

City of Saskatoon November 2011

KINSMEN PARK MASTERPLAN

Volume 1



SPACE  PLACE

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is a PUBLIC ART CONSULTING

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EXECUTIVE SUMMARY

Kinsmen Park is an irreplaceable resource for the people of Saskatoon. It acts as a place for children and families, a place of solitude, and a place to be in a natural environment within an urban context. Its importance was first noted at the turn of the 20th century when it was first purchased by the Municipality and its importance will grow stronger as the community surrounding the park becomes more densely populated. The primary vision of the master plan is **to create a place-specific, memorable environment that is enjoyable for all ages, with a special focus on Children's activities.**

Kinsmen Park accommodates many levels of use and is seen differently by the variety of people who use it. It functions as a metropolitan park, accommodating citizens and visitors from the entire city. In doing so, it needs to be easily accessible and understood by those coming from other areas of Saskatoon.

The Master Plan was developed through a meaningful and on-going public process that directed the formulation of the vision, goals, management strategies, and a physical plan. This plan directly embodies the community's vision for the life of Kinsmen Park. The circulation systems, activities, and the facilities envisioned have been planned in balance with the environmental qualities of the park.

Through the design process, some big ideas have emerged as priorities for the development of Kinsmen Park. These are as follows:

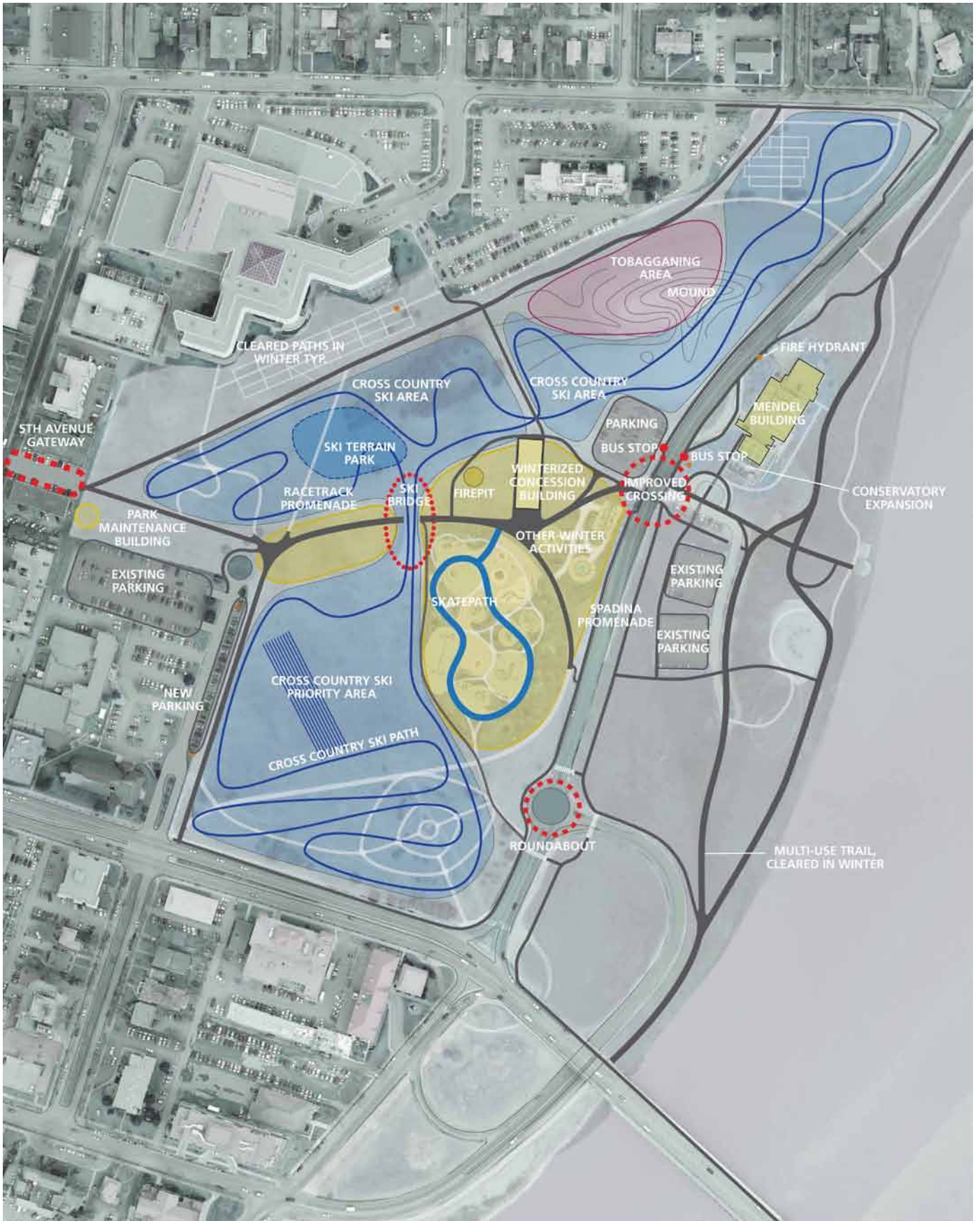
- **Provide a place for Children in the city.** The last few years has seen declining use of the park by families and children. The new design will provide a well balanced play experience for children of all ages and abilities.
- **Integrate the Character of the Park with Spadina Crescent.** The arterial character of Spadina Crescent currently acts as a barrier between the east and west sections of Kinsmen Park. The master plan proposes redesigning Spadina Crescent through the park as a urban boulevard, having a similar character to Spadina Crescent North and South of the Park.
- **Rehabilitate the Riverbank.** Currently, the ecological condition of the riverbank is poor in Kinsmen Park. The master plan proposes to restore and enhance the natural habitat significantly east of Spadina Crescent.
- **Integrate the Mendel Building with the Park.** The Art Gallery is leaving the Mendel Building for a new facility. The re-purposed building will be integrated with the site and park uses.
- **Provide a Winter Activity Hub in the City.** The park has been home to an active cross-country skiing program for generations. The park design will integrate skiing with other winter activities to provide a park to be enjoyed throughout the year.

It is intended that this document sets the framework to guide decisions that provide balance between human and environmental needs and continually move the park towards the stated vision. Through on-going discussion between the City and its citizens, this plan can achieve its goal of ensuring Kinsmen Park continues to be an irreplaceable resource for generations to come.



PARK PROGRAMMING: SUMMER ACTIVITIES (SEE PAGE 80)

Image: s2p and City of Saskatoon



PARK PROGRAMMING: WINTER ACTIVITIES (SEE PAGE 82)

Image: s2p and City of Saskatoon

01 INTRODUCTION

This report is a record of the design process for the development of the Kinsmen Park and Area Master Plan as facilitated by SPACE2PLACE design through a consultation process with public, stakeholders and staff of the City of Saskatoon during the spring and summer and fall of 2011.

PROJECT GOALS AND OBJECTIVES

As stated on the City of Saskatoon website, the Kinsmen Master Plan involves **“a plan to revitalize the park and area, the adaptive re-use of the Mendel Gallery building, a plan to enhance its use as a place in the city for children’s fun and play, and a plan to extend its programming and design to encourage more users of all ages. It is the City’s goal to bring international calibre principles and strategies to these initiatives, while at the same time creating plans that are strongly guided by the community in order to bring together the best global and local ideas.”**

The intention of the design process is to ensure that this goal is achieved with a functional, sustainable and forward thinking Master Plan and that...**“sets a vision that will attract, captivate, and delight users from 1 to 100.”**

The **Objectives of the Kinsmen Park & Area Master Plan**, as laid out in the Request for Proposals issued in January 2011, are:

- 1) Create a **place-specific, memorable environment** that is enjoyable for all ages. Focus on activities and programming for children, fun and play, but also generate an active centre from **a high quality, lively urban environment that is used by all ages and abilities year around.**
- 2) Establish a **prominent civic activity node** that fully integrates activities on both sides of Spadina Crescent, including Kinsmen Park, the existing Mendel Art gallery building and grounds, and the Shakespeare on the Saskatchewan site. A fully connected site will include consideration for safety, ease of access for all and traffic movement.
- 3) Prepare a plan for the **adaptive reuse of the Mendel Art Gallery building and grounds**, maintaining the civic operation of the conservatory, building and grounds, in a manner that responds to and supports the broader site context.
- 4) Enhance and upgrade this north downtown park for use by **tourists** and **citizens citywide**, while continuing to address the needs of surrounding **local communities**. Plan for and support an increased residential population in the Downtown.
- 5) Assess the technical requirements, feasibility and logistics of locating a purpose-built **festival site option** in Kinsmen Park & Area.
- 6) Assess the technical requirements to maintain **Shakespeare on the Saskatchewan** and the **boat tour dock** at their current site.



As stated in the introduction of the Request for Proposals issued in January 2011, “The Kinsmen Park & Area Master Plan will identify a logical sequence for upgrades and changes which will allow screening and accommodation of sponsorship and partnership opportunities and phased implementation as funding is available.”

