

planning + design

A CITY OF SASKATOON SEMI-ANNUAL PUBLICATION FROM PLANNING & DEVELOPMENT

SPRING/SUMMER 2018



 *City of*
Saskatoon

Mendel Building and Civic Conservatory | Naming the North Commuter Parkway Bridge
Active Transportation Plan | Plan for Growth | New Opportunity, New Partnerships
Infill Round Table | Attainable Housing Projects | 21st Street Streetscape Renewal Project
Broadway Avenue Traffic Cabinets



Message from the Director

As 2018 ramps up, there are going to be a lot of things happening in Planning and Development, both in the Division and around the city itself. After several years where we had many projects that were about creating new plans, such as the Plan for Growth and the City Centre Plan, we're now focusing on implementing those plans.

2017 saw the start of activities around designing the functional plan for the Bus Rapid Transit (BRT) system and the comprehensive Transit Plan. Engagement with the public and targeted stakeholders occurred through the Fall of 2017 and is continuing in 2018. Along with the work on the plans for BRT and Transit, we also kicked off the work on the Transit Villages Concept Plans. The Confederation, University Heights and the Centre Mall areas will have plans that re-orient them to support a greater variety of development around the enhanced transit services coming with the BRT system. In 2018 the Corridor Planning Program also got underway, starting with a major Plan for Growth event at the Western Development Museum on March 7th. Participants were able to stand in the past and reflect on Saskatoon's future, including a huge map of the major corridors in Saskatoon!

Starting in 2016 and largely completed in 2017, the Urban Design team spearheaded the revitalization of the 21st Street streetscaping. As the oldest streetscaped street, it was time for a refresh, including new street furniture, pavers, replacement of deteriorated curbs and sidewalks and upgrades to the street tree irrigation system. It also included the installation of new public art and power supplies for street events. This project was a lot of hard work, but the team was presented with an Award of Merit for the 21st Renewal project at 2017's Design Council of Saskatchewan (DCS) Premier's Awards that

recognize design excellence in the province. As the team prepares for upgrades to the 2nd Avenue streetscaping this year, I look forward to seeing what their design excellence will produce!

On a different note, there has been a growing movement here at the City to make sure our processes operate as smoothly as possible, both to save time and money for the organization but also for our customers - home builders, contractors, business owners and developers. Starting in mid-2017, we have been working on a variety of projects, including the Infill Roundtable described later in this edition, that look at how to improve our processes. In 2018, this will continue and we hope to implement a variety of changes throughout the Division that will have short and long term benefits for us and our customers.

In 2018, we are also launching a new service, headed by a new position in Development Review, the City Centre Planner. In keeping with City Council's Downtown Development priority and the input we've received through the Infill Roundtable, this position will be responsible for looking at the City's various policies and bylaws to identify ways to make it easier for new development Downtown to work through the design, approval and construction phases. The City Centre Planner will work closely with project developers to help them through the steps and solve problems along the way.

All in all, we're looking forward to another busy year in Saskatoon!

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HERITAGE

The Mendel Building and Civic Conservatory

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The Mendel Building and Civic Conservatory is a large concrete, masonry and glass building located at 950 Spadina Crescent East along the banks of the South Saskatchewan River. Built in 1964, the Mendel Building and Civic Conservatory is an excellent example of the Modernist architectural style.

The design for the Mendel Building and Civic Conservatory was the result of a nation-wide competition. The building was to include art exhibit and instruction areas, places for outdoor display, gallery areas and a conservatory. The winning design was submitted by Blankstein, Coop, Gilmour and Hanna of Winnipeg, Manitoba. The building's architecture exhibits the classic modernist attributes of light, order and open space planning. The building features no ornamentation, large pure spatial volumes and exhibits transparency with the exterior landscape and framed views of the river. The building has a unique sawtooth roof structure, which challenged the roofing technology available at the time.

The main level of the building contains the lobby, conservatory and future museum space. The lobby and museum section of the building features brick walls, skylights and a reinforced concrete roof, while the conservatory portion of the building is made entirely of glass with a roof that has six pyramid-shaped glass domes. An addition was completed on the north side of the building in 1975; however, the Mendel Building and Civic Conservatory continues to retain much of its original character.

