



Montgomery Place Local Area Plan Final Report

Community Services Department, Planning & Development | November 2018

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And a special thanks to Montgomery School, St. Dominic School, St. David's Trinity United Church, and the Montgomery Place Community Association for making this entire process possible.

Executive Summary

Local Area Planning is a community-based approach to developing comprehensive neighbourhood plans. It allows residents, business owners, property owners, community groups and other stakeholders to influence the future of their community. During the development of a Local Area Plan (LAP), participants work together to create a vision, identify issues, develop goals and outline strategies to ensure the long-term success of their neighbourhood. Once completed, a LAP sets out objectives and policies that guide the growth and development of a neighbourhood or selected area. LAPs contain short- medium-, and long-term recommendations that result in neighbourhood improvements.

The Montgomery Place LAP is the result of input from more than 200 neighbourhood residents and stakeholders, along with contributions from about 74 members of City Administration. A total of 50 recommendations are contained in the Montgomery Place LAP related to: Land Use, Zoning and Housing; Parks and Open Space; Heritage and Culture; Drainage; Property Maintenance and Nuisance Abatement; Sound Mitigation; Transit and Traffic; and Neighbourhood Safety. The Neighbourhood Planning Section is responsible for coordinating the implementation of LAP and Safety Audit recommendations.

At the Montgomery Place LAP Open House held June 19, 2018, attendees reviewed the draft report and identified top priorities. This does not necessarily mean these recommendations will be implemented immediately or first due to other factors that may affect timing, but it is a chance for the community to identify the recommendations that are believed to have the greatest potential for positive impact.

The following recommendations were identified as top priorities:

- 1.1 CHANGING NEIGHBOURHOOD BOUNDARY TO RESEMBLE HISTORIC LIMITS:** *That the Planning & Development Division amend the Montgomery Place neighbourhood boundary as shown in the Montgomery Place Proposed Land Use Policy Map.*

- 2.1 IMPROVEMENTS AND SEATING IN MONTGOMERY PARK:** *That the Parks Division consider improvements to Montgomery Park including permanent seating or a cement pad to allow for seating and other design elements in the northwest corner of Montgomery Park. This would involve working with the Montgomery Place Community Association and the Neighbourhood Planning Section to identify historical design elements that could be included in the area.*
- 3.1 ADD VETERANS' MONUMENT TO SASKATOON REGISTER OF HISTORIC PLACES:** *That the Planning & Development Division consider adding the Veterans' Monument to the Saskatoon Register of Historic Places.*
- 3.2 NOMINATION FOR MUNICIPAL HERITAGE AWARD:** *That the Montgomery Place Community Association submit a nomination to the Municipal Heritage Advisory Committee for a Municipal Heritage Award for their commitment to preserving and celebrating the neighbourhood's heritage and culture.*
- 3.3 HERITAGE COMMEMORATION EVENING:** *That the Montgomery Place Community Association in partnership with the Planning & Development Division, Heritage & Design Coordinator plan an event for current and past residents to share memories of the neighbourhood and document tangible and intangible cultural resources, as part of an effort to preserve the legacy of the neighbourhood and its families for future generations of residents.*
- 5.1 DISTRIBUTION OF BYLAW ENFORCEMENT INFORMATION:** *That the Neighbourhood Planning Section work with Saskatoon Fire and the Community Standards Division to outline useful information regarding bylaw enforcement of property maintenance and nuisance issues identified by Montgomery Place residents during the creation of the LAP that can be distributed to the neighbourhood through the Montgomery Place Community Association newsletter, such as home based business regulations and tips on identifying bylaw infractions.*

The Neighbourhood Safety recommendations were prioritized separately because the Neighbourhood Planning Section has a Neighbourhood Safety Implementation Planner tasked with managing the implementation of safety recommendations from LAPs and related reports.

The following table shows the prioritization of Neighbourhood Safety recommendations (with 1 being highest priority):

| Recommendation | Priority |
|--|-----------------|
| RECOMMENDATION 8.1 – TREE TRIMMING – GOUGEON PARK | 5 |
| RECOMMENDATION 8.2 – VEHICULAR TRAFFIC – LT. COL. D. WALKER PARK | 2 |
| RECOMMENDATION 8.3 – BACK LANE MAINTENANCE – LT. COL. D. WALKER PARK | 5 |
| RECOMMENDATION 8.4 – TREE TRIMMING – LT. GENERAL GG SIMONDS PARK | 5 |
| RECOMMENDATION 8.5 – STREET LIGHT TREE TRIMMING – ELEVATOR ROAD & MCNAUGHTON ROAD BETWEEN 11TH STREET WEST AND ARNHEM STREET | 4 |
| RECOMMENDATION 8.6 – MCNAUGHTON BACK LANE VEGETATION MAINTENANCE | 4 |
| RECOMMENDATION 8.7 – MOBILE HOME PARK | 1 |
| RECOMMENDATION 8.8 – SAFER COMMUNITIES AND NEIGHBOURHOODS (SCAN) INFORMATION | 4 |
| RECOMMENDATION 8.9 – CN CURLING CLUB SITE | 3 |
| RECOMMENDATION 8.10 – NEIGHBOURHOOD SAFETY INFORMATION | 3 |
| RECOMMENDATION 8.11 – DUNDONALD AVENUE GATE AT MOUNTBATTEN STREET | 2 |
| RECOMMENDATION 8.12 – DUNDONALD AVENUE MONITORING | 3 |
| RECOMMENDATION 8.13 – GRAFFITI VANDALISM INFORMATION | 4 |

Thank you to the Montgomery Place Local Area Plan Committee for your dedication and to everyone who contributed, including elected representatives Pat Lorje (former Councillor and resident) and Hilary Gough (current Councillor), the Montgomery Place Community Association, neighbourhood residents, and the many City of Saskatoon staff, your efforts have been very much appreciated!

Summary of Recommendations

1 – Land Use, Zoning & Housing

- 1.1 CHANGING NEIGHBOURHOOD BOUNDARY TO RESEMBLE HISTORIC LIMITS:** *That the Planning & Development Division amend the Montgomery Place neighbourhood boundary as shown in the Montgomery Place Proposed Land Use Policy Map.*
- 1.2 RELOCATION OF CHAPPELL DRIVE:** *That the Planning & Development Division, in planning for the Southwest Development Area, consider relocating the Chappell Drive further west at the time of development of the Future Urban Development (FUD) sites, and that the existing Chappell Drive location be reviewed and considered for sound attenuation.*
- 1.3 ADOPT MONTGOMERY PLACE LAND USE POLICY MAP:** *That the Planning & Development Division add the Montgomery Place Proposed Land Use Policy Map to the Official Community Plan No. 8769.*
- 1.4 PROVIDING OPPORTUNITY TO AGE IN PLACE:** *That the Saskatoon Land Division and the Planning & Development Division consider supporting the sale and rezoning of the undeveloped parcel on 11th Street West (Block DD, Plan 102080225) for a medium density special care home or similar seniors' housing development, should an application be made.*
- 1.5 MONTGOMERY DEVELOPMENT BROCHURE:** *That the Montgomery Place Community Association develop a brochure offering suggestions for infill development and significant additions that explains Montgomery Place's unique character, and that the Building Standards Division include the brochure with the other Montgomery Place materials distributed upon application for a building permit.*
- 1.6 SURVEY NEED FOR ACCESS TO OFF-LEASH DOG PARK:** *That the Neighbourhood Planning Section and the Montgomery Place Community Association survey the neighbourhood about their opinion of dog parks, and that the Recreation and Community Development Division receive the survey results and consider that sites within and adjacent to Montgomery Place be developed for a dog park, if required.*

2 – Parks & Open Space

- 2.1 IMPROVEMENTS AND SEATING IN MONTGOMERY PARK:** *That the Parks Division consider improvements to Montgomery Park including permanent seating or a cement pad to allow for seating and other design elements in the northwest corner of Montgomery Park. This would involve working with the Montgomery Place Community Association and the Neighbourhood Planning Section to identify historical design elements that could be included in the area.*
- 2.2 INTEGRATE THE IMAGE OF THE POPPY INTO MONTGOMERY PARK:** *That the Parks Division and the Neighbourhood Planning Section work with the Montgomery Place community and Community Association to find ways to include the poppy image through art or design elements in Montgomery Park.*
- 2.3 BOTTLE BASKETS IN AREA PARKS:** *That the Neighbourhood Planning Section investigate with the Parks Division whether it is feasible to add bottle baskets to garbage cans in Montgomery Place parks.*
- 2.4 ADDITIONAL NEIGHBOURHOOD ENTRANCE SIGN:** *That the Recreation & Community Development Division and the Neighbourhood Planning Section investigate whether a new neighbourhood entrance sign celebrating the Montgomery Place neighbourhood's designation as a National Historic Site could be installed near the intersection of 11th Street and Dundonald Avenue.*
- 2.5 DEVELOPING A LONG TERM CLASSIFICATION FOR THE RICHARD ST. BARBE BAKER AFFORESTATION AREA:** *That the City of Saskatoon Planning & Development Division develop a new classification to conserve the Richard St. Barbe Baker Afforestation Area and the natural resources within it through the City of Saskatoon's Green Infrastructure Strategy.*
- 2.6 TAKE SHORT TERM STEPS TO PROTECT THE RICHARD ST. BARBE BAKER AFFORESTATION AREA:** *That the Planning & Development Division investigate a short-term measure to add a holding designation or public reserve designation to part or all of the Richard St. Barbe Baker Afforestation Area, to ensure that development cannot be pursued until the Green Infrastructure Strategy determines the future classification of the area.*

3 – Heritage & Culture

- 3.1 ADD VETERANS' MONUMENT TO SASKATOON REGISTER OF HISTORIC PLACES:** *That the Planning & Development Division consider adding the Veterans' Monument to the Saskatoon Register of Historic Places.*

- 3.2 NOMINATION FOR MUNICIPAL HERITAGE AWARD:** *That the Montgomery Place Community Association submit a nomination to the Municipal Heritage Advisory Committee for a Municipal Heritage Award for their commitment to preserving and celebrating the neighbourhood's heritage and culture.*
- 3.3 HERITAGE COMMEMORATION EVENING:** *That the Montgomery Place Community Association in partnership with the Planning & Development Division, Heritage & Design Coordinator plan an event for current and past residents to share memories of the neighbourhood and document tangible and intangible cultural resources, as part of an effort to preserve the legacy of the neighbourhood and its families for future generations of residents.*
- 3.4 SELF-GUIDED HISTORICAL WALKING TOUR:** *That the Montgomery Place Community Association, with mapping assistance provided by the Planning & Development Division, develop a self-guided historical walking tour of the neighbourhood that could be posted on their website.*
- 3.5 BANNERS ON LIGHT POLES:** *That the Neighbourhood Planning Section work with the Montgomery Place Community Association and Montgomery School to create and install banners for the light poles surrounding Montgomery Park.*

4 – Drainage

- 4.1 CREATE AND DISTRIBUTE INFORMATION FOR THE PUBLIC ON DRAINAGE:** *That the Saskatoon Water Division work with the Neighbourhood Planning Section and the Montgomery Place community to provide information educating residents about what they can do to improve drainage and reduce risk of flooding that could be circulated by the Montgomery Place Community Association on an annual basis each spring. The information should include numbers to call for information and complaints and outline what services are available to assist residents in maintenance.*
- 4.2 CLARIFY HOW TO DEAL WITH SNOW IN DITCHES:** *That the Saskatoon Water Division work with the Neighbourhood Planning Section and the Montgomery Place Community Association to explain to the public where to store snow on low-density and multi-unit residential lots in Montgomery Place and outline the issues with packed snow in drainage ditches.*

- 4.3 COMMUNITY DITCH CLEAN-UP:** *That the Neighbourhood Planning Section work with the Saskatoon Water Division to investigate if a community-led program to improve maintenance of drainage infrastructure in Montgomery Place through a community culvert and ditch cleanup is possible.*
- 4.4 INVENTORY OF DRAINAGE SYSTEM IN MONTGOMERY PLACE:** *That the Saskatoon Water Division complete the inventory and condition assessment of the drainage system and culverts in Montgomery Place and coordinate with the Neighbourhood Planning Section to share the results with the neighbourhood.*
- 4.5 IMPLEMENT NEW PROCESS FOR RIGHT OF WAY COMPLAINTS:** *That the Saskatoon Water Division collaborate with the Transportation Division, Community Standards Division and the City Solicitor's Office to document and implement a new process for right-of-way compliance complaints.*
- 4.6 DISTRIBUTE THE CURB AND SIDEWALK CROSSING INFORMATION PACKAGE:** *That the Construction & Design Division update City publications including: "The Curb and Sidewalk Crossing Information Package," and the "Private Driveway Crossing Guidelines" to include information about drainage, slope, and culvert requirements. Alternatively, that they develop and include in these publications a Montgomery Place specific guide for curb, sidewalk, and driveway crossings.*
- 4.7 DISTRIBUTE STANDARDS WITH BUILDING PERMITS:** *That the Building Standards Division amend their plan approval letter for new construction, additions and detached garages, and attach the "Private Driveway Crossing Guidelines" and the "Standard Ditch Crossing Culvert Requirements" to approved plans in Montgomery Place.*
- 4.8 NEW PROCESS FOR RIGHT-OF-WAY CROSSINGS:** *That the Saskatoon Water Division collaborate with other divisions to document and implement a new process for Montgomery Place residents who would like to install a new right-of-way driveway crossing.*
- 4.9 FLAGGING SITES IN MONTGOMERY PLACE TO ENSURE DEVELOPMENT IS GETTING PERMITS:** *That the Saskatoon Water Division work with the Transportation Division, Construction & Design Division and Community Standards Division to implement a proactive process to detect new driveway crossings at an early stage, to determine if new driveway construction has a Right-of-Way Crossing Permit, and the application complies with standard ditch crossing requirements. The Neighbourhood Planning Section will investigate if residents can have a role in identifying these new driveway crossings.*

- 4.10 REVIEWING 2018 PLANS FOR IMPROVEMENTS:** *That the Saskatoon Water Division meet with affected City divisions and the Neighbourhood Planning Section to determine if the 2018 efforts to address drainage issues in Montgomery Place have been successful or if additional measures should be considered.*
- 4.11 COMMUNICATE RESPONSIBILITIES FOR MAINTAINING CULVERTS UNDER PRIVATE DRIVEWAYS TO RESIDENTS:** *That the Saskatoon Water Division work with the Roadways & Operations Division and the Neighbourhood Planning Section to communicate responsibilities and available services for residents maintaining their drainage infrastructure.*

5 – Property Maintenance & Nuisance Abatement

- 5.1 DISTRIBUTION OF BYLAW ENFORCEMENT INFORMATION:** *That the Neighbourhood Planning Section work with Saskatoon Fire and the Community Standards Division to outline useful information regarding bylaw enforcement of property maintenance and nuisance issues identified by Montgomery Place residents during the creation of the LAP that can be distributed to the neighbourhood through the Montgomery Place Community Association newsletter, such as home based business regulations and tips on identifying bylaw infractions.*

6 – Sound Mitigation

- 6.1 INCREASED ENFORCEMENT OF ENGINE RETARDER BRAKE REGULATIONS:** *That Saskatoon Police Services be requested to increase enforcement of regulations related to the use of engine retarder brakes along 11th Street West.*
- 6.2 ENVIRONMENTAL NOISE STUDY FINDINGS AND RECOMMENDATIONS:** *That the Neighbourhood Planning Section, in conjunction with the Community Standards Division, advise Viterro and CN of the findings and recommendations of the Environmental Noise Study, and discuss items of concern to the neighbourhood.*
- 6.3 ASSESS TRAFFIC VOLUMES ON CIRCLE DRIVE SOUTH:** *That the Transportation Division assess traffic volumes on Circle Drive South near Montgomery Place in 2023 to determine if there has been an increase that warrants noise mitigation.*
- 6.4 MEET WITH CIVIC OPERATIONS CENTRE:** *That the Neighbourhood Planning Section advise the Civic Operations Centre of the results of the Environmental Noise Study, and advise that a noise impact study would be required and presented to the Montgomery Place community before any potential expansion.*

- 6.5 SOUTH-WEST SECTOR PLAN:** *That the Neighbourhood Planning Section inform the Long Range Planning Section of the results of the Environmental Noise Study, and discuss options to mitigate the potential for future noise impacts on Montgomery Place when a Sector Plan is under development for the area.*

7 – Traffic & Transit

- 7.1 SHELTER WITH BENCH FOR BUS STOP #5565 ON LANCASTER BOULEVARD NEAR 11TH STREET:** *That Saskatoon Transit consider the feasibility of installing a shelter with bench at Bus Stop #5565, located near the intersection of Lancaster Boulevard and 11th Street, adjacent to the multi-unit apartment buildings.*
- 7.2 ADDITIONAL BUS STOPS ON 11TH STREET BYPASS NEAR LANCASTER BOULEVARD:** *That Saskatoon Transit and the Transportation Division consider the feasibility of providing bus stops with shelters and benches for eastbound and westbound routes on the 11th Street Bypass, near Lancaster Boulevard, which may require a bus lay-by or bulbing and installation of a pedestrian crossing.*
- 7.3 PROMOTE REPORTING SPECIFIC SPEEDING CONCERNS TO SASKATOON POLICE SERVICE TRAFFIC UNIT:** *That the Montgomery Place Community Association use their newsletter to encourage citizens to report speeding concerns to the Saskatoon Police Service Traffic Unit, including advice to residents on the detailed information that is most helpful to result in effective traffic enforcement.*

8 – Neighbourhood Safety

- 8.1 TREE TRIMMING – GOUGEON PARK:** *That the Neighbourhood Planning Section work with the Parks Division to identify inadequate sight lines in Gougeon Park and trim the bushes and trees if needed.*
- 8.2 VEHICULAR TRAFFIC – LT. COL. D. WALKER PARK:** *That the Neighbourhood Planning Section, in consultation with the Parks Division, review the issue of driving in Lt. Col. D. Walker Park, or parking on the grass, and potential solutions.*
- 8.3 BACK LANE MAINTENANCE – LT. COL. D. WALKER PARK:** *That the Neighbourhood Planning Section, in consultation with the Community Standards Division, review the state of the back lane adjacent to Lt. Col. D. Walker Park.*

- 8.4 TREE TRIMMING – LT. GENERAL GG SIMONDS PARK:** *That the Neighbourhood Planning Section work with the Parks Division to identify inadequate sight lines in Lt. General GG Simonds Park and trim the bushes and/or trees if needed.*
- 8.5 STREET LIGHT TREE TRIMMING – ELEVATOR ROAD & MCNAUGHTON ROAD BETWEEN 11TH STREET WEST AND ARNHEN STREET:** *That the Neighbourhood Planning Section work with Saskatoon Light & Power to ensure optimum light levels in the area of Elevator Road and McNaughton Road between 11th Street West and Arnhem Street, with good clearance around street lights and trim as necessary.*
- 8.6 MCNAUGHTON BACK LANE VEGETATION MAINTENANCE:** *That the Neighbourhood Planning Section work with the Transportation & Utilities Department and the Community Standards Division to complete a one-time alley cleanup of overgrown vegetation between the 1100 and 1200 blocks of McNaughton Avenue and Elevator Road.*
- 8.7 MOBILE HOME PARK:** *That the Neighbourhood Planning Section contact the owner of the Mobile Home Park, located in Montgomery Place, to supply information and identify issues that will help improve the image and maintenance of the area.*
- 8.8 SAFER COMMUNITIES AND NEIGHBOURHOODS (SCAN) INFORMATION:** *That the Neighbourhood Planning Section work with the Montgomery Place Community Association to ensure information on SCAN is distributed to residents and contact information supplied so the Community Association can organize a presentation by SCAN, if warranted.*
- 8.9 CN CURLING CLUB SITE:** *That the Neighbourhood Planning Section arrange a meeting with the Montgomery Place Community Association and the CN Curling Club to identify and address issues that affect the surrounding neighbourhood and potentially a mutually agreed upon “Good Neighbour Agreement” type of agreement.*
- 8.10 NEIGHBOURHOOD SAFETY INFORMATION:** *That the Neighbourhood Planning Section work with the Montgomery Place Community Association to deliver a Neighbourhood Safety package to all residents.*
- 8.11 DUNDONALD AVENUE GATE AT MOUNTBATTEN STREET:** *That the Neighbourhood Planning Section work with the Transportation Division to temporarily close Dundonald Avenue at Mountbatten Street using a gate or other materials. Fencing may be required on the adjacent undeveloped lots to prevent circumventing the gate.*

- 8.12 DUNDONALD AVENUE MONITORING:** *That the Neighbourhood Planning Section recommend to the Montgomery Place Community Association that they continue to work with the local Saskatoon Police Service (SPS) Community Liaison Officer to ensure the Dundonald Avenue area does not become a safety issue in the future and for SPS to notify CN of any relevant safety issues.*
- 8.13 GRAFFITI VANDALISM INFORMATION:** *That the Neighbourhood Planning Section work with the Montgomery Place Community Association to organize a graffiti vandalism presentation for the community.*

Overview of Local Area Planning

What is Local Area Planning?

Local Area Planning is a community-based approach to developing comprehensive neighbourhood plans. It allows residents, business owners, property owners, community groups and other stakeholders to influence the future of their community. During the development of a Local Area Plan (LAP), participants work together to create a vision, identify issues, develop goals and outline strategies to ensure the long-term success of their neighbourhood. Once completed, a LAP sets out objectives and policies that guide the growth and development of a neighbourhood or selected area.

The scope of a LAP depends on the issues and opportunities identified by the stakeholders. While each neighbourhood is different, strategies generally focus on local priority issues, such as:

- Neighbourhood identity
- Neighbourhood heritage and culture
- Industrial, commercial and residential land uses
- Economic development
- Housing and infill development
- Municipal services and infrastructure
- Transportation and parking
- Streetscapes
- Parks, open space and recreation
- Neighbourhood safety
- Neighbourhood sustainability

Why Local Area Planning?

A core goal of the City of Saskatoon's Strategic Plan is to "enable active, community-based participation in issue and problem identification and resolution." A commitment to fulfill this core strategy was demonstrated as far back as 1978 with *The Core Neighbourhood Study*, which was later updated and expanded during the *1991 Core Neighbourhood Study Review*.

In 1996, the City initiated Plan Saskatoon. It included a city-wide public participation process that focused on updating the Development Plan (Official Community Plan) and Zoning Bylaw; these are Saskatoon's two main public policy tools used to manage growth and development. The Local Area Planning Program was created when citizens pressed for more involvement in long-term planning and development decisions affecting their community. Citizens also called for measures to enhance Saskatoon's central and intermediate neighbourhoods.

City Council must approve neighbourhoods to participate in the development of a LAP. The Montgomery Place LAP is the City of Saskatoon's 15th LAP.

As determined by the City of Saskatoon's Official Community Plan, LAPs are applied to specific areas of the City to:

- Maintain the quality, safety and viability of the area
- Guide and prioritize the spending of public funds on community improvements and infrastructure
- Encourage the renewal, rehabilitation or redevelopment of private and public properties
- Resolve situations where the policies of the Official Community Plan do not accurately reflect the individual needs of an area
- Provide the basis for amendments to the City of Saskatoon's Official Community Plan and Zoning Bylaw.



What are the Steps to Create a Local Area Plan?

Active public participation has significant value in the Local Area Planning process. The more involved the public, the more sustainable and implementable the plan will be at both the community and municipal government level. This process helps to build capacity among stakeholders so they can collaboratively create a vision and goals for the neighbourhood while making informed decisions.

Generally, the steps to create a LAP are:

- 1) **Neighbourhood Meeting and Forming a Local Area Plan Committee (LAP Committee)** – All residents, property owners, business owners, community groups and other stakeholders are invited to a meeting to discuss the Local Area Planning process. At that time, participants are asked to serve on the LAP Committee.
- 2) **Creating a Vision** – The LAP Committee envisions a positive future for their community. The vision creates a common base from which the community can work to create realistic goals and strategies for successful long-term planning.
- 3) **Discussing the Condition of the Community** – The LAP Committee discusses the condition of the community to help paint a picture of the neighbourhood.
- 4) **Identifying Issues, Setting Goals and Outlining Strategies** – Information is gathered through surveys, research, presentations and participant observations. Based on these findings, the LAP Committee gains an understanding of issues and the practicality of addressing them in the LAP. They set goals and outline strategies to ensure the long-term success of their neighbourhood. This information forms the basis of the LAP.
- 5) **Writing the LAP** – The Local Area Planner writes the LAP. City Administration and the LAP Committee review and endorse the LAP.
- 6) **Adopting the LAP** – Once general consensus is reached, the report is presented to the Municipal Planning Commission, the Standing Policy Committee on Planning Development and Community Services and finally to City Council for adoption.
- 7) **Implementing the Strategies** – In order to achieve neighbourhood goals, there must be participation by all stakeholders in implementing the plan.
- 8) **Monitoring, Evaluating and Updating the Plan** – All stakeholders have an opportunity to monitor improvements in their neighbourhood. City staff delivers an annual progress report to City Council and the Community Association until all recommendations have been fulfilled.

Montgomery LAP Study Area

Study Area

The Study Area for the Montgomery LAP followed the neighbourhood boundaries which are:

- Burma Road and the CN Rail Yards on the south
- Dundonald Avenue on the east
- The south boundary of W.A Reid Park to the end of the Rail Allowance north of 3220 11th St. W on the northeast where the boundary goes south to 11th Street to the western edge of the neighbourhood
- The western boundary of the neighbourhood follows the western edge of the undeveloped parcel that is currently addressed as 1625 Chappell Dr.



See **Appendix 1** for statistical information about Montgomery Place from the City of Saskatoon Neighbourhood Profiles.



Vision and Goals

Montgomery Place Community Vision

At the beginning of the Local Area Plan (LAP) process, the Montgomery Place LAP Committee worked together to create the following vision for their community:

Montgomery Place - Historic Roots and Rural Charm in an Urban Setting

Trees grow tall and roots run deep in Montgomery Place.

Settled by veterans after the Second World War, built on a strong agrarian base, for almost a decade Montgomery Place thrived apart from the City of Saskatoon – a country setting on the urban fringe. Veterans planted trees where no trees grew before. Self-sufficiency, community cooperation, respect and “Let’s get it done!” attitudes prevailed. Our neighbourhood is known for its large lots, mature trees and small town atmosphere that encourage life-long friendships and lasting connections.

In the future, we will value, strengthen, and preserve the heritage of our Veterans Land Act community. We honour those who have served our country – peacekeepers and armed forces – past, present and future. Our welcoming and inclusive neighbourhood will be a quiet place where people can enjoy green spaces and a country feel – a place where children come back to.

We will be a desired area of the city: an easily accessible, safe community with engaged and involved residents. Our parks and open spaces are inviting and beautiful. We co-exist with wildlife in clean and green spaces, leaving a gentle footprint, respecting the environment and eco-systems in the community and nearby countryside. Poppies bloom, honouring our roots, committing to a future where Montgomery Place continues to be a special place to live for all generations.

Montgomery Place Current State

The following are a sampling of the general statements made by members of the Montgomery Place LAP Committee when asked to identify current positive aspects of their neighbourhood:

1. Montgomery Place is a historic community with a unique "small town" atmosphere.
2. Montgomery Place is a neighbourhood that honours its historical roots.
3. Montgomery Place is a warm community where families feel safe raising their children.
4. Montgomery Place is a desirable place to live with a great sense of community.

Montgomery Place LAP Goals

The following are the goals of the Montgomery Place Local Area Plan:

1. Recognize the unique character of the neighbourhood.
2. Celebrate and commemorate the history and heritage of the neighbourhood.
3. Maintain a high quality of life for Montgomery Place residents.
4. Increase the number of services in the neighbourhood that meet the needs of Montgomery Place residents.
5. Provide builders, residents and commercial business owners with the information and tools necessary for them to understand the unique character of the neighbourhood.
6. Continue to be a community of engaged citizens committed to the long-term well-being and sustainability of the Montgomery Place neighbourhood.
7. Identify initiatives that keep Montgomery Place beautiful, safe and secure.
8. Ensure Montgomery Place remains a family-oriented and welcoming community that residents are proud to call home.



Montgomery Place History



The Montgomery Place neighbourhood originated as part of the Veterans' Land Act (VLA) of 1942. Montgomery Place bears the name of Bernard Law Montgomery, a British Field Marshall and distinguished military leader.¹

Canadians who served in the military during the First World War encountered a great deal of difficulties establishing themselves upon returning home, even though the government had implemented measures for their care, including pensions, land acquisition and insurance. Veterans began to find themselves lost in transition and expressed the feeling of being left to fend for themselves.

¹ Joan Champ, Remembering Montgomery, 1985.

The Canadian people and the government agreed this should never happen again, and implemented the VLA. The VLA was a measure to assist veterans of the Second World War to settle in Canada and subsidize income through various means, like fishing and small-scale agriculture.²

The VLA made provision for financial assistance to veterans to become established in the business of full-time farming, but also contained provisions for veterans who preferred industrial or commercial employment as their main source of income. A veteran who qualified would apply for assistance to become established on a small holding. A loan of around \$2,500 was available for the construction of a home suited to the area, and the home designs came from Wartime Housing Limited.

Veterans could apply for an additional \$200 for fencing and a well, and \$400 for appliances and other home improvements. Further assistance was also available to veterans who wished to act as their own contractors. The veteran was required to make an immediate down payment to the program director of \$300 or 10 per cent of the cost of the land and improvements. The veteran was required to repay two-thirds of the cost of land and improvements over a period of 25 years with 3.5 per cent interest rate. The annual payment would have been about \$121 or \$10 a month. General maintenance and taxes were the responsibility of the property owner. However, about \$1,100 or 32 per cent of total acquisition costs would be forgiven by the government if the veteran met their obligations which included remaining in place for 10 years.

The VLA was very broad in scope and contained many provisions to help fit individual circumstances. There was emphasis on providing flexibility in the contract between the veteran and the director in order to meet individual circumstances. For example, at the discretion of the director, terms of payment could be varied from annual, quarterly or monthly payments of principal and interest, provided the repayment period did not exceed 25 years.

It was the view of the VLA administration that the wife of a veteran, according to her “background of experience, her attitude toward rural life and willingness to co-operate in the enterprise”, would be a key factor in the family’s chance of success. As

² Canadian War Museum, Live on the Homefront: Veterans and Veterans’ Programmes, accessed Mar 6, 2017

such, both the veteran and his wife were required to appear before the regional advisory committee for an interview to determine suitability.³

The Saskatoon branch of the Veterans Affairs office, the 'Regional Office of Soldier Settlement' opened in the summer of 1944 and immediately set out to acquire land. At that time, the Rural Municipality of Cory (now the Rural Municipality of Corman Park) owned most of the land surrounding Saskatoon. Saskatoon had seen major growth and high land valuations between 1910 and 1912, which led to the creation of approximately 25,000 subdivided lots that were beyond the city's boundary, but were close enough to be serviced by City infrastructure. The land that the VLA administration chose for the veterans' small holdings project, to be named Montgomery Place, was an undeveloped 1910 subdivision originally to be named "River Heights", located just one kilometre southwest of Saskatoon.

On July 11, 1945, the VLA administration purchased 2,115 bare lots situated on 230 acres of land from the Rural Municipality of Cory. Within the proposed development, 43 lots were already owned by individuals living in other parts of Canada. These privately-owned lots meant the VLA administration could not purchase the land for Montgomery Place on a per-acre basis, and was forced to purchase each lot individually. The VLA administration paid \$6 per lot for a total purchase price of \$12,690. Due to the private landowners, and as not to impede progress, it was decided to move the privately-owned lots to the west end of the subdivision to make way for the small holdings settlement.

In 1945, the Montgomery Place plan was laid out to include 363 half-acre lots. Several acres in the centre of the development were identified as park space and school grounds. The neighbourhood featured wide streets and avenues with boulevards; however, no sidewalks or curbs were planned. Moreover, there was no provision for storm sewers in the development, necessitating the open drainage ditches still in use today. At that time, the subdivision was contained to the south by Dieppe Street, east by Dundonald Avenue, west by Elevator Road and north by the old 11th street.⁴

³ Hon. T.A. Crerar, The Veterans' Land Act, 1942.

⁴ Joan Champ, Remembering Montgomery, 1990

On January 1, 1955, Montgomery Place was officially incorporated into the City of Saskatoon.

The VLA arrangement came to an end in 1971, at which time non-veterans moved into the neighbourhood, creating 150 lots through the division of the half-acre lots by 1982. Between 1963 and 1979, the neighbourhood also expanded south and west through the development of 254 lots on Mountbatten Street, the area located west of Elevator Road and east of Chappell Drive, Bader Crescent, Lancaster Crescent and Cassino Avenue.

By 1979, the 25-year VLA agreement with the City of Saskatoon regarding Montgomery Place property taxes also came to an end. By that time, many of the lots had been subdivided which lowered property taxes to a bearable level. Assessments remained lower than other areas in the city due to the lack of sidewalks, curbs and underground drainage.

Since 1979, many property owners with large sites have subdivided, creating an additional 215 single-family lots. As well, multi-unit developments have been built on previously vacant land that existed on the north perimeter of the neighbourhood.

Today, Montgomery Place has 862 single-family homes, 46 two-unit homes and 235 multi-family dwellings. Two elementary schools, St. Dominic and Montgomery, have been built; parks and playgrounds have been developed, and one convenience store and bakery remain at Elevator Road and 11th Street West.

Montgomery Place Designated National Historic Site

In 2016, Montgomery Place was designated a National Historic Site of Canada because it is an excellent and intact illustration of the Veterans' Land Act communities established following the Second World War. The VLA was a key element of the Veterans' Charter, which provided a wide range of benefits to most veterans, ex-servicemen and women and the disabled; it retains many key elements of its original design including layout, lot size, set back, street names, green spaces and recognizable housing plans which contribute to the "sense of history" required in an historic district; it is a tight-knit community which is very aware of its origins and makes every effort to honour the original inhabitants and their wartime

sacrifices. With its street and place names, signage, memorials and Remembrance Day services, it has emerged, over time, as a place of remembrance.⁵

Street Layout and Names

Montgomery Place is mainly laid out in a grid pattern, while the southeast section includes a number of crescent street patterns. Crescent Boulevard and Lancaster Boulevard are a joined curvilinear roadway that runs to the middle of the neighbourhood with many internal streets connecting to it.

The local street names are named after people and places that were prominent in the Second World War. In 2004, the Community Association undertook a street sign project to explain the significance of the Montgomery Place street names. The research and writing were done by community association members, a local sign shop was hired to produce the signs and the paintings were done by a Montgomery Place resident whose father fought in the Battle of Cassino.⁶ A total of 19 street signs are located along each street of interest. An interactive street sign map can be found on the Montgomery Place Community Association website (www.montgomeryplace.ca/montgomery-place-signs-map). Below is an overview of street name history in the Montgomery Place neighbourhood:

Crerar Drive was named originally Central Avenue because it marked off the subdivision into two. It was named after General Henry Duncan Graham Crerar (1888-1965). He was the commanding officer of the First Canadian Corps in Italy and led the Army during the operations in northwest Europe in 1944 to 1945.

Currie Avenue is named for Colonel David Vivian Currie (1913–1986), born in Sutherland, Saskatchewan. Currie joined the 29th Canadian Armored Reconnaissance Regiment in 1939. He achieved fame and defended St. Lambert at the Battle of Falaise Gap and became a major in 1944. During the battle, he held the town against the German army for 36 hours.

⁵ https://www.pc.gc.ca/apps/dfhd/page_nhs_eng.aspx?id=15194 - HSMBC, Minutes, December 2014

⁶ www.montgomeryplace.ca/montgomery-place-signs-map

Haida Avenue is named after the Royal Canadian Navy destroyer Haida. She was named after the native people from the Queen Charlotte Islands in British Columbia and served Canada during the Second World War. Haida escorted other Canadian, British and Polish destroyers that sank the German destroyer, the torpedo boat, the submarine and a convoy in 1944.

McNaughton Avenue was named after General Andrew McNaughton (1887–1966) born in Moosomin, Saskatchewan. He was a scientist and a commander of the Canadian troops in Britain from 1939 to 1943. He joined the Canadian militia in 1909 and developed new scientific gunnery principles that improved the Canadian troops' knowledge of firearms. He was concerned on holding the Canadian troops together as one army rather than distribute them amongst British units. He was the chairman of United Nations Energy Commission and the International Joint Commission during 1946 to 1962 after the war.

Merritt Street was named after Lieutenant Colonel Cecil Merritt (1908–1991). He landed in Pourville with the South Saskatchewan Regiment in 1942. He won the first Victoria Cross for his bravery in Dieppe in the Second World War.

Mountbatten Street was named after Admiral Lord Louis Mountbatten (1900–1979). He was born in Windsor, United Kingdom as Louis Francis Albert Victor Nicholas, Prince of Battenberg. He was an uncle of Prince Philip, Duke of Edinburgh, and second cousin removed to Queen Elizabeth II. He entered the Royal Navy School at age 13 and became a captain of a destroyer in the Second World War. He got promoted to a Supreme Allied Commander of Southeast Asia, Viceroy of India and Governor General of India from 1943 to 1948. He was assassinated by the provisional wing of the Irish Republican Army, who planted a bomb on his boat in 1979.

