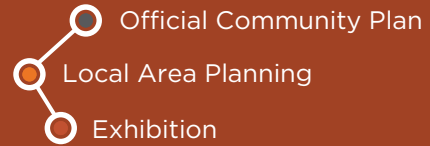


Exhibition

LOCAL AREA PLAN



September 2020



saskatoon.ca/lap



City of Saskatoon Exhibition Local Area Plan

Prepared by the City of Saskatoon Planning and Development Division



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INTRODUCTION



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EXECUTIVE SUMMARY

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

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

The Exhibition LAP was created with input from more than 190 neighbourhood residents and stakeholders, along with contributions from about 70 members of City administration. The Exhibition LAP contains short, medium, and long-term recommendations that result in neighbourhood improvements. A total of 36 recommendations are contained in the Exhibition LAP related to: Land Use & Infill Development; Parks, Open Spaces & Riverfront; Municipal Infrastructure & Services; Property Maintenance Regulations & Standards; Traffic & Transit; Community Capacity; Impacts of Major Events; and Neighbourhood Safety. The Neighbourhood Planning Section is responsible for coordinating the implementation of recommendations through partnership with other civic departments; this process also involves working with community stakeholders.

Implementation

Each year, budgets from many City of Saskatoon departments are used to support capital investments needed to implement the action items of a LAP. Local Area Planners are the liaisons between the community and City administration, and ensure the priorities laid out

in each LAP are reflected in project funding. The interdepartmental cooperation begins in the early stages of the LAP process when key City administrators provide insight and expertise by engaging in discussion on identified issues with local residents and stakeholders. These same key City administrators are often involved in approving commitments to implement recommendations from the LAP.

“The Exhibition LAP was created with input from more than 190 neighbourhood residents and stakeholders, along with contributions from about 70 members of City administration.”

Priorities

Stakeholders reviewed the final draft recommendations and identified top priorities for implementation. Although other factors may prevent these top priority recommendations from being implemented immediately, it is helpful to understand local priorities. The Neighbourhood Planning Section also has a LAP Implementation Planner responsible for tracking and managing implementation of non-safety recommendations.

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The safety recommendations were prioritized separately because the Neighbourhood Planning Section has a Neighbourhood Safety Implementation Planner tasked with managing the

implementation of safety recommendations from LAPs and related reports.

The following recommendations were identified by stakeholders as top priorities:

LAP RECOMMENDATION

- 1.4 BOULEVARD TREE PLANTING AND BOULEVARD GARDENING PROGRAMS
- 2.1 DIEFENBAKER PARK - MASTER PLAN
- 2.3 MEEWASIN TRAIL - ADDITIONAL ACCESS POINT
- 5.1 LORNE AVENUE AND TAYLOR STREET - INTERSECTION ASSESSMENT
- 7.2 PRAIRIELAND PARK - SASKATOON EX TRAFFIC IMPACTS, TRANSPORTATION OPTIONS, AND LOCAL PARKING RESTRICTIONS

SAFETY RECOMMENDATION

- 8.6 EXHIBITION PARK - PATHWAY LIGHTING
- 8.8 DIEFENBAKER PARK - LIGHTING
- 8.11 RUTH STREET AND LORNE AVENUE INTERSECTION - GANG ACTIVITY CONCERNS
- 8.12 RUTH STREET AND LORNE AVENUE INTERSECTION - PUBLIC INTOXICATION
- 8.15 PROPERTY CRIME & SUSPICIOUS BEHAVIOUR REPORTING

SUMMARY OF RECOMMENDATIONS

Section 1: Land Use & Infill

RECOMMENDATION 1.1: EXHIBITION INDUSTRIAL AREA - CONSULTATION: That the Neighbourhood Planning Section, Development Review Section, and Business License Section consult property and business owners in the Exhibition industrial area to discuss potential options to address historical zoning and land use-related challenges that impact the industrial properties.

RECOMMENDATION 1.2: RECOGNIZE AND REPORT ILLEGAL SECONDARY SUITES: That the Community Standards Division and Neighbourhood Planning Section distribute information throughout the Exhibition LAP study area about regulations and standards for secondary suites, and the reporting process for suspected illegal suites.

RECOMMENDATION 1.3: CITY-OWNED BOULEVARD LONG-TERM STRATEGY: That the Neighbourhood Planning Section work with the Urban Forestry Section to discuss potential long-term strategies for portions of City-owned boulevards in the Exhibition LAP study area where suitable tree planting locations do not currently exist, based on minimum boulevard tree spacing distance requirements from utilities and infrastructure.

RECOMMENDATION 1.4: BOULEVARD TREE PLANTING AND BOULEVARD GARDENING PROGRAMS: That the Neighbourhood Planning Section, Urban Forestry Section, and Sustainability Division share information about the City Boulevard Tree Planting and Boulevard Gardening Programs through the Queen Elizabeth Exhibition Haultain Community Association website and newsletter.

Section 2: Parks, Open Spaces & Riverfront

RECOMMENDATION 2.1: DIEFENBAKER PARK - MASTER PLAN: That the Recreation & Community Development Division work with the Transportation Division, Meewasin, Prairieland Park Management and affected user groups, to create a comprehensive master plan for Diefenbaker Park.

RECOMMENDATION 2.2: OPTIMIST HILL - PROJECT UPDATES: That the Neighbourhood Planning Section request that OSP Community Development Corporation provide updates to the Queen Elizabeth Exhibition Haultain Community Association until development of Optimist Hill is complete.

RECOMMENDATION 2.3: MEEWASIN TRAIL - ADDITIONAL ACCESS POINT: That the Construction & Design Division, Parks Division, and Saskatoon Water work with Meewasin to investigate the feasibility of constructing an additional access point to Meewasin Trail off of St. Henry Avenue, between Taylor Street and Hilliard Street.

RECOMMENDATION 2.4: PIONEER CEMETERY - RECOGNITION: That the Heritage Coordinator work with the Cemetery Superintendent to identify opportunities to honour and share the history of Pioneer Cemetery.

RECOMMENDATION 2.5: PIONEER CEMETERY - CONFIRM RECORDS: That the Heritage Coordinator work with the Cemetery Superintendent and City Archivist to explore suitable technology to confirm the historical record of Pioneer Cemetery.

RECOMMENDATION 2.6: WEAVER PARK - DOG SIGNAGE: That the Parks Division add signage at the north and south ends of Weaver Park outlining that off-leash dogs are not permitted in the park space.

Section 3: Municipal Infrastructure & Services

RECOMMENDATION 3.1: MUNICIPAL SERVICES INFORMATION: That the Neighbourhood Planning Section and the Transportation & Construction Department work with the Queen Elizabeth Exhibition Haultain Community Association to share information about municipal service programs that impact the area.

Section 4: Property Maintenance Regulations & Standards

RECOMMENDATION 4.1: BYLAW REGULATIONS

AND STANDARDS INFORMATION: That the Neighbourhood Planning Section work with Saskatoon Fire and the Community Standards Division to share the Good Neighbour Guide with area residents with the assistance of the Queen Elizabeth Exhibition Haultain Community Association.

Section 5: Traffic & Transit

RECOMMENDATION 5.1: LORNE AVENUE AND TAYLOR STREET - INTERSECTION ASSESSMENT:

That the Transportation Division consider options to address driver confusion on the east leg of the Lorne Avenue and Taylor Street intersection.

RECOMMENDATION 5.2: EXHIBITION PARK - PEDESTRIAN AND TRAFFIC CONFLICT:

That the Transportation Division install a curve advisory sign at the west end of the Exhibition Park to alert drivers on Adelaide Street that the road curves into St. Charles Avenue.

Section 6: Community Capacity

RECOMMENDATION 6.1: MARKETING & COMMUNITY ENGAGEMENT STRATEGY:

That the Recreation & Community Development Division work with the Queen Elizabeth Exhibition Haultain Community Association to create a strategy to address key issues around community engagement, information sharing, participation and community capacity.

RECOMMENDATION 6.2: DEMOGRAPHIC

ANALYSIS: That the Mapping and Research Team provide demographic data to the Recreation & Community Development Division to assist the Queen Elizabeth Exhibition Haultain Community Association in conducting an analysis to better understand area demographics and help identify potential future events and programming opportunities.

RECOMMENDATION 6.3: COMMUNITY PROJECT PRIORITIZATION AND FUNDRAISING STRATEGIES:

That the Recreation & Community Development Division work with the Queen Elizabeth Exhibition

Haultain Community Association to prioritize short and long-term local projects and discuss potential fundraising strategies.

Section 7: Impacts of Major Events

RECOMMENDATION 7.1: CANADA DAY - TRAFFIC AND PARKING IMPACT MITIGATION:

That the Neighbourhood Planning Section work with the Outdoor Special Events Committee and key stakeholders to identify options to mitigate traffic and parking impacts in the Exhibition neighbourhood during Canada Day celebrations.

RECOMMENDATION 7.2: PRAIRIELAND PARK - SASKATOON EX TRAFFIC IMPACTS, TRANSPORTATION OPTIONS, AND LOCAL PARKING RESTRICTIONS:

That the Neighbourhood Planning Section work with Prairieland Park Management to develop a strategy to promote existing Saskatoon Ex parking and car-pooling initiatives; and work with the Parking Services Section and the Communications and Public Engagement Division to improve communications of the local parking restrictions, as well as how to report infractions when the Exhibition Parking Permit Program is in effect.

RECOMMENDATION 7.3: PRAIRIELAND PARK - TRAFFIC AND PARKING PLAN REVIEW:

That the Neighbourhood Planning Section in consultation with the Transportation Division work with Prairieland Park Management to review existing Traffic and Parking Plans used for major events and investigate options to improve traffic flow and congestion, overflow parking, signage and notifications, and pedestrian safety during major events held at Prairieland Park.

RECOMMENDATION 7.4: MAJOR EVENT

COMMUNICATION: That the Neighbourhood Planning Section and Open Space Programming & Development Section work with Exhibition area event organizers and venue management to improve communication with nearby residents and businesses, including an outline of anticipated impacts the event may have on the area.

Section 8: Neighbourhood Safety

RECOMMENDATION 8.1: IDYLWYLD DRIVE PEDESTRIAN OVERPASS - TREE TRIMMING:

That the Transportation Division work with adjacent property owners to identify and trim trees that are blocking light on the Idylwyld Drive pedestrian overpass.

RECOMMENDATION 8.2: 200 BLOCK HILLIARD STREET WEST – TREE TRIMMING: That the Transportation Division remove or trim the volunteer trees along the sound attenuation wall that are blocking street signage at the intersection of Hilliard Street and St. George Avenue.

RECOMMENDATION 8.3: IDYLWYLD DRIVE PEDESTRIAN OVERPASS – WAYFINDING AND AESTHETICS: That the Neighbourhood Planning Section meet with the Technical Services Division and Community Development Section to discuss opportunities to improve the aesthetics of the Idylwyld Drive pedestrian overpass through consideration of wayfinding signage and painting a mural on the pillars of the structure.

RECOMMENDATION 8.4: WEAVER PARK PLAYGROUND – TREE AND SHRUB TRIMMING: That the Neighbourhood Planning Section work with the Parks Division to remove unwanted foliage around the Weaver Park playground area.

RECOMMENDATION 8.5: WEAVER PARK – PATHWAY LIGHTING: That the Neighbourhood Planning Section work with Saskatoon Light & Power to review the existing Weaver Park pathway lighting and identify and improve any issues along the path.

RECOMMENDATION 8.6: EXHIBITION PARK – PATHWAY LIGHTING: That the Neighbourhood Planning Section and Saskatoon Light & Power conduct a night time pathway walkabout to identify burned out lights or insufficient lighting on the Exhibition Park pathway.

RECOMMENDATION 8.7: APARTMENT BUILDING COMPLEX ON ST. CHARLES AVENUE – INFORMATION SHARING: That the Neighbourhood Planning Section share information with the Crime Free Multi Housing (CFMH) Program and the Saskatoon Police Service regarding crime and safety concerns in and around the apartment building complex on St. Charles Avenue, and if warranted, connect

CFMH with the property manager to address crime and perceptions of safety.

RECOMMENDATION 8.8: DIEFENBAKER PARK – LIGHTING: That the Neighbourhood Planning Section, in consultation with Saskatoon Light & Power, Parks Division, and Meewasin, review lighting at the seating area in the southwest corner of Diefenbaker Park to ensure proper levels and/or location.

RECOMMENDATION 8.9: DIEFENBAKER PARK – OVERGROWN TREES AND SHRUBS ON MEEWASIN TRAIL: That the Neighbourhood Planning Section, in consultation with the Parks Division and Meewasin, trim overgrown trees and shrubs along the portion of Meewasin Trail located north of Gordie Howe Bridge.

RECOMMENDATION 8.10: RUTH STREET AND LORNE AVENUE INTERSECTION – CIRCLE DRIVE OVERPASS LIGHTING: That the Neighbourhood Planning Section, in consultation with the Transportation Division and Saskatoon Light & Power, assess if lighting changes or additions under the Ruth Street Overpass are required.

RECOMMENDATION 8.11: RUTH STREET AND LORNE AVENUE INTERSECTION – GANG ACTIVITY CONCERNS: That the Saskatoon Police Service meet with the Queen Elizabeth Exhibition Haultain Community Association to discuss gang activity concerns in the area.

RECOMMENDATION 8.12: RUTH STREET AND LORNE AVENUE INTERSECTION – PUBLIC INTOXICATION: That the Neighbourhood Planning Section and the Queen Elizabeth Exhibition Haultain Community Association contact the owner and/or manager of the liquor-licensed establishment and the adjacent liquor store to identify ways to work together to reduce the incidence of public intoxication and its impact on the neighbourhood.

RECOMMENDATION 8.13: THORNTON PARK – TREE & SHRUB TRIMMING: That the Neighbourhood Planning Section work the Parks Division to identify overgrown shrubs and trees around the northwest picnic area in Thornton Park to ensure appropriate sightlines and natural surveillance.

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RECOMMENDATION 8.14: THORNTON PARK – BASKETBALL COURT BENCH: That the Neighbourhood Planning Section, in consultation with the Parks Division and Facilities Division, review the need for a bench at the Thornton Park basketball court.

RECOMMENDATION 8.15: PROPERTY CRIME & SUSPICIOUS BEHAVIOUR REPORTING: That the Neighbourhood Planning Section, in consultation with Saskatoon Police Service, provide information on the process for reporting property crime and suspicious behavior to residents within the Exhibition LAP study area.

EXHIBITION LAP STUDY AREA

Study Area

At the beginning of the LAP process, the study area for the Exhibition LAP was expanded beyond the Exhibition neighbourhood to include significant nearby land uses that impact the area. The western half of the Queen Elizabeth neighbourhood was added to the study area to include Queen Elizabeth School and Weaver Park, which are both important local amenities. As well, a portion of the Diefenbaker Management Area was included in the study area. The Diefenbaker Management Area includes Nutana Cemetery and the riverfront park. Diefenbaker Park is accessed via Exhibition streets and hosts many popular

activities throughout the year that draw large numbers of people.

The boundaries of the Exhibition LAP study area are:

North – Taylor Street;

East – Broadway Avenue;

South – Ruth Street (East of Lorne Avenue) and Circle Drive (West of Lorne Avenue); and

West – riverfront.

See **Appendix 1 and 2** for statistical information about the Exhibition and Queen Elizabeth neighbourhoods from the City of Saskatoon Neighbourhood Profiles.





EXHIBITION LAP VISION & GOALS

Community Vision

At the beginning of the Local Area Plan (LAP) process, residents and stakeholders in the study area worked together to create the following vision for their community:

Exhibition is a quiet, relaxed, small, and historic community. Residents value the neighbourhood’s mature urban forest and its desirable location which provides convenient access to Downtown, the Meewasin Trail, and the riverbank.

We are Saskatoon’s host, home to major events and festivals, with important facilities that draw people from far and wide.

City growth has had an impact on our neighbourhood, increasing concerns related

to traffic, safety, and housing changes. It is important to preserve the character of our neighbourhood by ensuring our parks and mature vegetation are maintained, while new development is managed appropriately.

We want our schools to thrive, our parks to be gathering places where neighbours meet, and our community to be healthy and sustainable. Building community will help to maintain a high quality of life in the Exhibition area.

Exhibition and Queen Elizabeth strive to be safe and fun neighbourhoods where all ages and families can establish roots, get to know their neighbours, and enjoy various recreational activities. We will preserve the quiet and relaxing small-town feel by balancing growth and renewal

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to ensure the Exhibition area remains a “hidden gem” in our growing city.

Exhibition LAP Goals

The following are the Goals of the Exhibition Local Area Plan:

1. Create a safe and quiet place for all people to live, work, and play.
2. Provide high-quality streets, sidewalks, and back lanes that are regularly maintained so that people can take pride in their community.
3. Protect and increase the access to nature, the river and the urban forest.
4. Improve maintenance and quality of properties in the neighbourhood.
5. Reduce negative impacts of being one of Saskatoon’s major recreation hubs.

6. Coordinate new development so it improves the community.
7. Ensure Exhibition and Queen Elizabeth remain primarily low density residential neighbourhoods where people know their neighbours.

Exhibition LAP Study Area Current State

The word cloud below was generated from the responses of local residents and stakeholders when they were asked to identify current positive aspects of the area.

The general theme of responses focused on: trees, parks, riverbank, community, historic area, quiet residential neighbourhood, access to other areas of the city, events and event hosts.



HISTORY & HERITAGE

We wish to acknowledge that the Exhibition neighbourhood was settled on Treaty 6 Territory and the Traditional Homeland of the Métis, in what is now known as the City of Saskatoon.

Early Beginnings

Sarah Shatwell Pendygrasse and her family were among Saskatoon's first settlers. She arrived from Ireland in 1887 following her sons Neville, Harold and Sefton who had emigrated earlier. In December 1892, Sarah was awarded a Dominion land grant patent for a quarter section to establish her homestead. She built a log house on the land; now a portion of the present-day Exhibition neighbourhood.

Sarah's son Harold took over the homestead in 1909. Much of the land was sold, later surveyed and marketed as the Bellevue subdivision.¹

Maps from 1924 show the land east of Lorne Avenue registered to the Grand Trunk Pacific Development Company. This land appeared to be largely undeveloped and used as various agriculture plots until the 1950s, according to aerial images.

Between the 1920s and 1950s, the neighbourhood saw little change with only a scattering of buildings in what was Sarah Pendygrasse's original homestead. There were commercial greenhouses and market gardens along the north side of Ruth Street where present day Exhibition Park and Trident Crescent are and substantial garden plots were scattered throughout the area.²

As the area's population grew, the Lorne Avenue streetcar line served the neighbourhood from its origin point at Ruth Street and Lorne Avenue. Population density was initially much higher along this main transportation corridor compared to the rest of the neighbourhood. The streetcar was also able to provide convenient access to the exhibition grounds, until the lines were decommissioned in 1951.³



*Sarah Pendygrasse (1831)
Photo credit: Photograph PH-99-75-2 by Porter, E.C. (Royal
Portrait Gallery, Ealing, W., [England]) courtesy Saskatoon
Public Library - Local History Room*

The annual Saskatoon Ex is closely tied to the Exhibition neighbourhood and attracts many people from throughout the region. The exhibition grounds at Prairieland Park have hosted the major event since 1909.

Saskatoon Exhibition Grounds and Prairieland Park

The exhibition grounds at Prairieland Park are the current host of the annual summer tradition of the Saskatoon Ex. The history of the Saskatoon Ex spans nearly 130 years, dating back to the early agricultural fairs of 1886. The Saskatoon Ex and the grounds themselves have changed over the years to meet modern needs.

¹ Jeff O'Brien, "1919 St, Henry Avenue, The Pendygrasse House," *Saskatoon Home - Winter 2014*, pg. 10-16.

² *Ibid.*

³ *Saskatoon StarPhoenix*, "Underground History: A look at Saskatoon's Streetcars," January 7 2016. <https://thestarphoenix.com/news/local-news/underground-history-a-look-at-saskatoons-streetcars>.

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In 1886, the Temperance Colony Pioneers Society established the Central Saskatchewan Agricultural Society. Its purpose was to hold an agricultural exhibition that same fall.⁴ The first agricultural exhibition was held at the Louise Grounds, now the location of Nutana Collegiate.⁵ It was believed that the Agricultural Society wanted its exhibitions to prove two things. First, to federal officials that the Saskatoon area was capable of being successfully homesteaded. Second, to convince those who lived here to stay.⁶

The early Agricultural Exhibition moved briefly in 1903 to the present-day Kinsmen Park until relocating again to the current location in 1909.⁷ At this time, the City purchased the current Saskatoon Ex land to establish permanent structures and facilities. Earlier years of the Saskatoon Ex emphasized agricultural products, domestic arts and entertainment like baseball and horse racing. As the size and complexity of the city increased, so did the demand for more sophisticated exhibits and pleasures.⁸ In 1911, the Saskatoon Industrial Exhibition Limited was incorporated and assumed the role formerly held by the Central Saskatchewan Agricultural Society, but with a broader mandate.⁹

The 1930s and the Great Depression proved to be difficult times for the Saskatoon Ex, but even this was not enough to shut it down. Free admission and special ride vouchers for children were given out to boost attendance, and exhibits concerning agricultural practices during the drought were given by the federal government.¹⁰ Nearing the beginning of World War II, the Saskatoon Ex was seen as a recruiting ground for the army. In 1939,



Above: Original poster for Third Annual Saskatoon Exhibition of the Central Saskatchewan Agricultural Society, October 3, 1888

Photo credit: Photograph LH4800 courtesy Saskatoon Public Library - Local History Room

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- 4 *Temperance Colony Pioneer's Society Minute Book 1884-1901*, C555/2/3, March 15 1884, pp 6-14, Shortt Library of Canadiana, University of Saskatchewan, Saskatoon. (Original Source) Retrieved from: Linda F. Dietz, *From Best Patched Pants to Arabia the Human Horse: A Social History of the Saskatoon Exhibition (1886-1913)*, Saskatoon History Review, pg. 1-20, 1994.
- 5 *Minute Book 1884-1901*, pg. 403, August 21 1886. (Original Source) Retrieved from: Linda F. Dietz, *From Best Patched Pants to Arabia the Human Horse: A Social History of the Saskatoon Exhibition (1886-1913)*," Saskatoon History Review, pg. 2, 1994.
- 6 *Ibid.*
- 7 *SSP 1952*. As Cited in: Linda F. Dietz, *From Best Patched Pants to Arabia the Human Horse: A Social History of the Saskatoon Exhibition (1886-1913)*, Saskatoon History Review, pg. 2, 1994 and Jeff O'Brien, *City Archives Inquiry 2020-151*. March 5, 2020.
- 8 Linda F. Dietz and Shirlee K. Olekson, *Memories of Summers Past: The 110th Anniversary of the Saskatoon Exhibition*, Saskatoon History Review, pg. 1-24, 1996.
- 9 *City of Saskatoon Council Report, Additional Development at Prairieland Park*, August 14, 2017.
- 10 Linda F. Dietz and Shirlee K. Olekson, *Memories of Summers Past: The 110th Anniversary of the Saskatoon Exhibition*, Saskatoon History Review, pg. 1-24, 1996.



Birds-eye view of Midway at Saskatoon Ex in 1913
 Photo credit: Photograph LH-2687 by Hillyard and Free courtesy
 Saskatoon Public Library – Local History Room



*Soldiers parading on the race track in front of the
 Grandstand in the 1940s.*
 Photo credit: Photograph PH-91-179-318 by Nelson Warner
 courtesy Saskatoon Public Library – Local History Room

the Saskatoon Ex leased many of its buildings to the army and still carried on its operations of the annual event.¹¹

A 1939 visit from King George VI and Queen Elizabeth resulted in the construction of the two Memorial Pylons to commemorate the royal visit. The pylons were displayed on 21st Street during

the royal visit, and shortly after the Saskatoon Old Timers' Association had them moved near their log cabin at the Ruth Street entrance to the Saskatoon Ex grounds. The Ruth Street entrance ran parallel to present-day Ruth Street, inside the grounds. Constructed of painted steel, the two solid rectangular pillars were topped with lighted crowns and a cameo with silhouettes of King George VI and Queen Elizabeth. The pylons remained on the exhibition grounds until the 1980s.¹²

The Saskatoon Ex continued to evolve, and with the changing role of agriculture in the 1960s, fall agriculture fairs displaced certain functions of the event. The Saskatoon Industrial Exhibition Limited changed its name to Saskachimo Exhibition Ltd. Big-name entertainers began to perform at the grandstand, and the exhibition partnered with the Pion-Era Exhibition.¹³ Shortly after, the name changed to the Saskatoon Prairieland Exhibition Corporation in 1979.¹⁴

¹¹ *Ibid.*

¹² Saskatoon Public Library Local History Room. Identification number LH-9405 and Saskatoon StarPhoenix, July 5, 1939, courtesy of City of Saskatoon Archives reference inquiry 2020-149.

¹³ *Ibid.*

¹⁴ City of Saskatoon Council Report, Additional Development at Prairieland Park, August 14, 2017.

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One of the two Memorial Pylons constructed in 1939 pictured at the Saskatoon Ex in 1983.



Photo credit: Photograph PH-SM-27 by Sean Martin courtesy Saskatoon Public Library - Local History Room



Above: Men and women in fancy Pion-Era dress posing in Boomtown at the Western Development Museum for Saskachimo 1973.

Photo credit: Photograph CP-6624-2 by Creative Professional Photographers courtesy Saskatoon Public Library - Local History Room

The Saskatoon Prairieland Park Corporation continues to operate the annual Saskatoon Ex on its current 132-acre grounds (0.5 sq km) along with many trade shows, industry expositions and conferences, special events, concerts, cabarets and much more. The site now contains more than 200,000 square feet of meeting, trade show and conference space.¹⁵

LOG CABIN ON SASKATOON EXHIBITION GROUNDS

The log cabin was built in 1937 by the Old Timers Association, using logs repurposed from the former Borden Bridge. The cabin was used as the Association's headquarters to help preserve the memories of the first pioneers who established roots in the Saskatoon area. It continues to be a socializing and resting spot during the Saskatoon Ex.¹⁶



Above: Log Cabin - Saskatoon Old Timers Assoc., 1937.

Photo credit: Photograph LH-81 courtesy Saskatoon Public Library - Local History Room

DOMINION PARK

Dominion Park was located south of the exhibition grounds of 1909 and appeared on early maps of Saskatoon.

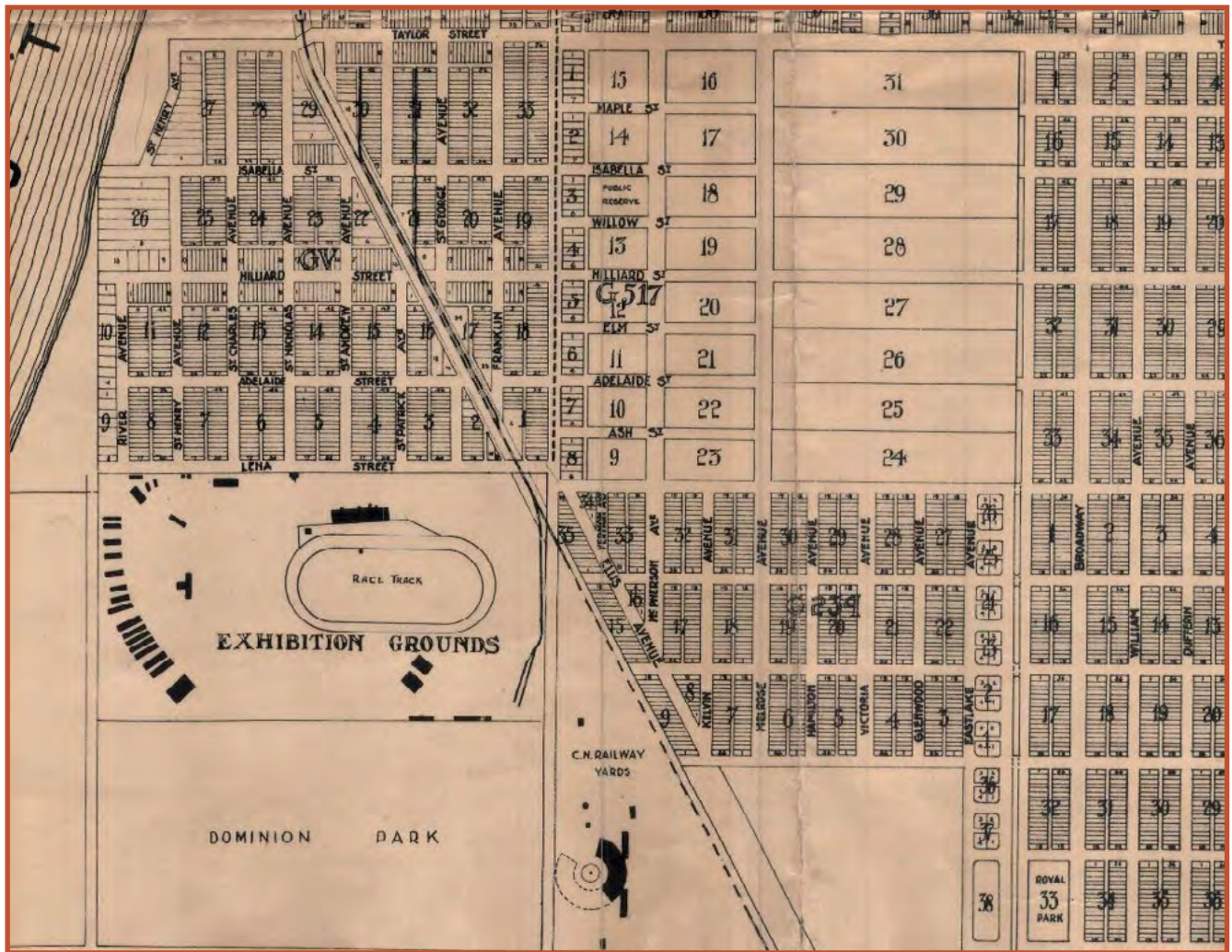
The land was originally part of Robert Hamilton's 1882 homestead. Hamilton was part of John Lake's settlers' colony that chose the site for Saskatoon.¹⁷ The land was sold to the City in 1910. In 1911, the Saskatoon Golf Club applied and was granted permission to use the area as a golf grounds.¹⁸

¹⁵ Prairieland Park, "Organization Overview", Accessed January 7, 2020. <https://prairielandpark.com/about-us/organization-overview/>.

¹⁶ City of Saskatoon, "Built Heritage Database and Saskatoon Register of Historic Places," Accessed December 27, 2019. <https://www.saskatoon.ca/community-culture-heritage/heritage-properties-programs/heritage-register>.

¹⁷ Jeff O'Brien, *Dominion Park History*, City of Saskatoon Archives 2019-585, December 30, 2019.

¹⁸ *Ibid.*



Above: 1926 Saskatoon Board of Trade Map showing Dominion Park.

Photo credit: Saskatoon Board of Trade 1926 courtesy University of Toronto Libraries

The Saskatoon Golf Club initially built a 9-hole course on what is now the Marquis Downs race track.¹⁹ The golf course land was eventually reclaimed by the City for expansion of the exhibition grounds.

MARQUIS DOWNS

Horse racing in Saskatoon dates back to the early agricultural exhibitions. It is believed that horse racing came to Saskatchewan as a well-established pastime. Early horse racing was held on a track in front of the grandstand for a number of years. Beginning in 1912, open betting was allowed. However, the government put an end to



Above: Horses rounding the bend at 1941 Exhibition. Grandstand seen in the distance.

Photo credit: Photograph LH-5483 by Percy S. Shore courtesy of Saskatoon Public Library - Local History Room

19 Jeff O'Brien, Ruth W. Millar, William P. Delaney, Saskatoon: A History in Photograph, Pg. 30. 2006.

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betting during World War I. In order to compensate, the Mule Derby was introduced. Saskatoon Ex officials and important civic people raced mounted on saddled donkeys.

In April 1969, construction began on a new track to be known as Marquis Downs. On July 14, 1969, six months after the project design had begun, Marquis Downs opened at its current location. The new facility included an outdoor grandstand built to accommodate future additions and expansions, and a 90ft (27m) wide race track. The new track could accommodate both hard surface for harness racing and loose dirt that was preferred by runners. Marquis Downs became Canada's widest oval; wide enough for eight harnessed horses. Marquis Downs continues to run a 24-race meet between late May and early September, drawing large numbers of enthusiastic fans.²⁰

WESTERN DEVELOPMENT MUSEUM

The Western Development Museum was established in the mid-1940s across Saskatchewan amid growing concern that settlers' farm machinery was disappearing. In 1945, the Minister of Natural Resources and Industrial Development was directed by the Government of Saskatchewan to collect and store historic items. The large



Above: Inside the Western Development Museum at its 11th Street West Location in 1966.

Photo credit: Photograph CP-5051-1 by Creative Professional Photographers courtesy of Saskatoon Public Library – Local History Room

number of donations resulted in the establishment of collection depots across the province, often in airplane hangars. In 1949, the Saskatchewan Legislature passed a bill to create the Western Development Museum.²¹

Saskatoon's branch of the Western Development Museum opened in 1949 in a hangar at the Saskatoon airport, followed by a site on 11th Street West, and finally at its current location on Lorne Avenue in 1972.

Between 1972 and 1988, the Western Development Museum put on various shows and events during Exhibition Week to celebrate early pioneer activities. These often included equipment demonstration shows. Volunteers would appear in period appropriate costumes on the street and in the buildings of Boomtown. The combined show was known as Pioneer Days. The event name has since been changed to Pion-Era.²²

Pioneer (Nutana) Cemetery

The Exhibition neighbourhood is home to Saskatoon's first cemetery, located at St. Henry Avenue and Ruth Street. The Pioneer Cemetery, formerly known as the Nutana Cemetery, was established in the early 1880s following the arrival of the first settlers. Many of Saskatoon's first settlers are buried at the cemetery.

The first death in Saskatoon was recorded in 1884 when Robert Clark succumbed to pneumonia after fighting a prairie fire. Clark was buried in an isolated area on the banks of the South Saskatchewan River. As the settlement grew, the Nutana Cemetery was officially recognized in 1889 by the provincial government.²³ Neville Pendencygrasse, son of Exhibition area homesteader Sarah Pendencygrasse, was buried in the Nutana Cemetery following his tragic and unexpected death in 1887. He died only weeks before his mother arrived.²⁴

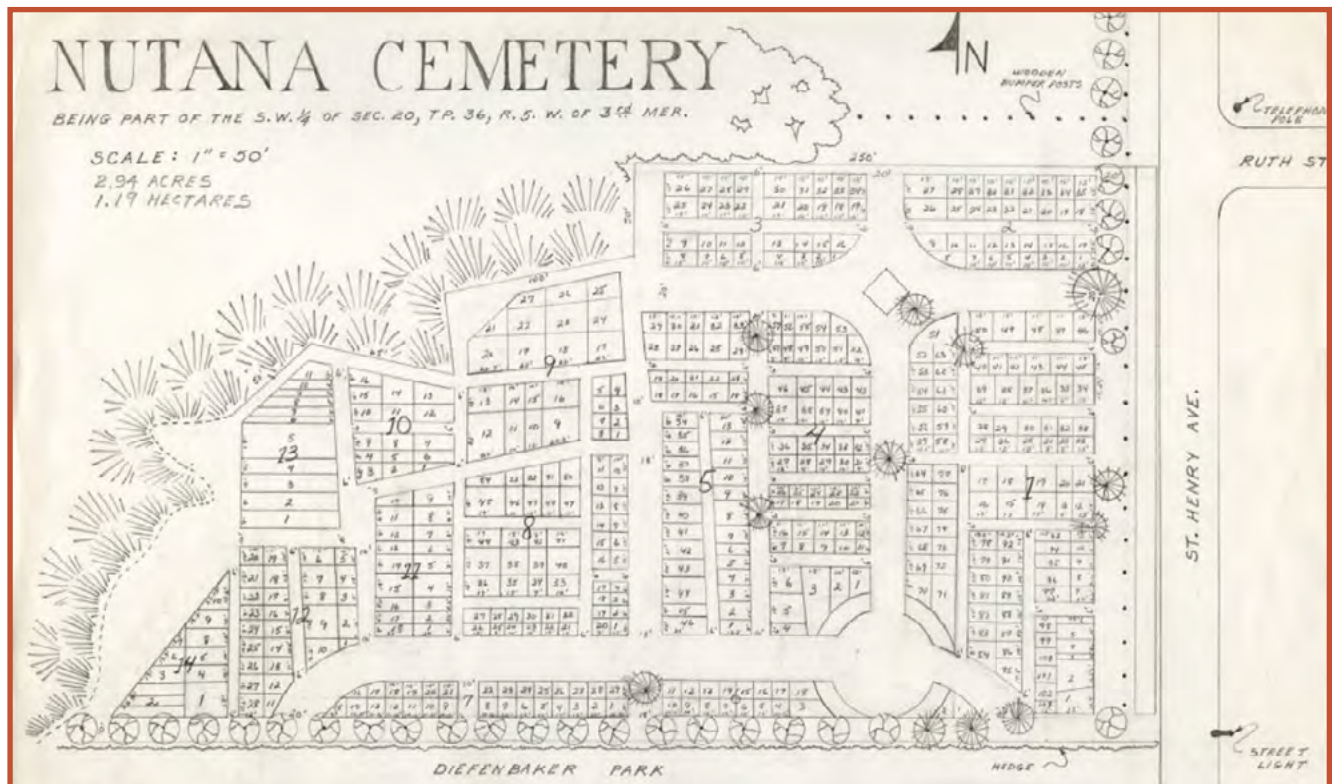
²⁰ Marquis Downs, "From then until Now: The story of Marquis Downs and how it survived 50 years of peaks and troughs," Accessed December 31, 2019. <http://www.marquisdowns.com/history-of-marquis-downs/>.