The Mendel Building and Civic Conservatory has long been associated with its namesake Fred S. Mendel, a local industrialist who was instrumental in establishing the building. Mendel and his family emigrated from Germany to Saskatoon in 1939 as a result of Nazi persecution. Mendel's family had been in the meatpacking business for generations and when he came to Saskatoon in 1940, he purchased an abandoned co-operative packing plant and established a company called Intercontinental Packers. In

the following years, Mendel opened further meat-packing plants in Regina, Red Deer and Vancouver. By the end of World War II, Intercontinental Packers had plants across Western Canada and Australia and by 1975 Intercontinental Packers was the fourth largest meat-packing operation in Canada.

Mendel was not only an industrialist, but also an art collector and art enthusiast. In the early 1960s Fred Mendel donated \$175,000 for the construction of a civic art gallery and conservatory. His contribution was matched by the province, with a suitable site provided by the City of Saskatoon. After much discussion about the location of the art gallery and conservatory the location along Spadina Crescent, adjacent to the South Saskatchewan River, was chosen. The Mendel Art Gallery and Civic Conservatory officially opened on October 16, 1964. The first curator-director of the gallery was John E. Climer and in its first year the gallery saw approximately 300,000 visitors.

The Mendel Building and Civic Conservatory became one of the major collecting art galleries in Saskatchewan. In 1965 Fred Mendel donated 13 paintings to the gallery, including paintings by the Group of Seven that became the nucleus of the gallery's collection. Over the years, by donation and acquisition, the collection has grown to include many works by Saskatchewan, Canadian and international artists in a variety of media forms and styles.

To accommodate its ever-increasing need for space, the Mendel Art Gallery vacated its existing area in 2015 and moved to the new Remai Modern Art Gallery of Saskatchewan. The Mendel building will continue to be used for the Civic Conservatory and will become the new location of the Children's Discovery Museum. To recognize its heritage importance in Saskatoon, the Mendel Building and Civic Conservatory was designated as a Municipal Heritage Property on February 26, 2018.



REGIONAL PLANNING

Participating in a Strategy to Commemorate Aboriginal peoples' history and contributions to Canada: The Name the North Commuter Parkway Bridge Process

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At its July 21, 2016 meeting, City Council unanimously resolved to pursue engaging the community as a whole to name the North Commuter Parkway (NCP) Bridge in recognition of the Truth and Reconciliation Commission (TRC) Calls to Action. In response to Call to Action #79, "Participate in a strategy to commemorate Aboriginal peoples' history and contributions to Canada," the Name the NCP Bridge project supports this commitment by engaging Saskatoon residents in a community-led bridge-naming process and educational journey. Under the City of Saskatoon's Strategic Goal of Quality of Life, the naming process also supports the recognition of our built, natural and cultural heritage. The community-led naming process involves consultation with First Nations and Métis Elders, Indian Residential School Survivors, The Saskatoon Reconciliation Committee as well as the Name the NCP Bridge Steering Committee comprised of: The Office of the Treaty Commissioner (OTC); Federation of Sovereign Indigenous Nations (FSIN); Saskatoon Tribal Council (STC); Central Urban Métis Federation Inc. (CUMFI); and the City of Saskatoon.

First Nations and Métis Elders will guide the cultural protocol for the naming project, including blessing of the land, which took place in May 2017. Between August and November 2017 a call for bridge name nominations was made and nominations were gathered from the community through online, social media and in-person engagement opportunities. Nominations were to meet the following criteria:

- An historical name acknowledging an Aboriginal historical event or figure; or,
- A word or concept that embodies the spirit of community, coming together or connection.

Through the nomination process a total of 461 nominations were received. With the

support of the steering committee, Elders and Survivors reflected and deliberated on the list of names and had the difficult task of determining a shortlist of four names. For each of those final four names a short educational vignette (video) was created, and the community was invited to watch and provide input online or in person throughout February and March 2018. The four educational vignettes provide some background and history for each of the names and are narrated by Joseph Naytowhow, Interdisciplinary Artist and Nehiyo/Cree Knowledge Keeper. The four names selected are:

- Chief Mistawasis – a visionary Plains Indigenous leader. In 1870 Chief Mistawasis petitioned Ottawa to make treaties to protect the welfare of his people;
- Louis Riel – A Métis patriot and martyr. He fought to build consensus among English and French Métis, settlers and First Nations;
- Waniskâ – a Cree word meaning "to arise" and the title of a traditional morning song; and

- Wicîhitowin – a Cree word meaning "to help mutually" that is connected to three other sister Cree words: sakihitowin (love), kitimakihitowin (empathy), and kisewatotatowin (kindness for all living beings).