DESIGN PROCESS

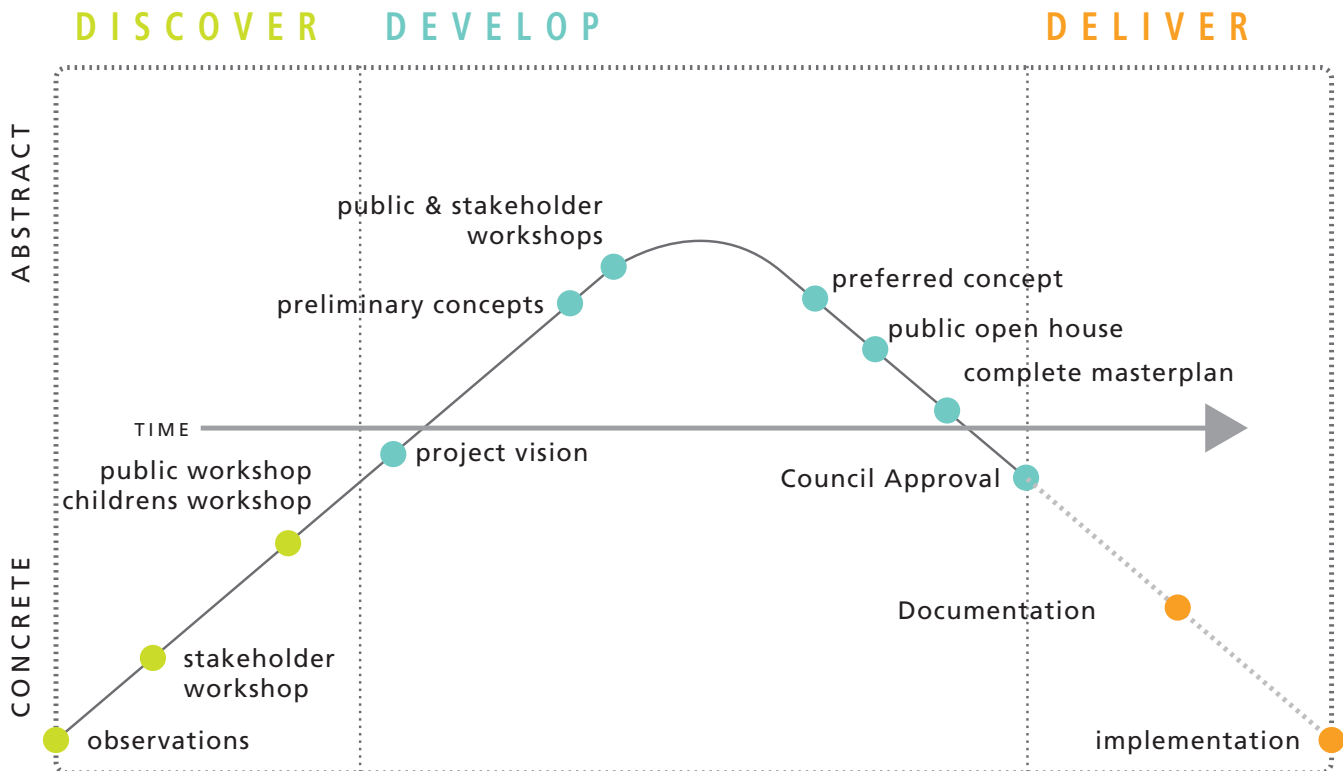
The design process is structured around three main phases: **DISCOVER**, **DEVELOP**, and **DELIVER**.

During the **DISCOVER** phase, we strove to connect with people and to collect their stories, ideas, and concerns for the project. We thoroughly reviewed and summarized the available reports and data about Kinsmen Park. We undertook this research, observation and analysis to provide a solid orientation to the Kinsmen Park site and community as a starting point for the design process.

During the **DEVELOP** phase, we took the information collected and initiated the process of sense-making by building frameworks, identifying opportunities, seeking connections, and finding potential solutions. Complemented with input from public engagement, this approach helped to formulate a clear definition of the problem, identify the needs of the community and develop appropriate strategies for park development that support Saskatoon’s goals.

During the **DELIVER** phase, we realized solutions through feasibility assessment and implementation planning. The diagram below illustrates how the design process moves from a collection of concrete and factual information to abstract design explorations, and then back to concrete solutions that are built from a strong foundation of community values and input.

KINSMEN PARK master plan process



02 SITE ANALYSIS

A key part of the DISCOVER phase involved studying the present conditions and historical information of the site and its context to develop a clear understanding of the characteristics that make up Kinsmen Park. Following an inventory of existing and historical site conditions, the constraints of and opportunities for the site were highlighted.

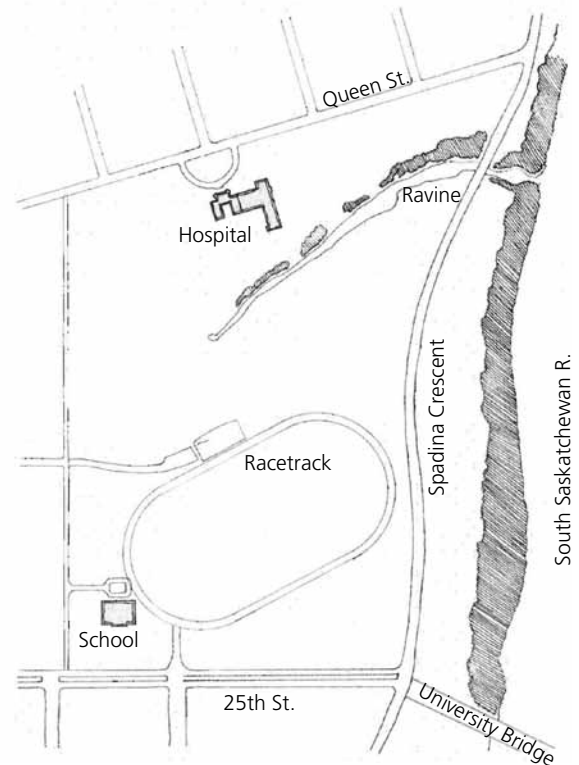
HISTORICAL EVOLUTION OF KINSMEN PARK

1905 - 1920

Kinsmen Park was originally known as “City Park,” from the time the land was purchased by Saskatoon in 1903, until it received its current name in 1947. It is Saskatoon’s oldest park.

The park was used as a horse-racing track and agricultural exhibition site until 1910.

The plans to the right show some of the key site elements that existed during the first half of the 20th Century. This period saw the construction of King Edward School (opened in 1913) and University Bridge (opened in 1916).



1905 - 1920

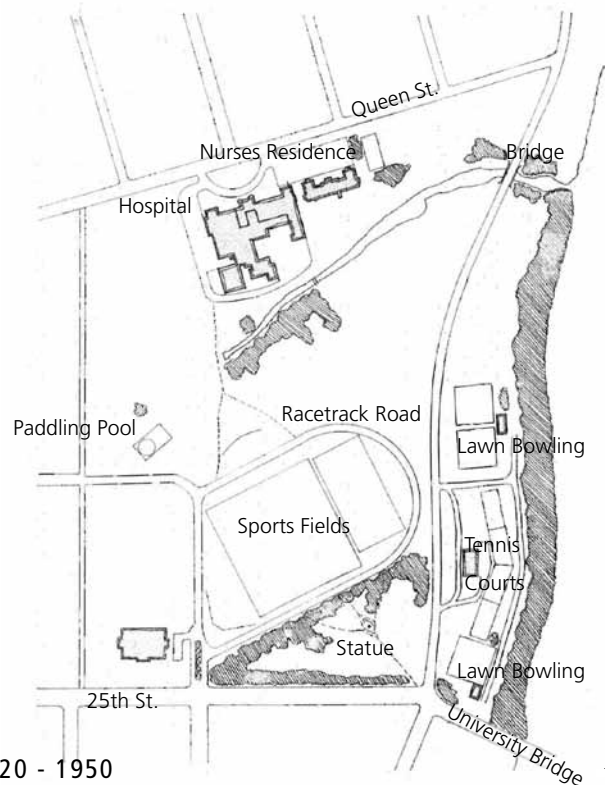
Image: (Hilderman Feir Witty + Associates, 1980)

1920 - 1950

Between 1920 and 1950, the park was used increasingly for sports. The Hugh Cairns memorial statue was unveiled in 1921. The first paddling pool opened in 1928. The Spadina Crescent bridge was built over the ravine in 1930 to replace an earlier wooden structure.

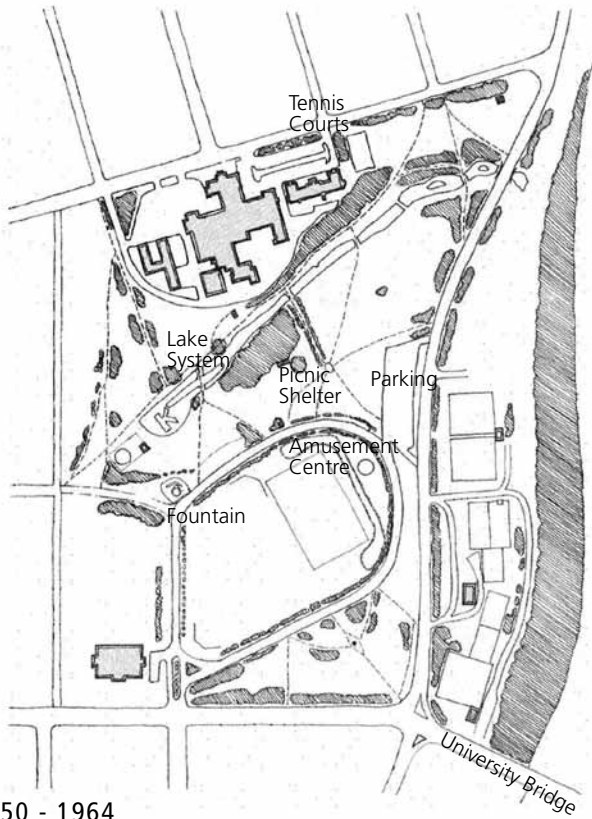
1950 - 1964

During the 1950s the park received substantial funding by the Kinsmen Club for site improvements. The improvements included expansive planting of trees and shrubs, formalization of fenced sports fields, a series of seven constructed ponds through the ravine, and picnic grounds. The Kinsmen Club also constructed the amusement centre in the park, which included a miniature train and carousel. (See image top p15)



1920 - 1950

Image: (Hilderman Feir Witty + Associates, 1980)



1950 - 1964

Image: (Hilderman Feir Witty + Associates, 1980)

South Saskatchewan R.



