

CASWELL HILL

Local Area Plan

Final Report



November 5, 2001
Community Services Department
City Planning Branch



Table of Contents

<i>A. Overview of Local Area Plan Process</i> _____	3
B. The Caswell Hill Local Area Plan _____	5
<i>Figure 1 - Map of Caswell Hill Neighbourhood Study Area</i> _____	7
C. Caswell Hill Vision & Values _____	8
D. Caswell Hill Neighbourhood History _____	9
E. Caswell Hill Neighbourhood Today _____	12
<i>Figure 7 - Map of Existing Commercial Development Areas</i> _____	18
F. The Voice of Caswell Hill _____	22
G. Draft Summary of Recommendations _____	29
H. Caswell Hill Neighbourhood Issue Papers _____	45
1.0 Land Use _____	45
1.1 Industrial _____	46
<i>Figure 9 - Map of Existing Land Use Districts</i> _____	47
<i>Figure 10 - Map of Proposed Land Use Districts</i> _____	48
<i>Figure 11 - Map of Existing Zoning Districts</i> _____	49
<i>Figure 12 - Map of Proposed Zoning Districts</i> _____	59
1.2 Residential _____	56
1.3 Commercial _____	60
2.0 Transportation and Circulation _____	63
3.0 Municipal Services and Infrastructure _____	69
4.0 Parks and Recreation _____	74
5.0 Heritage _____	78
6.0 Neighbourhood Safety _____	80

*What are
Local Area Plans?*

A. Overview of Local Area Plan Process

Local Area Plans are a public, participation-based approach to developing comprehensive neighbourhood plans, which gives residents direct input into determining the future of their neighbourhood. Through the assessment of current conditions, neighbourhood strengths and weaknesses, and identification of trends that may affect the neighbourhood, the local area planning process develops goals and actions aimed at the long-term success of a local community with due regard to city-wide goals and issues. The planning process permits residents, business owners, property owners, and other stakeholders to identify and prioritise issues affecting their community. By working together with the City of Saskatoon through the Community Services Department, these groups can then discuss alternatives, forward solutions, and suggest projects to help meet the long-term goals to which they have identified

*Issues Considered During
Local Area Planning Process*

Local Area Plans may include strategies designed to improve or maintain specific areas and provide a guide for future development of the local area. Strategies will vary from neighbourhood to neighbourhood depending on the issues and priorities identified, but will generally focus on issues of:

- industrial, commercial, and residential land use;
- neighbourhood safety;
- transportation, circulation, and parking;
- municipal services and infrastructure;
- neighbourhood heritage; and
- parks, open space, and recreation.

Why Local Area Plans?

The scope of the Local Area Plans could vary from addressing a few specific issues, to an approach that encompasses a wide range of issues. The scope depends on the development issues and opportunities identified by those involved in the public participation process.

A core strategy of the **City of Saskatoon's Strategic Plan** is to “enable active, community-based participation in issue and problem identification and resolution”. This has resulted in extensive neighbourhood participation through both the Core Neighbourhood Study Review and the Plan Saskatoon processes. Respondents to the *Plan Saskatoon* Public Participation Program indicated that additional measures are required to enhance Saskatoon's Core and Intermediate neighbourhoods by:

- improving neighbourhood and property maintenance;
- developing and improving green spaces;
- managing the number of multiple-unit dwellings;
- managing the impact of transportation changes;
- creating greater housing choices; and
- enhancing health/safety and crime prevention.

These measures are necessary as the Core and Intermediate neighbourhoods in Saskatoon are expected to accommodate moderate levels of infill development over the next 20 years. This development potential exists as a result of the current land use policy designations and associated zoning patterns, and is supported by responses received from the Plan Saskatoon public consultation process. Some of these areas will also experience increases in employment over the next 20 year period, which will come primarily from the infill of vacant or under-used industrial and commercial lands. Because of their central location, ensuring the long-term viability of these Core and Intermediate neighbourhoods contributes significantly to the success of the entire city. To ensure continued viability of Core and Intermediate neighbourhoods, Local Area Plans identify and address neighbourhood concerns and opportunities through the creation of long-range community development recommendations.

Local Area Plan Framework

The **Local Area Plans** undertaken in each neighbourhood share a similar framework that includes:

- a comprehensive neighbourhood review with particular focus on demographic, social, economic, and land development trends;
- a public participation process that provides for community involvement in developing goals, setting priorities, and identifying solutions; and
- recommendations that aim to resolve long-term issues identified through the planning process.

Each Local Area Plan is prepared and scheduled to examine a number of issues including, but not limited to, the current level of pressure for development and need for improvement.

***Public Participation
Process*****B. Caswell Hill Local Area Plan**

The first public meeting of the Caswell Hill Local Area Plan was held on March 20, 2000, at the Caswell Hill Community School. An invitation to the public meeting was extended to residents, property owners, and business owners in the neighbourhood to inform them about the local area planning process being initiated in their neighbourhood. At the public meeting, volunteers stepped forward to actively participate in the local area planning process and to be a part of the planning group. In total there were 35 people in the planning group, but on average 20-22 members attended meetings regularly. Members of the planning group, many of whom are long-term residents, hold a common belief that Caswell Hill is a great place to live, and wish to have input in the long-term success of the neighbourhood.

The planning group met on a regular basis, usually monthly, sometimes bi-monthly, at Caswell Hill Community School. There were 14 meetings with the planning group over a ten-month period. Each meeting usually focused on a theme for discussion: whether transportation, housing, land use, etc. The themes and the order in which the group discussed the themes, were based on priorities set at the first planning group meeting.

Guest Speakers

Representatives from civic departments were often invited to speak and present at the meetings to the planning group. City Administration that have participated in the Caswell Hill Local Area Plan process include:

-
- Don Cook, Manager of Traffic Management Section - Infrastructure Services Department;
 - Jacqueline Hutchings, Heritage Coordinator - Community Services Department; and
 - Derek Thompson, Land Development Planner - Community Services Department.

***City Planning Branch
Local Area Planners***

The City Planning Branch, Community Services Department is responsible for coordinating and facilitating the Local Area Planning process. The City Planning Branch staff involved in the Caswell Hill Planning process include:

- Alan Wallace, Local Area Plan Coordinator;
- Blaire Prima, Caswell Hill Local Area Planner, September 2000 - present;
- Kelley Moore, Local Area Planner, September 2000 - present; and Larry Retzlaff and Corey Oliver, Local Area Planners, March 2000 - August 2000.

Caswell Hill Planning Group Members:

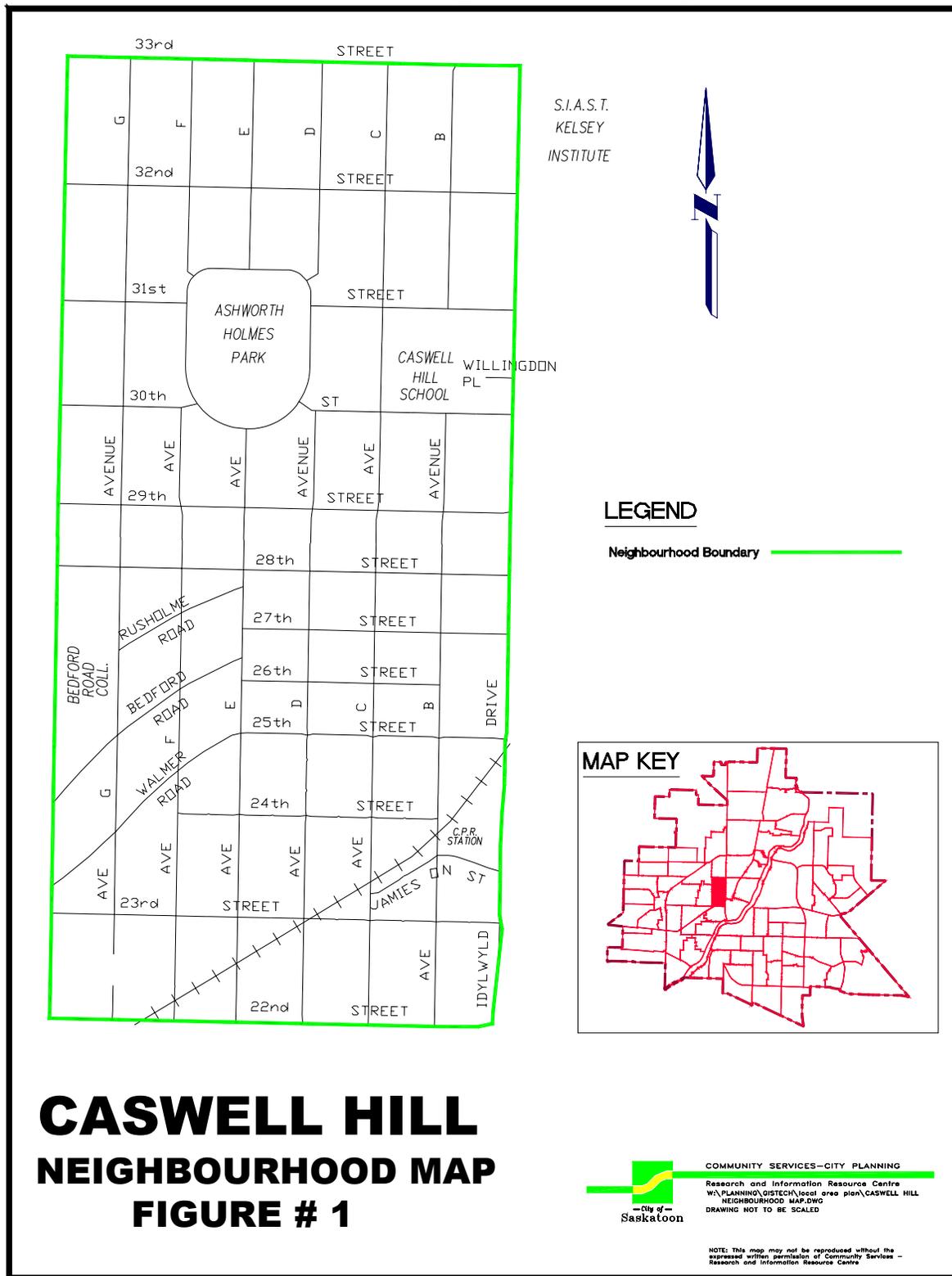
- * Karen Altrogge
- * Bill Braid
- * Marcia Cave
- * Glen Dougan
- * Wanda Drury
- * Brian Dyck
- * Sarah Flood
- * Gayle Grant
- * Lynn Hainsworth
- * Dorothy Johnstone
- * David Loken
- * Andrew Loken
- * Liana May
- * David & Sharon Miller
- * Bill Nixon
- * Peggy Proctor
- * Sylvia Pusch
- * Dana & Elaine Rempel
- * Scott Roberts
- * Diane Sawatzky
- * Terry Scaddan
- * Anne Sherman
- * Ian Sutherland
- * Councillor Swystun
- * Nic Tupone
- * Brad & Connie Wagner
- * Colleen Yates
- * Rocky Rochelle
- * Thelma Snow
- * Katherine Whiting
- * Grant Blondin
- * Maynard Rust
- * Forbes David

The Caswell Hill Local Area Planning Group is comprised of local residents and business owners acting out of a commitment to their neighbourhood.

The Caswell Hill Local Area Planning Group – June 2001***Caswell Hill Neighbourhood Study Area***

The Caswell Hill Local Area Plan covers the area delineated by the City Planning Branch's Neighbourhood Boundaries Map that is identified as the Caswell Hill neighbourhood. The area is bounded on the west by Avenue H, a collector that moves traffic from north to south; and on the east by Idylwyld Drive, a major arterial with access that runs the full length of the neighbourhood. The area is bounded to the north by 33rd Street which is a major arterial that moves traffic from the central business district to the west end of the city; and on the south by 22nd Street, a major arterial that also moves traffic east and west. (Refer to map of Study Area on page 7.)

Caswell Hill Neighbourhood Study Area



Caswell Hill Vision**C. Caswell Hill Vision & Values**

Caswell Hill is a vital, diverse residential community containing a strong group of businesses, community schools, churches, parks, and services. The community respects its heritage and supports diversity in housing and population, businesses and services. This diversity means that Caswell Hill has all elements of a healthy community - local services; people of all cultures, ages, and backgrounds; and a sense of security.

Community Values

- ◆ Green space and open space that exist in the neighbourhood, both in the park and on the boulevards. Benefits for the neighbourhood include not only recreational enjoyment, but also environmental and aesthetic considerations as well;



Boulevard on 29th Street

- ◆ Affordable housing opportunities for all residents, but especially for seniors and students. The Caswell Hill neighbourhood location affords an opportunity to house seniors near to the Downtown and students close to Kelsey Institute;
- ◆ Development that respects the community heritage and refers to heritage elements in design of infill structures;
- ◆ Low levels of crime such as nuisance and vandalism in the neighbourhood;
- ◆ Transportation networks that provide efficient movement of traffic at neighbourhood boundary, and minimizes short-cutting through the neighbourhood;
- ◆ A diverse community with a mix of residents of all ages;
- ◆ Safe pedestrian and bike passages - enhanced walk-ability of the neighbourhood; and

A compatible mix of land uses that accommodate living, shopping, and working within the neighbourhood.

D. Caswell Hill Neighbourhood History

Located on the west side of Saskatoon, Caswell Hill, originally named the Ashworth-Holmes subdivision, was put on the real estate market September 1, 1905⁵. Its boundaries were originally between Avenue A North and Avenue E North, between 22nd Street West and 28th Street West, but as a result of the rapid population influx, and more specifically, the development of the Grand Trunk Pacific Railway, it was later expanded to 32nd Street West.

Robert Caswell

The Caswell Hill area was named after one of the first settlers that arrived with the Temperance Colonists. Robert Caswell arrived in Nutana with the Temperance Colonists from Moose Jaw in 1883.

Caswell Hill School, located at 204 30th Street West, is believed to be on the original site of Robert Caswell's homestead. Built in 1910, the school's design was strongly influenced by the British. The two-storey brick school still remains today and continues to provide education to the children of the Caswell Hill neighbourhood.

In the summer of 1907, Caswell Hill's population began to grow. One of those that decided to reside in the area was Colonel Herbert Acheson. Colonel Acheson was a prominent resident of the community, serving as Saskatoon's City Solicitor. Still existing today, the Colonel's residence is located at 502 Walmer Road.



502 Walmer Road

Through the continuing migration of people to Saskatoon, Caswell Hill rapidly expanded. By 1912, Caswell Hill had become a popular place of residence.

⁵ Hanson, Stan and Kerr, Don, Saskatoon: The First Half-Century, 1982.

CPR Station

From the beginning, Caswell Hill has maintained a mixture of homes, industries, services, churches, parks, and schools. For the most part, Caswell Hill has served as a major transportation centre. This includes the CPR station that was built in 1907, and the City of Saskatoon Transit headquarters built in 1913.

The CPR station opened its doors in 1903. At that time, the station was only a small house. However, the house was eventually replaced with the current structure in 1907, serving as a hub for most residents of the city. It remains as one of the finest examples of early 20th century railroad stations in Western Canada, and today is a national historic site.

***Commercial Development***

As well as a transportation center, Caswell Hill also served as a location for dairy production. Dairy was the second largest industry in Saskatoon, and two out of the six facilities were located in Caswell Hill. These two dairies were the largest in the city. Dairy remained a significant industry in Saskatoon until 1940. Today, the only remaining dairy building in Caswell Hill is the Dairy Producers Co-op, originally known as Hill's Dairy; it is located at the corner of Avenue E and 23rd Street.

Religion

Caswell Hill has a strong representation of religious denominations. In 1906, Saskatoon's first resident architect, C.E. Cordery, drew up the original, but unfulfilled plans, for Christ Church in Caswell Hill. Due to the extravagance of the structure, only the basement was excavated and the foundation completed. With insufficient funds the church remained untouched over the next fifty years. Therefore, the structure was referred to as the "Dugout on the Hill." Nevertheless, the church was completed as originally envisioned in 1955.



Christ Church

The Islamic Center on 25th Street West is the oldest religious structure in Caswell Hill. It originated as a church, was developed into a gospel hall in 1922, and later designed to be a Mosque in 1979.

Street Names

Many of Saskatoon’s street names can be traced back to British royalty. This is likely the case for Bedford Road in Caswell Hill. The word Bedford goes back hundreds of years. Originally, the name started with John Russell (1486-1515), the first Earl of Bedford⁶. Bedford’s name is not specific to Saskatoon, appearing in other communities in Canada, the United States, Britain, and Australia.

Walmer Road is another significant street in Caswell Hill. It appears on city maps at least as early as 1912, but its meaning is unknown⁷. Jamieson Street was named after Mr. J. L. Jamieson, a CPR superintendent in the early 1920’s⁸. The street was named as a result of its close proximity to the CPR station.

Parks

Located between Avenue D North, Avenue E North, 30th Street West and 31st Street West, Ashworth-Holmes Park is one of the oldest parks in the city. The park’s name is derived from the names of two men, Mr. Joe Holmes and Mr. John Ashworth. Holmes moved to Saskatoon in 1904 to be the managing editor of The Phoenix newspaper. He then teamed up with Mr. Ashworth where they both were involved in real estate. The Park contains many facilities including: the Mayfair Bowling Club, Kinsmen recreational unit, tennis court, children’s playground unit, cement hop-scotch area, barbecue facilities, and many picnic tables. All of these facilities have been incorporated into a landscaped area that contains many mature trees and shrubs.



Ashworth Holmes Park

⁶ Russell, Peter and Mabel, Street and Roads of Saskatoon, 2nd Edition, 1978.

⁷ Duerkop, John, Saskatoon’s History in Street Names, 2000.

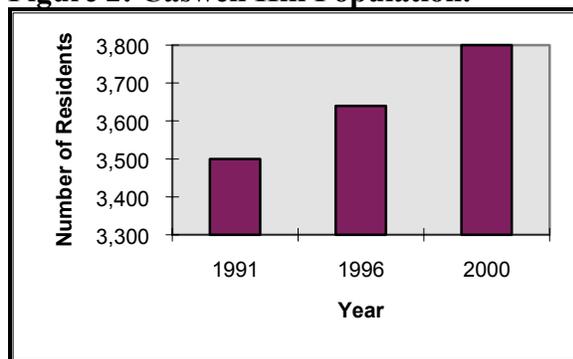
⁸ Duerkop, John, Saskatoon’s History in Street Names, 2000.