Rockingham Avenue was named after Brigadier General John Meredith Rockingham (1911–1988). He was born in Australia and served in the Canadian Army during the Second World War in North West Europe in 1945. He also served the Canadian Infantry Brigade as a commander in the Korean War.

Simonds Avenue was named after General Guy C. Simonds (1903–1974) born in Ixworth, England. He graduated from the Royal Military College in Kingston and commanded the first Canadian Infantry Division in the Sicilian and Italian campaigns. He became Commandant of the National Defense College and then Chief of the General Staff from 1951 to 1955.

Arnhem Street was named after The Battle of Arnhem (Sept. 17, 1944) in Holland. It was the last and most crucial phase of Operation Market Garden. It was the biggest airborne military operation in history and was designed to bring the war in Europe to a quick end.

Caen Street is named after the ancient capital of Normandy, France. The English, under Edward III, captured Caen in 1346 and it would revert to the French later, but the English ruled it again from 1417 to 1450. The Canadians and British captured it in 1944. They were planning to take the city within two days, but it took two months to take it from the Germans.

Cassino Avenue and **Cassino Place** are named after a strong point on the German Gustav Line that ran across Italy south of Rome in 1943 to 1944. German troops defended the line and were attacked heavily at the monastery. Eventually, the Allies broke through the line of 400,000 German troops

Dieppe Street is named for the French resort town, the site of a major Canadian-British raid in 1942. The plan was to destroy German installations and leave immediately, but the raid failed and 900 Canadian troops were killed with another 1,300 taken prisoner.

Ortona Street is named after the Italian Adriatic town. The Loyal Edmonton Regiment and the Seaforth Highlanders took over the town in 1943. The houses were packed along the streets, sharing common walls between them. Taking Ortona required house-to-house fighting, with the Canadians advancing through holes blown in the walls of adjoining houses.

Normandy Street was named after the troops of Canadians, British, and Americans who landed in the Baie de la Seine, Normandy in 1944. The Allies captured western Germany and liberated France and other Low countries.

Lancaster Boulevard was named after a Second World War bomber aircraft. The Lancaster was produced by the A.V. Roe Company. It could carry seven tons of bombs and would normally be used for night raids.

Neighbourhood Parks and Names

Montgomery Place has four parks, and like the local street names, these neighbourhood parks are named after people who were prominent in the Second World War.

Montgomery Park

Both Montgomery Park and Montgomery Place itself are named for Field Marshal Bernard Law Montgomery (1887-1976). He was born in England, spending parts of his early childhood in Tasmania before returning to London in 1901. He graduated from the Royal Military College in 1908 and was commissioned into the British Army. He served during the First World War, where he rose to the rank of Lieutenant Colonel. He served in a variety of capacities between the wars. When the Second World War broke out, he took command of the Third Division in France and led it during the retreat to and evacuation from Dunkirk. He commanded British defenses in Kent, Sussex, and Surrey, before being put in command of British forces in North Africa in 1942, and led British forces in the attack on Italy the following year. He then helped plan, and lead, all Allied ground forces in Operation Overlord, the invasion of Normandy (June-September, 1944), winning a “complete and spectacular victory”. General Eisenhower then took overall command of the ground forces, leaving Montgomery to command the 21st Army Group, made up of mainly Canadian and British soldiers, including forces under the commands of Canadians Crerar and Simonds, whose names also appear in Montgomery Place. Montgomery continued to command British and Canadian forces to the end of the war.

Gougeon Park

Xavier “Louis” Gougeon was one of the very earliest settlers in the Saskatoon district. A seventh generation French Canadian (a direct descendent of Pierre Gougeon, who lived in Montreal in 1686) he may also be able to claim to have the longest Canadian pedigree of all of Saskatoon’s elected officials. Although one of many who has served in armed conflict, he is the only member of Council known to have served during the 1885 Northwest Resistance.

Louis Gougeon was born in Montreal on Nov. 29, 1854. Exactly when he came west is unknown, but he married Mary Ann Cahill in Winnipeg in 1881. The 1881 Census records them as living at McGregor, Manitoba. Louis was a steamboat engineer and he, Mary Ann and their baby daughter Mary Ellen (Nellie) came up the North Saskatchewan River from Lake Winnipeg to Prince Albert in the summer of 1883. He was the engineer on the May Queen, captained by E.S. Andrews, which arrived in Saskatoon in 1884. According to minutes of the Temperance Colony Pioneer Society, Gougeon was proposed for membership that year.

In addition to being a steamboat engineer, Gougeon was a farmer and an entrepreneur. In the early spring of 1885 he proposed bringing a steam-powered threshing machine to the settlement, with which he would thresh all the settlers' grain for seven cents a bushel. However, his plans were scuttled by the outbreak of the Northwest Resistance. While details are sketchy, records show that Gougeon served on the Northcote during the Battle of Batoche. In recognition of his service he was awarded the North West Canada medal and clasp, and was allowed to select a half-section (320 acres) of land for homesteading. From 1886-1892 the family divided their time between their homestead and the village of Saskatoon, as well as six months in Prince Albert in 1887. The 1891 census lists the Gougeons, now a family of six, living in a house near the southeast corner of Victoria Avenue and Main Street in Saskatoon. In 1901, he built a home at 310 4th Avenue North, on the west side of the river. The family attended St. Paul's Roman Catholic Church.

Gougeon served on Town Council from 1903-1904. He died on May 12, 1930 and is buried in Woodlawn Cemetery. In addition to Gougeon Park in Montgomery, Gougeon Place, in Brevoort Park, was named in his honour. In 1966, however, the name was changed to Salisbury Place when residents complained they could not pronounce "Gougeon."

On March 9, 1967, the Parks Board recommended the name be used for an unnamed Public Reserve in Montgomery in order to perpetuate the name after it had been removed from use as a street in Brevoort Park. Council agreed, and the new name was approved on May 1, 1967.

Lt. Col. Drayton Walker Park

Drayton Ernest Walker was born on Aug. 16, 1900 in Maple Creek, Saskatchewan. Around 1915, the Walker family moved to Prince Albert where Drayton completed high school and joined the Royal Canadian Air Force in 1918 as a pilot. However, he did not receive his wings until the First World War had ended. After the War, Walker entered the teacher's college and taught at Prince Albert Collegiate Institute. Walker completed his B.A in 1923 and joined the staff of the Saskatoon School Board teaching at Bedford Road Collegiate. When City Park Collegiate opened he was a member of the original staff and taught there until 1939 when he enlisted and became captain of the Saskatoon Light Infantry (SLI). He achieved the rank of Major while training at Aldershot, England and landed with the SLI in the invasion of Sicily. He was wounded in action in December of 1943 for which he received the Distinguished Service Order. He became the commanding officer of the SLI with the rank of Lieutenant Colonel and continued with them into the Netherlands, where he was stationed at the end of the war.

Walker returned home in the fall of 1945 and returned to his position as History teacher at City Park Collegiate. In 1952, he obtained his Bachelor of Education Degree. After teaching for one year at Nutana Collegiate he was appointed principal of Bedford Road Collegiate. In 1960, as principal, he planned and opened Mount Royal Collegiate. He left Mount Royal in 1963 to become a principal of the Armed Forces School in Marville, France, a position he held until June 1966, when he retired. Walker gave back in many ways to students and his community and served on the City of Saskatoon's Parks and Recreation Board, was a Director of the Corp of Commissioners and contributed as a member of the Advisory Board of St. Paul's Hospital.



Lt. Gen. G.G. Simonds Park

Guy Granville Simonds was born in Bury St. Edmunds, England. He was the son of a British officer who brought his family to Canada. Simonds attended Royal Military College in Kingston, Ontario between 1921 and 1925, and joined the Canadian Permanent Force in 1926 as an artillery specialist. After some time studying in Britain, his understanding in modern mobile warfare brought him to join the staff of his alma mater Royal Military College, and he was published in the Canadian Defence Quarterly. As Britain became involved in the Second World War, he was transferred to Britain with the Canadian 1st Infantry Division in December 1939.

Simonds' first combat commission was during the Allied operations at Sicily commanding the 1st Infantry Division, participating in battles at Nissoria, Agira and Regalbuto. He was then appointed as the commander of the 5th Canadian Armoured Division for his brilliance commanding both infantry and tanks at Sicily. In January 1944, he was promoted to the rank of Lieutenant General and was placed in charge of Canadian troops of the II Canadian Corps. The II Canadian Corps reached Normandy in July 1944, participating in various actions in the Normandy region. During the actions in Normandy, Simonds invented the "Kangaroo", modifying available tanks into armoured personnel carriers. In September 1944, Simonds took over the 1st Canadian Army due to General H.D.G. Crerar's illness. In this role, his Canadian soldiers fought a bitter campaign to clear German defences at the Scheldt Estuary. With the mouth of the Scheldt cleared, Antwerp became a usable port capable of bringing large amounts of supplies for the Allied war effort. In his book "The Normandy Campaign" Victor Brooks lists Simonds as the most effective corps-level commander of the Allied Forces in Normandy.

After the Second World War, Simonds joined staff of the Imperial Defence College at Britain, then returned to the Royal Military College of Ontario in 1949 as its commander. Between 1951 and 1955, he served as the Chief of the General Staff of the Canadian Army.

In 1970, he was made a Companion of the Order of Canada. He died in Toronto on May 15, 1974.

Richard St. Barbe Baker Afforestation Area

This area located south of Montgomery Place was planted by the City of Saskatoon Parks Division in 1972, with the aim of “improving the future environment of the city”. On Oct. 30, 1978, City Council named part of the planted area after Richard St. Barbe Baker (Oct. 9, 1889 – June 9, 1982), an internationally known forest advisor and conservationist from England. He crusaded against the widespread destruction of trees and campaigned for their planting to improve environments essential to the well-being of local residents and other living creatures.

St. Barbe Baker received an honorary Doctor of Laws degree in 1971 from the University of Saskatchewan and the Order of the British Empire from Queen Elizabeth in 1977. The World Wildlife Fund made him their first Honorary Life Member in 1989.

Neighbourhood Schools

Montgomery Place has two schools and students that attend the schools live in the neighbourhood or come from other areas of the city by bus.

Montgomery School is a Kindergarten to Grade 8 public school, located at 3220 Ortona Street. Little Sprouts Preschool operates within Montgomery School. The school opened in September 1956, with an addition added in May 2003.

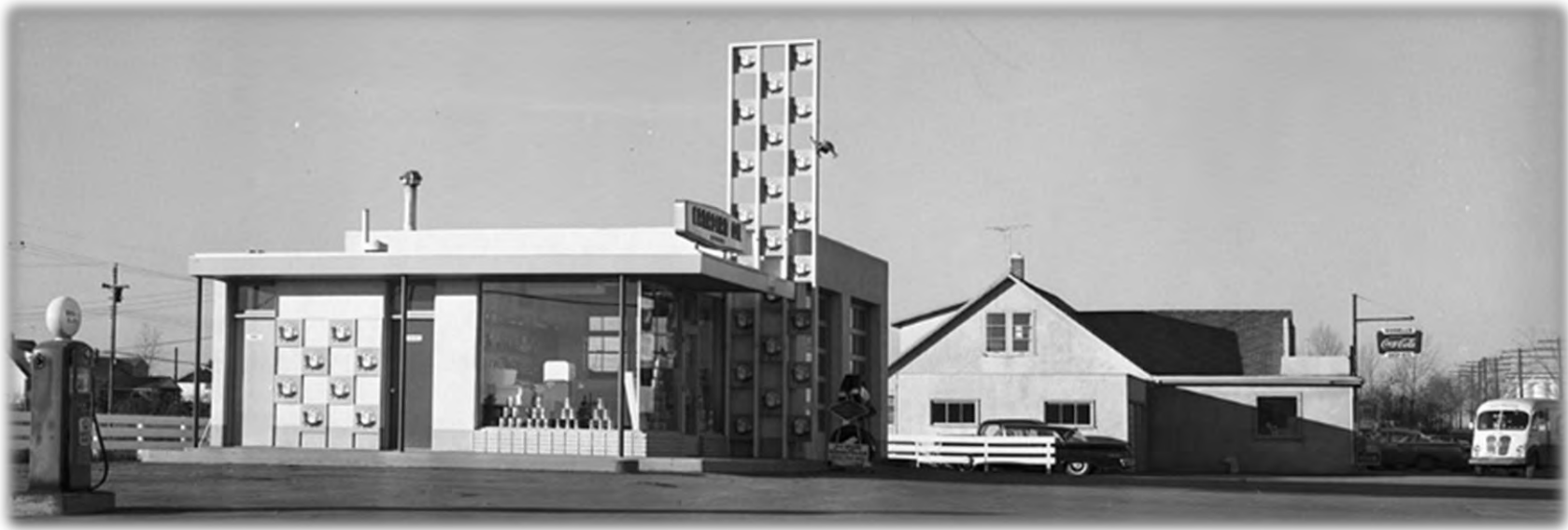


St. Dominic School is a Kindergarten to Grade 8 Catholic school, located at 3301 Dieppe Street. The school opened in September 1964. Precious Tots Preschool operates within St. Dominic School.

Businesses

Montgomery Place is primarily a residential neighbourhood; however, there is a longstanding business in the area and industrial uses next to the neighbourhood boundary. Greg's Grocery is located at 3501 11th Street West.

There is also a commercial site at the cul-de-sac of Dundonald Avenue and 11th Street West that the Riddell family operated for many years as the Montgomery White Rose Service Station and Shop-Rite, a gas/service station and convenience store. The site is currently a vacant City-owned site where the Montgomery Place neighbourhood entrance sign and plantings exist today.



Montgomery White Rose Service & Riddell's Shop-Rite – 1962

(credit: Photograph QC-2068 by CFQC Staff, courtesy Saskatoon Public Library – Local History Room)

The grain elevator facility, located on the 11th Street Bypass was originally built in 1914 with reinforced concrete and an original capacity of three million bushels. It operated as a Canadian Government Grain Elevator until 1979, when it was sold to the Northern Sales Company Ltd. Viterra purchased the facility in 1990 and today, it has a licenced storage capacity of 156,670 metric tonnes (5.5 million bushels) and is serviced by the Canadian National Railway and Canadian Pacific Railway. With a rail capacity of up to 134 cars, it is one of Viterra's major terminals.

The Canadian National Railway company also has a major rail yard south of the neighbourhood.



Canadian Government Grain Elevator – 1920
(credit: Photograph LH-7381-A by Unknown,
courtesy Saskatoon Public Library – Local History Room)



Viterra Grain Elevator – 2018

Religion

St. David's Trinity United Church

St. David's United Church was formed in 1948. The congregation began worship in King George School as a mission extension of St. Thomas Wesley United Church.

Back in 1956, most young veterans and their families were church oriented and sought a place to worship in the community. St. David's Church and Montgomery School became the places to worship and Sunday school for the younger generations. In March 1960, the first meeting was held for United Church Committee of Montgomery Place. In November 1960, the committee chose Trinity for the church's name in Montgomery Place. In spring 1962, the architectural firm of Tinos Kortes was

engaged to design a church in the neighbourhood. That October, the building plans were approved and Little Borland Construction was chosen to build the church. On April 7, 1963, the sod turning occurred for Trinity United Church at the corner of Merritt Street and Rockingham Avenue.

It was named the Trinity United Church before St. David's Church was sold in the King George area; the two churches amalgamated into St. David's Trinity United Church in 2008.



Montgomery Place Then & Now

The following is a collection of historic photos of Montgomery Place homes paired with a current photo.



3212 Caen Street – 1955
(credit: Montgomery Place Community Association)



3212 Caen Street – 2018



3101 Ortona Street – 1950s
(credit: Barb Biddle)



3101 Ortona Street – 2018
(credit: Barb Biddle)



3141 11th Street West – 1955
 (credit: Montgomery Place Community Association)



3141 11th Street West – 2018



1208 Haida Avenue – 1959
 (credit: Montgomery Place Community Association)



1208 Haida Avenue – 2018



St. David's Trinity United Church – 1985
 (credit: Photograph LH-8600 by McPherson, Arlean E.,
 courtesy Saskatoon Public Library – Local History Room)



St. David's Trinity United Church – 2018

Neighbourhood Timeline

The following is a collection of significant milestones in the history of the Montgomery Place neighbourhood:

- 1942 – Veterans' Land Act (VLA) was passed in Ottawa
- 1944 – VLA offices opened in Saskatoon
- July 11, 1945 – VLA administration purchased 230 acres of land from RM of Cory, south of 11th Street, west of Saskatoon and Montgomery Place was established
- September 1945 – Construction began on the first homes in Montgomery Place. Twenty-five homes were completed by May 1946, and the first four families moved in that summer
- May 1946 – Construction began on sewer and water extensions to Montgomery from the City of Saskatoon and were completed in the fall
- 1947 – The Montgomery Place Ratepayers' Association formed

- April 1951 – With only a handful of houses built in the neighbourhood, VLA administration decided to offer a small number of lots for sale to the general public. After the first lot was purchased by a civilian, a rush of applications from veterans followed, part of a general housing boom in Saskatoon in the 1950s
- January 1, 1955 – Montgomery officially became part of Saskatoon
- 1956 – Montgomery School opened at the corner of Caen Street and Currie Avenue
- 1963 – Trinity United Church was built on the corner of Merritt Street and Rockingham Avenue
- Nov. 17, 1964 - The downtown rail yards were officially closed and the new CN station at Chappell Yards, south of Montgomery, opened
- 1964 – St. Dominic School opened on Dieppe Street
- 1965 – CN Curling Club was constructed
- 1978 – Montgomery Place streets were paved
- 1978 – The 25-year VLA agreement with the City of Saskatoon for Montgomery Place property taxes came to an end
- 1989 – Montgomery Place dedicated a memorial cairn to the veterans who had returned from World War II and established Montgomery Place
- 1996 – The first Remembrance Day service was held at the Memorial Cairn in Montgomery Park
- 2000 – The Montgomery Place sign at the corner of 11th Street and Dundonald was erected
- 2007 – Informational street signs were erected to explain the choice of street names for Montgomery Place
- 2011 – The new 11th Street Bypass opened
- 2013 – Circle Drive South officially opened
- 2013 – New monument honouring the 565 veteran families who called Montgomery Place home from 1946-1977 was installed near the existing cairn
- 2015 – Local Area Planning process began
- 2016 – Montgomery Place was recognized as a National Historic Site of Canada
- 2016 – Montgomery Place speed limit reduced to 40km/hour

1. Land Use, Zoning & Housing



The Montgomery Place neighbourhood originated as part of the Veterans' Land Act (VLA) of 1942. The history section contains more information about the formation and original housing form of the neighbourhood.

Every parcel of land in Saskatoon is assigned a land use policy district under the Official Community Plan (OCP) Bylaw No. 8769, and a zoning designation under the Zoning Bylaw No.8770. These two bylaws regulate development throughout the city. The land use policy district identifies the general type of land use appropriate for a particular site while the zoning district establishes more specific development regulations related to permitted uses, building setbacks, parking requirements and other standards.

The OCP and accompanying map divide the city into different land use designations and outlines objectives and policies for each (e.g., residential, downtown, commercial suburban center, and industrial). The OCP also contains specific land use

development policies and land use policy maps for Saskatoon's Local Area Plan (LAP) neighbourhoods. Through the LAP, a policy map for Montgomery Place will be developed. Land use policies are intended to enhance certainty about existing and proposed land uses, and increase opportunity for public input into policy change.

Goals

The Montgomery Place Local Area Plan Committee (LAPC) has outlined several goals to guide land use, zoning and infill. They are as follows:

1. Vacant parcels should not be developed for townhouses or multiple unit dwellings
2. New commercial developments on existing commercial sites should fit the character of Montgomery Place by being oriented towards serving the neighbourhood
3. The aging population should be supported with more seniors housing and special care homes
4. The character of Montgomery Place should be preserved by maintaining large lot sizes and low density development
5. To minimize intrusive elements which would detract from the sense of history of the area

Historical Land Use Amendments, Characteristics & Trends

In May 1979, the northwest edge of Montgomery Place was rezoned from the R2 Zoning District (one or two unit residential) to the R4 Zoning District (multiple unit residential). The intended use for R4 district was multi-unit residential developments, ranging from two-story townhouses up to four-story apartments and condominiums. The applicant, F. Mendel Holdings Ltd., advised that the rezoning "would allow the development of the property for multi-family purposes, such as townhouses and condominiums." Between 1979 and 1999, a number of development enquiries and preliminary proposals were brought forward for the subject lands, but no development took place.

On February 13, 2012, an application to amend the Official Community Plan (OCP) Phasing Map regarding the lands along 11th Street West was received by City Council. The intent was to facilitate development of the subject property in accordance

with the existing RM4 (Medium/High Density Multiple-Unit Dwelling District) zoning. This amendment to the OCP Phasing Map allowed for new developments to proceed.⁶

The first phase began in May 2012, with the construction of three apartment buildings containing 192 homes. The next phase included construction of 95 townhouses which began in November 2014, and is largely complete. The construction of 22 additional townhouses began in March 2015 and is also nearing completion. Lastly, construction of 20 townhouses began in July 2016 with expected completion in 2018.

Administration believes adding these 329 homes will provide a mix of housing options that will allow families and residents to enjoy a more sustainable and desirable neighbourhood. Mixed housing encourages residents to age in place, live closer to aging family and up or downsize their homes to accommodate changes in lifestyle.

Land Use Characteristics & Trends

- Consistent land use mix – one unit dwellings form the majority of the built environment
- Medium-density residential housing is clustered together on sites north of 11th Street West
- Infill housing replacing aging housing stock has been a trend over the past 20 years and has rapidly increased since 2011
- Subdivision of 215 lots over the past 50 years has added density to the neighbourhood
- Limited commercial development – several large parcels on the periphery of Montgomery Place remain as underdeveloped vacant lots
- Land use decisions made on Montgomery Place's periphery over the next 10 years will be a significant factor in the future character and identity of the neighbourhood
- Development over the next 10 years will be largely determined by individual land owners.

⁶ City of Saskatoon, OCP Amendment, Bylaw No.9104, June 24, 2013.

Historical Zoning Amendments

In June 2003, the Zoning Bylaw was amended to increase the minimum site width in Montgomery Place via Bylaw No. 8213. The amendment increased the minimum lot size from 15m wide by 30m deep, to 18.25m by 39.6m, including a provision to accommodate legal non-conforming situations created by increased lot sizes. By comparison, the minimum lot width in a Category 1 Established Neighbourhood is 7.5m and the minimum lot depth is 30m.

The amendment was brought forward by the Montgomery Place Community Association and was directed through a consultation process with the residents of the neighbourhood, in which 595 of the 876 Montgomery Place residents were contacted and 524 supported the increase in minimum lot size.⁷ The objective of increasing the minimum lot width and depth was to ensure the character of the neighbourhood was preserved.

Prior to the increase in minimum lot size, there was potential for 75 lots to be subdivided for infill development. Now there are only 20 lots remaining that could potentially be subdivided in Montgomery Place. The majority of these would require the existing dwelling to be removed, as they are oriented in the middle of the sites and do not have adequate space on either side of the dwelling to facilitate subdivision.



⁷ City of Saskatoon, Zoning Amendment, File No CK. 4350-1, June 23, 2003

Neighbourhood Boundaries

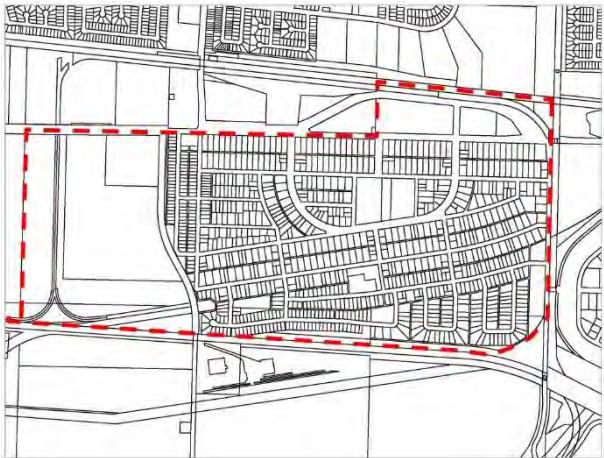
The boundaries of the Montgomery Place Neighbourhood have been amended several times since the neighbourhood amalgamated with the City of Saskatoon.



Map 1: Original Neighbourhood Boundary



Map 2: 1960s Neighbourhood Boundary



Map 3: 1980s Neighbourhood Boundary



Map 4: Proposed Neighbourhood Boundary

RECOMMENDATION 1.1 – CHANGING NEIGHBOURHOOD BOUNDARY TO RESEMBLE HISTORIC LIMITS: *That the Planning & Development Division amend the Montgomery Place neighbourhood boundary as shown in the Montgomery Place Proposed Land Use Policy Map.*

The LAP Committee expressed concerns with the existing neighbourhood boundary. Montgomery Place includes a large Future Urban Development (FUD) area west of Chappell Drive. The purpose of the FUD District is to provide for interim land uses where the future use of land or the timing of development is uncertain due to servicing, transitional use or market demand. The LAP Committee was concerned that if these sites were developed in the future, the form and qualities would not fit the neighbourhood's character.

It is recommended that the neighbourhood boundary of Montgomery Place be amended to align with Chappell Drive, so the FUD parcels become part of the South West Development Area. It is also recommended that the northern boundary on 11th Street West be extended to include one undeveloped site, currently zoned R2, which is part of the Aggro Industrial Neighbourhood. During the LAP residents indicated that they felt as if this parcel was part of their neighbourhood, and wanted to provide input to guide future development. Further, if the site were to be developed as residential, it would be the only residential site in the Aggro Industrial area.

Although the neighbourhood boundary is proposed to be amended, it is an objective of the LAP Committee that the FUD area west of Chappell Drive be developed as light industrial or as a business park. Quality of life for residents could be improved if the main access for the CN Yards was moved further west. This would alleviate some of the high-volume traffic on Chappell Drive, and could be completed during development of the FUD sites. To further reduce the impact of development, an appropriate interface and transition to the development should be considered during Sector Plan and subsequent Concept Plan development for the area west of Montgomery Place.

RECOMMENDATION 1.2 – RELOCATION OF CHAPPELL DRIVE: *That the Planning & Development Division, in planning for the Southwest Development Area, consider relocating the Chappell Drive further west at the time of development of the*

Future Urban Development (FUD) sites, and that the existing Chappell Drive location be reviewed and considered for sound attenuation.

Local Area Plan Neighbourhood Land Use Policies

The objective of specific land use policies is to recognize the historic and diverse residential land use character and future development potential of each LAP Neighbourhood, as well as to provide a range of appropriate densities and housing types. The land use pattern is reviewed in light of city-wide goals and objectives as well as local goals.

The land use policy maps for the LAP neighbourhoods are based on analysis of demographic, economic and development characteristics and on discussions held with neighbourhood stakeholders and other interested persons and groups. The land use policies and land use patterns for the LAP Neighbourhoods are intended to achieve the following goals:⁸

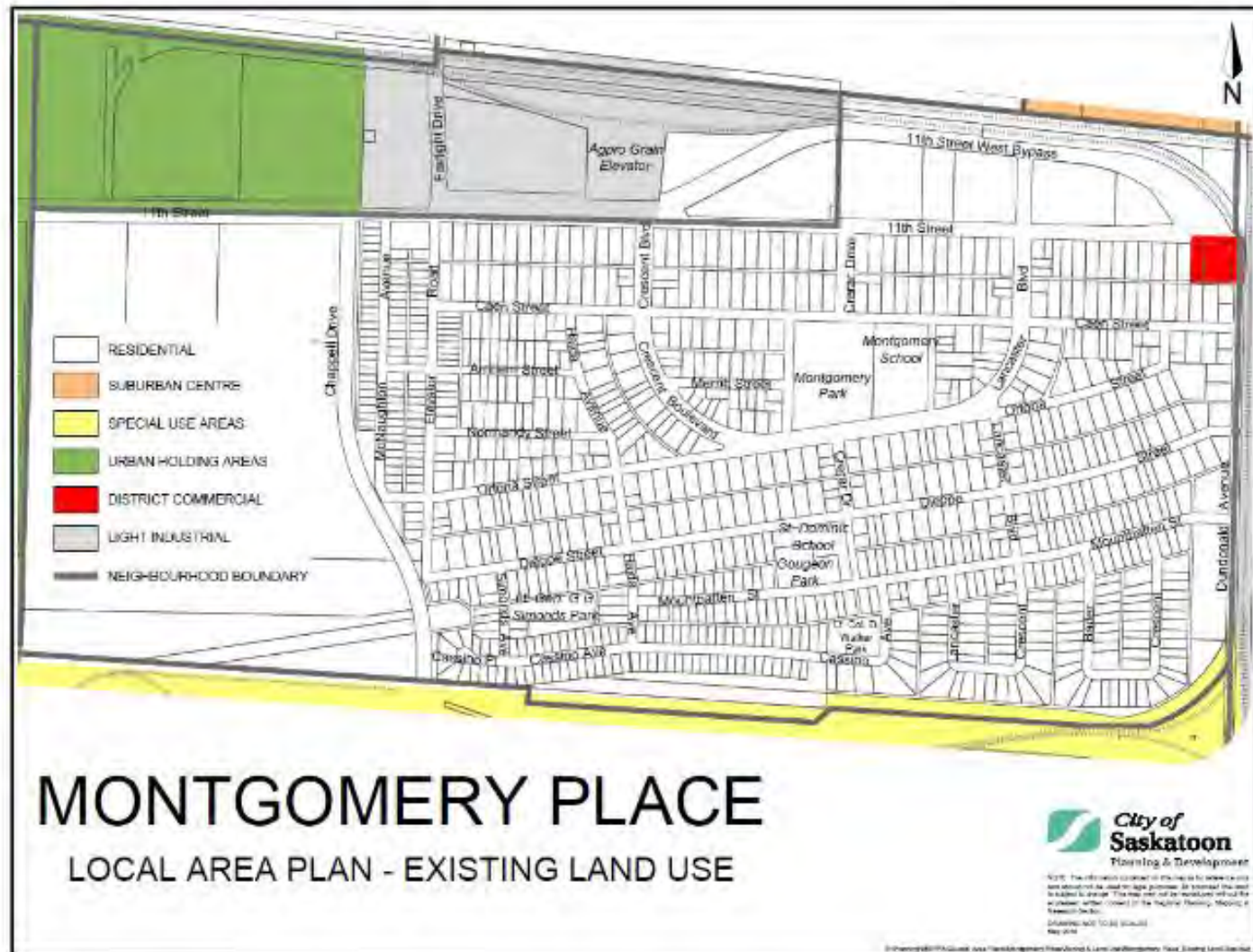
- a) to increase certainty about locations and densities of new development in each LAP Neighbourhood
- b) to clearly define the future character of each neighbourhood and influence to a high degree the kinds of development taking place in LAP Neighbourhoods
- c) to protect and preserve established, stable, low density areas from undesirable and potentially harmful development
- d) to provide a clear and concise regulatory framework for the administration of land use changes in the LAP Neighbourhoods

The existing Official Community Plan Land Use Map is shown in Map 5, and the proposed amended Official Community Plan Land Use map is shown in Map 6.

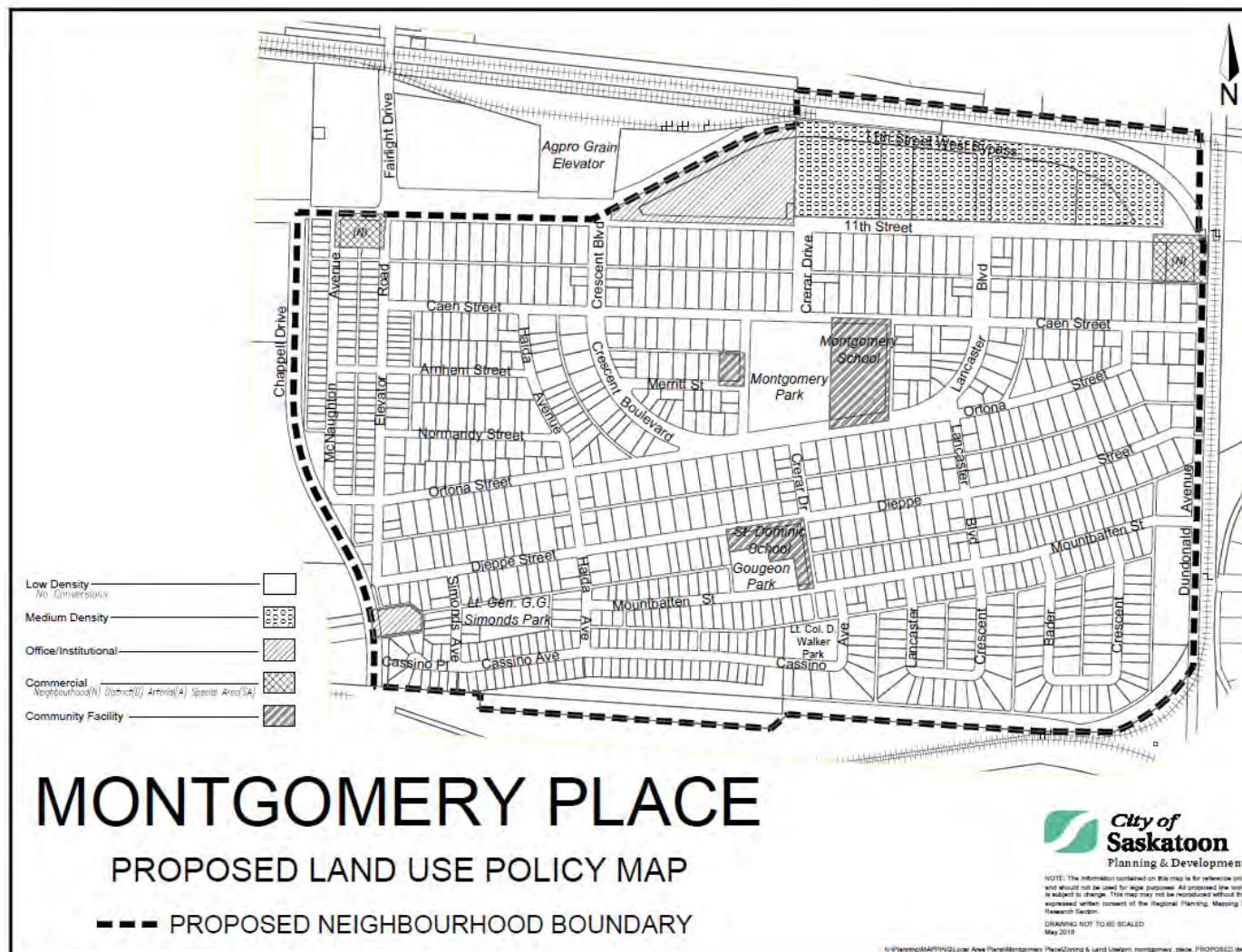
RECOMMENDATION 1.3 – ADOPT MONTGOMERY PLACE LAND USE POLICY MAP: *That the Planning & Development Division add the Montgomery Place Proposed Land Use Policy Map to the Official Community Plan No. 8769.*

⁸ City of Saskatoon Official Community Plan, Page 97

Official Community Plan Land Use Map



Map 5: Existing Official Community Plan Land Use Map



Map 6: Proposed Official Community Plan Land Use Map

Amendments to the OCP Land Use Map are needed to ensure that the character of the neighbourhood is preserved. The existing OCP land use designation for the majority of the neighbourhood is residential. This general residential designation allows for all residential zoning districts, and simplifies applications to rezone residential sites to permit greater density, such as townhouses and multiple-unit dwellings.

A critical part of Montgomery Place's character is in the large residential lot size. In July 2017, a neighbourhood-wide land use survey was conducted, with 140 self-identified Montgomery Place residents participating. Through the Land Use Survey, and throughout the LAP, residents gave strong indication that they would like future development of the neighbourhood to include low-density land uses like single family homes. The survey found 95 per cent of participants in support of single family home construction. Only 13 per cent said they supported construction of additional townhouses.

To achieve this community objective, the proposed Montgomery Place Official Community Plan Land Use Map downzones the existing land use designation from residential to low-density residential, for all but six residential sites north of 11th Street West. In order to align with existing RM4 zoning, these sites north of 11th Street West are proposed to be amended from residential land use designation to medium density residential designation. The undeveloped city-owned parcels on Dundonald Ave are zoned R2 and permit low-density residential development. This designation fits in with the community's objective of remaining low density residential, and opposing future applications to rezone these sites to higher density. The depth of these sites is more suited to townhouse development than single family homes, and there may not be interest from the development community to purchase these sites from the City for single family home use. If a home builder were to purchase these site for the purpose of constructing townhouses, they would be required to rezone the site and amend the OCP Map to a higher-density land use designation. Residents would be notified and invited to provide input, including whether the concerns raised in this LAP are still applicable, or if conditions have changed, whether a specific townhouse proposal could be supported.