1964 - 1980

The Mendel Art Gallery and Conservatory opened in 1964. During this period, the interchange was built under University Bridge. (See image below, left)

In 1973 the rides were condemned for bad repair (train burned and the carousel wooden beams were rotted). There were no rides in 1974. In late 1974 the Rotary Club and B'nai Brith committed \$30,000 (collectively) to buy and install the present carousel. The City budgeted and paid \$35,000 to have the current train built by Saskatoon Industrial Machine with two passenger cars. The new train ran on the track from the old train. The new rides opened in June 1975. The City paid for and installed the Ferris wheel in 1979.

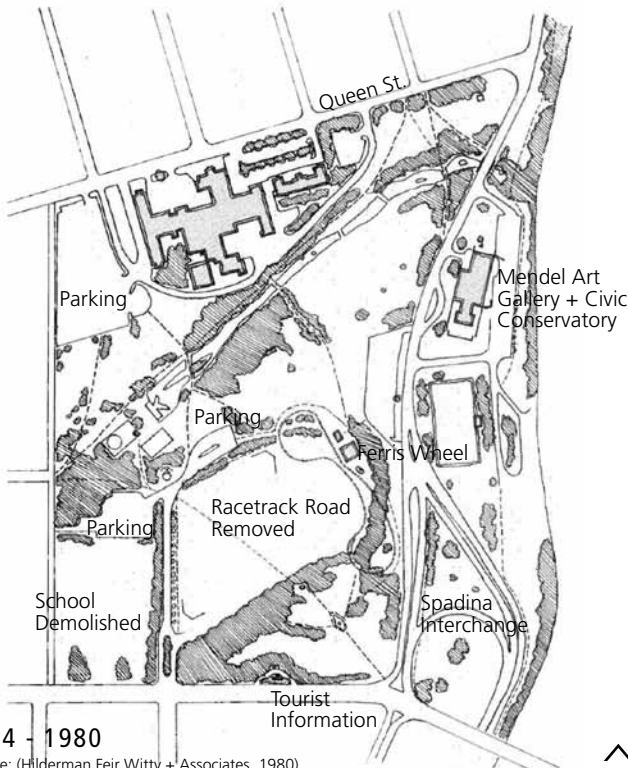
King Edward School was demolished in 1980.

1980 - PRESENT

In 1983 CN, CP, the rail unions and the Model Railway Club got together and replaced the 20 lb track with 60 lb track on a longer route (CN supplied the rail, CP supplied the ties, Model Railway Club ripped up the old track and the rail unions laid the new track over three weekends). The City paid to modify the train to new wheels for the heavier track and paid to have a third passenger car built. This work was done by Nutana Machine. The City also built the 'covered bridge' (old tunnel), the grain building, ticket office and water tower.

In 1995 the Kinsmen Club donated \$100,000 which went to expanding the train route (current), adding the wheelchair accessible caboose, building the new tunnel, new tarp for the carousel and the black fencing. The rail unions also volunteered their labour this time and installed the new track over three weekends. CP gave one further 'paid day' to complete the tie ins to the old track, along with letting them use CP equipment.

In 2001 a further \$100,000 commitment from the Kinsmen Club went towards the current landscaping and the current concession building (City of Saskatoon borrowed \$440,000 as well).



1964 - 1980

Image: (Hilderman Feir Witty + Associates, 1980)

source: Kinsmen Park Master Plan: City of Saskatoon, Hilderman Feir Witty + Associates 1980



SITE INVENTORY

A site inventory was undertaken to better understand the existing conditions, influences, and site characteristics.

The following series of diagrams graphically illustrate some of the important characteristics of the site and its context. Once each of these aspects of the site were understood, the information could be reassembled to form a comprehensive understanding of the factors at play on the site. Diagrams include:

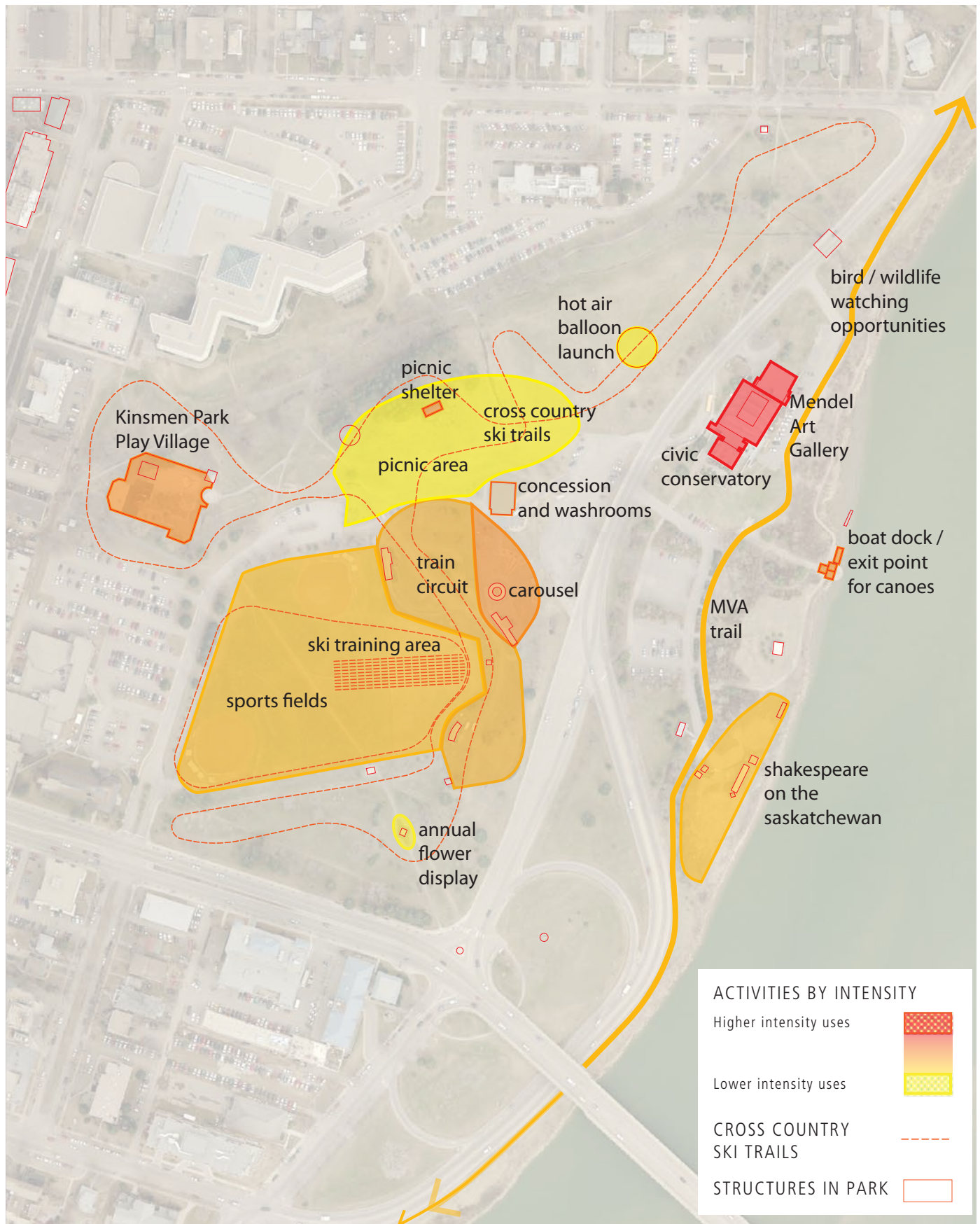
- Site overview p17
- Existing site activities p18
- Existing circulation and barriers to movement p19
- Topography and drainage p20
- Heritage and structures (former and existing) p21
- Site activities by intensity of use p22
- Land cover (paved, built, and permeable surfaces) p23
- Existing utilities (storm sewer, sanitary sewer, electrical, drinking water) p24
- Existing vegetation p25
- Existing views p26

The study site for the Kinsmen Park and Area Master Plan is generally defined as being the area bordered on Queen St. to the north, on 25th St. and University Bridge to the south, the South Saskatchewan River to the east, and the legal property lines shared with City Hospital, the YWCA, and King Edward Place to the west. See aerial photo of the site (facing page).