Community feedback will be considered before the final recommendation is made to City Council by the Name the NCP Steering Committee in June 2018.

Through the community-led naming process and educational journey, Saskatoon citizens have the opportunity to learn more about Aboriginals people's history, culture and contribution to our diverse community. Naming the NCP Bridge is an opportunity to unite our community in an act of reconciliation, and for all of Saskatoon's citizens to see themselves in the community – in our shared places and spaces.

To learn more, visit saskatoon.ca/nametheNCP



TRANSPORTATION ENGINEERING

The Active Transportation Plan

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The City of Saskatoon is committed to providing safe streets for users of all ages, abilities and modes of travel. Several studies and plans have been conducted over the past years to support this goal, including the Strategic Plan, the Growth Plan, the Complete Streets Policy and Design Guide, and the Active Transportation Plan – just to name a few! All of these initiatives work together to help achieve a more balanced approach to street design that accommodates the safe movement of people.

The Active Transportation Plan (AT Plan) helps provide more choices for moving around Saskatoon by addressing our community and infrastructure needs for cycling, walking and other modes of active transportation. Walking and cycling provide a practical, everyday opportunity for residents to be physically active. Further, building active transportation facilities can provide affordable and accessible transportation choices, increasing mobility options for those who may not have access to a vehicle.

A key recommendation resulting from the AT Plan was the provision of an interconnected system of bicycle facilities that is comfortable and attractive for users of All Ages and Abilities – or ‘AAA’ for short! AAA cycling facilities are designed to be suitable for persons from age eight to 80. These facilities make cycling more attractive by increasing the comfort level and feelings of safety. With the adoption of the AT Plan in 2016, City Council set the mode share target of doubling the number of commuter trips made by bicycle in Saskatoon from two per cent to four per cent by 2045. Attracting new riders is an important part of achieving this target. Safe, comfortable and connected facilities are a proven way to encourage people to try cycling by providing options for those who are interested in cycling but don’t feel comfortable riding on busy, high-speed streets.

There are three key principles important to designing a AAA facility:

- Safety: the facility must be safe as cyclists are vulnerable road users;
- Comfort: the facility must be comfortable in order to attract riders; and
- Connectivity: the facilities must connect not only to other facilities but also to key destinations in order to be practical.

There are typically four types of cycling facilities that are considered AAA and have various applications on a city-wide scale:



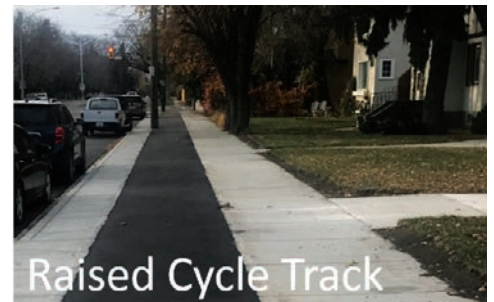
- Multi-Use Pathways: perhaps the most common type of AAA facility in Saskatoon, multi-use pathways are typically used adjacent to suburban arterials and accommodate both cyclists and pedestrians. Saskatoon boasts 76 kilometers of paved multi-use pathways.



- Protected Bicycle Lanes: these facilities are located on the street, buffered from traffic by a combination of space, curbing, planters, parked vehicles, and/or delineator poles. This facility type was used for the temporary installation for the downtown protected bike lane demonstration project. There are over three kilometers of protected bike lanes in Saskatoon.



- Bicycle Boulevard: these facilities are also located on the street but include traffic calming measures to reduce vehicle operating speeds to 30 km/h or less allowing bikes to safely travel with vehicle traffic on quiet streets. Saskatoon has six kilometers of Bike Boulevard.



- Raised Cycle Track: these facilities are located on the same level as the sidewalk, are typically separated from the sidewalk and are signed and marked for cyclist use only. There are 1.85 kilometers of raised cycle track in Saskatoon.

