

Proposed Text Amendments to the Aspen Ridge Concept Plan:

1) Updated Neighbourhood Quick Facts on Page V including:

	Current (2014 Approval):	Proposed:
Projected Population	12,544 persons	12,050 persons
Projected Elementary School Population	1,715 students	1,691 students
Neighbourhood Gross Density	8.93 units per acre / 48.53 persons per hectare	8.65 units per ac. / 46.62 persons per hectare
Neighbourhood Net Density	14.30 units per acre / 77.74 persons per hectare	13.89 units per acre / 74.85 persons per hectare
Estimated Total Number of Dwelling Units	5,702 units	5,524 units
Singe-Unit Dwellings	2,177	2,213
Multi-Unit Dwellings	3,525	3,311
Total Neighborhood Residential Unit Split	38.18% single-unit and 61.82% multi-unit	40.06% single-unit and 59.93% multi-unit
Total Developable Neighbourhood Frontage	33,250.52 metres	33,610.68 metres

2) Paragraph 2 on Page 7 removed and replaced:

Current Text	Proposed Text	Change:
<p>“Vehicle access has not been provided from local or collector streets to the Swale. One vehicle crossing has been identified within the neighbourhood (McOrmond Drive), and another identified to the west of the neighbourhood (Lowe Road / Range Road 3050). The Swale can be accessed by several pedestrian and cycling linkages from the neighbourhood to the Greenway (see Figure 4) promoting pedestrian and cycling activities, and enhancing connectivity to the Swale. In the future, there is also the opportunity for a multipurpose trail that could connect to surrounding neighbourhoods, and eventually the MVA trail system. In addition to access from linear parks to the Greenway, lots backing onto the Greenway will have access to the Greenway via gates in their back fences. A “see through” metal fence will be constructed in all rear or side yards that interface with any park or other open space system including the Greenway and drainage areas.”</p>	<p>Vehicle access has not been provided from local or collector streets to the Swale. One vehicle crossing has been identified within the neighbourhood (McOrmond Drive), and another identified to the west of the neighbourhood (Lowe Road / Range Road 3050). The Swale can be accessed by several pedestrian and cycling linkages, from the neighbourhood to the Greenway (see Figure 4), promoting pedestrian and cycling activities, and enhancing connectivity to the Swale. In the future, there is also the opportunity for a multipurpose trail that could connect to surrounding neighbourhoods, and eventually the MVA trail system. A “see-through” metal fence will be constructed in all rear or side yards that interface with any park or other open space system, including the Greenway and drainage areas.</p>	<p>The sentence stating that lots backing onto the Greenway will have access to the Greenway via gates in their back fences is removed.</p>

3) Paragraph 2 on Page 19 removed and replaced:

Current Text	Proposed Text	Change:
<p>“This neighbourhood is approximately 62% multi-unit dwellings and roughly 38% single-unit dwellings resulting in a neighbourhood density of 8.93 dwelling units per acre. In comparison with currently built neighbourhoods, City Park has a density of 8.5 units per acre, and Nutana has a density of 7.5 units per acre. The neighbourhood is also estimated to contain approximately 1,359 jobs*. This density of residents and jobs supports the City’s goal, as expressed in the OCP, of achieving a compact urban form ‘...to build a fiscally, socially, and environmentally sustainable community...’”.</p>	<p>This neighbourhood is approximately 60% multi-unit dwellings and roughly 40% single-unit dwellings, resulting in a neighbourhood density of 8.65 dwelling units per acre. In comparison with currently built neighbourhoods, City Park has a density of 8.5 units per acre, and Nutana has a density of 7.5 units per acre. The neighbourhood is also estimated to contain approximately 1,359 jobs*. This density of residents and jobs supports the City’s goal, as expressed in the OCP, of achieving a compact urban form “...to build a fiscally, socially, and environmentally sustainable community...”.</p>	<p>Neighbourhood statistics are updated.</p>

*This estimate is based on the methodology used by the City of Saskatoon in the University Heights Sector Plan. The methodology assumes an average of 5 jobs per hectare in primarily residential areas, 16.25 jobs per hectare in District Village areas and 45 jobs per hectare in employment areas (i.e. District Commercial).

4) All references to “Perimeter Highway” throughout the document will be removed and replaced with “Saskatoon Freeway”.