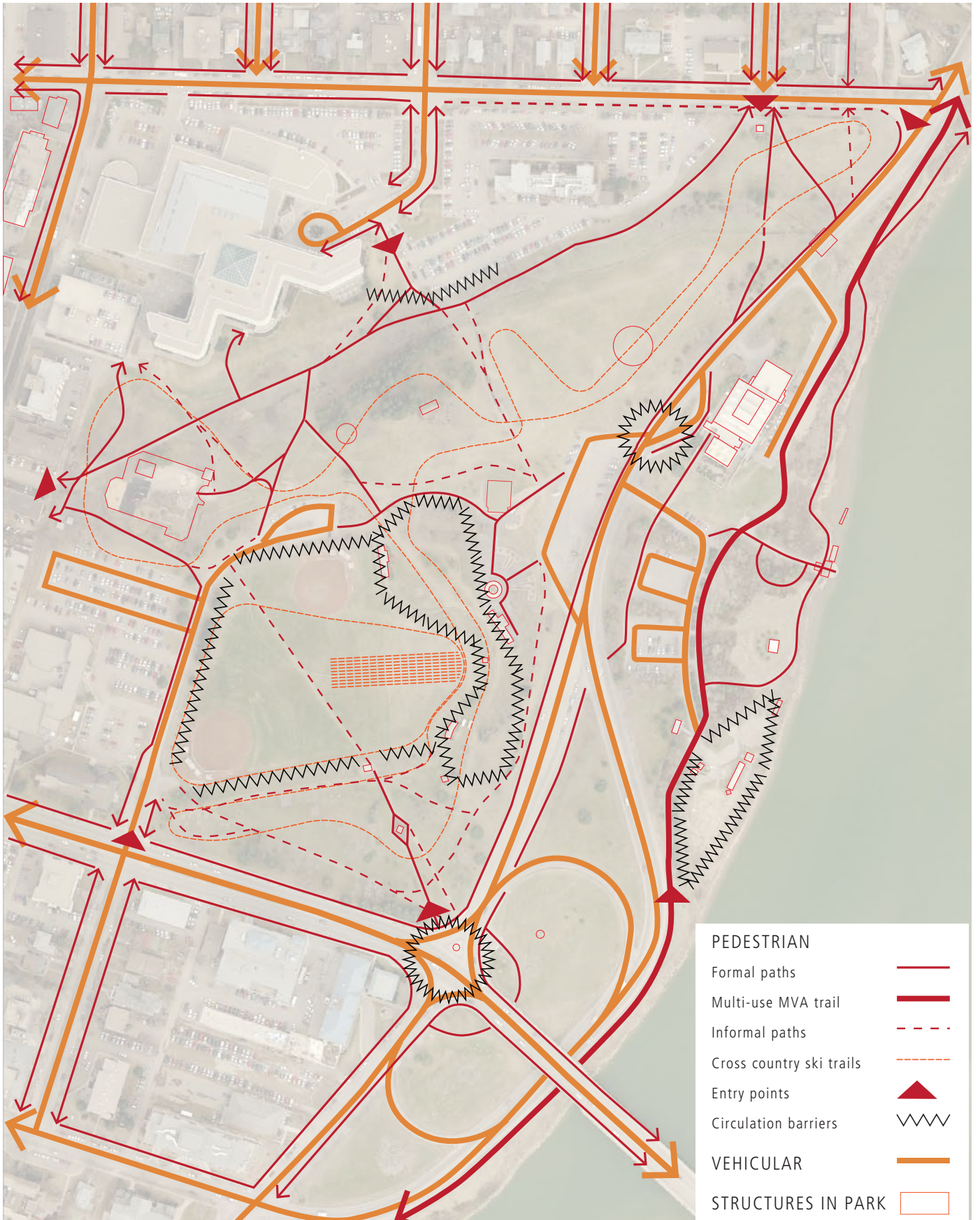
SITE OVERVIEW (EXISTING)

Image: City of Saskatoon



EXISTING SITE ACTIVITIES

Image: s2p and City of Saskatoon



EXISTING CIRCULATION AND BARRIERS TO MOVEMENT

Image: s2p and City of Saskatoon

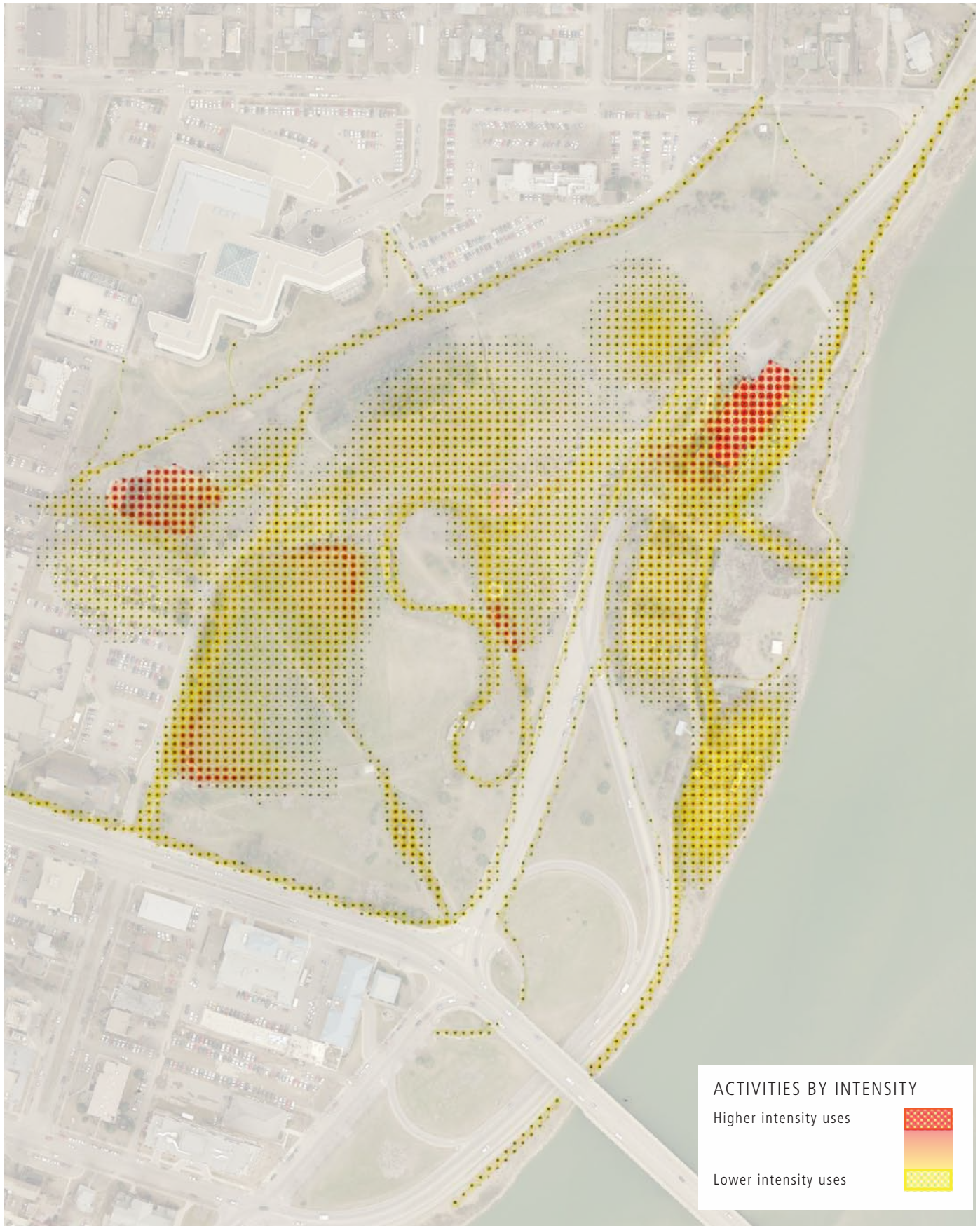


TOPOGRAPHY AND DRAINAGE
Image: s2p and City of Saskatoon



HERITAGE AND STRUCTURES (FORMER AND EXISTING)

Image: s2p and City of Saskatoon



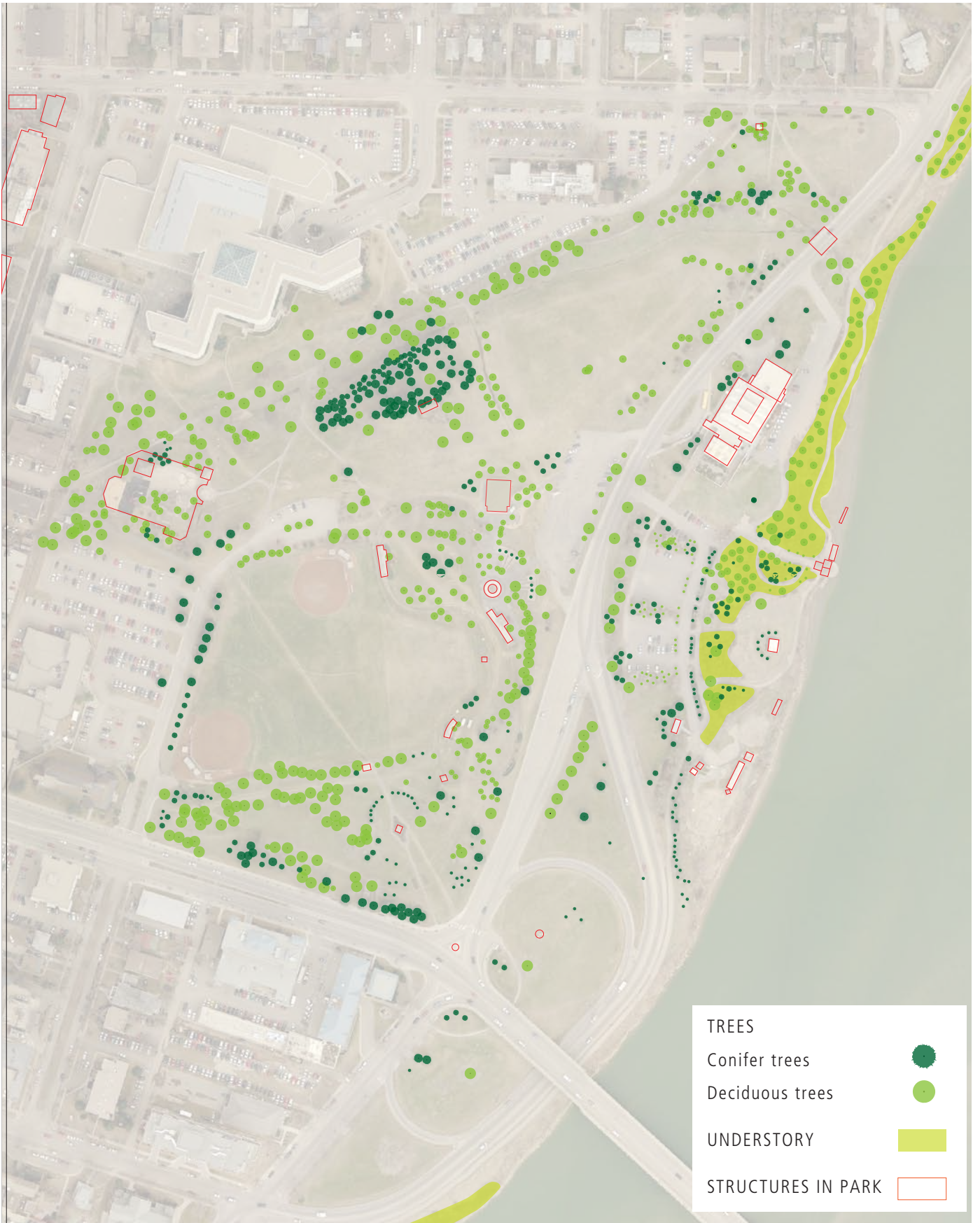
SITE ACTIVITIES BY INTENSITY OF USE
Image: s2p and City of Saskatoon