Population Characteristics

D. Caswell Hill Today

Caswell Hill has seen a small increase in population over the past decade. According to Statistics Canada, the neighbourhood population of Caswell Hill was 3,500 in 1991 and 3,640 in 1996. The estimated neighbourhood population for 2000 is 3,800.

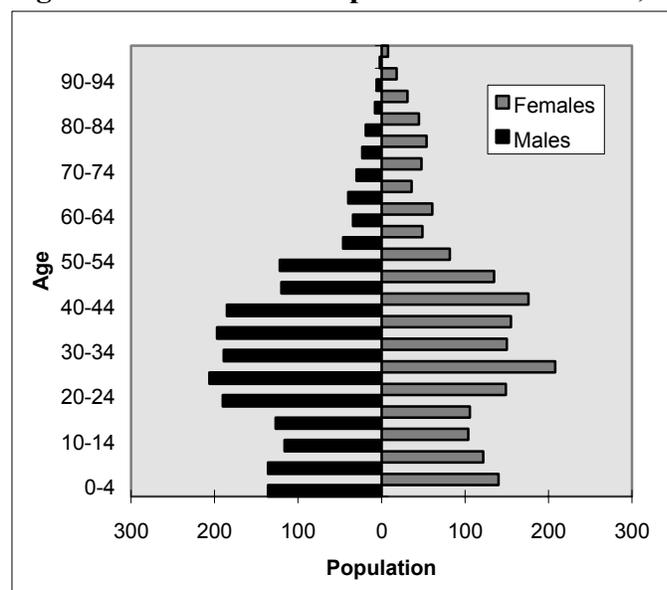
Figure 2: Caswell Hill Population.



Source: Statistics Canada, 1998.

Caswell Hill has a population composition that is very similar to Saskatoon as a whole. The only noticeable differences in the population distribution for Caswell Hill is slightly less seniors aged 65 and older (9.4% vs 11.5%) and slightly more 20-34 year olds (29.4% vs 23.4%). This bulge in the 20-34 age cohort is likely representative of young families and students.

Figure 3: Caswell Hill Population Distribution, 2000.



Source: Saskatchewan Health, 2000.

School Enrollment

Caswell Hill Community School Enrollment

1990= 350 students
 1991 = 343 students
 1993= 348 students
 1995 =391 students
 1997 =430 students
 1999 = 410 students
 2000 = 377 students



The community of Caswell Hill is served by one elementary school, Caswell Hill Community School, and one high school, Bedford Road Collegiate. During the 1990’s, Caswell Hill Elementary School experienced increasing enrollment numbers; in 1997 the school reached a peak population of 430 students.⁹

The increase in the elementary school population may be attributed to young families moving into to the neighbourhood.

In 1996, Caswell Hill School was designated a Community School by the Saskatoon Public School Board. Currently, there are ten Community Schools in Saskatoon; eight in the Public School Division and two in the Catholic School Division.

Caswell Community School

“Community Schools recognize that the difficulties children experience in school are often the result of circumstances that originate in the home or the community. Their programs take into account the cultural and socio-economic life experiences of the students and provide them with a wide range of supports needed for children to learn.”¹⁰

In Caswell Hill, 37.8% of households are two-parent families, well below Saskatoon’s average of 54.5%¹¹. Similarly, there are slightly more one-parent families (14.6%, up from 11.4%) than Saskatoon’s average. One-person only households make up the second largest percentage at 37.2% compared to 28.2% for the city.

Family Structure

Figure 4: Household Composition, 1998.

	2 Parent	1 Parent	Single
Caswell Hill →	37.8%	14.6%	37.2%
Trend →	Falling	Rising	Steady
Saskatoon →	54.5%	11.4%	28.2%

⁹ City of Saskatoon, Neighbourhood Profiles, 6th Edition, 1998.

¹⁰ Saskatchewan Education, Building Communities of Hope, Saskatchewan Education, 1996.

¹¹ City of Saskatoon, Neighbourhood Profiles, 6th Edition, 1998.

Average household size is 2.2 people per household, comparable to the city’s average of 2.5 people per household. Overall, Caswell Hill houses significantly more single parent and one-person households than the city average.

Average Family Income

Average family income in Caswell Hill was approximately \$35,852 in 1996, compared to a city-wide average of \$48,927.

\$\$\$
 Caswell Hill = \$35,852
 Saskatoon = \$48,927

Table 1: Income Characteristics of Census Families, Caswell Hill vs. Saskatoon, 1996.

<i>Income Range</i>	<i>Caswell Hill</i>	<i>Saskatoon</i>
<\$10,000	105	2,870
10,000- 19,999	175	5,190
20,000- 29,999	160	5,975
30,000- 39,999	140	6,320
40,000- 49,999	105	6,560
50,000- 59,999	90	6,270
60,000- 69,999	35	4,745
70,000- 79,999	40	3,485
80,000- 89,999	20	2,790
90,000- 99,999	10	1,820
100,000 +	15	4,085

Source: Neighbourhood Profiles, 6th Edition, 1998.

The top three occupations in Caswell Hill in 1996 as reported by Statistics Canada were Sales and Service (34.5%), Trades/Transport/Equipment Operator (14.9%) and Business/Finance/Administration (13.8%)¹².

Housing

The Caswell Hill neighbourhood currently consists of approximately 1,781 dwelling units¹³. Of these, approximately 1,059 (59.5%) are single-unit dwellings, 272 (15.3%) are two-unit dwellings, and 450 (25.3%) are multiple-unit dwellings. The distribution of dwelling types in Caswell Hill has remained virtually unchanged since 1994.

¹² City of Saskatoon, Neighbourhood Profiles, 6th Edition, 1998.

¹³ City of Saskatoon, Building Permit Report, March 2000.

Table 2: Number of Dwelling Units by Neighbourhood, 1998.

Housing Type in Caswell Hill

Single Unit Dwellings = 60%

Two Unit Dwellings = 15%

Multiple Unit Dwellings = 25%

Neighbourhood	O.U.D.	T.U.D.	M.U.D.	Total	% Multi	D.U./Ha.
City Park	616	182	2201	2999	73.4	21.3
Nutana	1154	332	2230	3716	59.9	20.4
Pleasant Hill	700	296	1206	2206	54.8	18.3
Sutherland	810	338	1169	2317	50.4	10.9
Riversdale	536	198	413	1147	36.0	13.8
Caswell Hill	1059	272	450	1781	25.6	14.5
Westmount	711	242	92	1047	8.8	10.9
King George	611	186	60	857	7.0	10.5
Saskatoon	45123	8851	31680	85654	35.8	9.5

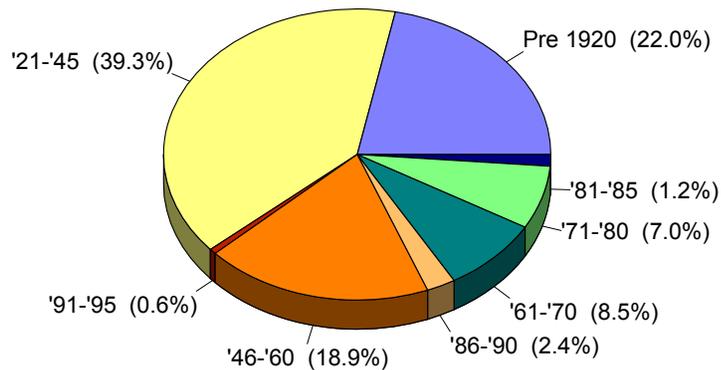
Source: City of Saskatoon Building Report, March 2000.

Since 1994, there has been a slight decrease in the number of single-family dwellings (1,059 from 1,073), a slight increase in two-unit dwellings (272 from 268), and a slight increase in the number of multiple-unit dwellings (425 to 449).

Age of Housing Stock

Caswell Hill has a wide range of housing ages, with the bulk of housing being built before 1960. The largest numbers of homes (39.3%) were built between 1921 and 1945, with the second largest number being built prior to 1920 (22.0%)¹⁴.

Figure 5: Caswell Hill, Period of Construction, 1998.

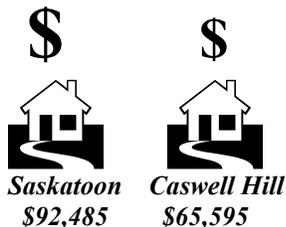


Source: Neighbourhood Profiles, 6th Edition, June 1998.

Housing Affordability

Like many of the core neighbourhoods, Caswell Hill has seen a dramatic increase in house sales and house prices. However, according to 1996 Census data, Caswell Hill still has some of the most affordable housing in Saskatoon.

¹⁴ Statistics Canada-Federal Census, June 1996.



*Based on 1997 prices

The 1997 average selling price for a single-unit dwelling in Caswell Hill was \$62,595, up 31.5% over the average 1995 selling price of \$47,609 with nearly twice as many sales during the same period¹⁵. Overall, this is still well below the 1997 single-unit dwelling city average price of \$92,485. City-wide housing prices are up approximately 7% over this same time period, indicating that property values are increasing more quickly in Caswell Hill than Saskatoon as a whole.

Average House Prices in Caswell Hill, 2000.

Highest House Sale
\$ 134, 000
Lowest House Sale
\$ 37,500
Average House Sale
\$ 75, 079

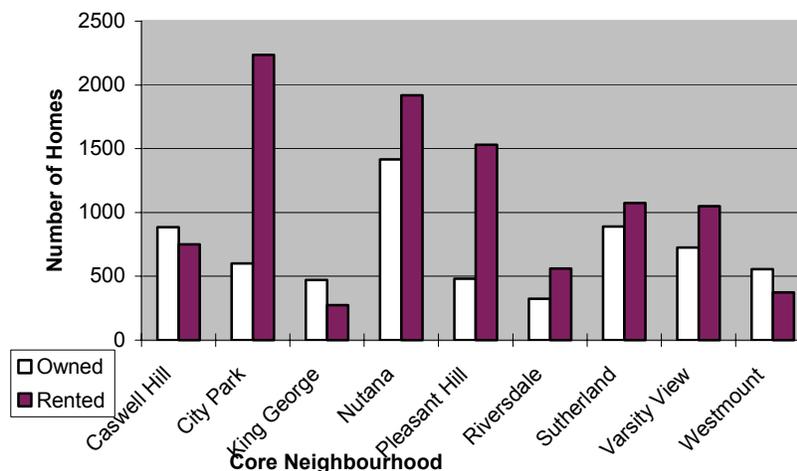


300 block 26th Street

Home Ownership

Home ownership in Caswell Hill has remained stable since 1991, showing little to no change in the amount of owner-occupied vs rental housing. According to 1996 Census data, approximately 54.1% owned their own homes and 45.9% rented.

Figure 6: Core Neighbourhood Home Ownership, 1996.



Source: Neighbourhood Profiles, 5th and 6th edition.

¹⁵ City of Saskatoon Neighbourhood Profiles, 5th and 6th Edition.

Commercial Development

33rd Street is the boundary between Caswell Hill and Mayfair neighbourhood. The 33rd Street commercial area stretches from the 100 to 600 block of 33rd Street West and is designated as Special Area Commercial in the City’s Development Plan.



Avenue D North & 33rd Street West

See Figure 7 on the following page for a map of the Caswell Hill Commercial Development Areas.

As well, Caswell Hill has Arterial Commercial development along 22nd Street West (blocks 100 - 400) and along Idylwyld Drive North (blocks 100 - 300). These retail outlets provide nearby access to goods and services, and also serve drive by traffic.

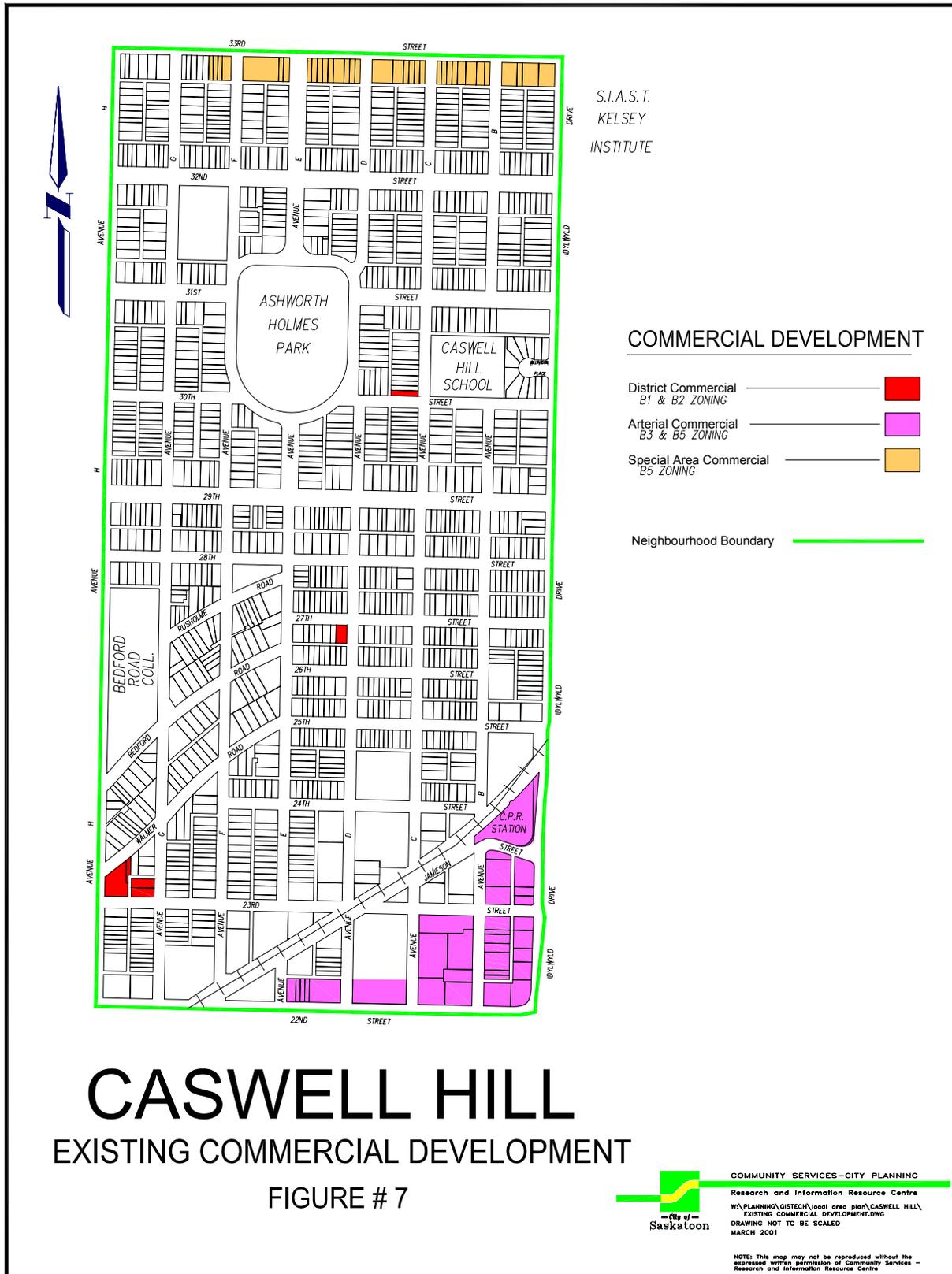


Idylwyld Dr. & 22nd Street West

The other cluster of commercial development is located on Avenue H and Walmer Road. This site is zoned B2 - District Commercial and serves the needs of Caswell Hill as well as other bordering neighbourhoods. The services offered at this location include: a restaurant, a convenience store, a tailor, and a video store.



202 Avenue H North



Standard Industrial Classification (Business Classifications)

According to the City of Saskatoon 1999 Summary of Commercial and Industrial Space, there are 131 business spaces in Caswell Hill occupying 38,182 square metres. These spaces are broken down by Standard Industrial Classification and are shown below:

Table 3: Caswell Hill Businesses by Standard Industrial Classification, 1999.

Type of Business	Number of Sites
Services	50
Retail	37
Vacant	36
Wholesale	5
Building/Transport	2
Manufacturing	1
Total	131

Source: Summary of Commercial and Industrial Space, 2000.

Traffic Patterns

Figure 8, on the following page, illustrates the street classifications and bus routes, which run through Caswell Hill. Due to the grid road system that exists in the neighbourhood, Caswell Hill does experience problems with traffic from outside the neighbourhood short-cutting through the neighbourhood to avoid the busy arterials at the neighbourhood boundaries.