²¹ Western Development Museum, "History & Timeline", Accessed December 27, 2019. <https://wdm.ca/history-and-timeline/>.

²² Saskatchewan History Album, "Boomtown Volunteers Association," Accessed January 6, 2020. <https://www.saskhistory.ca/boomtown-volunteers-association/>.

²³ City of Saskatoon. "Nutana (Pioneer Cemetery)." Accessed December 31, 2019. <https://www.saskatoon.ca/community-culture-heritage/saskatoon-history-archives/nutana-cemetery-pioneer-cemetery>.

²⁴ Obert Friggstad, "Pendencygrasse House: a History of the House at 1919 St. Henry Ave. – Saskatoon – from 1909-2016."



Simple Map showing the original plan for the cemetery.

Photo credit: J.M. Wood & K. Hodgson 1996-2001 obtained from City of Saskatoon Nutana Cemetery webpage.

The Nutana Cemetery Company ran the cemetery from 1905 to 1910. In 1910, the City of Saskatoon took over management and only allowed burials of those who had a registered plot.²⁵ The road into the Nutana Cemetery was impassable at times and was no longer serving the growing population. A 1904 petition demanding a more convenient cemetery on the west side of the river led to the establishment of Woodlawn Cemetery.²⁶

Although there are 162 known burials at the Pioneer Cemetery, only 144 of the graves have been identified. Many graves were lost or relocated as a result of riverbank instability. The final burial took place in 1948 and the Nutana Cemetery was designated a Municipal Heritage Property in 1982.²⁷

For additional information on the Pioneer (Nutana) Cemetery, please see **Section 2 Parks, Open Spaces & Riverfront Uses**.

Area Park History

ACHS PARK

Achs Park, located at 102 Elm Street, was home to the former Thornton School and school yard from 1926 until it closed in 1986. Following demolition of the school in 1997, a new townhouse condominium project was built on the west part of the property where the school had been located. A park was developed where the former school yard had been. The Exhibition Community Association suggested naming the new neighbourhood park after the developer of the condominium project, Ken Achs, and this was approved by City Council in 1998.

DIEFENBAKER PARK

At 81.5 acres (0.32 sq km), Diefenbaker Park is one of Saskatoon's largest parks. Located along

²⁵ Arlean McPherson, *Nutana (Pioneer) Cemetery*, *Saskatoon History Review*, pg. 15-31, 1990.

²⁶ *Petition to Saskatoon City Council, November 16, 1904*. City of Saskatoon Civic Buildings and Grounds Department. File No. CC4080-1, Woodlawn Cemetery, File No. 4082-6. (Original Source) Retrieved from: Arlean McPherson, *Nutana (Pioneer) Cemetery*, *Saskatoon History Review*, pg. 15-31, 1990.

²⁷ City of Saskatoon, "Nutana Cemetery (Pioneer Cemetery)," Accessed December 31, 2019.

<https://www.saskatoon.ca/community-culture-heritage/saskatoon-history-archives/nutana-cemetery-pioneer-cemetery>.

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St. Henry Avenue, the land was first acquired by the City in the 1930s, and City Council decided to set aside the area for future park use in 1936.²⁸ In 1955, the Golden Jubilee Committee requested development of a picnic ground at the location. The Parks Board supported the request and proposed naming the greenspace Jubilee Park. In September 1959, City Council agreed to the development of a five-year park development plan to begin in 1960.²⁹

In 1967, the park was re-named Diefenbaker Park to honour John George Diefenbaker, Canada's prime minister from 1957 to 1963.³⁰

EXHIBITION PARK

In May 1994, City Council dedicated 2326 Herman Avenue as a park, approving the name Exhibition Park after the surrounding neighbourhood and exhibition grounds.³⁷

This property was used as a market garden with greenhouses on site from 1925 to 1944. The



Above: Exhibition Greenhouse in 1983 on site of the present day Exhibition Park.

Photo credit: Photograph SM-13 FILE by Sean Martin courtesy of Saskatoon Public Library - Local History Room

greenhouses were demolished in 1989³² to allow work on the future neighbourhood park to begin. Exhibition Park opened in 1996.³³

THORNTON PARK

Located at 118 Isabella Street East, Thornton Park is named for Sir Henry Worth Thornton. He worked for the Pennsylvania Railroad from 1893 to 1913 and the Great Eastern Railway in England before coming to Canada. In 1922, Thornton was appointed by the federal government as president of the Canadian National Railway.³⁴ Thornton was responsible for unifying the various railway lines under government control at the time.³⁵



Above: Sir Henry Worth Thornton in 1914.

Photo credit: Photograph LC-DIG-ggbain-15538 by Bain News Service courtesy of Library of Congress Prints and Photographs Division, Washington D.C.

28 Jeff O'Brien, *Diefenbaker Park History*, City of Saskatoon Archives 2019-585. December 30, 2019.

29 *Ibid.*

30 *Ibid.*

31 City of Saskatoon Council Report, *Naming of a New Neighbourhood Park - Exhibition Neighbourhood - Municipal Reserve MR1, Plan 62-S-03373 except all that portion included in Plan 68-S-21984*, December 5, 1994.

32 City of Saskatoon File 901-13, *Phase 1 Environmental Audit/Assessment, 2326 Herman Avenue, Saskatoon, SK*, Golder Associates, July 1993.

33 City of Saskatoon File 1701/901-13, *Exhibition Community Association Letter*, May 1, 1996.

34 Pete and Mabel Russell, *The Parks and Recreation Facilities of Saskatoon*, 1982.

35 John A. Eagle, *Canadian Encyclopedia Online*, "Sir Henry Worth Thornton," Last modified December 2013. Accessed January 2, 2020. <https://thecanadianencyclopedia.ca/en/article/sir-henry-worth-thornton>.

Prior to the construction of a recreation unit, spray pool, playground and basketball court, Thornton Park formerly contained a rink, rink house, soccer pitch, ball diamond and paddling pool.³⁶

WEAVER PARK

Located at 515 Adelaide Street East, Weaver Park was named for Herbert D. Weaver who moved to Canada from England at a young age. Weaver spent some time teaching at the Dalhousie University Medical College, and installed the first x-ray equipment in Nova Scotia. Dr. Weaver moved to Saskatoon in 1905 and introduced the use of x-ray to Saskatoon. Weaver was a member of the Parks Board and established one of the first nurseries a few miles from Saskatoon.³⁷

By 1960, all of the land for Weaver Park had been set aside as public reserve. In the early 1960s, the City operated two hard-surfaced skating rinks in the park. Baseball, rugby and soccer were also played there.³⁸

Additional information on parks within the study area can be found in **Section 2 Parks, Open Spaces & Riverfront Uses**.



Weaver Park Aerial photo from 1968. The two hard surfaced skating rinks and ball diamond are visible.

Photo credit: Photograph CP-5454-2 by Creative Professional Photographers courtesy of Saskatoon Public Library - Local History Room

Neighbourhood Schools

The Exhibition LAP study area contains three schools; Queen Elizabeth School, Riverside Christian School and St. Frances Cree Bilingual School. The neighbourhood was also home to the former Thornton School.

QUEEN ELIZABETH SCHOOL

Built in 1953, Queen Elizabeth School was designed as a modern 14-room facility of the time. The name was given by Royal consent and officially opened in September 1954. Located at 1905 Eastlake Avenue, Queen Elizabeth School operates Preschool to Grade 8 classrooms and is also home to the Saskatoon Open Door Early Learning Centre for children aged 18 months to Kindergarten.³⁹

RIVERSIDE ADVENTIST CHRISTIAN SCHOOL

Located at 2228 Herman Avenue, the Riverside Adventist Christian School (formerly the Seventh Day Adventist Christian School) is a private school operated by the two Seventh Day Adventist Churches of Saskatoon. The school is operated in harmony with the beliefs, practices and educational philosophy of the Seventh Day Adventist Church. The school operates Kindergarten to Grade 9 classrooms.⁴⁰

ST. FRANCES CREE BILINGUAL SCHOOL

Located at 2141 McPherson Avenue, St. Frances Cree Bilingual School hosts both Cree/English and English teaching streams. Originally built in 1953, the school has seen a number of additions over the years to accommodate school growth and the success of the Cree bilingual program.⁴¹ School programming is currently offered at two locations. Pre-Kindergarten to Grade 5 is offered at the McPherson Avenue location while Grades 6 to 9 are housed at an additional location on Bateman Crescent in Greystone Heights to accommodate demand.⁴²

36 Pete and Mabel Russell, *The Parks and Recreation Facilities of Saskatoon*, 1982.

37 *Ibid*, pg. 71-72, 1982.

38 Jeff O'Brien, *City of Saskatoon Archives*, 2020-020, January 10, 2020.

39 Queen Elizabeth School Parent/Student Handbook 2019-2020.

40 Riverside Christian School Website. Accessed March 10, 2020. <https://an6b35.adventistschoolconnect.org/>.

41 Dr. Sean Lessard, *Greater Saskatoon Catholic Schools Indigenous Education Initiative: The Development of a Cree Language School and Curriculum*, St. Frances School, Saskatoon, SK. Accessed March 10, 2015. <https://indspire.ca/wp-content/uploads/2015/10/indspire-nuturing-capacity-st-frances.pdf>.

42 St. Frances School Website. Accessed March 10, 2020. <https://www.gscs.ca/studentsandfamilies/schools/fra>

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*East side of St. Frances School in the 1960's.
Photo credit: Photograph PH-2016-144 courtesy of Saskatoon Public Library - Local History Room*

Local History - Saskatoon Public Library PH-2016-144

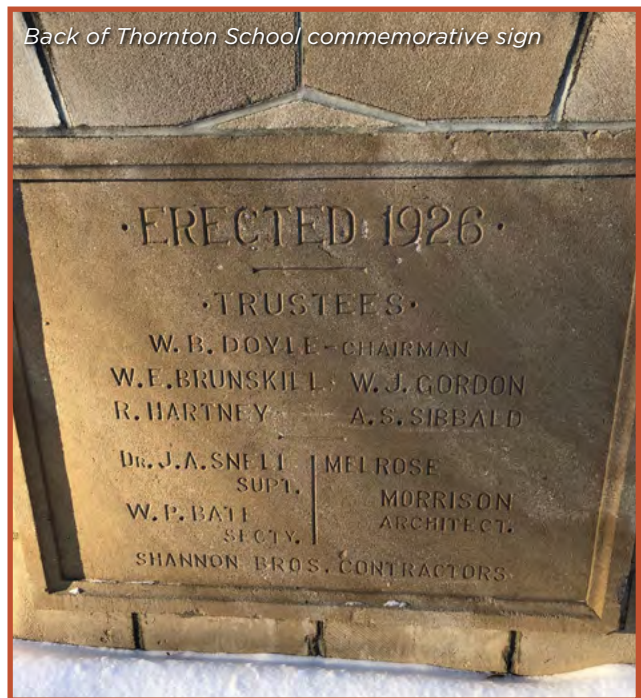
THORNTON SCHOOL

In October 1926, to accommodate neighbourhood growth, Thornton School was opened on Lorne Avenue between Adelaide Street and Elm Street. The school was named after Sir Henry Worth Thornton who was the president of the Canadian National Railway (CNR) at the time of construction. The CNR railway yard and roundhouse were also located a few blocks from the school and many local families were railway families.⁴³

During World War II it served as a hospital, medical centre and medical training site, until it reverted back to a school in 1945. Due to low enrolment, the school was closed in 1986 and demolished in 1997.⁴⁴



Thornton School commemorative sign at the corner of Lorne Avenue and Elm Street.



Back of Thornton School commemorative sign



*Thornton School, 1981
Photo credit: Photograph CP-8251-39 by Creative Professional Photographers courtesy of Saskatoon Public Library - Local History Room*

Pendygrasse House

The Pendygrasse family was one of the Saskatoon area's earliest settler families who established a homestead in what is now the Exhibition area. Mother, Sarah Pendygrasse arrived in 1887, following her sons who arrived earlier. Sarah's log house was initially built along the banks of the river prior to what is known as the Pendygrasse House.

⁴³ Thornton School Farewell Booklet, Thornton School: Then...1926...and between...now 1986.

⁴⁴ Ibid.

In 1909, Sarah's son Harold and his family began construction on the Pendygrasse House. The Pendygrasse House is located at what is now 1919 St. Henry Avenue, just north of Sarah's original log house. The Pendygrasse family relocated in

1914 and the house was sold. The property was sold numerous times to different owners over the years, has undergone various renovations, and was even said to have been home to a pet bear in the 1940s.



Above left: Harold Pendygrasse. Above right: Harold's wife, Louisa (Poppy) and daughters Muriel and Phyllis Pendygrasse
 Photo credit (both): Lynne McLellan and Gerri Street from family photo albums courtesy of Obert Friggstad



Above: Pendygrasse House in the 1950s.
 Photo credit: Lance and Lorenda Raynier from family albums courtesy of Obert Friggstad

Above: Pendygrasse House in 2016, occupied by the same owners since 1972.
 Photo credit: Obert Friggstad

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The home was purchased in 1972 by its current owners, who over the years completed substantial renovations to reclaim its heritage character. In 2000, the roof was reconstructed to correct roof lines that had been changed for stairs to a second-floor suite in the 1950s. This work earned the owners an award from the Saskatchewan Architectural Heritage Society in 2001 and a Heritage Award from the City of Saskatoon in 2002. The home was designated as a Municipal Heritage Property in 2016.⁴⁵

Seventh Day Adventist Property

The first Saskatoon Seventh Day Adventist summer camp meeting was held in 1915. About 100 tents holding more than 400 people were erected just west of Lorne Avenue between Taylor Street and Hilliard Street. In 1919, the Seventh Day Adventists were granted permission to camp in an area north of the exhibition grounds, west of Herman Avenue between Hilliard and Adelaide Streets. For several years in the 1920s, the Saskatoon Ex also used the grounds, renting out tents from the church to accommodate fairgoers from out of town.

In 1942 the church purchased a property described as Blocks 11, 12, Plan GV and the west half of Block 13. The property was between Hilliard and Adelaide Streets, extending from the alley west of Herman Avenue, nearly up to present day St. Henry Avenue. By 1954, the church owned all of



1957 aerial photograph of the Exhibition neighbourhood looking northeast from the riverbank. The Seventh Day Adventist Camp is visible in the centre of the photo. Photo credit: City of Saskatoon Archive StarPhoenix Collection - S-SP-B-128-018)

Block 13. In 1947, a school was established at 2202 St. Charles Avenue to accommodate 16 children. Other buildings were added to the grounds over the years, including a large auditorium. In 1961, the new Seventh Day Adventist Junior Academy opened at 2228 Herman Avenue with a capacity of 80 students. In 1965, the Sunnyside Nursing Home at 2200 St. Henry Avenue was built by the church, and was later expanded.

The annual Seventh Day Adventist camp meetings were held on this site until 1976 when it was moved to the northeast shore of Blackstrap Lake. The property is much smaller now and still contains the Riverside Christian School (formerly Seventh Day Adventist Christian School). The schoolyard and Sunnyside Nursing Home are separated by St. Charles Place, an apartment complex built in the 1990s.⁴⁶

Sunnyside Tower

Construction of Sunnyside Tower, a 16-storey high-rise for seniors, began in the spring of 1979 on Hilliard Street, east of the Sunnyside Nursing Home. In early 1980, construction was halted at seven storeys when Sunnyside Nursing Home filed a lawsuit against the consultants and builders claiming negligence in design and construction of the tower. Deficient concrete was blamed along with other structural inadequacies.



Sunnyside Tower under construction on Hilliard Street West and St. Henry Avenue.

Photo credit: Photograph CP-8065-1 by Creative Professional Photographers courtesy of Saskatoon Public Library - Local History Room

⁴⁵ Obert Friggstad, "Pendygrasse House: a History of the House at 1919 St. Henry Ave. - Saskatoon - from 1909 -2016."

⁴⁶ City of Saskatoon Archives, Reference Inquiry 2020-151.

In 1985, the nursing home won the lawsuit with the judge ruling poor workmanship and inadequate design, forcing construction to stop. This was the longest civil action in Saskatchewan's history with the trial lasting 69 days. The partially-built structure stood for several years before being demolished in late 1988.⁴⁷

Street Layout and Names

The street layout is a traditional grid pattern, similar to many other established neighbourhoods in the city. The Exhibition area is unique as its grid pattern is bisected by the Idylwyld Freeway, constructed in the 1960s along the former Canadian National Railway line into downtown. The Idylwyld Freeway and Senator Sid Buckwold Bridge were designed to channel traffic into the heart of the city following the removal of the downtown rail yards.⁴⁸

Common themes are present in the Exhibition LAP study area's street names. These themes include notable people with a connection to Saskatoon, saints and trees.

Adelaide Street – Believed to be named after Adelaide Helen Isabel Willoughby, daughter of John Henry Charles Willoughby. Dr. Willoughby was a real estate developer in the area, Saskatoon's first physician, first postmaster, first storekeeper, first telephone company owner and member of the first school board.⁴⁹

Coy Avenue – On May 26, 1906, Saskatoon was granted a city charter to officially establish the City of Saskatoon. The City of Saskatoon and the villages of Nutana and Riversdale amalgamated to form the new city. The first mayor of Saskatoon was James Clinkskill and one of the first eight aldermen to sit with him on City Council was W.H. Coy.⁵⁰ Coy was also one of the developers involved with the creation of the Buena Vista subdivision, west of Lorne Avenue. Coy Avenue runs through both the Exhibition and Buena Vista neighbourhoods. Early maps of the "Bellevue" subdivision show Coy Avenue as Franklin Avenue (between Taylor Street and Ruth Street).

Eastlake Avenue – Originally known as Lake Avenue, it was named after John Lake who led a group of people to locate and have land surveyed to establish the Temperance Colonization Society in 1883. Lake Avenue was changed to Eastlake Avenue when Saskatoon developed into an east and west side of the river city.⁵¹

Herman Avenue – Named for Wilberforce Herman who arrived in Saskatoon in 1912 and with his partner Talmage Lawson took over the Capital newspaper, renaming it the Star. The newspaper was later amalgamated with the Phoenix to form the StarPhoenix. Mr. Herman was involved in the purchasing and selling of many newspapers across Canada including in Prince Albert, Regina and Windsor, Ontario. He was also involved in erecting the previous Herman Avenue gates into the exhibition grounds and assisted in planting elm trees along Herman Avenue. Wilberforce Herman left Saskatoon in 1923 and died in 1938 in California. Herman is buried at the Woodlawn Cemetery in Saskatoon alongside his family. The street name was changed in 1925 from its original name of St. Nicholas Avenue.

Hilliard Street – Although there are two possible people Hilliard Street is named after, it is believed to trace back to real estate developer Dr. John Henry Charles Willoughby and his family. The street may be named after Dr. J.H.C. Willoughby's son, Hilliard Burke Willoughby, or for his wife Helen Gertrude Hilliard Willoughby.

Isabella Street – Believed to have been named after Adelaide Helen Isabel Willoughby, daughter of Dr. and Mrs. Willoughby who were a prominent family in Saskatoon's early days.

Lorne Avenue – This was the western edge of the Temperance Colony settlement and in 1913 it became the streetcar route to the Grand Trunk Pacific Railway yards south of present day Ruth Street. Lorne Avenue is named for John Douglas Sutherland Campbell, Marquis of Lorne and Duke of Argyll (1845-1914) who served as Governor General of Canada from 1878 to 1883.

47 *Saskatoon Public Library Local History Room, Sunnyside Towers. File CP-8065.*

48 *Jeff O'Brien, Ruth W. Millar, William P. Delainey, Saskatoon: A History in Photographs, pg. 103-104, 2006.*

49 *Jen Pederson and Jeff O'Brien, a Seat on Council: The Alderman, Councillors and Mayors of Saskatoon, 2015.*

50 *Russell E.T. Pete, Streets and Roads of Saskatoon, pg. 20, 1973.*

51 *Ibid. pg. 28.*

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McPherson Avenue - Although spelled differently, it is believed to be named after Sir David Lewis MacPherson. Minister of the Interior under John A. MacDonald's government in 1882, he was responsible for the policy of granting land to settlement companies in return for assurances on how many settlers the companies would bring in. MacPherson gave the Temperance Colonization Society a land grant to establish their colony in Saskatoon.

Melrose Avenue - The original survey map of Saskatoon in 1883 showed Melrose Avenue as simply Rose Avenue. It was named for George McLean Rose, president of the Temperance Colonization Society. By 1912, maps of the city had changed the avenue's name to Melrose Avenue. Although it is not known why the name was changed, two theories exist. One is that a number of Temperance Colony members had come from Toronto, where the prominent and well-known Melrose Street exists. Second, one of the many subdivisions that occurred between 1911 and 1913, was Melrose Park southeast of Brevoort Park, and it is believed the name could have come from this.⁵²

Taylor Street - The street appeared as early as 1912 on city maps, however, its origin is unknown.

Trident Crescent - Named for a Ukrainian men's investment club. The club was said to have owned the land on which the crescent is now located in the 1950s.

Ruth Street - Formerly known as Lena Street and renamed in 1929, is believed to be named after Ruth Knox Herman, daughter of prominent publisher and realtor Wilberforce Herman. Ruth passed away at age 22 and is buried alongside her father and mother at the Woodlawn Cemetery in Saskatoon.

Victoria Avenue - Named for Queen Alexandrina Victoria (1819-1901), the longest reigning queen in British history until her great-great-granddaughter Queen Elizabeth II surpassed her reign in 2015. Queen Victoria's time ruling the British Empire totaled 63 years, seven months, and two days.

Broadway Avenue - Was intended as a business street and likely given its name due to the width

of the road. It was believed that teams of more than two horses could U-turn without having to go around the block. Broadway Avenue connected with the Batoche Trail and linked the Métis settlement at Round Prairie in the south, and modern-day University Drive heading northwest on the trail to Batoche.

St. Andrews Avenue - Named after St. Andrew, the first of the 12 apostles of Christ, who was originally a follower of John the Baptist and the patron saint of Scotland.⁵³

St. Patrick Avenue - Named after the patron saint of Ireland.

St. Henry Avenue - Believed to have been named for Henry II who was the King of Germany and Holy Roman Emperor. In 1912, what is now the north portion of St. Henry Avenue was called River Avenue and as it later developed, St. Henry Avenue was divided in two separate pieces with a break of land between them. The Sunnyside Nursing Home was built on the land that created the break in the street and St. Henry Avenue was rebuilt to the west of it, resulting in renaming a portion of the former 2100 block of St. Henry Avenue to Ste. Cecilia Avenue in 1962.

Ste. Cecilia Avenue - Named after the patron saint of music who was martyred in 230 A.D. and venerated in 496 A.D.

St. Charles Avenue - Believed to have been named after St. Charles Borromeo (1538-1584), who was known for being a reformer, establishing seminaries and working extensively with the sick during the plague of 1576.

St. George Avenue - Named for the patron saint of England, Portugal and later the patron saint of all knights.

Ash, Elm, Maple, and Willow Streets are the tree-themed streets within the study area and run east from Lorne Avenue.

Information on Street Names in this section retrieved from "Saskatoon's History in Street Names" by John Duerkop, 2000, unless otherwise specifically referenced.

⁵² E.T. Pete Russell, *Streets and Roads of Saskatoon*, pg. 66, 1973.

⁵³ Michael T.R.B Turnbull, BBC Online, "Saint Andrew," Last modified July 31, 2009. Accessed December 12, 2019. <https://www.bbc.co.uk/religion/religions/christianity/saints/andrew.shtml>.



1

LAND USE & INFILL DEVELOPMENT

OVERVIEW

The Exhibition LAP study area contains a wide range of housing types and land uses that developed at different points throughout the history of both the Exhibition and Queen Elizabeth neighbourhoods. The mix of land uses and building types provide for a range of land uses that meet a wide variety of needs. These land uses provide opportunities to age in place, shop locally, live and work in the area.

Residents shared opinions on various land uses that exist or could potentially exist in the area. While it is useful to understand what types of residential housing and businesses citizens would like to see in their neighbourhood, it's important to remember that these opinions don't override legal rights of property owners to develop a site within the permitted uses of the zoning district or to submit an application requesting consideration from City Council to change the zoning district.

Infill development plays a significant role in the ongoing development and renewal of the city. Residents in the Exhibition area have concerns about the impact of infill development. Recently, the City has made regulatory changes in response to feedback from residents of the city's established neighbourhoods. These changes are intended to address aspects of infill development. However, it takes time for housing stock renewal to occur and these regulations to have a noticeable effect on a neighbourhood.

An issue related to infill development is maintaining the local urban forest that helps beautify streetscapes and contributes to the quality of life for citizens. Residents are concerned when mature trees located on private property are removed because of infill development. As well, residents take pride in the City-owned trees that line boulevards throughout the area and become concerned when these trees are removed.

Land Use & Infill Development Goals

The following Land Use & Infill Development goals were developed based on discussion and consultation with the Exhibition LAP Committee:

1. Improve the impact of new development on the area;
2. Develop a long-term plan for the Exhibition industrial area;
3. Ensure the health of the local urban forest; and
4. Inform the community about how to report illegal development.

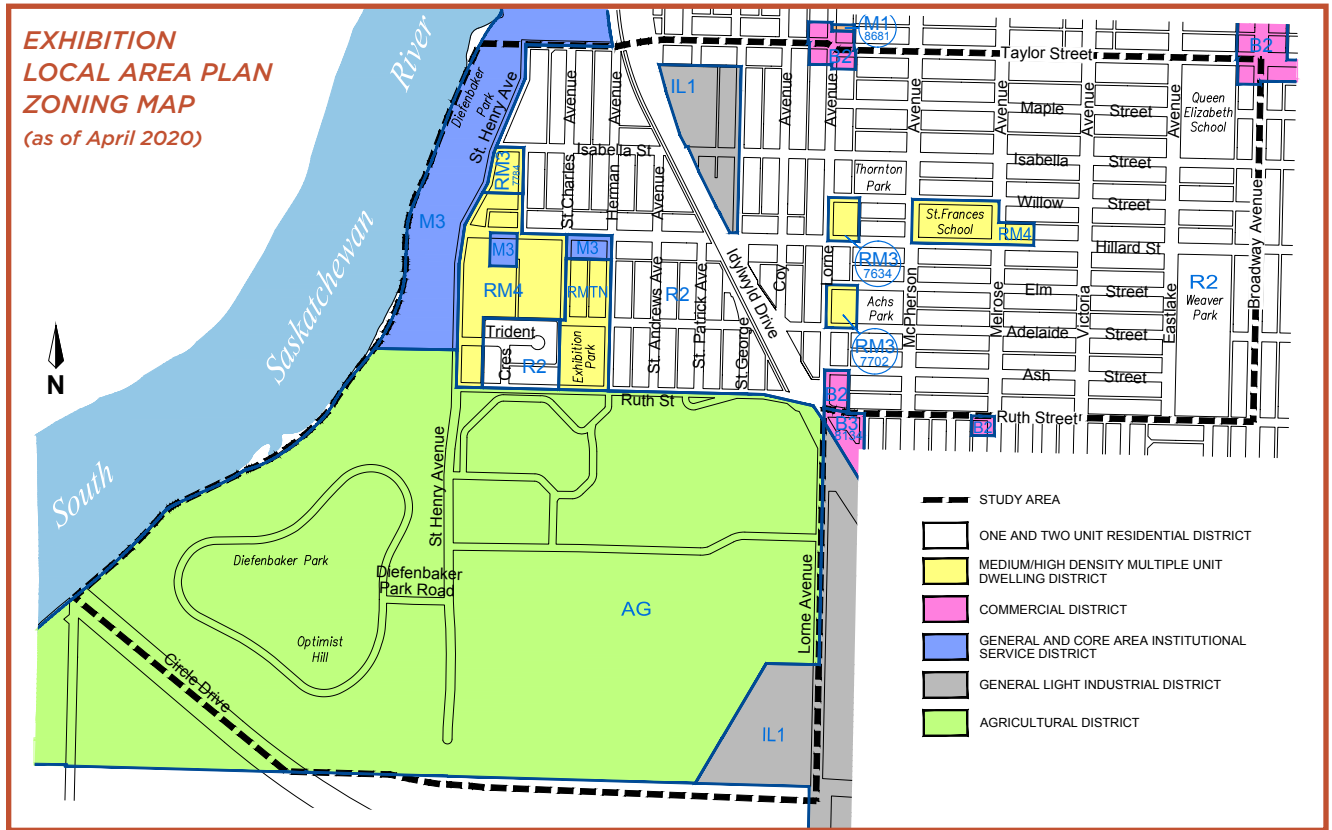
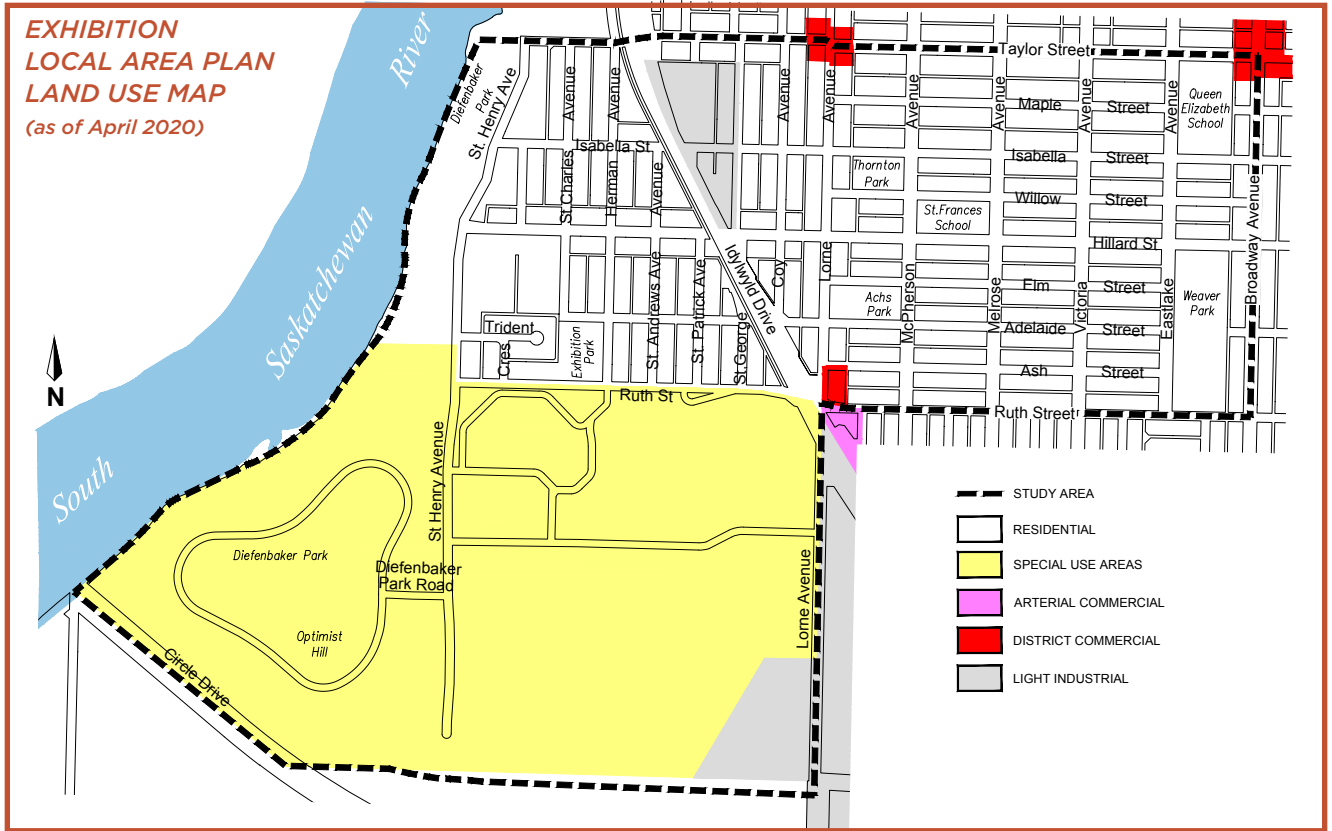
Residential Land Use

The Exhibition LAP study area has a range of housing types from single family to multi-unit





developments, at various levels of affordability and that address a variety of needs.

Among the range of housing types, the Exhibition LAP study area includes two residential care facilities:

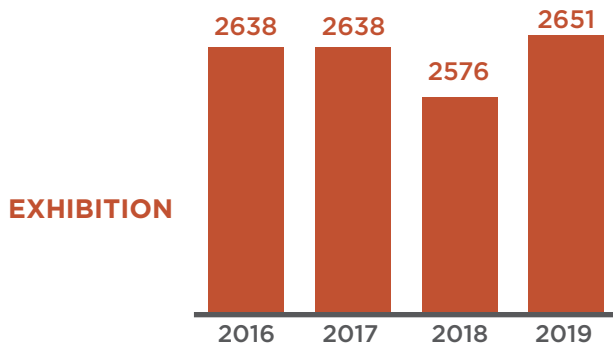
- The Sunnyside Adventist Care Centre opened in 1964 and is located at 2200 St. Henry Avenue. The riverbank location provides scenic surroundings for approximately 100 nursing home residents.
- The Hospice at Glengarda is a 15-bed facility, built to provide palliative care patients with a supportive environment and the comforts of home for end-of-life care. Located on the site of a former Ursuline Sisters residence at 301 Hilliard Street, this is Saskatchewan's first free-standing residential hospice. The hospice is expected to begin operations in late 2020.