LAND COVER (PAVED, BUILT AND PERMEABLE SURFACES)
Image: s2p and City of Saskatoon



EXISTING UTILITIES: (STORM SEWER, SANITARY SEWER, ELECTRICAL AND DRINKING WATER)
Image: s2p and City of Saskatoon



EXISTING VEGETATION

Image: s2p and City of Saskatoon



EXISTING VIEWS
Image: s2p and City of Saskatoon

OPPORTUNITIES + CONSTRAINTS

The following diagrams illustrate a series of possible opportunities and constraints at Kinsmen Park, by theme:

CIRCULATION

- Road Character p28
- Parking p29
- Pedestrian Access p30
- East-West Paths p31
- Internal Circulation Barriers p32
- Circulation Hierarchy p33

VEGETATION

- Riverbank Vegetation p34
- Tree Cover p35

ROAD CHARACTER

CONSTRAINT

The character of Spadina Crescent through Kinsmen Park is “highway-like,” inducing fast driving speeds. It does not relate to the pedestrian friendly sections to the north and south of Kinsmen Park.



OPPORTUNITIES

Option 1: Extend the pedestrian-friendly character of the north and south sections of Spadina Crescent through the park.

Option 2: Extend a portion of the pedestrian-friendly character of the north and south sections of Spadina Crescent through the park.



Images: s2p and City of Saskatoon

PARKING

CONSTRAINT

The current parking configuration bisects the core of the park and divides potential nodes of activity.



OPPORTUNITIES

Option 1: Relocating many of the lots to the eastern edge of Spadina Crescent allows for a new organization within the park while still providing ample parking.

Option 2: Some of the parking lots are relocated to the eastern edge of Spadina Crescent while others remain more centralized.



PEDESTRIAN ACCESS TO SITE

CONSTRAINT

Pedestrian access to the park is either informal and unclear, or it is secondary to vehicular access.



OPPORTUNITIES

The pedestrian experience can be improved by formalizing park access points, and making stronger connections to the surrounding city.



EAST-WEST PATHS

CONSTRAINT

There is no clear path structure that allows for east-west connections through the park and to the river.



OPPORTUNITIES

Option 1: Taking cues from existing east-west desire lines, three new major east-west connections are established to improve access across the park and to the river.

Option 2: At a minimum, two new major east-west connections will improve access within the northern portion of the park.



INTERNAL CIRCULATION

CONSTRAINT

Physical barriers, such as fences and backstops, prohibit the flow of people and activities through the park.



OPPORTUNITIES

Removing most of the barriers allows for an improved organization of park elements.



CIRCULATION HIERARCHY

CONSTRAINT

The existing circulation system does not establish a clear hierarchy within the park.



OPPORTUNITIES

Option 1: A circulation hierarchy is established. A re-configuration of the University Bridge off-ramp improves useable space and better connects the park to the river.

Option 2: Access to all areas of the site is improved and a circulation hierarchy is established. The major roads on the southern end have not been re-configured.



RIVERBANK VEGETATION

CONSTRAINT

The riparian corridor through Kinsmen Park is fragmented and highly degraded.



OPPORTUNITIES

Option 1: Reconfiguring the Spadina Cres. interchange would allow a significant amount of riverfront habitat restoration between the Mendel building and 24th St. E.



Option 2: Without reconfiguring the Spadina interchange there are some opportunities to restore/enhance the riverfront habitat along the site.



TREE COVER

CONSTRAINT

Masses of existing trees, many of which are commemorative, have the potential to hinder the organization of park elements.



OPPORTUNITIES

The existing trees are also an asset to the park and can be used to help define informal open spaces.



03 WORKSHOP SERIES #1: IDENTIFYING PROJECT GOALS

A key part of the DISCOVER phase involved gathering input through a series of workshops with stakeholders, children and the general public. The workshops in series #1 included:

- High School / University student design workshop (p38)
- Stakeholder Workshop #1 (p40)
- Public Workshop (p42)
- Play Area Design Workshop (p44)
- Children's Festival Workshop (p50)

The ideas provided by these groups were used in the DEVELOP phase to identify project goals and priorities to guide the design of the park (p51).

- ARCHITECTURE & IMAGE OF CAFE SHOULD BE CHANGE (USE 365)
- MORE SPORTS ACTIVITIES
- MORE ATTRACTION FOR TEENS
- BOTANICAL GARDEN / BUTTERFLY
- FISH POND & STREAM
- FAMILY GATHERING AREA
- VERTICAL FEATURES (E.G. SCULPTURES, PLANT/ANIMALS)
- EXERCISE AREAS
- PLACE FOR MORE WINTER ACTIVITIES
- SECURITY CAMERAS

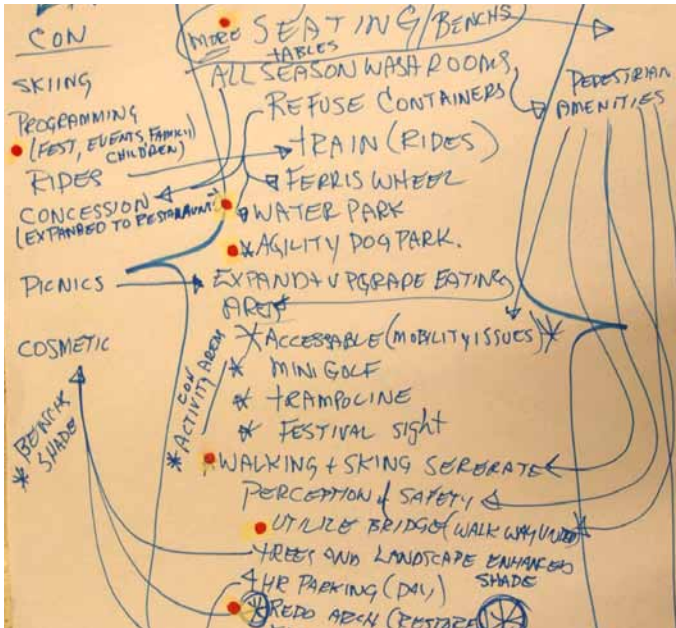
Vision - How CAN WE CHANGE/FIX the issues & Make this more Usable?

- Water features (Use Water features to connect the park)
- Make walls of playground non-existent or transparent.
- More Shrubs, benches, pathways
- Somehow make area more visible to the streets) as well as the surrounding buildings i.e. hospital
- Ponds - Water activities - disc golfing
- More trails
- BBQ locations
- Seating
- House animals
- Signs - Make area have its own theme.

* More Art
Visual & functional



- Low Visibility Due to Low elevation
- Possible Crime/Safety Issues
- Barriers (Fencing Wall around play park)
- * No transparency through area
- No real pathway (Winter - snow maintenance Summer - have to tread on grass)
- No sign of Winter Use
- No access to high traffic area (both pedestrian & Vehicular)
- "Down in a hole" Feel.
- Poor Signage / No real connection to rest of the park
- Isolation
- Paddling pool could be more aesthetically pleasing, is an asset to have in the park.



LIKE	NEED	PROBLEMS
TRAIN	SKI HUT/SHACK STORAGE (500')	ACCESS
TREES	FOOD CARTS (EXPANDED CONCESSIONS)	SIGNAGE/MAPS (CONNECTION/ CROSSING-MENDEL-7 th P)
PADDLE POOL	YEAR-ROUND ACTIVITIES EX: BOB MUSSELMAN	BUS LOOP
SKIING	JOGGING TRAIL LOOP	LIMITED HOURS @ PADDLING POOL
SCENIC RTE THRU N. DOWNTOWN	HILLS	TRAFFIC CONFLICTS (XC SKI + OTHERS)
CENTRAL, NEUTRAL SPACE (NOT EAST OR WEST SIDE)	PKNIC TABLES/ BBQ GRILLS	COMMUNICATION!
SCULPTURES	BENCHES	PUBLIC TRANSIT ACC PACKING (DURING EVENTS ONLY)
PELICAN SLIDE	YEAR-ROUND CONCESSIONS + BATHROOMS	
SHAKESPEARE ON SASK		

General

Better utilization of park through paths, access, transit, safe links to riverside, use of facilities in all seasons, comfort (benches, etc.)