“ Each of these facilities make up Saskatoon’s existing AAA network and will continue to be used as the City improves and expands the cycling network. ”



LONG RANGE PLANNING

Plan for Growth

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A MESSAGE FROM THE 'PLAN FOR GROWTH' PROJECT TEAM

On March 7, 2018 the City of Saskatoon brought together a wide range of the Plan for Growth projects to the Western Development Museum for a “Come and Grow” open-house. The event was a success with approximately 400 attendees and featured the City’s first-ever social media Online Town Hall. This provided a significant opportunity for the public to learn about and provide input on a number of projects relating to growth and moving around. The success of this event saw stakeholders engaging in a lot of fun ways, providing great insight and involvement on the proposed plans for transforming Saskatoon’s transit, shaping development around our major roads and improving the design of our neighbourhoods. As our city continues to grow toward a population of 500,000, we encourage everyone to come to one of our future Plan for Growth events to help us understand what matters to you most.

Let’s Talk Growth

Would you consider living in a mixed-use building along a BRT Corridor?

Join the conversation today and tell us what excites you! Send us your comments on Facebook or Twitter by tagging your comments with **#GrowYXE**.

Bus Rapid Transit / Transit Plan Implementation Update

Since the approval of the Preferred Configuration by Council on November 20, 2017, the City has been advancing the Functional Planning process. Work has been completed on a cost-benefit analysis using a multiple account evaluation approach and functional plan development, station design, park and ride strategy, and a transit system re-configuration plan. A critical component of this project is ongoing engagement with the public and impacted stakeholder groups, offering numerous opportunities for participants to weigh in on what matters most.

A number of stakeholder engagement activities have been completed, including three online surveys, which received over 900 responses, and workshops and public open-houses throughout the city which have hosted over 600 stakeholders and members of the public. Input was gathered regarding the proposed BRT routes, termination points, transit system reconfiguration, station locations and station designs. Public and stakeholder engagement is ongoing.

Learn more: saskatoon.ca/growth/transit-plan

Corridor Growth Updates

Transit Villages

In January 2018, the City held a stakeholder workshop to begin the conceptual planning and design discussions for the future

transit villages at Confederation Suburban Centre, The Centre Mall and University Heights Suburban Centre. The intent of the Transit Villages work is to identify opportunities to combine the corridor growth and transit goals of the Growth Plan to Half a Million at key commercial centres. The workshop resulted in the preparation of a draft Vision and Planning Principles and several preliminary design concepts for each location, which were then presented for further discussion and input at a multi-day, public pop-up event at Confederation Mall.

This information, along with refined versions of each conceptual plan, was presented at the March 7th “Come & Grow” open house as well as at a public pop-up event at Centre Mall on March 8th. The input received from these events will be used to refine the draft Vision and Planning Principles and conceptual plan for each location.

Learn more: saskatoon.ca/growth

Corridor Planning Program

The Corridor Planning team presented highlights of the baseline analysis along BRT corridors at the March 7 “Come & Grow” event. This analysis included: land-use mix and business composition; jobs; parking; number of dwelling units; Growth Plan to Half a Million dwelling unit targets; and density diagrams using the current zoning regulations.

What did we hear? Attendees to the event provided 268 written comments and 593 geographically specific markers on a map of the entire BRT Red / Green Line corridors. Also, comments were gathered at the event and from an online survey that asked for input on identifying places of great significance, types of new business and specific elements that would increase the desirability of living on one of the major corridors. Student Planners played an important role at ‘Come & Grow’ too. As part of a work study program offered through the Regional and Urban Planning Program at the University of Saskatchewan, three students completed a total of 59 questionnaires that sought input on the importance of elements in the public realm, the need for different land uses, and ideal building heights along 22nd Street W and 8th Street E. Results are available on the project webpage.

The feedback gathered during the event is helping the Corridor Planning team develop ideas and options for the corridors, including the distribution of density and transitions into adjacent neighbourhoods and ways to improve the public realm. Additional public and stakeholder engagement opportunities for these components are planned for the early summer and fall of 2018.