The existing undeveloped R2 zoned site on 11th Street West is proposed to be amended from residential to institutional. The community expressed concern with lack of opportunities for residents to age in place. Currently older senior citizens who no longer want to live in a single family home must look outside of the neighbourhood to find housing. While a

development proposal has not been received, this OCP land use designation would accommodate a future rezoning application that may permit a special care home or similar senior citizens oriented housing, a medical clinic and pharmacy. It would continue to prohibit medium and high-density residential and arterial commercial development. In the Land Use Survey, 63 per cent of people supported the construction of a seniors housing development. However a special care home requires a specific land use and there may not be interest from the development community to purchase this lot from the City for this purpose. Community interests and condition may also change over time. Should a developer offer to purchase this site from the City for the purposes of rezoning and developing the site in a different form, such as townhouses, nearby residents will be contacted and invited to provide comments on the proposal and advise whether the concerns raised in this LAP are applicable to a specific development.

The CN Curling Club on Chappell Drive is zoned M3. In order to preserve this zoning and to indicate the community's objective not to rezone this site for commercial, it is proposed the OCP land use designation be amended from residential to institutional.

The three existing commercial sites on 11th Street West are proposed to be amended from District Commercial to Neighbourhood Commercial. These sites are currently zoned B2 (District Commercial). The purpose of this district is to provide an intermediate range of commercial services for the neighbourhood, such as retail stores and restaurants, while prohibiting more intense commercial uses such as service stations and nightclubs. By amending the OCP land use designation, the community is indicating that they do not wish to have these parcels rezoned for arterial-scale commercial development by reaffirming that B2 is the appropriate commercial zoning in the neighbourhood.



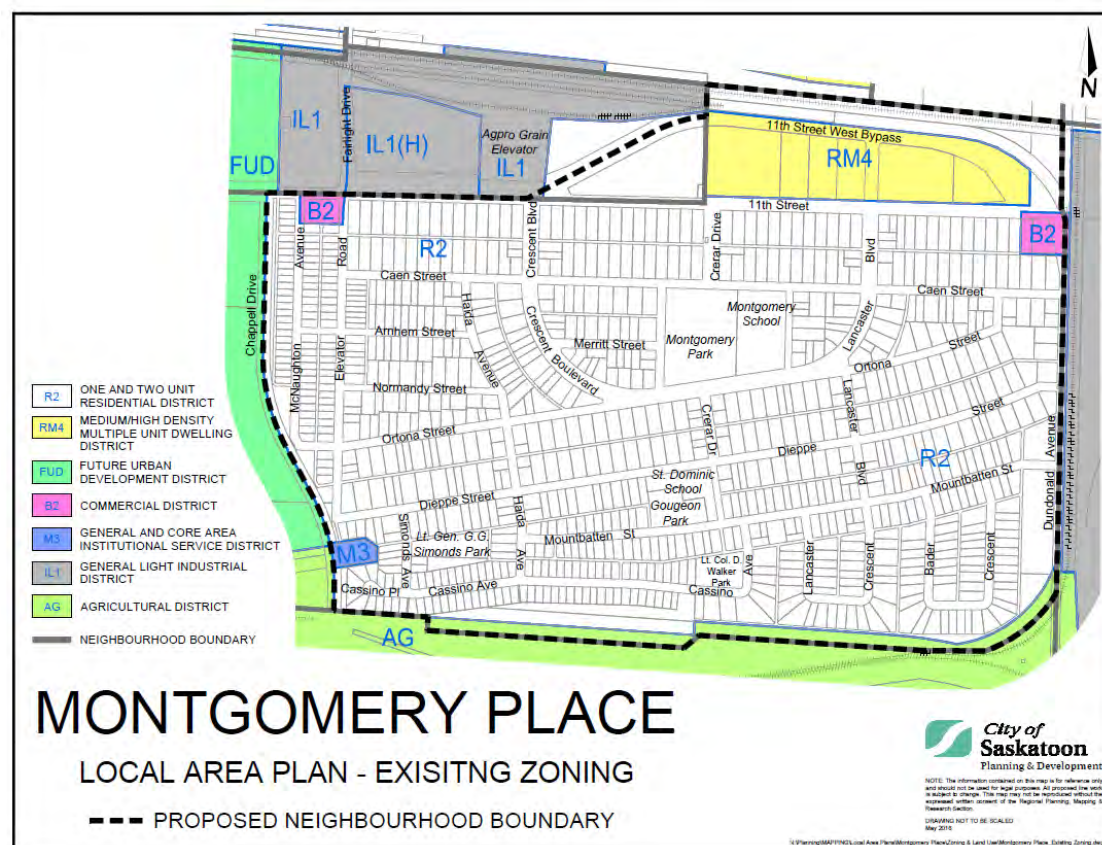
There are three critical community gathering places identified in the proposed Montgomery Place OCP Land Use Map. It is proposed that the OCP land use designation for Montgomery School, St. Dominic School and St. David's Trinity United Church be changed to Community Facilities. Community Facilities are focal points for neighbourhoods. In order to promote the stability and character of residential neighbourhoods, the City shall encourage the adaptive reuse of the community facility and site for residential, educational, institutional, recreational or other community-oriented use.



Montgomery Place Zoning

Map 7 shows the existing zoning in Montgomery Place. The majority of residential sites in Montgomery Place are zoned R2 – one and two-unit residential. Several sites on the north periphery of the neighbourhood are zoned RM4 – medium/high density multiple unit dwelling district.

Two properties on 11th Street West are designated as B2 - District Commercial. Currently, the small B2 site on the western edge of the neighbourhood serves as a local grocery store while, the other B2 at the eastern edge (previously a gas station) is vacant.



Map 7: Existing Zoning Map

The site of the CN Curling Club at the southwestern edge is zoned M3 – General Institutional Service District. The M3 District can facilitate a wide range of institutional and community activities such as community centres and health clubs.

Three IL1 – light industrial sites are on the north side of 11th Street West and outside of the neighbourhood boundary.

No amendments to the existing zoning are proposed. Should an application be put forward in the future to construct a senior citizens special care home or similar senior citizens housing on the undeveloped site north of 11th Street West, rezoning from R2 Zoning District to M3 Zoning District by agreement, may be required. If such an application is received, the community and adjacent property owners will be notified by the City.

Community stakeholders in Montgomery Place have voiced a desire to see the existing low-density character of the residential areas preserved. Community stakeholders feel that increased residential density could compromise the character of the neighbourhood. At a Nov. 19, 2015 meeting, the Montgomery Place LAP Committee discussed future growth and housing for the neighbourhood. The discussion generally focused on the following:

Residential Development

- Retention of built character
- Preservation of naturalized areas
- Mitigating traffic concerns
- Ensuring adequate servicing
- Preservation of built heritage

Commercial Development

- Addition of needed services (medical clinic, optometrist, drug store etc.)
- Retail or convenience that fits the neighbourhood character
- Restaurant or coffee shop that fits the neighbourhood character

There is an opportunity to educate homeowners and home builders about the history of Montgomery Place, the unique development form, and the architectural style of the original VLA homes. Further education will help encourage people to consider these characteristics when performing renovations or constructing a new home.

Housing Profile

Montgomery Place Housing Quick Facts (2016):

- 1240 homes in the neighbourhood
- 81.07 per cent of homes are owner occupied
- More new homes were constructed between 2011 and 2016 than in the previous three decades combined
- Average household size is 2.8 persons
- Average selling price of a single family home in Montgomery Place in 2015 was \$470,041

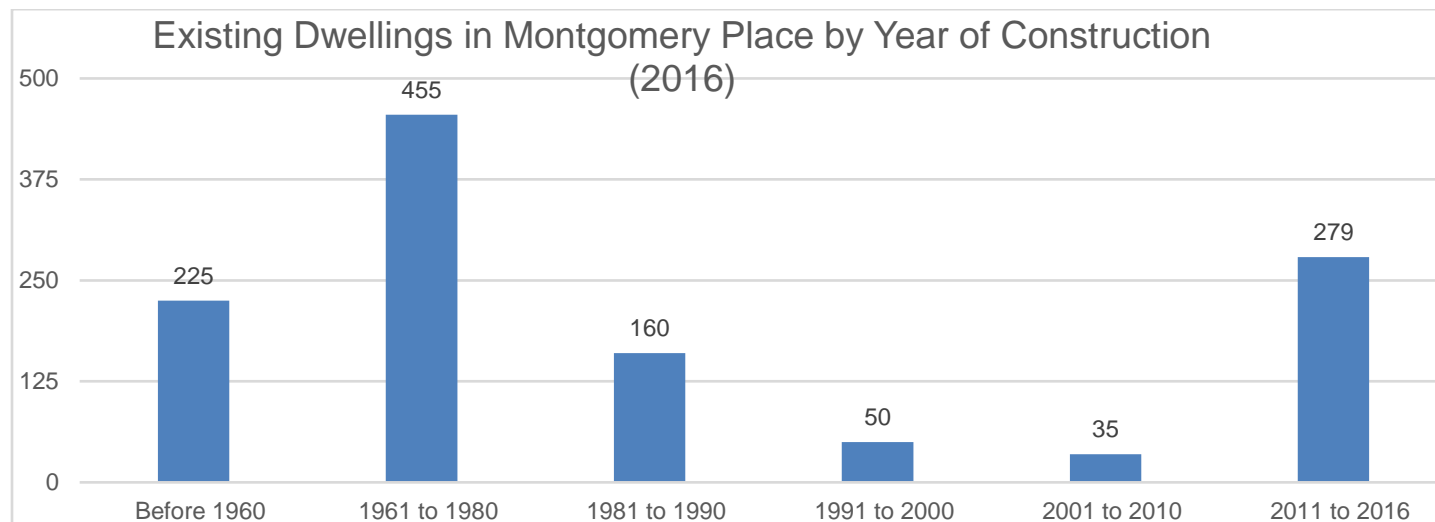


Chart 1: Existing Dwellings by Year of Construction

The Statistics Canada 2016 census released data showing the self-reported age of all dwellings in Montgomery Place. The 2011 to 2016 shown in the graph was populated using City of Saskatoon building permit data for this period. Statistic Canada data showed 155 homes in this category. The discrepancy in self-reported census data and building permit data is likely due to several multiple unit dwellings which were newly constructed or under construction at the time of the census, and were unlikely to be fully occupied.

Following decades of stability, Montgomery Place has experienced a substantial amount of new home construction in the 2010s. According to data from the City of Saskatoon and Statistics Canada, 279 homes were completed between 2011 and 2016 (seven one-unit dwellings, four two-unit dwellings and 268 multiple-unit dwellings and townhouses). By comparison, only 50 homes were constructed in the 1990s and only 35 in 2000s. More homes were constructed in Montgomery Place between 2011 and 2016 than in the previous three decades combined. Montgomery Place has not experience this much new construction since the period from 1961 to 1980. Of the current homes in the neighbourhood, 455 were reported to have been constructed during that period.

Montgomery Place and Saskatoon Housing Statistics (2016)

| Neighbourhood | Dwelling Unit by Type | | | | Net Neighbourhood Area | Dwelling Units per Net Acre |
|-------------------|-----------------------|----------|------------|-----------------|------------------------|-----------------------------|
| | Single Family | Two Unit | Multi-Unit | Total Dwellings | Acres | Per acre |
| Montgomery Place* | 861 | 50 | 329 | 1240 | 297 | 4.17 |
| Silverspring | 1315 | 12 | 362 | 1689 | 273 | 6.18 |
| Avalon | 1046 | 122 | 237 | 1405 | 189 | 7.42 |
| King George | 662 | 138 | 41 | 842 | 93 | 8.97 |
| Sutherland | 1011 | 446 | 1166 | 2623 | 295 | 8.90 |
| Hampton Village | 1644 | 362 | 788 | 2794 | 283 | 9.86 |
| Nutana | 1285 | 160 | 2103 | 3548 | 235 | 15.08 |

Table 1: Housing Statistics

*Data includes multiple unit dwellings under construction at the time of writing the report, and excludes FUD sites west of Chappell Dr.

In 2011, there were 895 homes in Montgomery Place and a homeownership rate of 97.2 per cent. At that point, the majority (861) of homes in Montgomery Place were one-unit dwellings (96.2 per cent). Since 2011, 279 homes have been constructed, most of which are multiple-unit dwellings or townhouses. This has changed the neighbourhood composition; to date, single-family dwelling types still make up 72 per cent of all dwelling units and homeownership rates remain high at 81.5 per cent. At the time of writing this report, an additional 50 townhouse units were largely complete. Once occupied, they will affect these statistics.

The housing affordability rating in Montgomery Place in 2015 was 4.88. A rating of three or less is considered affordable; more than three is considered unaffordable. The overall affordability rating for the City of Saskatoon was 4.55. The average sale price of a single family home was \$470,041 in Montgomery Place, compared to \$354,000 for Saskatoon as a whole.

Montgomery Place was established in 1945 as a Veterans' Land Act (VLA) community – one of many rural subdivisions built across Canada to house returning veterans after WWII. As such it was planned and designed by Veterans Affairs featuring large lots with distinctive 30 metre frontages compared to 7.5 metre frontages in the inner city and 15 metre frontages in other suburban developments of Saskatoon. The net density for the City of Saskatoon is 8.77 dwelling units per acre. Even with recent medium density residential development and excluding the large undeveloped sites west of Chappell Drive, Montgomery Place has a net density that is less than half of Saskatoon at 4.17 dwelling units per acre. This lack of density has provided Montgomery Place with many benefits including the small town feel and large back yards.

Residents have expressed concerns that there is minimal opportunity to *age in place*, as there are few options for senior citizens housing. As of 2016, 41 per cent of the Montgomery Place population is over the age of 50. This indicates the demand for senior citizens housing in the neighbourhood should significantly increase over the next decade.

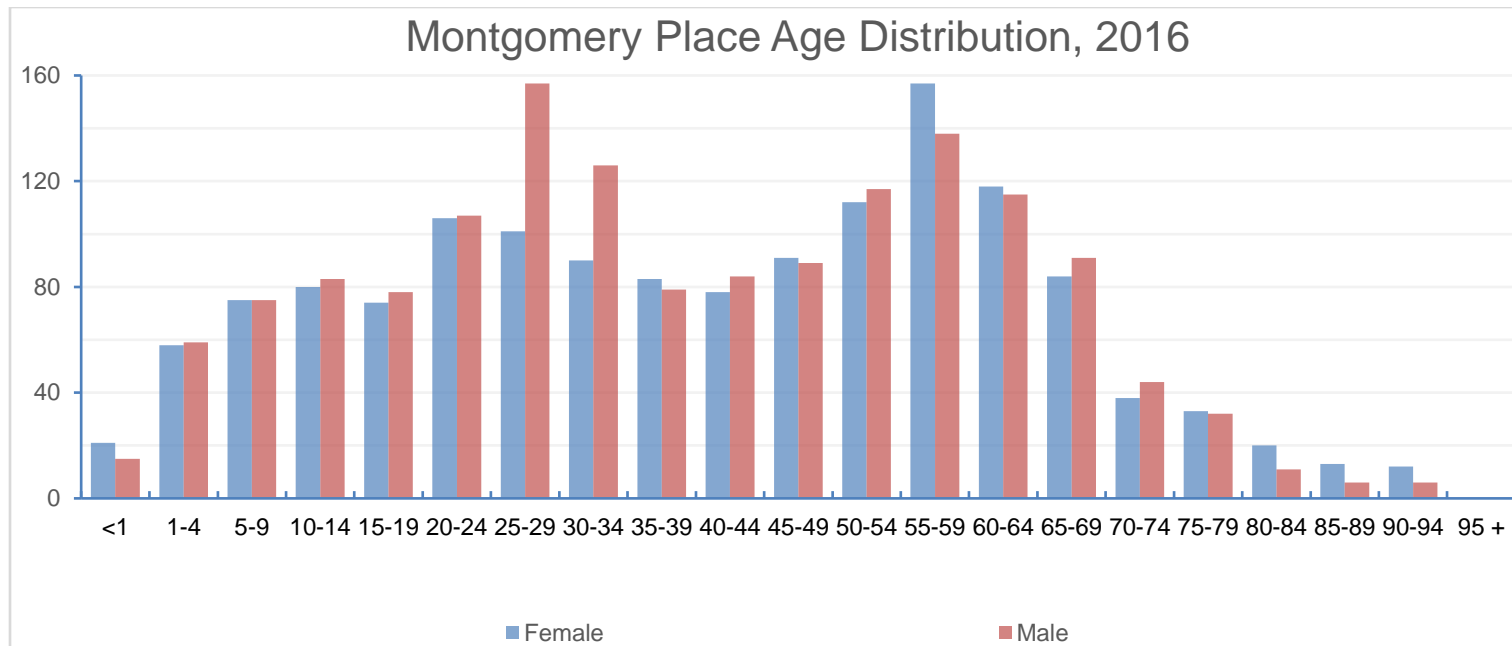


Chart 2: Montgomery Place Age Distribution

The predominant housing style in Montgomery Place is single family. As area residents age, their housing desires and requirements are likely to change. It is important that neighbourhoods strive to offer a variety of housing types, allowing citizens to remain in the neighbourhood throughout their entire life.

RECOMMENDATION 1.4 – PROVIDING OPPORTUNITY TO AGE IN PLACE: *That the Saskatoon Land Division and the Planning & Development Division consider supporting the sale and rezoning of the undeveloped parcel on 11th Street West (Block DD, Plan 102080225) for a medium density special care home or similar seniors' housing development, should an application be made.*

Infill Housing

Montgomery Place has grown through slow and tempered development and its character has been largely retained. The LAP Committee is concerned that infill projects have potential to unduly impact the existing character of the neighbourhood.

The Neighbourhood Level Infill Development Strategy (Infill Strategy) is one part of a comprehensive plan for infill development within built-up areas of the city. The Infill Strategy addresses small-scale infill opportunities on individual residential lots, with an assessment of Saskatoon's established neighbourhoods. Established neighbourhoods include those located inside Circle Drive, Sutherland and Montgomery Place.

The Infill Strategy was developed to ensure the distinctive development patterns and historic characteristics of pre-war and post-war neighbourhoods are maintained. It proposes regulatory amendments to minimize massing of new developments, regulate infill lot grading, address parking concerns and retain neighbourhood character. The Community Association does not believe that the Infill Strategy currently ensures the distinctive development patterns and historic character of the neighbourhood are maintained and enhanced.

The City has implemented two items identified in the Infill Strategy: regulations to allow for garden and garage suites and regulations for primary dwellings.

The City of Saskatoon believes established neighbourhoods will be protected and enhanced through reinvestment and improved housing choice. Infill development will be low rise, high quality and context sensitive – reinforcing the attributes of Saskatoon's beautiful residential districts.



Guiding Principles of the Local Area Plan

1. Preserve and enhance the unique character and quality of established neighbourhoods, ensuring context appropriate development
2. Promote enhanced character in evolving neighbourhoods
3. Promote high quality design and best practices
4. Allow for a variety of housing types and designs, ensuring flexibility
5. Encourage neighbourly exchange, while ensuring privacy
6. Prioritize pedestrian-oriented streetscapes with rear lane and off-street parking
7. Ensure safe, walkable, accessible neighbourhoods
8. Promote affordability
9. Protect and expand the tree canopy and ensure its longevity and regeneration
10. Incorporate environmental innovation and sustainable building practices.⁹

More information about Neighbourhood Level Infill is available at Saskatoon.ca

Through the LAP process, a number of concerns around infill development have been raised. The following table details concerns regarding infill development and the relevant controls in place to help address those concerns.

| | Concerns | Conditions and Considerations |
|--|---------------------------|---|
| | Loss of Greenspace | <ul style="list-style-type: none">• Several sites surrounding Montgomery Place are developable vacant lots not classified as parks. Due to servicing requirements, development has not occurred to this point.• Emphasis should be on the designation of formal, high quality greenspace surrounding Montgomery Place. |

⁹ City of Saskatoon, Neighbourhood Level Infill Development Strategy, November, 2013

| | | |
|--|---------------------------------|--|
| | Increased Traffic | <ul style="list-style-type: none"> • New construction should be located on the periphery of the neighbourhood and should not create significant impact to local traffic. • To reduce traffic congestion, pedestrian-oriented streetscapes with rear lane, driveway and off-street parking should be prioritized. • Foster a safe, walkable, accessible neighbourhood as well as promote and build capacity for alternative forms of transportation. |
| | Loss of Built Character | <ul style="list-style-type: none"> • Preserve and enhance the unique character and quality of established neighbourhoods, ensuring context appropriate development. • The City of Saskatoon infill guidelines seek to promote high quality design and best practices. |
| | Large Homes Being Built | <ul style="list-style-type: none"> • New development is to preserve and enhance the unique character and quality of Montgomery Place, ensuring context appropriate development. |
| | Strain on Infrastructure | <ul style="list-style-type: none"> • Infrastructure burdens will be considered with any development to ensure the infrastructure can accommodate the proposed development. New development is straining water and sewer infrastructure. |
| | Low Quality Construction | <ul style="list-style-type: none"> • The National Building Code and Zoning Bylaw No. 8770 are in place to ensure appropriate building and development standards are adhered to. • New infill homes and town houses are constructed poorly. |
| | Increased Crime | <ul style="list-style-type: none"> • Neighbourhood Watch can be an effective tool to keep neighborhoods safe. • Increased population has the ability to reduce crime. More information on crime is available in the Safety Section. • Infill housing, townhouses, and multiple unit dwellings are generating more crime. |

| | | |
|--|---------------------------|--|
| | Loss of Vegetation | <ul style="list-style-type: none"> • Infill development guidelines aim to protect and expand the tree canopy and ensure its longevity and regeneration. |
| | Loss of Privacy | <ul style="list-style-type: none"> • Development should encourage neighbourly exchange, while ensuring privacy. |
| | Drainage | <ul style="list-style-type: none"> • Drainage is affected by Bylaw No. 8379 and the drainage Bylaw No. 8987. The Storm Water Management Utility and the inspectors who enforce these bylaws are available to help resolve issues that arise from improper drainage, landscaping and new construction. More information on drainage is available in the Drainage Section |

In the open response section of the Land Use Survey, many participants stated that developers need to consider the character of Montgomery Place when constructing new homes.

While the homes being constructed in the 2010s are a different architectural style than those constructed in the 1960s and 1970s, they are similar in terms of development standards such as setbacks, height and site coverage. Since the construction boom in Montgomery Place in the 1970s and 1980s, several development standards for building a new home have been introduced to prevent large out of scale homes from being constructed. The Community Association stated that the Infill Development Guidelines should expand to better protect established neighbourhoods such as Montgomery Place.

It is also recommended that the neighbourhood work with the City of Saskatoon to communicate their preferred form of development to those looking to build in the community.

Some of the details outlined by the Community Association regarding what the preferred form of development in Montgomery Place are listed below:

- i) sensitive to adjacent development;
- ii) does not remove existing trees in the neighbourhood;

- iii) does not maximize site coverage so the 'large lot' feel is retained;
- iv) retains a consistent house to yard ratio to the rest of the neighbourhood;
- v) keeps a consistent front yard setback to the rest of the block;
- vi) keeps a similar depth of home to adjacent properties;
- vii) obtains the appropriate driveway crossing permits and installs the correct driveways and drainage culverts;
- viii) uses a similar side yard setback to older development in the neighbourhood rather than only using the minimum required side yard setbacks;
- ix) does not look imposing from the street by putting the whole building face at the minimum required front yard;
and
- x) does not remove greenspace as it affects both heritage and drainage.

RECOMMENDATION 1.5 – MONTGOMERY DEVELOPMENT BROCHURE: *That the Montgomery Place Community Association develop a brochure offering suggestions for infill development and significant additions that explains Montgomery Place's unique character, and that the Building Standards Division include the brochure with the other Montgomery Place materials distributed upon application for a building permit.*

Additional Land Uses in the Neighbourhood

The idea of adding a small neighbourhood sized off-leash dog park was brought up at community meetings. At the June 18, 2018 LAP Open House, a recommendation to survey the community on their needs for a dog park was presented. This recommendation was both one of the most liked and most criticized recommendations. Many members of the neighbourhood raised concerns about losing existing park space and whether the need in the area was sufficient. There are larger dog parks in the surrounding area, but none within a short walk from most of Montgomery Place. As the majority of dog parks are on the west side of the river, the City of Saskatoon's current plan is for the next dog park to be built east of the river. Surveying dog park users in the neighbourhood would reveal needs, whether there are ways to better support dog parks users or if the existing dog parks in the area need to be promoted. Under no circumstances does this LAP

recommend existing park space in Montgomery Place be used for a small dog park. If a significant need for a small neighbourhood-level dog park is identified, there are small undeveloped parcels of land that could be suitable.

RECOMMENDATION 1.6 – SURVEY NEED FOR ACCESS TO OFF-LEASH DOG PARK: *That the Neighbourhood Planning Section and the Montgomery Place Community Association survey the neighbourhood about their opinion of dog parks, and that the Recreation and Community Development Division receive the survey results and consider that sites within and adjacent to Montgomery Place be developed for a dog park, if required.*

2. Parks & Open Spaces



Montgomery Place has a variety of parks and open spaces within and near to the neighbourhood. Through LAP meetings, local stakeholders communicated the importance of protecting existing park spaces and many of the informal open spaces just outside the neighbourhood as they are regularly used for active and passive recreation.

The Richard St. Barbe Baker Afforestation Area that is south of the CN Intermodal Yards was identified as a valuable natural resource that residents feel is part of the neighbourhood and take pride in, despite it being outside the official neighbourhood boundaries.

It is important to the community that parks and open spaces are protected and improved while potential new sites are investigated.

Parks and Open Spaces Goals

The Montgomery Place LAPC identified a number of goals intended to guide the future role of parks and open spaces in and around the neighbourhood. They are as follows:

1. That existing park spaces are used to their full potential through active and passive recreational opportunities
2. Where possible, use vacant lots and empty spaces for the benefit of the neighbourhood
3. That area parks celebrate the rich history of Montgomery Place
4. That a long-term plan is developed for the valuable resource of the Richard St. Barbe Baker Afforestation Area
5. That existing park space be retained for use by all neighbourhood residents

For an overview of Safety Audits conducted in all parks in Montgomery Place, see **Section 8 Neighbourhood Safety**.

Park Space in Montgomery Place

There are four dedicated parks in Montgomery Place – Gougeon Park, Lt. Col. Drayton Walker Park, Lt. Gen. G.G. Simonds Park and Montgomery Park. Montgomery Park was created in the original subdivision plan of Montgomery Place, while the other three parks were created when future subdivisions were added over the years.

Below is a summary of Montgomery Place neighbourhood parks, including information about their size, location, amenities and passive and active recreation uses.

As the neighbourhood was originally surveyed with large lots, residents often used their yards for passive and recreational uses and park space was calculated for the original form of the neighbourhood. As the large acre lots were subdivided, the need for park and open space increased.

It can be extremely difficult to create additional park space in an established, primarily residential neighbourhood like Montgomery Place. The LAP Committee has identified a number of vacant, city-owned sites they would like to see remain as open space, however these sites also have potential for development opportunities.

It is important that the administration and community work together to: protect recreation spaces that are not formal parks, look for unique solutions to provide additional park space and investigate ways to improve the existing park resources so they can be used to their fullest.

Celebrating Neighbourhood History in Montgomery Place Parks

Montgomery Place has a strong tie to its history and specifically Canada's military history. Remembrance Day ceremonies are held in Montgomery Park and in the northwest corner of the park is the National Historic Site Memorial Plaque, Memorial Cairn and Veteran Monument. The LAP Committee noted that visitors often bring their own seating when this area of the park is used for such events. The community suggested adding rows of permanent seating and investigating other possible improvements that could enhance the public realm. Enhancements would benefit all users and could further honour the history of the neighbourhood and its veterans.

RECOMMENDATION 2.1 – IMPROVEMENTS AND SEATING IN MONTGOMERY PARK: *That the Parks Division consider improvements to Montgomery Park including permanent seating or a cement pad to allow for seating and other design elements in the northwest corner of Montgomery Park. This would involve working with the Montgomery Place Community Association and Neighbourhood Planning to identify historical design elements that could be included in the area.*

As a salute to the community's strong military connection, the idea of adding some form of poppy imagery to the neighbourhood parks has been discussed. Although adding actual poppy gardens was not feasible, the idea of raised flower beds, a mural or art installation has been raised. In order to ensure the image of the poppy is integrated in a way that is respectful to the neighbourhood and can be properly maintained, consultation between the Montgomery Place Community and the City of Saskatoon will be necessary.

RECOMMENDATION 2.2 – INTEGRATE THE IMAGE OF THE POPPY INTO MONTGOMERY PARK: *That the Parks Division and the Neighbourhood Planning Section work with the Montgomery Place community and Community Association to find ways to include the poppy image through art or design elements in Montgomery Park.*

The City of Saskatoon is working on a formal process to apply for small rinks for younger children, often called “tot rinks,” in public parks across the city. The community has expressed a strong desire to keep the “tot rink” in its current location, or as close as possible to its current location. If the City of Saskatoon requires this “tot rink” to be formalized under a new policy it should be noted that the community prefers to maintain its current location.

Care and Maintenance of Neighbourhood Parks

Montgomery Place is a clean and well cared for neighbourhood. Residents take pride in their properties and their parks, but there may be ways to assist residents in keeping them this way. The City and Community will remain committed to looking at ways to improve the maintenance of the parks. The idea of adding bottle baskets to hold recyclable materials to the neighbourhood parks was discussed as a way to keep the community green and clean.

RECOMMENDATION 2.3 – BOTTLE BASKETS IN AREA PARKS: *That the Neighbourhood Planning Section investigate with the Parks Division whether it is feasible to add bottle baskets to garbage cans in Montgomery Place parks.*

Neighbourhood Entrance Signs

An additional neighbourhood entrance sign at 11th Street and Dundonald would remind people that they are entering a residential area and help to create a sense of arrival into the neighbourhood. Possible new signage should include text celebrating the neighbourhood’s designation as a National Historic Site. The feasibility of a new neighbourhood entrance sign, including specific details regarding the location, materials, design and timeline for installation require additional investigation.

RECOMMENDATION 2.4 – ADDITIONAL NEIGHBOURHOOD ENTRANCE SIGN: *That the Recreation & Community Development Division and the Neighbourhood Planning Section investigate whether a new neighbourhood entrance sign celebrating the Montgomery Place neighbourhood’s designation as a National Historic Site could be installed near the intersection of 11th Street and Dundonald Avenue.*

Additional Recreational Needs

Currently some of the undeveloped land around Montgomery Place is being used as informal recreation areas for people to walk, cycle, take their pets and enjoy nature. The Richard St. Barbe Baker Afforestation Area, Chappell Marsh and the undeveloped parcels in the area will need to be addressed to ensure they can still be used by the community. The City of Saskatoon is developing a plan for the Richard St. Barbe Baker Afforestation Area that will include input from the Montgomery Place community. The biggest concerns outlined were the need for outdoor recreation space, space for a dog park and the protection of the area's natural resources.

Montgomery Park

Montgomery Park was created as a public reserve by an agreement (CoS Archives 1088-0602) between the City of Saskatoon and the Province of Saskatchewan on July 5, 1956.

Montgomery Park is west of the Montgomery School, north of Ortona Avenue, east of Rockingham Avenue and south of Caen Street. It is classified as a neighbourhood park and is 3.4 acres in size with an additional 1.4 acres of school site. The north side of the park contains a paddling pool, multi-purpose building and basketball courts. The park also has a toboggan hill, a softball diamond and walking paths throughout.

For information on the history of Field Marshal Bernard Law Montgomery please see the **History Section**.



Gougeon Park

Gougeon Park is between Mountbatten Street and Dieppe Street in the southern part of the neighbourhood, directly south of Montgomery Park. The park space is 0.9 acres, not including any of the school grounds (which total 1.25 acres) containing the baseball diamond. St. Dominic School is next to the park on Crerar Drive and Dieppe Street at 3301 Dieppe St. The park contains a small rink, playground equipment and a ball diamond on the portion that is technically part of the school grounds. The park and school grounds form one open area for public use.

For information on the history of Xavier “Louis” Gougeon please see the **History Section**.



Lt. Col. Drayton Walker Park

On Oct. 15, 1974 the park was leased as a public reserve (R3, Plan 69-S-00452) by agreement between the city and the province (CoS Archives 2018-1482). However, it was not developed until after 1981.

Lt. Col. D. Walker Park is on Cassino Avenue south of Gougeon Park. It contains a small sports field and some playground equipment. It has a total area of 0.8 acres and does not contain a school, recreation unit or other buildings.



For information on the history of Lt. Col. Drayton Walker please see the **History Section**.

Lt. Gen. G.G. Simonds Park

Simonds Park was created by a lease agreement between the City and the province (CoS Archives 1088-1041) for Public Reserve R2 Plan 66-S-17888).

Lt. Gen. G.G. Simonds Park is in the southeast corner of Montgomery Place on Simonds Avenue. The park is surrounded by private residences many of which have windows, doors and gates that look out onto the park area. The park is 1.1 acres in area and has a small sandbox with some playground equipment.

For information on the history of Lt. Gen G.G. Simonds please see the **History Section**.



Informal Park Areas and Open Spaces around Montgomery Place

The Richard St. Barbe Baker Afforestation Area



The Richard St. Barbe Baker Afforestation Area is not a formal park. The area is undesignated land next to Chappell Marsh and the Chappell Marsh Conservation Area developed as an afforestation area. This area is well loved by the Montgomery Place community as it provides additional open space and access to nature. It is important to protect this area as residents use it for a variety of outdoor uses and it functions as a different kind of green space despite not being formal city park.

This area is north of Cedar Villa Road, west of the Civic Operations Centre (bus barns) and north of the Chappell Marsh Conservation Area land area, east of the Saskatoon Italian Centre and north of Cedar Villa Estates.

The Afforestation Area has trees, open areas, and wetlands including a mix of both planted and naturally-established trees, grasses, and shrubs. Though City-owned, the Afforestation Area is not included in the City's park inventory and, as such, no funding is available to support maintenance services. The exception is the Southwest Off-Leash Recreation Area. The City is working to determine the best method of managing and protecting this and other similar resources through the Green Infrastructure Strategy. This is expected to include a new classification for the conservation of natural open space or the creation of nature parks.

The area is significant for a number of reasons:

- The area is an important animal habitat with noted sightings of deer, squirrels, hawks, and owls
- This is a unique forest environment within the city, specifically with the regrowth of tree species
- Opportunities exist for education that provides ecological literacy for all ages
- There is heritage value to the area as it links to the vision of Richard St. Barbe Baker
- The area is popular for walking, with the tree cover providing natural wind and sun breaks
- A formalized winter bike trail network has been established.
- This area is part of Meewasin's Valley-wide Resource Management Area.

For information on the history of Richard St. Barbe Baker please see the **History Section**.

In addition to the City's work to determine new methods of managing and protecting the Richard St. Barbe Baker Afforestation Area, there is also an interest in looking for short-term action to provide more immediate protection.

RECOMMENDATION 2.5 – DEVELOPING A LONG TERM CLASSIFICATION FOR THE RICHARD ST. BARBE BAKER AFFORESTATION AREA: *That the City of Saskatoon Planning & Development Division develop a new classification to conserve the Richard St. Barbe Baker Afforestation Area and the natural resources within it through the City of Saskatoon's Green Infrastructure Strategy.*

RECOMMENDATION 2.6 – TAKE SHORT TERM STEPS TO PROTECT THE RICHARD ST. BARBE BAKER AFFORESTATION AREA: *That the Planning & Development Division investigate a short-term measure to add a holding designation or public reserve designation to part or all of the Richard St. Barbe Baker Afforestation Area, to ensure that development cannot be pursued until the Green Infrastructure Strategy determines the future classification of the area.*

3. Heritage & Culture



Heritage and culture define our past, present and future. Preserving and commemorating local history and culture helps a community appreciate the contributions of past citizens and important buildings, spaces and events.

Montgomery Place has a unique history, heritage and culture that the LAP Committee wants to promote and share with the community and the rest of Saskatoon.

In 2016, the Montgomery Place neighbourhood proudly received designation as a National Historic Site.

Members of the community have already compiled impressive documentation of the neighbourhood's history, so the LAP aims to simply build on those records. Preserving the legacy of the neighbourhood and its original families is extremely important to residents of Montgomery Place.

Heritage & Culture Goals

The Montgomery Place LAP Committee identified a number of goals intended to guide the preservation of history, heritage and culture in Montgomery Place. They are as follows:

1. Celebrate the unique history and heritage of Montgomery Place
2. Identify opportunities to promote Montgomery Place's designation as a National Historic Site
3. Showcase the neighbourhood's heritage and culture through plaques, banners, educational elements and events
4. Preserve the legacy of the neighbourhood and its original families for future generations of Montgomery Place residents

Preserving Heritage

What is heritage?

Heritage is anything that is considered to be of value in a community. Heritage is the resources that has helped shape our community and tell the story of Saskatoon.

- Built Heritage
 - Buildings, landscapes, streetscapes, structures and monuments
- Natural Heritage
 - Natural areas and paleontological sites
- Cultural Heritage
 - Practices, representations, knowledge, skills, objects, artifacts and cultural spaces.

How do we protect heritage?

Heritage Resources are legally protected in Saskatchewan through The Heritage Property Act as Municipal or Provincial Heritage Properties. Resources can be designated by the Province as a Provincial Heritage Property or by the Municipality as a Municipal Heritage Property or as a Municipal Heritage District (which is a cluster of properties).

