

## Technical Review of Proposal Willows Neighbourhood Concept Plan Amendment

### Transportation and Construction & Utilities and Environment Divisions

The proposed amendment as noted in the report, is acceptable to the Transportation and Construction Division, with the following comments:

#### Transportation Department:

1. Traffic signals are required at the intersection of Cartwright Street and Lorne Avenue and at Cartwright Street and Clarence Avenue. The developer is responsible for costs associated with the installation of the traffic signals.

At Lorne Avenue/Cartwright Street – signals must be installed and fully operational at the start of development.

At Clarence Avenue/Cartwright Street – the underground signal infrastructure (ducting, pole bases, junction boxes, etc.) must be installed at the start of construction, but the above ground installation can be completed at a later date/stage when signals are deemed necessary by the City of Saskatoon.

2. At the intersection of Clarence Avenue and Cartwright Street, the developer is to construct a separate northbound left turn lane on Clarence Avenue to ensure the most efficient operation of traffic signals. The developer is responsible for costs associated with the installation of the left turn bypass lane.
3. A detailed intersection design for Lorne Avenue and 'Access A' must be submitted for the City's review to confirm that sufficient right-of-way is available and set aside as part of this subdivision plan within the intersection's functional area to accommodate the required design elements, such as turning bays/tapers, channelization, etc. The City will review the design for compliance with standards, but the Ministry of Highways and Infrastructure is the approving authority. The Ministry of Highways and Infrastructure is also the approving road authority for the proposed speed reduction on Hwy 219.
4. An agreement is required from the RM of Corman Park regarding the signalization of Clarence Avenue and Cartwright Street and transfer of jurisdiction/operation to the City. An agreement is also required from the Ministry of Highways and Infrastructure regarding the proposed new access A, speed reduction on 219, and signalization of Cartwright Street and Lorne Avenue. The developer has obtained an initial understanding of this work with the RM of Corman Park and the Ministry of Highways and Infrastructure and will work to formalize agreements prior to construction.

5. New public right of ways will be required to meet current City standards and will be classified as follows:
  - Access Roads B and C will be classified as collectors and will include parking, and sidewalks on both sides.
  - Access Road A will be classified as a collector and will include sidewalks on both sides (no parking).
  - A sidewalk must be provided on the west side of Cartwright Street between Cartwright Terrace and the roundabout

#### Saskatoon Water Department - Summary of Detailed Modeling and Analysis:

1. The storm pond located to the north of Cartwright Street (referred to as pond 20 on the Concept Plan) became part of the storm system with the Circle Drive South project. While the storm pond is used by the City, it has remained under private ownership. Amendments to the Concept Plan provide an opportunity to have the storm pond transferred to the City. Dedication of the storm pond could occur with the first subdivision stage. Once dedicated, the storm pond would be added to the City's inventory and budgeted for future maintenance.

The developer has agreed to the transfer of ownership of the storm pond to the City.

2. The sanitary sewer for the current development of the Willows neighbourhood ties into the City of Saskatoon municipal system at Melville Street by a connection consisting of a 250 mm diameter pipe which crosses under the Canadian National Railway tracks. This pipe has been installed at a slope of 0.24% with a full flow capacity of 29.1 L/s. As the proposed peak wastewater flow is greater than the available capacity (29.1 L/s) of the existing sanitary sewer crossing at the CNR railway, it is proposed to twin that line to provide sufficient capacity. The developer is responsible for the cost of this work.

The Melville Street sanitary sewer drains the Willows neighbourhood to the Jasper Avenue lift station which also services Stonebridge, Avalon, and the CN Industrial neighbourhoods. The design capacity of the Jasper Avenue lift station is 284 L/s wet peak flow. The City of Saskatoon had previously allowed for a 35.2 L/s peak sanitary sewer flow for all phases of the Willows development (existing and proposed). However, through detailed modelling and analysis, capacity limitations were identified on the existing sanitary trunk. To provide for increased flow to accommodate the additional density in the Willows and extra capacity for the Stonebridge, Avalon and CN Industrial area, the twinning of the Melville Street sanitary trunk is proposed. This work will be proposed as a 2022 capital project, with the cost of \$5,364,000; \$96,000 to be funded through private

contribution, and \$5,268,000 to be funded through the Trunk Sewer Reserve and Sewage Treatment Capital Reserve (50% from each reserve).

3. The servicing info as presented within the Concept Plan is accepted with the developer continuing to advance the functional hydraulic models for storm sewer and water distribution servicing with additional detail added for each phase of development.

#### Planning and Development Department - Neighbourhood Safety

The proposed amendment as noted in the report, is acceptable to the Neighbourhood Planning Section, with the following comments:

1. Ensure existing standards, related to ponds and their construction, are adhered to, including limiting setbacks and access if required.
  - a. Item to be addressed during the design stage.
2. Ensure ponds which are activated during the winter season be identified for ongoing ice checks, as per the inspections process through the Fire Department.
3. Golf cart tunnels to be reviewed at the design stage. The developer has agreed to these conditions.

#### Recreation & Community Development and Parks Departments

The proposed amendment as noted in the report, is acceptable to the Recreation and Community Development and Parks Departments, with the following comments:

1. Deferral of remaining MR dedication to be completed at the subdivision stage.

The developer has agreed to these conditions.

#### Other Internal/External Agencies

Reviewed by other internal/external agencies. No outstanding comments.