursue an alternative approach such as the Local Improvement Program.

8.0 LAND USE AND ZONING DESIGNATIONS

Goals



- That Land Use and Zoning Designations consistent with the Sutherland Local Area Plan be set out and attached to the City of Saskatoon Development Plan and that the City of Saskatoon Development Plan and Zoning Bylaw be amended. These land use and zoning designations, with City Council's approval, shall be implemented to guide all future development within the Sutherland neighbourhood.

Introduction

The Sutherland neighbourhood is characterized by:

- being the only neighbourhood in Saskatoon that started out as a town;
- a wide variety of character in housing, commercial, and street patterns due to the length of time development has occurred in the neighbourhood;
- A relatively large area of low density residential land;
- A slight annual increase in population since 1991;
- 50% of the population is between the ages of 20 and 40 years;
- 16% of the population was registered at the University of Saskatchewan in the 97/98 academic year
- High (79%) percentage of home ownership;
- A relatively large amount of commercial development concentrated along Central Avenue;
- A slight decrease in Single Unit Dwellings (SUD) since 1994.
- The north 1/3 of the neighbourhood is separated by the C.P.R. rail line.
- Large industrial area adjacent to the neighbourhood.
- Large tracts of under-developed or vacant land.

Considerations

The Residential Land Use Policy Recommendations contained in this section in large part recognize the existing residential development in Sutherland. Land Use Policy changes have been recommended to minimize the potential of land use conflicts, increase the opportunity for one unit dwelling developments, and improve aesthetics.

Based on the analysis of demographic, economic, and development characteristics of Sutherland, together with extensive public consultation, these land use policies have been defined to guide development in Sutherland for a period of 5 to 10 years.

Refer to Map No. 6 on Page 64.

Future Direction

Sutherland Land Use Policy Districts

8.1 Residential Low Density Policy District - no conversions.

- (a) These districts shall be preserved as low density residential districts containing primarily one or two unit dwellings.
- (b) These districts are not suitable for multiple-unit dwelling development. The low density character of these districts shall be conserved by discouraging rezoning requests for the purpose of increasing development densities.

8.2 Residential Low-Medium Density Policy District - conversions and street townhouses.

- (a) These districts are suitable for limited residential redevelopment. These districts are not intended to accommodate extensive multiple unit dwelling development.
 - (b) The development of street townhouses of not more than six (6) units per complex shall be encouraged. The actual number of units will depend on the size of the site, although the overall density will remain low-medium.
 - (c) Rezoning for apartments may be considered only after it is demonstrated that a particular need will be served or when there are no other suitably zoned sites available in the neighbourhood.
-

8.3 Residential Medium Density Policy District - low rise and walk-up apartments.

- (a) These districts are suitable for residential redevelopment. It is intended that low rise, ground oriented condominiums be developed in these districts.
- (b) The redevelopment of this district to a higher density shall be accompanied by adequate parking and landscaping standards.

8.4 Office/Institutional Policy District.

- (a) These districts are intended for small office complexes, institutional, and residential uses.
- (b) Development in these districts shall not include intensive uses which will adversely affect traffic patterns and/or adjacent land uses.

8.5 Special Area Commercial Policy District.

- (a) **Special Area Commercial** may include areas that have unique attributes such as location, type of use, or development history, and which do not readily fit into the normal hierarchy of commercial land use designations. The underlying zoning pattern may vary according to the existing or proposed land use for the area.
 - (b) Specific parking and height requirements may be set in consultation with the surrounding neighbourhood and the landowners.
-

Residential Land Use Policy District Guidelines:

In developing Residential Land Use Policy District Recommendations, the Planning and Building Department used the following guidelines:

Refer to Map No. 7 on Page 65.