At the Federal level, properties can be commemorated as National Historic Sites. Montgomery Place was made a National Historic Site in June 2016. Recognition at this level is commemorative only, as legal protection only occurs at the municipal or provincial level. However, recognition as a National Historic Site does provide considerable elevation in terms of the visibility and importance of a historic place.



National Historic Site

Montgomery Place was designated as a National Historic Site because it is an excellent and intact illustration of a *Veterans' Land Act* community established after World War II, as it retains many key elements of design including the distinctive large lot frontage. This is a part of Canada's history and an important recognition for the community, the city, and the province.

It is a strong, vibrant, and tightly-knit community where every effort is made to preserve and celebrate their community history.

Municipal Heritage Properties

Municipal Heritage Properties are designated through individual Heritage Designation Bylaws, and the designation is registered on the title of the property which continues to remain in place with changes in ownership. These properties cannot be demolished or altered without approval by the Municipal Heritage Advisory Committee and City Council. The Designation Bylaw specifies what elements need to be retained in order for the heritage property to retain its heritage value.

A heritage property may become designated for a variety of reasons. It may represent a unique architectural style; it may be associated with a significant person or a particular historic event or theme. The decision to designate a heritage property is largely up to the property owner. While the City will encourage owners to designate, typically, the City will not designate a property without the consent of the property owner. This is a practice that is followed by most Canadian cities, with the reasoning that heritage properties require special care and maintenance, and without the property owner being willing to conserve the property there is a risk of a property falling into neglect. To assist property owners with the costs associated with maintenance and care of their heritage resource, the City offers tax abatements and grants through the Heritage Program.

It is important to note that designating a property does not mean it will be ‘frozen in time.’ The intent of designation is to manage change and ensure that key elements are retained as a historic place continues to evolve. The City of Saskatoon currently has 39 properties designated.

Heritage Plan and Heritage Register

In an effort to increase the number of designated heritage properties, improve conservation of Saskatoon’s heritage resources and foster public education, the City created a Heritage Plan in 2014. The Plan outlines more than 40 recommendations including using an expanded definition of heritage to include buildings, monuments, streetscapes, parks and trees. The Heritage Plan also recommends supporting education and awareness initiatives through community partnerships, including community associations.

The creation of a Heritage Register is one of the most important recommendations coming out of the Heritage Plan. The Saskatoon Register of Historic Places is an official public listing of heritage resources that have significant heritage value in Saskatoon. It includes nearly 200 historic resources, some of which have received designation as a municipal or provincial heritage property. However, the majority of resources listed on the register are not formally recognized or protected under any legislation. The Register will evolve as additional resources are added. Identifying heritage resources is an important step in educating and preserving our heritage resources, celebrating their stories and conserving heritage elements.

The Register is to be reflective of the community. It is based on what the community collectively agrees is worth saving or designating, and so input is welcomed from the community. An online interactive map feature allows users to identify where resources listed on the register are located in Saskatoon. The Memorial Cairn in Montgomery Park is already included on the Register.

Municipal Heritage Awards Program

Municipal Heritage Awards are presented by the City of Saskatoon to acknowledge preservation efforts and the personal energy, time and commitment dedicated to Saskatoon's cultural welfare. The Municipal Heritage Awards Program occurs every two years allowing people to nominate someone they know who have made a difference in the preservation and conservation of the City's heritage.

RECOMMENDATION 3.1 – ADD VETERANS' MONUMENT TO SASKATOON REGISTER OF HISTORIC PLACES: *That the Planning & Development Division consider adding the Veterans' Monument to the Saskatoon Register of Historic Places.*

RECOMMENDATION 3.2 – NOMINATION FOR MUNICIPAL HERITAGE AWARD: *That the Montgomery Place Community Association submit a nomination to the Municipal Heritage Advisory Committee for a Municipal Heritage Award for their commitment to preserving and celebrating the neighbourhood's heritage and culture.*



Promoting Culture

Saskatoon Culture Plan

Saskatoon's Culture Plan was approved by City Council in September 2011, and an update to the Plan was being pursued beginning in 2017 to ensure relevant priorities have been identified. The Culture Plan is a strategic document that will guide the City's policy and decision making as it identifies priorities to harmonize cultural endeavors, strengthen cultural development, and support the arts. The plan has six key directions:

1. Arts – Build capacity within the cultural sector
2. Heritage – Ensure cultural heritage is conserved and valued
3. Diversity – Value and celebrate diversity and strengthen opportunities for cultural interaction
4. Youth - Cultivate conditions for youth and young professionals to thrive
5. City Centre – Develop the city centre as a cultural district
6. Neighbourhoods – Support and enable cultural development at the neighbourhood level.

Neighbourhood Projects

There are many different cultural activities that can take place at the neighbourhood level. These may include researching stories and history of the neighbourhood; creating a walking history tour; holding music, theatre, or other arts events in a park; or joining forces with a local school to create an art project such as a mural. In 2006, when Saskatoon was named a Cultural Capital of Canada, Montgomery Place was part of an Artist in Residence program which resulted in a theatre artist working with community members, schools, and Trinity United Church for a community performance called "Sentimental Journey" and the production of a DVD.

RECOMMENDATION 3.3 – HERITAGE COMMEMORATION EVENING: *That the Montgomery Place Community Association in partnership with the Planning & Development Division, Heritage & Design Coordinator plan an event for current and past residents to share memories of the neighbourhood and document tangible and intangible cultural*

resources, as part of an effort to preserve the legacy of the neighbourhood and its families for future generations of residents.

RECOMMENDATION 3.4 – SELF-GUIDED HISTORICAL WALKING TOUR: *That the Montgomery Place Community Association, with mapping assistance provided by the Planning & Development Division, develop a self-guided historical walking tour of the neighbourhood that could be posted on their website.*

Cultural Resource Mapping and Placemaking

Cultural resource mapping is the process of collecting, recording, analyzing, and synthesizing information to describe the cultural resources, networks, links and patterns of usage of a given community. It includes both tangible and intangible resources and results in increased knowledge of an area. This cultural inventory is a database of information about cultural resources and assets. A culture map can be used to report on the findings of a cultural mapping process, and can take many forms.

The Montgomery Place LAP Committee worked to catalogue the cultural inventory that defines the neighbourhood's heritage and culture. The LAP Committee mapped both tangible and intangible resources to record community-based knowledge about buildings and locations with significance, as well as stories and traditions that express the community's identity.

One of the ways that cultural resources can be promoted is through placemaking, to try to strengthen the relationship between people and place. Greg Woolner, placemaking advocate, has described placemaking as a "*Community working together to make (a) place special. They make it a place where people want to go to, where they feel safe and welcome. They make it beautiful and interesting. They make it meaningful, an expression of their own local culture.*"

Montgomery Place has already undertaken some unique placemaking projects, such as the creation of the historical street signs to explain the story behind the street names in the neighbourhood. The LAP Committee has indicated they

would like to undertake additional projects to further create a sense of place and enhance the neighbourhood. The Neighbourhood Planning Section will assist the Montgomery Place Community Association and Montgomery School with costs associated with creating and installing banners for light poles surrounding Montgomery Park.

The Community Association notes that the intangible resources of the Montgomery Place neighbourhood are both people and place... a magical mix.

RECOMMENDATION 3.5 – BANNERS ON LIGHT POLES: *That the Neighbourhood Planning Section work with the Montgomery Place Community Association and Montgomery School to create and install banners for the light poles surrounding Montgomery Park.*

The following collection of tangible and intangible cultural resources represent a sampling of notable local memories and stories shared by the community at an LAP meeting held on February 10, 2016. It is by no means a complete list. The Montgomery Place neighbourhood has enough stories and historical assets to fill many more pages, but it was important to preserve what was heard while meeting with the community. If residents have more stories and historical resources they want to discuss, the Heritage Commemoration Evening proposed in **Recommendation 3.3** would be an opportunity to capture and preserve them, so that the community can continue to build on the historical records of the neighbourhood.



Montgomery Place

Tangible Cultural Resources



— Neighbourhood Boundary



A. 3220 Ortona Street

Montgomery School – opened in 1956. The first school in the community and current home of Science Trek programming.

B. 3301 Dieppe Street

St. Dominic School – opened in 1964. The second school in the community; it was unusual for a neighbourhood with a small population to have two schools.

C. 3318 Merritt Street

St. David's Trinity United Church – Young veterans and their families sought a place to worship in their community. In 1963, this church was built with the assistance from many community volunteers. It was named by veteran Joe Kiss, and is a community centre, particularly following Remembrance Day services.

D. Memorial Cairn

This monument was built in 1989 in Montgomery Park to recognize the unique community and to honour the contributions of residents to the war. Veterans Bernie Newman and Lew Winger organized the construction of the Cairn.

E. Veteran's Monument

Near the Cairn in Montgomery Park, this monument was built in 2013 to commemorate the Canadian Forces Veterans who built their homes in the neighbourhood during the years 1946-1977.

F. 1602 Chappell Drive

CN Curling Club – Gathering place for social activity and physical activity. Moved from Avenue A when the rail station moved. There was an active neighbourhood league every Sunday, and the schools still visit the club.

G. 3404 11th Street West

Formerly the Canadian Government Elevator built in 1913-14, opened in 1914 and was the site of the Night Watchman's House (Mr. Curry) which sat at the entrance to the property. It is now the Viterra Grain Elevator.

H. Southwest corner of 11th Street West/Dundonald Street

White Rose service station formerly located at this site. Today the Montgomery Place sign is here in a community planting of trees and shrubs.

Grocery store built in the 1950s and barber formerly located next to the service station. This location was one of only two grocery stores serving the Montgomery Place neighbourhood.

I. 3501 11th Street West

Current convenience store. Built in the 1960s, they used to sell ice cream out of the side window for people travelling to Pike Lake, and a whole tank of gas only cost \$4. Formerly known as Elevator Services, now Greg's Grocery Plus.

Also the location of the mobile home park.

J. Elevator Road

This road used to be the Pike Lake highway called Low Road. Before the railyards moved from downtown, Low Road ran straight south to what today is known as Valley Road.

K. 1203 Lancaster Boulevard

Original wartime house without any alteration – small house, large lot.

L. North of Burma Road, South of Cassino Avenue

This greenspace north of Burma Road is used as an informal park.

M. Parkland Spaces

The natural bluff of trees in Montgomery Park; the natural bluff in Gougeon Park and the bluff on Cassino Avenue are remnants of authentic parkland.

N. Richard St. Barbe Baker Afforestation Area

An urban forest planted in 1972 south of the CN yards, this greenspace has grown into a wildlife habitat that is important to be preserved.

O. Chappell Marsh

A 148 acre conservation area south of Montgomery Place that contributes a wildlife and bird habitat. This area is managed by Ducks Unlimited Canada.

The first homes were built in 1946 on 11th Street West, Caen Street, Lancaster Boulevard, Ortona Street, and Currie Avenue

Harry Bailey, the celebrated swimmer, lived in 3200 block of 11th Street West

There are deer and moose that eat the grain from the elevator, and will come into the neighbourhood to eat fruit and cedar

There was a gas station and grocery on the corner of 11th Street and Dundonald. Howard Riddell, son of the store owner, would deliver groceries on his bike. The store was popular at Halloween, as they handed out full-size chocolate bars. The grocery store had a suite on top and a hair salon in the back

A famous architect lived in the 1200 block of Lancaster Boulevard

A house in the 3400 block of Caen Street is still home to the Schmidt's, a veteran family

The alley behind the 3100 and 3200 blocks of 11th Street and Caen Street had homes with backyard pens of chickens, ducks, geese, and rabbits for farm operations along the alley

Doris Thompson delivered the mail to the neighbourhood, as she was under contract with Canada Post – one of the first women with this job. Although there were two other residents who did this job short term, she delivered the mail from 1957-1975 when regular postal workers took over

Resident Devon McCullough was part of Team Canada for international softball competitions

Resident Margaret Tosh was a former Olympian in throwing events. She can still be seen in the park, throwing a shot put

Montgomery Place created a parade float in Saskatoon's Parade depicting the heritage of the community with veterans on the float

Intangible Cultural Resources in Montgomery Place

Across from the CN Curling Club, Miss Dorothy Smith boarded her horses. Miss Smith was known for her red convertible which she drove to teach music lessons to many Montgomery Place piano students

The rink was built in Montgomery Park after community members pooled their money to build and maintain it. There were community hockey leagues, and parents would take turns at the skating shack, keeping it warm and helping to put on skates. The park is also home to community picnics, and is the location of the time capsule

There are extra-large horseradish plants and fiddlehead ferns all over the neighbourhood

Gougeon Park contains a bluff of trees that was once on the horseback riding route of Claypool's Stables located east of Montgomery Place

Lt. Col. D. Walker Park is named after Drayton Walker, the first principal of Mount Royal Collegiate, the high school that Montgomery Place's first public school students attended

The church was named by veteran Joe Kiss. It is a community centre, particularly following Remembrance Day services

Veterans Bernie Newman and Lew Winger organised the construction of the cairn; Don Leier started Remembrance Day services; Barb Biddle, daughter of veterans George and Doris Thomson, spearheaded the monument of veteran names

The mature tree canopy is a result of the trees planted by the first residents. When they first acquired their homes, it was all prairie

For one day each year, bus service in Montgomery is cancelled due to the neighbourhood-wide garage sale, where the Scouts sell burgers and the church holds a pancake breakfast

The Community Association newsletter is mailed out 11 times a year, and includes stories about people who live in the neighbourhood

Compiled through notable local memories shared by neighbourhood residents at an LAP meeting held February 10, 2016.

4. Drainage



Montgomery Place is a unique neighbourhood with features that can be both assets and challenges for residents. While the small town feel with its lack of curbs and sidewalks add to the character of the area, the surface and culvert drainage system also leads to complications. The drainage occurs through ditches on City of Saskatoon property that are maintained by adjacent property owners. Drainage on one site can affect many properties, both upstream and downstream. Flooding may be caused by any number of factors that affect the entire drainage system.

The culverts in the neighbourhood are not consistent. Many are smaller than what is required for proper drainage and some have been compromised by development of driveways and landscaping features. Moving towards a consistent, functioning, and easily understandable drainage system is the goal of both the community of Montgomery Place and the Administration.

Drainage Goals

The Montgomery Place LAP Committee identified a number of goals intended to guide the addressing of drainage issues in and around the neighbourhood. They are as follows:

1. Improve residents' understanding of the drainage system
2. Improve the City Administration's understanding of the community's drainage system
3. Improve City of Saskatoon processes to better manage drainage in Montgomery Place
4. Help residents and property owners take steps to improve drainage infrastructure
5. Improve monitoring and enforcement of standards for drainage in Montgomery Place
6. Provide clarity on the public and private roles in maintaining the drainage system

Roles and Responsibilities of different groups involved with drainage

The City of Saskatoon administers the Private Crossing Bylaw which encompasses boulevard alterations that may impact drainage. Drainage in Montgomery Place is affected by different private developments on what is often mistaken as private property, but is actually City-owned land.

Property owners, the City and private home builders all have the responsibility to maintain, monitor and improve the drainage system in their own way.



Below are examples of the drainage system in the majority of Saskatoon and Montgomery Place:



Curb & Gutter (Majority of Saskatoon)



Ditch & Culvert (Majority of Montgomery Place)

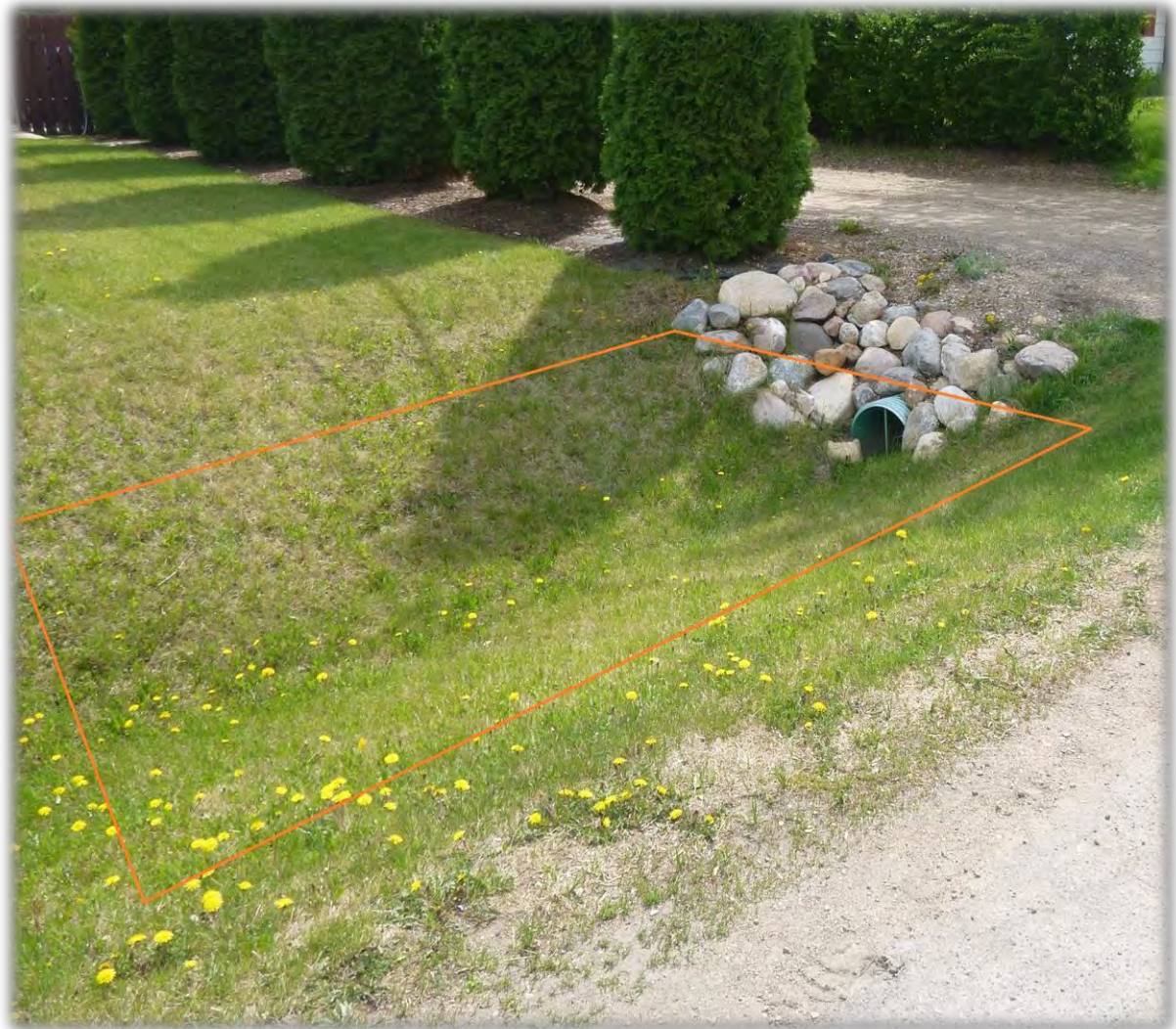
Ditches in Montgomery Place

Citizens' Responsibilities for Ditches in the Neighbourhood

- Keep ditch grading intact
- Shovel snow from driveways onto lawns - not into ditches
- Don't obstruct ditches
- Work with neighbours to ensure ditches are properly cared for and maintained, especially before the spring melt.

City of Saskatoon Responsibilities

- Ensure ditches are properly designed and functioning



Culverts in Montgomery Place

Citizens' Responsibilities for Culverts

- Ensure culverts are kept clean and clear so water can flow through them
- Install culverts that meet City requirements
- Keep culvert ends clear of snow and debris before spring melt
- Apply for a Private Driveway Crossing Permit for new driveways and changes to existing driveways; follow permit specifications
- Work to resolve issues by educating neighbours on requirements and notifying the City when drainage issues arise

City of Saskatoon Responsibilities

- Ensure City of Saskatoon Culvert and Driveway Standards are appropriate and enforced.



Citizens' Role in Drainage

- Keep ditch grading intact
- Keep culverts clear, remove debris from ends of culverts, contact the City through Service Saskatoon when culverts are blocked by ice and causing flooding
- Shovel snow from driveways onto lawns - Do not shovel snow into ditches
- Apply for a Private Driveway Crossing Permit for new driveways and changes to existing driveways; follow permit specifications
- Work to resolve issues by educating neighbours on requirements and notifying the City when issues with drainage arise.

Residents of Montgomery Place are responsible for maintaining the drainage infrastructure in front of their homes in a way that is unique. The storm sewer systems that exist under the sidewalks in most residential areas of the City of Saskatoon do not require the residents to care for them in the same way as the drainage system that exists in Montgomery Place. Residents have different responsibilities in Montgomery Place and these responsibilities need to be clearly understood and communicated to the neighbourhood. Several neighbourhood residents communicated that they believed the City of Saskatoon should be responsible for the maintenance of the drainage ditches and culverts in Montgomery Place; City of Saskatoon involvement however would involve significant resources and legal complications as ditches and culverts affect private property including driveways and landscaping features.

In order to meet the goals of this plan, the City of Saskatoon intends to work with the community and assist residents in multiple ways. Residents can let others know Private Driveway Crossing Permits are required when working around drainage ditches and culverts, if they understand when permits are required. Residents can let the City of Saskatoon know about projects that may be affecting drainage if they don't feel comfortable approaching their neighbours. Residents and the Community Association can explain how to handle snow clearance near ditches and frozen or clogged culverts if they are given tools to do so.

Dealing with drainage ditches and culverts is different than dealing with a boulevard in a typical neighbourhood. Residents often do not have the equipment, experience or knowledge to maintain drainage nor do they always understand why they need to maintain culverts and ditches for drainage. Residents may not know the spring melt can be made worse when snow is shovelled from driveways and piled and packed into the drainage ditches. The City can help to assist the community by ensuring citizens have the tools and information they need to complete their responsibilities regarding drainage in the neighbourhood.

Montgomery Place residents outlined their concerns regarding flood risks in the community at the June 19th, 2018 Open House. Saskatoon Water took action to mitigate some of these concerns. Action was taken to improve fencing near one area of ponding at 11th Street West and Crescent that residents brought up as a safety concern. This is a good example of how communication from residents can assist administration in prioritizing and addressing drainage issues.

The City of Saskatoon has communicated how the drainage system in Montgomery Place works to help residents know their role in maintaining the drainage system. A flyer with information on the Montgomery Place drainage system was sent out in spring 2017 and 2018. In 2018, the Home Flood Protection Program was piloted to provide residents with free flood-risk inspections of their residential properties. In order to inform residents about the drainage system and assist the public in maintaining drainage infrastructure, the City of Saskatoon will distribute information regarding drainage.

RECOMMENDATION 4.1 – CREATE AND DISTRIBUTE INFORMATION FOR THE PUBLIC ON DRAINAGE: *That the Saskatoon Water Division work with the Neighbourhood Planning Section and the Montgomery Place community to provide information educating residents about what they can do to improve drainage and reduce risk of flooding that could be circulated by the Montgomery Place Community Association on an annual basis each spring. The information should include numbers to call for information and complaints and outline what services are available to assist residents in maintenance.*

RECOMMENDATION 4.2 – CLARIFY HOW TO DEAL WITH SNOW IN DITCHES: *That the Saskatoon Water Division will work with the Neighbourhood Planning Section and the Montgomery Place Community Association to explain to the*

public where to store snow on low-density and multi-unit residential lots in Montgomery Place and outline the issues with packed snow in drainage ditches.

RECOMMENDATION 4.3 – COMMUNITY DITCH CLEAN-UP: *That the Neighbourhood Planning Section work with the Saskatoon Water Division to investigate if a community-led program to improve maintenance of drainage infrastructure in Montgomery Place through a community culvert and ditch cleanup is possible.*

City of Saskatoon Role in Drainage

- Provide public information on the drainage system, including permit requirements and processes
- Continue to develop standards and processes that identify problems and maintain the drainage system
- Enforce drainage standards through notices, fines and orders to remedy development completed without a permit, where appropriate. This includes development around culverts, the right-of-way or other drainage infrastructure.
- Inform the community of standards and regular maintenance requirements while working to enforce standards in the neighbourhood.
- Educate and inform home builders of requirements for developing around drainage infrastructure.

The Transportation & Utilities Department, Saskatoon Water Division undertook a drainage review of the Montgomery Place neighbourhood in 2017. It identified measures to ensure that all new culverts and driveways meet drainage standards. In 2018, a plan was put in place with the following steps:

1. Complete the inventory and assessment of culverts, ditches and driveways as part of the asset-management plan for Montgomery Place's drainage infrastructure
 - a. Identify and map the condition of culverts, ditches and driveways
 - b. Determine priorities for changes needed to maintain neighbourhood drainage
2. Update driveway crossing specifications for culverts and ditches

3. Update the “Curb and Sidewalk Crossing Information Package” to more clearly incorporate ditch crossing requirements
4. Ensure all new crossings have proper permits and meet compliance through linking building permits with information on right-of-way crossing permits
5. Implement a process for identifying non-compliance for new driveway crossings at the earliest possible stage
6. Implement a communications strategy to increase awareness of requirements, including spring flyers delivered to all residents
7. Implement a clear complaints process for non-compliant ditch crossings

Right-of-Way Crossing Permits are required for: developing new driveways, replacing existing driveways and any new development or landscaping around culverts and ditches.

Residents and home builders in Montgomery Place may not be aware of permit requirements; it is important that the City of Saskatoon and the Community work together to clarify when certain permits are required.

Many culverts may be insufficient or may have been compromised from previous development. In 2018, the City of Saskatoon will be completing a Culvert Assessment and Drainage Study with assistance from funding from the Federation of Canadian Municipalities Municipal Asset Management Program.

RECOMMENDATION 4.4 – INVENTORY OF DRAINAGE SYSTEM IN MONTGOMERY PLACE: *That the Saskatoon Water Division complete the inventory and condition assessment of the drainage system and culverts in Montgomery Place and coordinate with the Neighbourhood Planning Section to share the results with the neighbourhood.*

Saskatoon Water has led an administrative review of the City of Saskatoon’s approach to drainage in Montgomery Place. Multiple City of Saskatoon departments were involved in clarifying who was responsible for what roles in the process, improving communication between departments and clarifying possible improvements. The review process included

Saskatoon Water, Building Standards, Construction and Design, Community Standards, the City Solicitor's Office, Transportation, and Planning and Development.

To improve drainage, multiple City Departments will make improvements to how the Right-of-Ways and Culverts are monitored and handled during the building permit process. In 2018, the City of Saskatoon also reviewed its processes and began implementing a plan to ensure all changes to the Right-of-Way have a permit and that any changes made meet City of Saskatoon standards.

Building permits for Montgomery Place will be flagged to ensure that required crossing permits are obtained. The Private Driveway Crossing Guidelines will outline requirements for protecting drainage infrastructure and permit requirements for Montgomery Place. These guidelines will be included with building permit approval letters. Options will be investigated for how and when to best relay this information to developers.

Plan approval letters will clearly state requirements for driveway crossing permits, so developers will have received legal notice of their requirements and responsibilities with their permit for Montgomery Place. Information packages and communication pieces about requirements for developing in Montgomery Place were sent to the Saskatoon and Region Homebuilders Association and Saskatoon Construction Association to clearly outline the development community's responsibilities. The combination of these approaches will allow for clear enforcement as the requirements will have been communicated multiple times to the development community.



The Curb and Sidewalk Crossing Information Package indicates that the package has been prepared as a “guide for construction of sidewalk and curb crossings.” The maintenance and design of drainage infrastructure at driveway crossings in Montgomery Place will be a key issue that needs to evolve in order to improve drainage in the area.

The combination of these approaches will be analyzed after the 2018 construction season to determine if they are effective and if more action is needed. The number of building permits and crossing permits will be analyzed along with enforcement numbers to determine if changes are actually happening and the ratio of crossing permits to building permits increases. Additional data will be reviewed in future years if necessary and a recommendation will be kept open by neighbourhood planning until a significant change is observed.

RECOMMENDATION 4.5 – IMPLEMENT NEW PROCESS FOR RIGHT OF WAY COMPLAINTS: *That the Saskatoon Water Division collaborate with the Transportation Division, Community Standards Division and the City Solicitor’s Office to document and implement a new process for right-of-way compliance complaints.*

RECOMMENDATION 4.6 – DISTRIBUTE THE CURB AND SIDEWALK CROSSING INFORMATION PACKAGE: *That the Construction & Design Division update City publications including: “The Curb and Sidewalk Crossing Information Package,” and the “Private Driveway Crossing Guidelines” to include information about drainage, slope, and culvert requirements. Alternatively, that they develop and include in these publications a Montgomery Place specific guide for curb, sidewalk, and driveway crossings.*

RECOMMENDATION 4.7 – DISTRIBUTE STANDARDS WITH BUILDING PERMITS: *That the Building Standards Division amend their plan approval letter for new construction, additions and detached garages, and attach the “Private Driveway Crossing Guidelines” and the “Standard Ditch Crossing Culvert Requirements” to approved plans in Montgomery Place.*

RECOMMENDATION 4.8 – NEW PROCESS FOR RIGHT-OF-WAY CROSSINGS: *That the Saskatoon Water Division collaborate with other divisions to document and implement a new process for Montgomery Place residents who would like to install a new right-of-way driveway crossing.*

RECOMMENDATION 4.9 – FLAGGING SITES IN MONTGOMERY PLACE TO ENSURE DEVELOPMENT IS GETTING PERMITS: *That the Saskatoon Water Division work with the Transportation Division, Construction & Design Division and Community Standards Division to implement a proactive process to detect new driveway crossings at an early stage, to determine if new driveway construction has a Right-of-Way Crossing Permit, and the application complies with standard ditch crossing requirements. The Neighbourhood Planning Section will investigate if residents can have a role in identifying these new driveway crossings.*

RECOMMENDATION 4.10 – REVIEWING 2018 PLANS FOR IMPROVEMENTS: *That the Saskatoon Water Division meet with affected City divisions and the Neighbourhood Planning Section to determine if the 2018 efforts to address drainage issues in Montgomery Place have been successful or if additional measures should be considered.*

Culvert Standards at Driveway Crossings within the Montgomery Neighbourhood

Deficient culverts under driveway crossings within Montgomery Place are one of the major ways that the drainage system becomes blocked.

Saskatoon Water has reviewed the standards for culverts and is updating them to meet best practices. The new standards eliminate the maximum culvert length, add a minimum cover, clarify the required slope and identify acceptable culvert materials. These changes will allow for a more reasonable design for culverts when they are built under driveways built to the city standards. The maximum driveway width remains at 6.1 metres.

Shared driveways (driveways that touch on the boundary of two sites, or do not have a buffer between them) are an issue in Montgomery Place. It is important to avoid sharing driveways or not having a buffer between driveways as it leads to issues with culverts being too long and can cause blockages in the entire drainage system.

A few details have been outlined regarding this:

- There are many existing driveways that share culverts in this way
- Transportation currently requires 3 metres between driveways
- Transportation investigate and determine if the new standards should be clarified.

Defining the Role of Administration in Assisting in Maintenance of Drainage Infrastructure

The City of Saskatoon is responsible to prioritize, manage and maintain all City infrastructure. Private crossings are not considered City infrastructure. As there is difficulty associated with clearing and thawing culverts in spring, the City of Saskatoon, subject to available resources, will steam open private culverts but all requests will be prioritized relative to other required work and available resources.

The City of Saskatoon staff do what they can to help with maintenance when they are able, and this may have raised expectations and led to confusion about responsibilities. A request can be made to the Customer Service Centre for the City to perform this work, however work cannot be scheduled or guaranteed and only rough timelines can be provided, as maintaining private culverts is not a funded level of service.

If a homeowner wishes to have this work scheduled and completed, they would need to contact a private company to perform this work at their own cost as outlined in the City of Saskatoon Bylaw 4785.

Responsibilities and the current process needs to be clearly communicated to residents to minimize future confusion over the City of Saskatoon's role in assisting and maintaining drainage infrastructure.

RECOMMENDATION 4.11 – COMMUNICATE RESPONSIBILITIES FOR MAINTAINING CULVERTS UNDER PRIVATE DRIVEWAYS TO RESIDENTS: *That the Saskatoon Water Division work with the Roadways & Operations Division and the Neighbourhood Planning Section to communicate responsibilities and available services for residents maintaining their drainage infrastructure.*

5. Property Maintenance & Nuisance Abatement



Saskatoon's bylaws cover zoning, fire prevention, property maintenance, business licensing, sidewalk clearing, noise, drainage, parking, snow clearing, street use and a wide variety of other matters.

Citizens have an important role in bylaw enforcement. Citizens observing and reporting bylaw violations is the primary way issues are brought to the City Administration's attention. During the Local Area Planning process the Montgomery Place neighbourhood advised that property maintenance issues in their community typically relate to outdoor storage in yards and on neighbourhood streets. Some complaints were also made about home-based businesses and yards being used as storage areas. It is important to understand what constitutes a bylaw violation and how to lodge a complaint.

Property Maintenance & Nuisance Abatement Goals

The Montgomery Place LAP Committee identified a number of goals intended to guide the future of property maintenance and nuisance abatement in and around the neighbourhood. They are as follows:

1. To reduce the number of common property maintenance and nuisance problems
2. To clarify what common problems violate bylaws so the public can notify the City of Saskatoon
3. To clarify how to report zoning or property maintenance complaints so that quick and decisive action can be taken to enforce existing bylaws

Basic Standards for Home Based Businesses

All home-based businesses operating in Saskatoon are required to hold a Business License. The Zoning Bylaw sets out regulations for homebased businesses, which include:

Business Activity & Storage

- All business activities must be conducted entirely indoors; outdoor storage of materials, goods or equipment is not permitted
- The business must not occupy more than 20 per cent of the gross floor area of the dwelling, including the area of the basement and any attached garage, up to a maximum of 40m². An attached garage or accessory building may be occupied by a home-based business, provided that the total area used on the entire site does not exceed 40m², and does not interfere with any required parking spaces
- A maximum of 2.0m³ of storage is allowed within a dwelling, and a maximum of 4.0m³ of storage is allowed within the garage, shed or other accessory building
- Storage of hazardous, explosive or flammable materials, either indoors or outdoors, is not permitted
- No exterior alterations can be made to the home that are not consistent with the residential character of the buildings and property.

Business Vehicles and Signs

- No more than one business related vehicle with a gross vehicle weight of no more than 8,000kg and a total length of no more than 6.0m may be stored on or in the vicinity of the site
- Only one employee that does not reside in the home may work at the home-based business. It is a bylaw contravention for multiple employees to park their vehicles at or in the vicinity the home based business in order to meet and travel to a job site
- Signs advertising the home based business are not permitted on the property.

Basic Standards for Storage on Residential Sites and in Residential Yards

There may be cases where a property owner or renter is causing conflicts with neighbours from their use of a property. The Property Maintenance and Nuisance Bylaw (No. 8175) includes standards which cover many of the complaints we heard from the community. A few bylaw sections relating to common concerns have been summarized below.

The Property Maintenance and Nuisance Bylaw (No. 8175) states:

- No person shall cause or permit any land or buildings to become untidy and unsightly due to graffiti or the accumulation of new or used lumber, cardboard, paper, newspapers, appliances, tires, cans, barrels, scrap metal or other waste materials or junk
- No person shall cause or permit any junked vehicle to be kept on any land owned by that person
- Any building materials, lumber, scrap metal, boxes or similar items stored in a yard shall be neatly stacked in piles and elevated off the ground so as not to constitute a nuisance or harbourage for rodents, vermin and insects. Any of these stored items shall be elevated at least 150 mm off the ground and shall be stacked at least 3 metres from the exterior walls of any building and at least 1 metre from the property line.

In the bylaw it also states that a yard shall be kept free and clean from: garbage and junk; junked vehicles and dismantled machinery; excessive growth of weeds or grass; holes and excavations that could cause an accident; an infestation of rodents, vermin or insects; dead or hazardous trees; and sharp or dangerous materials.

How to Register a Complaint with the City

The City and residents need to work together to ensure Bylaw requirements are understood and maintained. When bylaw violations occur, residents and City Administration can work together to help address the matter with in a timely and efficient manner. If you are impacted by a bylaw violation, you should call or email the City. All complaints are investigated by a Bylaw Officer who will conduct site inspections and will take necessary action to resolve the matter if a bylaw contravention is found. Complaints received by the City are kept confidential.



Different bylaws have different enforcement measures; an overlength vehicle can be chalked and then ticketed and this should improve that situation fairly quickly. A zoning infraction can take anywhere from a week to a year (or longer) to address, as the City is required to follow a legislated process. It is important to understand that some problems are easier than others for the City Administration to address.

Complaints regarding property maintenance, including junked vehicles, unkempt yards and safety concerns should be submitted to Saskatoon Fire Department at 306-975-2578. For all other complaints or concerns, including home based businesses, parking concerns, site use or illegal suites, call 306-657-8766. There is also a form that can be completed on the City's website: <https://www.saskatoon.ca/webform/report-bylaw-infraction>

RECOMMENDATION 5.1 – DISTRIBUTION OF BYLAW ENFORCEMENT INFORMATION: *That the Neighbourhood Planning Section work with Saskatoon Fire and the Community Standards Division to outline useful information regarding bylaw enforcement of property maintenance and nuisance issues identified by Montgomery Place residents during the creation of the LAP that can be distributed to the neighbourhood through the Montgomery Place Community Association newsletter, such as home based business regulations and tips on identifying bylaw infractions.*

6. Sound Mitigation



One of the major concerns raised by community members is the numerous sources of sound in and around the Montgomery Place neighbourhood.