Multi-use building (Mendel)

Space for 1000 person concert venue and Children's Museum.
(safe crossing to park)

BOAT TOURS & DOCKS

SHAKESPEARE

DISC GOLF / FRISBE SPACE

PADDLING POOL

Developed Riveredge Walk

BETTER AMENITIES - Wash Rooms, BOUCHES

FOCAL POINTS FOR SITTING
ROSE GARDEN
SCULPTURE GARDEN

BETTER CONNECTIVITY FOR WALKING
CYCLING TRAILS

PEDESTRIAN CROSSINGS ON Spadina Ave & 25th ST.

RESOLVE the BOAT LAUNCH QUESTION
RIVER DREDGES ETC.

Shakespeare Garden & Statue

Shakespeare Festival Site
Becomes WINTER FESTIVAL SITE - ICE SCULPTURE
CONCERN: Skating Rink.

WINTER PLAY AREA Fire Kids

SEASONAL USE ATTRACTIONS
HOUSE BOATS ON THE RIVER
DOCK FACILITIES.

RESTAURANT / COFFEE SHOPS
↳ in DIFFERENT CORNERS OF PA.

SOMETHING FOR TEENS
(Keep out / But KEEP the m. Pa.)

PUBLIC WORKSHOP

WHERE: Saskatoon Public Library

WHEN: Apr. 13, 2011

WORKSHOP FRAMEWORK:

Following introductions, the participants identified activities that take place throughout a typical 24-hour day in Kinsmen Park. Participants then worked in groups of 6-10 people to generate lists of what they identify as **memorable** about Kinsmen Park, what they would like to **change about the park**, and what **new activities** they would like to see or be able to do in Kinsmen Park. Each group presented their ideas back to the larger group. Each person then used sticky dots to vote for the ideas that they felt were most important.

WORKSHOP PARTICIPANTS:

More than 80 members of the public attended the workshop. There was strong representation at the meeting from the cross country skiers who communicated the importance of recognizing the presence of the ski community in the design of the park.

MAINTAIN + ENHANCE THE CHARACTER OF THE PARK

10 of 10 groups noted the historical significance of elements within the park, including the Mendel Building, the stand of mature spruce trees, the Hugh Cairns memorial statue, and the Spadina Crescent bridge.

10 of 10 groups liked the presence of affordable amusement rides / attractions in the park.

9 of 10 groups wanted to retain and enhance the large, flexible open green spaces that support a wide variety of uses. Memorable activities include picnics and barbecues, hot air balloon launches, and playing frisbee.

9 of 10 groups noted the importance of the play village and/or suggested it be increased in size and refreshed to appeal to a wider range of ages.

9 of 10 groups wanted to retain the Medel building for public and family-friendly non-profit uses, including the conservatory and cafe. Several people suggested turning it into a 'family centre' with a children's discovery museum and outdoor theatre.

7 of 10 groups noted the importance of retaining and enhancing the existing vegetation in the park, including trees, gardens, natural character of the riverbank, and use of drought-tolerant plants.

6 of 10 groups suggested increasing the length of the train route and adding new rides.

Participants generally value the ambiance of the park as a public, family-oriented amenity that they can use at little to no cost. It was suggested by several people to retain and enhance the existing creek bed through the park. Several people miss the duck slide. It was also noted that the presence of corporate logos is not desired.

IMPROVE ACCESS + CIRCULATION

7 of 10 groups identified the need for more locations where pedestrians can safely cross the streets (Spadina Crescent, 25th Ave., and Queen St.) to get into the park

6 of 10 groups indicated there is a need to improve access to the park for people who arrive by bus and wheeled mobility aides

6 of 10 groups indicated the parking could be improved in terms of efficiency and proximity to activities through some reconfiguration of the existing capacity and by enforcing time limits to prevent people parking in the lots while working downtown.

4 of 10 groups noted the need to minimize conflicts between pedestrian and nordic ski routes.

The views into the park from surrounding neighbours (i.e. City Hospital) are valued. People would like to be able to see the river and the northern lights from within the park.

PLAY ELEMENTS THAT EMPHASIZE PHYSICAL MOTION AND GROSS MOTOR ACTIVITY

- 6 of 6** groups included slides
- 5 of 6** groups included opportunities to climb
- 5 of 6** groups included opportunities to bounce, jump and land on soft surfaces.
- 4 of 5** groups included swings

FEATURES THAT ENHANCE THE CLARITY AND IDENTITY OF SITE

- 6 of 6** groups included distinct elements that define the edges and entry
- 4 of 6** groups included pathways to connect site elements

SPACES FOR CREATIVITY AND SOCIAL INTERACTIONS

- 6 of 6** groups included fantasy or the exaggeration of everyday elements
- 5 of 6** groups included protected or quiet spaces

VOTING RESULTS

Participants were each given three sticker dots to vote for their three favourite ideas presented. The following elements each received 5 votes (three-way tie) as the favourite element:

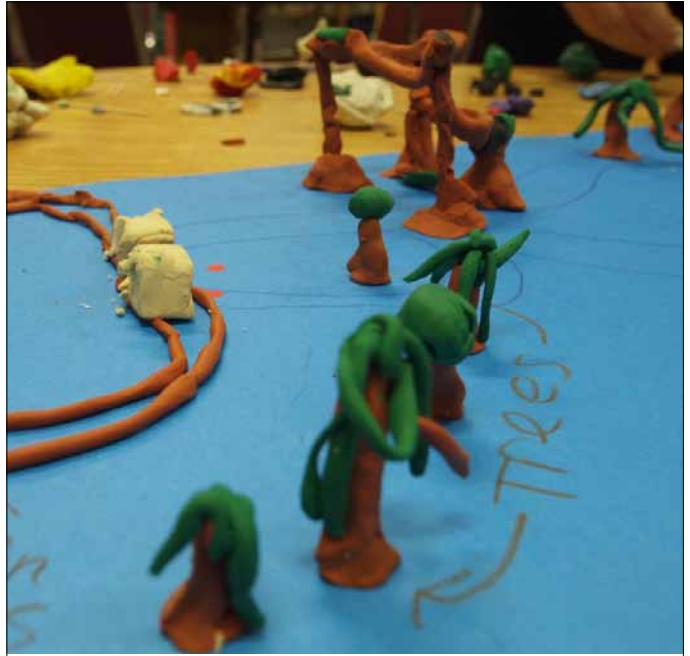
- Climbing structure
- Foam pit
- Wildlife pond

The following elements received 3 or 4 votes each:

- Fox den
- Pizza swing
- Basketball
- Teeter-totter



PLAY AREA DESIGN WORKSHOP (CONTINUED)



GRADE 6 WORKSHOP

Common themes that emerged in the grade 6 workshop:

EXPERIENCES UNIQUE TO THE OUTDOORS

6 of 6 groups featured water elements, ranging from pools and ponds to streams and fountains.

6 of 6 groups included trees

4 of 6 groups included sand

ELEMENTS THAT PROVIDE CHALLENGE AND EMPHASIZE PHYSICAL MOTION

6 of 6 groups included slides

6 of 6 groups included opportunities to climb

5 of 6 groups included bridges, paths, and stepping stones

4 of 6 groups included trampolines

FEATURES THAT ENHANCE THE CLARITY AND IDENTITY OF THE SITE

6 of 6 groups included memorable elements that would give the play area a unique identity

5 of 6 groups included landmark elements that welcome guests to the park

AMENITIES

6 of 6 groups included access to food and drinking water

5 of 6 groups included places to sit

4 of 6 groups included washrooms

VOTING RESULTS:

Participants were each given three sticker dots to vote for their three favourite ideas presented.

The clear favourite was the octopus slide with 10 votes.

Elements that received 3 to 5 votes:

- Elevated tunnel / bridge
- Frog slide
- Ball tumbler
- Climbing wall and slide into sand
- Triple slide
- Train
- Trampoline

PLAY AREA DESIGN WORKSHOP (CONTINUED)

The desirable play themes that emerged from the grade 3 and grade 5 workshops were as follows:

- Experiences unique to the outdoors
- Play elements that emphasize physical motion and gross motor activity
- Features that enhance the clarity and identity of the site
- Spaces for creativity and social interactions
- Amenities

These five themes have been used to develop the children's workshop ideas into potential play elements for Kinsmen Park. Through this approach, we hope to provide play experiences at Kinsmen Park that meet the desires and imaginations of children across age groups.

EXPERIENCES UNIQUE TO THE OUTDOORS



PLAY ELEMENTS THAT EMPHASIZE PHYSICAL MOTION AND GROSS MOTOR ACTIVITY



FEATURES THAT ENHANCE THE CLARITY AND IDENTITY OF THE SITE



SPACES FOR CREATIVITY AND SOCIAL INTERACTIONS



AMENITIES



PLANTS, WATER ELEMENTS, SAND



Photo: Jenny_LTCP



Photo: Paul Barwick



Photo: Michael Van Valkenburgh

CLIMBING, SLIDES, SWINGS



Photo: Kaiser Kuhne



Photo: Unknown

PATHS, LANDMARKS, MEMORABLE ELEMENTS



Photo: Turenscape L.A.