- (a) Respect for existing development. The Sutherland neighbourhood started out as a self-contained town in the early 1900's and experienced a decade of rapid growth. The next development boom occurred in the 1950's and the last large residential development occurred in the 1980's. In spite of all this growth there remains three large vacant properties in the neighbourhood. The development of these vacant sites needs to recognize the surrounding existing areas which differ significantly from the south end of the neighbourhood to the north end of the neighbourhood. Significant changes to dwelling types in existing or vacant land would profoundly change the character and balance of the neighbourhood.
- (b) Recommendations for Residential Land Use Policy Districts should reflect the existing uses. Existing multiple unit dwellings are designated as Medium or High Density as appropriate. In this way, non-conforming situations are **not** intentionally created.
- (c) The Residential Low Density - No Conversions Policy District is meant to include one and two unit dwellings. Two unit dwellings are not considered to be multiple unit dwellings.
- (d) The City of Saskatoon Development Plan Section 5.1.2 m) outlines the principles related to the location of Multiple Unit Dwellings (MUD):
 - 5.1.2 m) The location of multiple-unit dwellings in new or existing areas of the City shall, wherever possible, adhere to the following principles:
 - 5.1.2 m) i) high and medium density multiple-

unit dwellings shall generally be located in and near the Downtown and in Suburban Centres. High density multiple-unit dwellings may be located in other areas of the City where proximity to transportation, employment or other unique site attributes may apply;

- 5.1.2 m) ii)** Medium and low-density multiple unit dwellings are appropriate in neighbourhood locations, provided they are:
- located with satisfactory access to neighbourhood entry points and collector or arterial streets;
 - located with satisfactory access to public transit, parks, and other public amenities;
 - situated such that residential zoning districts of varying density provide a compatible gradation within the neighbourhood; and
 - in the case of medium density multiple-unit dwellings, they shall be clustered in a limited number of areas.

Residential Land Use Policy District and Zoning Recommendations

Refer to Map No. 6 on Page 64.

Refer to Map No. 8 on Page 66.

Residential Low Density Policy District - No Conversions:

The Low Density Policy District has been applied to existing areas of single family dwellings in order to preserve them as low density residential districts containing one or two unit dwellings.

Zoning Designations

All land in the Sutherland neighbourhood covered under the Residential Low Density Policy District - No Conversions is proposed to be zoned R2. The purpose of the R2 zoning district is to provide for residential development in the form of one and two-unit dwellings as well as related community uses.

Residential Low-Medium Density Policy District - conversions and street townhouses:

The Low-Medium Density Policy District is intended to be suitable for restricted redevelopment of street townhouses of not more than six units per complex. The actual number of units will depend on the size of the site, although the overall density will remain Low-Medium. This Policy District is intended to generate medium density family-type housing.

Sites recommended for this Policy District which may be suitable for redevelopment and which may stimulate Low-Medium density family housing include the vacant lands south of the CPR tracks and north of 115th Street, and the Western Cooperative College property at 141 105th Street which is presently for sale or lease (see Map 7 pg. 65). Also recommended for this Policy District is the existing site and development at 207 Reid Road.

Zoning Designations

The existing development at 207 Reid Road, will retain its current RMTN zoning designation. The RM2 - Low/Medium Density Multiple Use Dwelling District zoning designation is recommended for the vacant lands south of the C.P.R. tracks and North of 115th Street (Parcel B & D), and the Western Cooperative College property at 141 105th Street (see Map No. 1 - pg. 16). The purpose of the RM2 District is to provide for a wide variety of residential developments in a low to medium density form as well as related community uses. RM2 zoning is consistent with the Low-Medium Density Land Use Policy District recommended for these sites.

This land use policy district and zoning designation will allow enough flexibility to mitigate most of the conflicts which may arise from developing near the CPR tracks on the vacant site south of the CPR tracks and north of 115th Street. By allowing an arrangement of buildings and building types, a density change within the site, or a transition in intensity or type of residential uses and by requiring the provision of a 30 metre buffer strip

adjacent to the C.P.R. tracks this policy district will allow the site to be developed to best serve the immediate and surrounding residents. This land use policy district and zoning designation will also allow redevelopment of the Western Cooperative College property at 141 105th Street, at complementary densities which will not compromise the safety and quality of life around the adjacent elementary school and Anna McIntosh Park.

Residential Medium Density Policy District - Low-rise and walk-up apartments:

The Medium Density Policy District is suitable for low-rise and walk-up apartments. Any redevelopment shall be guided by appropriate zoning standards for parking and landscaping. There are no new sites recommended for Medium Density in the neighbourhood. Not all sites are developed to capacity and development or redevelopment in these areas shall be consistent with the recommendations of the Local Area Plan.