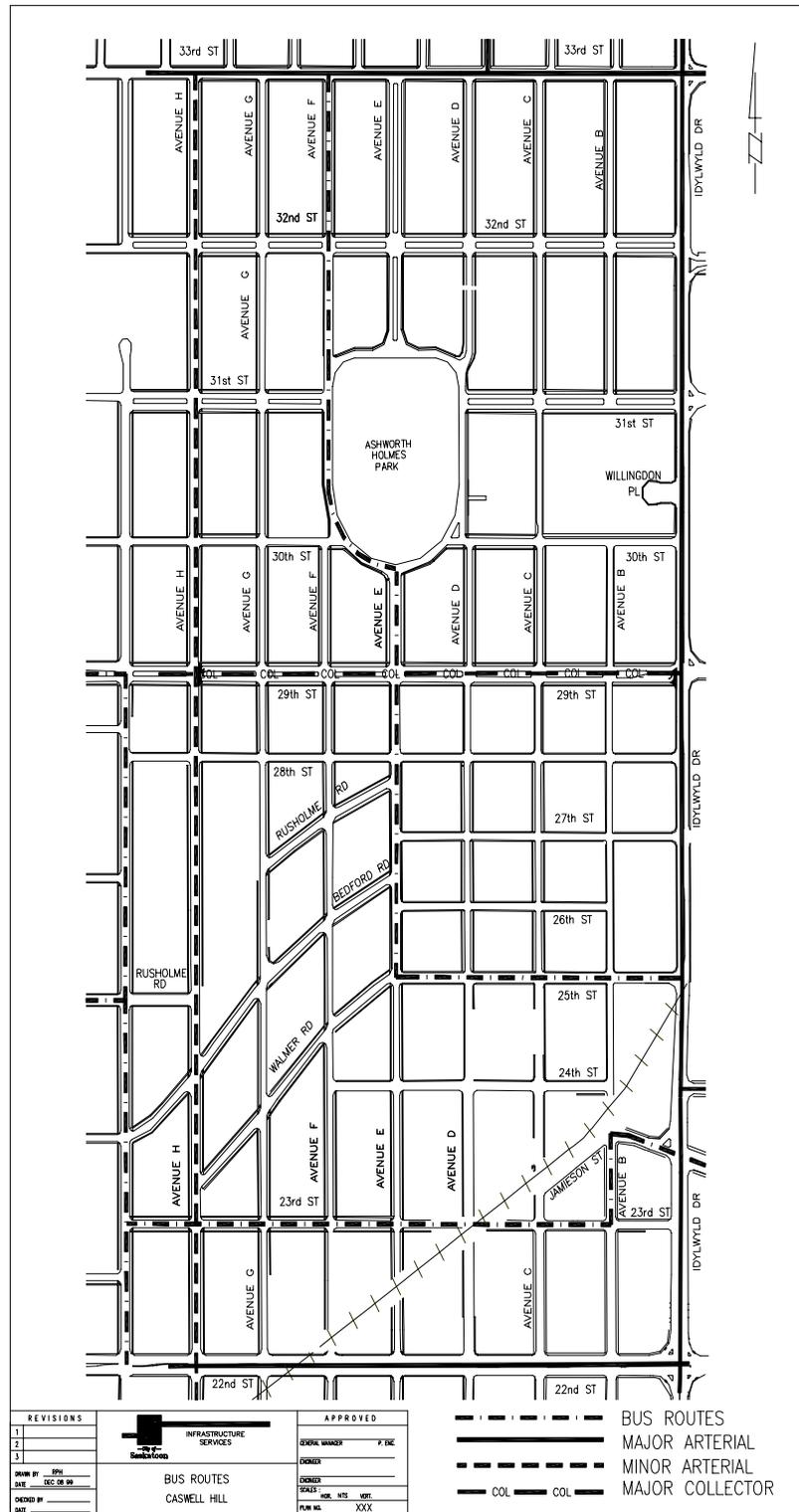
Table 4: Vehicles Per Person, Caswell Hill vs. Saskatoon, 1997.

Characteristic	Caswell Hill	Saskatoon
Number of persons 18 year and older (SHIR)	2808	149,170
Number of vehicles (SGI)	1,961	106,894
Number of Vehicles/Persons 18 years and older	0.69	0.72

Source: SHIR 1997 Data, 6th Edition Neighbourhood Profiles, 1998.

Street Classifications
and Bus Routes

Figure 8: Caswell Hill Street Classifications and Bus Route.



Source: Traffic Management Section, January 2001.

Park Space

The neighbourhood has total neighbourhood park space of 4.26 hectares (10.5 acres) of park space in one park, Ashworth Holmes Park. The Park is located within the Caswell Hill neighbourhood and is bounded by: 31st Street, 30th Street, Avenues D and F. The park offers many activities including: a playground, paddling pool and lawn bowling club.



Ashworth Holmes Park - Playground Unit

Boulevards

The wide boulevards in Caswell Hill are an integral part of the character and charm of the neighbourhood. There are four streets that have boulevards on them: 32nd Street, 31st Street, 29th Street and the cul-de-sac in Willingdon Place.



Boulevard on 200-block 31st Street West

E. The Voice of Caswell Hill

Throughout the local area planning process, residents, business owners, and other neighbourhood stakeholders have voiced concern, opinions, and thoughts about opportunities for long-term development, and service delivery in the Caswell Hill neighbourhood. The following is a summary of the discussion that took place.

Heavy Industrial

Industrial Land Use Development

There are currently two sites zoned for heavy industrial development in the neighbourhood. The Planning Group feels that heavy industrial zoning should not exist in a residential neighbourhood. The Group would like to see these heavy industrial sites rezoned to something less intensive in use and more compatible with the adjacent properties. In one case, the heavy industrial site is situated in very close proximity to residential uses.



309 Avenue B North

Light Industrial

There are several sites zoned for light industrial uses in the southern portion of the Caswell Hill neighbourhood. The Planning Group would like to see light industrial sites (where possible) rezoned to a land use designation that more accurately reflects what exists on the site. In some cases this rezoning would be to a commercial designation but in others, it would be residential.



720 22nd Street West

Redevelopment Incentives

The Planning Group supports the rezoning of industrially zoned land to commercial or residential. Through the local area planning process, the Planning Group suggested that the City consider other options including offering incentives and land swapping, as a means of encouraging and facilitating redevelopment to occur.

Multiple Unit Dwellings**Residential Land Use**

There are many instances in the Caswell Hill neighbourhood where the zoning designation is for multiple-unit dwellings, and the majority of the housing stock is good quality single-family dwellings. The Planning Group would like the residential zoning designations to more accurately reflect the current housing stock. Residents would prefer multiple-unit dwellings to be developed on a discretionary use basis, which means that developers would have to apply on a case-by-case basis.

Infill Development

The residents have a strong desire to maintain the character of the housing within the neighbourhood. Residents are concerned with infill development being constructed that does not respect the character of the housing that already exists. Residents are also concerned about regulations, such as building standards or zoning standards that restrict or impede the redevelopment of infill lots, particularly 25 foot lots. They would like to see some flexibility of those regulations when applied to infill lots in Caswell Hill.

Expansion of Commercial Areas**Commercial Land Use**

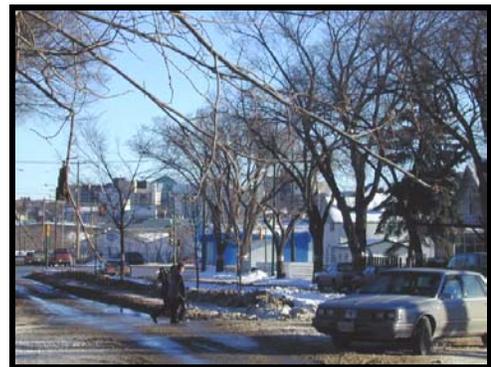
The Planning Group does not support the further expansion of commercial development along the neighbourhood boundaries, particularly along Idylwyld Drive south of 33rd Street.

Business Improvement Districts

The Planning Group would like to see 33rd Street, particularly the pedestrian environment, enhanced and beautified. One of the means identified for undertaking this beautification process, is through the formation of a Business Improvement District (BID). The Planning Group is supportive of a BID being organized in cooperation with the 33rd Street business owners.

Traffic**Transportation and Circulation**

The speed, amount, and behaviour of the vehicles using 29th Street, 25th Street, Walmer Road, and Avenue C is a concern to this group. The Planning Group feels that the drivers using these streets are short cutting through the neighbourhood to avoid traffic congestion on arterial roadways such as 33rd Street and Idylwyld Drive.



The Planning Group would like to see speeding reduced on 29th Street and supports the reclassification of 29th Street from a collector to a local street. Slower vehicle speeds on 29th Street would improve pedestrian safety and reduce resident discomfort from traffic noise and vibration.

Pedestrian Safety

Pedestrian safety is a concern to residents, especially when it concerns children crossing 29th Street to get to Caswell Hill School. Residents feel that the number of vehicle/pedestrian collisions on 29th Street is increasing and they have witnessed many near misses. As part of the local area plan process, the Planning Group has made several suggestions on how to improve 29th Street. Group suggestions included: installing pedestrian activated lights, adding 4-way stops on 29th Street West at Avenue E North and Avenue C North, on 25th Street West and Avenue E North, at 30th Street West and Avenue C North, and also adding speed bumps on 25th Street West to reduce speeding.

29th Street Boulevard

The boulevards of Caswell Hill are an integral part of the character and charm of the neighbourhood. They provide beautiful green space within the neighbourhood and are a feature of the neighbourhood design. The Planning Group members



are concerned that narrowing the boulevard on 29th Street, between Avenue E and Idylwyld Drive, will allow traffic speeds to increase and further infringe on pedestrian safety. The Planning Group views the boulevards as a traffic calming device and feel that narrowing the boulevards will only help to increase traffic speeds. The narrowing also concerns the Planning Group because it takes away from the green space in the neighbourhood.

Irrigation on 29th Street Boulevard

The Planning Group would like to see irrigation installed on the 29th Street Boulevard so that the green space can be maintained to a higher standard. At present, there is no irrigation in place, and residents who homes face the boulevard, often use their own water hoses to care for this valued green space.

Parking

There are problems with driver visibility and parking congestion around Ashworth Holmes Park. Visibility along this section of roadway becomes limited when the Mayfair Lawn Bowling Club

members are parked along the roadway while lawn bowling at the club. Group members suggested that a loading zone be added at the entrance of the Mayfair Lawn Bowling Club to allow a place for Club members to be dropped off, and to allow a place for cars to pass one another.

Parking congestion is also a problem along 32nd and 31st Street just off Idylwyld Drive. Students attending Kelsey Institute often use the local streets in Caswell Hill for parking while attending classes. A Residential Parking Permit Program was discussed, but was not viewed as the preferred solution to this problem.

25th Street Extension

The Planning Group members do not wish to see any parking allowed in Ashworth Holmes Park, either informally on the lawn in the park or as a formal paved parking lot.

Residents are very concerned about more traffic being “directed” through Caswell Hill should 25th Street be extended from the Downtown to Idylwyld Drive. Similarly, if King Street were connected to 29th Street.

Sidewalks

Municipal Services and Infrastructure

The residents of Caswell Hill **do not** want the sidewalks in their neighbourhood repaired with asphalt. Residents feel that their neighbourhood is more susceptible to having this type of repair work done, because of the age of the infrastructure. They also are concerned that it may affect the potential resale or property value of their home.



Avenue B & 28th Street

Wheelchair Ramps

Residents feel that more street corners in Caswell Hill should be upgraded with wheelchair accessible ramps, to improve the mobility of seniors and the disabled. The addition of ramps would also make it easier for families using strollers or wagons, and children riding scooters to travel through the neighbourhood. Residents have expressed concern about wheelchair users not being able to easily cross the railway tracks; and have witnessed wheelchair and walker users getting stuck on the tracks while trying to travel across them.

Pedestrian Linkages

The CPR rail line bisects the southeast corner of Caswell Hill neighbourhood and currently limits pedestrian linkages to Downtown. Pedestrian and non-vehicular linkages to Downtown should be further improved and investigated by the city. The Planning Group is supportive of the City's Bike Plan concept, as a means of improving non-vehicular linkages. However, the Group does not agree with the route the bike plan takes through the Caswell Hill neighbourhood. The bike route is proposed to run along 31st Street and go through Ashworth Holmes Park. The Group does not want the bike path to go through Ashworth Holmes Park; instead, they would prefer that it went around the park or on 29th Street.

Overhead Lines

Residents would like to see overhead utility lines relocated underground whenever possible. Due to the age of the neighbourhood, there are several hundred mature trees. Many of these mature trees have already been removed or cut down to accommodate overhead line upgrades. Also, some group members felt the overhead lines are a concern because of environmental factors (age of the lines, cracked lines, etc.).

Municipal Transit Facility***Parks and Recreation***

The amount of traffic and noise associated with and generated by the location of the Municipal Transit operation in the neighbourhood is a concern to residents. There is an increasing concern for the safety of pedestrians, especially children, housed in the immediate area of the site. Although it is unlikely that Transit Services will relocate in the near future, the Planning Group would like to see Transit Services relocated out of the neighbourhood. However, more community input and involvement with Transit Services is desirable.



Avenue D & 24th Street West

Pocket Parks

Residents would also like to see additional park space (pocket parks) developed or added to the neighbourhood, particularly in the southern portion of the neighbourhood. The Planning Group would like to see a spray pool or water feature included in this green space addition. Through the local area plan process the

Planning Group identified and supported, that 728 Walmer Road be considered as a future location for the addition of a pocket park.



728 Walmer Road →

Buffer Strip

The CPR railway track cuts across the southeast corner of the neighbourhood. Residents would like to see a buffer strip of trees planted to provide visual screening of this land use, particularly where the railway tracks back onto residential land uses.

Designation as Municipal Heritage Property

Neighbourhood Heritage

The Caswell Hill neighbourhood contains many beautiful heritage homes, churches, and community facilities. The Planning Group would like to see buildings with heritage value in Caswell Hill considered for an Architectural Control District, Municipal Heritage Designation, or Community Heritage Register. In particular, the two sites they would like to see considered are the housing group in Willington Place, and the Parish of Christ Church.

Park Vandalism

Neighbourhood Safety

Vandalism in Ashworth Holmes Park is becoming a problem. The Planning Group feels that the problem may be attributed to poor evening lighting within the park.

Bike Patrols

Residents would like to see the amount of police presence within the neighbourhood increased, preferably in the form of bike patrols.

Youth Mischief

Some Planning Group members feel that the neighbourhood vandalism and nuisance problems (burning garbage cans, graffiti) may be caused by local youth. They would like to see a youth community centre operating within the neighbourhood to give youth a safe place to go and hangout with their friends. Should Transit Services relocate its operations, there current site was suggested as an ideal location for the creation of a community center and park.

Health & Safety Issues

Residents have health and safety concerns with some properties in the neighbourhood. In most cases the properties are rental properties and the owner is maintaining them to the minimum standards of health and safety. These properties impact not only the residents who are housed there, but they also impact on the neighbouring homes.



402 27th Street West

F. Summary of Recommendations

The following is a summary of the recommendations contained within the individual policy issues papers. The recommendations, if adopted by City Council, will provide direction for future development in the Caswell Hill neighbourhood.

1.0 Land Use

1.1 Land Use Policy Map

That City Council endorse the proposed land use map identified in Figure 10 (page 47) titled Caswell Hill Proposed Land Use Policy Map and incorporate it into the City of Saskatoon Development Plan.

1.2 Zoning Changes

1.2 (a) That the portion of site 320 22nd Street West, zoned heavy industrial, be re-zoned to B3 - medium density arterial commercial to reflect its current use and recognize its long term potential as a commercial site.

Table 5: Proposed Sites for Rezoning from IH to B3.		
Street Name	Civic Address	Number of Sites
22 nd Street West	320	1
Total Number of Sites		1



MAP 1.2(a)

Reason for recommendation: While the site is currently being used for commercial purposes, the current zoning allows for the site to be developed for heavy industrial purposes. This rezoning would prohibit any future heavy industrial development on this site. The current zoning reflects the history of the site and not the potential or current use of the site.

1.2 (b) That the City Planning Branch, Community Services Department, evaluate the following sites for redevelopment as residential land uses, and examine the potential for developing incentives for relocation of industrial uses.

Table 6: Proposed Sites for Rezoning from IL1 to IL1 (H).		
Street Name	Civic Address	Number of Sites
Avenue B North	315, 319	2
Avenue C North	Northerly 27 ft of 316, 318, 320	3
Proposed Sites for Rezoning from IH to IH (H).		
Street Name	Civic Address	Number of Sites
Avenue B North	309	1
Total Number of Sites		6

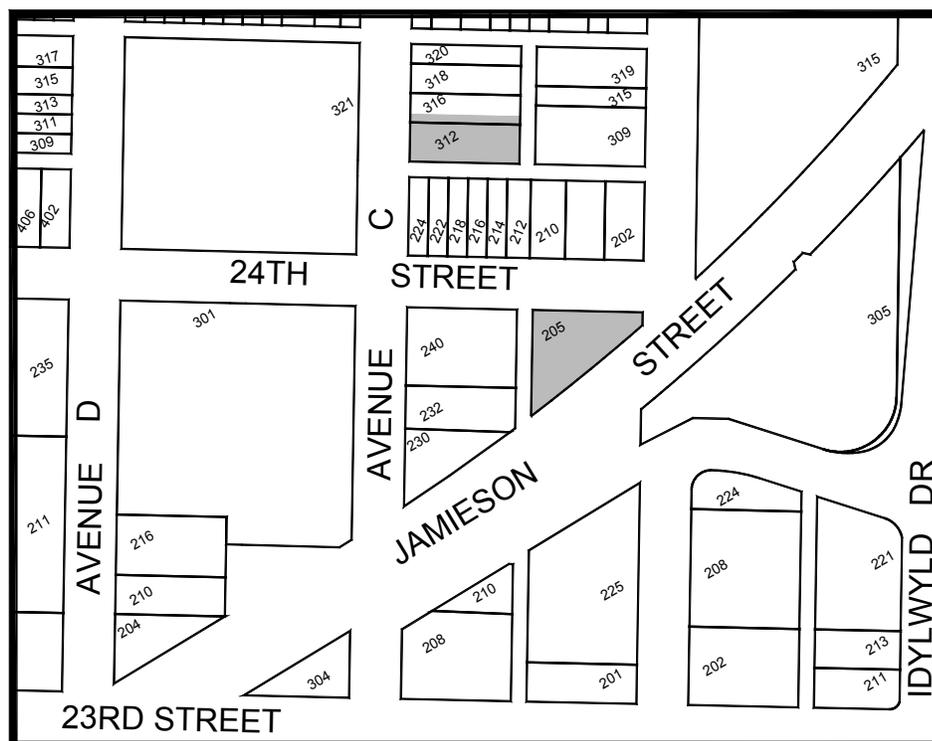


MAP 1.2(b)

Reason for recommendation: The proximity of the truck and trailer business, at 309 Avenue B North, to residential uses concerns the Planning Group. This heavy industrial site is adjacent to housing in the 200 block of 24th Street West and less than half a block from housing along 25th Street West. Several properties surrounding the heavy industrial site are being utilized as storage for the business operating at 309 Avenue B North. The City Planning Branch feels that this site may be an excellent candidate (test case) for discussing regulatory and policy barriers to enabling residential infill development.

1.2 (c) That the Community Services Department examine the following sites for rezoning from light industrial - IL1 to medium density residential - RM3.