Learn more: saskatoon.ca/growth/corridors

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REGIONAL PLANNING

Thunderchild First Nation - New Opportunity, New Partnerships



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About Thunderchild First Nation

Thunderchild First Nation is a signatory of Treaty 6 and is located in the hills and lakes of west-central Saskatchewan near Turtleford, approximately 100 kilometres northwest of North Battleford.¹

Thunderchild First Nation has approximately 2,900 members, with just under half residing on the home reserve and the other members living in urban centers such as Saskatoon.²



Retro Petro 1135 Idylwyld Drive

City of Saskatoon/Leanne Mathieson Photos

In the spring of 2015 Thunderchild First Nation purchased the gas station located at 1135 Idylwyld Drive in Saskatoon. The gas station, named Retro Petro, is located at a very busy intersection (Idylwyld Drive and 33rd St W) across from Saskatchewan-Polytechnic.

Urban Reserves

An urban reserve is land within a city which has been purchased on the open market by a First Nation and granted reserve status by the Federal Government. Land does not become a reserve just because it is owned by a First Nation. Reserve status is obtained by going through a process which results in a Federal designation of the land as reserve.

The table on this page provides an overview of the various First Nations with reserves and land holdings in Saskatoon and region. A land holding refers to land selected by a First Nation for reserve designation, but has not yet been through the formal process.

Celebrating a New Partnership

As part of the requirements for urban reserve creation, the City recently concluded negotiations with Thunderchild First Nation for the Municipal Land Use and Compatibility Agreement and Police

Services Agreement (Agreements) to ensure the development fits within the neighbourhood and also to provide for the details around the services that are provided. Once a site is designated reserve the jurisdiction passes to the First Nation, meaning City

First Nation	Urban Reserve	Urban Holding	Rural Reserve	Rural Holding
Battleford Agencies Tribal Council		√		
Cowessess First Nation				√
English River First Nation			√	
Fishing Lake First Nation				√
Kahkewistihaw First Nation		√		
Little Pine First Nation		√		√
Mistawasis First Nation			√	
Moosomin First Nation				√
Muskeg Lake Cree Nation	√√			
Muskoday First Nation				√
One Arrow First Nation	√			
Red Pheasant Cree Nation	√			
Saulteaux First Nation				√
Thunderchild First Nation		√		
Whitecap Dakota First Nation			√	
Yellow Quill First Nation	√	√		√

Note: Thunderchild, Yellow Quill and Kahkewistihaw are currently in various stages of urban reserve designation for the sites noted in the above table as urban holdings.

¹Specific Claims Research Centre: <http://www.specific-claims.ca/~specific/thunderchild%20first%20nation%201908%20surrender>

²Indigenous and Northern Affairs Canada http://fnppn.aandc-aadnc.gc.ca/fnp/Main/Search/FNMain.aspx?BAND_NUMBER=349&lang=eng

bylaws and taxation would no longer apply. The Agreements establish expectations regarding adoption of similar development standards and bylaws and include details around the fee for services that is paid in lieu of taxes. The services provided are the same as they would be for any other similar development.

Upon receiving word that all of the municipal requirements had been met and Thunderchild had secured title for the property, the stage was set to initiate a communication process. In 2016, City Council approved using a more collaborative approach when sharing news of a new urban reserve with the public.

So in the spirit of reconciliation and in collaboration with Thunderchild the following options were selected to communicate the pending new reserve with the people of Saskatoon:

1. A letter was sent on behalf of the Saskatoon Regional Economic Development Authority to share the news with the 33rd St BID and broader business community.
2. A Public Service Announcement was drafted and released, sharing the news with the broader public.
3. Chief Delbert Wapass and Council from Thunderchild First Nation were invited to participate in a signing ceremony to celebrate the new partnership.

The Chief and Council joined the Mayor and City Council at a special signing ceremony in City Council Chambers on January 29th. An elder from Thunderchild First Nation provided an opening prayer, there was a grand entry that included flags, drumming and an Honor Song, as well as a gift exchange between Chief Wapass and Mayor Clark. The Agreements were signed by the Chair of the Board of Police Commissioners, the Mayor and City Clerk and the Chief and Councillors from Thunderchild. This was the first time that such a ceremony has been held in Council chambers.

Thunderchild will now forward the Agreements and other required documents to the Ministry of Indigenous and Northern Affairs Canada for consideration.

First Nations continue to invest in the City of Saskatoon and region, as they look for new ways to participate in the economy that will provide services to their communities and employment options for their members. Regional Planning is proud to support First Nations in their development aspirations and reserve creation and we look forward to creating many new partnerships in the future.