FANTASY PLAY, SOCIAL ACTIVITIES, QUIET SPACES



Photo: unknown



Photo: Richter Spielgeräte



Photo: Martin Env. Design

DRINKING WATER, SHELTER, WASHROOMS, FOOD



Photo: Evening Standard



Photo: Janet Rosenberg



Photo: Cookson and McNally

PROJECT GOALS

By gathering all of the input from the stakeholders, public, and children’s workshop and then distilling it, several priorities revealed themselves. These priorities informed a set of seven over-arching goals for the design of the park:

Kinsmen Park will have a **PLACE-SPECIFIC** identity

Kinsmen Park will provide a **VARIETY OF EXPERIENCES** for all ages

Kinsmen Park will be **GREEN**

Kinsmen Park will be **FLEXIBLE**

Kinsmen Park will improve **CONNECTIONS**

Kinsmen Park will be a **DESTINATION**

Kinsmen Park will be a place for **CHILDREN**

These goals were used to develop more detailed criteria to evaluate the proposed concepts for Kinsmen Park (Section 5).



04 PRELIMINARY CONCEPTS

The DEVELOP phase used the project goals and objectives derived from the first round of workshops to develop two different concept options for the park design.

CONCEPT 1: CENTRAL ACTIVITY HUB

OVERALL INTENT

The intent of Concept 1 is to provide a central destination of activity within the heart of the park. This central activity hub acts as a primary organizing feature of the park and enhances the relationships between all other park activities.

KEY FEATURES OF CONCEPT 1:

- **Reconfiguration of the Spadina interchange** to create a T-intersection, reclaiming a significant area of under-utilized space on the southeast side of the site.
- Provide at-grade **crosswalks in two locations** and a pedestrian path under the bridge on Spadina to provide better connectivity between both sides of the site.
- Create a **centralized activity hub** with a highly visible play area.
- Shift the **Shakespeare performance site further inland** (away from the riverbank).
- Realign the **Meewasin Valley Trail closer to the waterfront** and rehabilitate habitat near the river.
- Expand the **miniature train to follow the former racetrack loop**. Design the tracks to be flush with the surrounding grade and have the train travel at a slower speed to allow for the omission of fencing along most of the route.
- **Relocate parking** from the centre of the park to the area currently occupied by the interchange to allow for a pedestrian-centred park.

Additional features common to concepts 1 and 2 include:

- Improve the quality of riparian habitat near the river.
- Remove fences and the ball diamonds to provide a large, flat multi-use sports pitch that can also be used for special events (concerts and festivals).
- Add community gardens along the northwest side of the site.
- Provide accessible paths throughout the park.
- Extend the promenade character of Spadina Crescent through Kinsmen Park.



CONCEPT 1: CENTRAL ACTIVITY HUB

Image: s2p and City of Saskatoon

CONCEPT 2: DISPERSED ACTIVITY

OVERALL INTENT

The intent of Concept 2 is to provide a series of different experiences dispersed around the park. These dispersed nodes encourage visitors to explore more of the site to engage with Kinsmen Park in new and exciting ways.

KEY FEATURES OF CONCEPT 2:

- Retain the existing Spadina interchange.
- Provide **at-grade crosswalks in one location** near the Mendel building and a pedestrian path under the bridge on Spadina to provide better connectivity between both sides of the site.
- Create **dispersed activity / play nodes** throughout the site
- Remove the small parking lot at the north end of Kinsmen Ave and **expand the parking near the Shakespeare site.**
- Keep the Shakespeare site and Meewasin Valley Trail in the **existing locations.**
- Expand **train within the centre of the park.** Design the tracks to be flush with the surrounding grade and have the train travel at a slower speed to allow for the omission of fencing along most of the route.

Additional features common to concepts 1 and 2 include:

- Improve the quality of riparian habitat near the river.
- Remove fences and the ball diamonds to provide a large, flat multi-use sports pitch that can also be used for special events (concerts and festivals).
- Add community gardens along the northwest side of the site.
- Provide accessible paths throughout the park.
- Extend the promenade character of Spadina Crescent through Kinsmen Park.



CONCEPT 2: DISPERSED ACTIVITY

Image: s2p and City of Saskatoon

05 WORKSHOP SERIES #2: CONCEPT EVALUATION

A key stage in the DISCOVER phase was a second series of stakeholder and public workshops. These workshops included a review of findings from the first workshop, a presentation of the two concepts, and a solicitation of feedback for developing a preferred concept based on evaluation criteria. Feedback was also solicited regarding a preferred tenant for the Mendel Building, and a preferred approach to the mix of play types.

CONCEPT EVALUATION

There were three separate evaluation processes undertaken during the second workshop series to assess the work done to date, and to develop priorities for further development. The three evaluation processes included:

- Kinsmen Park concept evaluations
- Mendel Building tenant evaluation
- Preferred play types evaluation

KINSMEN PARK CONCEPT EVALUATION

A set of concept evaluation criteria were developed based on the project goals:

- Kinsmen Park will have a PLACE-SPECIFIC identity
- Kinsmen Park will provide a VARIETY of EXPERIENCES for all ages
- Kinsmen Park will be GREEN
- Kinsmen Park will be FLEXIBLE
- Kinsmen Park will improve CONNECTIONS
- Kinsmen Park will be a DESTINATION
- Kinsmen Park will be a place for CHILDREN

More specific criteria were developed for each goal, as shown on the evaluation handout on the facing page.

These criteria were used as an evaluation tool during the second set of public and stakeholder workshops, where the two different concepts were presented for discussion. These results are summarized under Stakeholder Workshop 2 (page 64) and Public Workshop 2 (page 66).

The evaluation of these criteria was used to clarify what is required to achieve each goal and were used to direct the refinement of the Kinsmen Park Master Plan.

KINSMEN PARK EVALUATION CRITERIA

Rate each criteria on a scale of 1-5, with 5 being the best.

Kinsmen Park will have a PLACE-SPECIFIC identity

- 1. The concept enhances the character of the site
- 2. The concept has a distinct overall design

Subtotal

Concept One

Concept Two

Concept One

Concept Two

divide by 2

Kinsmen Park will provide a variety of EXPERIENCES for all ages

- 1. The concept provides opportunities for festivals/events
- 2. The concept provides winter activities
- 3. The concept provides summer activities

Subtotal

divide by 3

Kinsmen Park will be GREEN

- 1. The concept preserves and enhances vegetation and habitats
- 2. The concept provides opportunities to appreciate nature

Subtotal

divide by 2

Kinsmen Park will be FLEXIBLE

- 1. The concept enhances the clarity and organization of the park
- 2. Locations for activities are well-positioned and well-integrated within the site
- 3. The concept reclaims excess space and activates dead space

Subtotal

divide by 3

Kinsmen Park will improve CONNECTIONS

- 1. The concept enhances connections between the Park and the River
- 2. The concept improves the experience for pedestrians and cyclists
- 3. The concept includes convenient parking and vehicular circulation

Subtotal

divide by 3

Kinsmen Park will be a DESTINATION

- 1. The concept includes amenities in convenient locations
- 2. The concept provides activities and spaces to attract locals and visitors

Subtotal

divide by 2

Kinsmen Park will be a place for CHILDREN

- 1. The concept provides play experiences unique to the outdoors
- 2. The concept provides creative play, social interaction and open-ended play
- 3. The concept provides active play and challenge for all ages

Subtotal

divide by 3

TOTAL

MENDEL BUILDING TENANT EVALUATION

An evaluation of potential uses and activities for the Mendel Building was conducted at the Stakeholder Workshop 2, on June 1, 2011. Seven groups of stakeholders ranked a

series of statements regarding potential attributes of the new Mendel Building tenant. The evaluation handout with statements is shown below.

MENDEL BUILDING TENANT EVALUATION CRITERIA

Order from 1-10, with 10 being the most important. Use each number only once.

The Mendel Building tenant will offer **PUBLIC ACTIVITY PROGRAMMING** within the building
Order

The Mendel Building tenant will offer **PUBLIC ACTIVITY PROGRAMMING** throughout the entire park
Order

The Mendel Building tenant will offer activities of special interest for **TOURISTS**
Order

The Mendel Building tenant will be a **GOOD CARETAKER** respecting and maintaining the building's unique architecture
Order

The Mendel Building uses will create a **COMMUNITY HUB** for locals of all ages and cultures
Order

The Mendel Building uses will create opportunities for **EDUCATION** where people can learn about history, culture, art, environment, etc.
Order

The Mendel Building will have **FLEXIBLE SPACE** available for special events and user rentals
Order

The Mendel Building will be known as **CENTRE OF EXCELLENCE**
Order

OTHER CRITERIA: _____
Order

PREFERRED PLAY TYPES

Stakeholder opinion was sought for determining the balance of play types in Kinsmen Park. The four types of play that were presented for evaluation were:

- Creative Play (e.g. fantasy play, adventure play, use of natural elements including sand, water, vegetation, and boulders)
- Equipment Based Play (e.g. stationary equipment, such as swings, slides, climbing structures)

- Rides Based Play (e.g. electrically-powered equipment, such as carousels, ferris wheels, electric train)
- Integrated Play (e.g. combination of the other three types of play)

The summary of public responses are listed under Stakeholder Workshop 2 (page 62) and Public Workshop 2 (page 64). The sample board used for collecting public preferences is shown below.