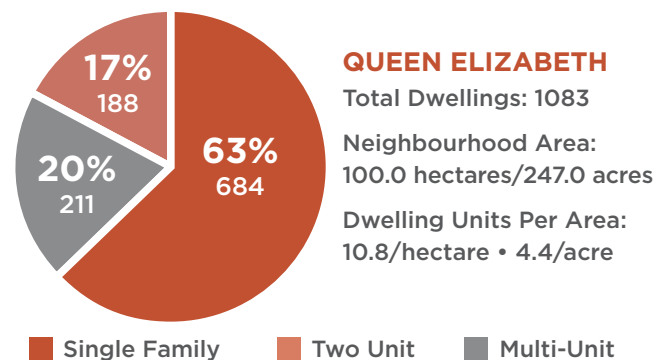
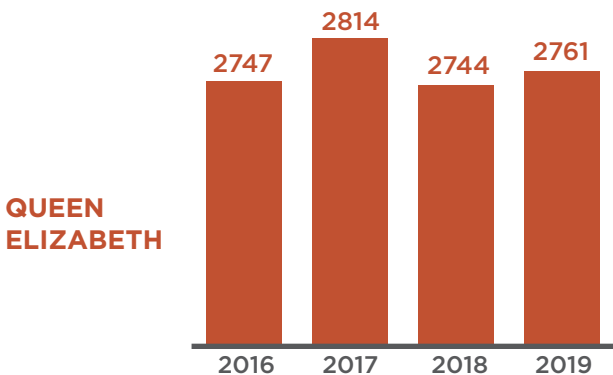
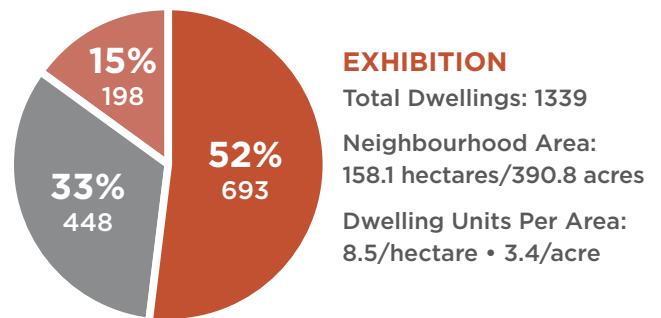
COMMUNITY QUICK FACTS

	SASKATOON	EXHIBITION	QUEEN ELIZABETH
 Home Ownership	66.8%	52.9%	59.6%
 Average Sale Price	\$336,757	\$274,251	\$304,962
 Median Personal Income	\$40,050	\$37,440	\$39,760
 Household Size	2.4	2.0	2.5

POPULATION



DWELLING UNIT COUNT



■ Single Family ■ Two Unit ■ Multi-Unit

Source: City of Saskatoon Neighbourhood Profiles

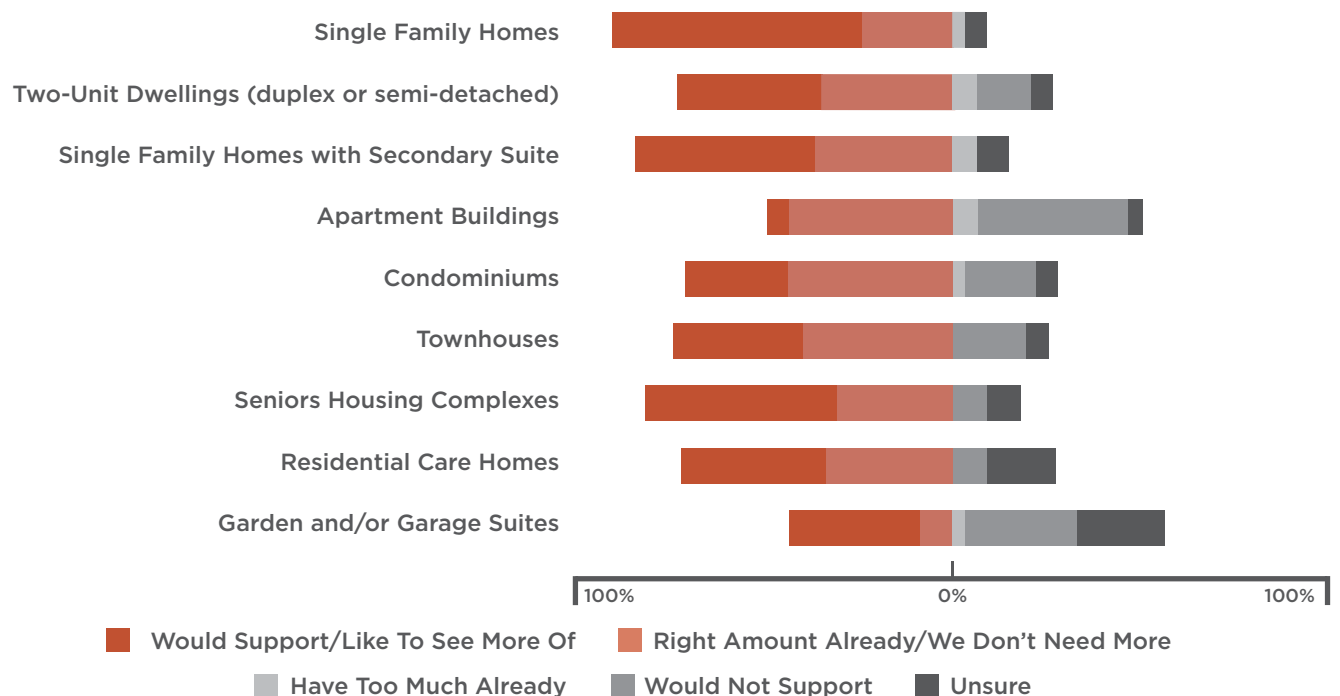
In 2019, there were 2,651 people living in the Exhibition neighbourhood and 2,761 in the Queen Elizabeth neighbourhood. The latest Census data shows both neighbourhoods having a home ownership rate of more than 50 per cent (Exhibition 52.9 per cent, Queen Elizabeth 59.6 per cent) and more than 50 per cent of the total residential units were single family homes (Exhibition 52 per cent, Queen Elizabeth 63 per cent).

Local stakeholders expressed views on what types of residential housing they would support during the LAP engagement and in a study area-wide land use survey. There was significant support for new single-family homes and some support for seniors housing complexes; however, most other housing options were less preferred or opposed.

The Exhibition LAP is not proposing any land use changes or zoning amendments to any residential zoned sites in the area. However, as part of the LAP process, it is important to understand what types of residential housing residents would support or oppose if an application was to be received.

When deliberating on proposed rezoning and land use amendments, the opinions of local citizens are among the numerous considerations that City Council examines in making its decision, although local support is not required for a rezoning or land use change application to be approved. While LAP engagement and surveys are helpful in understanding the general perspective of local residents, it does not override the legal rights of property owners.

Q. Which of the following housing types would you support or like to see more of in the Exhibition LAP study area?



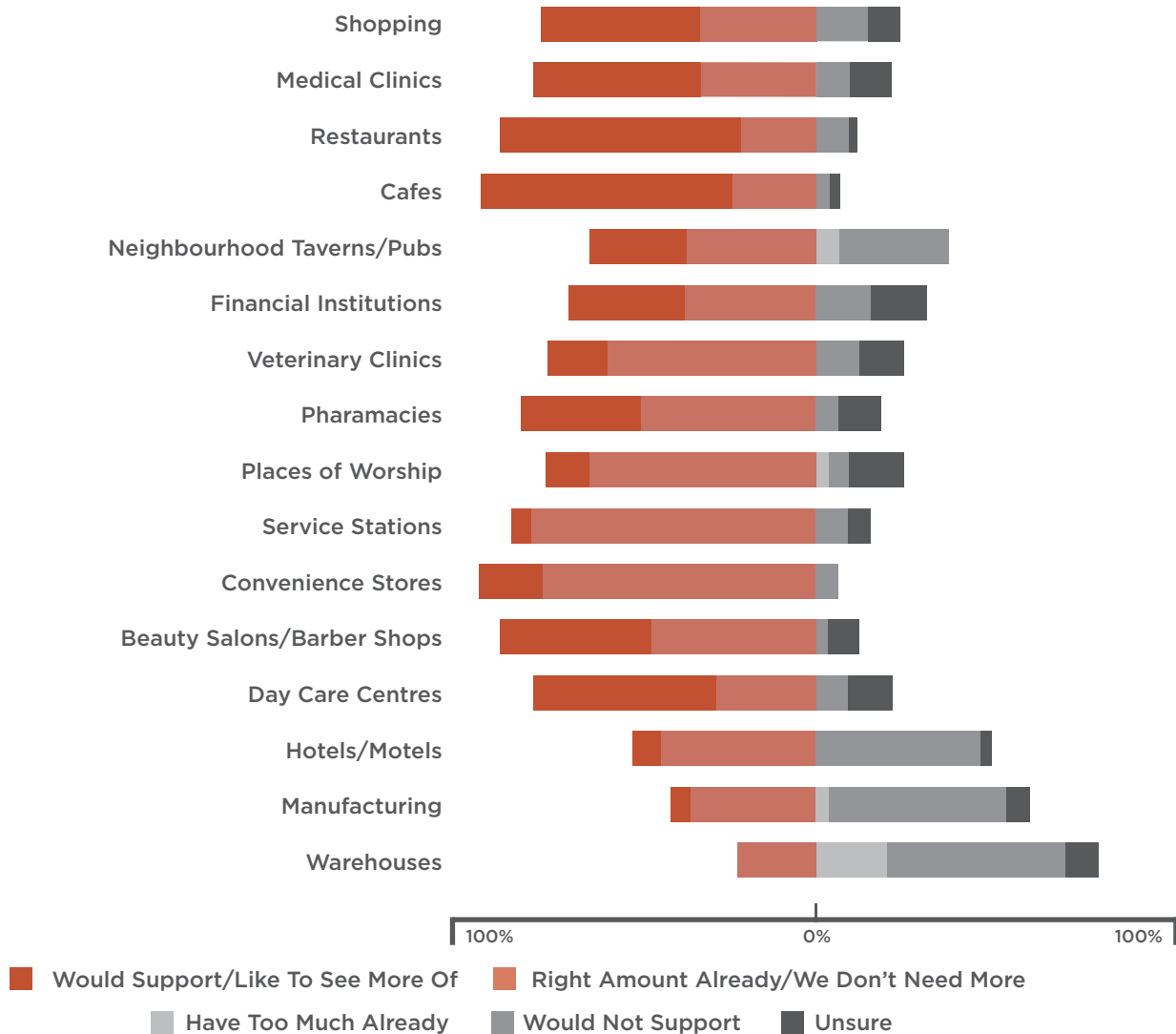
Source: Exhibition LAP Stakeholder Land Use Survey - December 2019

Commercial Land Use

The Exhibition LAP study area has a range of commercial land uses, including: restaurants, convenience stores, offices and retail. These commercial land uses are located near three major intersections: Lorne Avenue and Ruth Street, Lorne Avenue and Taylor Street, and Broadway Avenue and Taylor Street. Exhibition LAP participants were surveyed in December 2019 and asked what types of additional commercial uses they may support in the area. Daycare centres, cafes, and restaurants came out most supported, as per the graph below.



Q. Which of the following uses would you support or like to see more of in the Exhibition LAP study area?



Source: Exhibition LAP Stakeholder Land Use Survey - December 2019

As stated in **Residential Land Use**, the results of surveys are helpful in understanding general perspectives, but do not override the legal rights of property owners and local support is not required for a rezoning or land use change application to be approved by City Council.

Currently, zoning exists to allow for most land uses identified by respondents. In some cases, a land-use amendment, rezoning or discretionary-use application may be required to allow for the use to locate at a specific site.



Industrial businesses on St. George Avenue

The Exhibition LAP is not proposing any land use changes or zoning amendments to any commercial zoned sites in the area.

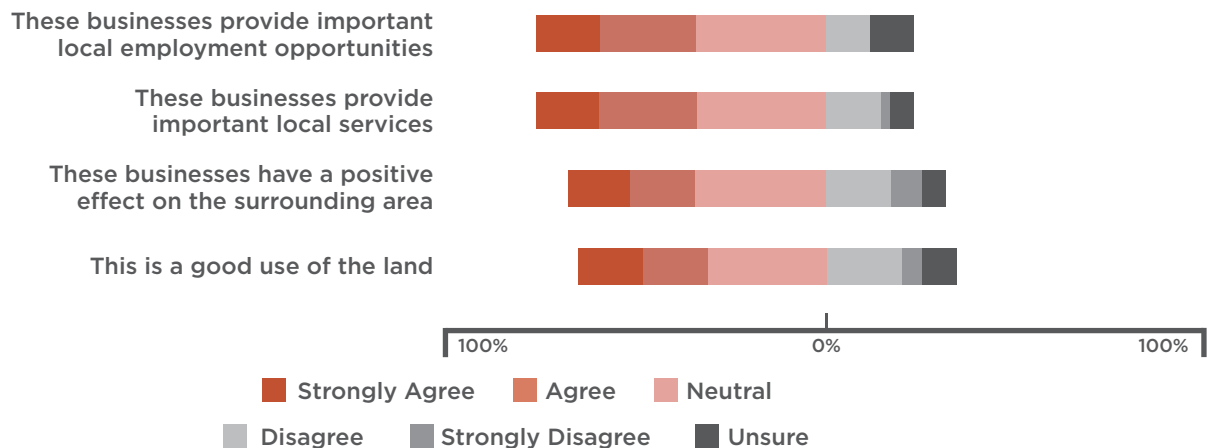
Industrial Land Use

There is a pocket of industrial land uses bordered by St. George Avenue (east), by Taylor Street (north), by Idylwyld Drive (west) and by Hilliard Street (south). These industrial areas contain some businesses that have been part of the neighbourhood for many years. Respondents to the December 2019 land use survey were largely neutral or supportive of these industrial-type businesses.

City staff working with property and business owners in this industrial area have noticed there are sometimes barriers to those trying to make changes. For example, parking requirements can present a significant challenge to new businesses wanting to locate in existing space at an industrial-zoned property. The future of this industrial pocket within the neighbourhood needs to be managed carefully in order to ensure that it continues to exist harmoniously with the neighbouring residential properties.

Although current uses may not be a concern for most nearby residents, it should be noted that the industrial zoning has the potential to allow for uses that could negatively impact the surrounding residential area. Initial consultation with property and business owners in this pocket of industrial land did not provide sufficient information about their vision for the future of the area. It is proposed that the City approach

Q. Please tell us your perceptions of the pocket of industrial land and businesses located south of Taylor Street, east of Idylwyld Drive.



Source: Exhibition LAP Stakeholder Land Use Survey – December 2019

LAND USE & INFILL DEVELOPMENT

these industrial property and business owners to discuss their long-term plans and identify potential opportunities to support the owners while encouraging long-term stability with businesses that can be complementary to other land uses in the area.

It is also noted that an unpaved stretch of St. Patrick Avenue of about 150 feet (46 m) in length connects Taylor Street and the industrial zoned property at 2020 St. Patrick Avenue. There is another unpaved back lane next to Idylwyld Drive that connects Taylor Street and 2020 St. Patrick Avenue. Both unpaved roadways appear to be often used by heavy truck traffic entering and exiting the industrial property. If a long-term land use plan for the Exhibition industrial area is developed, it should include a plan to pave one or both of these access points.



Unpaved portion of St. Patrick Avenue

Recommendation 1.1

EXHIBITION INDUSTRIAL AREA - CONSULTATION: *That the Neighbourhood Planning Section, Development Review Section, and Business License Section consult property and business owners in the Exhibition industrial area to discuss potential options to address historical zoning and land use-related challenges that impact the industrial properties.*

The Exhibition LAP is not proposing any land use changes or zoning amendments at any specific industrial zoned sites in the area; however, the implementation of **RECOMMENDATION 1.1: EXHIBITION INDUSTRIAL AREA - CONSULTATION** could result in a future proposal for land use changes or zoning amendments.

Infill Development

In 2013, City Council approved the Neighbourhood Level Infill Development Strategy (Infill Strategy). The purpose of the Infill Strategy was to help manage infill development in Saskatoon's established neighbourhoods and help preserve the distinctive development patterns and historic characteristics of pre-war and post-war neighbourhoods. The key strategies of the Infill Strategy are a mix of both enforceable regulations and recommended guidelines. The Infill Strategy proposes that higher density developments should occur on appropriate sites along corridors on the periphery of established neighbourhoods. This is intended to help support low-rise, high-quality and context-sensitive developments in the core of these neighbourhoods, reinforcing the attributes of Saskatoon's beautiful residential districts.



Exhibition area infill housing

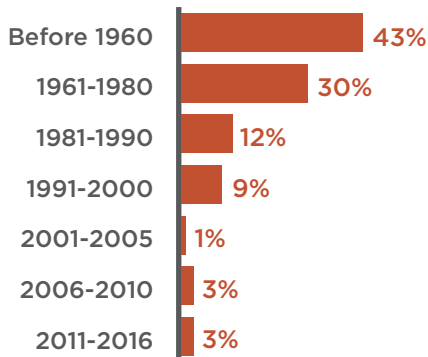
In 2015, the Infill Strategy led to Zoning Bylaw amendments to address regulations for one-unit dwellings. These amendments addressed the following:

- Site width - Providing more choice to build one-unit dwellings, instead of two-unit dwellings;
- Flat roof dwellings - Changing the method of measuring height of flat roof dwellings;
- Front porch encroachment - Allowing porch to encroach into front yard;

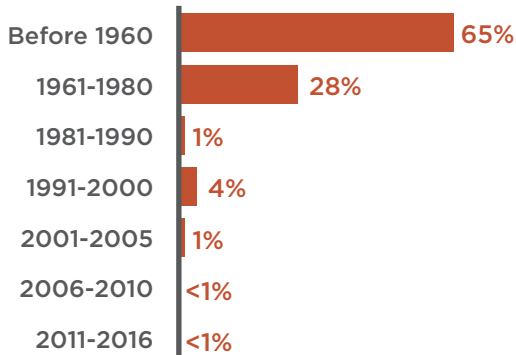


AGE OF DWELLING

EXHIBITION



QUEEN ELIZABETH



Source: 2016 Census

- Height of front door – Setting maximum height from the bottom of front door at 1 m above grade; and
- Maximum allowable side wall area – Limiting the overall size of new homes by implementing a formula that calculates the maximum allowable sidewall area based upon the building height and depth of lot.

The Infill Strategy is one part of a comprehensive plan to encourage appropriate infill development within built-up areas of the city. It addresses small-scale infill opportunities on individual residential lots in established neighbourhoods, like Exhibition and Queen Elizabeth.

The Exhibition LAP study area has grown through gradual redevelopment over many years. Recent years have seen examples of local infill development that residents are concerned do not fit with the character of the neighbourhood. Many of the original houses were built between the 1960s and the 1980s, so it is expected that infill development and housing stock renewal will continue in the area over the coming decades. According to Building Standards data, from 2010 through 2019, there were 49 single-family dwellings and 20 two-family dwellings built in Exhibition, while there were six single-family dwellings and 20 two-family dwellings built in Queen Elizabeth.

LAND USE & INFILL DEVELOPMENT



A public meeting to discuss infill development was held during the Exhibition LAP process. Meeting attendees identified positive and negative effects of infill development on the area. Below is a sampling of the effects noted by the community.

POSITIVE EFFECTS OF INFILL DEVELOPMENT:

- Renovation of existing homes and replacement of aging housing stock;
- New families moving into the neighbourhood;
- Less urban sprawl;
- Related infrastructure improvements; and
- More property tax collected that benefits the city.

NEGATIVE EFFECTS OF INFILL DEVELOPMENT

- Parking issues;
- New houses not fitting the local character/scale;
- Impact of living in a noisy and muddy construction zone;
- Damage to sidewalks and rear lanes during construction;
- Drainage onto adjacent properties; and
- Loss of private-property trees.

The feedback from the community is that not enough is being done to ensure the distinctive development patterns and historic character of the neighbourhood are maintained and enhanced. Comments during the Exhibition LAP engagement

were that many of the current guidelines would serve residents better if they were mandatory regulations. This feedback was shared with the relevant civic staff, however it should be noted that many of the guidelines cannot become mandatory regulations without amendments to *The Planning & Development Act, 2007* and *The Cities Act*. These are provincial documents and not under the legislative control of the City. Periodically, the Province conducts reviews of these documents, and municipalities are invited to propose amendments for consideration. Gaining more local authority is often a key goal of amendments proposed by the City.

Secondary Suites

Illegal secondary suites were brought up during the discussion of infill in the neighbourhood. Regulations do exist to manage illegal suites, however the City typically only becomes aware of these properties if reported. Sharing information on regulations and standards for secondary suites, and how to report a suspected illegal suite can assist the City to take action to address suites constructed without permits, in either removing them or, where they can be accommodated, in ensuring that they meet minimum life-safety standards and regulations.



Recommendation 1.2

RECOGNIZE AND REPORT ILLEGAL SECONDARY SUITES: *That the Community Standards Division and Neighbourhood Planning Section distribute information throughout the Exhibition LAP study area about regulations and standards for secondary suites, and the reporting process for suspected illegal suites.*

Street Tree Canopy

One of the major negative impacts noted during discussions of infill was the loss of street trees and the tree canopy. *City of Saskatoon Policy No. C09-011 Trees on City Property* provides protection for existing City-owned trees, including those on City boulevards. The policy requires residents, contractors and other agencies to use protective fencing and root-disturbance measures on City-

owned trees. This protection is also a condition of building/subdivision permit approval, with significant financial penalties if the tree is damaged or removed. These penalties are based on a formula that establishes an appraised value of the tree.

While the policy protects City-owned trees, residents noted that infill projects often result in the removal of mature, healthy trees on private property. They felt that the City could do more to encourage homeowners to protect existing trees or plant new trees on private property. They noted that all trees contribute to the overall character of a neighbourhood, whether on City or private property.

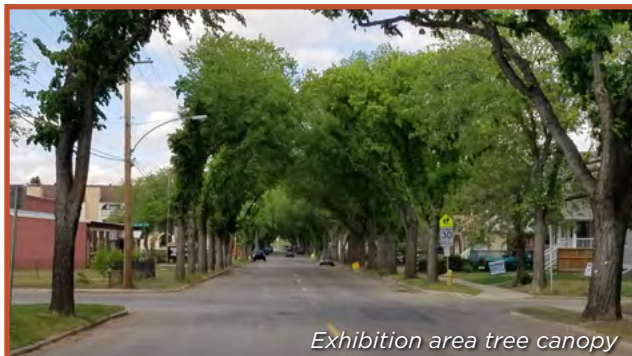
In order to protect the long-term health of the urban forest in the study area, the City may need to identify innovative opportunities to add more trees to the front yards and boulevards. The Boulevard Tree Program and the Urban Reforestation Program currently plant trees only on City-owned property.

The Boulevard Tree Program allows homeowners to request an assessment of the City-owned boulevard along the front yard (or side yard, for corner properties) to determine if there is a

location is found, the Urban Forestry Section will plant a tree free of charge. Trees planted within the boulevard remain City-owned.

The Urban Forestry Section also supports the urban forest and tree canopy through the Urban Reforestation Program, where established neighbourhoods and parks are assessed to identify opportunities to plant new trees or replace existing trees.

Due to the minimum spacing requirements, there are locations on City-owned boulevards not suitable for tree planting, as well as locations where trees may currently exist, but that would not meet the minimum standards for re-planting,



**MINIMUM SPACING REQUIREMENTS
WHEN PLANTING BOULEVARD TREES**

7m (23ft)

Between shade trees

6m (20ft)

Between ornamental trees

7m (23ft)

From curb at intersections

3m (10ft)

From street lights

3m (10ft)

From lanes, fire hydrants & streetlights

7m (23ft)

From front of stop signs

3m (10ft)

From old water & sewer lines

1m (3ft)

From new water & sewer lines

1.5m (5ft)

From driveway & private walkways



LAND USE & INFILL DEVELOPMENT

if the tree was removed because of disease or damage. In some cases, amenity strips along tree-lined streets around the city are not wide enough to meet the minimum standards for re-planting in the future.

The tree canopy in established neighbourhoods is treasured by citizens and contributes to the local quality of life. Urban Forestry has implemented the minimum spacing requirements to avoid creating problems for utilities and infrastructure, while ensuring the planted trees have an opportunity to thrive in an environment that encourages a long, healthy life as part of the local tree canopy. A long-term strategy is needed to consider options for other types of plantings and landscaping or possibly reconfiguring the streetscape to create opportunities for additional tree plantings, especially in locations where trees currently exist, but would not be replaced.

Recommendation 1.3

CITY-OWNED BOULEVARD LONG-TERM STRATEGY: That the Neighbourhood Planning Section work with the Urban Forestry Section to discuss potential long-term strategies for portions of City-owned boulevards in the Exhibition LAP study area where suitable tree planting locations do not currently exist, based on minimum boulevard tree spacing distance requirements from utilities and infrastructure.

Due to an outbreak of cottony ash psyllid that has impacted ash trees across the city and resulted in the necessary removal of thousands of trees, funding for the Urban Reforestation Program has been temporarily reallocated to support the replacement of the removed trees.

Where the minimum spacing required for tree plantings in boulevards cannot be met, it is possible the boulevard may be suitable for a garden to help create colourful streetscapes and exhibit community pride. The City has a Boulevard Gardening Program that encourages residents to consider planting perennial or annual flowers, herbs, vegetables or other non-woody

plants. Boulevard gardens can also include small, temporary structures like potted plants and birdbaths. There is no cost to participate in the program and the City only requests that homeowners register their boulevard garden and follow the guidelines of the program.

Recommendation 1.4

BOULEVARD TREE PLANTING AND BOULEVARD GARDENING PROGRAMS: That the Neighbourhood Planning Section, Urban Forestry Section, and Sustainability Division share information about the City Boulevard Tree Planting and Boulevard Gardening Programs through the Queen Elizabeth Exhibition Haultain Community Association website and newsletter.



Trees lining Lorne Avenue sidewalk

2

PARKS, OPEN SPACES & RIVERFRONT



OVERVIEW

The residents of the Exhibition area take pride in the area's mature trees, beautiful parks and access to the naturalized riverfront.

There are a variety of parks and open spaces within the Exhibition LAP study area. The four neighbourhood parks include Achs Park, Thornton Park, Exhibition Park and Weaver Park. In addition, the west end of the Exhibition neighbourhood is bounded by the riverfront and includes Diefenbaker Park, Optimist Hill and the Meewasin Trail. The Queen Elizabeth School grounds are owned, operated and maintained by the Public School Board but used by the community for the community rink and community garden.

During the Exhibition LAP process, stakeholders expressed concerns regarding parking and traffic impacts from major events held in Diefenbaker Park, as well as the uncertainty of future plans for Optimist Hill. They expressed a desire to see an additional access point from the neighbourhood to Meewasin Trail, and also felt there should be further recognition for Pioneer Cemetery and its important role in the area's history. This section expands on the issues and opportunities related to parks, open space and the riverfront that residents identified during the LAP process and outlines action items to help address them.

Parks, Open Spaces & Riverfront Goals

The following Parks, Open Spaces & Riverfront goals were developed based on discussion and consultation with the Exhibition LAP Committee:

1. Add natural assets like trees and other vegetation while working to preserve existing natural assets whenever possible;
2. Ensure the riverfront area is used to its full potential through active and passive recreational opportunities and explore new opportunities for additional access and use;
3. Ensure local stakeholders are informed of future development in Diefenbaker Park, specifically at Optimist Hill;
4. Minimize traffic, noise and parking impacts to the area when events and development occur in Diefenbaker Park; and
5. Protect neighbourhood parks so they continue to meet local needs for recreation uses and neighbourhood events.

Neighbourhood Parks

The study area's four neighbourhood parks are maintained by the City while the Queen Elizabeth School grounds are maintained by the Saskatoon Public School Board. These park spaces are used by local groups for recreation and local events. During the LAP process, residents stated they want these parks to be safe, well-maintained and to meet the needs of the immediate area. The following is a summary of the study area parks, including information about their size, amenities and passive and active recreation uses.

For more information on the history of neighbourhood parks described below, see **History & Heritage**.

THORNTON PARK

Thornton Park covers 2.0 acres and is located off McPherson Avenue, bordered by Isabella Street (north) and Willow Street (south). The park includes a basketball court, spray pool, rec unit, BBQ grill, bike racks, playground and walking paths.

As minor safety issues were identified in Thornton Park by area residents and stakeholders, Neighbourhood Planning staff undertook a



technical audit in October 2019 to identify if there were specific safety concerns or opportunities for crime to occur in the park space. More information on the findings of the technical audit can be found in **Section 8 Neighbourhood Safety**.

ACHS PARK

Achs Park covers 1.82 acres and is located along McPherson Avenue, bordered by Elm Street (north) and Adelaide Street (south). The park includes walking paths, a community rink and green space.



Thornton Park



Achs Park

PARKS, OPEN SPACES & RIVERFRONT



Weaver Park



Exhibition Park

WEAVER PARK

Weaver Park covers 10.2 acres and is located off of Broadway Avenue along Eastlake Avenue, bordered by Hilliard Street (north) and Ruth Street (south). The park includes a basketball court, soccer pitch, volleyball court, play structure and walking paths.

Following completion of Exhibition LAP consultation, the Neighbourhood Planning Section was notified that Saskatoon Water was beginning preliminary work to help address residential flooding issues in the Weaver Park area. A possible option to address the flooding is proposed construction of a dry storm pond in part of the park. Dry storm ponds are designed to be user friendly and aesthetically pleasing, while helping reduce local flooding by temporarily holding storm

water from major rain events. Detailed design work is expected to begin in 2021 and if the dry pond option is selected, construction is tentatively scheduled for 2023. Dimensions and design details of the proposed dry storm pond were not available at the time the Exhibition LAP final report was completed. Saskatoon Water will engage with the local community and the Queen Elizabeth Exhibition Haultain Community Association when additional information is available.

A Safety Audit was undertaken of Weaver Park on July 2, 2019. For more information on the findings of the Safety Audit and recommendations affecting the park, see **Section 8 Neighbourhood Safety**.

EXHIBITION PARK

Exhibition Park covers 3.13 acres and is located along Herman Avenue, bordered by Adelaide Street (north) and Ruth Street (south). The park includes a basketball court, playground, BBQ grills, and walking paths.

A Safety Audit was undertaken of Exhibition Park on July 4, 2019. For more information on the findings of the Safety Audit and the recommendations affecting the park, see **Section 8 Neighbourhood Safety**.

QUEEN ELIZABETH SCHOOL GROUNDS

Located just off of Broadway Avenue, the Queen Elizabeth school grounds are bordered by Taylor Street East (north), Isabella Street (south) and Eastlake Avenue (west). The school grounds are a significant resource for the community and the Queen Elizabeth Exhibition Haultain Community Association (QEXCA). The grounds include a community garden, play equipment, football/soccer pitch and community rink, and are host to local events such as the QEXCA's WinterFest. The entire site covers 5.92 acres and although not a designated neighbourhood park, it serves many of the same functions.

Riverfront Uses

Stakeholders communicated the importance of protecting riverfront open spaces and identified additional opportunities to enjoy the area. There are multiple groups involved in managing, maintaining and developing the riverfront area



Diefenbaker Park, 2017

to ensure that it remains an essential part of Saskatoon’s recreation resources.

- The City of Saskatoon manages and maintains the riverfront including Diefenbaker Park;
- Meewasin provides leadership on the best management of resources while promoting understanding, conservation and beneficial use of the area; and
- OSP Community Development Corp. is responsible for the operation and development of Optimist Hill.

DIEFENBAKER PARK

Diefenbaker Park extends along the South Saskatchewan River from the south end of the Exhibition neighbourhood to Taylor Street and back along St. Henry Avenue. The City classifies Diefenbaker Park as a Special Use Park, which

means the space is intended to provide unique programming opportunities that attract users from across the city. The area includes Optimist Hill, a disc golf course, a ball diamond, walking and cross-country ski trails. It is host to a number of city-wide events, including the Optimist Canada Day celebration. Multiple parking lots support the many different uses, including major events and Meewasin Trail users.

Residents noted that events in the park are increasing in size and number, and that a comprehensive master plan may be needed to ensure Diefenbaker Park and Optimist Hill are managed effectively as Saskatoon grows and use increases. Similar plans have been undertaken in other spaces, including the area that encompasses Kinsmen Park, Nutrien Wonderhub, Shakespeare on the Saskatchewan and the riverfront. These plans set the framework to guide decisions that provide balance between human and environmental needs and continually move the area towards a desired vision.



Diefenbaker Park Seating Area

Recommendation 2.1
DIEFENBAKER PARK – MASTER PLAN:
That the Recreation & Community Development Division work with the Parks Division, Transportation Division, Meewasin, Prairieland Park Management and affected user groups, to create a comprehensive master plan for Diefenbaker Park.

PARKS, OPEN SPACES & RIVERFRONT

For more information on major events held in Diefenbaker Park, see **Section 7 Impacts of Major Events**.

A Safety Audit was undertaken of Diefenbaker Park on July 10, 2019. For more information on the findings of the Safety Audit and the recommendations affecting the park, see **Section 8 Neighbourhood Safety**.

For more on the history of Diefenbaker Park and historical place names, see **History & Heritage**.

OPTIMIST HILL

Diefenbaker Hill is now known as Optimist Hill. The Saskatoon Optimist Club was the driving force behind the hill's development, creating a non-profit called the OSP Community Development Corporation (OSP). This group now manages the development and operation of Optimist Hill. OSP is a separate entity from the Saskatoon Optimist Club, but is made up of many of the same volunteers.

A Memorandum of Agreement between the City and OSP resulted in a site for winter recreation uses including skiing, snowboarding, tubing and tobogganing. The City and funding partners of OSP have contributed to the development of the project. As fundraising efforts move forward, there are plans for an onsite two-storey chalet with washroom facilities.

Feedback regarding the use and operations of Optimist Hill was largely positive. However, many residents were unaware of future plans or

operations for Optimist Hill and what traffic and parking impacts there may be once the area is fully operational.

Recommendation 2.2

OPTIMIST HILL - PROJECT UPDATES: That the Neighbourhood Planning Section request that OSP Community Development Corporation provide updates to the Queen Elizabeth Exhibition Haultain Community Association until development of Optimist Hill is complete.

MEEWASIN TRAIL

The Meewasin Trail runs along the South Saskatchewan River and is managed by the City with leadership provided by Meewasin. Meewasin is an organization created through a partnership with the Province of Saskatchewan, the University of Saskatchewan and the City of Saskatoon. Meewasin provides guidance and assistance in the management of the riverfront lands next to the river that are within its boundary.

Meewasin's jurisdiction includes about 6,700 hectares (67 sq. km) of river valley that runs on both sides of the South Saskatchewan River in and around the Saskatoon area.⁵⁴

The Meewasin Trail next to Diefenbaker Park saw 50,711 pedestrians and 37,849 cyclists in 2019. This is an average of 139 pedestrians and 103 cyclists daily with Sundays being the busiest day of the week.⁵⁵

Residents identified a desire for improvements along the Meewasin Trail and for an additional access point from St. Henry Avenue. A distance of approximately 1.75km exists between trail access points at the south end of Diefenbaker Park and Gabriel Dumont Park. Consideration for improvements or an additional access could include an evaluation of costs, slope stability assessment, a review of environmental impacts and ensuring proper accessibility requirements could be met.



⁵⁴ Meewasin; Meewasin Valley-wide Resource Management Plan 2017-2027, Accessed November 2019

⁵⁵ Meewasin; Diefenbaker Park Trail Data, 2019

POTENTIAL MEEWASIN TRAIL ACCESS LOCATION



Recommendation 2.3

MEEWASIN TRAIL - ADDITIONAL ACCESS POINT:

That the Construction & Design Division, Parks Division, and Saskatoon Water work with Meewasin to investigate the feasibility of constructing an additional access point to Meewasin Trail off of St. Henry Avenue, between Taylor Street and Hilliard Street.

the pioneers who lie there. Pioneer Cemetery is designated as a City of Saskatoon Municipal Heritage Property, providing legal protection from demolition or unsympathetic alteration under *The Heritage Property Act*. Opportunities to further recognize and share the history may include physical improvements, self-guided tours with technological resources, promotional activities to highlight the site's history and potential upgrades to landscaping. Any alterations or additions to the property would ensure the natural prairie landscape remains preserved.

PIONEER CEMETERY

Neighbourhood residents noted that Pioneer Cemetery is an important part of the area's history. Pioneer Cemetery, formerly known as Nutana Cemetery, is located west of the intersection at St. Henry Avenue and Ruth Street, along the riverfront. This historic site has a monument and plaque commemorating its creation and

Recommendation 2.4

PIONEER CEMETERY - RECOGNITION:

That the Heritage Coordinator work with the Cemetery Superintendent to identify opportunities to honour and share the history of Pioneer Cemetery.



Pioneer Cemetery

There are 162 known burials in the cemetery, of which 144 have been identified in cemetery records. There are also unidentified burials, known through records from sources like the Saskatoon Phoenix. Confirmation of the cemetery’s records would require use of technology to locate burial plots in creating a more accurate and precise layout of the site.

Recommendation 2.5
PIONEER CEMETERY – CONFIRM RECORDS: *That the Heritage Coordinator work with the Cemetery Superintendent and City Archivist to explore suitable technology to confirm the historical record of Pioneer Cemetery.*

For more information about the history of Pioneer Cemetery, see **History & Heritage**.

Off-Leash Dogs

Dog Parks are naturalized spaces where dogs are permitted to be off-leash while under the control of their owner. There are currently 11 dog parks across the city. The Avalon and Chief Whitecap Dog Parks are the closest in proximity to the Exhibition LAP study area. Additional information on all the City’s Dog Parks is available at saskatoon.ca/dogparks.