The main Canadian National (CN) railway yards flank the southern boundary of the neighbourhood, while a major grain elevator and busy truck route are on the northern boundary. Circle Drive is to the east, while the new Civic Operations Centre and snow storage site is south of the railyards.

Depending on where you are in the neighbourhood the source generating sound is different, but most residents agree there is some level of sound throughout the area. However, the science of sound is complicated and must be fully understood before considering options to eliminate it.

The City of Saskatoon is currently working with CN Rail on multiple issues that are not covered in this report.

Sound Mitigation Goals

The Montgomery Place LAP Committee identified a number of goals intended to guide the future of Sound Mitigation in and around the neighbourhood. They are as follows:

1. To monitor the sources of sound in the neighbourhood to determine if future action will be needed
2. To take steps to mitigate the sources of disruptive noises that we can affect
3. To inform the neighbourhood, and adjacent businesses that create noise, about how sound works and how sound mitigation approaches may decrease sound

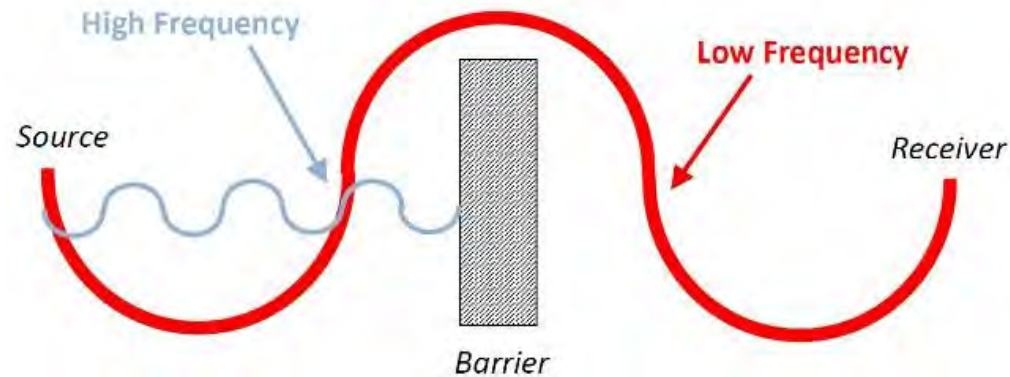
The Science of Sound

A LAP meeting was held to discuss sound concerns and the sources of the sound in and around Montgomery Place on March 15, 2016. A sound engineer, Mr. Steven Bilawchuk of ACI Acoustical Consultants Inc., attended to help participants better understand the science of sound. Mr. Bilawchuk's presentation outlined how we interpret sound, how we measure sound and how sound is dependent on temperature and other environmental factors. The presentation examined the industrial, rail and traffic sound experienced in Montgomery Place, and discussed the challenges to sound mitigation.

Key principles of sound mitigation includes:

- Location of a sound barrier; must be close to the source or close to what you are protecting
- The taller the better for any sound barrier
- Mitigation efforts are ineffective for low frequency noise (such as locomotives)
- Topography and environmental factors like snow, wind and rain need to be considered
- Mass is the most important component in any sound barrier
- Trees provide minimal sound mitigation





General representation of low frequency and high frequency sound waves

A group exercise was held at the end of the presentation. The exercise identified where the concentration of sounds are located within Montgomery Place. Participants were asked several questions including a description of the sound, the times of the day/year the sound is more prevalent and what sound mitigation ideas they may have. The results were mapped to give a comprehensive understanding of what sources affect each area of the neighbourhood. The sound sources identified included:

1. Grain Terminal
2. Trains/yards/intermodal traffic/whistle
3. Traffic on Circle Drive
4. Landfill gas recovery facility
5. Traffic on Chappell Drive
6. Traffic on the 11th Street Bypass
7. Dogs barking
8. Train traffic/CN, CP
9. Construction of the Civic Operation Centre (COC)
10. Snow dump, back up beeping, truck noises anticipated when the COC begins operations.

Environmental Noise Study for Montgomery Place

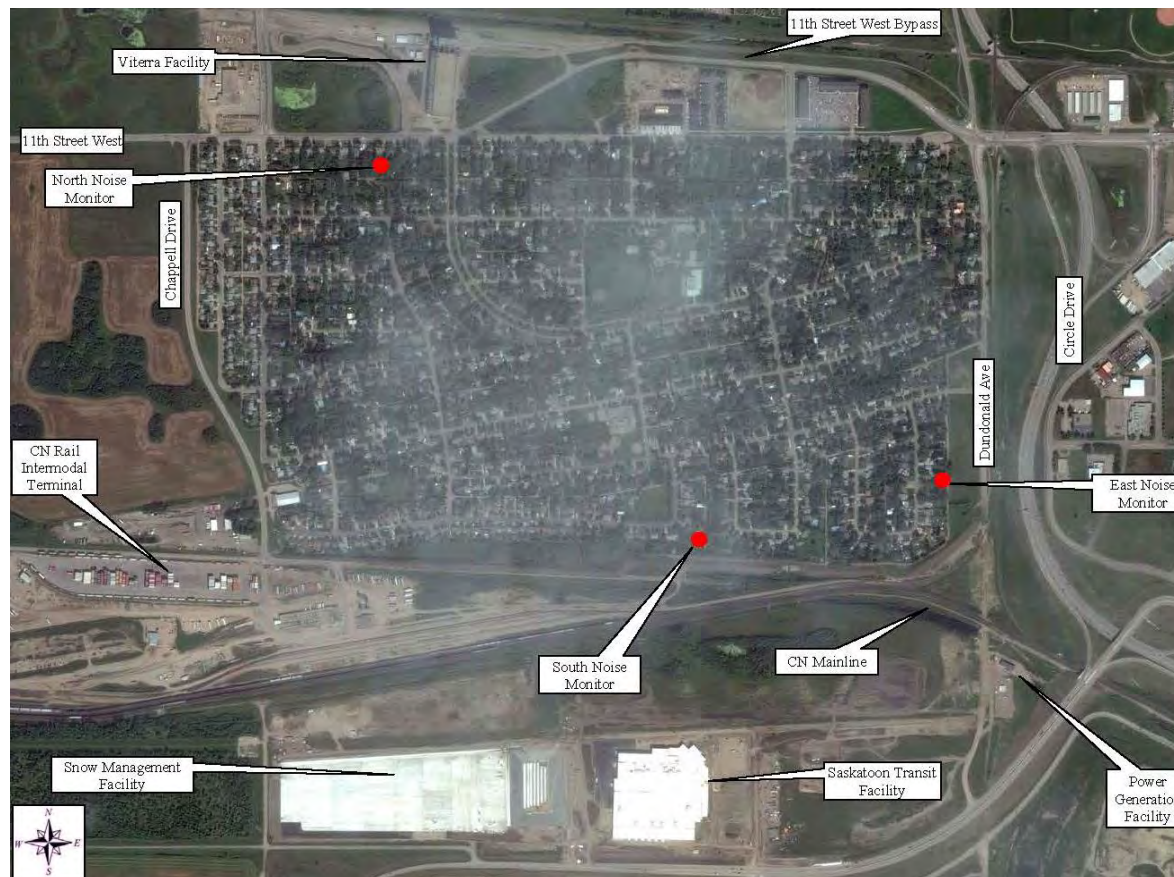


The input gathered at the meeting showed the complexity of the issue in the neighbourhood. To fully understand the severity of each source, and to begin working towards successful sound mitigation efforts, a comprehensive study by a qualified sound engineer was completed. The environmental noise study aimed to develop a noise model for the neighbourhood to determine whether noise levels experienced from surrounding land uses were in excess of City target levels, and to recommend appropriate sound mitigation options based on the findings. The firm ACI Acoustical Consultants Inc. (ACI) was selected to undertake the environmental noise study.

The study involved ACI undertaking long term sound monitoring from three locations in the neighbourhood. Three residents provided their back yards for ACI to set up sound monitoring equipment for 19 days in the fall of 2016 and for another 14 days in one yard in the spring of 2017. The equipment was located in the north, south and east areas of the neighbourhood, and was in proximity to the key sources identified by the community. The south site measured the sound volumes of the Civic Operations Centre during construction and before it was operational by Saskatoon Transit and other users. The same site was then monitored in spring 2017 after the Civic Operations

Centre was fully operational to determine whether there was an increase in sound produced by the site. The north monitoring area would measure traffic noise on 11th Street and the Viterra site. The east site would measure sound from Circle Drive and the Gas Recovery Plant.

The results of the long term monitoring, sound readings at key sources, elevation drawings and other research led to a detailed computer sound model of the neighbourhood, distinguishing between the various transportation and industrial sources. The findings were presented to the community at a public open house held on October 5, 2017.



Findings of the Environmental Noise Study

The findings of the Environmental Noise Study help to demonstrate community concerns about the number of sound sources in and around the neighbourhood, and lay the ground work for addressing the concerns. A summary of the findings from the three monitoring sites is below:

North Site – Fall 2016: The sources of noise in this area included road (11th Street West), rail noise and the Viterro grain facility. There were spikes in the data which was attributed to heavy trucks on 11th Street West. Heavy trucks accounted for approximately 40 per cent of all traffic along the roadway.

East Site – Fall 2016: The main source of noise in this area was traffic on Circle Drive. There were elevated noise levels around the morning and afternoon rush hours, with steady noise during the day and a reduced volume overnight. There was no noise detected from the Landfill Gas Recovery facility.

South Site – Fall 2016: The sources of noise in the south was traffic on Circle Drive, construction of the new Civic Operations Centre and rail activity. The noise was dominated by rail activity along the CN Main Line and train movements within the CN yard.

South Site – Spring 2017: The sources of noise in the south was traffic on Circle Drive, operation of the new Civic Operations Centre and rail activity. Again, the noise was dominated by rail activity along the CN Main Line and train movements within the CN yard.

A generally accepted level of sound in a city is 65 dBA. Although the average levels of sound recorded in the Noise Study did not exceed 65 dBA in the neighbourhood, there were some exceptions, including:

- active rail movements on the north tracks and within the CN Main Line
- one property along 11st Street where vehicle noise from trucks and their brakes exceed 65 dBA.

There were also some locations where high traffic volumes resulted in noise close to 65 dBA, including along Circle Drive, and near the multi-family homes along 11th Street. The Noise Study indicated that if traffic volumes on Circle Drive increased by 25 per cent, they could begin to exceed the 65 dBA level. A major snow event may also temporarily increase the volume of sound on Circle Drive by 25 per cent, due to snow removal vehicles frequenting the COC site, which could affect some properties on the east side of the neighbourhood.

Steps to Address Sound Mitigation

The Environmental Noise Study identified the levels of sound from all of the sources in the area and provided insights to address or monitor the sound levels. The Environmental Noise Study also presented options to reduce the opportunity for noise impacts by future development adjacent to the neighbourhood.

Traffic on 11th Street West

About 40 per cent of all traffic along 11th Street West was large truck traffic. It appears as though trucks are using 11th Street West as a short cut to Circle Drive. As they approach the neighbourhood, they must stop at the intersection of 11th Street West and Elevator Road. Although illegal in the city, large trucks will often use engine retarder brakes which are very loud. Road noise and retarder brakes contribute to sound volumes exceeding 65 dBA for the property adjacent to this intersection, and volumes approaching this level affect homes along 11th Street West, including those south of the 11th Street West Bypass.

The Transportation Division is aware of resident concerns regarding large trucks on 11th Street. This is a designated Truck Route in the Traffic Bylaw due to the significant number of nearby industrial properties that require large truck access. At this time, the Transportation Division does not support removing the Truck Route designation from this portion of 11th Street.

RECOMMENDATION 6.1 – INCREASED ENFORCEMENT OF ENGINE RETARDER BRAKE REGULATIONS: *That Saskatoon Police Services be requested to increase enforcement of regulations related to the use of engine retarder brakes along 11th Street West.*

Viterra Grain Elevator



neighbourhood, and Viterra has been responsive. The Environmental Noise Study recommended this is the best course of action going forward.

The grain elevator north of 11th Street West has existed on the site since 1914, and is currently operated by Viterra. Residents advised that they felt this business has been a good neighbour to the community; however, the operation impacts the neighbourhood by drawing truck and rail traffic to the site which generates dust and noise from the fans and other industrial equipment. There are no provincial or federal noise regulations for industrial uses, and the City cannot impose specific noise mitigation requirements on the facility. The City has met with Viterra over the years to discuss the concerns of the

CN Rail Yard



The noise generated by the CN Main Line and the associated railyard is experienced throughout the neighbourhood, particularly along the north, south and eastern boundaries. The Environmental Noise Study advised that the low frequency nature of the sound generated by locomotives is difficult to mitigate. Noise barriers, regardless of location or height, would not provide noise reduction due to the type of frequency created by the locomotives. Furthermore, rail companies are federally regulated and are not required to adhere to municipal bylaws governing their operations, including noise generated. These factors limit the ability to provide significant mitigation options to

the neighbourhood. The Environmental Noise Study suggested that ongoing dialog with the industrial uses, including CN, would be the most prudent course of action.

RECOMMENDATION 6.2 – ENVIRONMENTAL NOISE STUDY FINDINGS AND RECOMMENDATIONS: *That the Neighbourhood Planning Section, in conjunction with the Community Standards Division, advise Viterra and CN of the findings and recommendations of the Environmental Noise Study, and discuss items of concern to the neighbourhood.*

Circle Drive Traffic

The Environmental Noise Study indicated that traffic noise on Circle Drive approached the standard acceptable level of 65 dBA during peak rush hours, and during a major snow event noise could temporarily exceed this level. It would require at least a 25 per cent increase in traffic volumes on Circle Drive before there was a risk of exceeding the 65 dBA threshold, at which point, sound mitigation options should be explored. A small sound wall was constructed along the south end of Dundonald Avenue, but this appears to have no net effect in reducing sound from Circle Drive. Although the Environmental Noise Study advised that sound walls would not have any significant effect on mitigating traffic noise in this situation, there is still a desire from community members to examine the feasibility of adding a sound wall to the perimeter of the neighbourhood to reduce noise. Before considering additional sound walls, a separate study would be required to consider the potential effectiveness of any proposed mitigation options. The study would examine the site conditions, consider various locations and wall heights, road elevations and ultimately determine what, if any effect, a sound wall would have in mitigating traffic noise.

The study may also recommend other actions to reduce traffic volumes as a means to reduce noise levels, as there are options other than installing a sound wall. It will be important to monitor traffic volumes in the future to minimize impact on the neighbourhood. The City has a



permanent traffic counting station on the Gordie Howe Bridge west abutment; this section of Circle Drive South is monitored through the year and reported to City Council annually. The Senator Sid Buckwold Bridge is scheduled for a major rehab project in the next few years. That project is expected to have an impact on Circle Drive South traffic volumes, and therefore it would be appropriate to check noise readings after work is complete.



RECOMMENDATION 6.3 – ASSESS TRAFFIC VOLUMES ON CIRCLE DRIVE SOUTH: *That the Transportation Division assess traffic volumes on Circle Drive South near Montgomery Place in 2023 to determine if there has been an increase that warrants noise mitigation.*

Industrial Noise Mitigation

The Environmental Noise Study reported that noise from the City of Saskatoon’s Civic Operations Centre and the Landfill Gas Recovery Facility was inaudible to residents in the neighbourhood. However, during a major snow event, the Snow Management Facility is expected to be heard in the southern portion of the neighbourhood due to the volume of snow hauling vehicles and snow moving equipment on site.

If the Civic Operations Centre expands to include additional uses, particularly if large vehicles are involved, a qualified sound engineer should conduct a study to determine the potential effects on the Montgomery Place neighbourhood, and consideration should be given for sound mitigation recommendations of that study. Furthermore, the findings of the Environmental Noise Study should be taken into consideration for any future developments in the area, particularly as the South West Sector Plan begins to be built out.

RECOMMENDATION 6.4 – MEET WITH CIVIC OPERATIONS CENTRE: *That the Neighbourhood Planning Section advise the Civic Operations Centre of the results of the Environmental Noise Study, and advise that a noise impact study would be required and presented to the Montgomery Place community before any potential expansion.*

South-West Sector

The Environmental Noise Study indicated the dominant noise source for the west portion of the neighbourhood was truck traffic on Chappell Drive and 11th Street. The land to the west of Montgomery Place is currently vacant, but future development could add traffic volumes and other sources of noise depending upon the future land use. The South-West Sector Plan is underway and is examining future development options for the land (see **Section 1 Land Use, Zoning & Housing** for more information). The Environmental Noise Study suggested that sound mitigation options could be considered as part of future development decisions, and that truck traffic on Chappell Drive could be addressed as part of the future development.

RECOMMENDATION 6.5 – SOUTH-WEST SECTOR PLAN: *That the Neighbourhood Planning Section inform the Long Range Planning Section of the results of the Environmental Noise Study, and discuss options to mitigate the potential for future noise impacts on Montgomery Place when a Sector Plan is under development for the area.*

7. Transit & Traffic



Montgomery Place's roadways and overall traffic circulation are unique due to the narrow streets and avenues with boulevards and lack of sidewalks or curbs in the majority of the neighbourhood. There was no provision for storm sewers in the early development, necessitating the open drainage ditches still in use today. The 1980s subdivisions in the south did include sidewalks and city storm water systems. Like many residential neighbourhoods in Saskatoon, most traffic concerns in Montgomery Place involve pedestrian safety and speeding on local streets. Pedestrian safety is of particular concern due to the lack of sidewalks, deep drainage ditches next to roadways and on-street parking. As part of the Montgomery Place Neighbourhood Traffic Management Plan, the speed limit was reduced to 40 km/h from the typical 50 km/h found in other residential neighbourhoods.

Public transit is a valuable civic service that many citizens rely upon. Not only is transit an affordable transportation option, it promotes sustainability by reducing dependence on automobiles. Montgomery Place roadway designs and generally low population density make it challenging to provide accessible and efficient local transit service for the entire neighbourhood.

Transit & Traffic Goals

The Montgomery Place LAP Committee identified a number of goals intended to guide transit and traffic improvements in Montgomery Place. They are as follows:

1. Increase pedestrian safety
2. Discourage speeding on local streets
3. Consider opportunities to provide improved transit service for the multi-unit apartment buildings on 11th Street

Transit

The Montgomery Place neighbourhood is served by two Saskatoon Transit routes, Route 9 Riversdale-City Centre and Route 62 Montgomery-University.

As of July 2, 2018, Route 62 Montgomery-City Centre was renamed Route 62 Montgomery-University and its route map was adjusted. Previously, the route connected the Montgomery Place neighbourhood to the Confederation Terminal and the City Centre Terminal, Monday to Friday during peak hours. The adjustment extended the route past the City Centre Terminal to the University Terminal, providing riders from Montgomery Place a direct route to the University without requiring a transfer. This route improvement came as a result of Saskatoon Transit recognizing that the University was a preferred destination for many riders on this route.

Route 9 Riversdale-City Centre is the main bus route serving Montgomery Place, with service seven days per week. The route passes through the southwest corner of Saskatoon each half hour, with a loop through Montgomery Place as far south as Ortona Street once per hour, with the exception of peak morning and afternoon hours when Route 62 serves the neighbourhood. During the daytime, Route 9 buses destined for the City Centre Terminal alternate each half hour between looping through Montgomery Place as far south as Mountbatten Street and traveling along the neighbourhood boundary via the 11th Street Bypass, in order to loop through the nearby Southwest Industrial Area. Route 9 buses destined for the Confederation Terminal travel along the 11th Street Bypass.

Currently, there are no bus stops along the eastern segment of the 11th Street Bypass for City Centre Terminal-bound or Confederation Terminal-bound riders. It is proposed that Saskatoon Transit investigate opportunities to improve transit service for riders in northeast Montgomery Place, where multi-unit apartment buildings are located. Specifically, it is proposed that a bus shelter be added to an existing stop on Lancaster Boulevard near 11th Street (Bus Stop #5565) and that additional bus stops be added on the 11th Street Bypass near Lancaster Boulevard. In order to safely add bus stops on the 11th Street Bypass, it may be necessary to create a bus lay-by or bulb, along with a pedestrian crossing.



RECOMMENDATION 7.1 – SHELTER WITH BENCH FOR BUS STOP #5565 ON LANCASTER BOULEVARD NEAR 11TH STREET: *That Saskatoon Transit consider the feasibility of installing a shelter with bench at Bus Stop #5565, located near the intersection of Lancaster Boulevard and 11th Street, adjacent to the multi-unit apartment buildings.*

RECOMMENDATION 7.2 – ADDITIONAL BUS STOPS ON 11TH STREET BYPASS NEAR LANCASTER BOULEVARD: *That Saskatoon Transit and the Transportation Division consider the feasibility of providing bus stops with shelters and benches for eastbound and westbound routes on the 11th Street Bypass, near Lancaster Boulevard, which may require a bus lay-by or bulbing and installation of a pedestrian crossing.*



Recently, Saskatoon Transit added a bus shelter on the 11th Street Bypass, near Caen Street (Bus Stop #5571).

Other improvements expected to occur in 2018 include adding concrete pads at an existing bus stop on Elevator Road, south of 11th Street (Bus Stop #3114), and at an existing bus stop on Fairlight Drive, north of 11th Street (Bus Stop #5567).

Montgomery Place Traffic Management Plan

The Neighbourhood Traffic Management Program is operated by the City's Transportation Division and is designed to address local traffic concerns within neighbourhoods such as speeding, shortcutting and pedestrian safety. In 2013, the program was revised from the long-standing practice of addressing one-off traffic concerns to examining traffic concerns at a neighbourhood-wide level. The Transportation Division developed a community consultation program to provide an opportunity for stakeholders to identify local traffic concerns and to discuss potential comprehensive solutions via the Neighbourhood Traffic Review process. The Transportation Division further examines each of the traffic concerns identified by gathering additional information, including traffic/pedestrian/cyclist data, SGI reported accident information, best practices and on-site observations. A proposed plan to address the traffic concerns is then presented to the community for comment and discussion, which results in appropriate modifications to the plan by the Transportation Division, before the plan is presented to City Council for approval.

A Neighbourhood Traffic Review consultation occurred in Montgomery Place between June 2015 and December 2015. On May 24, 2016, City Council adopted the Montgomery Place Traffic Plan. This plan includes a number of traffic calming devices and signage to improve conditions in the neighbourhood, including the recommendation to reduce the neighbourhood speed limit to 40 km/h. A neighbourhood-wide speed reduction was brought forward by many residents during the public consultation and had been studied by the Community Association in previous years. Implementation of the local improvements began in fall 2016, including the neighbourhood speed reduction to 40 km/h.



The remaining items from the Traffic Plan require additional funding in order to install several blocks of sidewalk along Dundonald Avenue and explore options for a speed display board on the 11th Street Bypass.

The Traffic Plan identifies a number of specific locations to install traffic calming devices and signage. Installation began in fall 2016, with new speed signage being posted and yield signs being replaced by stops signs at various locations in the neighbourhood. The Transportation Division also did traffic counts to study intersection and pedestrian safety at a number of locations (Items #14 and #15) and to then determine if crosswalk or traffic control signage was warranted.

The following tables from the Neighbourhood Traffic Reviews Implementation 2018 Budget Update include status updates on all 28 recommendations of the Montgomery Place Traffic Plan:

Montgomery Place Traffic Management Plan 2018 Implementation Update

| Item | Location | Proposed Measure | Time Frame | Installation Date | Status |
|------|---|---|------------|--------------------------|---|
| 1 | 11 th Street Bypass (130m west of Crescent Boulevard) | 50kph speed sign | 1-2 years | Fall 2016 to Spring 2017 | Complete |
| 2 | 11 th Street & Cul-de-sac on east end | Bollards / posts (to restrict access from 11 th St Bypass) | 1-2 years | 2017 | Complete |
| 3 | 11 th Street (west of convenience store next to Fairlight Drive) | No Parking signs | 1-2 years | Fall 2016 to Spring 2017 | Complete |
| 4 | 11 th Street (west of Dundonald Avenue & east of Circle Drive) | Wayfinding signs for Landfill | 1-2 years | Fall 2016 to Spring 2017 | Complete |
| 5 | Mountbatten Street & Lancaster Boulevard | No Parking signs | 1-2 years | Fall 2016 to Spring 2017 | Complete |
| 6 | Caen Street & Lancaster Boulevard | Stop signs | 1-2 years | Fall 2016 to Spring 2017 | Complete |
| 7 | Caen Street & Lancaster Boulevard | Standard crosswalk | 1-2 years | Fall 2016 to Spring 2017 | Complete |
| 8 | Ortona Street & Lancaster Boulevard | Standard crosswalk | 1-2 years | Fall 2016 to Spring 2017 | Complete |
| 9 | Ortona Street & Lancaster Boulevard | Move bus stop from centre of intersection to southeast corner of intersection on Lancaster Blvd | 1-2 years | NA | Recommendation removed. Transit indicated that the bus stop cannot be moved due to ditches. |
| 10 | Ortona Street & Currie Avenue | Zebra crosswalk & No Parking signs | 1-2 years | Fall 2016 to Spring 2017 | Complete |
| 11 | Ortona Street & Crerar Drive | Zebra crosswalk | 1-2 years | Fall 2016 to Spring 2017 | Complete |
| 12 | Dieppe Street & Crerar Drive | No Parking signs | 1-2 years | Fall 2016 to Spring 2017 | Complete |
| 13 | Dieppe Street & Crerar Drive | Zebra crosswalks | 1-2 years | Fall 2016 to Spring 2017 | Complete |
| 14 | All intersections along bus route | Stop signs | 1-2 years | Fall 2016 to Spring 2017 | Complete |
| 15 | Back lane south of 11 th Street (access from Elevator Road) | 20kph speed sign | 1-2 years | Fall 2016 to Spring 2017 | Complete |
| 16 | Back lane south of 11 th Street (access from Dundonald Avenue) | 20kph speed sign | 1-2 years | Fall 2016 to Spring 2017 | Complete |
| 17 | Back lane accesses near Lt. Gen. GG Simonds Park | 20kph speed signs | 1-2 years | Fall 2016 to Spring 2017 | Complete |

Montgomery Place Traffic Management Plan 2018 Implementation Update (cont)

| Item | Location | Proposed Measure | Time Frame | Installation Date | Status |
|------|---|---|--------------|--------------------------|---|
| 18 | Cassino Avenue at corner near Lt. Col. D. Walker Park | No Parking signs | 1-2 years | Fall 2016 to Spring 2017 | Complete |
| 19 | All accesses from 11 th Street | 40kph speed signs with Community-Wide tab & Share the Road sign | 1-2 years | Summer 2016 | Complete |
| 20 | All accesses from Dundonald Avenue | 40kph speed signs with Community-Wide tab & Share the Road sign | 1-2 years | Summer 2016 | Complete |
| 21 | All accesses from Elevator Rd | 40kph speed signs with Community-Wide tab & Share the Road sign | 1-2 years | Summer 2016 | Complete |
| 22 | Dieppe Street & Haida Avenue | Traffic count in spring 2016 | 1 year | Spring 2016 | Complete. Traffic volumes and collision data do not support installation of stop signs. No changes recommended. |
| 23 | Crerar Drive & Mountbatten Street | Traffic count in spring 2016 | 1 year | Spring 2016 | Complete. Traffic volume and pedestrian count determined moderate pedestrian usage. Since this is near a playground and a school a standard crosswalk is recommended. |
| 24 | 11 th Street Bypass (250m east of Crescent Boulevard) | Speed display board | 1-2 years | Summer 2016 | Complete |
| 25 | 11 th Street Bypass (Lancaster Boulevard to Chappell Drive) | Send speed data to Saskatoon Police Service to consider enforcement | 1-2 years | Summer 2016 | Complete |
| 26 | Dundonald Avenue between 11 th Street & Caen Street | Sidewalk | 5 years plus | TBD | On sidewalk retrofit list |
| 27 | Neighbourhood-wide | Pace Car Program (Community driven) | NA | NA | This is at the discretion of the community |
| 28 | All inner neighbourhood streets (bound by 11 th Street, Dundonald Avenue, Elevator Road) | Reduce speed limit to 40kph | | 2017 | Complete |

Traffic Speed

The reduction of the neighbourhood traffic speed limit was approved by City Council on May 24, 2016, when the Traffic Plan went forward for approval. New signage has been installed within the neighbourhood notifying drivers of the new 40 km/h speed limit, however continued education to residents and a pace-car initiative was proposed in the Traffic Plan to encourage drivers to keep their speed no higher than 40 km/h. A pace-car initiative can educate residents about driver speed and behaviours. Volunteers from the neighbourhood sign up, put a sticker on their vehicle and pledge to drive no faster than the speed limit while also following all rules of the road as they head to their destination.



Feedback on the pace-car proposal that was gathered during the Montgomery Place LAP process suggested there was not enough support to proceed with the idea. If Montgomery Place residents have interest in creating a pace-car program in the future, the Transportation Division and Neighbourhood Planning Section can be of assistance.

The Montgomery Place Community Association purchased a speed display board in 2016 that is moved periodically to different locations throughout the neighbourhood. Since speeding continues to be cited by members of the community as a key concern, it is recommended that the Montgomery Place Community Association use their newsletter to encourage citizens to report speeding concerns to the Saskatoon Police Service Traffic Unit. The Traffic Unit does regular speed enforcement in and around the area, but it is challenging to cover the entire city, which is why assistance from local citizens is helpful in identifying areas where speeding is a concern. The most effective requests for additional traffic enforcement include the specific location and time of day where speeding is perceived to be most prevalent. If the same vehicle is often noticed to

be speeding, it is especially useful to include information about where the Traffic Unit could locate this vehicle, make, model, or even license plate number, along with the typical time of day they are often seen to be exceeding the local 40 km/h speed limit.

RECOMMENDATION 7.3 – PROMOTE REPORTING SPECIFIC SPEEDING CONCERNS TO SASKATOON POLICE SERVICE TRAFFIC UNIT: *That the Montgomery Place Community Association use their newsletter to encourage citizens to report speeding concerns to the Saskatoon Police Service Traffic Unit, including advice to residents on the detailed information that is most helpful to result in effective traffic enforcement.*



8. Neighbourhood Safety



A positive perception of safety within a community allows citizens to live, work, shop and play, free of the fear of becoming a victim of crime. This section includes statistics and reported crime data, perceptions held by neighbourhood residents and businesses, and safety audits conducted by the community. The results have been used to create LAP recommendations to address crime and the safety concerns of the community.

The Safety Section of the LAP provides insight into the perception of safety of residents and businesses through a review and analysis of safety mapping and surveys; current crime data and historical trends through the crime activity profile; and an action plan developed by the community to identify safety concerns and conduct additional research and audits. Lastly, the section includes a list of recommendations for both City of Saskatoon departments and the Montgomery Place community to implement in order to increase safety and the perception of safety in the neighbourhoods.

Safety Goals

The Montgomery Place neighbourhood safety goals were developed from feedback, activities and concerns raised during neighbourhood safety meetings and safety audits. They are as follows:

1. Improve safety in parks during the day and at night
2. Increase the perception of safety of the commercial area and mobile home park between McNaughton and Elevator Road on 11th Street West
3. Address theft from vehicles and from garages/sheds
4. Develop a strategy for reporting and removing graffiti vandalism.

Crime Prevention Through Environmental Design (CPTED)

The City of Saskatoon has adopted the philosophy of Safe Growth and uses the principles, strategies and processes of Crime Prevention Through Environmental Design (CPTED) to achieve safety in all neighbourhoods. Public involvement and community participation is critical to effectively ease safety concerns. CPTED promotes modification of the built environment and management of space to reduce the opportunity for crime to occur and increase residents perceptions of their safety.

In Saskatoon, the application of CPTED and its principles are included in the City's Official Community Plan, which formalizes the use of these principles in the approval of civic structures and developments. In recent years, CPTED reviews and safety audits have been conducted in various areas of the city including buildings, streets, parks and neighbourhoods. Appendix 2 defines CPTED and outlines its principles and strategies.

Neighbourhood Safety Meetings/Activities

In conjunction with the LAP Process, community-wide safety meetings were held on April 6 and 19, 2016 in the neighbourhood. All residences and businesses in Montgomery Place were notified and invited to the meetings - more than 2,900 people in total.

Community members in attendance completed a number of small group activities to identify safety issues and concerns in the neighbourhood. These included:

1. Safe/Unsafe Areas Mapping Activity

- This mapping exercise asked participants to identify specific locations in their community where they feel safe or unsafe.
- The purpose of this exercise was to give a better idea of where residents feel safe and unsafe, to compare these identified areas with reported crime incidents, and to determine any major inconsistencies between perceptions of safety and incidents of crime.
- See Map 1 for areas and locations that were identified as being **safe**.
- See Map 2 for areas and locations that were identified as being **unsafe**.

2. Nodes and Pathways Mapping Activity

- This mapping exercise asked participants to identify destination points, or nodes, in the neighbourhood and the typical route they travel to get there.
- The purpose of this exercise was to learn where and how residents travel their neighbourhood, and what areas they access and avoid.
- See Map 3 for the popular destinations and routes identified by community residents.

3. Perceptions of Safety Survey

- This survey was distributed to attendees at the first community-wide safety meeting to gauge perceptions of safety in different areas of the neighbourhood at different times of the day.
- The collected responses were used to form a baseline for further safety activities.
- A summary of the 18 completed surveys is included in this section.

Information from these activities helped inform and develop the Montgomery Place Neighbourhood Safety Action Plan.

Montgomery Local Area Plan

Safety Perception- Safe Areas



Legend

Neighbourhood Boundary



Safe Areas



General Comments:

- Residents feel safe in their homes and in the entire community, particularly during the day.
- Residents feel safer in the interior of the neighbourhood.

**City of
Saskatoon**
Planning & Development

For the City of Saskatoon, the City of Saskatoon Planning & Development Department has prepared this report. The report is based on the information provided by the City of Saskatoon Planning & Development Department.

City of Saskatoon, 1000 - 13th Avenue, Saskatoon, Saskatchewan S4N 0S2
Tel: (306) 975-5000
Fax: (306) 975-5001

Map 1. Montgomery Perception - Safe Areas. City of Saskatoon 2016 Local Area Plan: Safety

General Comments:
Overall, most residents feel safe in their homes and in the community during daylight hours and more so in the interior of the neighbourhood.



Montgomery Local Area Plan Safety Perception- Pathways and Nodes



General Notes

- Most people feel comfortable traveling all streets in the neighbourhood
- Avoidance of tight streets
- Avoidance of treed areas and alleys at night
- 11th Street- concern with biking safety

Legend

Pathways

Number of Pedestrians



Neighbourhood Boundaries



Nodes

- ① Montgomery School
- ② St. Dominic School
- ③ Montgomery Park
- ④ Gougeon Park
- ⑤ Lt. Gen. G.G. Simonds Park
- ⑥ Col. D. Walker Park



Map 3. Montgomery Local Area Plan: Safety Perception – Pathways and Nodes. City of Saskatoon 2016

Perceptions of Safety

Perception of safety affects where, when and how people interact with and behave in their environment. This becomes a concern when an individual's perception of their personal safety causes them to change their behavior, even though an actual threat may not be present.

Individual perceptions of safety can vary for a number of reasons, including age, experience, or gender. For example, a 16 year old male may have very different perceptions of their safety in an area than a 60 year old female. Neither may be absolutely correct, but it will affect how they interact with a space or whether they will even enter the space.

Perceptions of Safety Survey

This survey gathered information on where and when residents felt safe in the neighbourhood. The survey was completed by 18 community members on the evening of April 6, and the aggregate results were shown at the April 19, 2018 meeting.

The survey results showed 72 per cent of Montgomery Place respondents felt safe in their neighbourhood and more than half felt it was safer than other city neighbourhoods (see Figure 1). When asked how crime has changed in the neighbourhood over the past few years, 50 per cent said it was the same or had decreased somewhat, while 40 per cent said it increased somewhat.

The majority of Montgomery Place residents, 73 per cent are less concerned about or feel there has been no change in their personal safety compared to a few years ago. When asked to identify their single greatest safety concern in the neighbourhood, vandalism and property theft were mentioned the most. When asked about specific concerns and crimes property theft, residential break and enter and illegal use of drugs were also identified as higher level concerns.

These concerns were related to specific times and areas of the neighbourhood. For example, most residents felt safe in their homes or walking in the neighbourhood during the day. At night these percentages dropped slightly, which is not unexpected (See Figure 2).

These responses also helped inform and develop the Montgomery Place Neighbourhood Safety Action Plan.