Table 7: Proposed Sites for Rezoning from IL1 to RM3.		
Street Name	Civic Address	Number of Sites
Avenue C North	312, Southerly 10.5 ft of 316	2
Avenue E North	203	1
Total Number of Sites		3



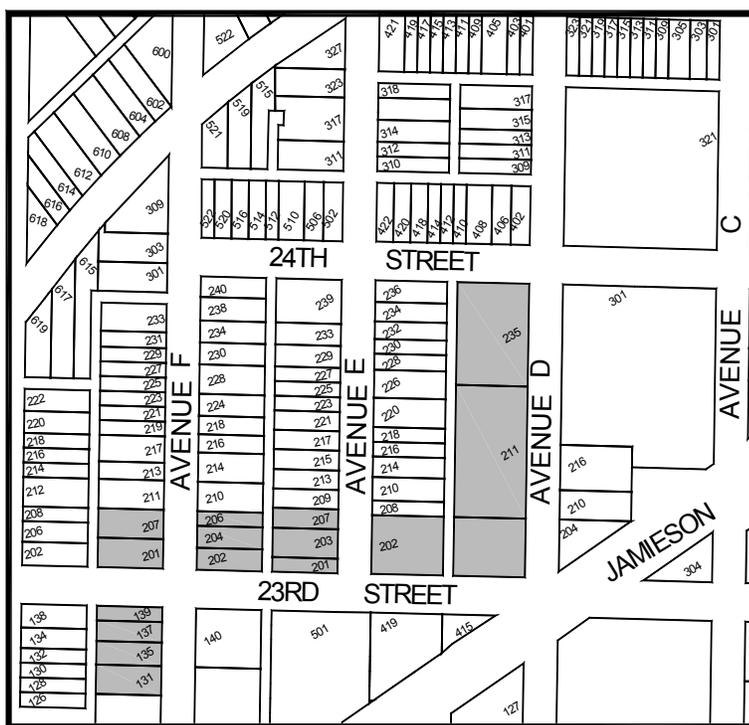
MAP 1.2(c)

Reason for Recommendation: These two sites have been used for multiple unit residential purposes for a long time. The rezoning would reflect the current land use of the site, the history of the site, and help to reduce the amount of land zoned Light Industrial within the Caswell Hill neighbourhood.

In most cases, the “H” holding symbol will be applied when Light Industrial land is being rezoned to Residential. In this case, we are certain that the holding symbol is not necessary. There is no indication from any source that industrial uses have ever taken place on the site.

1.2 (d) That the Community Services Department examine the following sites for rezoning from light industrial - IL1 to light industrial with the Holding Symbol – IL1 (H):

Table 8: Proposed Sites for Rezoning from IL1 to IL1 (H).		
Street Name	Civic Address	Number of Sites
Avenue F North	131-139, 201, 207, 202-206	9
Avenue E North	201, 202, 203, 207	4
Avenue D North	203, 211, 235	3
Total Number of Sites		16



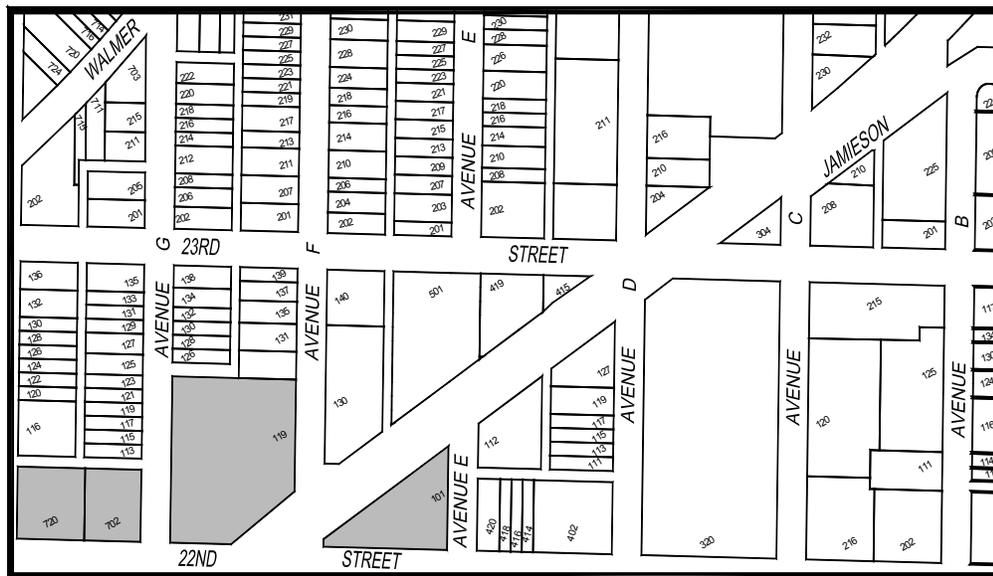
MAP 1.2(d)

Reason for recommendation: These sites are currently being used for a wide variety of land uses. Some of the sites are operating as residential, while others are vacant or commercial. The rezoning of these sites to Light Industrial with the Holding Symbol, allows the current use to continue while additional study of the sites is completed.

On the proposed land use map, these sites have been identified as transitional land use. This is a new designation and will be applied to include those parts of the neighbourhood where significant land use changes could occur, or where additional studies may be required to determine the appropriate future land use and development. In advance of determining future land use patterns, development may take place in accordance with existing zoning patterns.

1.2 (e) That the Community Services Department examine the following sites for rezoning from light industrial - IL1 to arterial commercial - B3 to reflect current land use.

Table 9: Proposed Sites for Rezoning from IL1 to B3.		
Street Name	Civic Address	Number of Sites
Avenue E North	101	1
Avenue F North	119	1
22 nd Street West	702, 720	2
Total Number of Sites		4



MAP 1.2(e)

Reason for Recommendation: The rezoning of these sites would protect the neighbourhood from more intensive industrial uses and would more accurately reflect the current use of the sites. It is the opinion of the Community Services Department that the highest and best use of these sites is commercial, not industrial.

- 1.2 (f) That the Community Services Department examine the following sites for rezoning from light industrial - IL1 to Inner City Commercial Corridor District – B5 to encourage a mix of commercial and residential uses.

Table 10: Proposed Sites for Rezoning from IL1 to B5.		
Street Name	Civic Address	Number of Sites
Avenue B North	201, 225	2
Avenue C North	208, 210, 304	3
Avenue D North	204, 210, 216	3
Avenue F North	125, 130, 140	3
23 rd Street West	415, 419, 501	3
Total Number of Sites		14

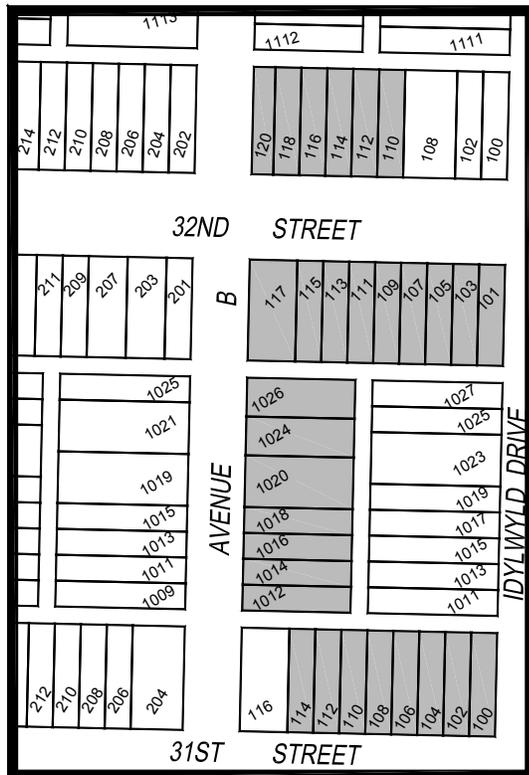


MAP 1.2(f)

Reason for Recommendation: The rezoning of these would protect the neighbourhood from more intensive industrial uses locating there and would more accurately reflect the current use of the sites. The B5 zoning allows for a wide range of commercial uses and also allows for multiple-unit residential.

1.2 (g) That the Community Services Department examine the following sites for rezoning from medium/high density residential - RM4 to low-density residential infill - R2A to reflect current land use.

Table 11: Proposed Sites for Rezoning from RM4 to R2A.		
Street Name	Civic Address	Number of Sites
32nd Street West	110-120, 101-117	15
Avenue B North	1012-1026	7
31 st Street West	100-114	8
Total Number of Sites		30

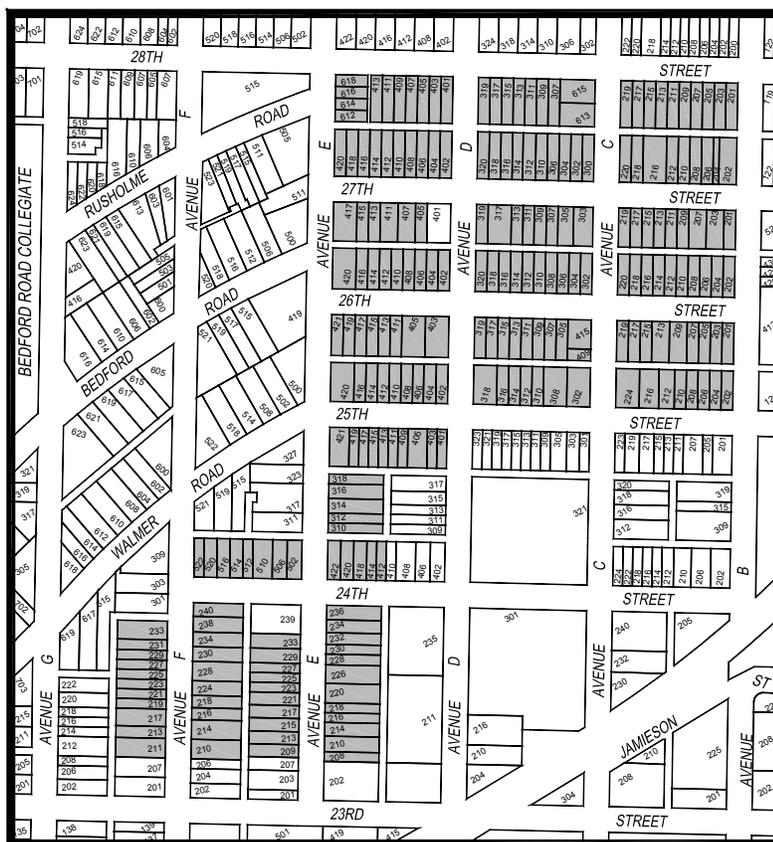


MAP 1.2(g)

Reason for recommendation: Rezoning to R2A would more accurately reflect the bulk of the existing housing form in this area (single-unit dwellings). It is the opinion of the Community Services Department that given the amount of land zoned for multiple unit dwellings that already exist in Caswell Hill, it is unlikely that these sites will ever be considered for redevelopment as multiple unit dwellings. Considering the area’s proximity to the Downtown, to the Kelsey Institute, and the need for student housing, the 1000 and 1100 blocks along Idylwyld Drive would remain RM4 to allow higher-density residential development.

1.2 (h) That the Community Services Department examine the following sites for rezoning to from low density multiple unit dwelling residential - RM1 to low density residential infill - R2A to reflect current land use.

Table 12: Proposed Sites for Rezoning from RM1 to R2A.		
Street Name	Civic Address	Number of Sites
Avenue C North	613, 615, 409, 415	4
Avenue E North	208-236, 209-233, 310-318, 612-618	31
Avenue F North	211-233, 210-240	21
28 th Street West	201-219, 307-319, 401-413	24
27 th Street West	200, 300, and 400 blocks, except 401	52
26 th Street West	200, 300, 400 block	54
25 th Street West	202-224, 302-318, 402-420, 401-421	34
24 th Street West	412-422, 502-522	13
Total Number of Sites		233



MAP 1.2(h)

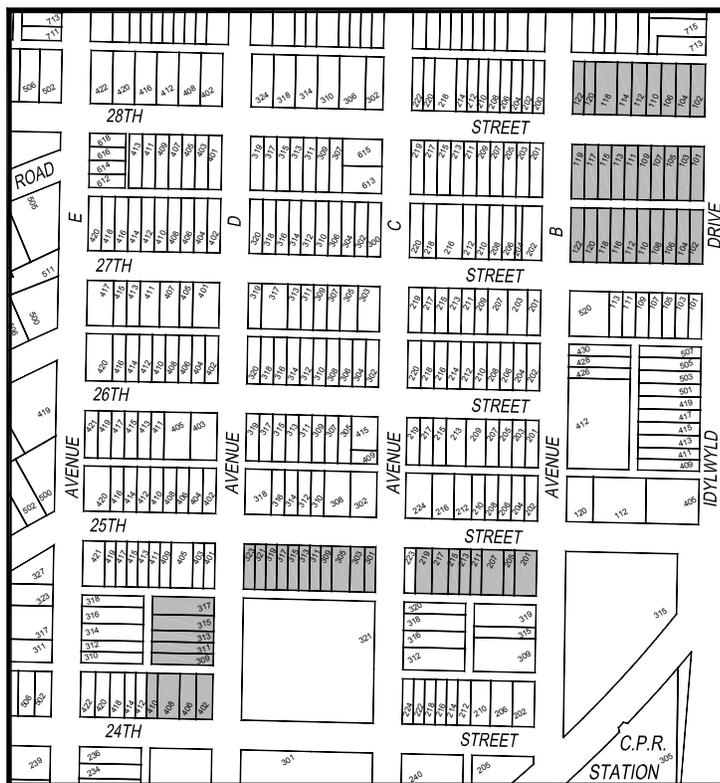
Reason for recommendation: The rezoning would more accurately reflect the current use of the housing stock. It would also restrict the amount of places where multiple-unit dwellings could be developed. Under RM1 zoning, multiple unit dwellings of up to 4 dwellings are a permitted use, and with discretionary use approval for up to six units. The R2A zoning, in contrast, makes all multiple unit

dwelling above two units a discretionary uses. This means that a potential developer would have to apply for discretionary use approval; allowing sites to be evaluated on an individual basis.

- 1.2 (i) That the Community Services Department examine the following sites for rezoning from medium-density multiple-unit dwelling residential - RM3 to low-density residential infill - R2A to reflect current land use.

Table 13: Proposed Sites for Rezoning from RM3 to R2A.

Street Name	Civic Address	Number of Sites
28 th Street	102-122, 101-119	19
27 th Street	102-122	10
25 th Street	201-219, 301-323	20
24 th Street	402-410	4
Avenue D North	309-317	5
Total Number of Sites		57

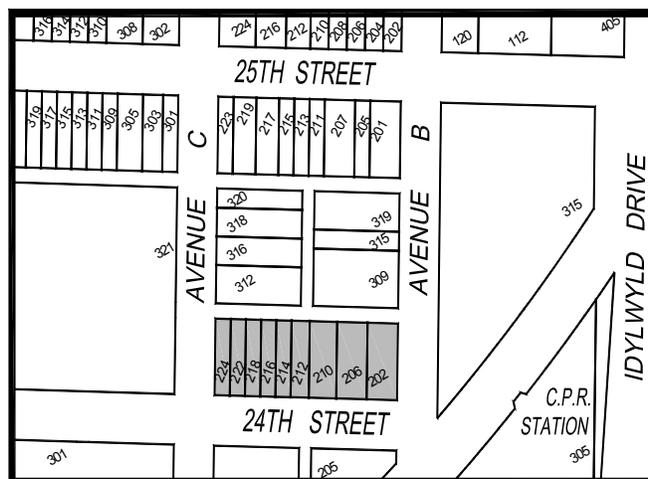


MAP 1.2(i)

Reason for recommendation: This rezoning would more accurately reflect the use of the current housing stock in this area. The rezoning from RM3 to R2A, would limit the number of sites available for medium to high-density development. Any multiple-unit dwellings would be allowed with discretionary use approval only.

- 1.2 (j) That the Community Services Department examine the following sites for rezoning from light industrial – IL1 to low density residential – R2A to reflect current land use.

Table 14: Proposed Sites for Rezoning from IL1 to R2A.		
Street Name	Civic Address	Number of Sites
24 th Street West	202-224	9
Total Number of Sites		9



MAP 1.2(j)

Reason for recommendation: These sites have been used for single-family residential purposes for a long time. The rezoning would reflect the current land use of the site, the history of the site, and would help to reduce the amount of land zoned for light industrial uses within Caswell Hill neighbourhood.

- 1.2 (k) That the Community Services Department examine 223 25th Street West for rezoning from multiple unit residential RM3 to commercial (B1).

Table 15: Proposed Sites for rezoning from RM3 to B1.		
Street Name	Civic Address	Number of Sites
25 th Street West	223	1
Total Number of Sites		1



MAP 1.2(k)

Reason for recommendation: This site is currently being used as a neighbourhood convenience store. The convenience store owner uses the building for retail purposes but also as a dwelling unit. The dwelling unit is permitted under the B1 zoning district when it is used in conjunction with any other permitted use.

1.3 Business Improvement District

That the Community Services Department, City Planning Branch advise the 33rd Street business owners of the opportunities presented by the formation of a Business Improvement District.

Reason for recommendation: The community appreciates the 33rd Street business community and recognizes the potential this business area has for promoting itself as a unique shopping destination. They are familiar with the negative impacts and positive benefits the business improvement district has provided for the Broadway area and would like to see the 33rd Street shopping area enhanced.

2.0 Transportation and Circulation

2.1 Traffic Calming

That the Traffic Management Section, Infrastructure Services Department, work together with the Caswell Hill Community Association to evaluate and implement proposals for traffic calming on 29th Street and Avenue C in Caswell Hill.

Reason for recommendation: Due to congestion of arterials bordering the neighbourhood, traffic from outside the neighbourhood is using 25th Street, 29th Street and Avenue C as a means of avoiding traffic congestion. The Planning Group would like to implement traffic calming, especially along 29th Street and Avenue C, to make short cutting less attractive to traffic from outside the neighbourhood.

2.2 (a) Parking

That the Parking Services Section, Infrastructure Services Department, meet with the Caswell Hill Community Association and the Kelsey Students Union to discuss parking problems associated with students attending Kelsey Institute.

Reason for recommendation: Caswell Hill is in a similar situation to the Varsity View neighbourhood in that both are neighbours to a large educational institute. Unfortunately, these educational facilities do not provide sufficient parking on campus for all their students. The Planning Group would like to explore other parking options, other than residential parking permits, and work together with the students union to alleviate this problem.



32nd Street West & Idylwyld Drive

- (b)** That the Parking Services Section, Infrastructure Services Department, meet with the Caswell Hill Community Association and the Mayfair Lawn Bowling Club to discuss parking concerns around Ashworth Holmes Park.

Reason for recommendation: Parking congestion (parked cars, cars dropping off people, etc.) often makes this roadway impassable near the Mayfair Lawn Bowling Club. The Planning Group would like to see this problem addressed by working together with the Mayfair Lawn Bowling Club to identify all the concerns that need to be addressed.



