

Technical Review of Proposal
Willows Neighborhoods Concept Plan Amendment

Transportation and Construction Division

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

Transportation Department:

1. The TIS states that the intersection area lighting at Highway 219 and Access A is warranted. The Developer is responsible for the cost of installation and must make arrangements with the electrical utility provider to ensure that adequate street lighting is in place before the intersection opens to traffic.
2. Installation of traffic signals at Lorne Avenue/Cartwright Street and Clarence Avenue/Cartwright Street – agreed by the City of Saskatoon (City). The cost of the signals will be cost shared equally between the Developer and the City. The City will design and install the signals.

Both signals are to be installed prior to full build-out.

Since Clarence Avenue/Cartwright Street is currently in the RM's jurisdiction, the City will prepare and sign an agreement with the RM to install and operate signals at this intersection. For proper signal operation, an additional northbound lane will be required to separate the left-turn from the through movement. The construction cost of required road widening is the Developer's responsibility.

3. In addition to the street lighting requirement for the intersection of Highway 219 and Access A, street lighting will be required along Lorne Avenue from Cartwright Street to Access A and will be the responsibility of the Developer.
4. Golf Cart/Pedestrian Tunnels – These tunnels will be the responsibility of the Developer as noted in the original Servicing Agreement, including the design, construction, maintenance and removal/disposal upon the end of their usual life.
5. Underground Electrical and Natural Gas Servicing will be arranged and paid for by the Developer. Street Lighting services throughout the development will be provided by the City.
6. Offsite Servicing Levies – The Developer will design and construct to City standards and specifications all infrastructure on dedicated roadways that will be maintained by the City. Additional levies will be included as part of the servicing extension agreement including at a minimum, Street Lighting, Interchange and Warranty Levies.

Saskatoon Water Department – Summary of Detailed Modeling and Analysis

1. If Cartwright Street stays as a rural ROW, no storm sewer alterations are required. If it changes to an urban ROW cross section, the roadway will need catch basins and a local storm collection sewer with an outfall to the Cartwright pond. Installation would be the responsibility of the developer.
2. 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.
3. 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 250mm diameter pipe, which crosses the Canadian National Railway (CNR). It is proposed that a new 375mm trunk sewer be ran up to Cartwright Street from the northwest, constructed by the City of Saskatoon. This trunk will serve both phase 1 & 2 of the Willows. This trunk has also been preliminarily sized to accommodate future light industrial and commercial lands at the corner of Cartwright Street and Lorne Avenue. The existing sanitary sewer crossing at the CNR railway will remain and act as an overflow sewer.

Community Services Division

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. That the proponent ensures that visually transparent fencing is installed around the hotel/spa site.
2. That the proponent carefully considers the location of access points if fencing is installed around the hotel/spa site.
3. That the proponent considers adding an additional crosswalk to the west from the multi-story condo buildings.
4. That the proponent submit any Municipal Reserve (MR) or other green space for public use to the CPTED Review Committee, particularly the pathways and golf cart tunnels.
5. That the proponent assesses any detailed landscaping designs from a CPTED perspective, particularly the Natural Surveillance and sightlines.

Recreation & Community Development and Parks Departments

1. Initial application did not include the required 10% municipal reserve dedication for phase 2, however the application has been updated and meets the requirements. Any cost to develop the municipal reserve beyond that collected for the Parks Levy will be the developer's responsibility.