PERCEPTIONS OF SAFETY SURVEY RESULTS

18 PARTICIPANTS (9 MALE, 9 FEMALE)

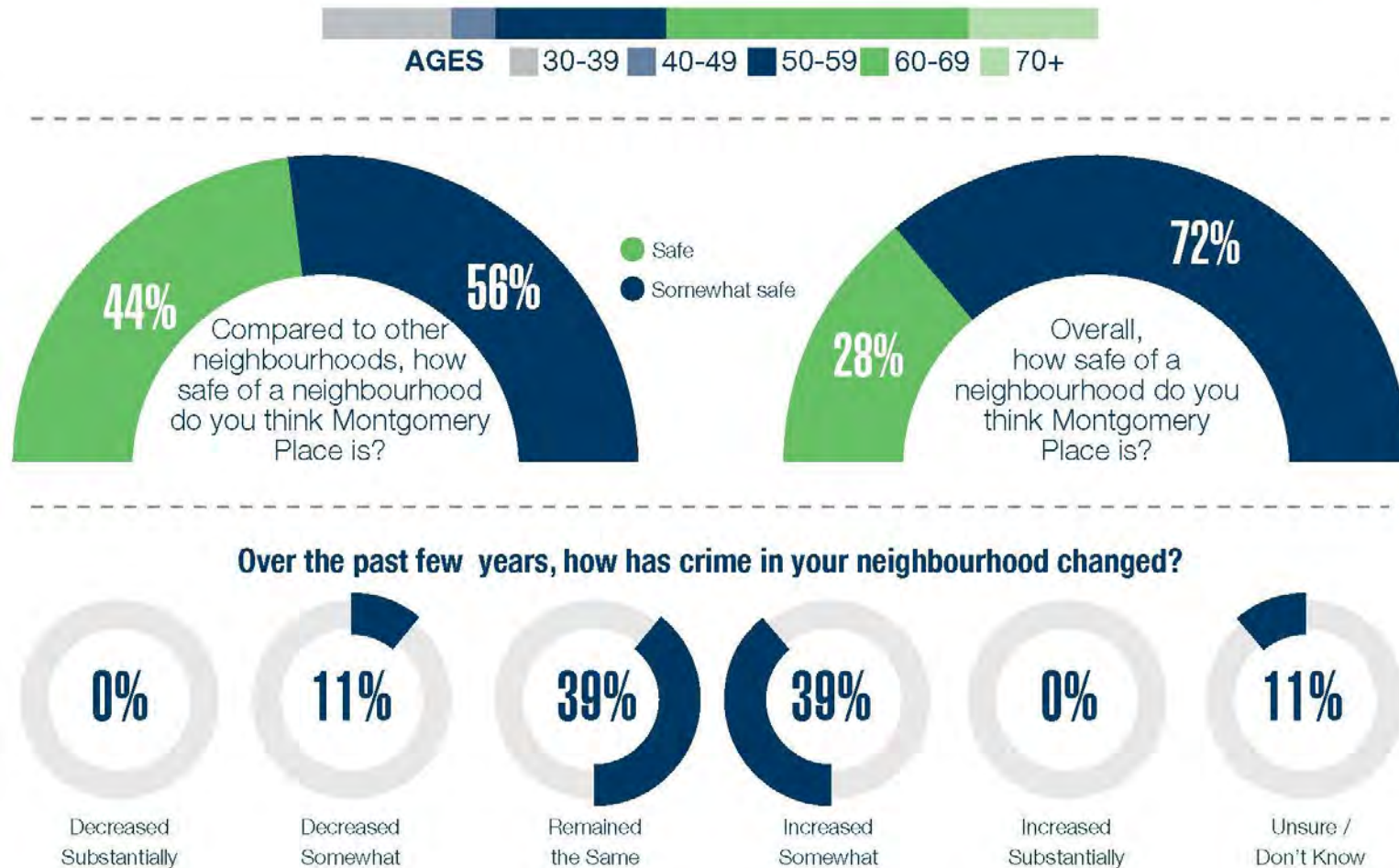
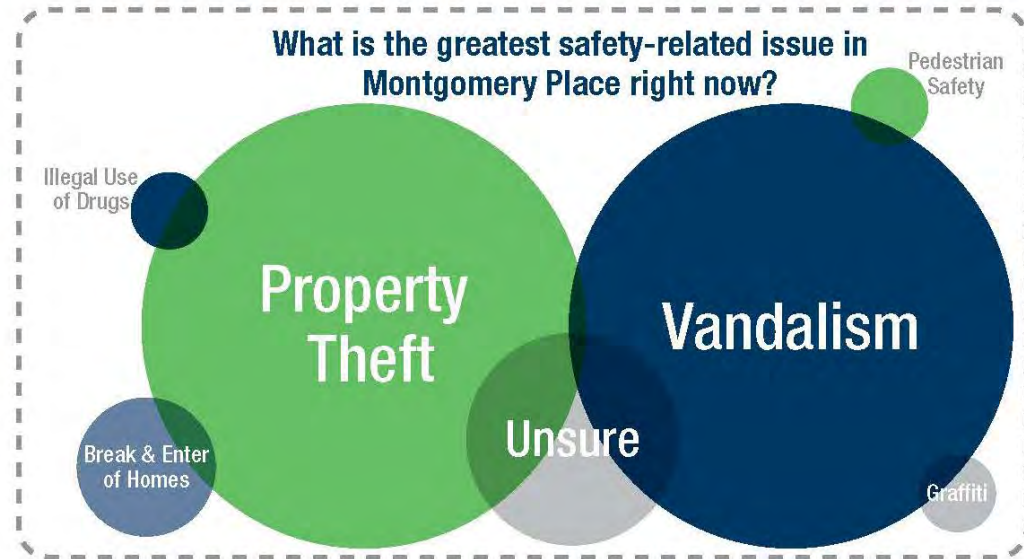
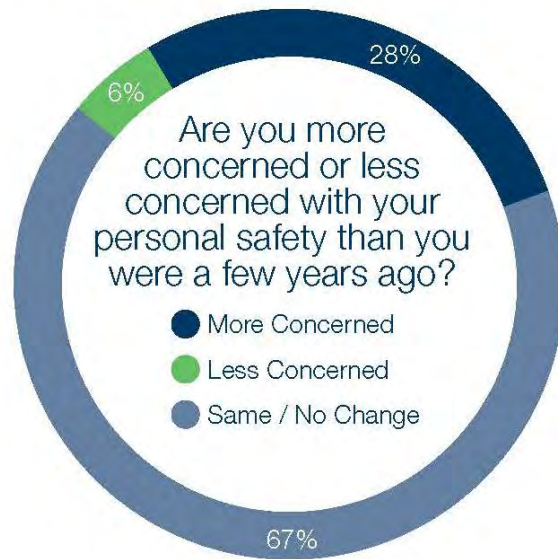


Figure 1: Perceptions of Safety Survey Results 1

PERCEPTIONS OF SAFETY SURVEY RESULTS



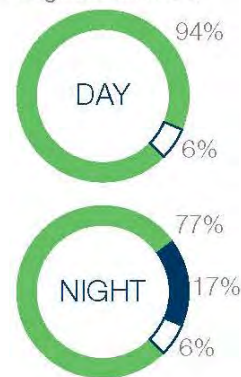
How safe do you feel?



In your home



Walking alone in your neighbourhood



Letting your children play out of sight

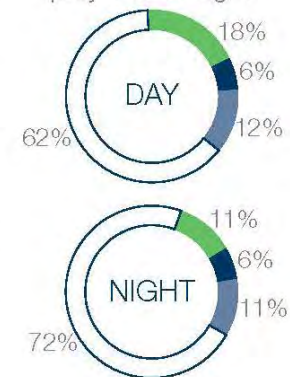


Figure 2: Perceptions of Safety Survey Results 2

Crime Activity Profile

Crime statistics are an important tool in assessing neighbourhood safety as they help identify trends in both the location and types of crimes to be observed and considered. In reviewing the statistics for reported crime in a neighbourhood, it is important to note that not all crimes are reported. The Crime Activity Profile for Montgomery Place includes crime maps that show a selection of reported crime types of crimes reported, location of crimes and location, as well as charts and graphs showing the number of crimes reported, recent trends and comparisons with other neighbourhoods.

It is important to review crime statistics in conjunction with residents' perceptions of their safety. In some cases, users' perceptions of personal safety could be low but the crime statistics show very little criminal activity. Conversely, users may report feeling safe in an area that actually has a high number of reported crimes.

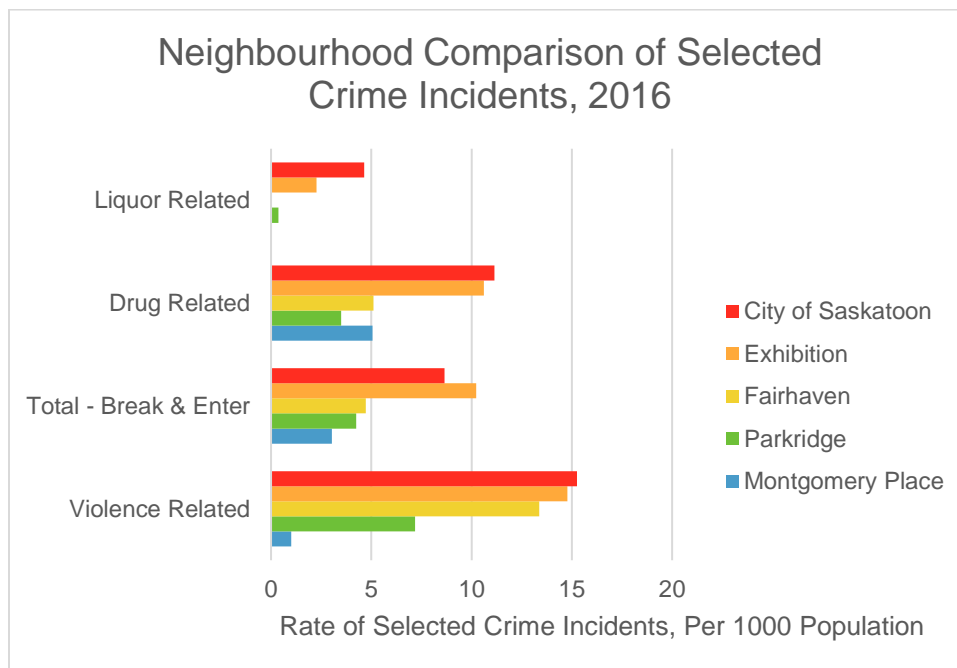


Figure 3: Selected crime comparisons by neighbourhood

Neither perceptions of safety nor crime statistics have precedence over the other; they are different measures and different perspectives of a larger picture. Neighbourhood Safety considers perceptions of safety and the reported crime statistics together for a more complete picture of activity in the area.

Montgomery Place rates very highly for safety when compared to similar neighbourhoods elsewhere in Saskatoon. Violence related, break and enters and liquor related crimes are all the lowest of all compared. Drug related crimes are the second lowest of the neighborhoods compared.

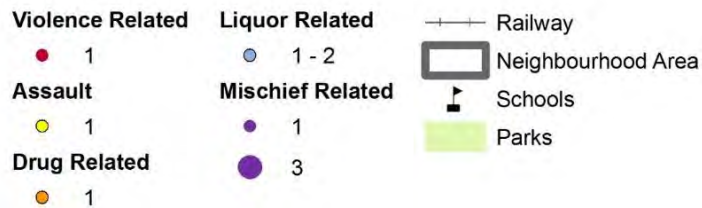
| Description | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | % Change 2011 to 2016 |
|--|-----------|-----------|-----------|-----------|-----------|-----------|--------------------------|
| Murder | 0 | 0 | 1 | 0 | 0 | 0 | 0% |
| Assault | 7 | 2 | 9 | 10 | 10 | 2 | -71% |
| Sexual Assault | 0 | 0 | 2 | 1 | 2 | 0 | 0% |
| Suspicious Activity | 3 | 0 | 1 | 3 | 7 | 2 | -33% |
| Uttering Threats to a Person | 3 | 1 | 4 | 4 | 2 | 1 | -67% |
| Weapons Possession & Firearms Related | 2 | 1 | 5 | 2 | 5 | 4 | 100% |
| Crime Against the Person Total: | 15 | 4 | 22 | 20 | 26 | 9 | -40% |
| Break & Enter - Commercial | 0 | 1 | 2 | 2 | 4 | 1 | 100% |
| Break & Enter - Residential | 6 | 0 | 13 | 6 | 8 | 8 | 33% |
| Break & Enter - Other | 1 | 2 | 6 | 8 | 10 | 0 | -100% |
| Break and Enter Total: | 7 | 3 | 21 | 16 | 22 | 9 | 29% |
| Arson | 0 | 0 | 0 | 2 | 1 | 0 | 0% |
| Mischief | 17 | 10 | 26 | 21 | 13 | 17 | 0% |
| Mischief - Graffiti Vandalism | 5 | 1 | 0 | 2 | 3 | 10 | 100% |
| Possession of Stolen Property | 1 | 2 | 1 | 1 | 2 | 3 | 200% |
| Robbery - Including Armed Robbery | 2 | 0 | 1 | 2 | 1 | 0 | -100% |
| Fraud | 3 | 3 | 8 | 5 | 3 | 9 | 200% |
| Theft over \$5000 | 0 | 0 | 0 | 2 | 0 | 0 | 0% |
| Theft under \$5000 | 9 | 5 | 3 | 8 | 7 | 8 | -11% |
| Theft from Vehicle | 15 | 7 | 18 | 11 | 21 | 24 | 60% |
| Theft of Vehicle | 9 | 7 | 15 | 12 | 4 | 2 | -78% |
| Theft of Bicycle | 3 | 0 | 2 | 3 | 4 | 0 | -100% |
| Crimes Against Property Total: | 64 | 35 | 74 | 69 | 59 | 73 | 17% |
| Violence Related | 7 | 2 | 13 | 11 | 12 | 2 | -71% |
| Drug Related | 3 | 1 | 4 | 3 | 10 | 12 | 300% |
| Liquor Related | 6 | 3 | 2 | 4 | 5 | 5 | -17% |
| Prostitution | 0 | 1 | 0 | 0 | 0 | 0 | 0% |
| Other Related Crimes Total: | 16 | 7 | 19 | 18 | 27 | 19 | 19% |

Table 1: Selected Montgomery Place crime statistics, 2011 to 2016

Montgomery Place

2016 Selected Incidents of Crime

Map 1 of 2



June 2017

Data Source: Saskatoon Police Service

N:\Planning\Mapping\ESRI\Crime\Requests\Montgomery Place\2010-2017

Map 4: Selected Montgomery Place crime statistics, 2016

Montgomery Place

2016 Selected Incidents of Crime

Map 2 of 2



June 2017

Data Source: Saskatoon Police Service

N:\Planning\Mapping\ESRI\Crime\Requests\Montgomery Place\2010-2017

Map 5: Selected Montgomery Place crime statistics, 2016

The statistics shown on Map 4 and 5 show that the selected incidences of crime were spread throughout the neighbourhood, rather than in concentrated clusters. Table 1 shows the breakdown of the incidents and compares them over a six year period.

Crime against property in general and break and enters in particular rose sharply in 2013 and have stayed fairly stable until 2016 when they dropped sharply again. Residents were quite in tune with these statistics, except for break and enters where the survey showed a higher incidence of break and enters than actual reported incidents. This typically means that people are not reporting incidents. A specific reason for not reporting these crimes was not discovered. Additional education and awareness may be needed.

Theft under \$5000, bicycle theft and vehicle theft have all been relatively stable, or declining, over the past five years. However theft from a vehicle is rising and the reported numbers show 24 incidents; about one every two weeks if they were distributed evenly. Typically, they happen in spurts and when one vehicle gets hit there are often others. Break and enters, and theft under \$5000 constitute the majority of property and theft related incidents in Montgomery Place.

Surveys indicated that vandalism and graffiti vandalism were identified as major safety-related issues in the neighbourhood. Crime stats show an increase in reported graffiti vandalism from 2011 to 2016. Although the reported numbers are not very high, residents indicated there were likely many more unreported incidents. Reported incidents of mischief have remained stable for the past five years and are not significantly high.

Residents also identified drug-related incidents as an issue. Statistics do show a rise in incidents over the past few years but the absolute numbers are still very low. Most of these incidents appear to be on the periphery of the neighbourhood and may be related to incidents on the streets rather than in the neighbourhood proper. Table 1 also shows a 70 per cent reduction in violence related incidents since 2011, with a significant drop between 2015 and 2016.

General observations show that, for the most part, crime incidents seem to be spread throughout the neighbourhood in no specific pattern. There is one cluster of incidents in the north east corner of the neighbourhood which can be attributed to

the higher concentration of people, vehicles and property in that area. No other clusters can be identified as overly problematic based on the reported crime stats.

Montgomery Place Neighbourhood Safety Action Plan

A neighbourhood Safety Action Plan is a set of strategies, approved by the community, to address safety issues and concerns that the community has identified during the LAP. The Action Plan was created by combining all the neighbourhood safety information that had been gathered to that point in the LAP and the Neighbourhood Safety process.

This information included input collected from the community-wide neighbourhood safety meeting, the residents' Perceptions of Safety Survey results, crime statistics and the Montgomery Place Community Association. Using this information, the community determined steps to address these concerns and prioritized issues, areas and topics.

The Action Plan was reviewed by the Community in April 2016, to ensure it accurately represented residents' concerns, and the final Action Plan was vetted by community members who attended the Montgomery Place Local Area Plan Open House on June 23, 2016.

The final Action Plan (Appendix 3) established a variety of actions that would help reduce the opportunity for crime and increase residents' feelings of safety. The community identified a priority list for the completion of the Action Plan. Some of these activities included residents conducting Neighbour to Neighbour Surveys and participating in five Safety Audits. All action items, save one, were completed or will be specifically identified in this final report.

The results from the work done on this Action Plan have been used to prioritize issues and goals in the neighbourhood and to recommend warranted changes. Recommendations are listed by section in the report.

Neighbour to Neighbour Surveys

Neighbour to neighbour surveys were identified as a way to collect information from residents who had not attended meetings but who lived in or near to areas of concern. The surveys were conducted by residents of the neighbourhood themselves.

Neighbourhood Safety Planners helped residents set up the questions and a script for how to approach their neighbours. Residents decided where and when to carry out or distribute the surveys with a final timeline for collection. The Planners collated and reported results of the 92 surveys that were conducted around the five neighbourhood parks and the McNaughton Avenue area.

The generosity of the community members who conducted these surveys had a great impact. Not only were all residents given a voice and invited to participate in the betterment of the neighbourhood, but connections were made and valuable information was learned.

Safety Audits

Safety audits allow regular users of an area to identify places that make them feel unsafe. Residents are considered local experts because they are most familiar with their neighbourhood and what happens on a daily basis. Change becomes the responsibility of a group of people who care about the community. It is a partnership that includes the audit participants, the neighbourhood community, and the City.

The goal of the Safety Audit is to explore areas that are perceived to be unsafe and identify exactly what it is about a space that causes concern. The process involves residents, local businesses and the City working together to find solutions to safety problems. They use the Safety Audit results as a tool to form an overall risk assessment of the area. Typically, safety audits are carried out when identified issues are likely to occur. If a park space is fine during the day but an issue after 9pm, then that is when the Safety Audit is completed. This may be modified to ensure the safety of the audit participants.

To prepare for safety audits, a workshop on Crime Prevention Through Environmental Design (CPTED) was conducted with community members on July 14, 2016. The purpose of the workshop was to familiarize community members with the principles of Crime Prevention Through Environmental Design (CPTED) prior to conducting the Safety Audits.

The Safety Audit process consists of a thorough site walkabout and analysis of the built environment. Site features such as lighting, pathways, landscaping and others, are assessed according to participants' individual perceptions. These comments and concerns are recorded and used to develop recommendations that aim to increase the perception of safety in the area and reduce the opportunity for crime to occur.

Information collected from residents during the Safety Audits provided further information about the area and generated a number of recommendations to improve safety. Typically the audits were held in the early evening, allowing residents to review the area in the daylight and then again at dusk. A short break between sessions allowed residents to record their comments. This time also allowed for the sun to set. The group then did one more round of the area in the dark, noting any changes in the area. Further details of audits are below.

Safety Audits focused on the neighbourhood parks, the commercial area, lanes and streets around Elevator Road, McNaughton Road and 11th Street West. These areas were identified in the Action Plan as having real and perceived safety concerns.

Safety Audit – Montgomery Park

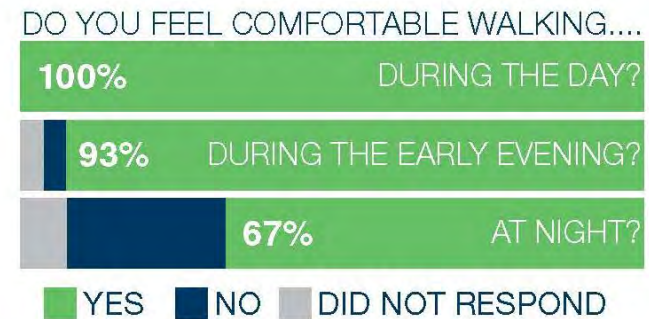
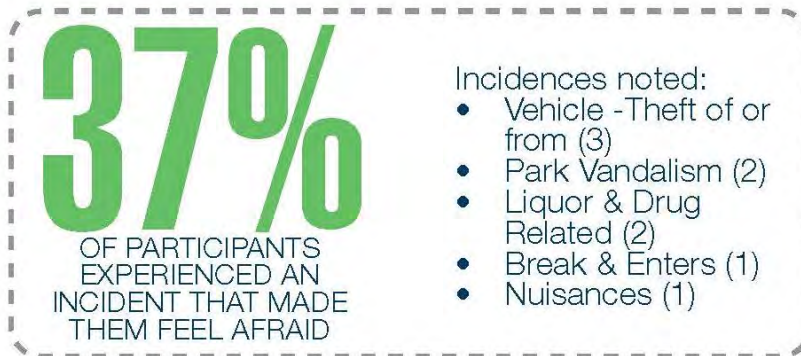
The Safety Audit of Montgomery Park was completed on the evening of July 19, 2016 with eight participants, the majority of whom were female, representing an even distribution of age groups. Montgomery Park is a large green space located immediately west of the Montgomery School grounds. It features a paddling pool, outdoor rink, pathways, a baseball diamond, benches and a toboggan hill.

Mature trees stand throughout the park, with two large clusters of bush and trees in the northwest corner. The audit group walked through these areas and they were discussed thoroughly. Although they can be the cause of some issues and perhaps some illegitimate activity, in general, the residents saw these treed areas as important.

Figure 3 shows a visual summary of main comments and Figure 4 shows comments from the Neighbour to Neighbour survey in the surrounding and adjacent areas. The park is well used with high perceptions of safety during day and evening, dropping during night time use. This is not unusual.

This park also includes the Memorial Cairn and Veterans Monument which honour the contributions of residents during wartime and commemorates Canadian Forces Veterans who built their homes in the neighbourhood during the years of 1946-1977. These unique community monuments are in the northwest corner of the park; an area often active with community events and celebrations.





MONTGOMERY PARK

NEIGHBOUR TO NEIGHBOUR SURVEY RESULTS

27 PARTICIPANTS (11 MALE, 15 FEMALE, 1 NO RESPONSE)

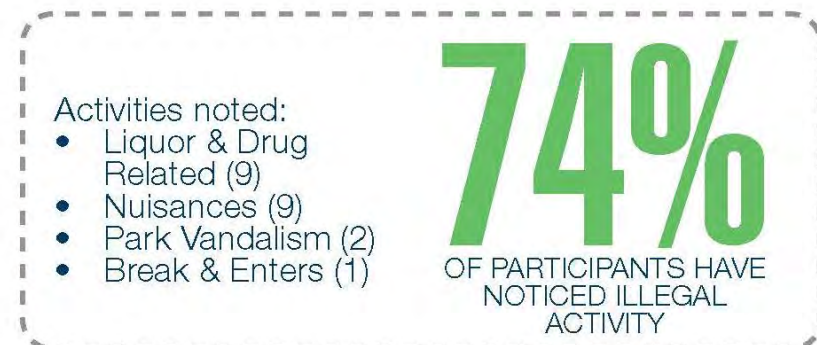


Figure 3: Montgomery Park Neighbour to Neighbour Survey Results

MONTGOMERY PARK



Figure 4: Montgomery Park Safety Audit Results

Overall impressions of the park were positive and suggest a safe and welcoming neighbourhood amenity. Points discussed during the Safety Audit included:

- Increased lighting. The pathway, toboggan hill, sidewalks, bus stops, seating, signs, exits and walkways were lit very poorly.
- Comments regarding sight lines were divided. Some participants noted that sight lines vary depending on one's location within the park. Respondents also indicated potential hiding spots during the audit. Others felt that the park is fine as is.
- Overall impressions of signage were satisfactory, with a few participants who feel “no off-leash dogs” signs are needed.
- Maintenance and upkeep of the park was reported as positive, except for the current condition of the ball diamond.



Most of the participants enjoy and have a good impression of the park. The park felt ‘cared for’ and was seen as a vital part of the community. The Parks Division was notified the next day of the poor maintenance of the baseball diamond. Parks immediately sent out a crew and the diamond was playable within a few days. The residents were very appreciative.

Signs reminding users to leash and pick up after their dogs were also suggested. This recommendation was completed before the report was even approved. Montgomery Park now has two new “no off-leash dogs” signs on the north and south sides of the park.

Safety Audits – Gougeon Park

Gougeon Park's safety audit was conducted on the evening of July 21, 2016 at 8:00pm. A group of four participants took part in the audit and had valuable conversations about safety in the park as they walked the area. Three of the four auditors were female and each participant belonged to a different age range.



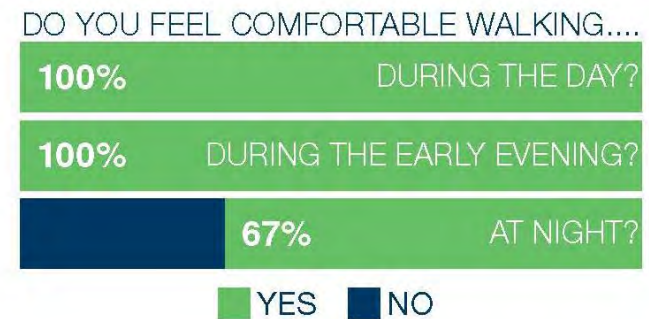
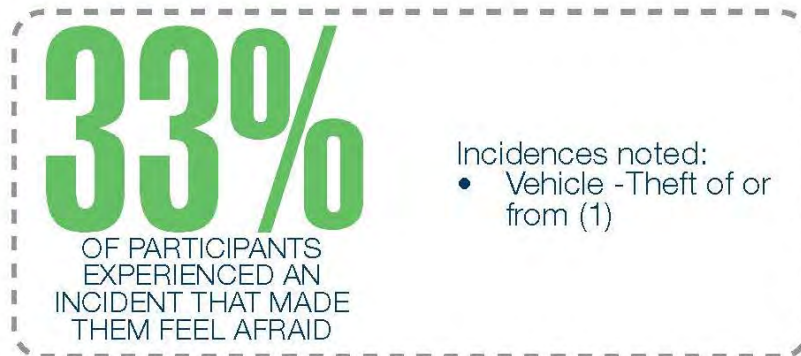
Gougeon Park is south east of St. Dominic School and includes a ball diamond, playground equipment and walking paths. One particular area of the park is heavily treed, with a walking path running east and west through the trees. There are also other informal pathways in this treed area. However, none of the participants felt this area was unsafe or dangerous and there was no garbage or other indications of illegitimate activity.

Every participant had positive general impressions of the area and described the overall park as clean, open, safe, and used.

The following is a general summary the audit observations:

- Lighting was generally regarded as poor due to uneven lighting, burnt out bulbs and lack of lighting.
- All respondents felt that current signs worked well to identify location and operating hours.
- While three quarters of participants reported being able to see clearly, it was noted that some bushes and trees could be trimmed to enhance sight lines.

RECOMMENDATION 8.1 – TREE TRIMMING – GOUGEON PARK: *That the Neighbourhood Planning Section work with the Parks Division to identify inadequate sight lines in Gougeon Park and trim the bushes and trees if needed.*



GOUGEON PARK

NEIGHBOUR TO NEIGHBOUR SURVEY RESULTS

3 PARTICIPANTS (2 MALE, 1 FEMALE)

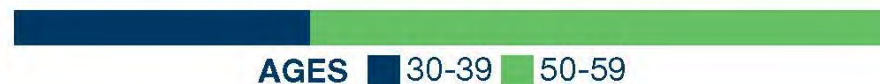


Figure 5: Gougeon Park Neighbour to Neighbour Survey Results

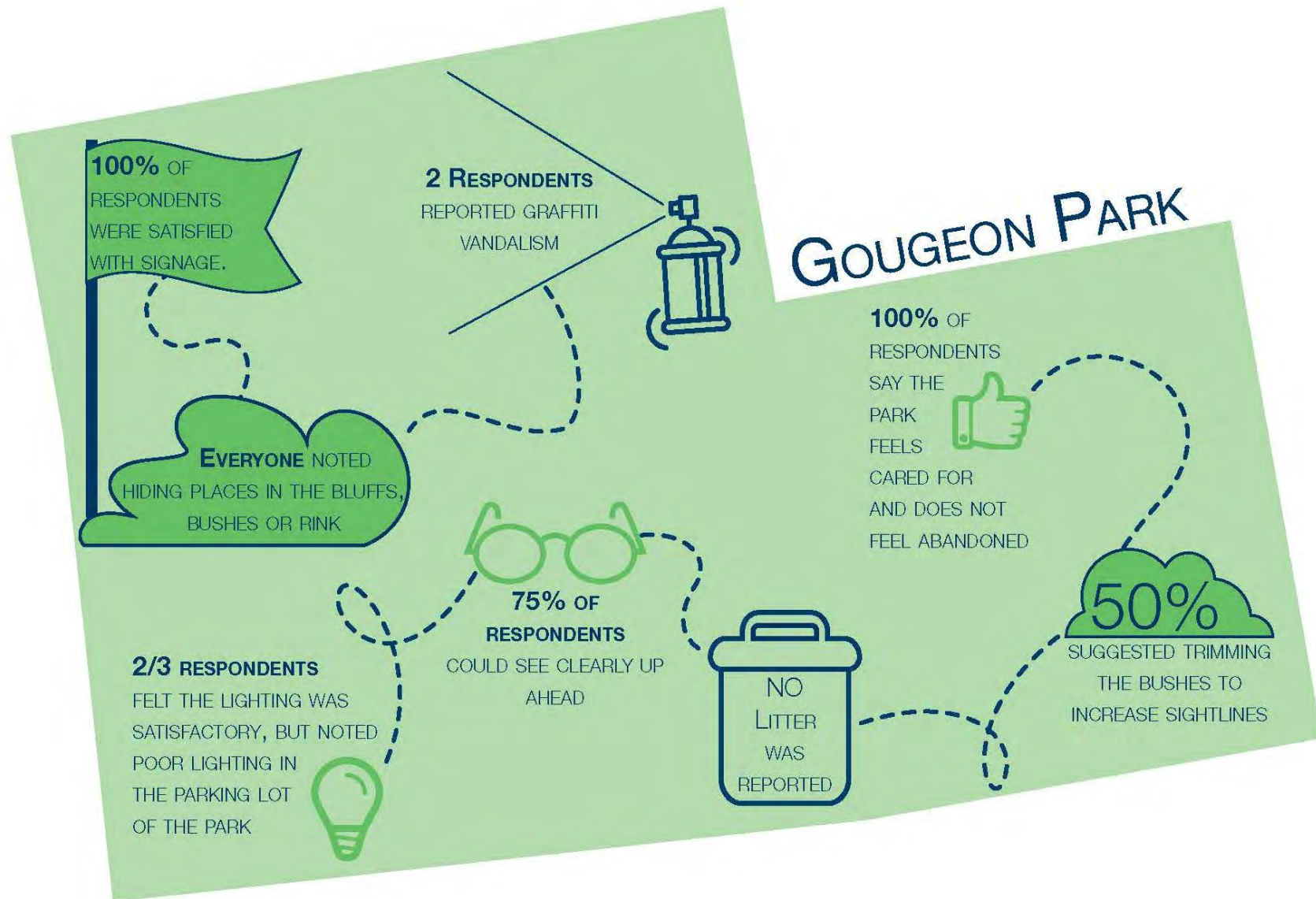


Figure 6: Gougeon Park Safety Audit Results

Safety Audits – Lt. Col. D. Walker Park

This Safety Audit was conducted during the evening of July 26, 2016 by seven people; five women and two men.

Lt. Col. D. Walker Park is on Cassino Avenue, with the north side of the park backing the rear lane of Mountbatten Street residences. The park includes a playground, walking path and open space.



General impressions of this park were positive. Participants reported feeling safe and relaxed in the park and noticed an open and inviting feeling. No lighting is present in the park, but street lights do provide some ambient light. Participants indicated that this lighting is not sufficient for the entrances, exits, pathways and benches.

Sight lines in and around the park were good with some obstruction by bushes and shrubs was noted. The majority (83 per cent) of participants identified a well-defined pathway that guides the movement of users as well as secondary pathways. Potential hiding spots were identified in the alley and the north side shed.

The Neighbour to Neighbour survey noted that the park is much quieter, had less illegal activity, and less loitering since the parking lot adjoining the park was closed. Eighty per cent of people surveyed had not experienced an incident that made them feel afraid.

The following is a summary of the Safety Audit observations:

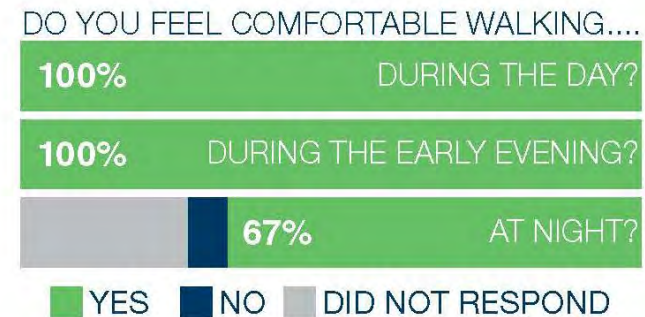
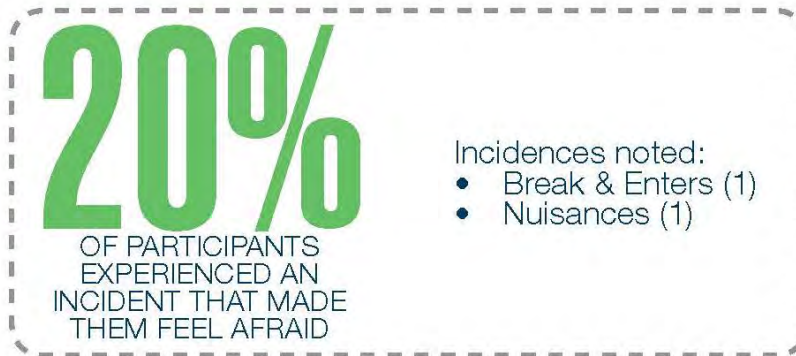
- Many houses on Cassino Avenue face the park and give the feeling that people can see you.
- 'No parking on the grass' signs should be installed.
- The area feels cared for and owned.
- No graffiti vandalism was noted.
- The park seems geared for young kids.
- People have been driving through the park.
- People have been parking on the grass.
- The entrance to the laneway is poorly maintained and does not provide a sense of safety.
- The rear lane should be cleaned up and residents backing the park should take more ownership of it.
- Trees in the middle of the park should be thinned out.



Vehicles have been driving into multiple parks illegally and solutions to this problem could apply to all Montgomery parks.