Urban Reserve development creates a sense of belonging for First Nations people in the urban setting of Saskatoon. Identifying with Community ownership in urban space and providing economic opportunities weaving into the socio-economic fabric of the community.

-Gilles Dorval, Aboriginal Relations



Signing Ceremony – City Hall Council Chambers, Jan 29, 2018

HOUSING

New Attainable Housing Projects Open in Saskatoon for the Young and the Young at Heart

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Saskatoon’s community partners never rest and continue to create new housing units for those whose needs cannot be met in the traditional housing market. Two innovative housing projects have recently opened in Saskatoon, with one serving the very young and the other serving the ‘young at heart.’ Both projects have received capital grants from the City of Saskatoon as part of the City’s 2013 – 2022 Housing Business Plan.

Sweet Dreams

The Sweet Dreams project has been around for a few years, but it recently completed an addition that included four more housing units as well as a daycare. Sweet Dreams is operated by the Saskatoon Downtown Youth Centre Inc. (EGADZ) and provides transitional housing for mothers and their young children who are at risk of being homeless.



Hyde Park View

Located across the street from Hyde Park in the Lakewood Suburban Centre, this brand new building includes 140 seniors units. The City provided a grant to help build fifteen of the units which are rented at affordable rates for low income seniors. The project also includes 100 life lease units and 25 personal care units allowing residents to ‘age in place.’



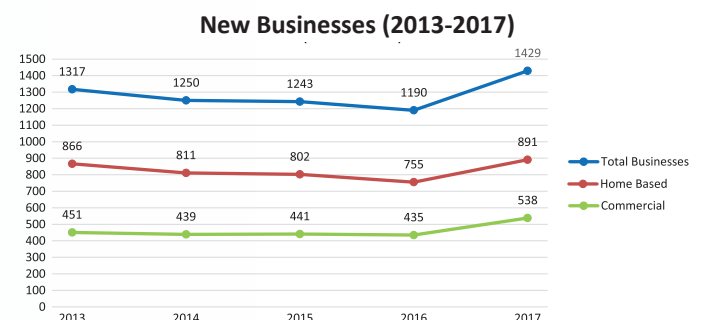
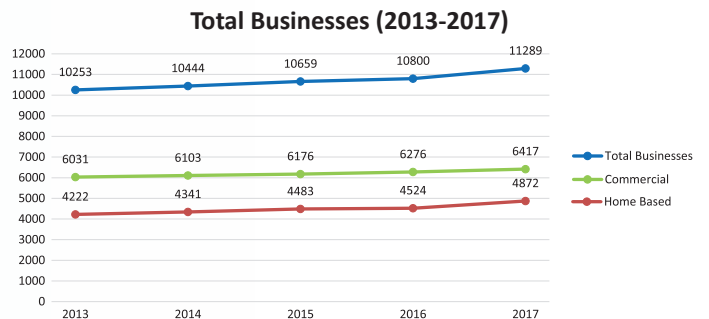
More information on the City of Saskatoon’s Housing Business Plan is available at saskatoon.ca/housing.

Business License Program

The City of Saskatoon Business License Program licenses all businesses operating from a fixed address within Saskatoon. This includes all home-based businesses as well as businesses operating from commercial and industrial locations.

At the end of 2017, there were 11,289 businesses licensed by the Program. Figure 1 illustrates the overall business growth in Saskatoon and identifies the total number of home-based and commercial/industrial business licensed from 2013 to 2017. The total number of businesses has increased by more than 10% since 2013. Figure 2 illustrates the number of new business licenses issued for the years 2013 to 2017. The number of new home-based businesses continues to exceed the number of new commercial/industrial businesses.

For more business license statistics or to view the Business Profile 2017 Annual Report, please visit saskatoon.ca/businesslicense.



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NEIGHBOURHOOD PLANNING

Infill Round Table

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The City’s Plan for Growth provides direction to manage growth to a population of 500,000. For residential development, a key direction of the Plan is to balance growth between infill and greenfield locations. The Plan recommends that 35 per cent of new growth be dedicated to strategic and neighbourhood infill sites and an additional 15 per cent be targeted to corridor growth. Between 2005 and 2015, infill development made up approximately 17.4 per cent of all dwelling units.