Neighbourhood residents shared concerns that some users of Weaver Park are using the north and south ends as an informal off-leash area and not picking up after their pet. Neighbourhood parks, including Weaver Park, do not allow off-leash dogs. There is signage on the east/west pathway of Weaver Park noting dogs must be leashed and that owners are required to pick up after their pet. Stakeholders suggested adding the same signage at the north and south ends to ensure users are aware dogs must be leashed in all areas of the park.

Recommendation 2.6
WEAVER PARK – DOG SIGNAGE: *That the Parks Division add signage at the north and south ends of Weaver Park outlining that off-leash dogs are not permitted in the park space.*



Dog Bylaw Signage in Weaver Park



3

MUNICIPAL INFRASTRUCTURE & SERVICES

OVERVIEW

Municipal services affect all residents' quality of life. Many different civic departments provide programs and services such as waste collection and diversion, winter and summer roadway maintenance, and water and sewer systems.

Infrastructure programs and projects can be generally divided into proactive and reactive maintenance work. Every year, the City makes significant investments in upgrading older infrastructure, while also responding to emergency infrastructure failures.

Residents expressed interest in gaining additional understanding of various municipal services and local infrastructure projects. It is important for citizens to understand what to expect during infrastructure upgrades, as well as when and how to report issues related to municipal services. Potholes, road repair, drainage, street sweeping, snow clearing, back lane grading, uneven sidewalks, and lack of sidewalks in some locations are a sampling of issues impacting citizens in the area.

Municipal Infrastructure & Services Goals

The following Municipal Infrastructure & Services goals were developed based on discussion and consultation with the Exhibition LAP Committee:

1. Communicate information about municipal service programs, along with instructions on reporting issues;
2. Educate residents regarding the importance of existing waste reduction and diversion programs; and
3. Ensure information about future local infrastructure projects continue to be shared with area residents.

Asset Preservation

The City develops multi-year asset preservation plans that are approved by City Council. These are major projects that can involve weeks or months of work to replace old infrastructure like water main replacements, lead service line removals and sewer main lining.

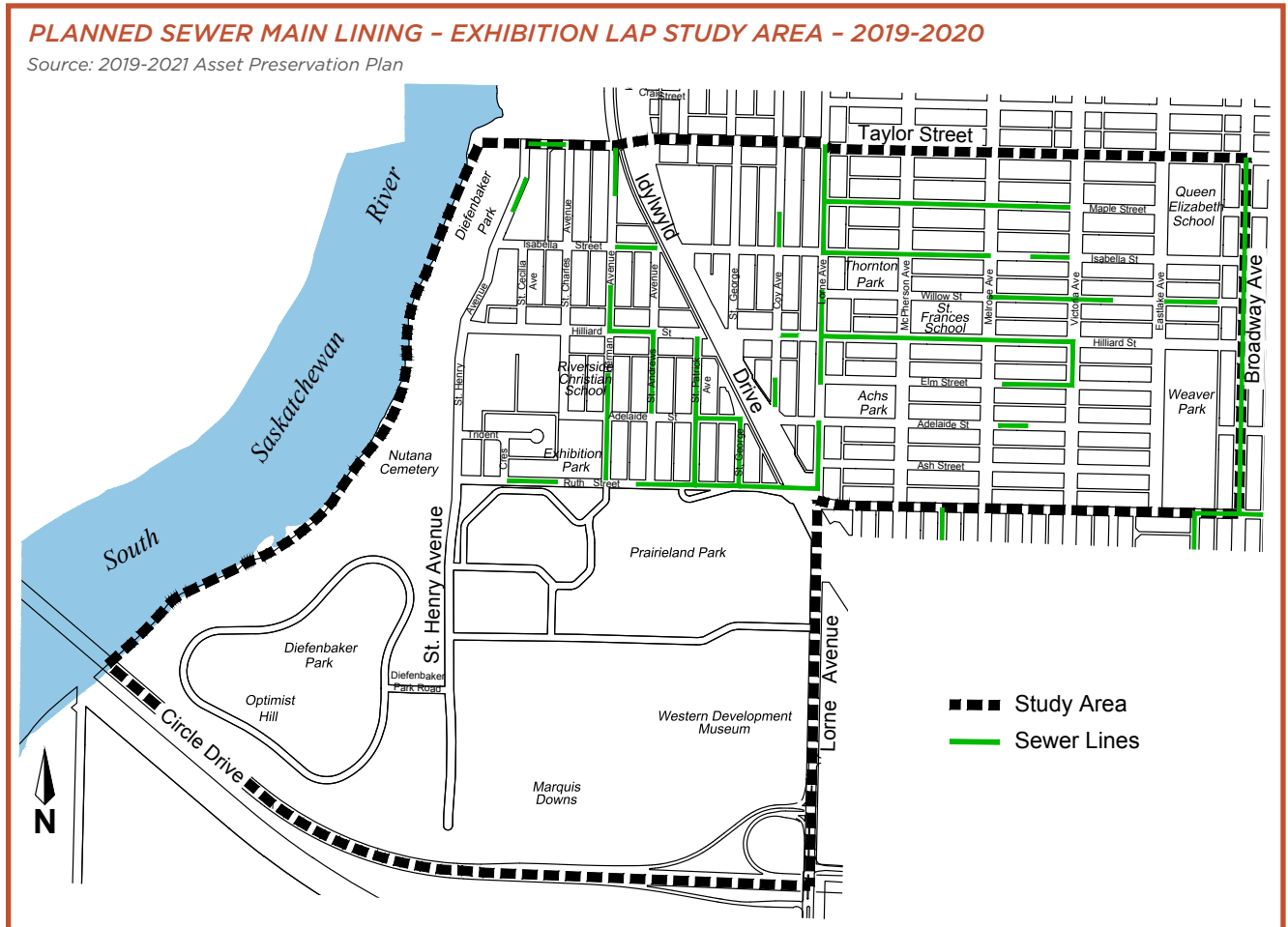
About 400 lead service line connections are replaced each year in Saskatoon. It is expected that all remaining lead lines in the city will be replaced by the end of 2027. This work is coordinated with major roadway work when possible.



Road closure for planned infrastructure upgrades

In the next two to three years, portions of Ruth Street and Adelaide Street are expected to receive water main replacements that will also include removing any lead service lines connected from homes to the water main. Similar work is expected to occur along parts of Lorne Avenue in five to eight years.

Sewer main lining involves installing a new plastic pipe inside of the existing pipe. This is a quick and cost-effective repair, as it requires less digging and is less intrusive than replacing entire sewer lines. Various streets in the Exhibition LAP study area are expected to undergo sewer main lining in 2020.



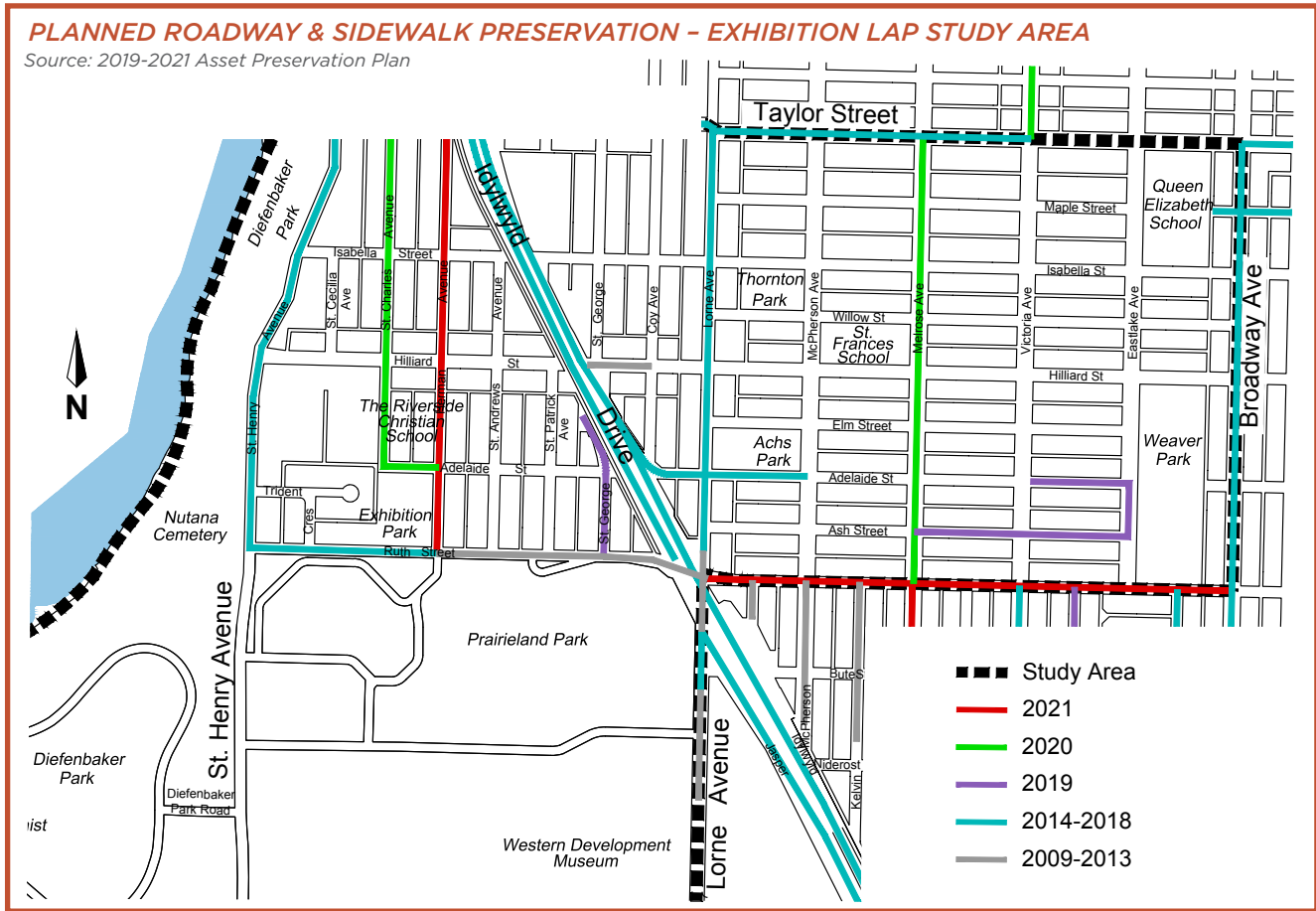
Roadway and Sidewalk Preservation Program

A three-year planned preservation program is developed annually to preserve roads in fair to good condition and restore roads in poor condition. A mix of treatments are used to improve the network’s overall condition each year.

Sidewalks along the planned roadway preservation program locations are at the top of the priority list for the sidewalk preservation program. Having sidewalk and roadway work coincide allows the City to rejuvenate the streets as a whole, taking advantage of efficiencies and minimizing costs.

Roadway and sidewalk preservation projects are planned for St. Charles Avenue and Melrose Avenue in 2020. Work will occur on Ruth Street, Herman Avenue and a portion of Taylor Street in 2021.





The Construction & Design Division and Technical Services Division distribute project notices before construction begins. These notices include important information about project timelines, what residents can expect, as well as how residents can help during construction. For larger projects that impact residents for several weeks, updates are issued bi-weekly via email and posted on the City website. Updates are also issued to all Community Associations located adjacent to the work. These communication procedures are periodically reviewed to ensure effectiveness. Residents who want more information about current projects and future planned work are encouraged to contact the City of Saskatoon Customer Care Centre at 306-975-2476 or visit saskatoon.ca/construction. Work crews also ensure that all on-site personnel carry cards directing residents where to find this important information.

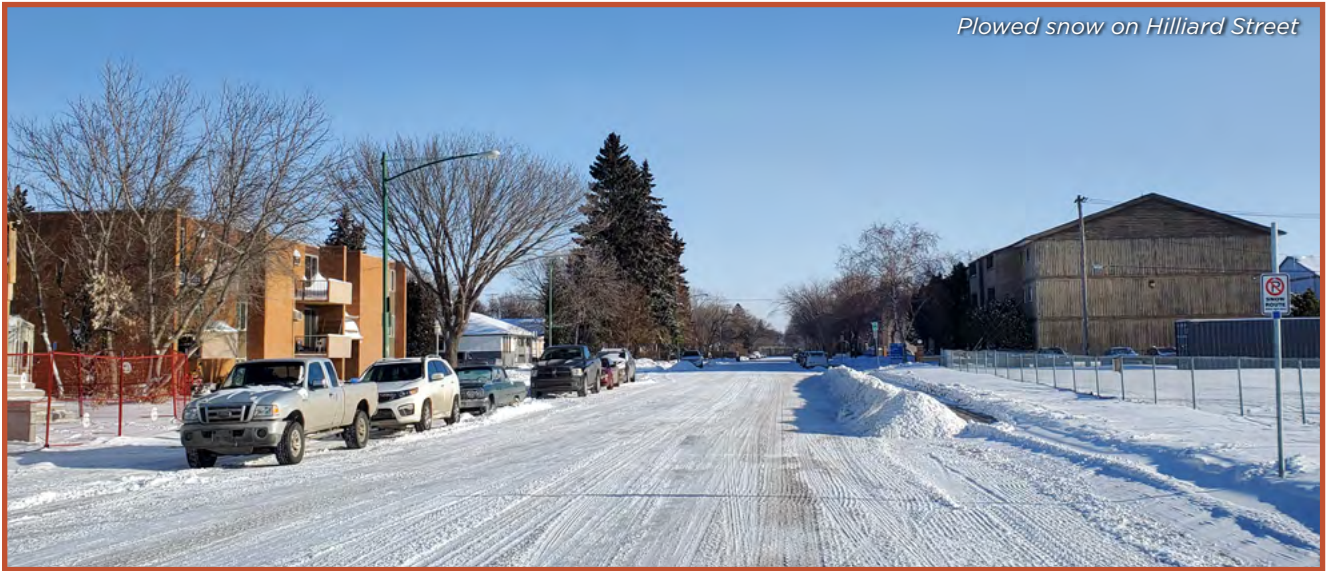
Roadways Winter Maintenance

Each winter, the Transportation & Construction Department carries out their Snow and Ice Management Program that focuses on public safety, ensuring citizen mobility and environmental responsibility. The program typically runs from November to April and provides a combination of regular maintenance and targeted response strategies.

Regular snow and ice maintenance includes:

- Regular ice inspections;
- Sanding and salting of intersections and streets;
- Snow grading and removal (when required);
- Sidewalk and pathway clearing around civic buildings and parks; and
- Snow storage sites.

During and after snow events, roadways are cleared based on a priority system that focuses on the busiest streets first and includes timeline



Plowed snow on Hilliard Street



Plowed snow on Herman Avenue



Taylor Street back lane

targets to help citizens know what to expect from the Snow and Ice Management Program. A snow event involves snow fall impacting driving conditions through heavy drifting or accumulation of more than 5 cm on roadways.

Roadways Summer Maintenance

During the Roadways Summer Maintenance Program, the Transportation & Construction Department conducts street maintenance on more than 4,000 km of paved roadway, including inspection and maintenance of dips, potholes, utility cuts and crack fills.

Roadways Summer Maintenance also includes:

- Street sweeping;
- Back lanes;
- Rural roads;
- Dust palliation;

- Sidewalk maintenance and replacement;
- Landscape restoration and maintenance;
- Walkway maintenance;
- Bridge washing; and
- Surface drainage.

UTILITY CUT MAINTENANCE & REPAIRS

A utility cut is an excavation required to connect, repair or maintain underground utilities beneath the roadway surface. Utility cuts have straight edges and can range in size from 1 foot (0.3m) to more than 10 feet (3m) wide.

These are not considered potholes and are repaired under a separate program. Utility cuts are filled with gravel until restoration occurs using a hot asphalt mix. There were about 1,200 utility cuts repaired in 2019.

MUNICIPAL INFRASTRUCTURE & SERVICES

POTHOLE REPAIR

Roadway crews repair potholes year round, using cold-mix asphalt when hot mix is not available. The cold mix is a temporary patching material because hot mix asphalt cannot be used in wet or cold temperatures.

Potholes deemed emergencies will be made safe within 72 hours, weather permitting. Non-emergency potholes will be repaired through planned maintenance programs designed to maintain the road network over time.

Potholes can be reported online through an app specifically designed to collect pothole information. It is located at: saskatoon.ca/reportapothole

STREET SWEEPING

Once roads are dry in early spring, the City begins a spring sweeping blitz to remove heavier dirt and debris that gathered over the winter. *No Parking* signs are posted on scheduled priority streets to notify drivers of upcoming curb-to-curb sweeping through neighbourhoods. All streets in Saskatoon are swept each spring.



The City also has a fall street sweeping program which targets specific areas with a particularly dense tree canopy. These areas can be prone to flooding due to leaves clogging the catch basins. Sweeping begins when the leaves start to fall, but the program is limited to the number of days before snow arrives for winter. While no streets in Queen Elizabeth were included in fall 2019, several streets in Exhibition were swept because of the dense tree canopy.

GRAVEL ROAD MAINTENANCE & RECONSTRUCTION

The City maintains more than 400 km of gravel back lanes. Over time back lanes can deteriorate, forming ruts, potholes and low spots due to changes in weather, vehicle traffic and drainage from private properties, overgrown vegetation and large equipment.





Exhibition area paved back lane

SIDEWALK MAINTENANCE

Crews inspect sidewalks and address trip ledges, uneven surfaces, tree roots and other defects to provide a safe walking surface. Repairs typically include grinding, cutting, and patching, although sidewalk panels will be replaced if necessary.



Sidewalk tripping hazards grinded down

Waste Management

The Saskatoon Regional Waste Management Centre (landfill), located in the southwest corner of the city, is one of Saskatchewan’s largest landfills. All provincial landfills are regulated by the Saskatchewan Ministry of Environment. The current Saskatoon landfill is projected to last for another 50 years before a new location would be required. Projections are greatly impacted by the success of waste diversion programs that could significantly extend the life of the landfill.



Waste collection bins

GARBAGE COLLECTION AND CURBSIDE RESIDENTIAL RECYCLING

Garbage collection in Saskatoon’s residential areas occurs on a weekly schedule from May through September, switching to bi-weekly collection from October through April. Curbside residential recycling collection occurs bi-weekly year round.

ORGANICS COLLECTION

The City also offers a subscription-based organics program for food and yard waste with bi-weekly collection from May through to the beginning of November. It is anticipated that this subscription program will be eventually replaced by a city-wide organics program.

Water & Sewer Programs

The Utilities & Environment Department is responsible for the daily operation, inspection and maintenance programs for all aspects of the existing underground and surface infrastructure that makes up water distribution, sanitary sewer collection and storm sewer collection systems.

WATER DISTRIBUTION

On average, there are around five water main breaks per week throughout the year in Saskatoon. These failures can occur regardless of the age of the pipes and in any weather, although they are most common in older pipes and during cold weather or significant temperature fluctuations that cause the ground to shift. Typically, water main break repairs occur within one to two days. Once water has been restored, residents will be notified of instructions regarding a Drinking Water Advisory of 72 hours to ensure the water supply is safe for consumption.

SANITARY SEWER COLLECTION

The sanitary sewer system in Saskatoon includes more than 850 km of sewer pipes and 58,000 service connections to individual residences, businesses and industrial sites.

STORM SEWER COLLECTION

Storm water runoff includes rainwater and snowmelt that enters a network of storm water infrastructure throughout the city. It connects to the river through a system of pipes, culverts, ditches, outfalls, manholes and catch basins.

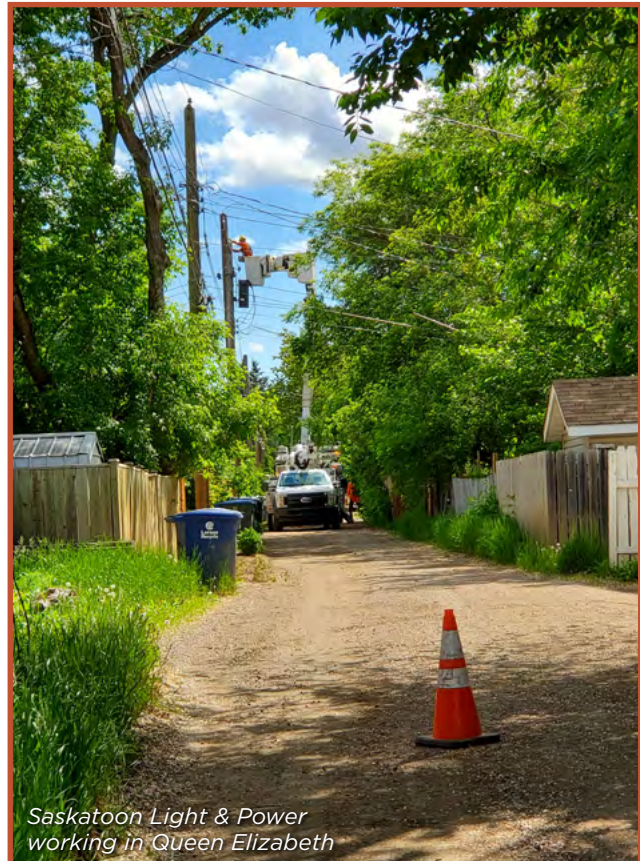


Roadwork on Lorne Avenue

Recommendation 3.1
*MUNICIPAL SERVICES INFORMATION:
That the Neighbourhood Planning Section
and the Transportation & Construction
Department work with the Queen Elizabeth
Exhibition Haultain Community Association
to share information about municipal
service programs that impact the area.*

Electrical Services

Both Saskatoon Light & Power (SL&P) and SaskPower provide electrical services within Saskatoon. Founded in 1906 and owned by the City of Saskatoon, the SL&P service area includes approximately 60,000 properties and 117,200 Saskatoon residents. As well, SL&P owns and maintains more than 27,000 street lights throughout Saskatoon, including all street lights in the Exhibition and Queen Elizabeth neighbourhoods. To report a power outage, call 306-975-2414 or 306-975-2621 (24 Hours).



Saskatoon Light & Power
working in Queen Elizabeth



4

PROPERTY MAINTENANCE STANDARDS & REGULATIONS

OVERVIEW

Property maintenance issues can affect the image or perception of an area, and can even influence how a person behaves in it. Derelict properties can negatively effect how people feel about and treat an area. An area with properties that appear well maintained and cared for can give people a positive sense of safety and community while deterring vandalism.

Property maintenance refers to the overall upkeep of a property. Bylaw enforcement refers to the processes the City uses to ensure bylaws and standards are being met. Saskatoon Fire and the City’s Community Standards Division promote, facilitate and enforce general compliance with the city bylaw provisions concerning community safety and security.

Stakeholders advised that property maintenance issues in their community typically relate to derelict or unkempt yards and properties, not shoveling snow from sidewalks and illegal storage. They also noted concerns about causing conflict if they were to make a complaint about a neighbour’s property. General property maintenance information and standards are outlined in this section, as well as information to help residents approach property maintenance concerns.

Property Maintenance Regulations & Standards Goals

The following Property Maintenance Regulations & Standards goals were developed based on discussion and consultation with the Exhibition LAP Committee:

1. Reduce the number of common property maintenance and nuisance problems;
2. Ensure residents know how to report zoning or property maintenance contraventions;
3. Identify and address properties that have recurring property maintenance and bylaw enforcement problems; and
4. Help residents address property maintenance issues directly with their neighbours.

“Property maintenance issues can affect the image or perception of an area, and can even influence how a person behaves in it.”

Property Maintenance Statistics

Complaint responses are based on the health and safety risk, level of severity and the date the complaint was received. Complaints are categorized under the following priority levels:

PRIORITY 1

These are complaints that present a direct risk of exposing the public to an unacceptable risk of injury. Examples are buildings or sites that have non-operable smoke alarms or structural issues that could cause a collapse.

PRIORITY 2

These are complaints that present a limited risk to an unacceptable risk of injury to persons; or related to a building exposed to an unacceptable risk to cause damage. Examples are buildings or sites with issues like leaking roofs or building damage that could lead to them becoming a Priority 1 if not resolved in a timely manner.

PRIORITY 3

These are complaints that present a negligible risk to injury to persons or causing damage to a building, but otherwise create a nuisance. Examples are buildings or sites with overgrown grass or vegetation, garbage in back yards or other problems that lead to nuisance for the area.

PROPERTY MAINTENANCE

INSPECTIONS IN 2019



COMPLAINTS IN 2019



Basic Standards for Property Maintenance of Private Dwellings

All Saskatoon private dwellings are required to meet a reasonable level of maintenance. The Property Maintenance and Nuisance Bylaw states that property must be kept free and clean from:

- Garbage and junk;
- Junked vehicles and dismantled machinery;
- Excessive growth of weeds and grass;
- Holes and excavations that could cause an accident;
- Infestation of rodents, vermin and insects; and
- Areas that may allow water to pond.



Basic Standards for Storage on Residential Property

There may be cases where an owner or renter's use of the property is causing conflicts with neighbours. The Property Maintenance and Nuisance Bylaw includes standards which cover many common complaints. A few sections of the bylaw related to these common concerns are summarized below:

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

Property Maintenance Issues Affecting Area Residents

During the Exhibition LAP process, residents outlined concerns about a range of local property maintenance issues and were interested to learn more about how to address them. The following three topics were most commonly noted by stakeholders.

i) Private Property Maintenance and Neighbour-to-Neighbour Relationships

Residents and property owners noted a concern with creating conflict between neighbours if they were to make a bylaw complaint. The City of Saskatoon recognizes that it can be difficult to approach your neighbour to discuss property maintenance concerns or issues. However, residents are encouraged to approach their neighbour with concerns as an initial step rather than submitting a complaint first. Often the issue or concern can be resolved with a discussion between neighbours. However, the city can intervene through a bylaw compliance process if the situation continues or is ignored.

ii) Recurring Property Maintenance Issues

Stakeholders indicated there are a number of sites within the area that have recurring property maintenance issues and negatively effect the area.

Residents are encouraged to report local concerns online at saskatoon.ca/bylaw-complaint or call the Safety and Property Maintenance Hotline at 306-975-2828.



Well maintained rear garage in Exhibition area



Beautiful yard in Exhibition area



Example of a snow covered sidewalk in Saskatoon

iii) *Snow Removal*

As per the Sidewalk Clearing Bylaw, sidewalks must be cleared of snow and ice within 48 hours after a snowfall. Cleared snow must be placed on residents’ property, not onto the street. Businesses are required to clear their sidewalks within 24 hours after a snowfall. Residents who cannot clear their sidewalks may consider asking family members or neighbours for help or contract a snow clearing service. Residents with barriers to accessing a snow clearing service may contact the City of Saskatoon for possible resources.

To report an uncleared sidewalk, call the Bylaw Compliance Hotline at 306-657-8766.

The City has created the “Good Neighbour Guide” that is expected to be shared with the public in summer 2020. This document includes basic information and contact information for a wide range of topics that impact citizens, such as: property maintenance, drainage, back lanes, fire pits, home-based businesses, secondary suites, driveways, swimming pools, building permits, landscaping, noise, parking, sidewalk clearing, and making bylaw complaints, etc. This resource will provide residents with tools to help maintain a vibrant community and live in harmony with their neighbours.

Recommendation 4.1

BYLAW REGULATIONS AND STANDARDS INFORMATION: That the Neighbourhood Planning Section work with Saskatoon Fire and the Community Standards Division to share the Good Neighbour Guide with area residents with the assistance of the Queen Elizabeth Exhibition Haultain Community Association.

Registering a Bylaw Complaint with the City

Citizens have an important role in bylaw enforcement. Citizens observing and reporting bylaw contraventions is the primary way issues are brought to the City’s attention.

When bylaw contraventions occur, residents and the City can work together to address the matter in a timely and efficient manner. When impacted by a bylaw contravention, residents can call or submit a complaint on the City’s website. All complaints are investigated by a Bylaw Officer who will conduct site inspections and take steps to resolve the matter if a bylaw contravention is found.

Different bylaws have different enforcement measures. For instance, a vehicle parked on a residential street for more than 72 hours can be chalked and then ticketed, resolving the situation quickly. A zoning contravention, such as the illegal use of a site (like an illegal basement suite) can take anywhere from a week to more than a year to address as enforcement must follow specific steps required by law. It is important to understand that some problems are easier than others for the city to address.

Complaints regarding property maintenance including junked vehicles, unkempt yards and safety concerns, should be submitted to Saskatoon Fire at 306-975-2828.

For all other complaints or concerns relating to illegal home-based businesses, private parking concerns (like a vehicle parked on the front lawn), site use or illegal suites, citizens should call 306-657-8766.

PROPERTY MAINTENANCE STANDARDS & REGULATIONS



Clean back lane and garage

Public parking concerns should be submitted to Parking Services by calling 306-975-8344. This would include vehicles parked on residential streets for more than 72 hours.

All complaints or bylaw contraventions can also be reported online at: saskatoon.ca/bylaw-complaint.

Stakeholders were concerned that their personal information may be shared when making a complaint against a neighbour. The City of Saskatoon is committed to protecting the privacy and confidentiality of individuals' personal information. Personal information is managed according to *The Local Authority Freedom of Information and Protection of Privacy Act*⁵⁶.

Those making a bylaw complaint will be asked for their name, address and contact information. This way, if more information is required about the concern or issue, the city can follow up with the complainant. Personal or contact information is considered confidential and will not be disclosed unless required by law.

A bylaw enforcement file is opened once a complaint is made. Depending on the type of

bylaw contravention, inspectors with Saskatoon Fire or the Community Standards Division will follow up and investigate.

The City's Community Standards Division is the single point of contact for most bylaw functions as they receive, review and inspect complaints from the public and other agencies. Saskatoon Fire works with the Community Standards Division to enforce both City bylaws as well as *The Fire Safety Act, 2015* and *The National Fire Code of Canada, 2015*.



Cared for backyard in Exhibition area

⁵⁶ <https://www.saskatoon.ca/privacy-statement>

5

TRAFFIC & TRANSIT



OVERVIEW

The Exhibition LAP study area is generally comprised of a grid street pattern and is bisected by the Idylwyld Drive freeway. Major streets include Lorne Avenue, Ruth Street, Taylor Street and Broadway Avenue; all categorized as minor arterial roadways. There are two on-ramps accessing Idylwyld Drive; one at Taylor Street and another at Adelaide Street, and an off-ramp at St. George Avenue. An on-ramp/off-ramp to Circle Drive is located at the south end of the Exhibition neighbourhood at Lorne Avenue.

Implementation of the Queen Elizabeth / Exhibition Neighbourhood Traffic Plan has resulted in many traffic calming improvements. During the Exhibition LAP process, residents identified various additional traffic concerns. Most traffic issues related to pedestrian safety, speeding, and assisting drivers through lane identification.

Traffic in the Exhibition neighbourhood is significantly impacted by major events held at Prairieland Park and Diefenbaker Park. See **Section 7 Impacts of Major Events** for information related to traffic and parking issues resulting from local major events.

The Exhibition and Queen Elizabeth neighbourhoods are served by several Saskatoon Transit routes that connect with major destinations including: Downtown, University of Saskatchewan campus, Market Mall and Lawson Heights Mall.

Traffic & Transit Goals

The following Traffic & Transit goals were developed based on discussion and consultation with the Exhibition LAP Committee:

1. Reduce speeding on local streets;
2. Improve pedestrian safety and connectivity, especially in areas near schools and parks;
3. Ensure signage is visible to reduce driver confusion;
4. Improve sight lines for drivers to increase intersection safety; and
5. Maintain public transportation connections with major destinations.

Queen Elizabeth / Exhibition Traffic Plan

The Neighbourhood Traffic Management Program is designed to address local traffic concerns like speeding, shortcutting and pedestrian safety. In 2013, the program was revised from the long-standing practice of addressing individual

traffic concerns to examining concerns at a neighbourhood-wide level. The Transportation Division developed a community consultation program allowing stakeholders to identify traffic concerns and discuss potential comprehensive solutions through the Neighbourhood Traffic Review process. The Transportation Division further examines each traffic concern identified by gathering additional information including traffic/pedestrian/cyclist data, SGI-reported accident information, best practices and on-site observations. A proposed plan to address the traffic concerns is then presented to the community for comment and discussion. The Transportation Division then makes any amendments and the final plan is presented to the City of Saskatoon Standing Policy Committee on Transportation.

The Transportation Division consulted with the community to develop the Queen Elizabeth / Exhibition Traffic Plan between June and October 2017. The final plan was presented in April 2018 and includes a number of action items to address traffic concerns. The concerns include: speeding, pedestrian safety, connectivity, confusing intersections and restricted sight lines.



Traffic Plan Action Item #2: Herman Avenue and Isabella Street intersection. Added median island and standard crosswalk.



Traffic Plan Action Item #4b: Ruth Street and St. George Avenue intersection. Added channelized island and increased size of Do Not Enter signage.



Traffic Plan Action Item #7: Eastlake Avenue and Hilliard Street intersection. Added median islands and additional yield signs, including hazard board signage.

The Traffic Plan identified a number of locations for the installation of traffic calming devices and signage. It also recommended additional traffic counts or speed data collection in specific locations to determine whether further recommendations were required.

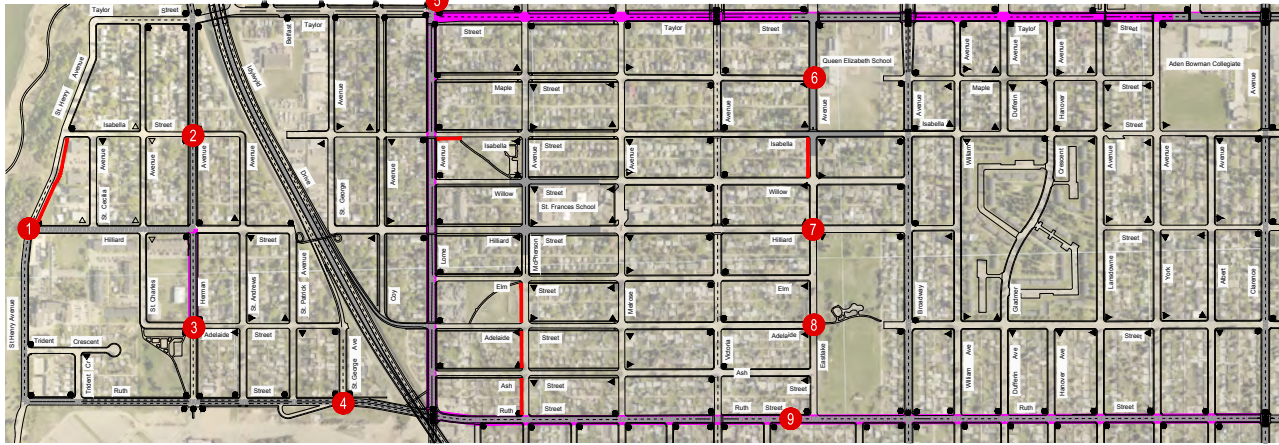
The recommended traffic calming devices were installed temporarily in 2018 and are being monitored by the Transportation Division. Effectively performing devices will be installed permanently as funding becomes available. The only remaining action item awaiting implementation is the installation of several blocks of sidewalk along various local streets. These locations have been added to the City of Saskatoon sidewalk retrofit list, which is

dependent upon annual funding allocations and has an expected timeframe of at least five years before installation occurs.

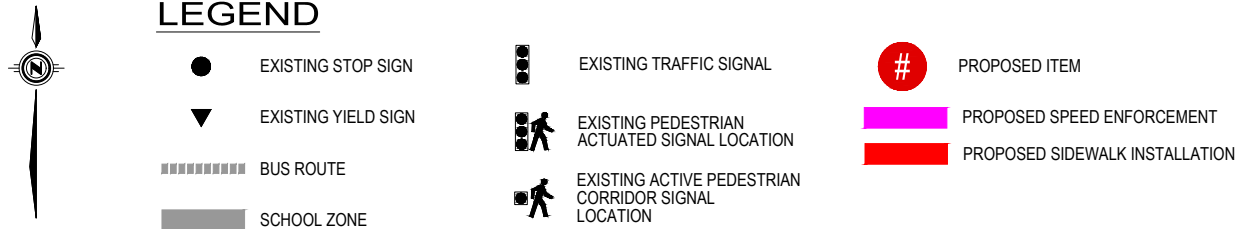
The Transportation Division compiles an annual status update outlining recommended improvements from each Neighbourhood Traffic Review. This report is submitted to City Council and published on the City's website for residents to access.