Zoning Designations

The 100 blocks of 110th Street and 111th Street are zoned **RM3 - Medium Density Multiple Unit Dwelling District**. Over half of the lots within this zoning district have been developed as multiple unit dwellings. Continued multiple unit development in this area would be consistent with existing development, and would allow the remaining owners of single unit dwellings greater options for the future development of their property. The purpose of the RM3 District is to provide for a variety of residential developments in a medium density form as well as related community uses.

Office/Institutional Policy District

The Office/Institutional Policy District is intended for small office complexes, institutional, and residential uses which will not adversely affect traffic patterns or adjacent land uses.

This Policy District is recommended for the existing M1 zoned site which includes 700, 702, and 704 Central Avenue at the south end of the commercial development on Central Avenue. In addition, five lots on the west side of Central Avenue at 101 and 113 115th Street and 1400, 1406, 1416 Central Avenue have also been recommended to be designated Office/Institutional. These sites are at the north end of the commercial area on Central Avenue,

and two of the five lots are owner occupied. Throughout the past few years this group of lots has been the subject of a number of applications and discussions focussing on changing the land use and zoning from residential to Office/Institutional.

Zoning Designations

The **M1 - Local Institutional Service District** zoning designation is proposed for 101 and 113 115th Street and 1400, 1406, 1416 Central Avenue.

The site which includes 700, 702, and 704 Central Avenue, at the south end of the commercial development on Central Avenue will retain its current M1 zoning designation (see Map No. 7, pg. 65).

The purpose of the M1 District is to facilitate a limited range of institutional and community activities that are generally compatible with low density residential uses and capable of being located within a residential setting.

The recommendation for change to Office/Institutional Policy District with M1 zoning, for 101 and 113 115th Street and 1400, 1406, 1416 Central Avenue, will address the issues related to the question of long term sustainability of these residential properties. Sustainability as residential lots is questionable due to noise and vibration resulting from proximity to the CPR tracks, and noise and traffic related to commercial activity on Central Avenue. At the same time, the connection of these properties with the Central Avenue business district make them attractive for small office development.

The intent of this proposed land use and zoning change will allow property owners and developers greater options regarding future use of these sites as well as offer a transition from the commercial uses to the residential use.

Special Area Commercial Policy District

In general, a commercial district's primary land use is commercial, however mixed residential and commercial uses are suitable as long as the residential use on the site is secondary to the commercial use.

The Special Area Commercial Policy District is intended for certain commercial areas outside of the Central Business District. This

policy district may include areas that have unique attributes such as location, type of use, or development history, and which do not readily fit into the normal hierarchy of commercial land use designations. Specific height and parking requirements may be established in these areas if a need is identified by the surrounding neighbourhood and landowners.

The Planning and Building Department and the community, which includes the Sutherland Business Association, are in agreement that the Central Avenue business district serves the shopping needs of Sutherland and the surrounding neighbourhoods and enhances the overall quality of life in the neighbourhood. This Policy District also reflects the existing use of this land, would prevent future conflicts with industrial uses, and will enhance the desirability of the commercial area from both a customer's and a merchant's point of view.

Zoning Designations

The Sutherland neighbourhood sites currently designated Special Area Commercial in the Saskatoon Development Plan are 706 to 1210 Central Avenue (east side) and 701, 801, 1015, 1215 Central Avenue (east side) and part of the C.P.R. yard (see Map No. 5, page 45).

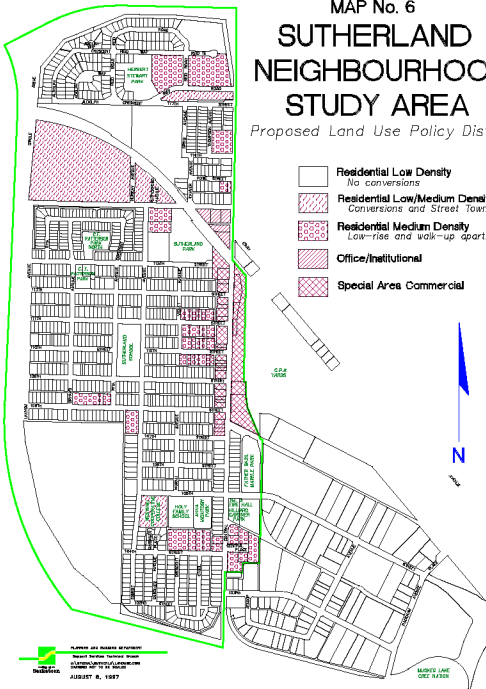
The properties within the Special Area Commercial Policy District will retain their current Zoning. Within the Special Area Commercial Policy District, the east side of Central Avenue, and two parcels just south of the C.P.R. line on the west side of Central, are zoned **B3 - Medium Density Arterial Commercial District** (see Map 7, pg. 65). The purpose of B3 District is to facilitate arterial commercial development providing a moderate to wide range of commercial uses on small to medium sized lots.