RECOMMENDATION 8.2 – VEHICULAR TRAFFIC – LT. COL. D. WALKER PARK: *That the Neighbourhood Planning Section, in consultation with the Parks Division, review the issue of driving in Lt. Col. D. Walker Park, or parking on the grass, and potential solutions.*

RECOMMENDATION 8.3 – BACK LANE MAINTENANCE – LT. COL. D. WALKER PARK: *That the Neighbourhood Planning Section, in consultation with the Community Standards Division, review the state of the back lane adjacent to Lt. Col. D. Walker Park.*



LT. COL. D. WALKER PARK

NEIGHBOUR TO NEIGHBOUR SURVEY RESULTS

15 PARTICIPANTS (8 MALE, 7 FEMALE)

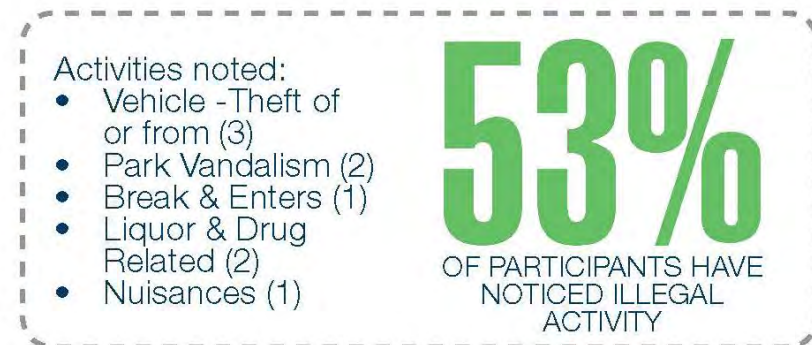
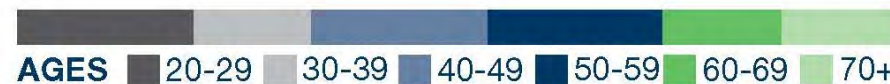


Figure 7: Lt. Col. D. Walker Park Neighbour to Neighbour Survey Results

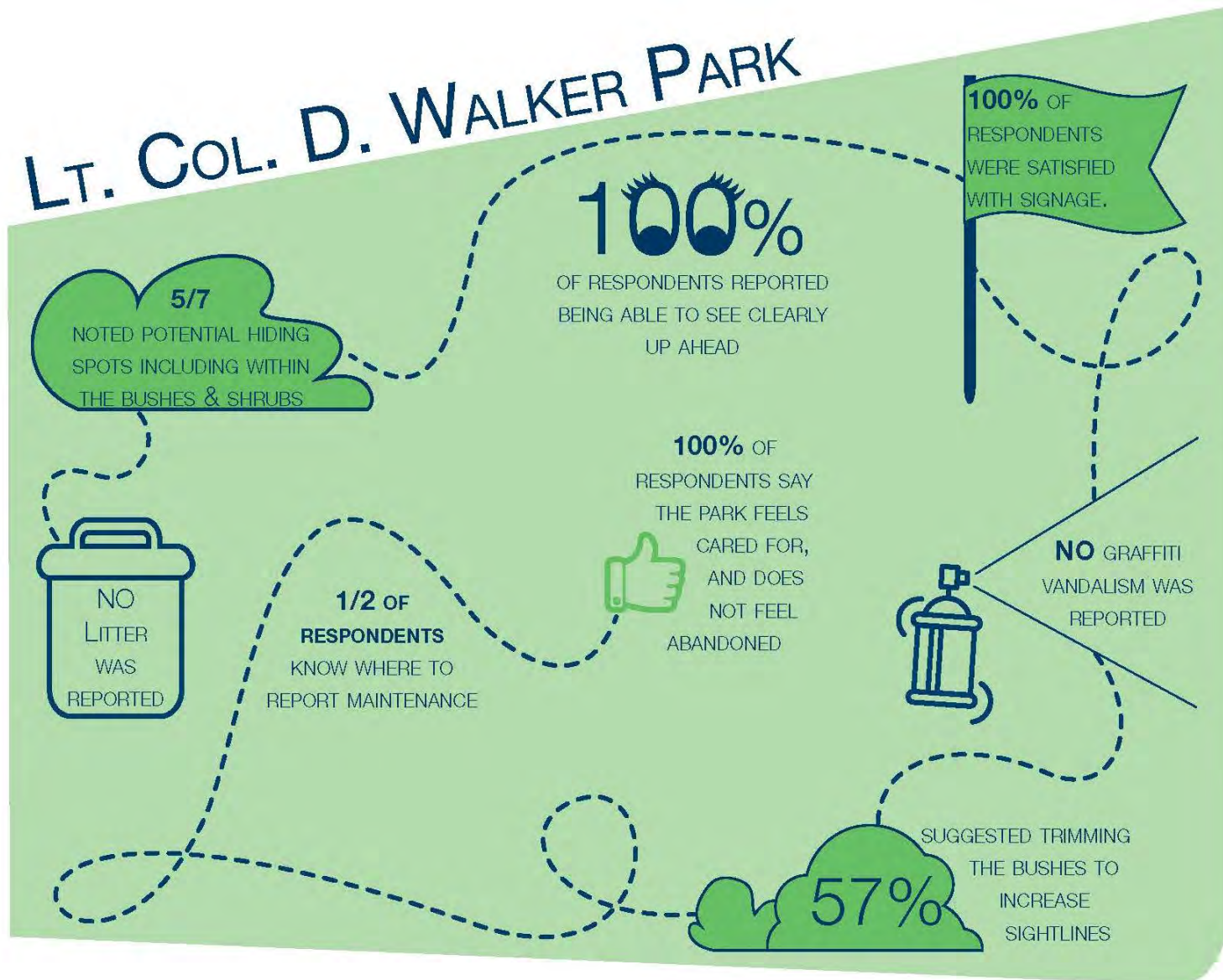


Figure 8: Lt. Col. D. Walker Park Safety Audit Results

Safety Audits – Lt. General GG Simonds Park

This Safety Audit was held during the evening of July 28, 2016 with a group of seven people of diverse age groups.

Lt. General GG Simonds Park is in the neighbourhood's south west corner. The park is flanked by the rear lane of Dieppe Street residences, the rear lane of Haida Avenue residences and the backyard of Cassino Avenue residents. There are several informal entrances to the park by the rear lanes surrounding it, however the formal entrance is from Simonds Avenue on the west end. This park is unique as it is somewhat secluded compared to the other neighbourhood parks. It seems to act as a 'backyard park' with many eyes on it, with residences backing on to the park on three of four sides.



Comments from audit participants were generally positive and no significant issues were identified. Park usage was reported as being typical with few people around in the morning, several present during the day and evening and none around late at night. It is also easy to predict when people will be present. The park is well maintained, safe, tidy and open. No lights are present in the park, and participants feel that none are needed.

The presence of groups of trees and shrubs in the park obstructed sight lines and tree-trimming was suggested by the group. Overall, participants liked this nice neighbourhood park.

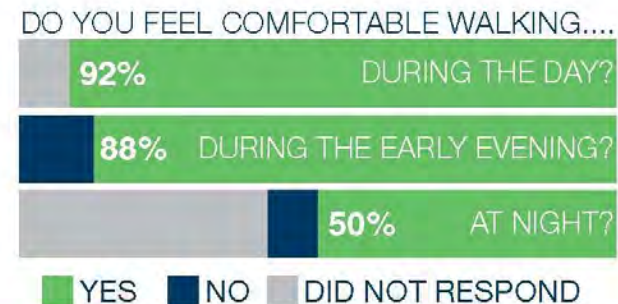
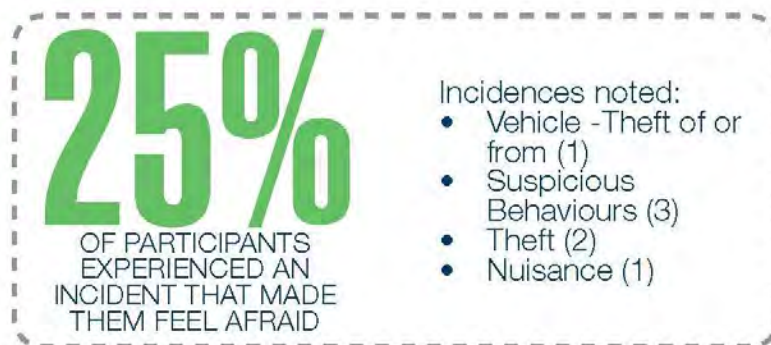


The following is a summary of the Safety Audit observations:

- Young kids play soccer here.
- The park has a good design.
- No graffiti vandalism or other vandalism was noticed during the Safety Audit.
- Litter was accumulating in the bluffs.
- Beer cans were found in the garbage.

RECOMMENDATION 8.4 – TREE TRIMMING – LT. GENERAL GG SIMONDS PARK: *That the Neighbourhood Planning Section work with the Parks Division to identify inadequate sight lines in Lt. General GG Simonds Park and trim the bushes and/or trees if needed.*





LT. GEN. G.G. SIMONDS PARK

NEIGHBOUR TO NEIGHBOUR SURVEY RESULTS

22 PARTICIPANTS (12 MALE, 10 FEMALE)

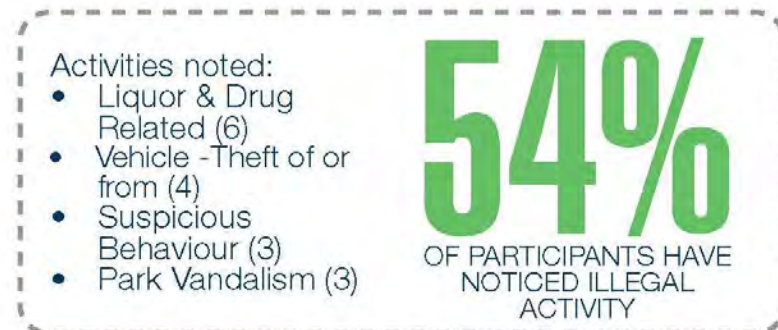


Figure 9: Lt. Gen. G. G. Simonds Park Neighbour to Neighbour Survey Results

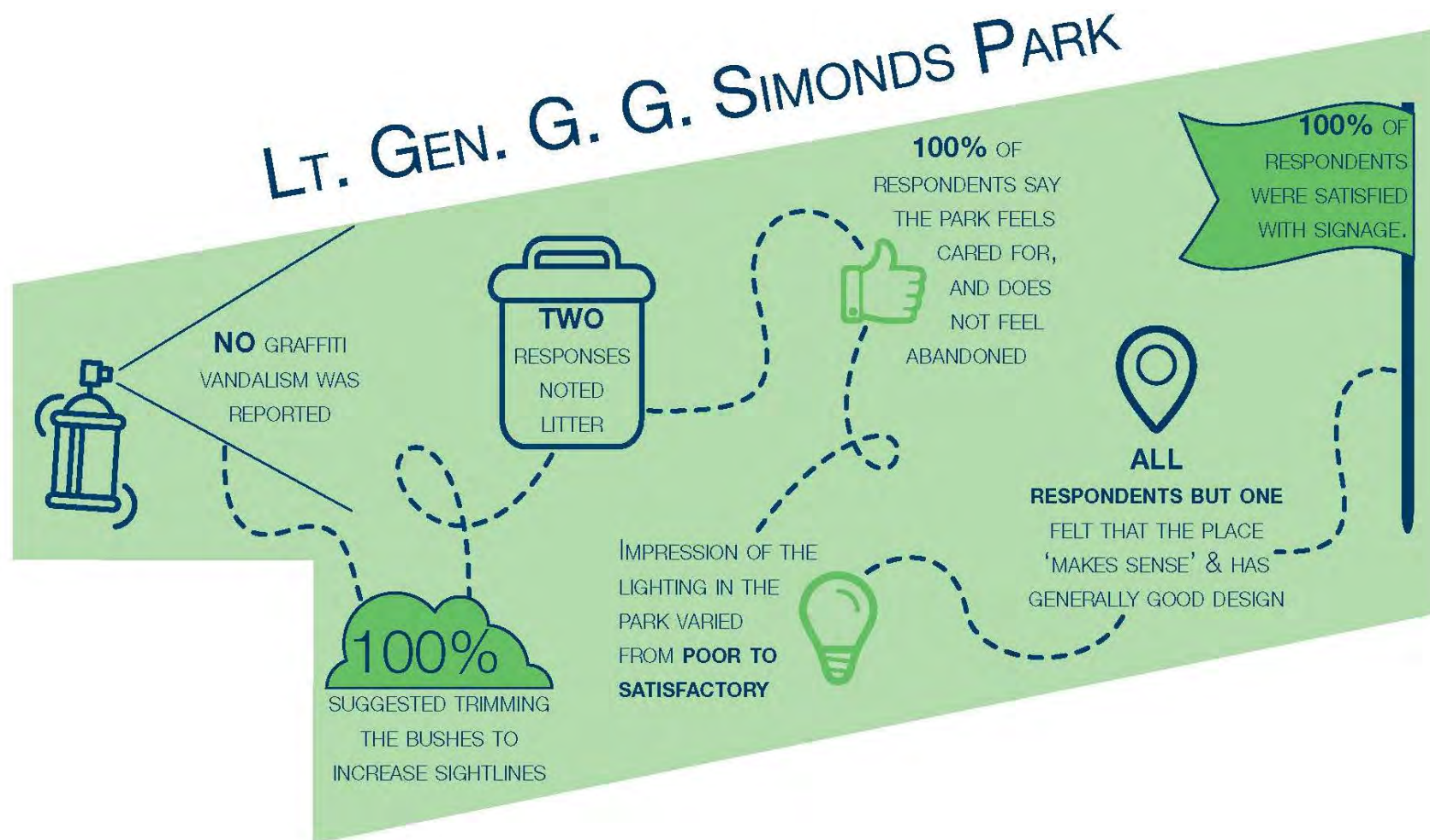
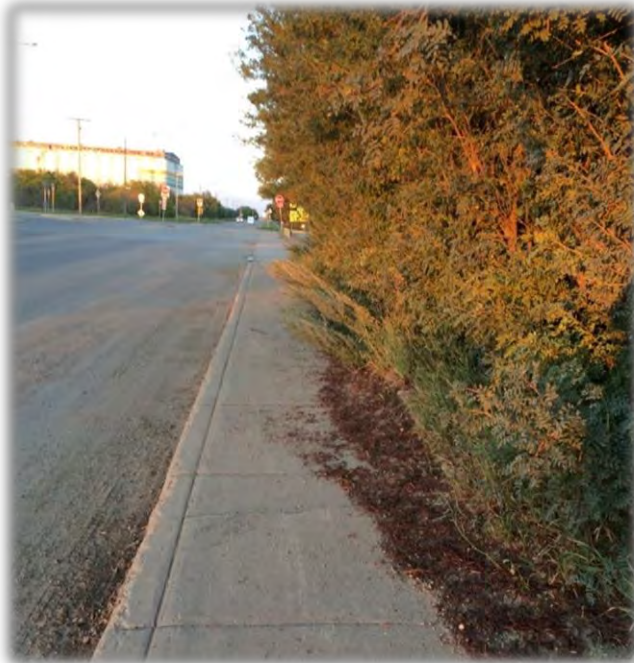


Figure 10: Lt. Gen. G. G. Simonds Park Safety Audit Results

Safety Audits – Elevator and McNaughton Road between 11th Street West and Arnhem Street

A Safety Audit of McNaughton Ave and Elevator Road was held on the evening of August 2, 2016. Eight people from varying age groups participated.

This audit included the front streets of the 1100 and 1200 blocks of McNaughton Avenue and Elevator Road, part of 11th Street, the commercial property, mobile home park and the back lanes between McNaughton Avenue and Elevator Road. The back lane on the west side of McNaughton Avenue was added during the audit as participants felt this area was worth reviewing as well.



Although the majority of participants reported feeling safe and comfortable in this area, there were some who did not feel safe. Those who felt unsafe indicated graffiti vandalism, general property vandalism, entrapment areas, generally poor maintenance and the negative perceived image of the commercial business and mobile home park. Some residents had also experienced ongoing criminal behavior in the area. Information on the Safe Communities and Neighbourhoods (SCAN) Act was given to some participants to potentially address this criminal activity.

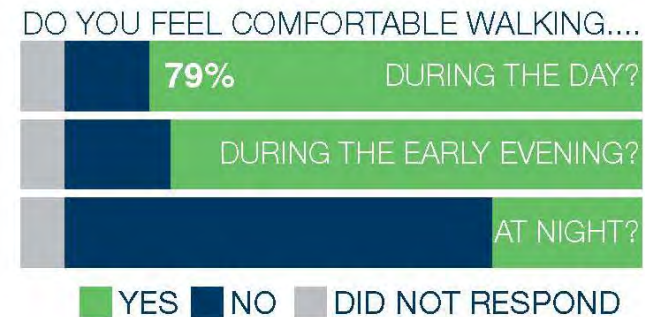
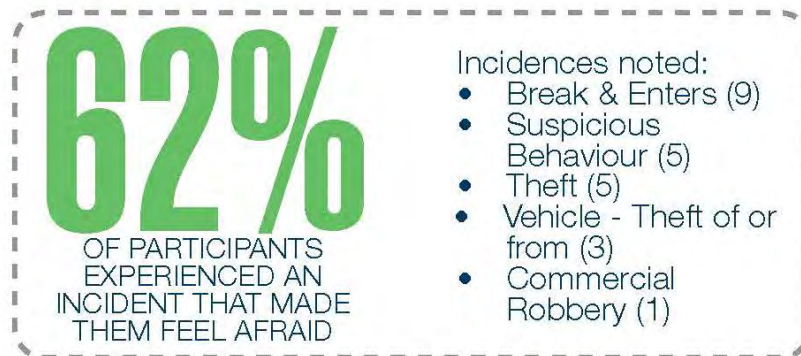
Lighting was generally satisfactory, but was obstructed by the mature trees on some blocks. Sight lines were also obstructed by trees and potential hiding spots were identified. These areas included trees and bushes along the north end of Elevator Road; overgrown bushes on 11th Street West near Greg's Grocery; and the bins and structures in the rear lane of Greg's Grocery.



Participants indicated that the Montgomery Place residents have an overall negative perception of the mobile home park located south of Greg's Grocery. The immediate vicinity of this area was disorderly and did not feel safe to the participants. Greg's Grocery appears to be a thriving convenience store with a bakery that sells fresh bread daily. Participants spoke to the operator and he indicated that, for the most part, he does not have any trouble in the store. The Audit group noted CCTV cameras which could allow the operator to monitor the inside and outside of the store.

Specific comments made during this safety audit include:

- Trailer court area would be improved by a clean-up.
- City needs to trim trees around Greg's Grocery.
- Big trees block street lights.
- This area feels less cared for than the rest of the neighbourhood.



ELEVATOR TO McNAUGHTON

NEIGHBOUR TO NEIGHBOUR SURVEY RESULTS

29 PARTICIPANTS (5 MALE, 24 FEMALE)

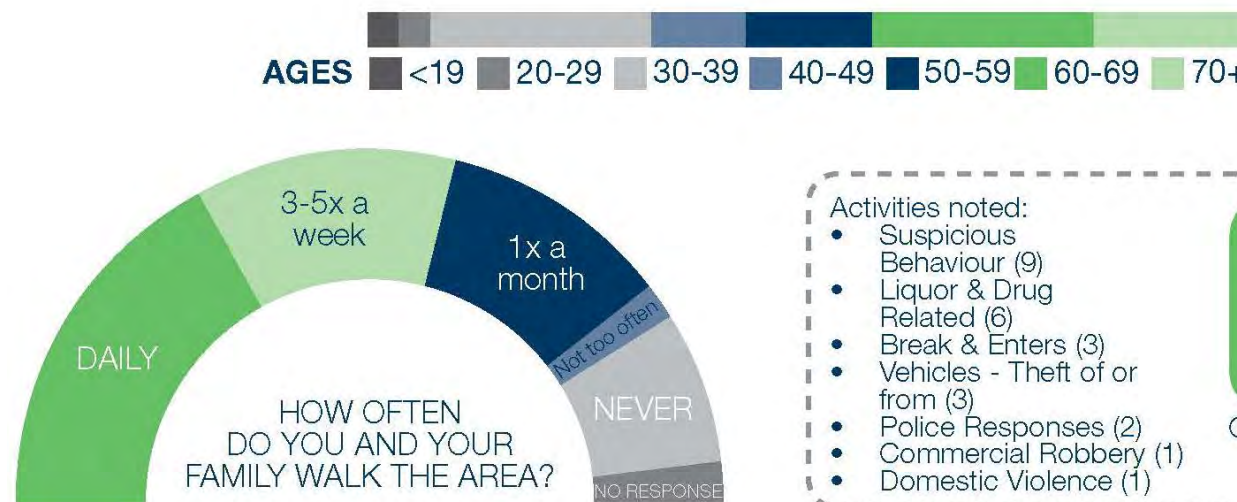


Figure 11: Elevator to McNaughton Area Safety Audit Results

ELEVATOR TO McNAUGHTON

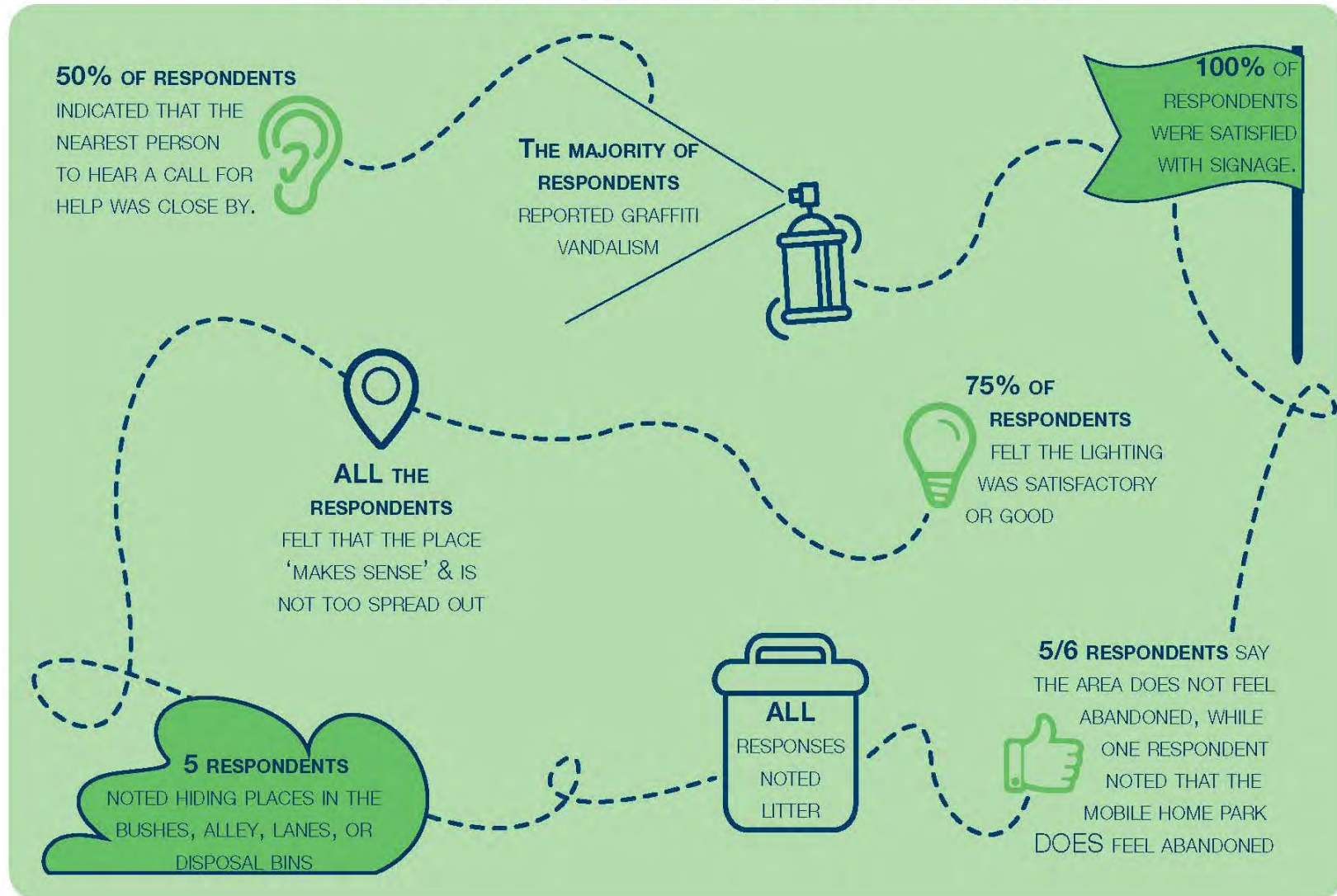


Figure 12: Elevator to McNaughton Area Safety Audit Results

Some new and specific issues were brought up during the Safety Audit. Residents who had not attended any of the safety meetings came out because flyers were delivered during the Neighbour to Neighbour surveys. Some of the issues raised were similar to those already identified, and there were a few that were identified and addressed before the Montgomery Place Local Area Plan was completed.

A resident identified what he described as a drug house next door to his residence. He described the behaviours and activity that were impacting his family's quality of life. Information on the Safe Communities and Neighbourhoods Act (SCAN) and a contact for the program was given to the resident and he was recommended to contact them immediately. Additional information should be sent to the Community Association for future reference.

At the time of the audit there were overgrown trees on the north property line of 3501 11th St W. The trees have grown so far over the property line that they block most of the sidewalk (Figure 14). There was some work done to identify whether the trees were on private property or public land. The line of trees was removed before the research was finished. The sidewalk is now clear of barriers and has open sight lines all around. No further recommendations will be made.

RECOMMENDATION 8.5 – STREET LIGHT TREE TRIMMING – ELEVATOR ROAD & MCNAUGHTON ROAD BETWEEN 11TH STREET WEST AND ARNHEN STREET: *That the Neighbourhood Planning Section work with Saskatoon Light & Power to ensure optimum light levels in the area of Elevator Road and McNaughton Road between 11th Street West and Arnhem Street, with good clearance around street lights and trim as necessary.*

RECOMMENDATION 8.6 – MCNAUGHTON BACK LANE VEGETATION MAINTENANCE: *That the Neighbourhood Planning Section work with the Transportation & Utilities Department and the Community Standards Division to complete a one-time alley cleanup of overgrown vegetation between the 1100 and 1200 blocks of McNaughton Avenue and Elevator Road.*

RECOMMENDATION 8.7 – MOBILE HOME PARK: *That the Neighbourhood Planning Section contact the owner of the Mobile Home Park, located in Montgomery Place, to supply information and identify issues that will help improve the image and maintenance of the area.*

RECOMMENDATION 8.8 – SAFER COMMUNITIES AND NEIGHBOURHOODS (SCAN) INFORMATION: *That the Neighbourhood Planning Section work with the Montgomery Place Community Association to ensure information on SCAN is distributed to residents and contact information supplied so the Community Association can organize a presentation by SCAN, if warranted.*

CN Curling Club



The CN Curling Club site is an area of concern. According to residents, the site is not well maintained and the back lane exit/entrance into the neighbourhood often generates inappropriate or criminal activity in the off-season.

The CN Curling Club site is accessed off Chappell Drive on the neighbourhood's west side. There is also an access to Simonds Avenue through the back lane (Figure 22). Residents indicated that this access is often used as a cut-through, but is also used to access the back of the site where it is easy to hide and there is potential for illegitimate and/or illegal activity.

The area on the east side of the building is often unkempt with long grass weeds and junked material.

Residents indicated that the Community Association has asked the CN Curling Club to work with them to address these issues, but have not had much success. The Curling Club has also been approached to address loud music and noise from their building during events. They have been open to working with the Community Association to address these issues and have worked to make their patrons aware of the surrounding residential area.

RECOMMENDATION 8.9 – CN CURLING CLUB SITE: *That the Neighbourhood Planning Section arrange a meeting with the Montgomery Place Community Association and the CN Curling Club to identify and address issues that affect the surrounding neighbourhood and potentially a mutually agreed upon “Good Neighbour Agreement” type of agreement.*

Other Issues

Residential Break & Enters (B&E) in the Neighbourhood

There are areas in the neighbourhood that are perceived to be high incident areas. However, this was not supported by the reported crime statistics. Members of the community believe that many residents are not reporting thefts and wonder why. During the LAP process and the Neighbour to Neighbour surveys, some residents noted that their neighbours were telling them that they had experienced a break and enter, yet it was not showing up on the reported crime statistics.

The statistics show that theft is an issue, and although most numbers are dropping, the theft from vehicles is high. Break and enters rose significantly in 2013 to 2015 but have also fallen significantly in 2016. Targets include garages, sheds and appear to include the work trailers on the building sites in the north end of the neighbourhood.

There was discussion about conducting a victimization survey in the neighbourhood but it was not seen as workable due to confidentiality concerns. Administration considered a city-wide victimization survey, but the cost was high and the timeline would not produce information for this report. The potential for a city-wide victimization survey is still being considered for the long term.

Educating residents on how and why to report, and how to protect themselves was seen as an important way to decrease break and enter crimes. The City of Saskatoon's Neighbourhood Safety Program has many public awareness booklets and pamphlets to help residents, their family, block and neighbourhood be safer. These include the Safe at Home Booklet, the Porchlight Pamphlet and Back Lanes: Maintenance & Safety Pamphlet.

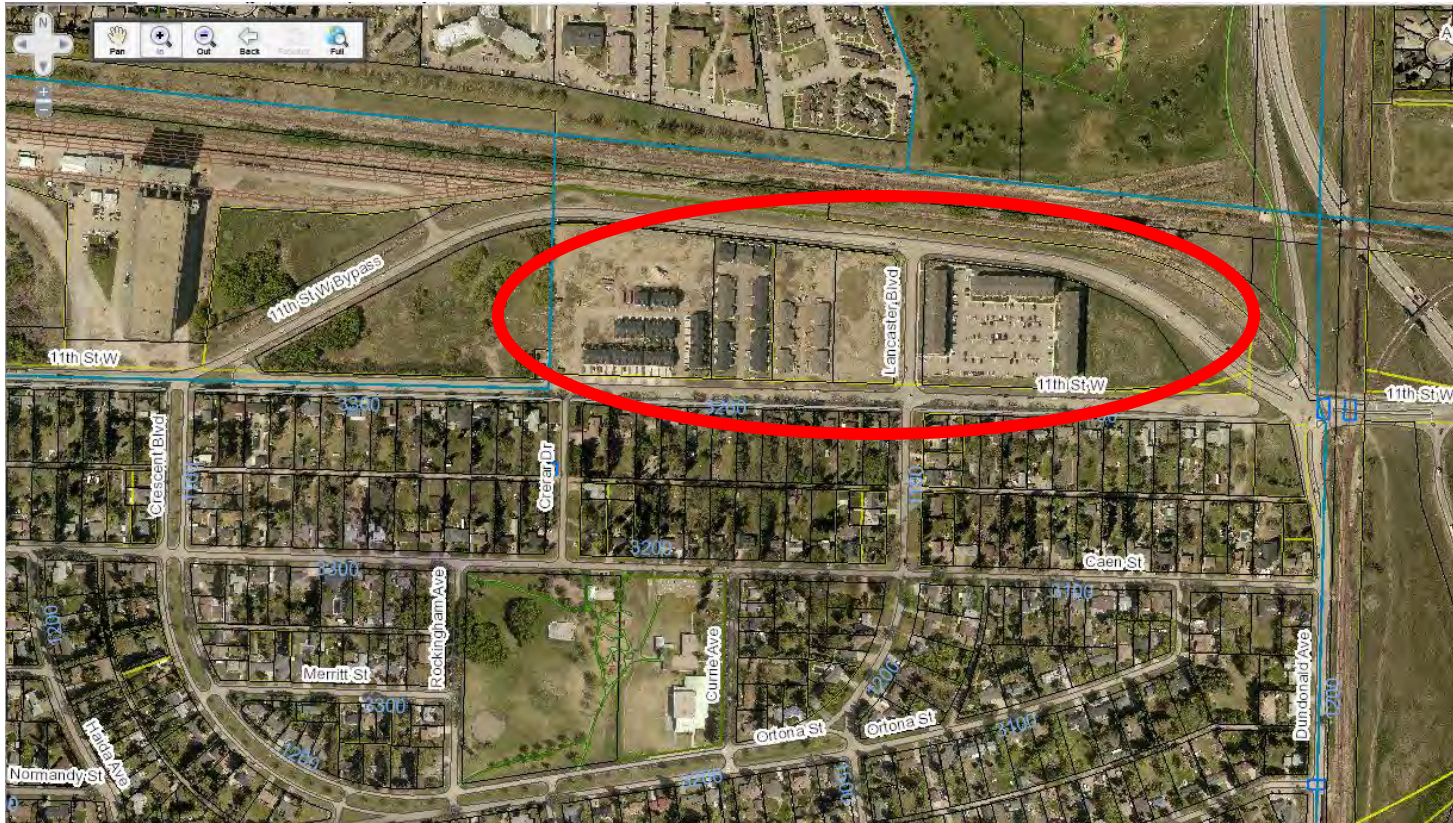
RECOMMENDATION 8.10 – NEIGHBOURHOOD SAFETY INFORMATION: *That the Neighbourhood Planning Section work with the Montgomery Place Community Association to deliver a Neighbourhood Safety package to all residents.*

New Developments in North End of Neighbourhood

The new housing developments in the north end of the neighbourhood have been controversial. This is historic and goes back to the original owners and sale of the land. Many residents would have liked to see that area remain undeveloped rather than multiple unit developments, and some attribute any negative activity in the area to these developments. However, these developments are now part of the neighbourhood and should be included in community activities and information.

There are about 192 units in three apartment-style buildings completed and further potential for 137 townhouse-style units in the near future. The apartment-style housing units are rental units, where the multiple-unit developments west of Lancaster Boulevard are slated for ownership. From a Safe Growth perspective, it would be in the neighborhood's best interest for residents in these housing developments feel welcomed and have a sense of belonging. They may have children that attend the neighbourhood schools or play on a sports team, they may work in the immediate area, shop at the neighbourhood convenience store and will certainly be walking or cycling in the neighbourhood. If they feel they belong and have a connection to the neighbourhood, they will take ownership and care about the area and the people in it.

The Cypress Gardens apartment buildings, north of 11th Street West have been certified by the Crime Free Multi Housing (CFMH) Program through the Saskatoon Police Service. CFMH is a strategy intended to encourage apartment owners, managers and landlords to proactively approach crime reduction in and around housing units. The owners and operators of these buildings are already well on the way to helping Montgomery Place be a safer neighbourhood.



Sex Trade and Illegal Drug Use/Trafficking Along Burma Road and Dundonald Avenue

There is a perception that there is illegal drug use, drug trafficking and sex trade activities happening on the periphery of the neighbourhood. Burma Road and Dundonald Avenue were the two places mentioned the most. Both of these roads, and their uses, have changed significantly with the development in the area over the past five years.

Due to the construction of Circle Drive South and a new access to Valley Road, Dundonald Avenue no longer continues south past the neighbourhood. It ends with a temporary controlled entry into the CN lands. There are two vacant developable sites on the south portion of Dundonald Avenue and no residential properties fronting Dundonald Avenue north of Dieppe

Street. The road is isolated with no exit south of Mountbatten Street and very little natural surveillance. This road could be temporarily closed at Mountbatten Street until a time when development does occur on the vacant sites along Dundonald Avenue. This would prevent vehicular travel further south. Once work on the south end of Dundonald Avenue is complete, the CN access will also close and Chappell Drive will be the main access to their property.

Burma Road used to run east/west on the south edge of the neighbourhood, and was used mainly for CN operation. Burma Road was purchased for the construction of the berm and to provide CN with a new access road. As a result of the berm construction, Burma Road no longer exists. Anything that happens on the south side of the berm is on CN property. When civic staff have been on site and checking on the progress in the area, CN staff have been very quick to arrive and inquire what they are doing in the area. It is not anticipated that unauthorized access will be an issue in the future.

RECOMMENDATION 8.11 – DUNDONALD AVENUE GATE AT MOUNTBATTEN STREET: *That the Neighbourhood Planning Section work with the Transportation Division to temporarily close Dundonald Avenue at Mountbatten Street using a gate or other materials. Fencing may be required on the adjacent undeveloped lots to prevent circumventing the gate.*

RECOMMENDATION 8.12 – DUNDONALD AVENUE MONITORING: *That the Neighbourhood Planning Section recommend to the Montgomery Place Community Association that they continue to work with the local Saskatoon Police Service (SPS) Community Liaison Officer to ensure the Dundonald Avenue area does not become a safety issue in the future and for SPS to notify CN of any relevant safety issues.*

RECOMMENDATION 8.13 – GRAFFITI VANDALISM INFORMATION: *That the Neighbourhood Planning Section work with the Montgomery Place Community Association to organize a graffiti vandalism presentation for the community.*



Neighbourhood Safety Initiatives

The following existing initiatives address safety concerns and can be accessed by the neighbourhoods:

Graffiti Vandalism: The Graffiti Reduction Task Force, a unique partnership between businesses, government, and non-government organizations, has implemented a number of programs aimed at reducing vandalism. The Saskatoon Police Service also has an Anti-Graffiti unit. This unit is tasked with targeting the individuals engaged in graffiti vandalism. For more information on the Graffiti Management Program, clean up incentives and graffiti vandalism removal tips, refer to the City of Saskatoon website at www.saskatoon.ca and search for “graffiti reduction” or call 306-975-2828.

Neighbourhood Safety Resource Material: The Planning and Development Division, Neighbourhood Planning Section has produced a series of Safer City booklets that provide a number of strategies and guidelines to help improve safety in and around your home. For more information on Neighbourhood Safety material refer to the City of Saskatoon website at www.saskatoon.ca, and search for “Neighbourhood Safety” or call 306-975-3340.

Crime Free Multi-Housing Program: This strategy is intended to encourage apartment owners, managers, and landlords to proactively approach crime reduction in and around housing units. This initiative is managed by the Saskatoon Police Service and receives funding from other City of Saskatoon departments. For more information on the Crime Free Multi-house Program refer to the Saskatoon Police Service website at www.police.saskatoon.sk.ca (click under “Programs and Services” and “Crime Free Multi-Housing”) or call 306-975-8385.

Community Watch and Citizen Patrol: Community Watch is a crime prevention and crime interruption program where the Saskatoon Police Service partners with the community to make Saskatoon a safe place to live and work. Citizen Patrol gets neighbourhood residents more active in assisting in crime prevention and reporting suspicious activity. Volunteers have no policing powers and are non-confrontational, but they wear vests identifying themselves as Citizen Patrol. This is a visual deterrent to crime and nuisance behaviours.