The map and table on the following pages from the Neighbourhood Traffic Reviews Implementation 2019 Budget Update includes status updates on all 23 action items of the Queen Elizabeth / Exhibition Traffic Plan:

QUEEN ELIZABETH / EXHIBITION TRAFFIC PLAN MAP



LEGEND



QUEEN ELIZABETH / EXHIBITION TRAFFIC PLAN IMPLEMENTATION UPDATE

ITEM	LOCATION	PROPOSED MEASURE	TIME FRAME	INSTALLATION DATE
1	St. Henry Street & Hilliard Street	Median islands	3-5 years	Installed temporarily in 2018.
2	Herman Avenue & Isabella Street	Median island & standard crosswalk on south side	3-5 years	Installed temporarily in 2018.
3	Herman Avenue & Adelaide Street	15m parking restrictions on Herman Avenue on northwest (school) & southwest (park) corners	1-2 years	Completed in 2018.
4a)	Ruth Street & St. George Avenue	15m parking restrictions on Ruth Street on northwest corner	1-2 years	Completed in 2018.
4b)	Ruth Street & St. George Avenue	Move eastbound-facing Do Not Enter sign & replace with larger sign	1-2 years	Added channelized island. Installed temporarily in 2018.
5a)	Lorne Avenue & Taylor Street	Move bus stop on the southwest corner further south	1-2 years	Completed in 2018.
5b)	Lorne Avenue & Taylor Street	Move street name blades to same posts as stop signs	1-2 years	Completed in 2018.
5c)	Lorne Avenue & Taylor Street	Move westbound lane designation sign to more visible locations & add pavement markings to show separated lanes for left turn & shared through/right turn lanes	1-2 years	Completed in 2018.
6)	Eastlake Avenue & Maple Street	Curb extensions on northwest & southwest corners	3-5 years	Installed temporarily in 2018.

ITEM	LOCATION	PROPOSED MEASURE	TIME FRAME	INSTALLATION DATE
7	Eastlake Avenue & Hilliard Street	Median islands with additional yield signs	3-5 years	Installed temporarily in 2018.
8	Eastlake Avenue & Adelaide Street	Median island & zebra crosswalk on north side	3-5 years	Installed temporarily in 2018.
9	Ruth Street	Speed display board (facing eastbound traffic prior to Weaver Park)	1-2 years	Completed in 2019.
10	Ruth Street between Lorne Avenue & Clarence Avenue	Provide speed data to Saskatoon Police Service for enforcement	1-2 years	Completed in 2018.
11	Taylor Street between Lorne Avenue & Clarence Avenue	Provide speed data to Saskatoon Police Service for enforcement	1-2 years	Completed in 2018.
12	Lorne Avenue between Ruth Street & Taylor Street	Provide speed data to Saskatoon Police Service for enforcement	1-2 years	Completed in 2018.
13	Herman Avenue between Hilliard Street & Adelaide Street	Provide speed data to Saskatoon Police Service for enforcement	1-2 years	Completed in 2018.
14	Lane east of St. George Avenue between Taylor Street & Adelaide Street	Traffic count in Spring 2018	1-2 years	Completed in 2018. Average daily traffic was 17 vehicles per day. No further recommendations.
15	Lansdowne Avenue - Ruth Street to Adelaide Street	Speed study in Spring 2018	1-2 years	85th percentile speed was 44.9 kph. No further recommendations.
16	Isabella Street & Lorne Avenue	Traffic count in Spring 2018	1-2 years	Completed in 2018. Rectangular Rapid Flashing Beacon recommended for the south leg. On pedestrian device list.
17	Eastlake Avenue	Sidewalk on west side of Eastlake Avenue between Isabella Street & Willow Street	5 years+	On sidewalk retrofit list.
18	McPherson Avenue	Sidewalk on west side of McPherson Avenue between Ruth Street & Elm Street	5 years+	On sidewalk retrofit list.
19	Isabella Street	Sidewalk on south side of Isabella Street between Lorne Avenue & pathway into Thornton Park	5 years+	On sidewalk retrofit list.
20	St. Henry Avenue	Sidewalk on east side of St. Henry Avenue between Hilliard Street & Isabella Street	5 years+	On sidewalk retrofit list.



Lorne Avenue and Taylor Street intersection

Additional Local Traffic Concerns

During the development of the Exhibition LAP, additional local traffic concerns were identified by residents and shared with the Transportation Division for consideration. These concerns include:

- Lorne Avenue and Ruth Street intersection: The eastbound right-turn lane, designated as right turn only, was reportedly being used as a through lane to bypass left-turning vehicles. As a result, the Transportation Division installed additional lane designation signage on the signal arm in summer 2019.
- Lorne Avenue and Taylor Street intersection: Concern that the intersection was confusing for eastbound traffic. The Transportation Division conducted a site check and determined that pavement markings had not yet been painted. Pavement markings were added in summer 2019. The Transportation Division will continue to monitor this intersection to determine how effective the pavement markings are. They will also consider whether additional traffic calming items, like a median island, are necessary.



Recommendation 5.1

LORNE AVENUE AND TAYLOR STREET - INTERSECTION ASSESSMENT: That the Transportation Division consider options to address driver confusion on the east leg of the Lorne Avenue and Taylor Street intersection.

- Herman Avenue and Hilliard Street intersection: Pedestrian safety concern. After revisiting pedestrian study data and the City of Saskatoon Pedestrian Crossing Policy, the Transportation Division installed a standard pedestrian crosswalk and signage on the south side of the intersection during the summer of 2019.
- St. George Avenue and Taylor Street intersection: Pedestrian safety concern. The Transportation Division revisited pedestrian study data and the City of Saskatoon Pedestrian Crossing Policy, but determined no additional traffic calming devices were warranted at the intersection.



Herman Avenue and Hilliard Street intersection pedestrian crosswalk

- *Isabella Street, between St. Charles Avenue and Herman Avenue:* Pedestrian safety concern. There is no sidewalk on either side of the street and pedestrians from St. Henry Avenue regularly use this route to access the bus stop on Herman Avenue. The Transportation Division has added this location to the sidewalk retrofit list and prioritized accordingly.
- *Ruth Street, near St. Patrick Avenue:* Pedestrian safety concern. A transit user asked if a crosswalk could be installed to help increase safety for pedestrians accessing the bus stop on the south side of Ruth Street. It was noted that major events in the area cause increased traffic volume on Ruth Street. The Transportation Division is guided by the Pedestrian Policy in assessing whether installation of a crosswalk is warranted at a location. It was determined that this location did not meet the necessary standards because of proximity to nearby protected pedestrian crossings at Herman Avenue, as well as Lorne Avenue. Regardless of the presence of a marked crosswalk, pedestrians

have the legal right-of-way at any intersection on local and collector streets.

- *Adelaide Street, adjacent to Exhibition Park:* Pedestrian safety concern. During the Exhibition Park Safety Audit, a safety concern was noted regarding Adelaide Street, on the north side of the park. The roadway design can be confusing for drivers heading west because the street has a 90-degree curve where it turns into St. Charles Avenue. There is also an unpaved back lane that extends from the end



Adelaide Street curve into St. Charles Avenue

TRAFFIC & TRANSIT

of Adelaide Street. There is a potential safety concern for drivers who don't realize the road curves ahead; due to both oncoming vehicles from around the corner on St. Charles Avenue and pedestrians on the sidewalk that separates Adelaide Street from the back lane.

Recommendation 5.2

EXHIBITION PARK - PEDESTRIAN AND TRAFFIC CONFLICT: That the Transportation Division install a curve advisory sign at the west end of Exhibition Park to alert drivers on Adelaide Street that the road curves into St. Charles Avenue.

The area is also significantly impacted by major events occurring at Prairieland Park and Diefenbaker Park. See **Section 7 Impacts of Major Events** for information related to traffic and parking issues resulting from local major events.

Transit

Within the Exhibition LAP study area there are four Saskatoon Transit routes and 32 bus stops.

Exhibition is served primarily by Route 1 Exhibition/City Centre, which loops through the neighbourhood via Taylor Street, along Herman Avenue, Hilliard Street, St. Henry Avenue, and Ruth Street, then servicing the Jasper Avenue industrial area before proceeding on Lorne Avenue and Taylor Street, then Downtown via Broadway Avenue to 8th Street to Idylwyld Drive and Senator Sid Buckwold Bridge.

Transit service was not identified as an issue of concern by local stakeholders during the development of the Exhibition LAP. Residents believe the area has suitable transit service, but would not want a reduction from the current service level.

Queen Elizabeth is served by multiple buses traveling along the periphery of the neighbourhood, on all four sides. These buses include:

- Route 1 Exhibition/City Centre along Lorne Avenue and Taylor Street that connects to Downtown via Broadway

Avenue to 8th Street to Idylwyld Drive and Senator Sid Buckwold Bridge;

- Route 6 Broadway/Market Mall along Broadway Avenue that connects to Downtown via 8th Street to Idylwyld Drive and Senator Sid Buckwold Bridge;
- Route 13 Lawson Heights/Broadway (weekdays) along Broadway Avenue and a portion of Ruth Street that connects to the University of Saskatchewan campus, as well as Lawson Terminal; and
- Route 19 Centre Mall/City Centre along Ruth Street and Lorne Avenue that connects to Downtown via Senator Sid Buckwold Bridge, as well as Market Mall Terminal and City Centre Terminal.

Full route maps and schedules are available online at transit.saskatoon.ca. Trip planning and real-time information can be accessed on mobile devices via the Transit app.





Photo credit: Ileana Delgado and QEXCA

6

COMMUNITY CAPACITY

OVERVIEW

Successful communities have both the ability to see what is needed in their neighbourhood and the support to meet those needs. With strong community capacity, neighbourhoods can develop, implement and sustain solutions to ensure a healthy and vibrant environment. Volunteers and community groups are essential to building community capacity. Volunteering in a community connects neighbours with one another and helps people take ownership of where they live, work and play.

A community's needs and wants are constantly changing; however, tools and connections can be adapted to meet growing and changing needs. Community Associations are volunteer-led, non-profit organizations in each neighbourhood. They monitor local needs and organize resources to deliver programming and services that increase the community's quality of life. The City supports community associations with funding and staff resources. The overall aim is to help find tools and partnerships that meet a community's needs now and in the future.

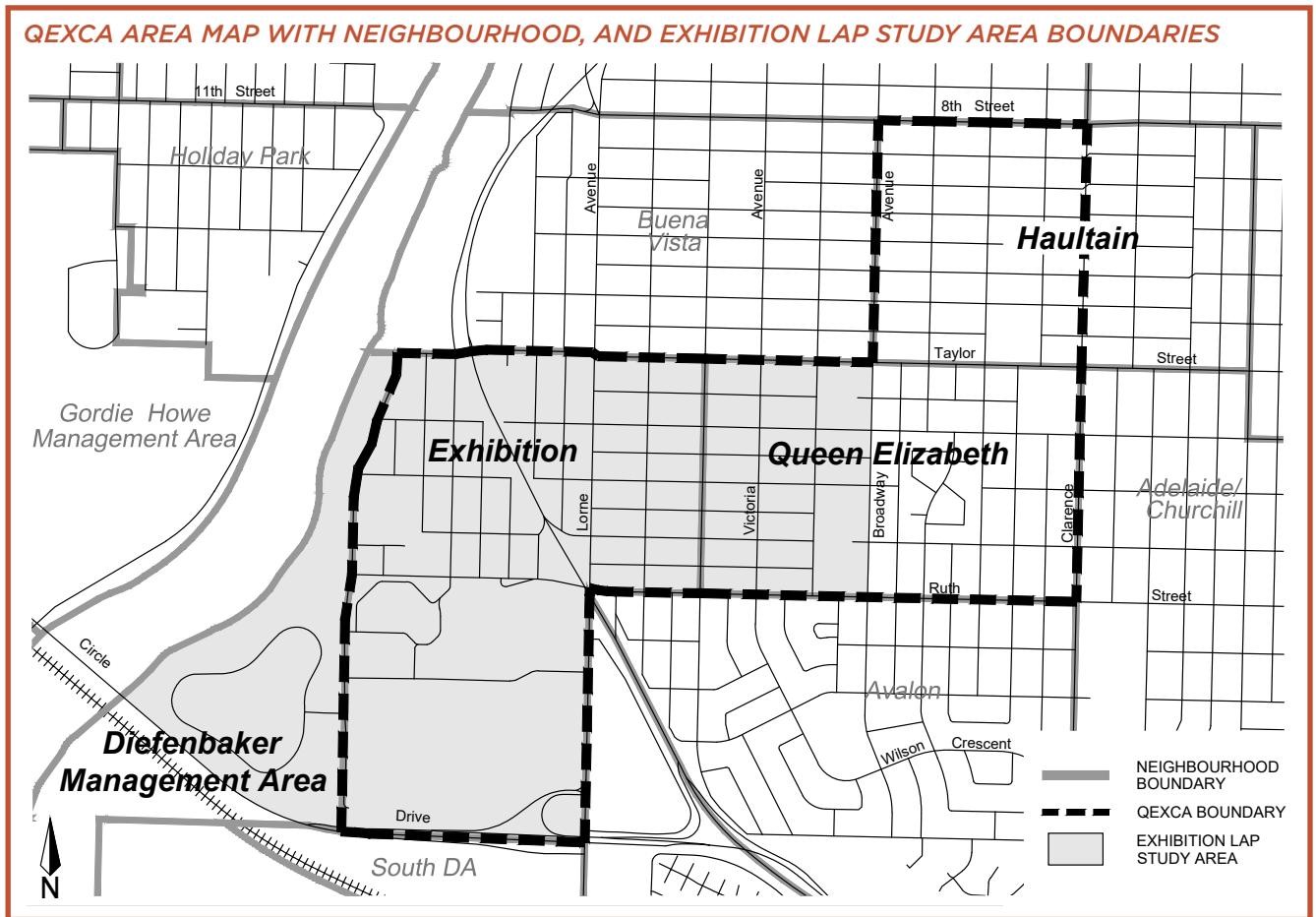
The Exhibition LAP study area has a group of volunteers in a community association called the Queen Elizabeth Exhibition Haultain Community Association (QEXCA) which covers two and a half neighbourhoods. The size of the area covered by the community association creates barriers in understanding the area, communicating with the area, finding and engaging volunteers, promoting the community association, and prioritizing projects to fundraise for in the community. As these barriers are unique to community associations covering an area the size of the QEXCA the City will work with local volunteers to try to overcome these barriers in order to better serve the community.

During the Exhibition LAP process, the QEXCA shared that they have encountered challenges in their efforts to build and maintain community capacity. The very dedicated, but small, core group of volunteers that make up the QEXCA executive have tried many approaches to overcome these challenges. In the process of doing so, they have risked exhausting their volunteer base for limited gain. This section expands on the challenges and current efforts to engage the local community and explores strategies to help increase volunteerism and community capacity.

Community Capacity Goals

The QEXCA identified a number of goals intended to increase volunteerism and community capacity. They are as follows:

1. Explore new ways to find and retain QEXCA volunteers;
2. Promote the QEXCA, its AGMs, programming, events and projects;
3. Obtain a deeper understanding of stakeholders in the area through demographic data;
4. Prioritize potential future QEXCA initiatives and investigate fundraising and/or partnership opportunities; and
5. Improve communication to increase community feedback on QEXCA programming (what, where and who).



Queen Elizabeth Exhibition Haultain Community Association

The QEXCA represents the Exhibition and Queen Elizabeth neighbourhoods and the west half of the Haultain neighbourhood.

The QEXCA offers programming at St. Frances and Queen Elizabeth Schools. Programs include recreational, social and educational programs for adults, youth and preschoolers. The QEXCA also operates and maintains outdoor rinks at Achs Park and Queen Elizabeth School.

The QEXCA website states: *“We are an active community association dedicated to promoting community spirit and enriching the quality of life in our neighbourhoods; Exhibition, Queen Elizabeth and West Haultain. Volunteers donate their ideas, effort and time to make the programs happen. We encourage your involvement in Your Community! A helping hand is always welcome.”*

Building and Maintaining Community Capacity with Area Residents

The QEXCA has focused on initiatives that have been working well for their organization, but are interested in expanding their role and contribution in serving the local community. Building and maintaining community capacity is important to ensure the QEXCA is successful in achieving their goals, however there are significant barriers they’ve identified when capacity building. These include:

1. **Communication:** The QEXCA boundary includes 2.5 neighbourhoods, while most Saskatoon community associations represent a single neighbourhood. This large size creates communication challenges; most notably that it is cost prohibitive to distribute newsletters or flyers to every household in the area. Also, schools in the QEXCA area draw students from

COMMUNITY CAPACITY

neighbourhoods throughout the city, rather than a mostly local student population. So, while some community associations can partner with schools to distribute information through school newsletters, QEXCA school populations include many students who live elsewhere. This reduces the effectiveness of distributing QEXCA-related information through the schools.

2. *Geographical Connection:* The Idylwyld Drive freeway bisects the area and the freeway creates a hard border within the QEXCA area. This means residents likely feel less connection to the area on the other side of the roadway.
3. *Common Ground:* Having a common issue, problem or project can push the local population to work together. The main issues affecting the QEXCA area are relatively localized, and the large physical area makes it challenging for residents to become committed to a shared local cause.

The QEXCA and their volunteers have success running two major annual events: Exhibition Theatre in the Park and the QEXCA WinterFest. As well, the QEXCA has volunteers who maintain the two outdoor skating rinks at Achs Park and Queen Elizabeth School. However, the QEXCA has had mixed results offering options for recreational programming. For example, winter 2020 indoor programming included: aerobics, yoga, Zumba and advanced Zumba. Unfortunately, there were not enough registrants for the dance, tot soccer and tot lacrosse programming on offer, so these were cancelled. There is a lot of work involved in offering each class: identifying the idea, booking space, hiring a skilled teacher and scheduling times. When a community association is forced to cancel programming due to lack of registrants, it can be frustrating and discourages future planning efforts.

The success of the core operations of the QEXCA show there are opportunities to build capacity in the area. Through the LAP process, the Neighbourhood Planning Team and the Community Consultant had discussions with the QEXCA. The goal is to better understand the current efforts to engage the local community and to explore strategies to increase volunteerism and community capacity.

Opportunities to Improve Communication

The QEXCA has an up-to-date website, Facebook page and email list that reaches a large number of people in their area. They share regular updates on the website and through their email list. QEXCA has strong interest in improving communication methods to generate volunteer participation and create awareness about who they are, what they do and how residents can get involved.

One of the largest barriers to increasing community capacity is finding an efficient way to reach the large area that they represent. The size becomes a barrier by making it unfeasible to use the QEXCA's limited funds to produce, print, and deliver communications to the area. For this reason, the QEXCA is looking at new options for information sharing including expanding the use of online and social media tools.

Recommendation 6.1

MARKETING & COMMUNITY

ENGAGEMENT STRATEGY: That the Recreation & Community Development Division work with the Queen Elizabeth Exhibition Haultain Community Association to create a strategy to address key issues around community engagement, information sharing, participation and community capacity.

Getting to Know Your Neighbours and Neighbourhood

Finding new ways to help people connect and contribute to their community will always be important for community groups. The QEXCA website promotes Block Parties as a way to connect with neighbours and share information on the community's assets. It also lists volunteer opportunities for local residents and stakeholders. Getting to know your neighbours is a great way to start building capacity in an area. There is value in starting small and creating connections between neighbours at a local scale, particularly in a large area like QEXCA.

One way to connect people within the area is having volunteer “Block Connectors” or “Neighbourhood Captains.” The area these volunteers would be responsible for could vary depending on volunteer feedback. This initiative would build on the positive steps the QEXCA has made in trying to engage the entire area within the community association boundary.

The City of Edmonton has developed a handbook titled “Abundant Community Edmonton: Resource Guide For Block Connectors,” which explains the role of Block Connectors and provides tips to help residents successfully use the program. The concept is that a Block Connector is a key point person for communicating information of interest to their area, like programming, social events, issues of local concern or connecting neighbours with shared interests.



The Block Connector goes door-to-door introducing themselves to each household and explaining they have volunteered to take on this role which includes getting to know your neighbours through a series of suggested questions or simply general conversation. Information is recorded by the Block Connector to learn about their neighbours’ vision for the block and area, and to build a local database of who lives on the block. The goal is to build community cohesion through common goals and possibly establishing connections among neighbours who may not have realized they have common interests. The Block Connector can also take the initiative to organize block parties or social gatherings to further encourage connections among the residents living on the block.

The larger goal of this program is to have many Block Connectors throughout a neighbourhood, where the Block Connectors themselves are able to connect with each other and bring their blocks together.

Similarly, QEXCA may consider “Neighbourhood Captains,” which may suit its large geographical

area. The QEXCA could discuss the possibility of creating executive positions on the community association board, or neighbourhood subcommittees with main representatives for each of the neighbourhoods within the QEXCA boundary. This would allow representatives to focus their efforts on a sub-area while keeping up with local events and issues of local concern, collecting emails and comments about what neighbours want, helping to find volunteers to fundraise and promote new community projects.

Understanding Local Stakeholder Needs & Increasing Participation and Volunteerism

Finding community volunteers and providing appropriate programming in the right venues requires detailed knowledge of an area. During the LAP process, the QEXCA expressed interest in gaining a better understanding of the area demographics in an effort to meet community wants and needs.

The QEXCA shares on their website the City’s Neighbourhood Profiles, which is produced annually and include general demographics of each neighbourhood. There was interest in finding ways to understand specific needs of residents on a smaller scale. For instance, the QEXCA could provide specific programming that best meets the needs of those residents living nearby. If one of the barriers for residents is distance to programming, knowing where to put specific programming is important and could increase participation and encourage volunteer involvement.



Exhibition LAP Meeting

COMMUNITY CAPACITY

Volunteers are the backbone of any community. Establishing a solid volunteer base is an important factor in maintaining community capacity. The more people work together to make a community better, the more successful it will be. Ideas for local programming, services and community events can be identified for an area; however, volunteers to organize them and residents' participation are essential for success.

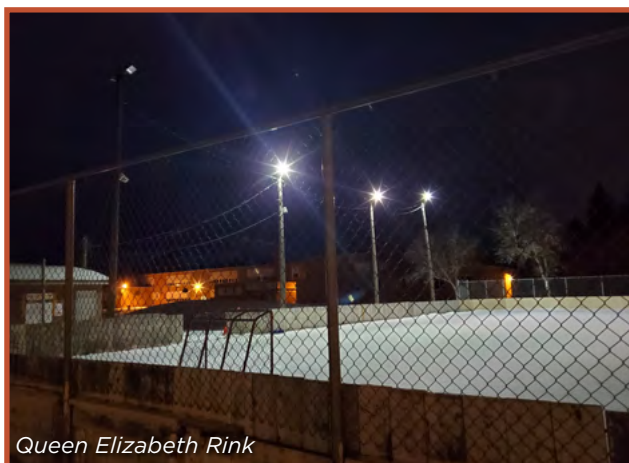
An analysis of neighbourhood demographics will be important to assist in identifying possible strategies and volunteer opportunities that residents can become involved in.

Recommendation 6.2

DEMOGRAPHIC ANALYSIS: That the Mapping and Research Team provide demographic data to the Recreation & Community Development Division to assist the Queen Elizabeth Exhibition Haultain Community Association in conducting an analysis to better understand area demographics and help identify potential future events and programming opportunities.

Prioritizing Fundraising Goals & Exploring Partnerships Opportunities

Identifying a project that residents can work towards can bring the community together, build capacity and increase volunteerism. Volunteering builds a connection to the community and helps



Queen Elizabeth Rink

to develop a sense of ownership among residents. Volunteers devoting their time to a successful community project feel neighbourhood pride and recognize the value of their contributions. It is these dedicated volunteers who are often the best local representatives when approaching potential corporate sponsors for support of important community projects.

The QEXCA has many improvement ideas that would require fundraising or community partnerships. These improvements include maintenance and upgrades to community assets and technological tools to help hold local events and best reach local stakeholders. Defining community and volunteer priorities will be an important step in achieving fundraising goals and finding partnership opportunities.

Recommendation 6.3

COMMUNITY PROJECT PRIORITIZATION AND FUNDRAISING STRATEGIES: That the Recreation & Community Development Division work with the Queen Elizabeth Exhibition Haultain Community Association to prioritize short and long-term local projects and discuss potential fundraising strategies.



Achs Park Rink Shack

7

IMPACTS OF MAJOR EVENTS



Photo credit: Saskatchewan Marathon

OVERVIEW

Special events add cultural value to the city and encourage Saskatoon's residents to come together and celebrate.

Major events in the Exhibition LAP study area have both positive and negative impacts. These events serve a large region while creating social and economic benefits for many people. For example, the Saskatoon Ex is estimated to create an economic spin-off valued at tens of millions of dollars annually from its six day event⁵⁷.

Exhibition residents have access to major events that create a lively atmosphere and provide entertainment to many people. Residents live within walking distance to Prairieland Park, Diefenbaker Park and Optimist Hill, providing opportunities for recreation and entertainment within minutes of their homes.

These popular events can also result in real and perceived negative impacts to traffic, parking, feelings of safety, crime, noise and other factors. As many major events are changing and growing, it is important to consider how the impacts are managed and look for opportunities for improvement.

Goals to Lessen Impacts of Major Events:

The following goals to Lessen Impacts of Major Events were developed based on discussion and consultation with the Exhibition LAP Committee:

1. Explore new methods of managing parking impacts during major events;
2. Look for ways to improve traffic flow during major events at Diefenbaker Park and Prairieland Park; and
3. Improve communication between event organizers and venue management with area residents regarding upcoming events.

Major Event Venues

The Exhibition LAP study area has a number of venues that host major events and festivals throughout the year. Prairieland Park, Diefenbaker Park, Western Development Museum and local streets host events of varying sizes. Each venue

manages their events and festivals, often working with the City to minimize potential impacts to the area. In order to find ways to lessen the impact of events, it is important for event organizers to work in partnership with venue management and civic staff by discussing all aspects of event planning that may affect the surrounding area.

PRAIRIELAND PARK

Prairieland Park is managed by a membership-based, non-profit corporation. It was first established as an agricultural society in 1886, the same year the first annual fair was held in Saskatoon⁵⁸. The Saskatoon Prairieland Park Corporation manages its own events, oversees Marquis Downs horse racing operations and work with business partners who organize additional events.

Prairieland Park is open for business 363 days a year (only closed December 24 and 25), employs an average of 340 employees a year,⁵⁹ and reported revenues of over \$20 million in 2018⁶⁰.

⁵⁷ Prairieland Park Staff, Information from LAP presentation to Exhibition area, October 8, 2019

⁵⁸ <https://prairielandpark.com/about-us/organization-overview/>

⁵⁹ Saskatoon Prairieland Park Corporation 2018 Annual report, <http://prairielandpark.com/ppark/wp-content/uploads/2019/04/2018-Annual-Report.pdf> pg 4

⁶⁰ IBID pg 7

MAP OF PRAIRIELAND PARK SITE



Prairieland Park

The use of Prairieland Park has been expanded in recent years and has been branded as the only “World Trade Center” in the province and it “was host to 432 events in 2018 with 1,310 event days... (t)his has resulted in an increase of over 50,000 new visitors to the park.”⁶¹

Prairieland Park hosts a range of private and public functions including trade shows, conferences, cabarets and business staff parties. These events range in size and impact on the surrounding area. Two of the largest annual events hosted at Prairieland Park are the Saskatoon Ex and Folkfest.

To host the Saskatoon Ex, Prairieland Park partners with Midway Entertainment, who supplies fair rides and features for the event. In August 2019, the six-day annual event had 216,084 people walk through the gates⁶².

61 IBID pg 11

62 IBID

IMPACTS OF MAJOR EVENTS



Folkfest is a three-day annual August event, consisting of a multicultural festival of pavilions that celebrates cultures from around the world. In 2019, Folkfest had 17 pavilions at locations around the city with eight at Prairieland Park, including five indoors and three outdoors. These pavilions combined for around 150,000 visits.⁶³

For more information on the history of Prairieland Park, see **History & Heritage**.

DIEFENBAKER PARK

Diefenbaker Park is located between the riverbank and St. Henry Avenue, from Taylor Street to the south end of the Exhibition neighbourhood at Gordie Howe Bridge. The park is considered a city-wide resource, and as such is designated a Special Use Park in the City's Park Development Guidelines Policy. The City manages Diefenbaker Park and the riverfront area in partnership with multiple organizations. Meewasin provides leadership on the best management of area resources while the OSP Community Development Corporation is responsible for operations at Optimist Hill.

Diefenbaker Park is host to a number of city-wide events. The Optimist Club of Saskatoon has hosted Canada Day celebrations in Diefenbaker Park since the late 1980s. The Optimist Club estimates the event attracts about 30,000 attendees each year. The Canada Day 150 celebration in 2017 was a notable exception, with



about 60,000 people attending.⁶⁴ In 2019, event activities included face painting, amusement rides, pancake breakfast, live music, beer gardens and many other activities. The event continues throughout the day and wraps up with a fireworks display at night.

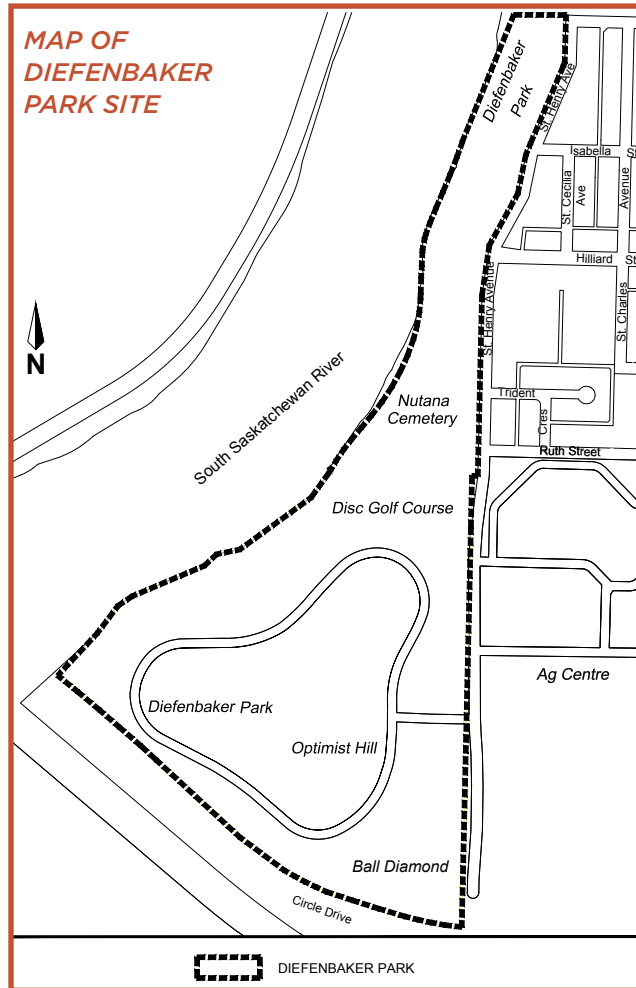
Saskatoon Ribfest is hosted annually by the Rotary Club of Saskatoon at Diefenbaker Park. This four-day, early August event features barbecue vendors from across Canada competing for the People's Choice Award. This award is presented to the 'Ribber' who receives the most votes from Ribfest patrons. The event also includes live entertainment, a children's area, food and craft vendors and a beer garden. About 19,000 patrons attended the 7th Annual Rotary Ribfest in 2019.

Major events also take place at Diefenbaker Park in the wintertime. With the development of Optimist Hill, it is expected that winter events held at the site will continue to grow in popularity. Radio station ROCK 102 hosts their annual Cardboard Cup event at the hill, which is attended by hundreds of sledding enthusiasts looking for winter fun.

For more information on the history of Diefenbaker Park, see **History & Heritage**.

⁶³ The number of Folkfest passports sold does not take into account children 12 and under who can attend the event for free and the pavilion visits can include people being counted multiple times (e.g. if a person attended the Irish, Ukrainian, and Greek Pavilion in a day that would count as 3 pavilion visits).

⁶⁴ Email courtesy Optimist Club in file



operations. The site is accessed off Lorne Avenue, with parking managed onsite and there is a large buffer to the residential uses, unlike other venues in the area.

WESTERN DEVELOPMENT MUSEUM

The Saskatoon Western Development Museum (WDM) has been located on Lorne Avenue east of Prairieland Park since 1972. The Board of Directors run all four Saskatchewan WDMs, reporting to the Ministry of Parks, Culture and Sport.⁶⁵

The WDM is open to the public year round and is host to a large number of exhibits and major events. The estimated attendance at the WDM was 144,914 in 2018-2019.⁶⁶ This estimate includes attendance at events that extend over multiple days, including the Festival of Trees and Pion-Era.

Although the WDM has many people coming and going from their site throughout the year, local stakeholders did not cite any specific negative impacts related to the events or daily

For more information on the history of the Western Development Museum, see **History & Heritage**.

LOCAL STREETS

The Exhibition LAP study area also has events that take place on local streets. One of these major events is the annual Saskatchewan Marathon. The event is staged in Diefenbaker Park, but the various race heats lead to parking restrictions and road closures throughout the city, including streets in the Exhibition area. The roadways typically affected in the Exhibition area include: St. Henry Avenue, Ruth Street, Taylor Street and Herman Avenue.

65 <https://wdm.ca/board-of-directors/>

66 https://wdm.ca/wp-content/uploads/2019/08/WDM-ANNUAL-REPORT_18-19_FINAL-compressed.pdf



Saskatoon Exhibition
Photo credit: Tourism Saskatoon/Nick Biblow

The first Saskatchewan Marathon was held in May 1979 and offered only the marathon distance. In 2019, the event offered various distances for participants: Marathon, Half Marathon, 10 km and 5 km races, plus the Marafun Program for Kids (a 2.2 km race for runners in Grades 3 to 8). The Saskatchewan Marathon is sanctioned by Sask Athletics and Athletics Canada and is an accredited qualifier race for the Boston Marathon.⁶⁷ Over the last two years, the event has had more than 8,000 racers.

Outdoor Special Event Review Process

Special events held in a City-owned park space, pathway or roadway are required to go through the City of Saskatoon Outdoor Special Event Application review process. Events such as the Saskatchewan Marathon, Optimist Canada Day,

Saskatoon Ribfest and others in Diefenbaker Park are subject to this review.

The Outdoor Special Event Application requires event organizers to outline the specific location of the event, type of event activities, civic service requests, road and parking space closures/rentals and an overall risk assessment.

Event applications are reviewed by City representatives from Parking Services, Transportation, Parks, Recreation and Community Development and Public Works Divisions; Saskatoon Police Services; Saskatoon Fire; and Emergency Management Organization. This team is designed to provide administrative and technical support on behalf of the City. An administrative, technical, and operational review is conducted before special event applications are considered for approval. The committee is responsible for placing any administrative conditions on events.

⁶⁷ <https://saskmarathon.ca/>

Depending on the complexity and impacts of the event, the committee may also meet with event organizers for further discussion.

Management of Impacts from Major Events

The City works with multiple stakeholders and venue operators to manage the impacts of events. Whether an event is held at Prairieland Park, Diefenbaker Park or on city streets, it is important for event organizers or hosts to consider the impacts their event can have on the surrounding area and implement suitable strategies to address them. Stakeholders noted a variety of negative impacts that they sometimes have experienced during major events hosted in the area, such as:

- Parking;
- Traffic and Circulation;
- Noise;
- Safety; and
- Nuisance.

The impacts of each major event in the area are different. The noted impacts are summarized below, including steps that have been taken to ease negative impacts and options to further address the affect that an event can have on the area.