Several issues relating to infill development have been brought forward to City Council from the development industry. One of the most challenging issues is achieving an appropriate balance between infill development and greenfield development, and to develop a process and a method to level the playing field for both types of development. Infill development can often be more complex due to additional costs for infrastructure upgrades, building constraints within an existing neighbourhood, protection of mature trees, and in certain cases, land use and zoning changes.

In response, the Saskatoon and Region Home Builders’ Association brought forward a proposal to convene an Infill Roundtable with representatives from the development industry, the Mayor’s office, City Councillors and the Civic Administration. The representatives from the development industry were chosen to represent a range of builders and developers. The purpose of the Infill Roundtable was to identify barriers to development and propose solutions that could be implemented quickly.

The Infill Roundtable provided an opportunity for industry professionals to work together and start an ongoing relationship. The discussion was forward looking rather than focusing on the past. As a result of the Infill Roundtable, the Saskatoon and Region Homebuilders Association presented a report to City Council on December 18, 2017. The report outlined 21 recommendations under four themes that included:

1. Access to information;
2. Communications;
3. Financial; and
4. Organizational change and coordination.

Of those recommendations these immediate items have been undertaken:

1. A “Cut the Red Tape” initiative has been further developed which focuses on the Downtown. This is a pilot project area to create a proactive approach to Downtown development;
2. The City Centre Planner position in the Planning and Development Division has been hired;
3. A Major Applications Group, consisting of key staff, has been meeting on a regular basis to identify challenges for new development proposals; and
4. The Developers’ Liaison Committee has been re-engaged to act as a stronger linkage with the development industry on policy and development items.

The Infill Roundtable has proven to be a successful initiative in engaging the development industry and creating meaningful dialogue on the barriers to infill development.

The next issue of Planning + Design will provide further information on the Downtown Pilot Project: *Cut the Red Tape* initiative.

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Brownfield Renewal Strategy

Last month, the City completed soil condition assessments at several proposed BRT station locations along the Red Line Corridor. Preliminary results will be available within the month. The data received will provide insight on the soil quality at the proposed BRT stations and will provide valuable knowledge on the potential environmental condition of nearby future revitalization zones. The City’s technical expert has also provided Administration with a draft Brownfield Renewal Strategy Research and Recommendation Report. The strategy and report are currently under review to have the plan finalized. The information collected from the field assessments, as well as the content from the recommendations report, will directly influence the approach the Brownfield Renewal Strategy will take in its program development.

Learn more:
saskatoon.ca/growth/brownfields

Visit saskatoon.ca/engage to learn about more engagement opportunities.



21st Street Streetscape Renewal Project

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As one of the City of Saskatoon’s original streetscape projects, 21st Street is one of the city’s most recognizable streets. However, after a quarter century of service, the streetscape elements were in need of attention. Streetscape renewal began in 2016 and continued in 2017 with two phases of construction.

Work in 2017 included new paving stones in the amenity areas, street furniture and lighting features. Extensive construction was completed to extend the life of mature elm trees with new drain curbs for tree watering and new water supply connections for the street trees.

The overall goal is to ensure 21st Street remains a prominent and desirable retail and entertainment destination within Saskatoon. Some minor construction will complete the project in Spring 2018.



Broadway Avenue Traffic Cabinets

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In 2017, six traffic cabinets were refreshed by four local artists.

- Saskatoon Makerspace, *No Lid*, is located at 8th Street and Broadway Avenue near St. Joseph’s Parish. This piece of art was made to celebrate summer time on Broadway.
- Chris Morin created two cartoon character artworks that were inspired by his interactions on Broadway Avenue with food, drink, the nightlife, and the walkability. His intention is to promote local business without direct advertising. They are located along Broadway Ave at Main Street and 10th Street.
- Stephanie Kuse created two artworks inspired by her favourite thing, the South Saskatchewan River. Lush riverbank images were digitized and manipulated to produce vibrant abstract works. They are located along Broadway Avenue at 11th Street and 12th Street.
- Cate Francis, *The Canopy*, is an imagined view inside the distinctive American Elm canopy that arches above the Broadway area. Wild and domestic animals are represented in an open narrative that reflects the atmosphere of Broadway’s daytime festivals and vibrant nightlife. This artwork is located at 12th Street and Dufferin Avenue.



The current issue of *Planning + Design* is available for download at saskatoon.ca

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