Avenue D & 30th Street

2.3 (a) 25th Street Extension

That the Traffic Management Section, Infrastructure Services Department implement measures to minimize the impact of potential increased traffic from any proposed street connections of King Street to 29th Street and 25th Street from Downtown to Idylwyld Drive.

- (b) That representative's from the Caswell Hill Local Area Planning Group be invited to review all proposed linkages between 25th Street and 29th Street during the Warehouse District Local Area Plan.

Reason for recommendation: The Planning Group is very concerned about the potential traffic implications of connecting 25th Street from the Downtown to Idylwyld Drive. Due to the grid-road system the neighbourhood was designed on, Caswell Hill is already vulnerable to outside traffic. This connection would escalate the existing traffic problems in the neighborhood.

3.0 Municipal Services and Infrastructure

Sidewalks

The Planning Group is strongly opposed to the City of Saskatoon using asphalt overlays for repairing sidewalks in Caswell Hill. The appearance of the overlays is unacceptable and residents do not see it as an asset to their property. The core neighbourhoods, due to the age of their infrastructure, are more likely to see the overlay program implemented on their neighbourhood sidewalks than newer neighbourhoods.

The Asphalt Overlay Program has been in operation for one year. In May 2001, the Department responsible for administering the program, conducted a review of the program and reported to City Council. Enhancements to the existing program have been made to strengthen the program. The resident notification system will be improved and a public education component has also been added. City Council re-approved the Asphalt Overlay Program in May 2001.

3.1 Overhead Lines

That the Electrical System Branch, Utility Services Department, consider relocating overhead lines to back alleys in Caswell Hill when upgrading utilities to avoid damaging the urban forest.

Reason for recommendation: In recent years, many mature trees in Caswell Hill have been sacrificed for the sake of overhead lines. Residents see the urban forest within their neighbourhood as a benefit to living there and as a way of fighting pollution problems in the city as a whole.

3.2 Wheelchair Ramps

That the Traffic Management Section, Infrastructure Services Department, evaluate street corners in Caswell Hill for timing of upgrades so that more wheelchair accessible ramps are added.

Reason for recommendation: Like many other neighbourhoods in Saskatoon, the resident population in Caswell Hill is aging. Elderly residents and residents of limited mobility, require wheelchair ramps for retaining their independence and mobility, and for accessing neighbourhood services. It also benefits families pushing strollers and children on bikes and scooters.

4.0 Parks and Open Space

4.1 Park Space

If the City of Saskatoon considers relocating the Municipal Transit facility out of the Caswell Hill neighbourhood, the old Transit site (or a portion of the site) should be evaluated for park space and a community centre as an alternative use.

Reason for recommendation: Currently, the Caswell Hill neighbourhood has one park site, Ashworth Holmes Park. The need for park space in the southern portion of the neighbourhood was identified as the major concern to the Planning Group. Although the Transit Branch has no plans in the near future to move, it's important to identify a future land use due to the size of these properties.

- 4.2** That the Community Services Department continue to work with the Caswell Hill Community Association to identify potential park space locations in the neighbourhood.

Reason for recommendation: The Planning Group is concerned about their park space needs not being properly addressed. The community sees the City Transit site as the ideal location for a new park or community center. Since Transit Services has no plans of relocation in the near future, alternative sites will be considered so that park space is added to the community. Currently, the Community Services Department has identified a park space deficiency of 0.9 acres in Caswell Hill. This ranks Caswell Hill 10th in terms of neighbourhoods awaiting the development of park space.

- 4.3** That the Community Services Department, in cooperation with the Parks Branch of Infrastructure Services, consider and evaluate 728 Walmer Road as a future potential pocket park space location in Caswell Hill.

Reason for recommendation: The Planning Group support 728 Walmer Road as a potential pocket park location. Through the local area planning process, we encourage group members to identify sites in the neighbourhood that would be suitable in the future for a pocket park or park space. The transformation of 728 Walmer Road into a pocket park, would be dependent on funding and evaluated based on city wide demand for park space.

5.0 Heritage

5.1 Designation as Municipal Heritage Property

That the Community Services Department advise the owners of the Parish of Christ Church at 515-28th Street of the potential opportunities presented by Municipal Heritage Designation and the City's Heritage Conservation Program.

Reason for recommendation: The community is very interested in preserving sites and buildings of heritage value. They would encourage property owners to consider Municipal Heritage Designation or The Community Heritage Register as a means of conservation.

5.2 **Willingdon Place**

That the Community Services Department advise the owners/residents of housing in Willingdon Place of the potential opportunities presented by Architectural Control Districts (ACD's), Municipal Heritage Designation and the City's Heritage Conservation Program.



Reason for recommendation: Willingdon Place is seen by Caswell Hill residents, and residents of Saskatoon, as a recognizable historic housing group. Through the establishment of an ACD, the integrity of this housing group would be protected. The ACD process is a resident driven process and to date has not been implemented in Saskatoon. This may be an opportunity for the process to be successfully tested in Saskatoon.

6.0 **Safety**

6.1 (a) **Safer City Committee**

That the Caswell Hill Community Association work with the Community Services Department, City Planning Branch and Community Development Branch, to conduct a Safety Audit, using the principles of Crime Prevention through Environmental Design (CPTED), in Ashworth Holmes Park to address park safety issues brought forward during the local area planning process.



- (b) That the Ashworth Holmes Park Safety Audit Report be forwarded to the Caswell Hill Community Association, the Safer City Committee and Saskatoon Police Services.

Reason for recommendation: A neighbourhood safety audit is an effective way of identifying and addressing neighbourhood safety issues. It also provides a more global approach to addressing safety issues instead of a working “piecemeal” approach, where by addressing one issue, you may cause another problem to become worse.

6.2 Fire Hazards

That the Fire and Protective Services Department meet with the Caswell Hill Community Association to educate residents about health and safety issues in the neighbourhood, and to inform them of Fire and Protective Services Department's new initiative focused on improving health and safety within the neighbourhoods.

Reason for recommendation: In 2001, Fire and Protective Services announced a new initiative that focuses on working with the Community Association to address neighbourhood health and safety issues. By educating the Community Association about fire hazards or condemned buildings in the neighbourhood, residents in turn would be able to educate their children about the dangers that exist within the neighbourhood.

6.3 Recreational Programming

That the Community Services Department in consultation with the Caswell Hill Community Association and the Caswell Hill School Association, continue to work together with the community, to have programming choices that meet the needs of the residents, particularly the youth of the community.

Reason for recommendation: There are many benefits to youth who participate in recreation activities. Residents feel strongly that recreation opportunities can deter youth from getting involved in crime. The Planning Group would like to enhance existing programming as a proactive approach to dealing with problem youth in the neighbourhood.

6.4 Community Partnerships

That the Transit Services Branch, Utility Services Department, meet with the Caswell Hill Community Association to discuss community safety concerns related to pedestrian safety and the Transit operations.

Reason for Recommendation: The Transit Services Branch headquarters is located within the Caswell Hill neighbourhood. The Transit Branch has a fleet of 111 buses and operates from two buildings on 24th Street, west of Avenue C. The Transit headquarters is a busy place with dozens of employees and buses coming and going throughout the day. The Planning Group is concerned about the pedestrian safety walking around the site, especially children who live near the Transit site. The residents would like to develop a better relationship with Transit Services so that the residents and the Transit operations can work together to address safety problems related to the site.

Issue Papers



Ashworth Holmes Park

**For further information relating to the recommendations,
please refer to the individual policy issues papers.**

Introduction**1.0 Land Use**

The Planning Group identified two main land use issues in Caswell Hill. The first is to reduce, and possibly eliminate, the amount of land zoned for industrial uses. A high priority set by the Planning Group is to encourage redevelopment of the south part of the neighbourhood from industrial to residential, particularly the area north of the CP Rail tracks. The second issue is to change the zoning in the neighbourhood to maintain the current housing form (i.e. single family dwellings) and reflect current land use. As of this report, the zoning in certain areas of Caswell Hill did not reflect the current land use. The concern is that development, which is incompatible to the neighbourhood, may be permitted under current zoning. This section will discuss these issues brought forward by the Planning Group and their recommendations.

During the following discussion of land use, please refer to Figures 9-12.

Figure 9 - Existing Land Use Policy Map - page 47.

Figure 10 - Proposed Land Use Policy Map - page 48.

Figure 11 - Existing Zoning Map - page 49.

Figure 12 - Proposed Zoning Map - page 50.

1.1 Industrial Land Use

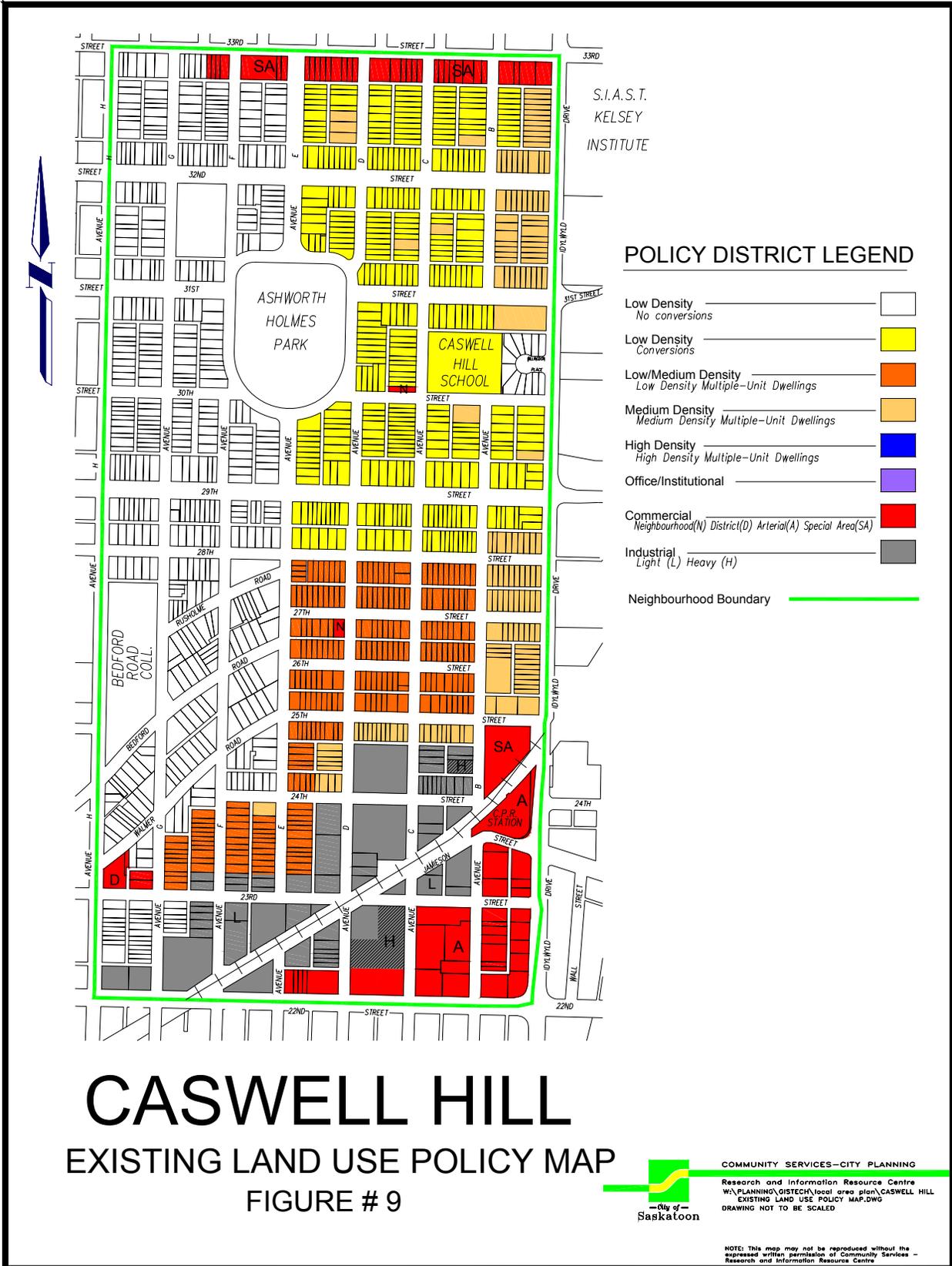
There is a significant amount of land in the southern portion of Caswell Hill that is currently zoned for industrial purposes, approximately 88,000 sq.m.¹⁶ (See Figure 11 - Caswell Hill Zoning Map.)

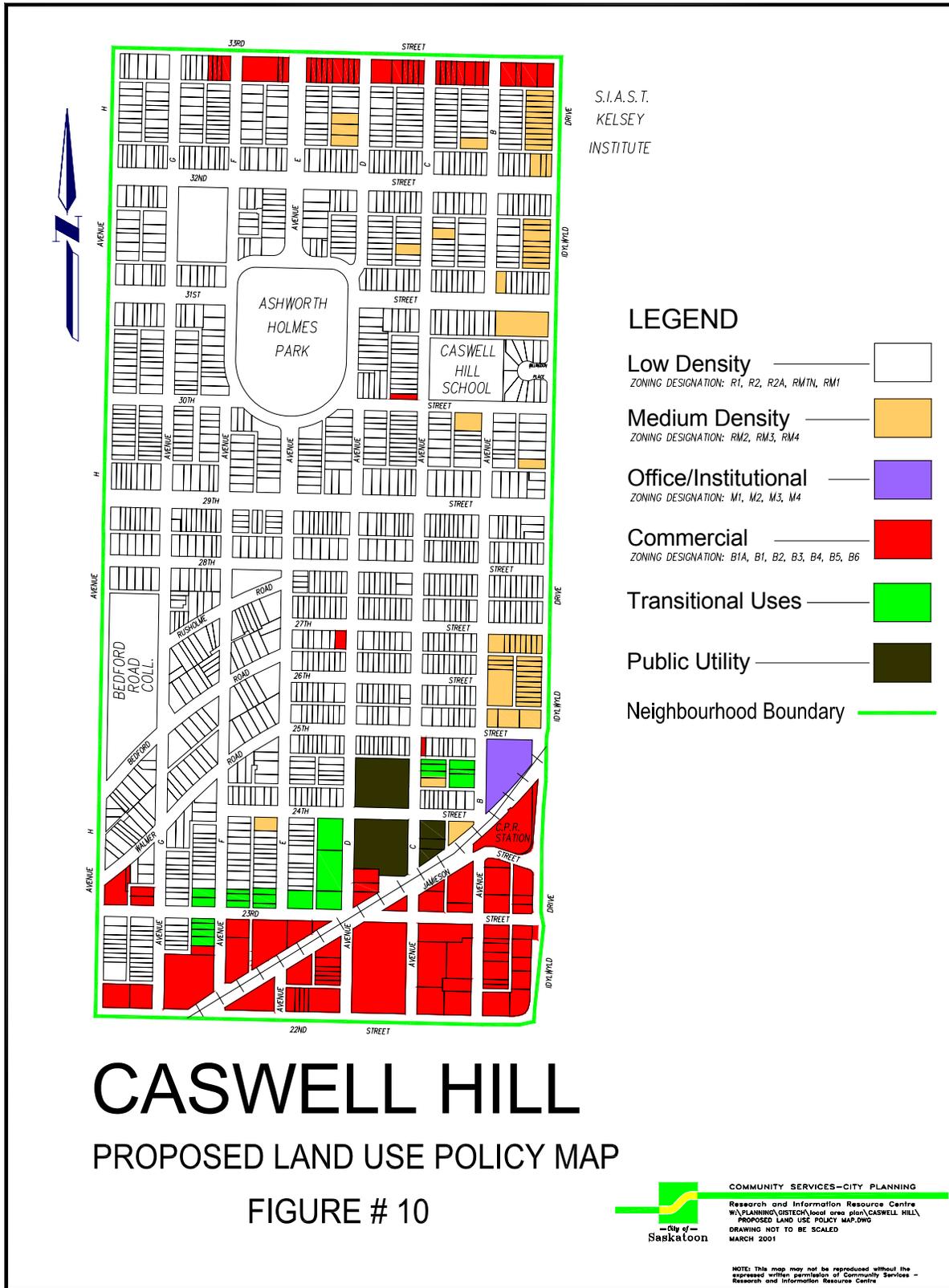
The Development Plan describes industrial lands in core neighbourhoods as lands which are in transition to commercial or residential, and that this transition should be encouraged. Also, that industrial lands in core neighbourhoods *not* be expanded as industrial unless there is a clear public interest. In Caswell Hill, there is clearly an opposition to the existing industrial lands and to any future expansion.