The major portion of the west side of Central Avenue is zoned **B5 - Inner-City Commercial Corridor District**. The purpose of the B5 District is to recognize historic commercial areas which include a wide range of commercial uses in a medium to high density form. The two zoning districts within the Special Area Commercial Policy District are necessary to deal with the unique and distinct commercial development histories within the Central Avenue commercial area.

MAP No. 6
**SUTHERLAND
 NEIGHBOURHOOD
 STUDY AREA**

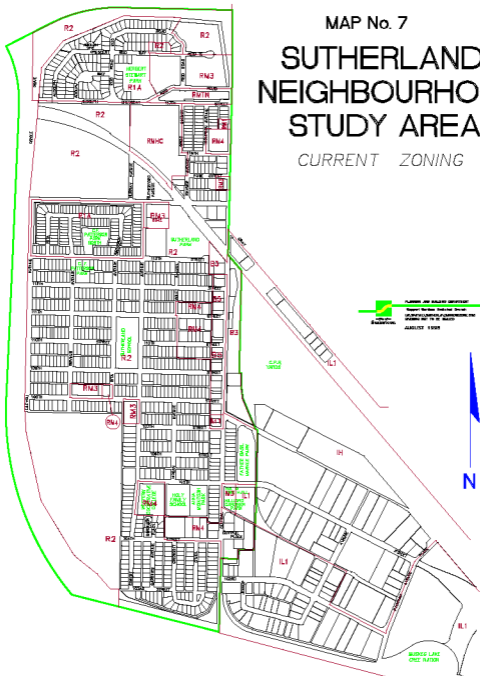
Proposed Land Use Policy District

-  Residential Low Density
No conversions
-  Residential Low/Medium Density
Conversions and Street Townhouses
-  Residential Medium Density
Low-rise and walk-up apartments
-  Office/Institutional
-  Special Area Commercial



MAP No. 7
**SUTHERLAND
NEIGHBOURHOOD
STUDY AREA**
CURRENT ZONING


PLANNING AND BUILDING SERVICES
Report Number: Sutherland Service
City of Sutherland, 100 COMMERCIAL ROAD
SUTHERLAND VIC 3100
JANUARY 2008

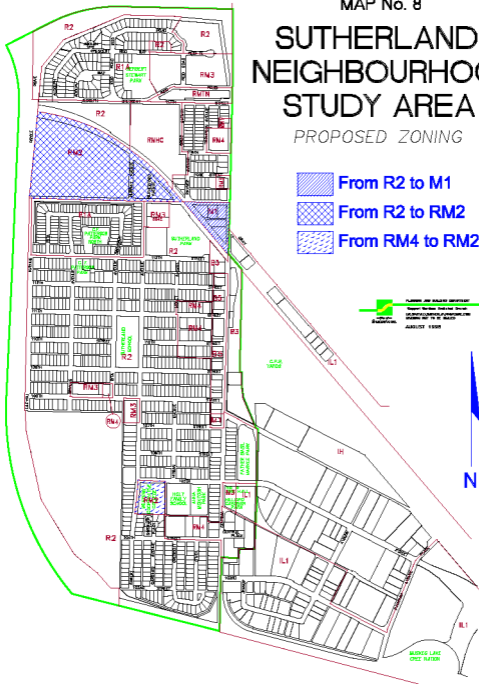


MAP No. 8

SUTHERLAND NEIGHBOURHOOD STUDY AREA

PROPOSED ZONING

-  From R2 to M1
-  From R2 to RM2
-  From RM4 to RM2



PLANNING AND BUDGET DEPARTMENT
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TORONTO, ONT. M2X 1L3
AUGUST 1999