Safer Communities and Neighbourhoods Act (SCAN): The Safer Communities and Neighbourhoods Act improves community safety by targeting and, if necessary, shutting down residential and commercial buildings and land that are habitually used for illegal activities. The legislation is able to address a wide variety of activities, such as public safety concerns related to fortified buildings. It promotes community safety by cleaning up properties that negatively affect the health, safety, or security of local residents in a neighbourhood. The Montgomery Place LAP Committee encourages residents to report suspicious activities at residences and businesses to the Safer Communities and Neighbourhood Investigation Unit at 1-866-51-SAFER (1-866-517-2337) or www.cpsp.gov.sk.ca/scan.

City of Saskatoon Property Maintenance & Nuisance Abatement Bylaw No. 8175: This bylaw requires property owners in the City of Saskatoon to maintain houses, buildings, and yards to an acceptable standard. Property owners are responsible for ensuring yards are kept free and clean from garbage and debris, junked vehicles, and excessive growth of grass and weeds. To report concerns, call the Safety and Property Maintenance Hotline at 306-975-2828.

Safe Bus Program: The Safe Bus Program was formally launched June 1, 2000 and was developed in partnership with Child & Youth Friendly Saskatoon. The Safe Bus program is designed to assist children, youth or adults that need immediate shelter or someone to contact emergency services. Persons in peril or in need of immediate shelter can safely flag down a bus or go to a parked bus for assistance.

All Saskatoon Transit buses are radio equipped with direct contact to Police, Fire and Emergency Medical Services. When approached by someone in need of assistance, bus operators will immediately contact Police Services (if needed) and allow the person in peril to stay on the bus until help arrives. People asking for help do not need money to get on a Safe Bus. It will be easier to get an approaching bus operator's attention if you are at a bus stop, however, if a bus stop is not close by, people in need of assistance should stand on the sidewalk and hold their hand up as the bus approaches. The operator will recognize this as a sign of distress and stop to help. The City reminds all parents to tell their children to never step onto the roadway to flag down a bus as this is very dangerous.

Implementation & Priorities

Implementation

Local Area Plan (LAP) reports are long-term plans that take many years to be fully implemented. A LAP sets out a vision and goals to guide growth and development of a neighbourhood. It also specifies recommendations intended to address a particular issue and improve the neighbourhood. Some recommendations may be implemented in the short term, while others may take a longer period of time.

The City of Saskatoon Planning & Development Division has been creating and implementing LAPs City Council endorsing the plans since the late 1990s. Great strides have been made to improve these neighbourhoods by allocating resources to implement the recommendations with collaboration of City administration, the LAP communities, government and non-government programs and service providers.

Each year, budgets from many City of Saskatoon departments are used to support capital investments needed to implement the recommendations of a LAP. City Council has been very supportive of the Local Area Planning Program and continues to approve significant amounts of capital funds to implement needed improvements in the LAP neighbourhoods.

Local Area Planners are the liaisons between the community and City administration, and they ensure the priorities laid out in each LAP are reflected in project funding. The interdepartmental cooperation begins in the early stages of the LAP process when key City administrators provide insight and expertise by engaging in discussion with the LAP Committee on identified issues. These same key City administrators are often involved in approving commitments to implement recommendations from the LAP.

It is a goal of the Local Area Planning Program to provide annual implementation status updates to the LAP neighbourhoods and to City Council. Additional public meetings may also be needed to keep the community abreast of implementation activities or to gather input on implementation activities. Articles about Local Area Planning activities may also be published

in Community Association newsletters. The Local Area Planning website at www.saskatoon.ca/lap posts Implementation Status Reports, which are updated annually.

Continued community involvement in the implementation of LAPs is essential to success, and it is important to extend a central role to local residents, Community Associations, LAP Committees and other stakeholders. Community Associations and LAP Committees have an important role in providing local perspective, advice and guidance on how the recommendations are carried out. They also play a role in ensuring that development proposals in their neighbourhoods are consistent with the goals of the LAP.

Priorities of the Montgomery Place Community

At the Montgomery Place LAP Open House held June 19, 2018, attendees reviewed the draft report and identified top priorities. This does not necessarily mean these recommendations will be implemented immediately or first due to other factors that may affect timing, but it is a chance for the community to identify the recommendations that are believed to have the greatest potential for positive impact.

The following recommendations were identified as top priorities:

- 1.1 CHANGING NEIGHBOURHOOD BOUNDARY TO RESEMBLE HISTORIC LIMITS**
- 2.1 IMPROVEMENTS AND SEATING IN MONTGOMERY PARK**
- 3.1 ADD VETERANS' MONUMENT TO SASKATOON REGISTER OF HISTORIC PLACES**
- 3.2 NOMINATION FOR MUNICIPAL HERITAGE AWARD**
- 3.3 HERITAGE COMMEMORATION EVENING**
- 5.1 DISTRIBUTION OF BYLAW ENFORCEMENT INFORMATION**

The Neighbourhood Safety recommendations were prioritized separately because the Neighbourhood Planning Section has a Neighbourhood Safety Implementation Planner tasked with managing the implementation of safety recommendations from LAPs and related reports.

The following table shows the prioritization of Neighbourhood Safety recommendations (with 1 being highest priority):

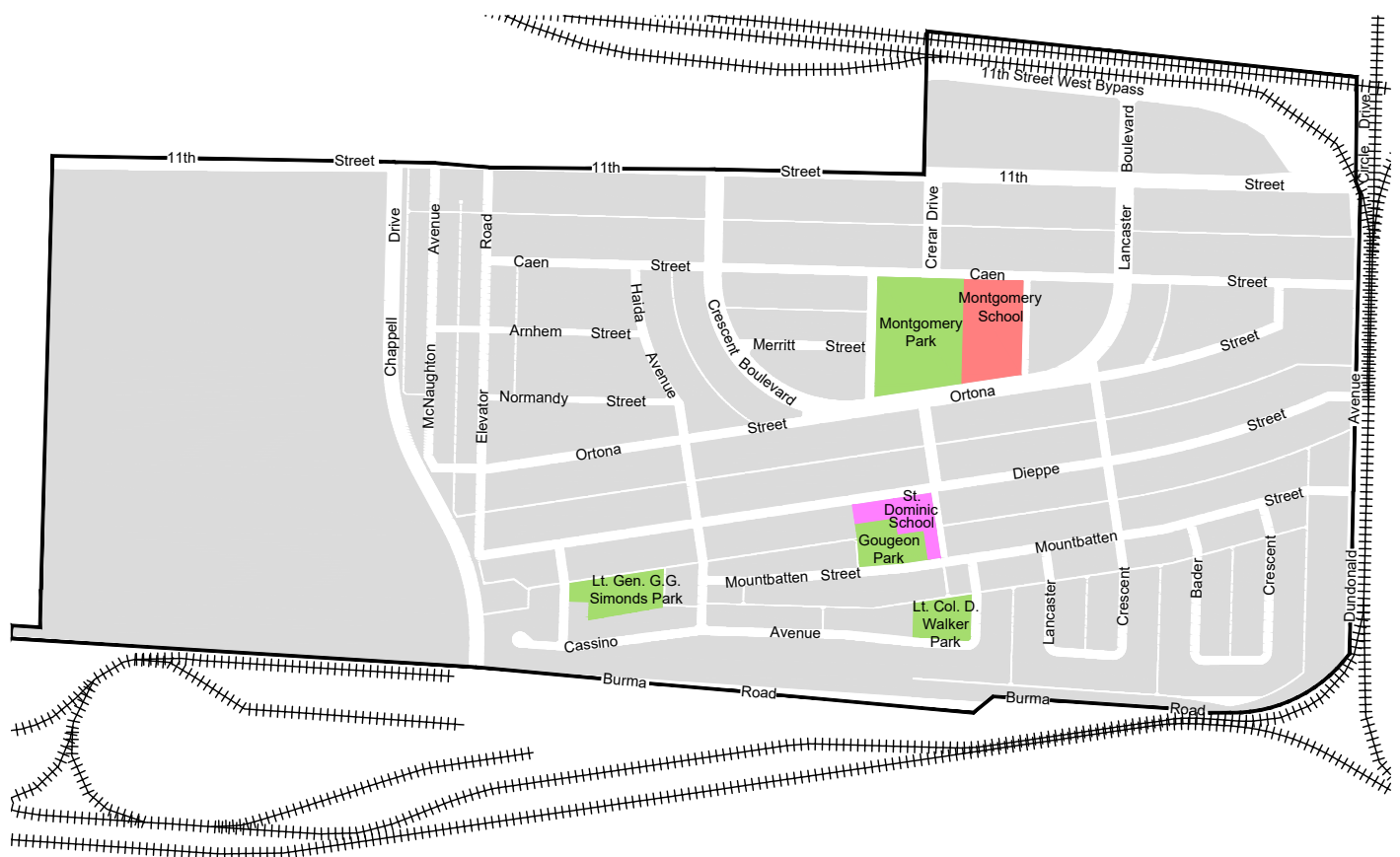
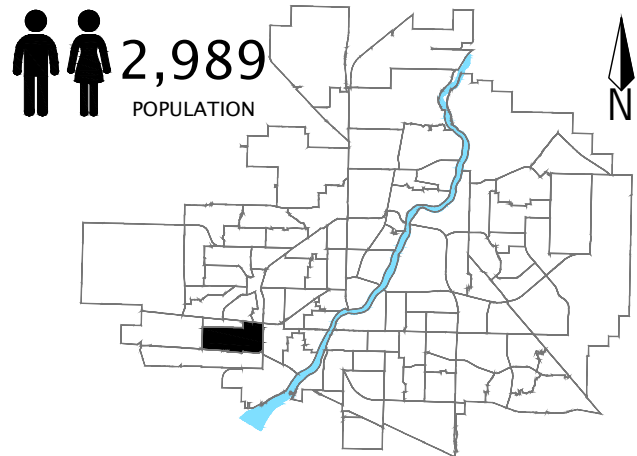
| Recommendation | Priority |
|--|-----------------|
| RECOMMENDATION 8.1 – TREE TRIMMING – GOUGEON PARK | 5 |
| RECOMMENDATION 8.2 – VEHICULAR TRAFFIC – LT. COL. D. WALKER PARK | 2 |
| RECOMMENDATION 8.3 – BACK LANE MAINTENANCE – LT. COL. D. WALKER PARK | 5 |
| RECOMMENDATION 8.4 – TREE TRIMMING – LT. GENERAL GG SIMONDS PARK | 5 |
| RECOMMENDATION 8.5 – STREET LIGHT TREE TRIMMING – ELEVATOR ROAD & MCNAUGHTON ROAD BETWEEN 11TH STREET WEST AND ARNHEN STREET | 4 |
| RECOMMENDATION 8.6 – MCNAUGHTON BACK LANE VEGETATION MAINTENANCE | 4 |
| RECOMMENDATION 8.7 – MOBILE HOME PARK | 1 |
| RECOMMENDATION 8.8 – SAFER COMMUNITIES AND NEIGHBOURHOODS (SCAN) INFORMATION | 4 |
| RECOMMENDATION 8.9 – CN CURLING CLUB SITE | 3 |
| RECOMMENDATION 8.10 – NEIGHBOURHOOD SAFETY INFORMATION | 3 |
| RECOMMENDATION 8.11 – DUNDONALD AVENUE GATE AT MOUNTBATTEN STREET | 2 |
| RECOMMENDATION 8.12 – DUNDONALD AVENUE MONITORING | 3 |
| RECOMMENDATION 8.13 – GRAFFITI VANDALISM INFORMATION | 4 |

APPENDIX 1

Montgomery Place

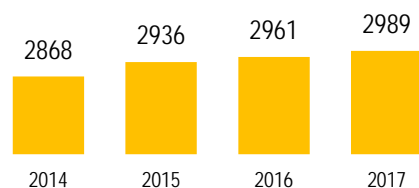
Community Quick Facts

| | |
|------------------------|-----------|
| Homeownership | 97.2% |
| Average Sale Price | \$402,424 |
| Median Personal Income | \$46,020 |
| Household Size | 2.8 |
| Municipal Ward | 2 |



MONTGOMERY PLACE

POPULATION



Source: eHealth Saskatchewan, 2017

Age Group



Source: eHealth Saskatchewan, 2017

Ethnic Diversity

| | |
|---|-------------|
| * Higher number indicates greater diversity | 2011 |
| Montgomery Place | 0.17 |
| Saskatoon | 0.61 |

Source: 2011 National Household Survey

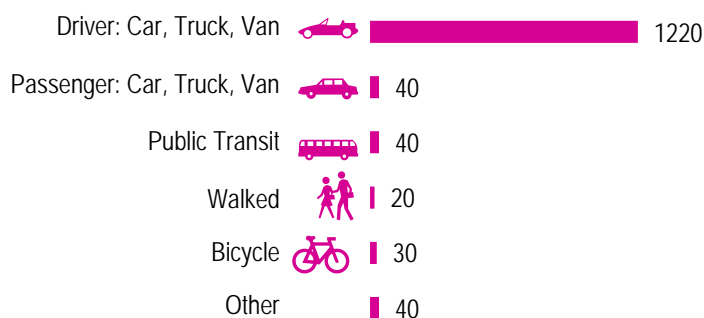
Mother Tongue

| | |
|----------------------|-------------|
| Top Languages | 2011 |
| English | 2260 |
| Ukrainian | 65 |
| French | 25 |
| German | 25 |
| Spanish | 25 |

Source: 2011 Census

Mode of Travel to Work

2011



Source: 2011 National Household Survey

Registered Vehicles

| | 2015 | 2016 |
|--|-------------|-------------|
| Total (LV & PV) | 2791 | 2464 |
| LV - light vehicles (commercial & private) | | |
| PV - private passenger vehicle | | |
| Per Person | 1.0 | 0.8 |
| Saskatoon Per Person | 0.8 | 0.7 |

Source: SGI

Education Level

2011

| | |
|--|-----|
| No Certificate/diploma/degree | 340 |
| High school certificate or equivalent | 555 |
| Apprentice/trades certificate/diploma | 340 |
| College/CEGEP/non-university cert./dipl. | 330 |
| University diploma or degree | 570 |

Source: 2011 National Household Survey

Postsecondary Enrolment

| | 2014 | 2015 | 2016 |
|----------------------------|-------------|-------------|-------------|
| Saskatchewan Polytechnic | 42 | 51 | 43 |
| University of Saskatchewan | 106 | 96 | 87 |

Source: Saskatchewan Polytechnic Administrative Office and University of Saskatchewan Registrar's Office

Enrolment by School

| | 2014 | 2015 | 2016 |
|--|-------------|-------------|-------------|
| P- Saskatoon Public School | | | |
| S - Greater Saskatoon Catholic Schools | | | |
| Montgomery School (p) | 265 | 261 | 275 |
| St. Dominic School (s) | 165 | 166 | 157 |

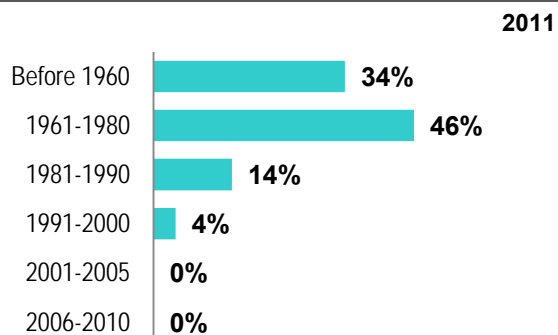
Source: Saskatoon Public School Division & Greater Saskatoon Catholic Schools

Household Structure

| | 2011 |
|----------------------------|------|
| One-family households | 695 |
| Multiple-family households | 15 |
| Non-family households | 140 |
| Total lone-parent families | 91 |
| Total households | 900 |
| Household size | 2.8 |

Source: 2011 Census

Age of Dwelling



Source: 2011 National Household Survey

Housing Affordability

| 2016 | Median Multiple |
|------------------|-----------------|
| Saskatoon | 4.32 |
| Montgomery Place | 5.19 |

Note: Median Multiple of 3.0 & under is rated as "affordable"

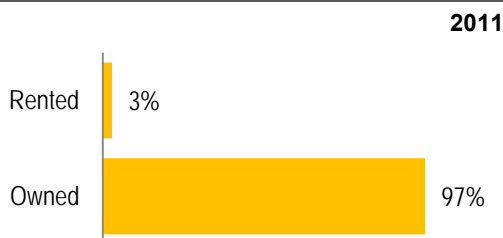
Source: City of Saskatoon, Assessment & Taxation and RBC Economics Research

Housing Costs

| | 2011 |
|--------------------------------|---------|
| Average Owner's Major Payments | \$1,039 |
| Average Gross Rent | \$1,337 |

Source: 2011 National Household Survey

Housing by Tenure



Source: 2011 National Household Survey

Dwelling Unit Count



| | | |
|-------------------------|-----------------|--------------|
| Total Dwellings | 1143 | |
| Neighbourhood Area | 253.6 hectares | 626.6 acres |
| Dwelling Units per Area | 4.5 per hectare | 1.8 per acre |

Source: City of Saskatoon, Planning & Development

Real Estate Sales

| 2016 | No. of Sales | Average Price |
|----------------------------|--------------|---------------|
| Condo Townhouse | 0 | \$ - |
| High Rise Apt Condo | 0 | \$ - |
| Low Rise Apt Condo | 0 | \$ - |
| Semi-detached | 1 | \$ 485,000 |
| Semi-detached - two titles | 0 | \$ - |
| Single Family Dwelling | 28 | \$ 399,475 |

Source: City of Saskatoon, Assessment & Taxation

Park Space

| 2016 | Hectares | Acres |
|--------------------------|----------|-------|
| Total Park Area | 6.2 | 15.3 |
| Population per Park Area | 483.7 | 195.8 |

Source: City of Saskatoon, Planning & Development

Park Type: N - Neighbourhood D - District MD - Multi-district
SU- Special Use I - Industrial

| | | | |
|-----------------------|---|-----|-----|
| Gougeon | N | 0.9 | 2.3 |
| Lt Colonel D Walker | N | 0.8 | 1.9 |
| Lt General GG Simonds | N | 1.1 | 2.8 |
| Montgomery | N | 3.4 | 8.3 |

MONTGOMERY PLACE

Voter Turn-out (%)

| | | |
|------------|------|-----|
| Civic | 2003 | 59% |
| Civic | 2006 | 44% |
| Federal | 2006 | 63% |
| Provincial | 2007 | 75% |
| Federal | 2008 | 60% |
| Civic | 2009 | 36% |
| Federal | 2011 | 62% |
| Provincial | 2011 | 62% |
| Federal | 2015 | 80% |
| Provincial | 2016 | 47% |
| Civic | 2016 | 46% |

Source: City of Saskatoon, City Clerk's office; Province of Saskatchewan, Chief Electoral Officer; and Elections Canada

Licensed Home-Based Businesses

| | 2015 | 2016 |
|------------------|------|------|
| Saskatoon | 4483 | 4524 |
| Montgomery Place | 94 | 94 |

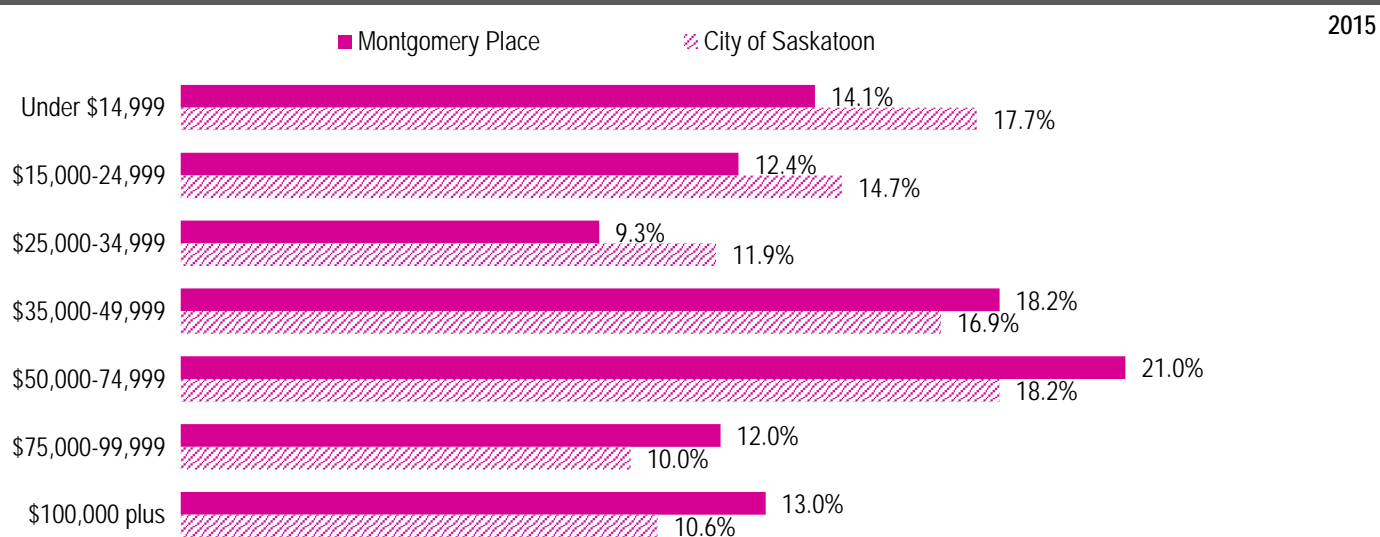
Source: City of Saskatoon, Business License Program

Labour Force

| | 2015 | |
|--|------------------|-----------|
| | Montgomery Place | Saskatoon |
| Labour Force Participation Rate | 77.2% | 72.8% |
| Economic Dependency Ratio | 11.0% | 13.4% |
| Median Total Income (personal) | \$46,020 | \$39,760 |
| Provincial Index of Median Income (base=100) | 122.00 | 105.40 |
| Canadian Index of Median Income (base=100) | 135.70 | 117.20 |

Source: Statistics Canada, Income Statistics Division, T1 Family File (T1FF) based on the final tax file, 2015

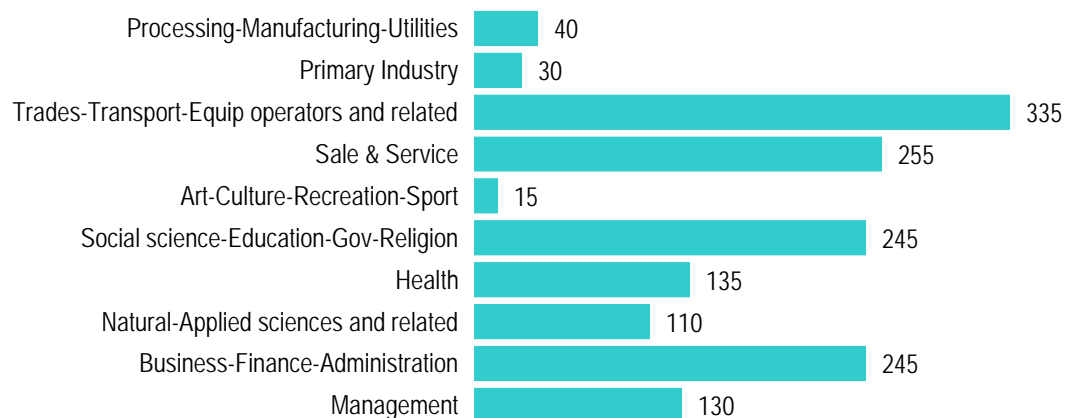
Personal Income



Source: Statistics Canada, Income Statistics Division, T1 Family File (T1FF) based on the final tax file, 2015

Major Occupation

2011



Source: 2011 National Household Survey

Safe Growth / Crime Prevention Through Environmental Design Summary

1. CPTED Definition

Crime Prevention Through Environmental Design (CPTED) emphasizes the relationship between the immediate physical environment and the social behaviour related to crime. It is an inclusive, collaborative, and interdisciplinary approach to reducing opportunities for crime, improving perceptions of safety, and strengthening community bonds. CPTED principles stem from the observed phenomenon that certain “cues” in the physical environment can prompt undesirable, or crime-related behaviours, as well as perceptions of being safe or unsafe.

CPTED practitioners utilize design, activity, and community involvement to reduced opportunities for crime and reduce users’ fear of crime. CPTED strategies are usually developed jointly by an interdisciplinary team that ensures a balanced approach to problem solving that includes the community in all aspects of the process.

2. CPTED Principles

CPTED principles are contained with the City of Saskatoon *Official Community Plan*. Section 3.1.1.3 defines them as:

- *Natural Surveillance* – Natural Surveillance is the concept of putting eyes on the street and making a place unattractive for potential illegitimate behavior. Street design, landscaping, lighting and site and neighbourhood design all influence the potential for natural surveillance.
- *Access Control* – Access Control is controlling who goes in and out of a neighbourhood, park, or building. Access control includes creating a sense of ownership for legitimate users by focusing on formal and informal entry and exit points.
- *Image* – Image is the appearance of a place and how this is instrumental in creating a sense of place or territory for legitimate users of the space. A place that does not appear to be maintained or cared for may indicate to criminals that the place will not be defended and criminal activity in the area will be tolerated.
- *Territoriality* – Territoriality is the concept of creating and fostering places that are adopted by the legitimate users of the space. These legitimate users take ownership of the space, which makes it more difficult for people who do not belong to engage in criminal or nuisance behavior at that location.

- *Conflicting User* – Conflicting User Groups refers to instances where different user groups may conflict. Careful consideration of compatible land uses and activities can minimize potential conflicts between groups.
- *Activity Support* – Activity Support is the concept of filling an area with legitimate users, by facilitating or directly scheduling activities or events, so potential offenders cannot offend with impunity. Places and facilities that are underused can become locations with the potential for criminal activity.
- *Crime Generators* – Crime Generators are activity nodes that may generate crime. The location of some land uses is critical to ensuring an activity does not increase the opportunities for crime to occur or reduce users' and residents' perceptions of their safety in the area.
- *Land Use Mix* – Land Use Mix is the concept that diversity in land uses can be a contributor or detractor for crime opportunities. Separating land uses from each other can create places that are unused during certain times of the day.
- *Movement Predictors* – Movement Predictors force people, especially pedestrians and cyclists, along a particular route or path, without providing obvious alternative escape routes or strategies for safety. Potential attackers can predict where persons will end up once they are on a certain path.
- *Displacement* – Displacement can be positive or negative so it is critical to understand how crime may move in time or space and what the impact may be. In general, the displacement that must be considered is: i) Negative displacement - crime movement makes things worse; ii) Diffusion of benefits - displacement can reduce the overall number of crimes more widely than expected; and iii) Positive displacement - opportunities for crime are intentionally displaced which minimizes the impact of the crime.
- *Cohesion* – Cohesion is the supportive relationships and interactions between all users of a place to support and maintain a sense of safety. Though not a specific urban design function, design can enhance the opportunity for positive social cohesion by providing physical places where this can occur, such as activity rooms, park gazebos, or multi-purpose rooms in schools and community centres. In some cases, property owners or building managers can provide opportunities for social programming. This increases the ability of local residents or users of a space to positively address issues that arise.

- *Connectivity* – Connectivity refers to the social and physical interactions and relationships external to the site itself. It recognizes that any given place should not operate in isolation from surrounding neighbourhoods and/or areas. Features such as walkways and roadways connecting a particular land use to the surrounding neighbourhoods and/or areas can accomplish this. Features such as centrally located community centres or program offices can also encourage activities to enhance this.
- *Capacity* – Capacity is the ability for any given space or neighbourhood to support its intended use. For example, excessive quantities of similar land uses in too small an area, such as abandoned buildings or bars, can create opportunities for crime. When a place is functioning either over or under capacity, it can be detrimental to neighbourhood safety.
- *Culture* – Culture is the overall makeup and expression of the users of a place. Also known as placemaking, it involves artistic, musical, sports, or other local cultural events to bring people together in time and purpose. Physical designs that can encourage this include public multi-purpose facilities, sports facilities, and areas that local artists and musicians might use. Community memorials, public murals, and other cultural features also enhance this. These features create a unique context of the environment and help determine the design principles and policies that best support the well-being of all user groups and contribute to their cohesiveness.

CPTED principles are generally considered and used in combination with one another. However, for any CPTED strategy to be successful, the nature of the crime or safety-related issue must be carefully and accurately defined. It is important to understand the context within which crime occurs in an area to be able to implement appropriate solutions.

3. Risk Assessments

Risk Assessments combine field research and analytical methods with the practical experience of crime prevention practitioners and the perception of community members. In a Risk Assessment, a wide variety of data is collected and considered to allow for an accurate portrayal of issues. This in turn allows for a much more effective solution or action plan to be developed. A Risk Assessment is critical to the success of a CPTED strategy because in addition to “obvious” problems, there are often underlying problems that need to be identified and addressed.

Data collection of crime statistics, resident surveys, user surveys and population demographics are all part of the quantitative picture. This information aids in understanding the context around the issues and the opportunities for crime. The qualitative part of the picture deals with perceptions that people have about their safety. Safety audits, perception and intercept surveys (of actual users) and site inspections all add to the understanding of what environmental cues the area presenting and how these affect people's feelings of safety. Without this larger picture, the appropriate solutions to a problem may not all be identified.

This Local Area Plan includes a compilation of all data collected, both qualitative and quantitative. The information sets the stage and guides safety recommendations.

4. Safety Audits

A safety audit is a process that allows the regular users of an area to identify places that make them feel safe and unsafe. Area residents are considered the local experts as they are most familiar with the area and what happens on a daily basis. The goal of a safety audit is to identify safety concerns in order to improve an environment. Depending on the circumstances, residents, local business and municipal government may work together to find solutions to safety problems by using the audit results as *one* tool in the overall Risk Assessment of the area. A safety audit is a highly flexible process and can be easily adapted to meet community needs. In Saskatoon, safety audits based on CPTED principles have been applied in a number of settings including parks, streets and buildings.

APPENDIX 3

| MONTGOMERY Local Area Plan (LAP) Neighbourhood Safety Action Plan April 2016 COMPLETED - | | | Revised: 2016 August 2 |
|---|----------------------------------|--|------------------------|
| Area | | | |
| General | LAP Committee's Perceived Issues | Understanding Safe Growth and Crime Prevention Through Environmental Design (CPTED) principles | |
| | Action | CPTED Workshop | |
| | Who | All residents | |
| | Date | Thurs, July 14 6:30 – 9:30pm St. David's Trinity United Church 3318 Merrit St | |
| | Comments | Training on Crime Prevention Through Environmental Design (CPTED) to the subcommittee. The training will teach participants the principles of CPTED and help them learn to apply them. | |
| Selected areas in the neighbourhood. | LAP Committee's Perceived Issues | General issues and concerns in the neighbourhood parks. | |
| | Action | Neighbour to Neighbour Survey Residents around safety audit areas | |

Area

| | | |
|--|-----------------|--|
| | Who | Community Members to distribute and collect Residents adjacent to: <input type="checkbox"/> Montgomery Park <input type="checkbox"/> Lt Colonel D Walker Park <input type="checkbox"/> Lt General GG Simonds Park <input type="checkbox"/> St Dominic/ Gougeon Park <input type="checkbox"/> McNaughton Ave & Elevator Rd area |
| | Date | Wed, June 29 All Neighbour to Neighbour Survey packages delivered to community members for execution. |
| | Comments | Survey of residents in adjacent area will provide additional information and get more people involved. Will help residents decide if multiple Safety Audits of parks are warranted. Summarize Neighbour Surveys for use in Safety Audit process and to aid decision making on potential recommendations. |

Area

| | | |
|------------------------|---|---|
| Montgomery Park | LAP Committee's Perceived Issues | <p>Creating safer park spaces – daytime & night time</p> <ul style="list-style-type: none"> ▪ Trees create extreme darkness ▪ No lighting ▪ Vehicles driving through the park ▪ Vandalism and drug activity in evenings ▪ Urinating and drug activity at paddling pool |
| | Action | Montgomery Park Safety Audit |
| | Who | All |
| | Date | <p>Tues July 19</p> <p>7:30 – 11 pm</p> |
| | Comments | <p>The safety audit will identify specific safety concerns, opportunities for crime to occur and residents' perception of safety.</p> <p>Quick tour around Montgomery Park in light and dark.</p> |

Area

| | | |
|------------------------------------|---|---|
| St Dominic and Gougeon Park | LAP Committee's Perceived Issues | <p>Creating safer park spaces – daytime & night time</p> <ul style="list-style-type: none"> ▪ Dark ▪ Feels unsafe <p>Very few issues here</p> |
| | Action | St. Dominic School grounds & Gougeon Park Safety Audit |
| | Who | All |
| | Date | <p>Thurs, July 21</p> <p>8 – 10 pm</p> |
| | Comments | Quick tour around St Dominic/Gougeon Park in light and dark. |
| Lt. Colonel D Walker Park | LAP Committee's Perceived Issues | <p>Creating safer park spaces – daytime & night time</p> <ul style="list-style-type: none"> ▪ Low perceptions of safety <p>Possible drug activity in parking lot</p> |
| | Action | Walker Park Safety Audit |
| | Who | All |
| | Date | <p>Tues, July 26</p> <p>8 – 10 pm</p> |

Area

| | | |
|---|---|---|
| | Comments | Quick tour around Lt. Colonel D Walker Park in light and dark. |
| Lt General GG Simonds Park | LAP Committee's Perceived Issues | <p>Creating safer park spaces – daytime & night time</p> <ul style="list-style-type: none"> ▪ Closed in ▪ Poor visibility <p>Very few issues here</p> |
| | Action | GG Simonds Park Safety Audit |
| | Who | All |
| | Date | <p>Thurs, July 28</p> <p>8 – 10 pm</p> |
| | Comments | Quick tour around Lt General GG Simonds Park in light and dark. |
| Greg's Grocery Store and 1200 blocks of McNaughton Ave & Elevator Rd | LAP Committee's Perceived Issues | <ul style="list-style-type: none"> <input type="checkbox"/> Perception of drug dealing <input type="checkbox"/> Perception of many break and enters <p>Improving the perceptions of safety and criminal activity around convenience store and area of 1200 blocks</p> |
| | Action | McNaughton Ave & Elevator Rd Safety Audit |

**MONTGOMERY Local Area Plan (LAP) Neighbourhood Safety Action Plan April 2016
COMPLETED -**

Revised: 2016 August 2

Area

| | | |
|---|---|--|
| | Who | All |
| | Date | Tues, Aug 2 8 – 10 pm |
| | Comments | The safety audit will identify specific safety concerns, opportunities for crime to occur and residents' perception of their safety |
| Various areas in the neighbourhood | LAP Committee's Perceived Issues | Residential break & enters throughout the neighbourhood <input type="checkbox"/> There are areas in the neighbourhood that are perceived to be high incident areas,. <input type="checkbox"/> Community believes that many community members are not reporting. Why? |
| | Action | Neighbour to Neighbour Survey or Victimization Survey Public awareness Safe at Home booklet Porch Light initiative |
| | Who | Community Neighbourhood Planning |
| | Date | In completed report. |
| | | |

Area

| | | |
|---|---|---|
| | Comments | <p>Crime stats do not support this.</p> <p>There are a high number of thefts that should be addressed. B&Es have been relatively stable over the past 5 years, although B&E Other is rising</p> <p>Address perceptions with education and tools for residents. Focus on Prevention with Safe at Home booklet.</p> |
| New Development s in north part of Neighbourho od. | LAP Committee's Perceived Issues | Lack of involvement by renters/manager/owners of rental units in LAP process |
| | Action | Specific efforts to include this group in the process |
| | Who | Community |
| | Date | In completed report |
| | Comments | <p>The community mentioned many issues regarding rental in the neighbourhood. Engagement and working to involve renters in community events could help create a sense of ownership and place in the community.</p> <p>Add recommendation to report.</p> |
| Burma Road Area | LAP Committee's Perceived Issues | <p>The sex trade along Burma Road</p> <ul style="list-style-type: none"> <input type="checkbox"/> Negatively affects residents <input type="checkbox"/> Prostitution potentially leads to other criminal activity <input type="checkbox"/> Brings scary elements to the area |
| | Action | Work with Police Service |

Area

| | | |
|---|---|---|
| | Who | Internal Police Services |
| | Date | Summer Report Completion |
| | Comments | Add recommendation to report |
| The periphery of the neighbourhood, most notably along Dundonald Ave | LAP Committee's Perceived Issues | Illegal drug use, illegal drug trafficking and sex trade at periphery of the neighbourhood, most notably along Dundonald Ave <input type="checkbox"/> Negatively affects residents <input type="checkbox"/> Prostitution potentially leads to other criminal activity <input type="checkbox"/> Brings scary elements to the area |
| | Action | Work with Police Service |
| | Who | Internal Police Services and/or SCAN |
| | Date | Summer Report Completion |
| | Comments | Drug trafficking and sex trade did not rate high on survey as either greatest safety-related issue or high concern. Drug trafficking and illegal use of drugs rated high in how likely respondents felt these safety related issues would occur. |

Area

| | | |
|----------------------------------|---|---|
| Montgomery Place Nghd | LAP Committee's Perceived Issues | <input type="checkbox"/> Crime statistics did not always match the local knowledge of crimes going on in the area. <input type="checkbox"/> Not all crimes are reported. <input type="checkbox"/> How do we capture what is not reported? |
| | Action | Proposed Victimization Survey |
| | Who | Community lead LAP to draft survey Hire consultant & collate |
| | Date | Potentially August or September |
| | Comments | DID NOT MOVE FORWARD Cost is prohibitive |

Selected excerpts from the original Action Plan tabled with residents June 23, 2016.