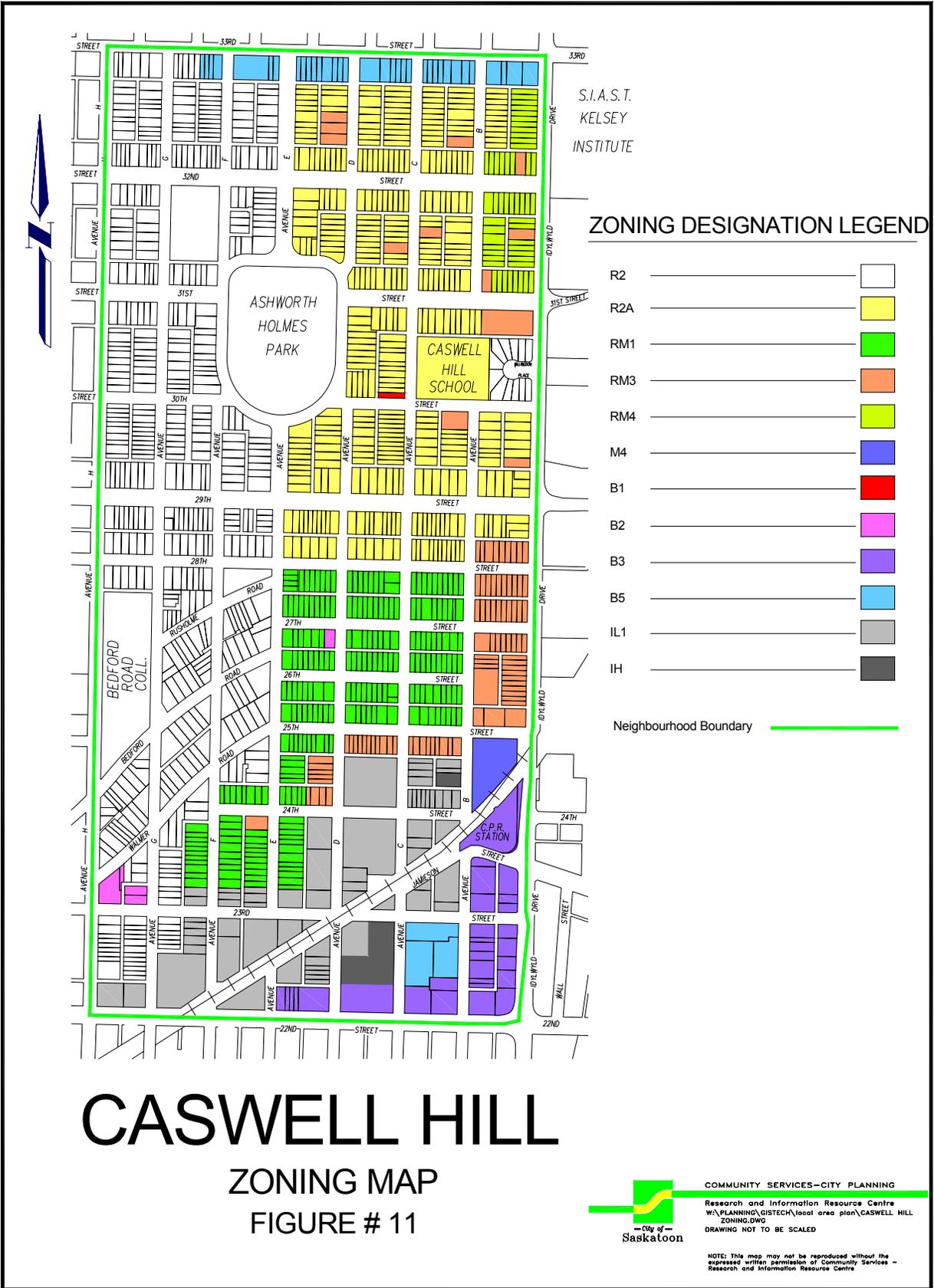
Goals

- To reduce and possibly eliminate the amount of land zoned for light industrial uses in Caswell Hill and replace it with commercial zoning which allows residential uses;
- To eliminate heavy industrial zoning within the neighbourhood; and
- To eliminate all industrial zoning north of the rail line.

¹⁶ City of Saskatoon, Industrial Land Inventory, 2000.







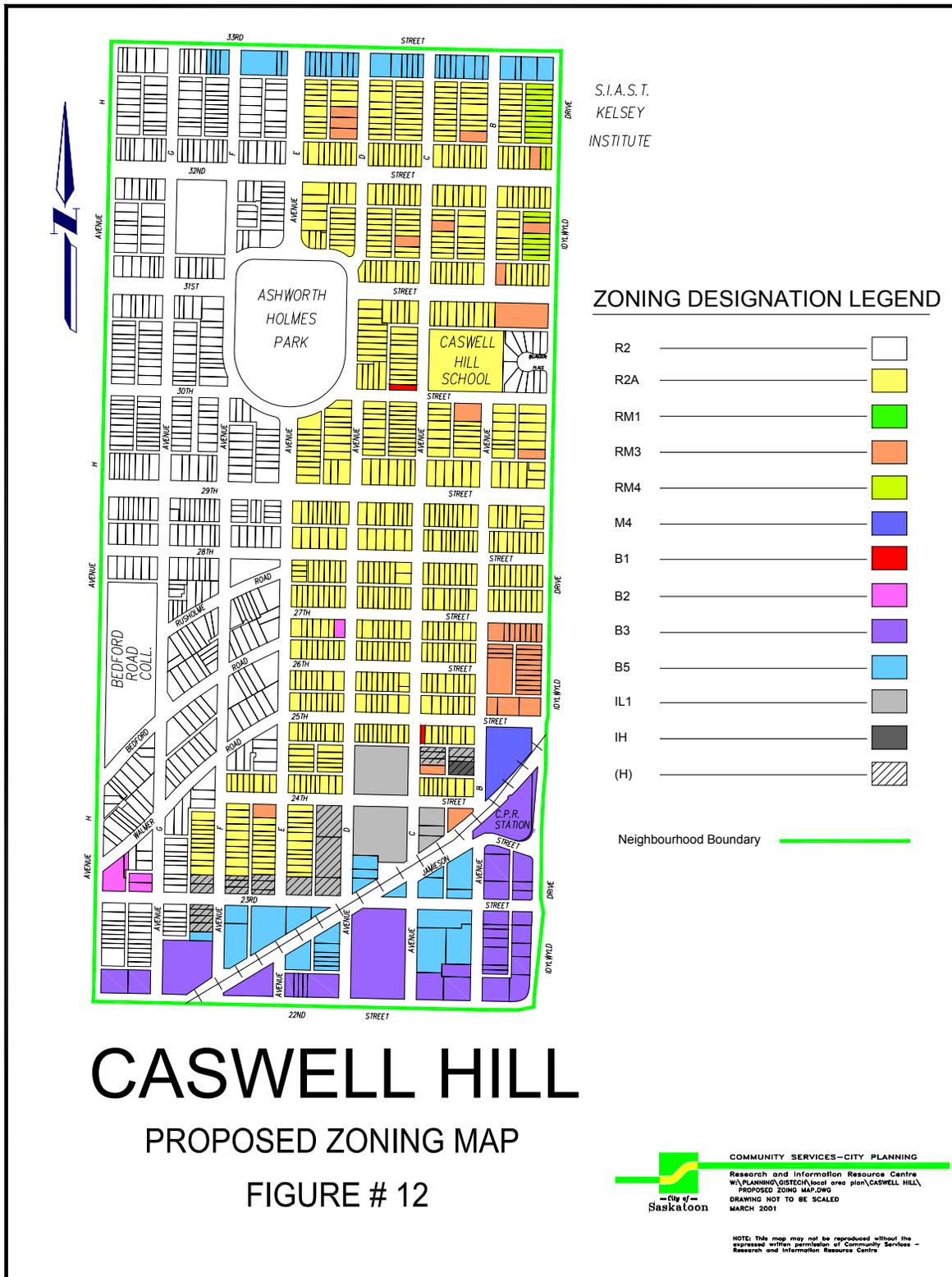
CASWELL HILL

ZONING MAP
FIGURE # 11

COMMUNITY SERVICES—CITY PLANNING
 Research and Information Resource Centre
 W:\PLANNING\GIS\TECH\local area plan\CASWELL_HILL_ZONING.DWG
 DRAWING NOT TO BE SCALED



NOTE: This map may not be reproduced without the expressed written permission of Community Services - Research and Information Resource Centre



Development Plan Land Use Policy

In section 19.1.1.5 of the City of Saskatoon Development Plan, there is an existing land use policy map for Caswell Hill neighbourhood (see Figure 9 on page 47) that was developed in 1991 as a result of the core neighbourhood study.

One of the goals of the Caswell Hill Local Area Planning group is to update the land use policy map and provide guidelines for future development within the neighbourhood. In the Development Plan, it states that Caswell Hill is characterized by many things including “ a core industrial area which is in transition to commercial”.

Figure 10, shows a new proposed land use policy map that has been created based on the local area plan process. This issue paper will provide facts which support amending the City of Saskatoon Development Plan to include the proposed Caswell Hill land use policies.

Zoning Designations

In terms of industrial zoning designations, Caswell Hill contains both light industrial (IL1) and heavy industrial (IH). Currently, there are 60 light industrial and 2 heavy industrial sites existing. IL1 light industrial zoning permits “ a wide variety of light industrial activities related to businesses that do not create land use conflicts or nuisance conditions during the normal course of operations¹⁷”. The IH heavy industrial zone permits “ industrial activities that may have the potential for creating nuisance conditions during the normal course of operations¹⁸”.

Core Neighbourhood Comparisons

In comparison to other core neighbourhoods, Caswell Hill has a high proportion of industrial zoning.

Figure 12: Industrial Parcels By Core Neighbourhood, 2000.

Neighbourhood	No. of Light Industrial Parcels	No. of Heavy Industrial Parcels	Total
City Park	111	1	112
Riversdale	75	3	78
Caswell Hill	64	2	66
Central Business District	30	0	30
Nutana	14	0	14
Pleasant Hill	5	0	5

Source: 2000 Industrial Land Inventory

¹⁷ City of Saskatoon Zoning Bylaw 7800.

¹⁸ City of Saskatoon Zoning Bylaw 7800.

These industrial zones are remaining because of historic development patterns. Studies such as the core neighbourhood study of 1978 and 1991, and the local area plan process, are working towards rezoning these historic industrial zones to a zoning designation that is more appropriate for today's community.

An inventory of land uses in this area was completed in May 2001 and the results showed that, while some of the land uses are industrial in nature, some land which is zoned for industrial is actually being used for commercial or even residential purposes. The priority is to rezone industrial land to reflect what currently exists, (residential or commercial mainly).

Heavy Industrial Land

Heavy industrial zoning and the permitted uses it allows for is a major concern to local residents. The neighbourhood currently has two heavy industrial sites located within its boundaries: one at 320 22nd Street West, and the other at 309 Avenue B North. An example of some of the land uses that are permitted under the heavy industrial zoning designation include: feed lots and stock yards, hotels and motels, adult mini-theatres, hospitals and special care homes, etc. As well, there are many other discretionary land uses that can be applied for on a site-by-site basis.

320 22nd Street West

The heavy industrial site at 320 22nd Street West is zoned for heavy industrial uses because it was originally the site for the John East Iron Works Co. Ltd. In October of 1981, demolition permits were taken out for the John East Iron Works Co. Ltd., and the site has since been developed into a restaurant, service station, donut shop, and a strip mall.



320 22nd Street West

While this site is currently being used for commercial purposes, the current zoning allows for the site to be developed for heavy industrial purposes. This rezoning would protect the neighbourhood from future heavy industrial development.

309 Avenue B North

Considering the history of the site, it is unlikely that the site would be rezoned to allow for residential purposes.

The second heavy industrial site in the neighbourhood is located at 309 Avenue B North. Currently, Fleetguide Truck and Trailer Repair Ltd. is using the site for heavy industrial purposes. The proximity of the truck and trailer business to residential uses concerns the Planning Group. The site is immediately adjacent to housing in the 200 block west of 24th Street and less than half a block from housing along 25th Street West.



309 Avenue B North

The Planning Group would like to see this heavy industrial land use relocated outside the neighbourhood. Through the local area planning process, the Planning Group has suggested that the City of Saskatoon “swap land” with this heavy industrial owner as an incentive for the business owner to relocate. If possible, the City of Saskatoon would assume the land at 309 Avenue B North in exchange for land in one of the City’s Industrial areas. The Avenue B site would then become part of the City’s land bank and possibly be redeveloped as residential uses in Caswell Hill.

Transitional Use

At this point, the above Planning Group suggestion of a land swap between the City of Saskatoon and this property owner was not viewed as feasible by the Administration. In order to allow time for additional studies of this site to occur, and to consider other alternative redevelopment options, the proposed land use designation for the above site is Transitional Use. This is a new designation that was created as a result of the Caswell Hill Local Area Plan planning process. This designation can applied to those parts of the neighbourhood where significant land use changes could occur, or where additional studies may be required to determine appropriate land use.

Public Utility

The other new land use designation created as a result of the Caswell Hill Local Area Plan is Public Utility. This designation was created to identify uses that are major, publicly owned facilities or sites that are used for the specific purpose of providing utility service to the general public. The Public Utility designation is proposed for the Municipal Transit site at 321 Avenue C North, 301 24th Street West, as well as the related employee parking sites.

Recommendations

1.1 That City Council endorse the proposed land use map identified as Figure 10 titled Caswell Hill Proposed Land Use Policy Map and incorporate them into the City of Saskatoon Development Plan.

1.2 (a) That the portion of site 320 22nd Street West, zoned heavy industrial, be re-zoned to B3 - medium density arterial commercial to reflect its current use and recognize its long term potential as a commercial site.

Table 5: Proposed Sites for Rezoning from IH to B3.		
Street Name	Civic Address	Number of Sites
22 nd Street West	320	1
Total Number of Sites		1

1.2 (b) That the City Planning Branch, Community Services Department, evaluate the following sites for redevelopment as residential land uses, and examine the potential for developing incentives for relocation of industrial uses.

Table 6: Proposed Sites for Rezoning from IL1 to IL1 (H).		
Street Name	Civic Address	Number of Sites
Avenue B North	315, 319	2
Avenue C North	Northerly 27 ft of 316, 318, 320	3
Proposed Sites for rezoning from IH to IH (H).		
Street Name	Civic Address	Number of Sites
Avenue B North	309	1
Total Number of Sites		6

1.2 (c) That the Community Services Department examine the following sites for rezoning from light industrial - IL1 to medium density residential- RM3.

Table 7: Proposed Sites for Rezoning IL1 to RM3.

Street Name	Civic Address	Number of Sites
Avenue C North	312, Southerly 10.5 ft of 316	1
Avenue E North	203	1
Total Number of Sites		2

1.2 (d) That the Community Services Department examine and examine the following sites for rezoning from light industrial - IL1 to light industrial with the holding symbol – IL1(H):

Table 8: Proposed Sites for Rezoning from IL1 to IL1(H).

Street Name	Civic Address	Number of Sites
Avenue F North	131-139, 201, 207, 204, 206	9
Avenue E North	201, 202, 203, 207	4
Avenue D North	203, 211, 235	3
Total Number of Sites		16

1.2 (e) That the Community Services Department examine and examine the following sites for rezoning from light industrial - IL1 to arterial commercial - B3 to reflect current land use

Table 9: Proposed Sites for Rezoning from IL1 to B3.

Street Name	Civic Address	Number of Sites
Avenue E North	101	1
Avenue F North	119	1
22 nd Street West	702, 720	2
Total Number of Sites		4

1.2 (f) That the Community Services Department examine the following sites for rezoning from light industrial - IL1 to Inner City Commercial Corridor District - B5 to encourage a mix of commercial and residential uses.

Table 10: Proposed Sites for Rezoning from IL1 to B5.

Street Name	Civic Address	Number of Sites
Avenue B N	201, 225	2
Avenue C N	208, 304, 210	3
Avenue D N	204, 210, 216	3
Avenue F N	125, 130, 140	2
23 rd St. W	415, 419, 501	2
Total Number of Sites		14

1.2 Residential Land Use

The second issue, which arose from the public participation with the Planning Group, was to ensure that zoning in residential areas reflected the current land use in order to maintain the current good quality affordable housing that exists. An inventory of land in Caswell Hill zoned for RM1, RM3, or RM4 showed that the *bulk* of housing in this area was single-family dwellings, and did not reflect what the zoning allowed for. It was felt that a change in zoning would maintain the current housing form and protect the neighbourhood from higher density developments.

Goals

- To ensure that residential zoning reflects current residential land use; and
- To maintain the bulk of the housing stock as single-family dwellings.

Residential Zoning Designations

As a neighbourhood, Caswell Hill contains a wide range of residential zoning designations. The designations range from R2, one and two-unit dwellings, to RM4, medium to high density residential. (Refer to Figure 9- Caswell Hill Existing Zoning Map.)

Figure 13: Caswell Hill Current Residential Zoning Districts.

R2	Provides for residential development in the form of one and two-unit dwellings as well as related community uses.
R2A	Provides for residential development in the form of one and two unit dwellings, while facilitating certain small-scale conversions and infill developments, as well as related community uses.
RM1	Provides for residential development in the form of one to four-unit dwellings, while facilitating certain small and medium scale conversions and infill developments, as well as related community uses.
RM3	Provides for a variety of residential developments in a medium density form as well as community uses.
RM4	Provides for a variety of residential developments in a medium to high-density form as well as related community uses.

Source: City of Saskatoon Zoning Bylaw 7800.

Considerations

The Planning Group wants to protect the existing character of Caswell Hill, in particular the single-family dwellings that constitute the bulk of the neighbourhood's housing stock, and to reduce the likelihood of apartment-type developments in the future. Zoning which encourages residential developments is desired over industrial or commercial.

Some changes the Planning Group would like to see include:

- changing the zoning along Idylwyld Drive from RM4 to R2A. The R2A zoning would more accurately reflect the use of the existing housing form in this area (single-unit dwellings).

Understanding the area's proximity to the Downtown and Kelsey Institute, and the need for student housing, blocks 1000 and 1100 along Idylwyld Drive North would remain RM4 to allow for some higher density housing;



100 block 32nd Street

- changing the zoning from RM1 which would allow up to a four-unit dwelling to R2A, which would reflect the use of the housing form in this area (single-unit dwellings) and prevent higher density housing; and
- changing the zoning along 25th Street West and Avenue D North from RM3 to R2A would more accurately reflect the density of the housing stock currently there.

The removal of medium-density residential zoning must be balanced with the overall city-wide objective of providing a variety of housing forms in each neighbourhood. Historically, the city's vacancy rate for rental units has been very low. Currently, it is 0.9%, the lowest in Western Canada and one of the lowest in Canada (CMHC). It has been the practice of the City of Saskatoon to achieve a 30/70 split of multiple-unit dwellings to single-family dwellings for each neighbourhood. Caswell Hill is currently at 25.5% multiple; the city average is 35.5% multiple.

Under these recommendations, Caswell Hill will still contain enough land to accommodate 30% multiple-unit dwellings.

Recommendations

1.2 (g) That the Community Services Department examine the following sites for rezoning from medium/high density residential - RM4 to low-density residential infill - R2A to reflect current land use.

Table 11: Proposed Sites for Rezoning from RM4 to R2A.		
Street Name	Civic Address	Number of Sites
32nd Street West	100-120, except 108, 101-117	17
Avenue B North	1012-1026	7
31 st Street West	100-114	8
Total Number of Sites		32

1.2(h) That the Community Services Department examine the following sites for rezoning from low density multiple unit dwelling residential - RM1 to low-density residential infill - R2A to reflect current land use.