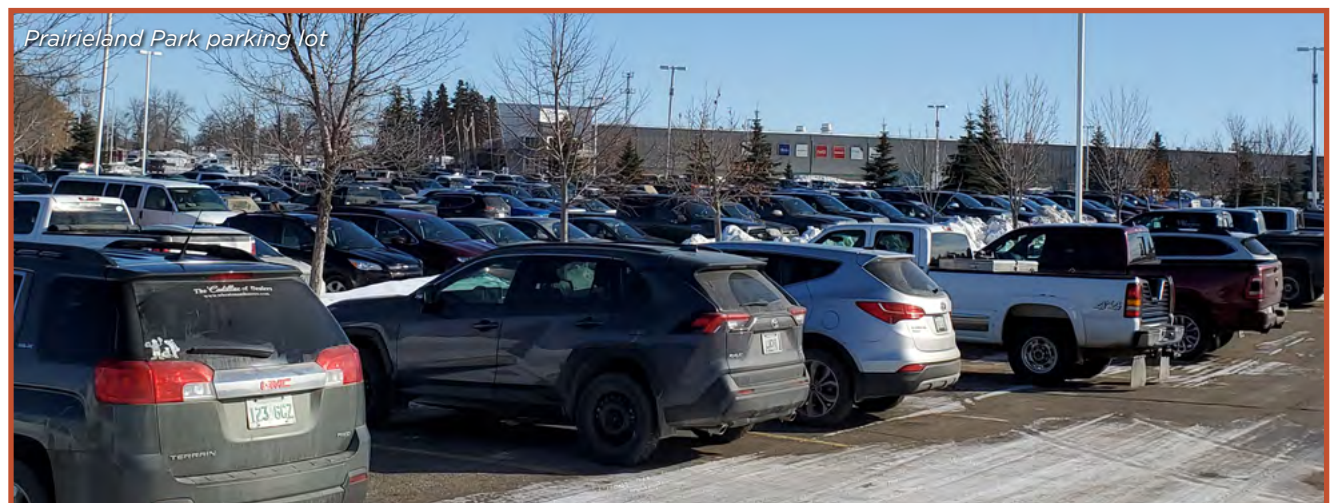
PARKING IMPACTS OF MAJOR EVENTS

The scale of major events in the Exhibition LAP study area can put significant stress on available

parking in Diefenbaker Park and Prairieland Park, while also impacting the surrounding neighbourhood. Prairieland Park’s 3,000 parking stalls are free of charge, with the exception of Canada Day and during the Saskatoon Ex, when it is managed by Prairieland Park staff and a parking fee applies. The City has public parking lots in Diefenbaker Park for park users and for events in the area.

Neighbourhood stakeholders explained that major event parking was impacting them negatively. For instance, event attendees parking on the residential streets make it difficult for residents to find parking on their block. It also can cause some nuisance behaviour from those walking to and from their vehicles. As a result, the Exhibition Parking Permit Program was established in 1997 to address parking pressures specific to the Saskatoon Ex and the permit zone has been expanded over the years. The program provides each residence in the three Exhibition Week Parking Zones with two parking passes that must be displayed on vehicles parked on-street. Signage is installed to communicate the temporary program is in effect during the Saskatoon Ex.

Area residents advised that the Exhibition Parking Permit Program has been helpful and has lessened the impact of parking during the Saskatoon Ex. Residents expressed interest in extending the Exhibition Parking Permit Program to include July 1 to address the impacts of the Canada Day celebrations in Diefenbaker Park.



Recommendation 7.1
CANADA DAY - TRAFFIC AND PARKING IMPACT MITIGATION: *That the Neighbourhood Planning Section work with the Outdoor Special Events Committee and key stakeholders to identify options to mitigate traffic and parking impacts in the Exhibition neighbourhood during Canada Day celebrations.*

Parking enforcement is provided on behalf of the Parking Services section by a contracted company, with support from Saskatoon Police Services. Parking Enforcement Officers monitor for appropriate permits when this event is occurring, and responds to complaints during the event regarding vehicles illegally parked without a displayed permit. Saskatoon Police Services primarily handled enforcement of vehicles impeding traffic close to the event and those parked in no parking areas.

Further consideration for parking related matters during the Saskatoon Ex can be explored, and residents can also play a role in this regard. Residents can report a suspected illegally parked vehicle, including the license plate number and specific location, to Parking Enforcement at 306-975-8344.

PrairieLand Park has made efforts to reduce parking impacts on the surrounding area. Vehicles with five or more people entering the PrairieLand Park parking lot during the Saskatoon Ex get to park for free. This initiative is intended to promote car-pooling and reduce the total number of vehicles travelling to the Saskatoon Ex. PrairieLand Park and Saskatoon Transit partner to provide Saskatoon Ex Superpass holders with free bus service during the event. When shared with local stakeholders, many were unaware of the initiatives that PrairieLand Park had implemented and noted that others would benefit by increasing awareness.

Recommendation 7.2
PRAIRIELAND PARK - SASKATOON EX TRAFFIC IMPACTS, TRANSPORTATION OPTIONS, AND LOCAL PARKING RESTRICTIONS: *That the Neighbourhood Planning Section work with PrairieLand Park Management to develop a strategy to promote existing Saskatoon Ex parking and car-pooling initiatives; and work with the Parking Services Section and the Communications and Public Engagement Division to improve communications of the local parking restrictions, as well as how to report infractions when the Exhibition Parking Permit Program is in effect.*

During the 2019 Saskatoon Ex there were many vehicles parking adjacent to Diefenbaker Park along St. Henry Avenue. On the Friday evening, vehicles were observed parking two to three vehicles deep next to the roadway, which becomes a safety concern due to disorganization and lack of supervision.

PrairieLand Park Management stated that their parking lot does fill completely at times during the Saskatoon Ex and some major events. It was suggested that additional parking resources may be needed in Diefenbaker Park and on St. Henry Avenue to address the parking demand and violations. Parking enforcement would help to ensure vehicles and pedestrians are able to access and exit the site safely.



Canada Day road restrictions
 Photo credit: Saskatoon Police Service Traffic Unit



Diefenbaker Park during Saskatoon Exhibition

Initial discussions with Prairieland Park Management included additional possible parking strategies, such as a park-and-ride system from a nearby site. One option was to determine if any large commercial or industrial sites in the area could provide parking during the Saskatoon Ex to help reduce the load on Diefenbaker Park and parking lots at Prairieland Park.

TRAFFIC IMPACTS DURING MAJOR EVENTS

Traffic from events was one of the major impacts discussed by stakeholders during the LAP engagement process. Large annual events like the Saskatoon Ex and Optimist Canada Day include traffic plans managed by the City and implemented by Saskatoon Police Services. Options for future improvements and ways to deal with traffic impact are constantly reviewed after the events. The traffic lights installed at Lorne Avenue and Ruth Street have improved the traffic flow as they allow Saskatoon Police Services to manually adjust light timing during peak traffic times. For instance, they can adjust for longer green lights and change the intersection to a scramble corner for pedestrians to allow smoother exits at peak times for large events.

In addition to these efforts, there were two ideas suggested by area residents that could help address traffic volumes during major events at Prairieland Park and Diefenbaker Park:

- 1. Construct an exit-only onto Circle Drive heading westbound to the Gordie Howe Bridge from the south end of St. Henry Avenue within Diefenbaker Park.**

The Transportation Division has advised that Circle Drive was designed and constructed to only connect with other expressways or arterial roads. St. Henry Avenue is not an



*Lorne Avenue & Ruth Street traffic signals
Photo credit: Saskatoon Police Service Traffic Unit*

arterial road and as such, no access was considered during the design stage of Circle Drive. Access to and from the area is provided via Lorne Avenue which connects to Circle Drive by an interchange.

- 2. Use Exhibition Grounds Road for access and egress.**

Exhibition Grounds Road is a private roadway on the Prairieland Park site that extends from Lorne Avenue to St. Henry Avenue. It was suggested that this roadway be used more during major events to move traffic in and out of the area. As it is a private roadway, Prairieland Park will need to be consulted about any implications in using it to alleviate the traffic congestion during major events.



Recommendation 7.3

PRAIRIELAND PARK – TRAFFIC AND PARKING PLAN REVIEW: *That the Neighbourhood Planning Section in consultation with the Transportation Division work with Prairieland Park Management to review existing Traffic and Parking Plans used for major events and investigate options to improve traffic flow and congestion, overflow parking, signage and notifications, and pedestrian safety during major events held at Prairieland Park.*

OTHER IMPACTS DURING MAJOR EVENTS

The large number of people attending events in the area can impact noise levels, create real and perceived concerns about safety and can increase nuisance problems.

Noise

Event organizers are required to monitor and control noise, as outlined in *Noise Bylaw No. 8244* and in their Outdoor Special Event approval. Some exemptions do apply, including “annual summer fair and exhibition conducted by the Saskatoon Prairieland Park Corporation and the Western Development Museum Board.”

Noise Bylaw hour extensions may also be granted for events in accordance with the Outdoor Special Event Application process. Unless an extension is granted, outdoor events that produce, reproduce or amplify sound can only do so during the following hours:



PERMITTED NOISE HOURS FOR OUTDOOR EVENTS IN SASKATOON

11 a.m. to 9 p.m.
Monday–Thursday

11 a.m. to 10 p.m.
Friday–Saturday

1 p.m. to 6 p.m.
Sunday

During the LAP process, local stakeholders noted a number of incidences where they felt event noise levels had exceeded an appropriate level or extended past permitted noise hours.

If residents have noise concerns, a complaint can be submitted to Saskatoon Police Services directly at 306-975-8300.

Prairieland Park Management has also stated that event noise complaints can be submitted to them directly during office hours at 306-931-7149. Making Prairieland Park aware of resident issues provides an opportunity to address the concern at future events or to potentially address the situation immediately.

Perceptions of Safety

There is a perception that crime increases with the number of people from other parts of the city, attending major events in the area. Crime statistics show a slight increase in reported incidents during the Saskatoon Ex and during Optimist Canada Day.

Residents’ perceptions were that people who attend the Saskatoon Ex and exit through the neighbourhood are possibly engaging in criminal and nuisance behaviour. In response, the Neighbourhood Safety team observed the area during the 2019 Saskatoon Ex on a weekday afternoon, weekday late night, and weekend late night. They watched where people were entering and exiting Prairieland Park, noted attendees’ approximate age and gender and recorded any observed notable positive, suspicious or surprising activities.

The exhibition grounds have two main pedestrian access points, located at Lorne Avenue and at Ruth Street. The Ruth Street entrance is also a primary access point to the Prairieland Park parking lot. The Neighbourhood Safety team found the ratio of pedestrians to cars entering the parking lot was roughly 10:1. Observations were recorded related to about 3,000 Saskatoon Ex attendees entering and exiting the exhibition grounds by foot. The majority of pedestrians were at the Lorne Avenue access and most attendees appeared to be under the age of 30. The Neighbourhood Safety team did not observe anyone engaged in any form of criminal



or identifiable nuisance behaviour. They also patrolled neighbourhood streets and back lanes in the area, actively looking for signs of criminal or nuisance behaviour, but did not observe any.

If residents are aware of criminal or nuisance behaviour occurring in the neighbourhood during a major event, they are encouraged to report it to Saskatoon Police Services at 306-975-8300. In the case of an emergency, call 9-1-1.

Nuisance

Nuisance behaviour was noted as a negative impact of the largest events in the Exhibition area. Specifically, several LAP participants reported that the residential area next to the event venues will often have an abundance of litter spread into the neighbourhood after an event is over. Over the years, improvements have been made to mitigate nuisance behaviour and help event organizers address aspects of their events that may negatively impact the surrounding area.

Organizers of Diefenbaker Park events must identify a plan to deal with garbage created by their event. As part of the Outdoor Special Event Application, event organizers can request Special Event Containers to help maintain a clean site. These are provided free of charge by the City. Organizers can also use outside companies to assist in recycling and composting, at their own cost. Organizers are expected to return the site to its original state at the completion of their event. After an outdoor event, the City will inspect the area and hold the organizer accountable for litter left in the park or area they occupied.

Prairieland Park Management has taken steps to help reduce litter in the surrounding area, specifically from the Saskatoon Ex. They have crews inspect and collect litter within a multiple-block radius of their site to ensure that they are minimizing impacts to the surrounding area.



Prairieland Park parking lot

Communication of Major Events to the Community

There are many ways that event details can be shared with the public. These can include informational flyers, social media posts, online event calendars and organizer’s websites. For example, Prairieland Park and the WDM have online calendars that show upcoming events at their sites. The QEXCA website also includes a calendar of community events. Residents can use these resources to see what area events are upcoming. They may also contact event organizers if they have questions about how they may be impacted.

Part of the Outdoor Special Event Application process requires organizers to notify residents of road closures, extensions to noise hours and other possible impacts. Concerns that current processes are not being followed were shared with the City during the Exhibition LAP process. Communicating event details and potential impacts to residents is beneficial for all parties involved. This ensures residents are aware of major events occurring in the area and what to expect.

Recommendation 7.4
MAJOR EVENT COMMUNICATION: That the Neighbourhood Planning Section and Open Space Programming & Development Section work with Exhibition area event organizers and venue management to improve communication with nearby residents and businesses, including an outline of anticipated impacts the event may have on the area



Ribfest
Photo credit: Tourism Saskatoon/CONCEPTS Photography & Design



8

NEIGHBOURHOOD SAFETY

OVERVIEW

A positive perception of safety allows community members to live, work, shop and play, free of the fear of becoming a victim of crime. The Neighbourhood Safety team worked with residents and stakeholders to address safety concerns and their findings are outlined below.

The City of Saskatoon has adopted the philosophy of Safe Growth and uses the principles, strategies and processes of Crime Prevention Through Environmental Design (CPTED) to achieve safety in all neighbourhoods. Public involvement and community participation are critical to effectively ease safety concerns.

CPTED promotes modification of the built environment and the management of space to reduce the opportunity for crime and increase residents' safety perceptions. The application of CPTED is included in Saskatoon's Official Community Plan, which formalizes the use of its principles in the approval of civic structures and developments. CPTED reviews and safety audits are conducted in various areas of the city including buildings, streets, parks and neighbourhoods.

The Neighbourhood Safety team hosted community-wide safety meetings in March and May 2019 to understand resident and stakeholder's perceptions of safety. They also carried out research and safety-related activities to increase safety and the perception of safety.

A review of the results and analysis of safety maps and surveys, current crime data, historical trends and the crime activity profile are expanded below. Safety Audit observations of neighbourhood parks, a commercial area and the Idylwyld Drive Pedestrian Overpass are also summarized.

More information about the City's Neighbourhood Safety Program, initiatives and principles of CPTED are available online at saskatoon.ca/neighbourhoodsafety.

Neighbourhood Safety Goals

Exhibition LAP study area safety goals were developed based on feedback and concerns raised during neighbourhood safety meetings, activities and safety audits. They are as follows:

1. Improve safety in parks during the day and at night;
2. Increase the perception of safety at the intersection of Lorne Avenue and Ruth Street;
3. Reduce property theft and vandalism;
4. Address safety concerns during major events when many visitors are coming into the neighbourhood; and
5. Develop an approach for dealing with suspicious activity.

Safety Action Plan

In order to create a Safety Action Plan to address safety-related concerns in the area, stakeholders were asked to: participate in a survey that assessed individual perceptions of safety; identify where they felt safe or unsafe; and to map typical walking/cycling routes to show how they travel through their neighbourhood. A number of activities on the Safety Action Plan were carried out during the Exhibition LAP process. Further proposed activities and actions will be scheduled to improve and address safety concerns in the area.

The following Safety Action Plan was presented to, and supported by, local residents and stakeholders.

- **CPTED Workshop** – Teaching participants the principles of CPTED and learning how to apply them. Completed June 2019
- **Community Clean-up** – Increasing community cohesion and connectivity while also improving neighbourhood image. Completed June 2019 by the QEXCA
- **Safety Audits** – To identify specific safety concerns and current crime opportunities by conducting site assessments with local stakeholders.
 - Diefenbaker Park – Completed June 2019
 - Intersection at Ruth Street and Lorne Avenue – Completed July 2019
 - Idylwyld Drive Pedestrian Overpass – Completed June 2019
 - Weaver Park – Completed July 2019
 - Exhibition Park – Completed July 2019
- **Neighbourhood Activity Review** – LAP team observing and documenting activity near Prairieland Park during the Saskatoon Ex and sharing collected information with Saskatoon Police Service and Saskatoon Fire. Completed August 2019
- **Technical Safety Audit: Thornton Park** – LAP team conducting a site assessment to identify safety concerns and opportunities for crime. Completed October 2019
- **Public Awareness Campaign** – Distribution of *Safe At Home* and *Porch Light Initiative* brochures to various locations, organizations and residents. Distribution is scheduled for fall 2020.
- **Safer Communities and Neighbourhoods (SCAN) Presentation** – The SCAN task force empowers residents to take back their neighbourhood by reporting problem residences or businesses used for illegal activities. A community presentation will be scheduled by the QEXCA.

Perceptions of Safety Survey

Perception of safety affects where, when and how people interact and behave in their environment. It is concerning when a person’s perception of their safety causes them to change their behaviour, even if an actual threat may not be

present. Perceptions of safety can vary for a number of reasons, including age, experience and gender.

A survey about when and where residents felt safe in their neighbourhood was circulated during the first safety meeting. Results from 19 community members’ surveys are summarized below:

- 79 per cent feel safe in their neighbourhood, and the majority felt it was safer than other city neighbourhoods;
- 37 per cent feel crime has stayed the same or had decreased somewhat, while 26 per cent said it increased somewhat;
- 79 per cent indicated they are less concerned about or feel there has been no change in their personal safety compared to a few years ago;
- Property theft and vandalism were mentioned as the greatest safety concern, followed by youth crime, graffiti vandalism and drug trafficking;
- Safety concerns were related to specific times and locations within the study area. For example, most residents feel safe in their homes or walking in the neighbourhood during the day. At night these percentages dropped slightly, which is not unexpected; and
- Respondents feel safe in study area parks during the day with a slight decline at night.

Perceptions of Safety Survey Results can be reviewed in **Appendix 5**.

Neighbourhood Safety Mapping Exercises

Safe/Unsafe Areas Mapping Activity

This mapping exercise had participants identify specific community locations where they feel safe or unsafe. The purpose was to compare these identified areas with reported crime incidents, and determine if any major inconsistencies between perceptions of safety and incidents of crime would be shown.

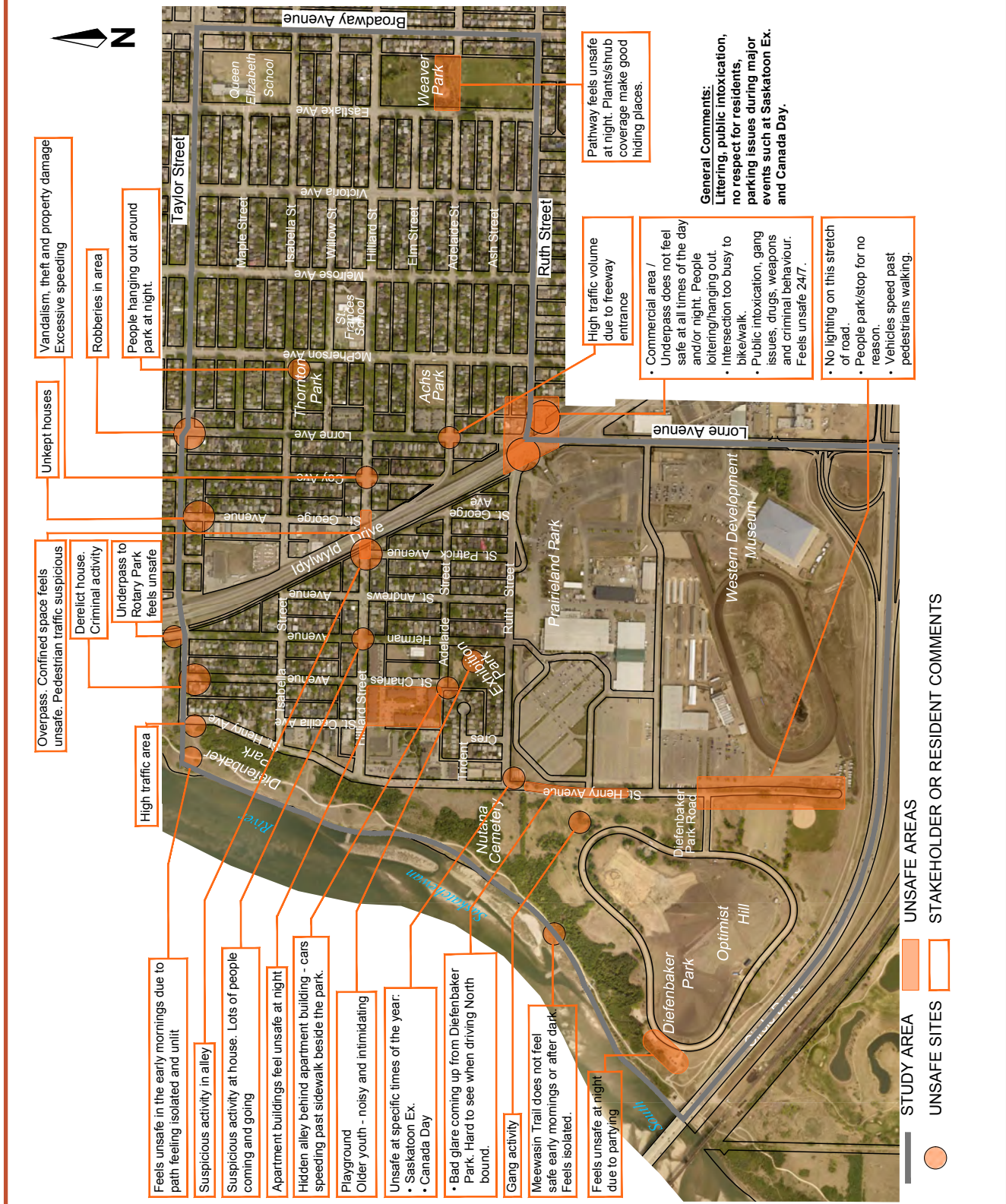
WHERE RESIDENTS FEEL SAFE

This map identifies areas and locations where residents feel **safe**.



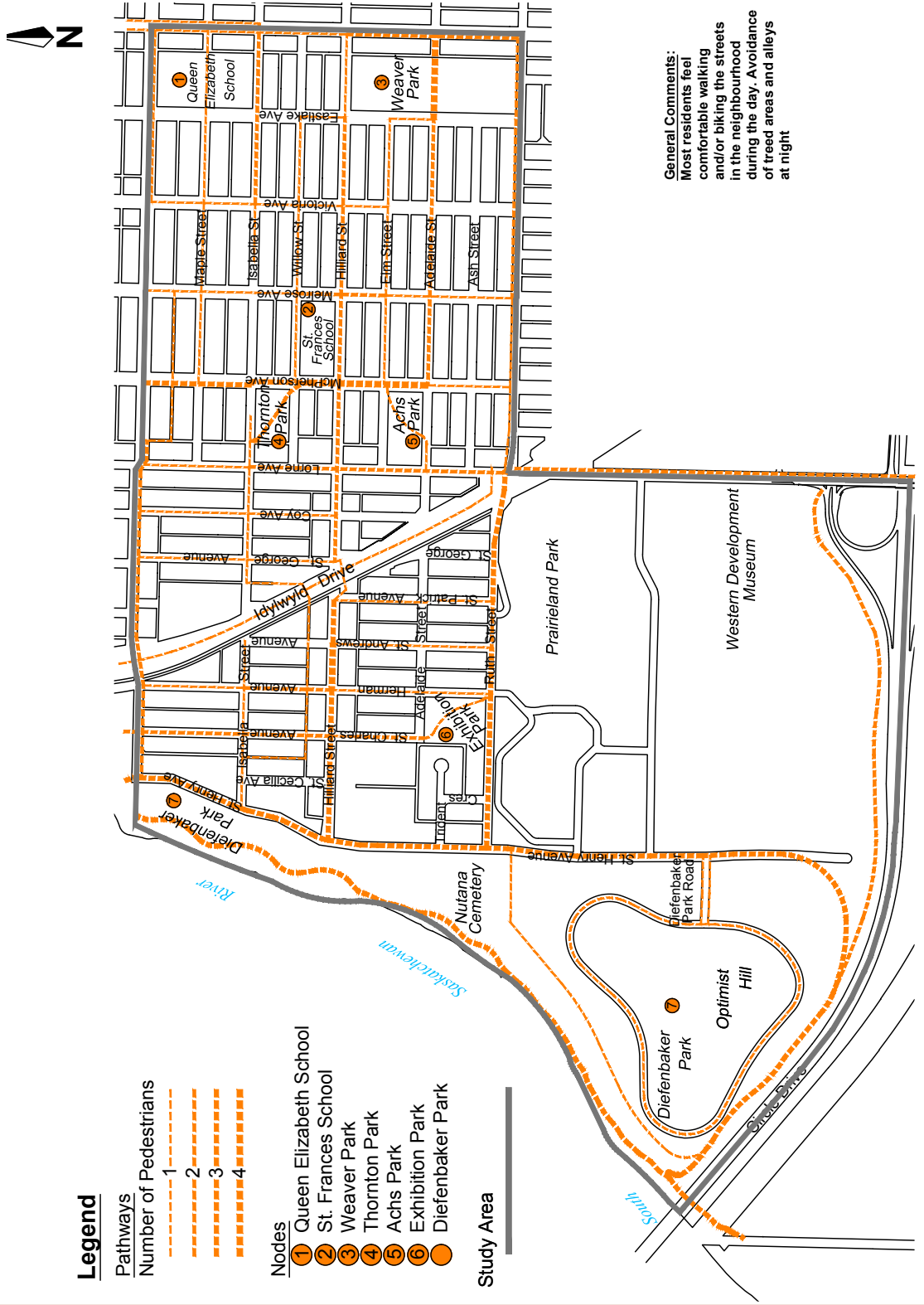
WHERE RESIDENTS FEEL UNSAFE

This map identifies areas and locations where residents feel unsafe.



POPULAR DESTINATIONS AND ROUTES

This Map identifies **popular destinations and routes** travelled by community residents.



Nodes and Pathways Mapping Activity

This mapping exercise had participants identify destination points, or nodes, in the neighbourhood and their typical travel routes. The purpose was to learn where and how residents travel through their neighbourhood.

See previous page for **Popular Destinations and Routes** map.

Crime Activity Profile

Crime statistics are an important tool in assessing neighbourhood safety as they help identify trends in both the location and types of crimes to be observed and considered. It is important to note that not all crimes are reported and consider this when reviewing reported crime statistics. The Crime Activity Profile includes crime maps with a selection of reported crime types, approximate crime locations, charts showing the number of crimes reported, recent trends and comparisons with other neighbourhoods. See **Appendix 4** for the Exhibition LAP study area Crime Activity Profile.

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

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

The Exhibition LAP study area has a low rate of crime overall. The absolute numbers are not high, but the trend is upwards. Residents and stakeholders seemed aware of the crime statistics and did not appear to have a skewed view of crime in their area.

Surveys showed that vandalism and graffiti vandalism were major safety-related issues. Crime stats show an increase in reported graffiti vandalism from 2014 to 2018 with a small dip in 2017. Although the reported numbers are not very high, residents indicated there were likely many

“It is important to review crime statistics along with residents’ perceptions of safety. In some cases, users may feel unsafe, but the crime statistics show very little criminal activity.”

more unreported incidents. Reported incidents of mischief have been declining for the past five years and are fairly low. Refer to **Appendix 4** for a **Comparison of Selected Crimes** from 2014-2018.

Residents also identified drug-related incidents as a problem. However, this issue did not translate to residents believing this issue is likely to occur in the study area. Statistics show a steady decline in drug-related incidents from 2015 to 2017 and then a doubling of incidents in 2018. This may be related to the general rise in methamphetamine use in Saskatoon. Regardless of the rise in incidents, the absolute numbers are still very low. Most of these incidents appear to be on the periphery of the Exhibition neighbourhood and each end of the Idylwyld Drive pedestrian overpass, suggesting possible incidents on the streets rather than in the neighbourhood proper. There has been about a 30 per cent reduction in violence-related incidents between 2017 and 2018, which is a change from a relatively steady number of incidents from 2014 to 2017.

Below are the general observations on crime activity in the study area, based on a review and analysis of crime incidents between 2014 and 2018:

- The Crime Against Property category has the largest number of incidents, however it has been declining since 2016;
- Drug and Liquor-Related incidents seem to be among the lowest, although they have fluctuated over the past five years;
- Graffiti Vandalism incidents have slowly been on the rise;
- Commercial and Other Break & Enters are stable or declining, while Residential Break & Enters are slowly rising;

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- Theft under \$5,000 incidents have been relatively stable or declining;
- Theft from a Vehicle has been rising - if evenly distributed, there would be more than one every two weeks; and
- Residential Break and Enters, and Graffiti Vandalism constitute the majority of property and theft-related incidents in the Exhibition study area.

See **Appendix 4** for additional information on reported crime statistics.

General observations show that, for the most part, crime incidents seem to be spread throughout the neighbourhood in no specific pattern (**Appendix 4**). There are a couple of small clusters of specific incidents in areas related to the existing land uses. For example, the exhibition grounds have a cluster of Theft of Vehicles and Theft under \$5,000

COMPARISON OF SELECTED CRIMES BY YEAR

DESCRIPTION	2014	2015	2016	2017	2018	AVERAGE % CHANGE 2014-2018
Murder	0	0	0	0	0	0%
Attempted Murder	0	0	0	1	0	0%
Assault	39	33	25	29	20	-14%
Sexual Assault	4	3	2	6	5	31%
Suspicious Activity	7	9	16	10	8	12%
Uttering Threats to a Person	5	3	7	7	4	13%
Weapons Possession & Firearms Related	9	10	8	13	15	17%
Crimes Against the Person Total	64	58	58	66	52	-4%
Break & Enter - Commercial	4	5	4	6	5	10%
Break & Enter - Residential	9	20	30	26	28	42%
Break & Enter - Other	3	6	2	1	1	-4%
Break & Enter Total	16	31	36	33	34	26%
Arson	2	1	1	5	2	73%
Mischief	53	48	41	35	27	-15%
Mischief - Graffiti Vandalism	4	2	16	13	20	171%
Possession of Stolen Property	7	8	10	12	8	6%
Robbery (including Armed Robbery)	5	7	4	6	5	8%
Fraud	2	0	1	1	2	25%
Theft over \$5000	1	1	0	2	0	-25%
Theft under \$5000	18	16	28	26	28	16%
Theft from Vehicle	29	56	46	37	34	12%
Theft of Vehicle	17	25	29	20	21	9%
Theft of Bicycle	6	8	0	0	4	8
Crimes Against Property Total	160	203	212	190	185	5%
Violence Related	54	48	41	53	37	-7%
Drug Related	22	24	12	14	28	19%
Liquor Related	76	54	35	62	45	-4%
Prostitution	0	0	0	0	0	0%
Other Related Crimes Total	152	126	88	129	110	-4%
TOTAL NUMBER OF INCIDENTS	376	387	358	385	347	-2%

incidents. These are related to the concentration of vehicles in the parking lot during city-wide events held there. All parks in the area, including Diefenbaker Park, have a high number of Mischief-Related incidents, and the one liquor-licensed establishment shows a very high number of Liquor and Drug-Related incidents in the area. No other clusters can be identified as overly problematic based on the reported crime statistics.

Safety Audits

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

The goal of the Safety Audit is to explore areas seen as unsafe and identify what it is about the space that raises concern and when these events are happening. The process involves residents, local businesses and the City working together to find solutions to safety problems. Safety audit results are used to form an overall risk assessment of the area.

A June 2019 workshop helped familiarize community members with the principles of CPTED (**Appendix 3**) and prepare for safety audits.

Safety audits include a thorough site walkabout and analysis of the built environment. Site features like lighting, pathways and landscaping are assessed according to participants' perceptions. These comments and concerns are recorded and used to develop recommendations to increase safety perceptions and reduce the opportunity for crime to occur.

Information collected from residents during the safety audits provided further information about the area and generated a number of recommendations aimed at safety improvement. Safety audits were held in the early evening, allowing residents to review the area in the daylight and then again at dusk to note any change in perceptions of safety.

The safety audits focused on neighbourhood parks, including Diefenbaker Park, and the commercial area around Lorne Avenue and Taylor Street. These areas were identified in the results of the Neighbourhood Safety Exercises as having real and perceived safety concerns.

The Neighbourhood Safety team and residents piloted a new digital safety audit form using the Fulcrum App. It combined resident information with audio, video and photographs, while using the mapping tool to record the precise location through GPS coordinates. It also allowed participants to record their overall impression of the area using a five point Likert scale - ranging from *very safe* to *very unsafe*.

An overview of the safety audits and participant observations are provided below.

SAFETY AUDIT - IDYLWYLD DRIVE PEDESTRIAN OVERPASS

The safety audit of the Idylwyld Drive pedestrian overpass at Hilliard Street West was completed on the evening of June 27, 2019. Of the eight participants, most were female and they represented an even distribution of age groups. The pedestrian overpass connects the east and west sides of the neighbourhood that has been bisected by Idylwyld Drive South.



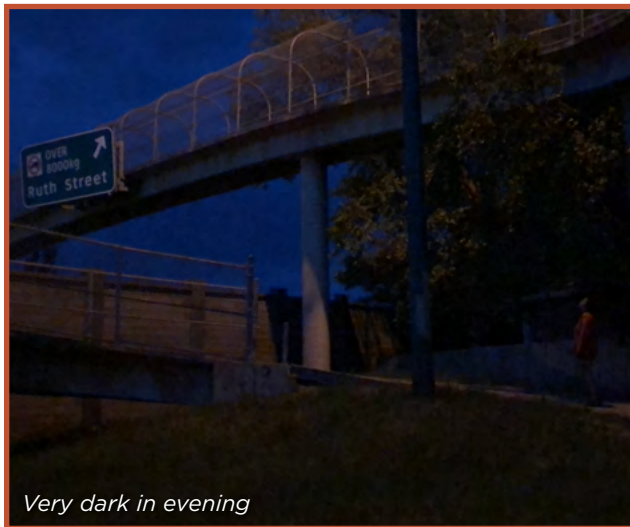
Summary of Observations

The pedestrian overpass structure is in good repair with some minor work needed. There was a steady stream of pedestrians during the daylight and very few after dark. There was a group of five youth, and two of the males crawled up on top of

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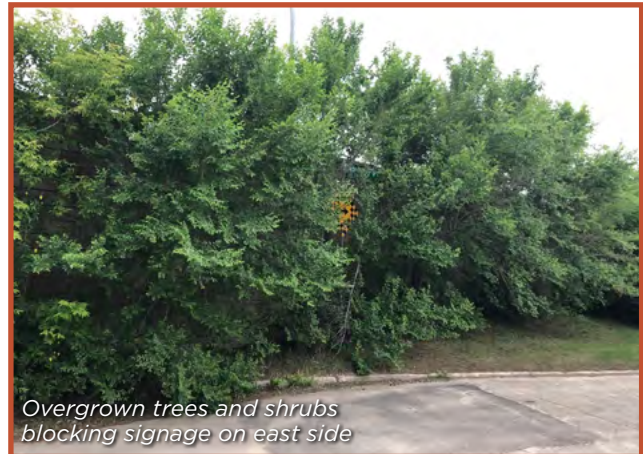
the caged pedestrian overpass then ran across the structure. Safety audit participants were extremely fearful the youth were going to hurt themselves and found the incident quite disturbing. The LAP team later determined this was likely a rare instance of dangerous play at the pedestrian overpass. It was decided that attempts to modify the cage to discourage similar actions in the future may unintentionally increase the likelihood of serious injury. Community members observing dangerous play at the pedestrian overpass should report it to the Saskatoon Police Service.

The majority of audit participants felt the overpass was *safe*, with some indicating it felt *very safe*. Some of the initial safety concerns at this location were isolation and darkness of the overpass in early morning hours. There were also concerns about suspicious activity in the nearby back lane connecting to the overpass. While there were some concerns with darkness of the area, especially at location C, this did not appear to significantly affect the perceptions of safety even at dark. The participants attributed their perceptions to the vicinity of residential houses at both locations A and C, and stated that the nearest person to hear a call for help was only 20 feet (6m) away.



Very dark in evening

The main concerns at locations A and C were with the lack of directional signage, some minor graffiti vandalism and maintenance of vegetation that cast shadows on the walkway and obstructed signage.



Overgrown trees and shrubs blocking signage on east side

The participants found location B *safe* due to frequent use. However, because it is quite noisy, audit participants felt no one could hear them should they call for help. Due to traffic noise and very sporadic use at night, one group's perception of safety decreased from *safe* to



Overpass during day



Overpass at night

mostly safe, occasionally risky. Other major concerns were that the overpass is a Movement Predictor and they could not see if anyone might be hiding at either entrance. Lighting was considered satisfactory even though the overpass itself was lit only by ambient light from the street lights at the overpass entrances and Idylwyld Drive.

Overall impressions of the pedestrian overpass were positive and it was noted that it is a critical path through the neighbourhood and a needed amenity. Points discussed during the safety audit included:

- Increased lighting on the two ends of the overpass, particularly location C;
- Sight lines were good although there are some hiding spots on the west ramp of the overpass;
- Overall impressions of signage was poor. Signs identifying where the pedestrian overpass leads to are needed; and
- Maintenance and upkeep of the overpass was reported as positive, except for some graffiti vandalism at both ends.