Table 12: Proposed Sites for Rezoning from RM1 to R2A.		
Street Name	Civic Address	Number of Sites
Avenue C North	613, 615, 409, 415.	4
Avenue E North	208-236, 209-233, 310-318, 612-618	31
Avenue F North	211-233, 210-240.	21
28 th Street West	201-219, 307-319, 401-413	24
27 th Street West	200, 300, and 400 block, except 401.	52
26 th Street West	200, 300, 400 block.	54
25 th Street West	202-224, 302-318, 402-420, 401-421	34
24 th Street West	412-422, 502-522.	13
Total Number of Sites		233

1.2 (i) That the Community Services Department examine the following sites for rezoning from medium density multiple unit dwelling residential - RM3 to low-density residential infill - R2A to reflect current land use.

Table 13: Proposed Sites for Rezoning from RM3 to R2A.		
Street Name	Civic Address	Number of Sites
28 th Street	102-122, 101-119	19
27 th Street	102-122	10
25 th Street	201-219, 301-323	20
24 th Street	402-410	4
Avenue D	309-317	5
Total Number of Sites		57

1.2 (j) That the Community Services Department, examine the following sites for rezoning from light industrial – IL1 to low density residential – R2A to reflect current land use.

Table 14: Proposed Sites for Rezoning from IL1 to R2A.

Street Name	Civic Address	Number of Sites
24 th Street West	202-224	9
Total Number of Sites		9

1.3 Commercial Land Use

Goals

- To maintain the current boundaries of commercial development along Idylwyld Drive;
- To revitalize the existing commercial area along 33rd Street; and
- To encourage new mixed-use commercial development that includes residential uses and that is compatible with surrounding residential areas.

Commercial Zoning Designations

Caswell Hill contains a variety of commercial zoning districts including: B1, B2, B3, and B5. There is currently one site zoned B1 (neighbourhood commercial) located at 901 Avenue C North. The B1 designation permits “commercial uses which serve the daily convenience needs of the residence in the neighbourhood.”

The B2 designation permits “an intermediate range of commercial uses and is intended to serve the needs of two to five neighbourhoods”. There are three sites zoned for B2 in Caswell Hill; they are located at the boundary between Westmount and Caswell Hill neighbourhoods.

The B3 designation is intended to “facilitate arterial commercial development providing a moderate to wide range of commercial uses on small to medium sized lots”. The B3 sites in Caswell Hill are situated at the south and east boundary of the neighbourhood, starting at the intersection of Idylwyld Drive and 22nd Street. Currently, there are approximately 30 sites that are zoned for B3 commercial uses.

The B5 designation is intended to “recognize historic commercial areas which include a wide range of commercial uses in a medium to high density form”. There is currently a strip of B5 commercial (special area commercial) located along 33rd Street west of Idylwyld Drive. It stretches for approximately six blocks.

Industrial Zoning & Commercial Uses

There are approximately 19 sites that are currently being used for commercial purposes, but are zoned for light industrial. For example, the strip mall located at 720 22nd Street West, is zoned IL1 but its uses are commercial in nature; a restaurant, computer store, billiard hall, etc.



702 22nd Street West

The concern expressed by the Planning Group is that although the uses are currently commercial, there is the potential in the future for those sites to be redeveloped into any of the permitted uses allowed for under the light industrial zoning. The recommendation of the Planning Group is for the light industrial zoning to be changed to a commercial zoning classification to prevent any future industrial development.



702 22nd Street West

33rd Street

On the northern boundary of the Caswell Hill neighbourhood, there is a strip of commercial zoning (B5) that runs along 33rd Street. The commercial zoning stretches from Idylwyld Drive west five and a half blocks until approximately Avenue F.

This commercial area provides many services to the adjacent neighbourhoods of Caswell Hill and Mayfair, and is supported by local residents. The Planning Group expressed interest in seeing this commercial business area promoted and enhanced similar to what has been done along Broadway Avenue.

Broadway Avenue has achieved effective results in the revitalization of their commercial area. Broadway was able to achieve their results via the formation of a BID and through many capital projects and funding for improvements to infrastructure.



200 block 33rd Street

223 25th Street West

Currently, 223 25th Street West operates as the 25th Street Grocery, offering retail services to local residents of Caswell Hill. The current zoning of this site is RM3, we are proposing that it be identified as B1 (neighbourhood commercial). B1 would allow for the current owner to continue operations and to continue using the building as a dwelling unit in conjunction with the business.



223 25th Street West

Recommendations

1.2 (k) That the Community Services Department, examine 223 25th Street West for rezoning from medium/high density multiple unit dwelling residential - RM3 to neighbourhood commercial - B1.

Table 15: Proposed Sites for Rezoning from RM3 to B1.		
Street Name	Civic Address	Number of Sites
25 th Street West	223	1
Total Number of Sites		1

1.3 That the City Planning Branch, Community Services Department, advise the 33rd Street business owners of the opportunities presented by the formation of a Business Improvement District.

2.0 Transportation and Circulation



22nd Street

Goals

- To minimize the amount of non-resident traffic short cutting through Caswell Hill;
- To provide safe pedestrian and bike passages, especially for pedestrians (children) crossing 29th Street;
- To alleviate parking congestion around Ashworth Holmes Park; and
- To reduce the speed and address the behaviour of the traffic travelling through the neighbourhood, especially on 29th Street, 25th Street, and Avenue C.

Introduction

Caswell Hill is bounded by three major arterial streets, 33rd Street, Idylwyld Drive, and 22nd Street; and one minor arterial; Avenue H. There is one collector street, 29th Street, which bisects the neighbourhood. The remaining streets are classified as local streets.

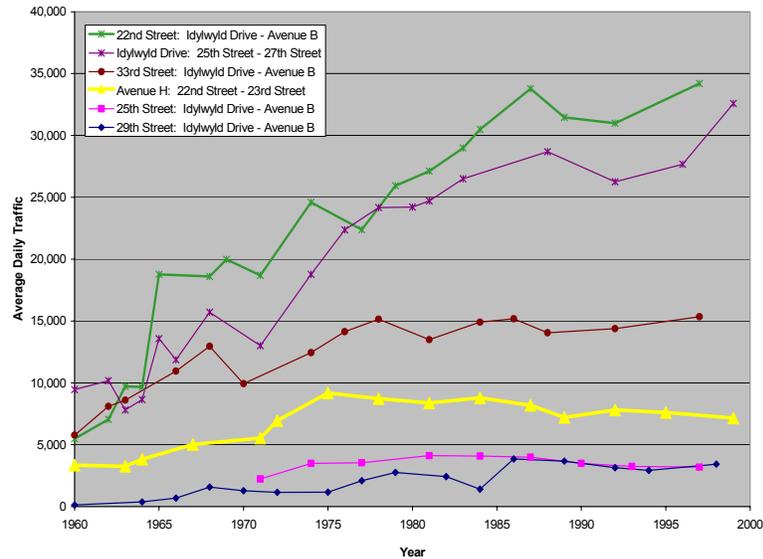
Traffic volumes

Since 1960, traffic volume on Idylwyld Drive and 22nd Street has steadily increased. 33rd Street has not experienced the same momentum in traffic increase as Idylwyld Drive and 22nd Street, but it has climbed slightly over the past 40 years. The increase in traffic on these streets is likely caused by the natural expansion of the city. People are living in homes further out from the Downtown and using arterial roadways as a means of commuting to and from Downtown.

The traffic volume on 29th Street and 25th Street has remained relatively constant since 1960, never surpassing 5,000 for average daily traffic volume.

Caswell Hill Traffic Volume Statistics

Figure 14: Caswell Hill Traffic Volume, 1960-2000.



Caswell Hill streets are designed based on a grid road system. This means that there are several entry and exit points to the neighbourhood. This also means that there are several opportunities for traffic from outside the neighbourhood to divert off arterial streets and cut through the neighbourhood.

25th Street Extension

Since 1989, one of the civic goals of the City of Saskatoon has been to extend 25th Street from the Downtown to Idylwyld Drive. Currently, 25th Street does not extend from the Downtown to Idylwyld Drive because of the CPR yards, which obstruct the connection, as well as buildings in the Warehouse District. The City’s commitment to achieve this goal has been publicly advertised through programs such as The Downtown Plan.

Through the Local Area Plan process, Caswell Hill residents have expressed concern with future plans by the City to extend 25th Street from Downtown to Idylwyld Drive, and similarly King Street to 29th Street. In general, residents support the potential extension, but do not wish to see any more traffic from outside the neighbourhood directed through Caswell Hill.

29th Street

The Planning Group expressed concern about traffic from outside the neighbourhood short cutting through Caswell Hill. There was particular concern with 29th street because of the speed and behaviour of the drivers that are using this street as a short cut. 29th Street is a concern because of pedestrian safety, speed of traffic, and noise generated by traffic.

During the Local Area Planning process, the planning group made several suggestions on how to improve pedestrian safety and to slow traffic speeds on 29th Street. The Groups suggestions include:

- Adding 4 way stops at 29th Street and Avenue C, 29th Street and Avenue E, 25th Street and Avenue E, 30th Street and Avenue D, and 23rd Street and Avenue C; and
- Installing speed bumps on 25th Street.



29th Street and Avenue B

As part of the local area plan process, the Planning Group has had the opportunity to work with Mr. Don Cook, Manager, Traffic Management Section, Infrastructure Services Department, to try and address the traffic concerns within the neighbourhood.

Traffic Calming

The Traffic Management Section has developed several short-term traffic calming proposals intended to address traffic issues brought forward by members of the Planning Group. The proposals developed are intended to address the immediate resident concerns with traffic speed, driver behaviour, short cutting, and pedestrian safety. The proposals have been discussed through the local area plan process, but will also be proceeding to the Community Association for further feedback prior to implementation.

The short-term traffic calming proposals developed by Traffic Management for the Caswell Hill Local Area Plan include:

- Install 4 way stop at 29th Street and Avenue E, 23rd Street and Avenue C;
- Install crosswalk markings at 29th Street and Avenue B and Avenue C;
- Install bulbing and crosswalk markings at 25th Street and Avenue C, and 29th Street and Avenue F or Avenue G;
- Close the median at 32nd Street and Avenue C;

- Reclaim Street at 30th Street and Avenue D.

Some of these proposals can be implemented without City Council's approval, other proposals will require further input from the Community Association, affected residents, and City Council.

The Traffic Management Section has also offered, as part of the Caswell Hill Local Area Plan, several commitments for future traffic planning in Caswell Hill:

- They will not direct traffic or create through traffic routes on Caswell Hill neighbourhood streets;
- They will implement measures to prevent through traffic on 25th Street (west of Idylwyld Drive) should 25th Street be connected between Idylwyld Drive and 1st Avenue; and
- They will design the bicycle routes to ensure no loss of pedestrian access or comfort.

Pedestrians

Another concern of the residents related to 29th Street and the boulevard, is the safety of children having to cross 29th Street to attend Caswell Hill Community School. The Planning Group has suggested using stop signs at several points along 29th Street to stop traffic and provide children an opportunity to cross the street. In consultation with the Traffic Management Section, it has been recommended that alternative traffic calming measures be considered, other than stop signs, to address this valid concern. The stop signs are an alternative, but may not be the most effective way of resolving the pedestrian crossing problem.

Parking

Due to the close proximity of Kelsey Institute to Caswell Hill neighbourhood, students from Kelsey often park in Caswell Hill during the day while attending school. This problem has emerged in other Saskatoon neighbourhoods, such as Varsity View, Nutana, and City Park, for similar reasons. As part of the local area planning process, the Group did discuss the possibility of implementing a residential parking permit program, but this was not seen as the preferred option for this problem.



The Parking Services Section, Infrastructure Services Department is responsible for addressing parking concerns in Saskatoon. Specific programs administered by Parking Services include: the City Card Program and the Residential Parking Permit Program. Parking Services has worked with Varsity View and City Park neighbourhoods to implement a Residential Parking Permit Program.

***Mayfair Lawn
Bowling Club***

Another parking problem in Caswell Hill occurs near the intersection of 30th Street and Avenue D. The problem is periodic, in that it is associated with the users of the Mayfair Lawn Bowling Club. The Club is located on the southeast corner of Ashworth Holmes Park along a curved section of roadway. Driver visibility around this section of Ashworth Holmes Park is limited at most times, but is especially difficult when cars are parked on both sides of the street around the curve. Another contributing factor to the poor visibility along this section of roadway is due to the hedge in the Park that was planted adjacent to the roadway. When the hedge is not trimmed and maintained, it makes visibility on the roadway limited.



30th Street & Avenue D

Caswell Hill neighbourhood has busy roadways at three of its four neighbourhood boundaries. These roadways have high traffic volumes, and are intended to move traffic to and from the Downtown. The Planning Group considers 33rd Street commercial area as their main neighbourhood shopping area. The 33rd Street commercial area serves local residents as well as residents from other neighbourhoods, such as Mayfair and Kelsey/Woodlawn. The Planning Group would like to see improvements made to the pedestrian environment on 33rd



Street. Residents feel that this shopping area has lots of potential and should be enhanced for the benefit of users and for the business owners.

(Note: See Commercial Land Use Section for recommendation.

Recommendations

2.1 Traffic Calming

That the Traffic Management Section, Infrastructure Services Department, work together with the Caswell Hill Community Association to evaluate and implement proposals for traffic calming on 29th Street and Avenue C in Caswell Hill.

2.2 Parking

(a) That the Parking Services Section, Infrastructure Services Department, meet with the Caswell Hill Community Association and the Kelsey Students Union to discuss parking problems associated with students attending Kelsey Institute.

(b) That the Parking Services Section, Infrastructure Services Department, meet with the Caswell Hill Community Association and the Mayfair Lawn Bowling Club to discuss parking concerns around Ashworth Holmes Park.

25th Street Extension

2.3 (a) That the Traffic Management Section, Infrastructure Services Department implement measures to minimize the impact of potential increased traffic from any proposed street connections from King Street to 29th Street and 25th Street from Downtown to Idylwyld Drive.

(b) That representatives from the Caswell Hill Local Area Plan be invited to review all proposed linkages between 25th Street and 29th Street during the Warehouse District Local Area Plan.

3.0 Municipal Services and Infrastructure

Goals

- To re-implement policy where sidewalks are repaired and maintained using concrete only and not asphalt overlays.
- To ensure that boulevards in the neighbourhood are **not** narrowed or eliminated within the Caswell Hill neighbourhood.
- To have utility lines buried instead of above ground.
- To relocate the City of Saskatoon Transit headquarters to another location outside of the neighbourhood.
- To increase and maintain the city's urban forest contained within Caswell Hill.

Introduction

The City of Saskatoon Infrastructure Services Department is responsible for the provision and maintenance of municipal infrastructure. The Roadways Section of the Department provides services for the construction, preservation, and operation of all roadway assets, including roads, sidewalks, interchanges, bridges, structures, lanes, and pathways. The Roadways Section develops and manages preventative maintenance programs for all roadway assets.

Sidewalk Maintenance & The Asphalt Overlay Program

In 1999, the Roadways Sections, Infrastructure Services Department underwent an audit of its sidewalk maintenance and preservation program. The audit identified strengths as well as opportunities for improvement. Upon completion of the audit, an audit report containing recommendations went forth to City Council for approval. One of the recommendations included in the audit report advised the Roadways Section to implement alternative ways of repairing and maintaining sidewalks. City Council approved the audit report and supported the audit recommendations. In May 2000, the Roadways Section presented the Sidewalk Asphalt Overlay Program to the Planning and Operations Committee, a Committee of Council, and received support for the program.



28th Street & Avenue B

Many residents in Caswell Hill have expressed deep concern with the City's policy decision to repair and maintain sidewalks with asphalt instead of concrete. Due to the age of the Caswell Hill

neighbourhood, many of the sidewalks are in poor condition (deteriorating) and are being considered for the City’s Asphalt Overlay Program. The residents of Caswell Hill *are opposed* to sidewalks being repaired with asphalt. They would prefer that the City re-implement the use of concrete for repair, maintenance, and construction of sidewalks as they have done in the past.

In May 2001, the Roadways Section undertook a review of the asphalt overlay program and submitted a report to City Council for approval. The status report suggested ways of improving the program in order to gain wider public support. The improvements suggested included:

- The Administration will ensure that a minimum of one month advance notification is provided to affected property owners;
- The Administration will embark on an extensive public education initiative that will provide residents and community associations with the facts regarding the program, and will allow residents an opportunity to ask questions; and
- Aesthetic are a common complaint about the program. Residents are often disappointed with the “uneven” appearance of the sidewalk at the curb. In order to address this concern, the Administration has decided to blacken the entire curb face.

In May 2001, City Council once again approved the asphalt overlay program.

Concrete vs Asphalt

The Asphalt Overlay Program received support from City Council and from the Infrastructure Services Department because the program offers an effective way of repairing and maintaining deteriorating sidewalks that is very economically feasible.

Table 16: Comparison Concrete vs Asphalt, 2001.

	Concrete	Asphalt
Life Expectancy	80 years	15 years
Costs (per lineal metre)	\$225	\$15

If residents prefer to have their sidewalk replaced with concrete the option is still available to them, but the full cost of the concrete replacement is at the property owner’s expense.

Boulevards

Caswell Hill is one of the few neighbourhoods in Saskatoon that was constructed with boulevards. The residents of Caswell Hill are very passionate about and proud of their boulevards. The

boulevards provide much needed green space for relaxing and recreation, as well as being esthetically pleasing and environmentally friendly. The boulevards in Caswell Hill are treated with special care and attention.

The Caswell Hill Community Association and property owners who front the boulevards have organized benches and large flower pots to be placed on the boulevards for additional beautification of the boulevards and for the enjoyment of residents.



31st Street and Avenue C

29th Street Boulevard

The Roadways Section of Infrastructure Services Department has scheduled some roadway maintenance for 29th Street in 2001. The plan calls for the widening of 29th Street by 2.3 feet (0.8 metres) in each direction from Idylwyld Drive to Avenue E. The implication being that the boulevard will be narrowed by 1.6 metres (from 9.0 m to 7.6 m) to accommodate the widening of the roadway. The reason for the widening of the street, as stated by the Infrastructure Services Department, is necessary because of the following reasons:

- history of traffic collisions on 29th Street that can be attributed to narrow traffic lanes;
- the City has problems maintaining the street in winter due to the narrow lanes;
- the median curb is in poor condition;
- the City has secured the funds for this roadway to be rehabilitated; and
- the widening of the street is consistent with nationally recognized street design standards that have been adopted by the City of Saskatoon.

The residents are concerned that by narrowing the boulevard, speeding along 29th Street will increase as a result. Residents do not agree with the reasons Infrastructure Services has stated above. Since the widening of the roadway seems inevitable, due to liability reasons, it is then necessary for the Traffic Management Section to observe traffic speed along this street and work together with the Community Association on traffic

calming for 29th Street.

(Please note: A recommendation directed at implementing traffic calming on 29th Street was included in the previous section - Transportation and Circulation.)

Overhead Power Lines

Caswell Hill is a mature neighbourhood with a fully developed urban forest. At the time Caswell Hill was developed, the common practice was to locate power lines overhead. Today, in new neighbourhoods, the common practice is to locate all power lines including lighting underground. The cost of locating the lines underground is added to the servicing costs of the lot, and is past on to the consumer when they purchase their home.

Overhead power lines are a concern to the residents of Caswell Hill. Residents would prefer that the City buried overhead lines or at least establish policies to see this progression happen over time. The mature trees add to the attractiveness and beauty of the neighbourhood. Unfortunately, many of the urban forest trees are growing adjacent to the overhead lines and are removed to accommodate the overhead lines.

The City Electrical Department is responsible for electrical distribution in Caswell Hill. Due to the expense involved and the difficulty in facilitating the conversion from overhead to underground, there are no plans in place for the overhead lines to be relocated underground. The Department will, however, try to locate overhead lines in back alleys wherever possible for future upgrades, in order to avoid damage to the urban forest trees.

Wheelchair Ramps

Wheelchair accessibility was identified as a safety concern in Caswell Hill through the local area planning process. Residents are concerned that not all street corners in Caswell Hill have been upgraded with wheelchair ramps. The Planning Group is concerned about the mobility and accessibility needs of their community. They would like to ensure that all residents have safe pedestrian routes within the neighbourhood.

The Traffic Management Section, Infrastructure Services Department is responsible for administering the wheelchair ramps program for the City of Saskatoon. The Roadway Section, also of Infrastructure Services Department, is responsible for the installation work of the wheelchair ramps. The program was established by the Infrastructure Services Department and has been operating for a number of years. Street corners are upgraded on a priority basis and sometimes done in conjunction with

Sidewalk repairs. The commercial areas in Saskatoon have been designated a high priority for installation of wheelchair ramps. The second priority is given to requests received from wheelchair users regarding ramps needed on frequently used routes. Requests for the installation of wheelchair ramps can be forwarded to Traffic Management Section for consideration.

Recommendations

Sidewalks

The Planning Group is strongly opposed to the City of Saskatoon using asphalt overlays for repairing sidewalks in Caswell Hill. The appearance of the overlays is unacceptable and residents do not see it as an asset to their property. The core neighbourhoods, due to the age of their infrastructure, are more likely to see the overlay program implemented on their neighbourhood sidewalks than newer neighbourhoods.

The Asphalt Overlay Program has been in operation for one year. In May 2001, the Department responsible for administering the program, conducted a review of the program and reported to City Council. Enhancements to the existing program have been made to strengthen the program. The resident notification system will be improved and a public education component has also been added. City Council re-approved the Asphalt Overlay Program in May 2001.

3.1 Overhead Lines

That the Electrical System Branch, Utility Services Department, consider burying overhead lines or relocating overhead lines to back alleys in Caswell Hill when upgrading utilities to avoid damaging the urban forest.

3.2 Wheelchair Ramps

That Traffic Management Section, Infrastructure Services Department, evaluate street corners in Caswell Hill for timing of upgrades so that more wheelchair accessible ramps are added.

Goals**4.0 Parks and Recreation**

- To increase the amount of park space available in the neighbourhood, particularly the southern portion of the neighbourhood.

Introduction

The lack of park space in Caswell Hill is a concern for residents. There is one neighbourhood park, Ashworth Holmes Park, which is located in the northern portion of the neighbourhood. The other recreational space available within the neighbourhood would be at Caswell Hill Community School, Bedford Road Collegiate, or at Mayfair Swimming Pool. The two school sites would be under the authority of the Public School Board and the swimming pool, owned and operated by the City of Saskatoon, would be serving several neighbourhoods including Caswell Hill.

Park Space by Neighbourhood**Table 17: Acres of Park Space by neighbourhoods, core neighbourhoods, 1998.**

Neighbourhood Name	Acres of Park Space	People/Acres of Park Space
Westmount	16.16	156.1
Sutherland	19.74	247.3
Pleasant Hill	17.89	256.7
Saskatoon	671.12	297.4
Varsity View	13.34	302.4
Riversdale	7.09	324.7
Caswell Hill	10.53	359.5
City Park	6.42	752.0
King George	2.25	1036.6
Nutana	3.48	1884.3

Source: Neighbourhood Profiles, 1998.

The ratio for people/acres of park space are skewed a bit for City Park, King George and Nutana due to large special use parks located in those neighbourhoods. The proximity of those special use parks makes them available to residents, but does not include them in the parks calculation because of their land use designation.

Administrative Open Space Guideline

Park space deficiency is evaluated by the Parks Branch and the Leisure Services Branch on a city-wide basis. The Administrative Open Space guidelines suggest that approximately 15 acres of parkspace should adequately serve a population of 5,000 persons (i.e. 12 acres for a core neighbourhood park and 3 acres dispersed as pocket parks). With a population of 3,800¹⁹ people, Caswell Hill's current population would be served by approximately

¹⁹ Saskatchewan Health Population, 2000.

11.4 acres (3,800/5,000 x 15 acres) of open space. Ashworth Holmes Park is 10.5 acres; therefore, there is an open space deficiency of 0.9 acres.

The City of Saskatoon has identified this problem, and has established policy's to assist older neighbourhoods close the gap on the current standards. The two policies that are in place and help facilitate this transformation are the: City of Saskatoon Parks and Open Space Policy, and the City of Saskatoon Parks and Recreation Open Space Policy.

Pre-Paid Levy's

The pre-paid levy program imposes a levy on the price of new lots and ensures that funding is identified for open space development. Unfortunately, most of the older neighbourhoods in Saskatoon did not have such standards in place at the time they were developed. Caswell Hill is unique in that, park space was set aside when the neighbourhood was originally developed. Ashworth Holmes Park is one of Saskatoon's oldest parks.

City of Saskatoon Transit Headquarters

Residents, through the local area plan process, have identified a few potential locations for the addition of neighbourhood park space. The ***most desired location*** by the Planning Group for the addition of a park space would be at 301 24th Street West and 321 Avenue C North. This site is currently home to the City of Saskatoon Transit headquarters and storage facilities. In the event that the City decides to relocate the Transit Barns out of Caswell Hill, the redevelopment of this site (or a portion of this site) into a neighbourhood park and community center would be encouraged and appreciated by local residents.

Considering that the neighbourhood's park space deficiency is only 0.9 acres, this site may be able to accommodate both park space and another land use.



City of Saskatoon Transit Operation Site

Pocket Park

The Planning Group identified another potential park location, shown here. The vacant parcel is located at the corner of Walmer Road and Avenue H. The area of the potential pocket park site is 435.5 square metres (0.11 acres). Residents suggested that this site may be suitable as a pocket park for younger children in the neighbourhood, possibly with a water feature of spray pool.



Potential Pocket Park Site, 728 Walmer Road.

Buffer Strip

Another item the planning group discussed related to parks and open space, was to plant a buffer strip of trees along the railway tracks to provide some visual screening and sound attenuation from the railway system. Since it is also the desire of the



tracks.

Jamieson Street & Avenue C

Planning Group that the land north of the tracks be rezoned from industrial to residential, this screening would benefit both current and any future residents living close to the railway

The Parks Branch, Infrastructure Services Department suggested that the trees, if planted, could visually screen the railway tracks but would not serve well as a sound attenuation barrier. A solid barrier would be required to properly filter out the noise. There is currently no program or funding in place to allow for tree planting and planting maintenance along the railway tracks.

Mayfair Swimming Pool

As part of the local area planning process, Group members brought forward concerns about accessibility to existing park space at Mayfair Swimming Pool. Residents suggested that if the fence was repositioned closer to the pool, that more users could use the park more often, without having to pay to enter the pool. Several specific user groups were discussed including turning the park space into a dog park. Overall, the group felt the repositioning the fence was a good idea, and that no specific group should be targeted for the parks use.

Recommendations

4.1 Park Space

If the City of Saskatoon considers relocating the Municipal Transit facility out of the Caswell Hill neighbourhood, the old transit site (or a portion of the site) should be evaluated for park space and a community centre as an alternative use.

4.2 That the Community Services Department, in consultation with the Caswell Hill Community Association, continue to work together to identify potential park space locations in the neighbourhood.

4.3 That the Community Services Department, in cooperation with the Parks Branch of Infrastructure Services, consider and evaluate 728 Walmer Road as a future potential pocket park space location in Caswell Hill.

5.0 Heritage

Goals

- That new and existing development, as part of design considerations, make references to heritage cues and be appropriate to the site and to the neighbourhood; and
- That structures and areas of heritage value to the neighbourhood and to the city be considered for Architectural Control District, Municipal Heritage Designation or the Community Heritage Register.

Introduction

Caswell Hill has many features that make it attractive as a neighbourhood. Many of these features relate to the age of the neighbourhood, the style of housing, the design of the streets, the close proximity to shopping, and the friendliness of the residents.

The residents of Caswell Hill celebrate the history of their neighbourhood. That is evident driving in the neighbourhood and seeing how many residents have chosen to maintain heritage details on the exteriors of their homes even through renovations. One example of how this neighbourhood has chosen to celebrate it's heritage is through the creation of a walking tour brochure. Through the Caswell Hill Community Association, a walking tour brochure was published which provides both residents of Caswell Hill and citizens of Saskatoon, a brief history of notable buildings, people, and developments in the neighbourhood.

Willingdon Place

In terms of heritage housing, Caswell Hill has a unique example of the first crescent-shaped development in Saskatoon. Willingdon Place contains 12 houses, all of which were designed by local architect Frank P. Martin. The homes exhibit features associated with the Arts and Crafts Movement that was popular in Canada in the 1920's and 1930's. Over the years, the homes have undergone some renovation work, and some ornamental features have been lost, but overall, they still exhibit a great degree of architectural continuity.



Architectural Control District

Willingdon Place is an excellent candidate for the establishment of an Architectural Control District (ACD). The establishment of an ACD is a citizen-driven process, in which a group of residents from a specific geographic area collectively work together to maintain an architectural feature of an area. When in place, the ACD designation applies to all buildings within the defined area and requires the consent of all the owners.

Parish of Christ Church

Conserving buildings with heritage value within the neighbourhood is one of the goals of the Caswell Hill Planning Group. This church was suggested as a potential heritage conservation candidate, due to its interesting history and architectural beauty. The residents would like to see Christ Church recognized for its heritage value and would like the parish to consider designation.



515 28th Street West

Recommendations

5.1 Municipal Heritage Designation

That the Community Services Department advise the owners of the Parish of Christ Church at 515 28th Street of the potential opportunities presented by Municipal Heritage Designation and the City's Heritage Conservation Program.

5.2 Willingdon Place

That the Community Services Department advise the owners/residents of housing in Willingdon Place of the potential opportunities presented by Architectural Control District, Municipal Heritage Designation, and the City's Heritage Conservation Program.

6.0 Neighbourhood Safety

Goals

- To enhance lighting in Ashworth Holmes Park to allow for evening use of the park, to decrease vandalism, and to improve safety;
- To increase neighbourhood police presence in the form of bike patrols;
- To encourage residents to participate in a neighbourhood watch program; and
- To ensure that Caswell Hill remains a safe place to live, work, and visit.

Introduction

Neighbourhood safety is an essential component of community well being. As our city continues to grow and change, so do the security needs of people and their property in individual communities. Crime levels tend to vary from neighbourhood to neighbourhood. Some areas are more vulnerable to crime for reasons such as geographical location and environmental design. Individual neighbourhood characteristics can indicate areas more at risk for certain kinds and levels of crime.

Saskatoon's Safer City Committee

The City of Saskatoon established the Safer City Committee in 1998. The Safer City Committee, reporting to City Council and supported by all City Departments, provides a strong, effective focus for building a safer city by providing a coordinating body, facilitating cooperation and mutual support between civic departments, agencies and individuals in the community. This network of support contributes directly to the ability of our communities to address their own needs, identify their problems and priorities, and to develop strategies and programs to deal with the issues they face.

The overall goal of the Safer City Committee is to build capacity in the community, to identify, prioritize, analyze, and solve urban safety issues within that community. Whether the community is the city as a whole, a neighbourhood, a few neighbours or a community of interest, people need the research, information, and tools to affect change.

The understanding and participation of community members; collaboration between a broad range of non-governmental, governmental, and other agencies; and a recognition that there are many diverse communities within the larger community of Saskatoon will ultimately help build a safer Saskatoon.

Crime Prevention Through Environmental Design (CPTED)

One of the tools employed by the Safer City Committee, through the City Planning Branch, is Crime Prevention Through Environmental Design (CPTED).

CPTED is a multidisciplinary approach to crime prevention and includes collaborating to define problems, identify solutions, carry out the most feasible plan, and evaluate the results. Using CPTED makes efficient use of all local resources within the community, both formal and informal. CPTED encourages the community to become more proactive in controlling crime in their neighbourhood.

“CPTED is a process, a way of thinking about crime, not a “cookie cutter” program to replicate. It brings together police officers, residents, local planners, and members of other local agencies to examine how the area’s physical features influence crime and the opportunity for crime. Physical features can then be designed or modified to reduce vulnerability to crime”. (National Crime Prevention Council-Designing Safer Communities: A CPTED Handbook)

Ashworth Holmes Park

Ashworth Holmes Park at night was identified as an area of concern to Planning Group members. Group members feel that lighting in the park is insufficient, and that it may be contributing to property damage occurring in the park. Some buildings in the park, such as the Mayfair Lawn Bowling Club building, are isolated and the back of the building is obstructed from view by surrounding homes. The wall of the building that faces the inside of the park has been subject to graffiti on more than one occasion.



Mayfair Lawn Bowling Club House

Recreation Prgramming

Some Planning Group members feel that the best way to address this problem would be to enhance the recreation services offered to the youth within the neighbourhood. Some Group members would like to see a neighbourhood community center developed that is easily accessible to neighbourhood youth.

“Neighbourhood based recreation centers are vital courses of positive activity and learning for youth, as well as important resource for connecting them to needed prevention services.”²⁰

Community Policing

Ideally, every neighbourhood in Saskatoon should have a community center for its youth and for all neighbourhood residents. Unfortunately, it is not realistic or economically feasible for the City of Saskatoon to have a community centre in every neighbourhood. The Community Services Department, through the Community Development Branch, continuously works with the respective community associations to enable them to accomplish community goals and develop recreation programming for residents.

The Caswell Hill Planning Group has expressed concern with the amount of police presence in the neighbourhood. Residents feel that the amount of police cars patrolling in the neighbourhood has decreased over recent years. Some group members expressed support for the return of the bike patrols.

Community Policing in Saskatoon is currently being evaluated on a city-wide basis. Several public meetings are being held this month to provide all residents an opportunity to discuss their safety and policing concerns. Police Services work with the schools and with the community associations on a constant basis. Saskatoon Police Services assigns each school a police constable to work with the schools and the students.

Fire & Protective Services

There is also concern over boarded up buildings, a lack of fire hydrants, and an increased number of burning garbage containers in the neighbourhood. Communication between the Fire and Protective Services Department and the Caswell Hill Community Association needs to be improved so that the community can stay informed about problem spots in the neighbourhood.

The Fire and Protective Services Department have recently introduced several new initiatives to help improve health and safety conditions in the core neighbourhoods and to share information more readily with the community associations. Fire and Protective Services have begun communicating on a regular basis with community associations through the Suburban Development Areas group meetings.

City Centre Housing Program

The City Centre Housing Program, initiated in 2001 by Fire and Protective Services, is intended to address health and safety issues in the core neighbourhoods, and is working towards bringing housing back to a minimum standard of life safety.

²⁰ National Crime Prevention Council, [350 Tested Strategies to Prevent Crime](#), page 59.

City of Saskatoon Transit Services Branch

Through the local area planning process, the Planning Group has brought forward concerns about pedestrian safety around the Municipal Transit Facility. Residents are concerned with:

- children playing near the transit facility and buses turning into the facility on Avenue C and Avenue D;
- the speed of buses traveling within the neighbourhood to and from the operation facility; and
- noise and pollution emitted from buses idling.

Transit Services is sensitive to the issues of pedestrian safety regarding children and the transit operations. Transit Services is interested in working with the community, through the community association, in order to maintain a good neighbour relationship. As summer approaches and more children and youth are present on the streets, operators are reminded to watch for pedestrians, bikes, and scooters, not only in Caswell Hill area, but in all areas of the city.

Recommendations

6.1 Safety Audit

(a) That the Caswell Hill Community Association work with the Community Services Department, City Planning Branch and the Community Development Branch to conduct a Safety Audit, using the principles of Crime Prevention Through Environmental Design (CPTED), on Ashworth Holmes Park to address park safety issues brought forward during the local area planning process.

(b) That the Ashworth Holmes Safety Audit Report be forwarded to the Caswell Hill Community Association, the Safer City Committee and Saskatoon Police Services.

6.2 Fire Hazards

That the Fire and Protective Services Department meet with the Caswell Hill Community Association to inform them about new initiatives to improve health and safety within the neighbourhood, and to educate the residents about buildings which are condemned or are a fire hazards within the neighbourhood.

6.2 Recreation Programming

That the Community Services Department, in consultation with the Caswell Hill Community Association, continue to work together to ensure that the community, particularly the youth of the community, have programming choices to meet the needs of the residents of Caswell Hill.

6.3 Community Partnership

That the City's Transit Services Branch, Infrastructure Services Department, meet with the Caswell Hill Community Association to discuss community safety concerns related to pedestrian safety and the transit operations.

*How to contact
us.....*

WE WANT TO HEAR FROM YOU!

If you have any questions or comments, please call the Caswell Hill Local Area Planning Staff at 975-2645.

Our mailing address is:

Caswell Hill Local Area Plan
Community Services Department
City Hall
222 3rd Avenue North
Saskatoon, Saskatchewan
S7K 0J5