Crime Incidents in the Area

Crime incident statistics show safety-related concerns within a block radius of the pedestrian overpass over a number of years. Incidents of mischief and theft of/from vehicles have been most frequent in this area. This is not surprising considering the area is mainly residential with a mix of light industrial and commercial land uses.



Graffiti vandalism on light pole

Reported incidents are concentrated to early morning, late afternoon and evening hours with the number of recorded incidents remaining fairly stable over the years. Over the past seven years, incidents have been typically higher from midnight to 2am and from 1pm to 10pm. It should be noted that there were no recorded incidents directly associated with the overpass. Most incidents were near the entrances or in the surrounding area.

Calls for service within one block of the audited site reveal similar patterns. The majority of calls were related to sighting of suspicious activity. Calls for service in the study area have been on the rise over the past three years, although not directly on or under the overpass.



Graffiti vandalism on structure

Recommendation 8.1
IDYLWYLD DRIVE PEDESTRIAN OVERPASS - TREE TRIMMING: *That the Transportation Division work with adjacent property owners to identify and trim trees that are blocking light on the Idylwyld Drive pedestrian overpass.*

Recommendation 8.2
200 BLOCK HILLIARD STREET WEST - TREE TRIMMING: That the Transportation Division remove or trim the volunteer trees along the sound attenuation wall that are blocking street signage at the intersection of Hilliard Street and St. George Avenue.

Recommendation 8.3
IDYLVYLD DRIVE PEDESTRIAN OVERPASS - WAYFINDING AND AESTHETICS: That the Neighbourhood Planning Section meet with the Technical Services Division and Community Development Section to discuss opportunities to improve the aesthetics of the Idylwyld Drive pedestrian overpass through consideration of wayfinding signage and painting a mural on the pillars of the structure.

SAFETY AUDIT - WEAVER PARK PATHWAY

The safety audit of the Weaver Park pathway was completed on the evening of July 2, 2019, with four local residents participating. Weaver Park is at the south edge of the Exhibition LAP study area. This audit included two locations, shown on the image below, and both were examined during daylight and at night.

Summary of Observations

During this safety audit, participants felt *unsafe* on the walkway at night because of the overgrown vegetation. Vegetation near the playground area was overgrown and the basketball court was poorly maintained including baskets at different heights. There is one double davit (one pole with two lights) light pole on the walkway but only one fixture was working. The other light appeared to be broken, resulting in poor lighting on the path surface. It was noted that the working fixture, directed towards the west entrance of the park, was blinding when approaching it. It was suggested that better lighting was needed to increase sight lines, as



well as some directional signage at each of the entrances to help with wayfinding in the park.

Residents felt *safe* or *very safe* during the daytime, largely due to sport activity in the park, while perception at night was reduced to *mostly safe, occasionally risky* feelings. This was especially true at audit location B due to blinding light, poorly lit areas, hiding spots near vegetation and isolation due to distance of 200 feet (61m) from surrounding houses.

Crime Incidents in the Area

Examination of crime incidents between 2012 – June 2019 showed some clustering of incidents both in the park and within the surrounding one-block area. Calls for service between 2012 – June 2019 revealed a similar picture for the surrounding area, but not for the park itself. It may be that those experiencing issues in the park report the incident from home rather than the park location. As a result, the report may be associated with the home address rather than the park.

SAFETY AUDIT – EXHIBITION PARK

Six local residents participated in the Exhibition Park safety audit on July 4, 2019. The assessment focused on the playground area, basketball court and pathway.

Summary of Observations

Concerns that informed the audit’s area selection included the perception of noisy and intimidating older youth near the basketball and play area at location A. There were also concerns of speeding cars around the northwest corner of the park, off Adelaide Street at location B.

Participants generally felt *safe* during the daytime audit and *mostly safe, occasionally risky* at night. This was particularly true at the park’s northeast entrance at location A where there is a lack of lighting. It was surprising that, despite positive responses about the park and the area, one of the teams expressed that they felt *mostly safe, occasionally risky* at location A during daylight hours.

During the day, participants generally found the park safe and peaceful but noted issues with speeding cars and the apartment building complex next to the park’s northwest side. Nighttime perceptions were strongly influenced by areas of darkness. The lights were not working at location B next to the play structure or in the southwest corner opposite Prairieland Park.

Traffic concerns identified during the Exhibition LAP process were shared with the Transportation Division, including the concern about speeding vehicles at Exhibition Park. A list of all noted local traffic concerns can be found in **Section 5 Traffic & Transit**.

Crime Incidents in the Area

Examination of crime incidents in a one-block area of the park revealed clusters of recorded criminal activity. Moreover, the apartment building complex northwest of the park is one of the top

Recommendation 8.4
WEAVER PARK PLAYGROUND – TREE AND SHRUB TRIMMING: *That the Neighbourhood Planning Section work with the Parks Division to remove unwanted foliage around the Weaver Park playground area.*

Recommendation 8.5
WEAVER PARK – PATHWAY LIGHTING: *That the Neighbourhood Planning Section work with Saskatoon Light & Power to review the existing Weaver Park pathway lighting and identify and improve any issues along the path.*

“Safety audits allow regular users to identify places that make them feel unsafe. Residents are considered local experts because they are most familiar with their neighbourhood and what happens on a daily basis.”



three reported crime hotspots in the Exhibition LAP study area. This was also an area residents identified as unsafe, both before and after the audit.

The apartment building complex, an identified crime incident hotspot, was also identified as a hotspot for calls for service. Calls for service peaked in 2015 and have been dropping since. This may be due to a reduction in incidents or possibly that residents are not reporting.

Recommendation 8.6
EXHIBITION PARK - PATHWAY LIGHTING:
That the Neighbourhood Planning Section and Saskatoon Light & Power conduct a night time pathway walkabout to identify burned out lights or insufficient lighting on the Exhibition Park pathway.

Recommendation 8.7
APARTMENT BUILDING COMPLEX ON ST. CHARLES AVENUE - INFORMATION SHARING:
That the Neighbourhood Planning Section share information with the Crime Free Multi Housing (CFMH) Program and the Saskatoon Police Service regarding crime and safety concerns in and around the apartment building complex on St. Charles Avenue, and if warranted, connect CFMH with the property manager to address crime and perceptions of safety.

SAFETY AUDIT - DIEFENBAKER PARK

Two residents participated in the Diefenbaker Park Safety Audit on July 10, 2019. The LAP Team also conducted a technical review of the area. The assessment focused on the area west of Optimist Hill, around the stairwell to the lower seating area that connects to Meewasin Trail. As well, a portion of Meewasin Trail, north of the lower seating area was reviewed. The overall location was atypical

for a community safety audit as it is somewhat isolated from the Exhibition neighbourhood, and intended for city-wide recreational use. However, many residents use the park and its pathways on a consistent basis so it was important to understand safety perceptions in the area.

Summary of Observations

Location A highlighted different perceptions for the two teams. While the resident team felt it was *safe* and appreciated the light at the top of the stairwell, the technical team felt it was *unsafe*. The latter suggested the existing light should be turned off at night and park closure signs should be added to minimize undesirable uses. Others wished the area, especially the stairwell, was better lit to allow for evening walks across the pedestrian bridge under the Gordie Howe Bridge. The bike path beside the seating area and stairwell was well lit for cyclists and pedestrians. This light also spilled over to the seating area and stairwell, providing enough light to illuminate possible undesirable activities.

Location B was considered isolated and participants felt *very unsafe*. Overgrown bushes

and graffiti vandalism along the trail were noticed. While the area is well used during daytime hours, it becomes more isolated in early morning and late evening. There are no lights on this section of the Meewasin Trail; this is consistent with Meewasin’s pathway lighting policy.

Despite the area’s isolation, perceptions of safety were positive due to high levels of recreational use. Residents expressed that they felt *very safe* at both locations during the daytime audit. The technical team assessed location A as *very safe* due to its openness and activity, and location B was also identified as *safe* despite being isolated and a Movement Predictor.

Perceptions at night shifted with both teams indicating that location B was *unsafe*. This was largely due to the lack of lighting, which made the trail look very dark and secluded for use at night. However, participants did agree that the trail was not intended for night use.

Crime Incidents in the Area

No incidents of crime were recorded in the immediate area of the safety audit locations



NEIGHBOURHOOD SAFETY

but there were some incidents recorded in the surrounding areas. This may be an issue of how the crime stats are collected. Reported incident levels peaked in 2017 and have been falling for the past couple of years.

Specific crime patterns for the area and the street around Diefenbaker Park show calls for service continue to rise. This may show that people are more concerned with problems at the park or are reporting it more. It may also be due to the area's isolation; instigators may be gone by the time police officers arrive. This would explain the difference between the fall in actual incidents and the rise in calls for service. Most of the calls have been for suspicious activity, disturbances and drunkenness.



Recommendation 8.8

DIEFENBAKER PARK - LIGHTING: That the Neighbourhood Planning Section, in consultation with Saskatoon Light & Power, Parks Division, and Meewasin, review lighting at the seating area in the southwest corner of Diefenbaker Park to ensure proper levels and/or location.



Recommendation 8.9

DIEFENBAKER PARK - OVERGROWN TREES AND SHRUBS ON MEEWASIN TRAIL: That the Neighbourhood Planning Section, in consultation with the Parks Division and Meewasin, trim overgrown trees and shrubs along the portion of Meewasin Trail located north of Gordie Howe Bridge.

SAFETY AUDIT - INTERSECTION OF RUTH STREET AND LORNE AVENUE

Three residents participated in the safety audit of the commercial area around the intersection of Ruth Street and Lorne Avenue in the late evening of July 12, 2019. The LAP team also conducted a technical review of the area. This audit occurred when the perceived issues are happening - late evening - to allow for informed observations. To ensure participant safety, this audit was modified to be conducted from vehicles. This area includes the exhibition grounds (southwest), commercial and residential (northwest and northeast) and a liquor-licensed establishment (southeast).

Summary of Observations

This area is busy at most times of the day and night. The convenience store, gas station and liquor-licensed establishment are particularly busy, and even more so when major events are occurring at Prairieland Park. Residents' major concerns were people loitering, a busy and noisy intersection, public intoxication and gang issues. They reported the area feels unsafe all the time.

Although there were identified feelings of being unsafe in this location, safety audit participants did not share those feelings. They indicated they felt *safe* at all three locations, despite the activity around the liquor-licensed establishment and loitering around the convenience store. While they did not express major concerns, they thought lighting could be improved under the Circle Drive underpass. They also pointed to fast traffic as being problematic. They'd like to see traffic-calming measures with more attention given to pedestrians, especially where they walk west into the Exhibition neighbourhood.

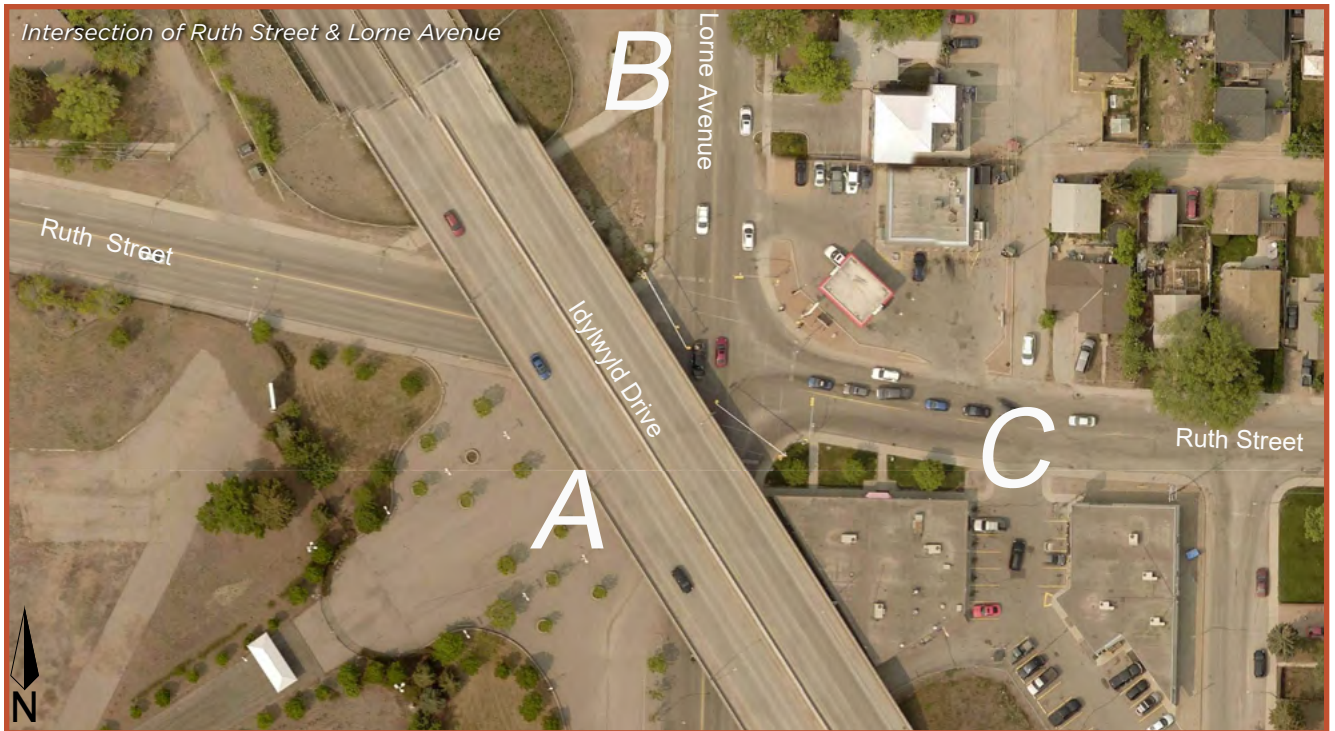
Crime Incidents in the Area

Much of the incident information for this safety audit corresponds with a crime incident hotspot identified in the Exhibition LAP study area crime statistics. It shows crime incidents were concentrated at the liquor-licensed establishment and surrounding area, noting repeat incidents at these locations (see Selected Incidents of Crime Map on page 103).

The number of incidents has been trending downward since 2015, by about 40 per cent. The time of day that is the most worrisome is from 6 pm to 4 am. Again, this is highly reflective of the area's nighttime activity contributed to by the crime attractor (the liquor-licensed establishment).

Calls for service and repeat calls for service reveal a similar picture of problematic activity concentrated in and around the liquor-licensed establishment. A total of 311 calls were received between 2012 - June 2019.

In addition, the calls for service data reflect the residents' concerns about traffic safety as there have been multiple calls in the area associated with erratic driving and hit and run incidents.



SELECTED INCIDENTS OF CRIME (2018) - RUTH STREET & LORNE AVENUE



Source: Saskatoon Police Service

Recommendation 8.10
RUTH STREET AND LORNE AVENUE INTERSECTION - CIRCLE DRIVE OVERPASS LIGHTING: That the Neighbourhood Planning Section, in consultation with the Transportation Division and Saskatoon Light & Power, assess if lighting changes or additions under the Ruth Street Overpass are required.

Recommendation 8.11
RUTH STREET AND LORNE AVENUE INTERSECTION - GANG ACTIVITY CONCERNS: That the Saskatoon Police Service meet with the Queen Elizabeth Exhibition Haultain Community Association to discuss gang activity concerns in the area.

Recommendation 8.12
RUTH STREET AND LORNE AVENUE INTERSECTION - PUBLIC INTOXICATION: That the Neighbourhood Planning Section and the Queen Elizabeth Exhibition Haultain Community Association contact the owner and/or manager of the liquor-licensed establishment and the adjacent liquor store to identify ways to work together to reduce the incidence of public intoxication and its impact on the neighbourhood.



The northwest side of the park contains a picnic area surrounded by trees (shown below). The trees do reduce visibility for people looking southward from the street, sidewalk and homes. Trimming back the lower branches will address this issue. The other picnic area, in the southwest corner, is better designed from a natural surveillance perspective. There were no concerns noted with the picnic area.



SAFETY AUDIT - THORNTON PARK
As minor issues were identified by area residents and stakeholders, the LAP team conducted a technical audit of Thornton Park in October 2019. The audit included both day and nighttime reviews.

Summary of Observations
Overall, Thornton Park was perceived as a great park, with a nice design and plenty of amenities. Few safety concerns were identified. Safety audit participants found one occurrence of graffiti vandalism hidden behind the trees directly in front of the north wall of the recreation unit building.

It was noted that there is nowhere to sit at the basketball court. Participants suggested a bench or seating would be a nice addition, both for basketball players and spectators. Adding a bench where legitimate users are can bring cohesion to a community or public space. Public places, like parks, are important spaces for bringing a community together.



Thornton Park basketball court

Safety audit participants noticed some park trees growing into the power lines on the southeast side of the park. This concern was communicated to the appropriate civic work group and was dealt with appropriately.

Crime Incidents in the Area

Mischief-Related incidents are the largest single reported crime in this area. There are a few Liquor-Related incidents in the area which may be attached to the park, but that cannot be confirmed by the crime maps. There are also a few incidents of Theft Under \$5,000 in the area, but not an alarming number.

Safety Concerns Regarding Major Events in the Area

Residents identified that many of the larger and city-wide events at Diefenbaker Park and Prairieland Park create safety-related concerns and issues. There is a perception that crime increases with people from other parts of the city descending on the neighbourhood, specifically the Optimist Canada Day celebrations and the Saskatoon Ex.

Refer to **Section 7 Impacts of Major Events** for additional information on residents' perceptions of safety regarding major events in the area, as well as observations the Neighbourhood Safety team made during the 2019 Saskatoon Ex.



Recommendation 8.13

THORNTON PARK - TREE & SHRUB TRIMMING: *That the Neighbourhood Planning Section work with the Parks Division to identify overgrown shrubs and trees around the northwest picnic area in Thornton Park to ensure appropriate sightlines and natural surveillance.*



Recommendation 8.14

THORNTON PARK - BASKETBALL COURT BENCH: *That the Neighbourhood Planning Section, in consultation with the Parks Division and Facilities Division, review the need for a bench at the Thornton Park basketball court.*

Reporting Suspicious Behaviour

There are areas in the neighbourhood that are perceived to be high-crime incident locations. However, this was not supported by the reported crime statistics. It may be that residents are not reporting or that they are unsure how to report suspicious behaviour. Residents can benefit from learning about the importance of reporting incidents. Education on when and how to report will show how appropriate reporting helps give a clear picture of what is going on in the neighbourhood.



Recommendation 8.15

PROPERTY CRIME & SUSPICIOUS BEHAVIOUR REPORTING: That the Neighbourhood Planning Section, in consultation with Saskatoon Police Service, provide information on the process for reporting property crime and suspicious behavior to residents within the Exhibition LAP study area.

Neighbourhood Safety Initiatives

There are various programs, policies and bylaws that support safety in neighbourhoods and the city as a whole. Many have arisen from community concerns and have been applied city wide. Here are some of the initiatives that help residents and community associations address safety concerns:

Neighbourhood Safety Resource Material

The Safe at Home booklet provides strategies and guidelines to help improve safety in and around your home. The Neighbourhood Planning Section has produced a number of safety resources and they are available online at saskatoon.ca/neighbourhoodsafety. Or, call 306-975-3340 to request a hard copy.

Graffiti Vandalism Reduction

Private property owners are responsible for removing graffiti vandalism on their premises. Tagged garages, fences and businesses are to be cleaned up by the building owner or occupier. Graffiti vandalism on city property is removed by the City of Saskatoon. Anyone can report graffiti vandalism to the City, regardless of who owns it. The City will then direct property owners or external partners to remove the graffiti vandalism.

For more information on graffiti management, clean up incentives and graffiti vandalism removal tips, refer to saskatoon.ca/graffiti or call 306-975-2828.

Crime Free Multi-Housing Program

This initiative is managed by the Saskatoon Police Service and is intended to encourage apartment owners, managers and landlords to proactively approach crime reduction in and around their housing units.

More information on the Crime Free Multi-Housing Program can be found online at

saskatoonpolice.ca/cfmh or by calling 306-975-8385.

Citizen Patrol

Citizen Patrol is a crime prevention and crime interruption program where the Saskatoon Police Service partner with the community to make Saskatoon a safe place to live and work. Citizen Patrol helps neighbourhood residents take an active role in assisting in crime prevention and reporting suspicious activity. Volunteers have no policing powers and are non-confrontational, but patrol neighbourhood parks and streets wearing vests identifying themselves as Citizen Patrol. This is a visual deterrent to crime and nuisance behaviours. Saskatoon Police Service work directly with communities if there is community interest and volunteers to start a Citizen Patrol.

Safe Bus Program

The Safe Bus Program is designed to assist children, youth or adults that need immediate shelter or contact with emergency services. Persons in peril or in need of immediate shelter can safely flag down a bus or go to a parked bus for assistance.

All Saskatoon Transit buses are radio equipped with direct contact to Saskatoon Police Service, Saskatoon Fire and emergency medical services. When approached by someone in need of assistance, bus operators will immediately contact Saskatoon Police Service and allow the person in peril to stay on the bus until help arrives.

Safer Communities and Neighbourhoods (SCAN)

The *Safer Communities and Neighbourhoods Act* improves community safety by targeting and, if necessary, shutting down residential and commercial buildings that are habitually used for illegal activities. The legislation is able to address a wide variety of activities, including public safety concerns related to fortified buildings. It promotes community safety by cleaning up properties that negatively affect the health, safety or security of neighbourhood residents.

Residents are encouraged to report suspicious activities occurring at residences and businesses to the SCAN Investigation Unit online at saskatchewan.ca/scan or by calling 1-855-933-6411.

IMPLEMENTATION & PRIORITIES



IMPLEMENTATION

Local Area Plans are comprehensive neighbourhood plans that set out a vision and goals to guide growth and development of a neighbourhood or specific area. A LAP includes recommendations intended to address particular issues and ensure the long-term success of the neighbourhood.

Recommendations are implemented over the short- to long-term, with collaboration from City administration, the LAP communities, and other identified stakeholders. Each year, budgets from various City of Saskatoon departments are used to support capital investments needed to implement the recommendations of a LAP.

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

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

It is a goal of the Local Area Planning Program to provide annual implementation status updates to the LAP neighbourhoods and to City Council. Additional public engagement may also occur to keep the community abreast of implementation activities or to gather input on implementation activities. Articles about Local Area Planning activities may also be published in Community Association newsletters or on their social media to ensure the information is shared with all local residents.

Local Area Plans and implementation status reports can be found online at saskatoon.ca/lap.

Priorities of the Exhibition Study Area

Stakeholders reviewed the final draft recommendations and identified top priorities for implementation in a Community Priority survey conducted in July 2020. The goal of the prioritization exercise was to understand local priorities based on the identified issues outlined in the Exhibition LAP. Although the top prioritized recommendations may not be implemented

immediately or first due to other factors that may affect timing or dedicated funding, it is helpful in understanding local priorities that are believed to have the greatest potential for positive impact.

The Neighbourhood Planning Section has Implementation Planners responsible for tracking and managing implementation of all LAP recommendations. The recommendations were prioritized separately as one Implementation Planner focuses on safety-related recommendations

while the other is responsible for all non-safety recommendations.

The following recommendations were identified by stakeholders as top priorities:

LAP RECOMMENDATION

1.4 BOULEVARD TREE PLANTING AND BOULEVARD GARDENING PROGRAMS

2.1 DIEFENBAKER PARK - MASTER PLAN

2.3 MEEWASIN TRAIL - ADDITIONAL ACCESS POINT

5.1 LORNE AVENUE AND TAYLOR STREET - INTERSECTION ASSESSMENT

7.2 PRAIRIELAND PARK - SASKATOON EX TRAFFIC IMPACTS, TRANSPORTATION OPTIONS, AND LOCAL PARKING RESTRICTIONS

SAFETY RECOMMENDATION

8.6 EXHIBITION PARK - PATHWAY LIGHTING

8.8 DIEFENBAKER PARK - LIGHTING

8.11 RUTH STREET AND LORNE AVENUE INTERSECTION - GANG ACTIVITY CONCERNS

8.12 RUTH STREET AND LORNE AVENUE INTERSECTION - PUBLIC INTOXICATION

8.15 PROPERTY CRIME & SUSPICIOUS BEHAVIOUR REPORTING



APPENDIX

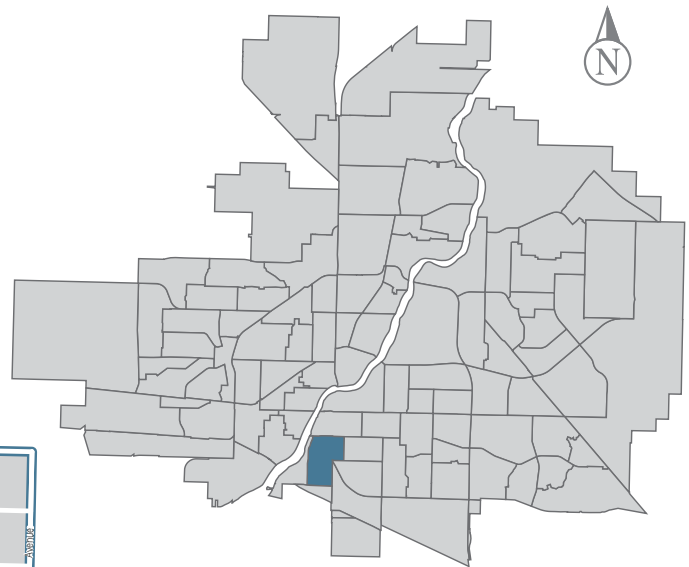
Appendix 1 - Neighbourhood Profiles - Exhibition

Source: City of Saskatoon Neighbourhood Profiles

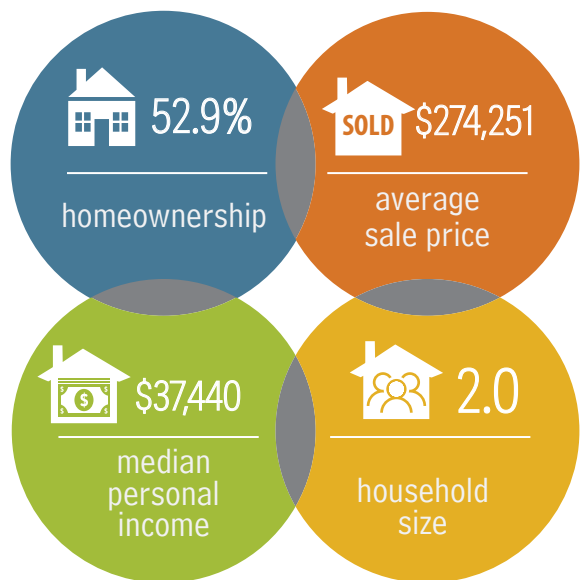
Exhibition

MUNICIPAL WARD 7

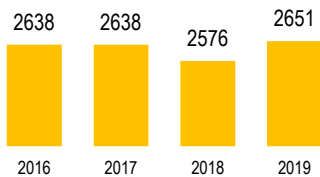
 **Population**
2,651



COMMUNITY QUICK FACTS

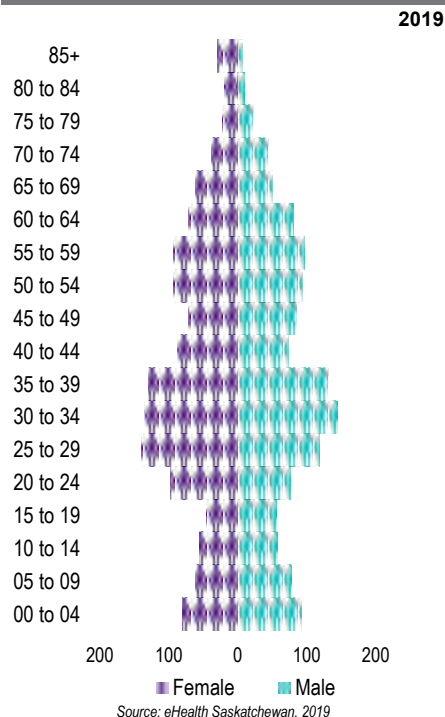


POPULATION



Source: eHealth Saskatchewan, 2019

Age Group



Ethnic Diversity

	2016
* Higher number indicates greater diversity	
Exhibition	0.23
Saskatoon	0.45

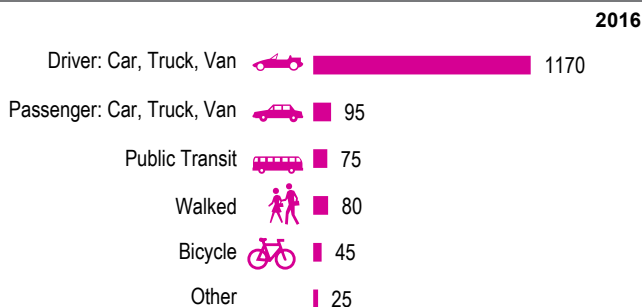
Source: 2016 Census

Mother Tongue

Top Languages	2016
English	2355
Cantonese	50
French	20
Russian	20
Mandarin	20

Source: 2016 Census

Mode of Travel to Work



Source: 2016 Census Long Form

Registered Vehicles

	2017	2018
Total (LV & PV)	1790	1819
LV - light vehicles (commercial & private) PV - private passenger vehicle		Source: SGI
Per Person	0.7	0.7
Saskatoon Per Person	0.7	0.7

Education Level

	2016
No Certificate/diploma/degree	330
High school certificate or equivalent	775
Apprentice/trades certificate/diploma	225
College/CEGEP/non-university cert./dipl.	400
University diploma or degree	510

Source: 2016 Census Long Form

Postsecondary Enrolment

	2016	2017	2018
Saskatchewan Polytechnic	47	50	44
University of Saskatchewan	93	80	68

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

Enrolment by School

	2016	2017	2018
P- Saskatoon Public School			
S - Greater Saskatoon Catholic Schools			
St. Frances School (s)	543	554	598

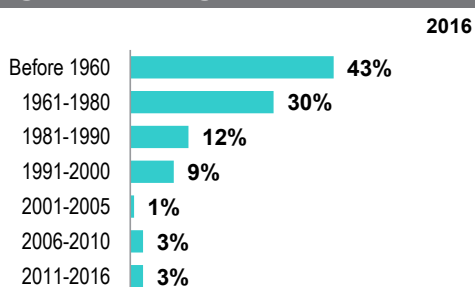
Source: Saskatoon Public School Division & Greater Saskatoon Catholic Schools

Household Structure

	2016
One-family households	640
Multiple-family households	0
Non-family households	680
Total lone-parent families	125
Total households	1315
Household size	2.0

Source: 2016 Census

Age of Dwelling



Source: 2016 Census

Housing Affordability

2018	Median Multiple
Saskatoon	4.26
Exhibition	3.32

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

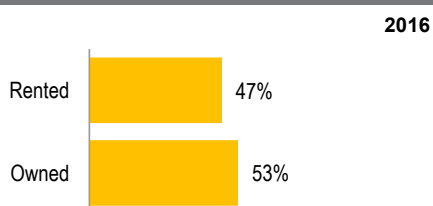
Source: City of Saskatoon, Assessment & Taxation and RBC Economics Research

Housing Costs

	2016
Average Owner's Major Payments	\$1,160
Average Gross Rent	\$1,116

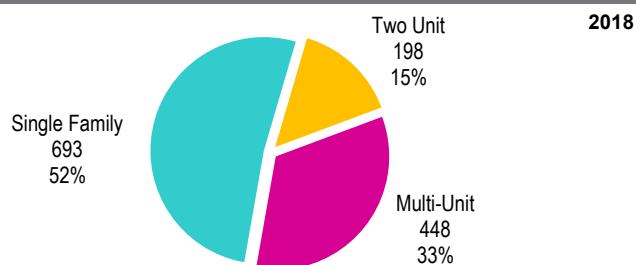
Source: 2016 Census

Housing by Tenure



Source: 2016 Census

Dwelling Unit Count



Total Dwellings	1339	
Neighbourhood Area	158.1 hectares	390.8 acres
Dwelling Units per Area	8.5 per hectare	3.4 per acre

Source: City of Saskatoon, Planning & Development

Real Estate Sales

2018	No. of Sales	Average Price
Condo Townhouse	1	\$ 262,500
High Rise Apt Condo	0	\$ -
Low Rise Apt Condo	6	\$ 147,000
Semi-detached	0	\$ -
Semi-detached - two titles	2	\$ 312,450
Single Family Dwelling	46	\$ 289,443

Source: City of Saskatoon, Assessment & Taxation

Park Space

2019	Hectares	Acres
Total Park Area	2.8	7.0
Population per Park Area	941.5	381.0

Source: City of Saskatoon, Planning & Development

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

Achs	N	0.7	1.8
Exhibition	N	1.3	3.1
Thornton	N	0.8	2.0

APPENDIX

Voter Turn-out (%)

Civic	2003	43%
Civic	2006	18%
Federal	2006	55%
Provincial	2007	78%
Federal	2008	47%
Civic	2009	21%
Federal	2011	49%
Provincial	2011	53%
Federal	2015	70%
Provincial	2016	31%
Civic	2016	32%

Licensed Home-Based Businesses

	2017	2018
Saskatoon	4871	4984
Exhibition	59	57

Source: City of Saskatoon, Business License Program

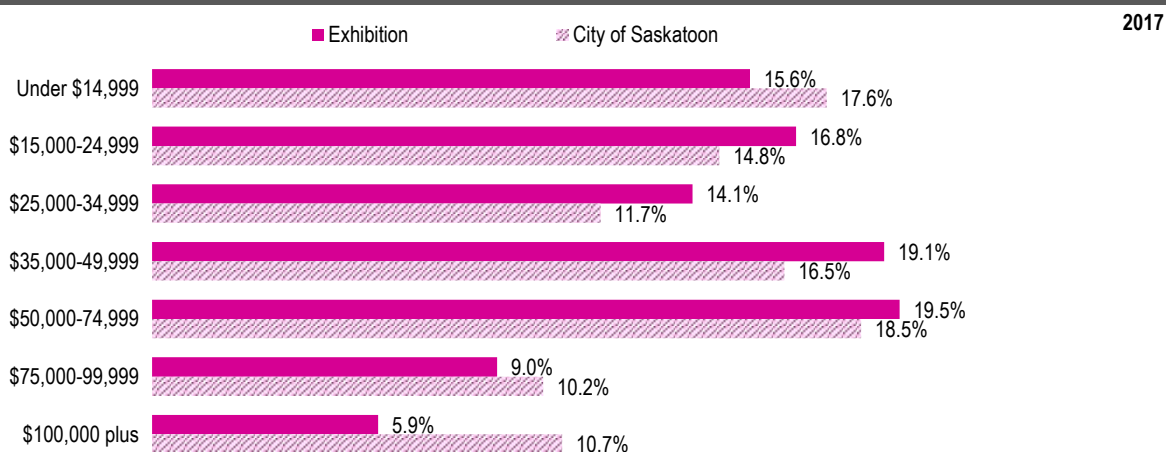
Labour Force

	Exhibition	Saskatoon
Labour Force Participation Rate	75.9%	70.7%
Economic Dependency Ratio	17.0%	16.0%
Median Total Income (personal)	\$37,440	\$40,050
Provincial Index of Median Income (base=100)	97.70	104.50
Canadian Index of Median Income (base=100)	104.90	112.20

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

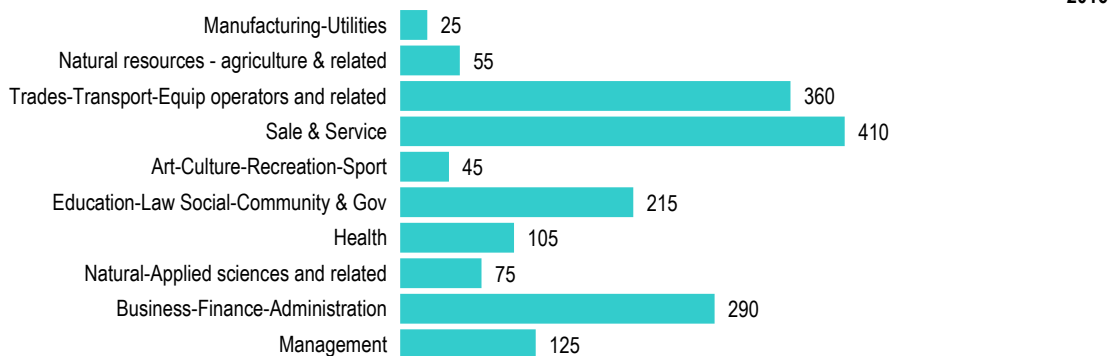
Source: Statistics Canada, Income Statistics Division, T1 Family File (T1FF) based on the final tax file, 2017

Personal Income



Source: Statistics Canada, Income Statistics Division, T1 Family File (T1FF) based on the final tax file, 2017

Major Occupation



Source: 2016 Census

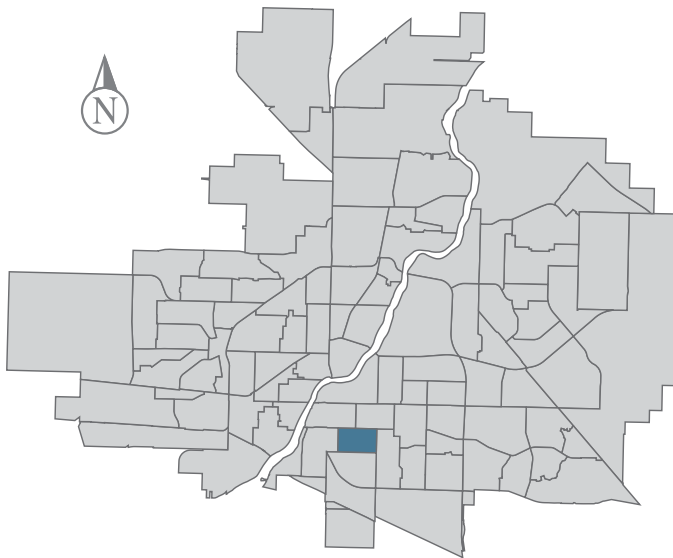
Appendix 2 - Neighbourhood Profiles - Queen Elizabeth

Source: City of Saskatoon Neighbourhood Profiles

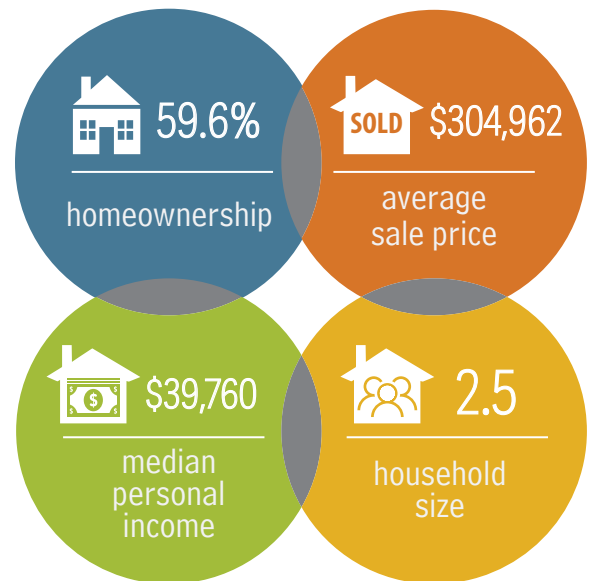
Queen Elizabeth

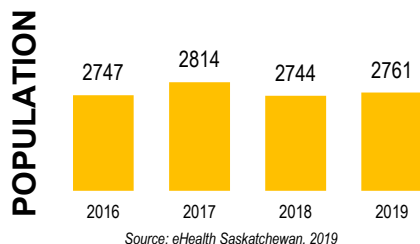
MUNICIPAL WARD 7

 **Population**
2,761

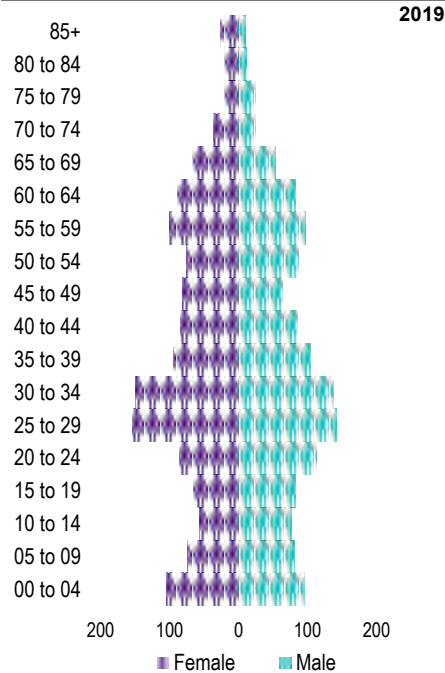


COMMUNITY QUICK FACTS





Age Group 2019



Ethnic Diversity 2016

* Higher number indicates greater diversity

Queen Elizabeth	0.26
Saskatoon	0.45

Source: 2016 Census

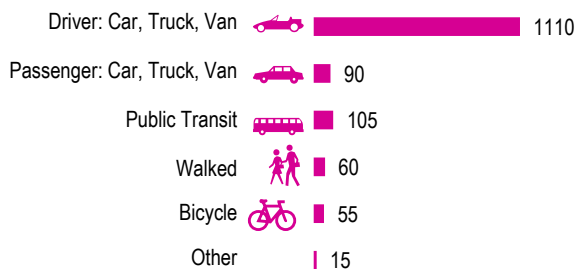
Mother Tongue 2016

Top Languages

English	2385
German	40
Mandarin	30
French	25
Bengali	25

Source: 2016 Census

Mode of Travel to Work 2016



Registered Vehicles

	2017	2018
Total (LV & PV)	1764	1803
LV - light vehicles (commercial & private) PV - private passenger vehicle		Source: SGI
Per Person	0.6	0.7
Saskatoon Per Person	0.7	0.7

Education Level 2016

No Certificate/diploma/degree	280
High school certificate or equivalent	735
Apprentice/trades certificate/diploma	200
College/CEGEP/non-university cert./dipl.	445
University diploma or degree	590

Source: 2016 Census Long Form

Postsecondary Enrolment

	2016	2017	2018
Saskatchewan Polytechnic	49	50	55
University of Saskatchewan	122	113	120

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

Enrolment by School

	2016	2017	2018
P- Saskatoon Public School			
S - Greater Saskatoon Catholic Schools			
Aden Bowman Collegiate (p)	810	857	900
Queen Elizabeth School (p)	137	143	110

Source: Saskatoon Public School Division & Greater Saskatoon Catholic Schools

Household Structure

	2016
One-family households	710
Multiple-family households	15
Non-family households	365
Total lone-parent families	210
Total households	1090
Household size	2.5

Source: 2016 Census

Age of Dwelling

	2016
Before 1960	65%
1961-1980	28%
1981-1990	1%
1991-2000	4%
2001-2005	1%
2006-2010	0%
2011-2016	0%

Source: 2016 Census

Housing Affordability

2018	Median Multiple
Saskatoon	4.26
Queen Elizabeth	3.97

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

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

Housing Costs

	2016
Average Owner's Major Payments	\$1,258
Average Gross Rent	\$1,321

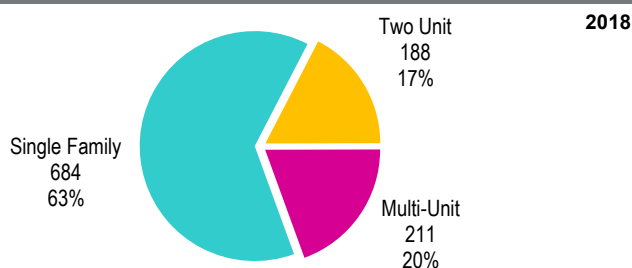
Source: 2016 Census

Housing by Tenure

	2016
Rented	40%
Owned	60%

Source: 2016 Census

Dwelling Unit Count



Total Dwellings	1083	
Neighbourhood Area	100.0 hectares	247.0 acres
Dwelling Units per Area	10.8 per hectare	4.4 per acre

Source: City of Saskatoon, Planning & Development

Real Estate Sales

2018	No. of Sales	Average Price
Condo Townhouse	0	\$ -
High Rise Apt Condo	0	\$ -
Low Rise Apt Condo	0	\$ -
Semi-detached	0	\$ -
Semi-detached - two titles	1	\$ 462,500
Single Family Dwelling	37	\$ 300,704

Source: City of Saskatoon, Assessment & Taxation

Park Space

2019	Hectares	Acres
Total Park Area	4.1	10.2
Population per Park Area	671.2	271.6

Source: City of Saskatoon, Planning & Development

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

Weaver	D	4.1	10.2
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APPENDIX

Voter Turn-out (%)

Civic	2003	54%
Civic	2006	56%
Federal	2006	56%
Provincial	2007	68%
Federal	2008	54%
Civic	2009	38%
Federal	2011	54%
Provincial	2011	59%
Federal	2015	73%
Provincial	2016	37%
Civic	2016	34%

Licensed Home-Based Businesses

	2017	2018
Saskatoon	4871	4984
Queen Elizabeth	55	67

Source: City of Saskatoon, Business License Program

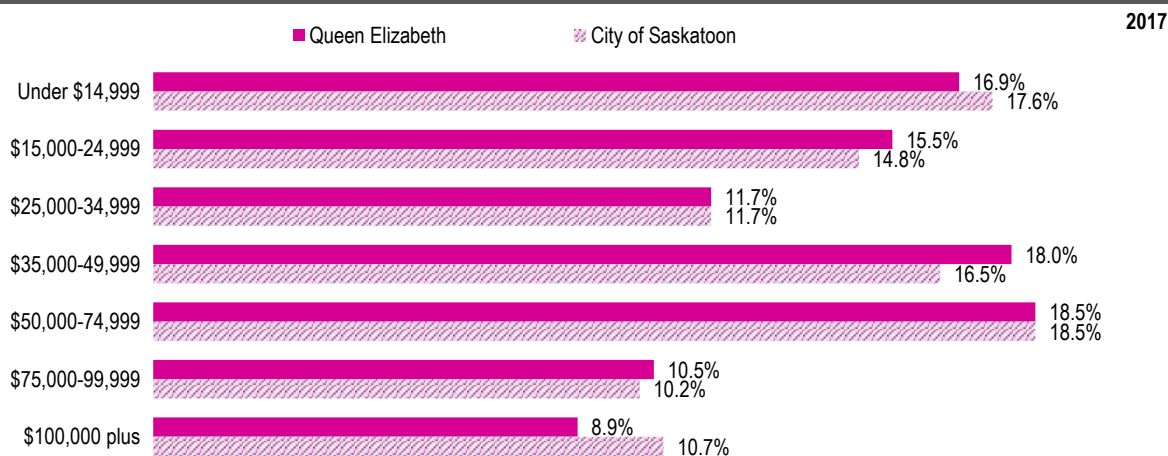
Labour Force

	2017	
	Queen Elizabeth	Saskatoon
Labour Force Participation Rate	73.5%	70.7%
Economic Dependency Ratio	15.9%	16.0%
Median Total Income (personal)	\$39,760	\$40,050
Provincial Index of Median Income (base=100)	103.80	104.50
Canadian Index of Median Income (base=100)	111.40	112.20

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

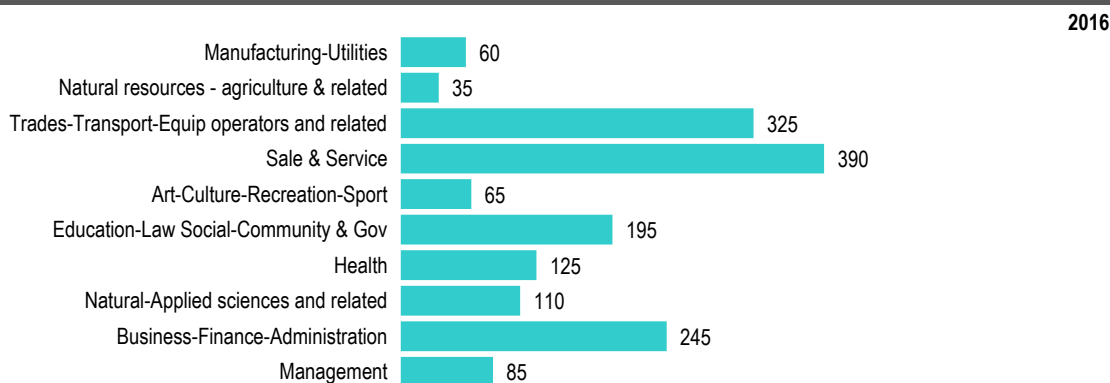
Source: Statistics Canada, Income Statistics Division, T1 Family File (T1FF) based on the final tax file, 2017

Personal Income



Source: Statistics Canada, Income Statistics Division, T1 Family File (T1FF) based on the final tax file, 2017

Major Occupation



Source: 2016 Census

Appendix 3 – Safe Growth/ Crime Prevention Through Environmental Design Summary

1. CPTED DEFINITION

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

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

2. CPTED PRINCIPLES

CPTED principles are contained in the City of Saskatoon Official Community Plan, defined as:

Natural Surveillance - Natural Surveillance is the concept of putting eyes on the street and making a place unattractive for potential illegitimate behavior. Street design, landscaping, lighting and site and neighbourhood design all influence the potential for natural surveillance.

Access Control - Access Control is controlling who goes in and out of a neighbourhood, park, or building. Access control includes creating a sense of ownership for legitimate users by focusing on formal and informal entry and exit points.

Image - Image is the appearance of a place and how this is instrumental in creating a sense of place or territory for legitimate users of the space. A place that does not appear to be maintained or cared for may indicate to criminals that the place will not be defended and criminal activity in the area will be tolerated.

Territoriality - Territoriality is the concept of creating and fostering places that are adopted by the legitimate users of the space. These legitimate users take ownership of the space, which makes it more difficult for people who do not belong to engage in criminal or nuisance behavior at that location.

Conflicting User - Conflicting User Groups refers to instances where different user groups may conflict. Careful consideration of compatible land uses and activities can minimize potential conflicts between groups.

Activity Support - Activity Support is the concept of filling an area with legitimate users, by facilitating or directly scheduling activities or events, so potential offenders cannot offend with impunity. Places and facilities that are underused can become locations with the potential for criminal activity.

Crime Generators - Crime Generators are activity nodes that may generate crime. The location of some land uses is critical to ensuring an activity does not increase the opportunities for crime to occur or reduce users “and residents” perceptions of their safety in the area.

Land Use Mix - Land Use Mix is the concept that diversity in land uses can be a contributor or detractor for crime opportunities. Separating land uses from each other can create places that are unused during certain times of the day.

Movement Predictors - Movement Predictors force people, especially pedestrians and cyclists, along a particular route or path, without providing obvious alternative escape routes or strategies for safety. Potential attackers can predict where persons will end up once they are on a certain path.

Displacement - Displacement can be positive or negative so it is critical to understand how crime may move in time or space and what the impact may be. In general, the displacement that must be considered is: i) Negative displacement - crime movement makes things worse; ii) Diffusion of benefits - displacement can reduce the overall number of crimes more widely than expected; and iii) Positive displacement - opportunities for crime are intentionally displaced which minimizes the impact of the crime.

APPENDIX

Cohesion – Cohesion is the supportive relationships and interactions between all users of a place to support and maintain a sense of safety. Though not a specific urban design function, design can enhance the opportunity for positive social cohesion by providing physical places where this can occur, such as activity rooms, park gazebos, or multi-purpose rooms in schools and community centres. In some cases, property owners or building managers can provide opportunities for social programming. This increases the ability of local residents or users of a space to positively address issues that arise.

Connectivity – Connectivity refers to the social and physical interactions and relationships external to the site itself. It recognizes that any given place should not operate in isolation from surrounding neighbourhoods and/or areas. Features such as walkways and roadways connecting a particular land use to the surrounding neighbourhoods and/or areas can accomplish this. Features such as centrally located community centres or program offices can also encourage activities to enhance this.

Capacity – Capacity is the ability for any given space or neighbourhood to support its intended use. For example, excessive quantities of similar land uses in too small an area, such as abandoned buildings or bars, can create opportunities for crime. When a place is functioning either over or under capacity, it can be detrimental to neighbourhood safety.

Culture – Culture is the overall makeup and expression of the users of a place. Also known as placemaking, it involves artistic, musical, sports, or other local cultural events to bring people together in time and purpose. Physical designs that can encourage this include public multi-purpose facilities, sports facilities, and areas that local artists and musicians might use. Community memorials, public murals, and other cultural features also enhance this. These features create a unique context of the environment and help determine the design principles and policies that best support the well-being of all user groups and contribute to their cohesiveness.

CPTED principles are generally considered and utilized in combination with one another. However, for any CPTED strategy to be successful, the nature of the crime or safety-

related issue must be carefully and accurately defined. It is important to understand the context within which crime occurs in an area to be able to implement appropriate solutions.

3. RISK ASSESSMENTS

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

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

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

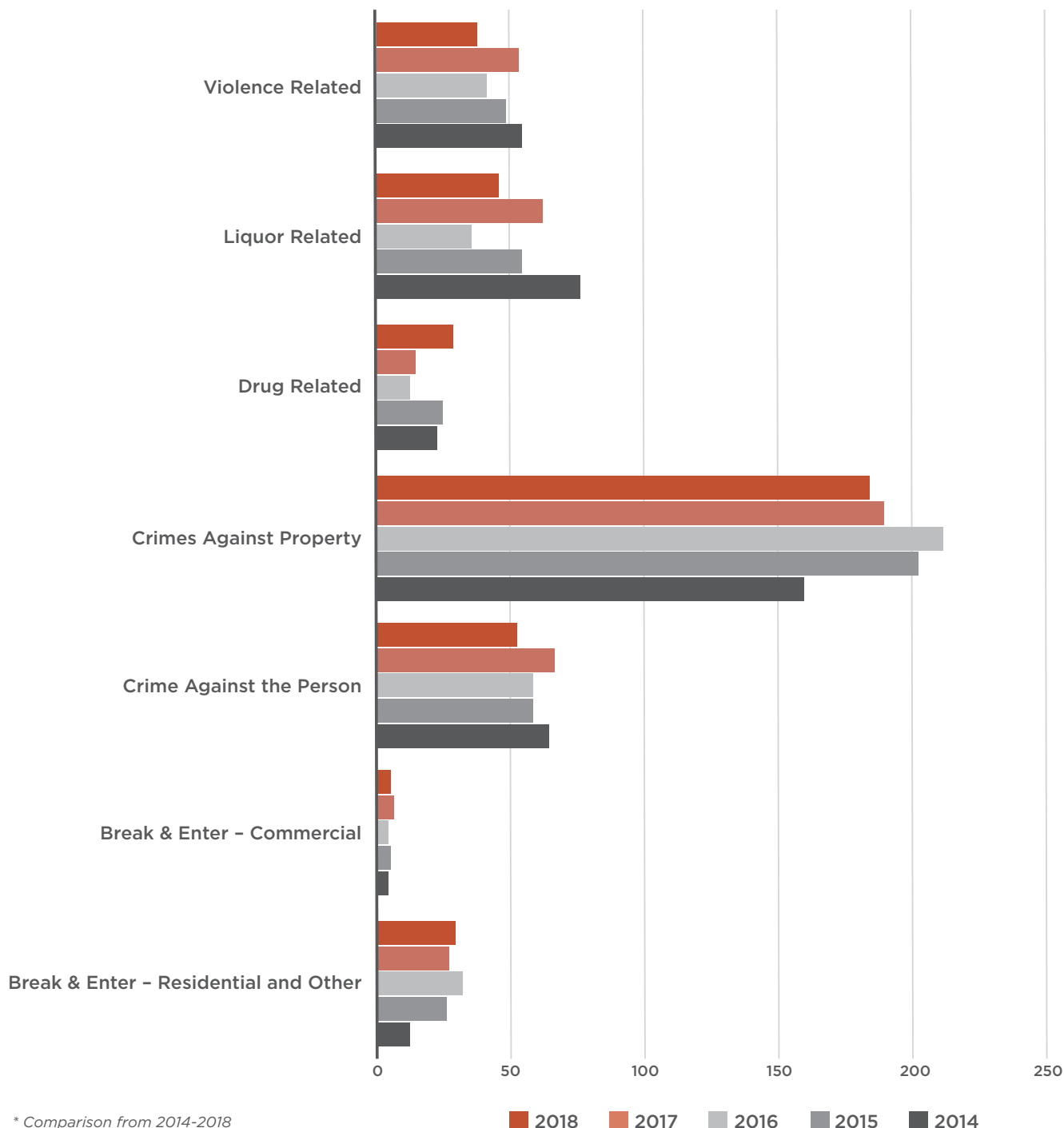
4. SAFETY AUDITS

A safety audit is a process that allows the regular users of an area to identify places that make them feel safe and unsafe. Area residents are considered the “local experts” because they are the most familiar with the area and what happens on a day-to-day basis. The goal of a safety audit is to identify safety concerns in order to improve an environment. Depending on the circumstances, residents, local business, and the municipal

government may work together to find solutions to safety problems in a neighbourhood by using the audit results as *one* tool, in the overall Risk Assessment of the area. A safety audit is a highly flexible process and can be easily adapted to

meet the needs of the community. In Saskatoon, safety audits, based on CPTED principles, have been applied in a number of settings including parks, streets, and buildings.

Appendix 4 - Exhibition Study Area Selected Reported Crime Incidents*



* Comparison from 2014-2018

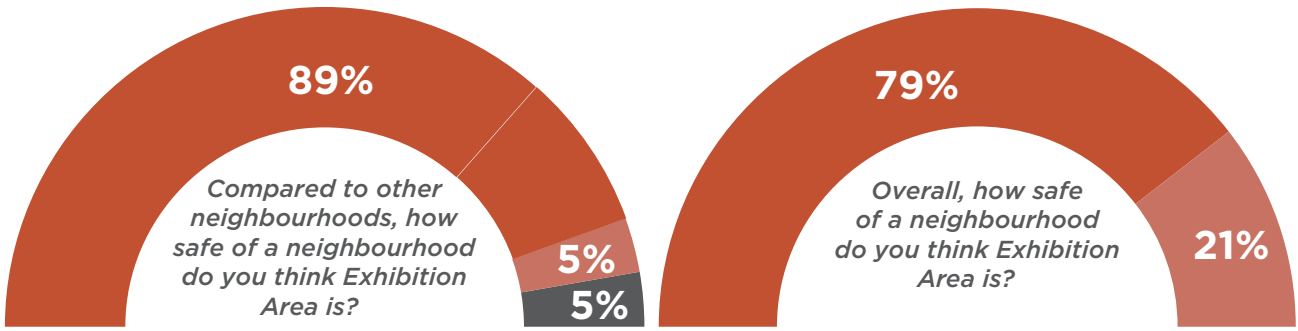
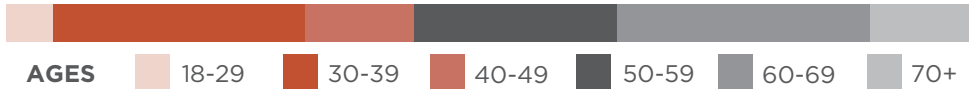
APPENDIX

Source: Saskatoon Police Service (July 2020)



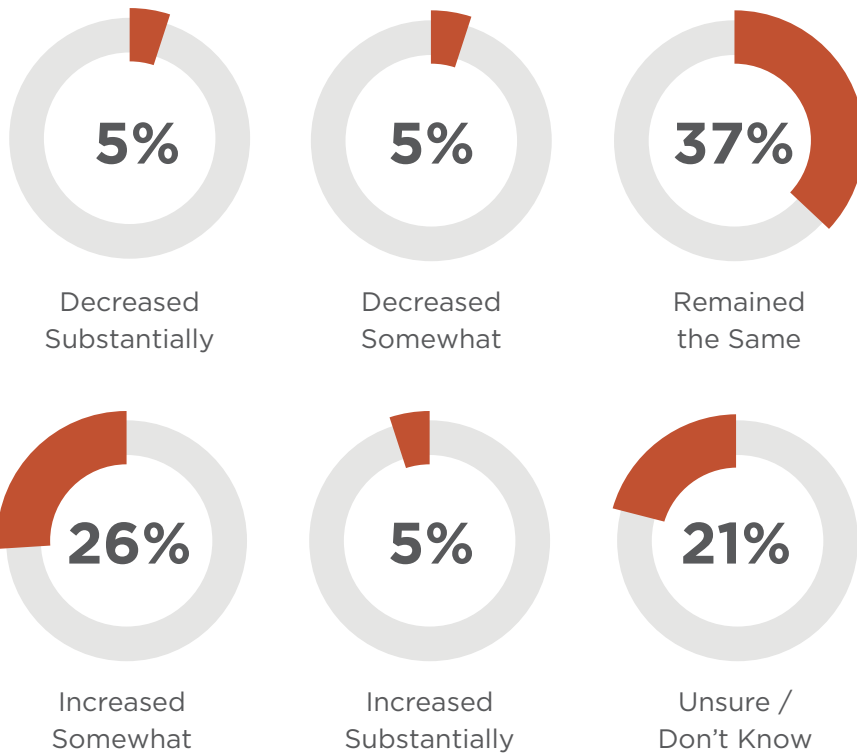
Appendix 5 - Perceptions of Safety Survey Results

19 PARTICIPANTS (8 MALE, 11 FEMALE)

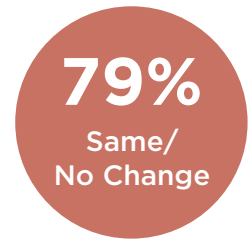


● Safe / Somewhat safe ● Somewhat unsafe / unsafe ● Unsure / Don't know

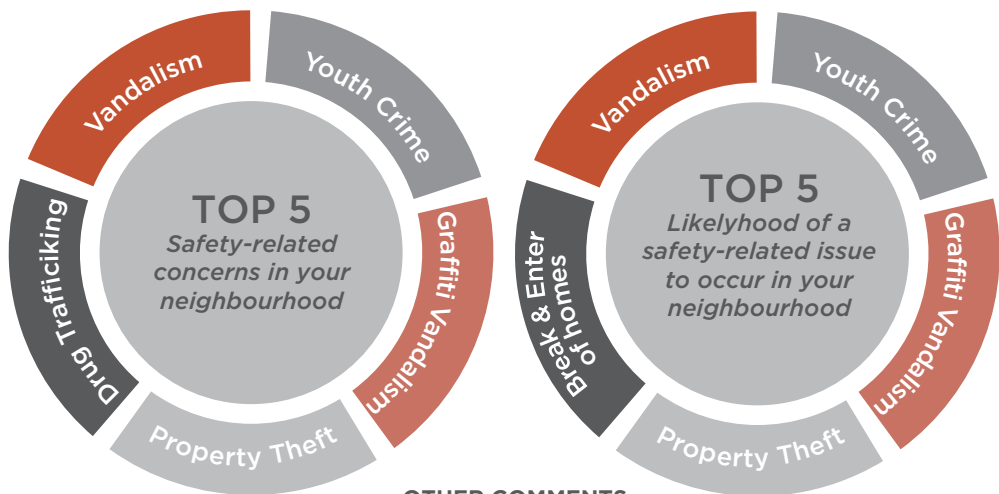
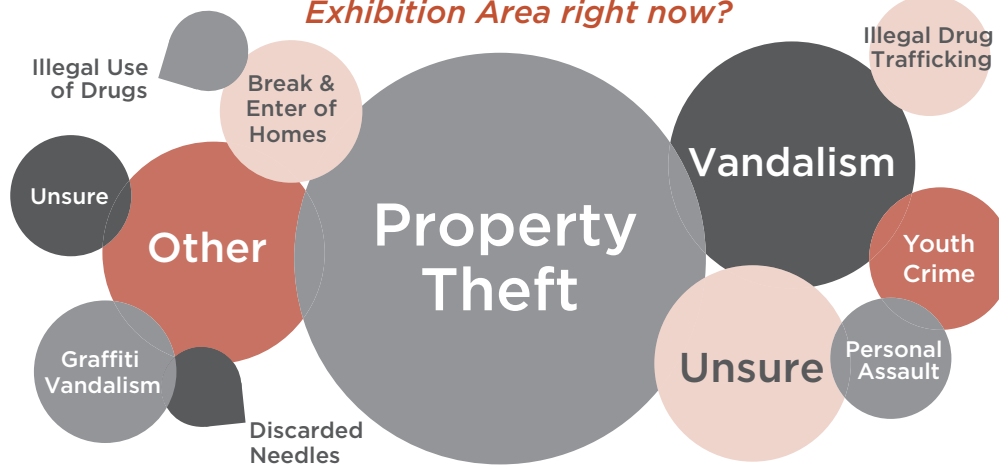
Q. Over the past few years, how has crime in your neighbourhood changed?



Q. Are you more concerned or less concerned with your personal safety than you were a few years ago?



Q. What is the greatest safety-related issue in the Exhibition Area right now?



OTHER COMMENTS

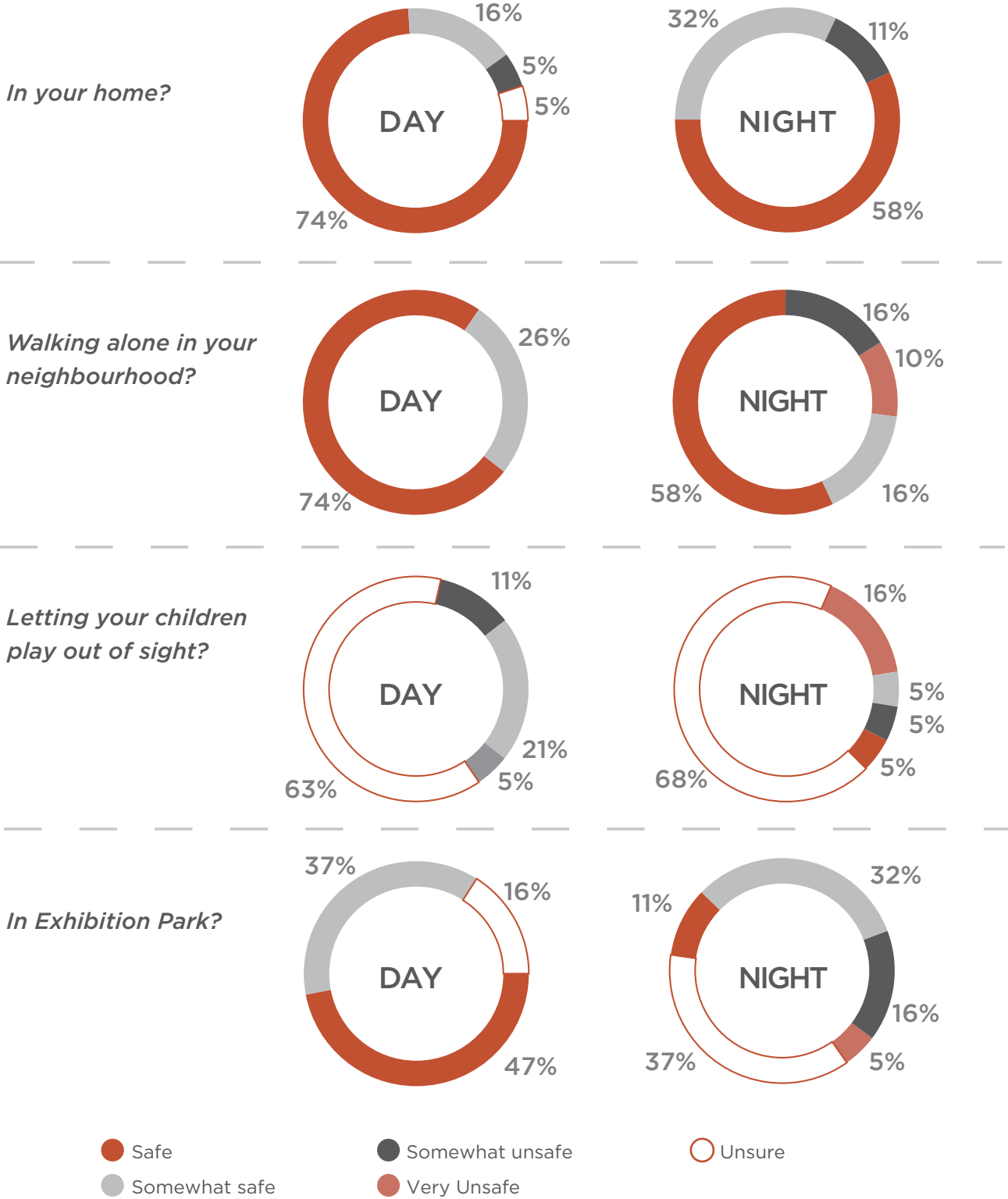
"Mostly I feel safe throughout the area. In general, if I see homes and yards well maintained, I don't have concerns in the area. If I go down an alley and see junk yards and neglected places, I keep my eyes open for trouble."

"Youth congregating around commercial areas."

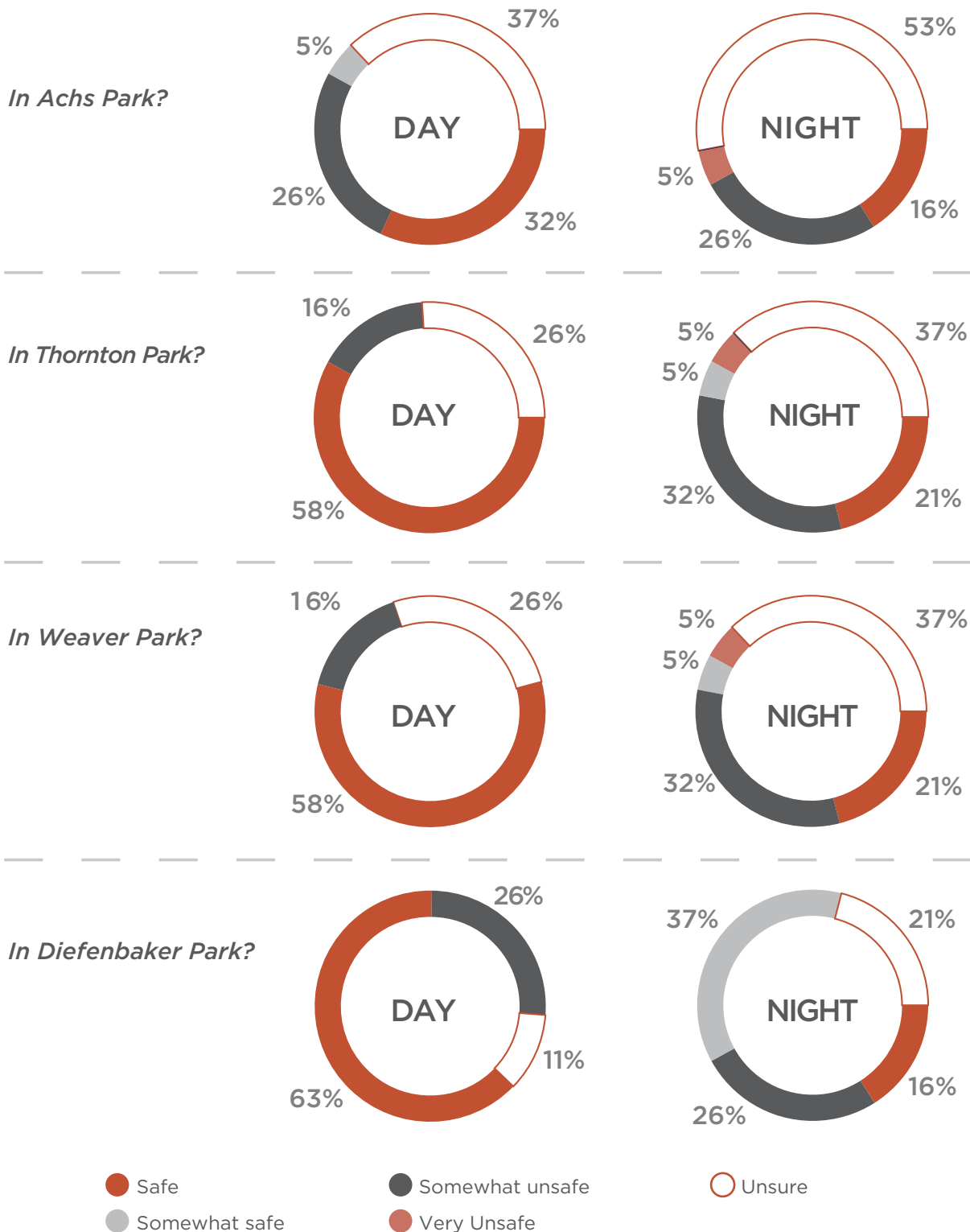
"Fights & very intoxicated individuals on the streets."

"There seems to be a big influx of people during the Exhibition and Canada Day. The area feels much less safe during these times."

Q. How safe do you feel?



Q. How safe do you feel?





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