STAKEHOLDER WORKSHOP 2

WHERE: Saskatoon Public Library

WHEN: June 1, 2011

WORKSHOP FRAMEWORK:

Following introductions and a review of the project schedule, the consultants presented the findings from the previous stakeholder, public and children's workshops. The consultants presented the two proposed concepts for the park and identified the key characteristics of each one. The opportunities of each concept were highlighted to show how existing site constraints could be addressed. The consultants also gave a presentation on the range of different types of play and the value of each type in spaces for children of all ages. Following a question and answer period, participants (both individually and in groups) used the concept evaluation criteria (page 59) to compare the concepts. Participants were also asked to rate criteria for the Mendel Building re-use. Participants presented their evaluations and back to the group. Participants were each provided with a red dot that they could stick on a 'play compass' to indicate their preferred type of play.

WORKSHOP PARTICIPANTS: Approximately 30

WORKSHOP FINDINGS:

MENDEL BUILDING USE EVALUATION

Seven group evaluations were received and 11 individual evaluations were received. Combined, there were a few top priorities that emerged for the Mendel tenant:

- Provide **public programming** in the building
- Provide opportunities for **education** (history, culture, art, environment, etc.)
- Create a **community hub** for locals of all ages and cultures
- Provide activities for **tourists**

	RANKING BY STAKEHOLDERS	
	INDIVIDUAL RESPONSES (11 people)	GROUP RESPONSES (7 groups, varying sizes)
PUBLIC ACTIVITIES IN BUILDING	2	1
PUBLIC ACTIVITY IN PARK	5	6
ACTIVITIES FOR TOURISTS	4	2*
GOOD CARETAKER	3*	5
COMMUNITY HUB	1	4*
EDUCATION	3*	2*
FLEXIBLE SPACE	6	3
CENTRE OF EXCELLENCE	7	4*

bold text indicates relatively consistent priorities between groups

*tied

PARK CONCEPT EVALUATION

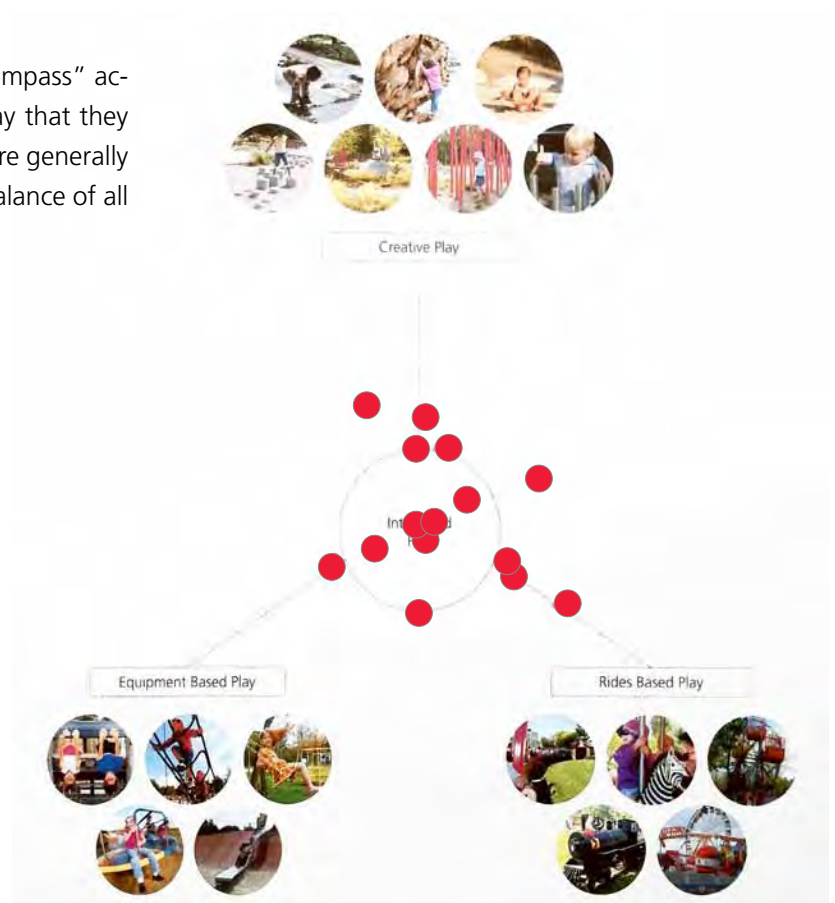
Amongst the 5 groups of participants **all favoured Concept 1** in their evaluations.

Nine evaluation forms were also received from individual participants. Of these, **66% indicated a preference for Concept 1**.

	STAKEHOLDER OPINION	
	INDIVIDUAL RESPONSES sample size: 9 people	GROUP RESPONSES sample size: 5 groups
PREFER CONCEPT 1	66%	100%
PREFER CONCEPT 2	33%	0%
PREFER BOTH CONCEPTS EQUALLY	0%	0%

PREFERRED PLAY TYPES

Sixteen participants put the dots on the “play compass” according to their preference for the type(s) of play that they would like to see in Kinsmen Park. The votes were generally focused around **integrated play**, which is a balance of all three types.



PUBLIC WORKSHOP 2

WHERE: Saskatoon Public Library
WHEN: June 1, 2011

WORKSHOP FRAMEWORK:

See description under Stakeholder Workshop #2, above (page 62).

WORKSHOP PARTICIPANTS:

Approximately 50

WORKSHOP FINDINGS:

MENDEL BUILDING USE EVALUATION

Three group evaluations were received and 18 individual evaluations were received. Combined, there were a few top priorities that emerged for the Mendel tenant:

- Provide **public programming** in the building
- Create a **community hub** for locals of all ages and cultures
- Provide **flexible space** for special events and user rentals

Other potential ideas mentioned by individual participants in their comments included:

- Incorporate river views
- Restaurant / cafe, year-round
- Evening presentations
- Connections with boat cruise
- Public washrooms, year-round

	RANKING BY STAKEHOLDERS	
	INDIVIDUAL RESPONSES sample size: 18 people	GROUP RESPONSES sample size: 3 groups, varying sizes
PUBLIC ACTIVITIES IN BUILDING	2	1
PUBLIC ACTIVITY IN PARK	7	5
ACTIVITIES FOR TOURISTS	6	3
GOOD CARETAKER	5	6
COMMUNITY HUB	1	2
EDUCATION	4	4*
FLEXIBLE SPACE	3	4*
CENTRE OF EXCELLENCE	8	7

bold text indicates relatively consistent priorities between groups

PARK EVALUATION USING CRITERIA FROM WORKSHOP 1

Amongst the 3 group evaluations recorded, **all favoured Concept 1** in their evaluations.

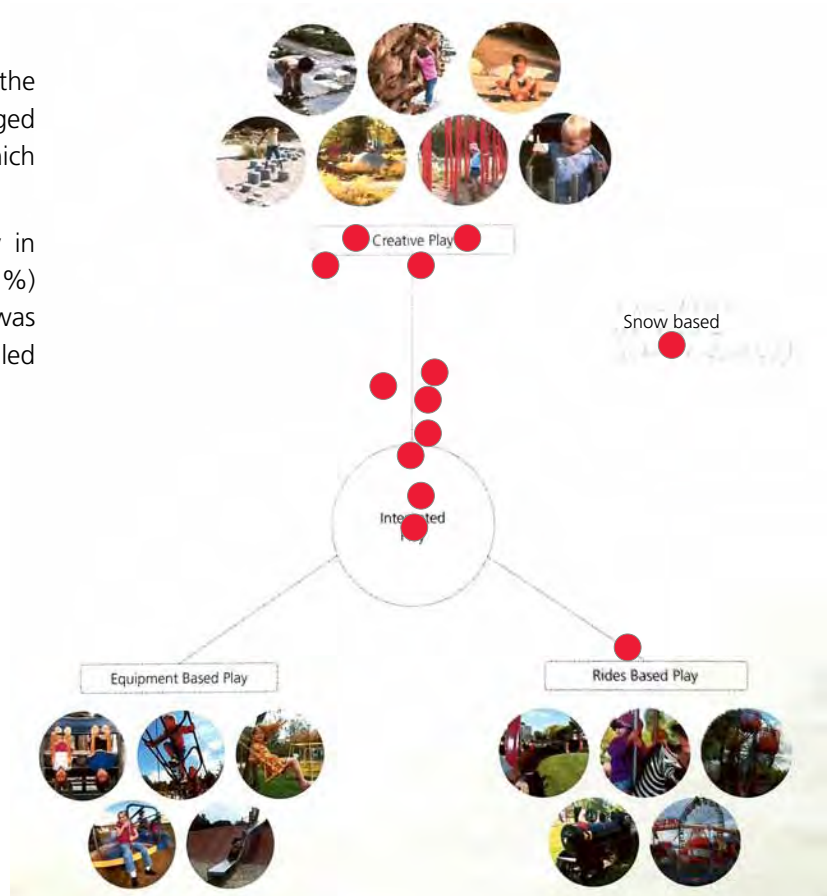
Sixteen evaluation forms were also received from individual participants. Of these, **87% indicated a preference for Concept 1.**

	STAKEHOLDER OPINION	
	INDIVIDUAL RESPONSES sample size: 16 people	GROUP RESPONSES sample size: 3 groups
PREFER CONCEPT 1	87%	100%
PREFER CONCEPT 2	6.5%	0%
PREFER BOTH CONCEPTS EQUALLY	6.5%	0%

PREFERRED PLAY TYPES

Of the 16 participants who stuck their dot on the 'play compass,' respondents preferences ranged from **creative play** to **integrated play**, which is a balance of all three types.

4 people (25% of respondents) were strongly in favour of creative play only and 1 of 16 (6.25%) interested in rides based play exclusively. There was also one vote added to a written category called snow-based (ski trail + winterized facility).



SELECTED APPROACH CONCEPT 1: CENTRAL ACTIVITY HUB



Image: s2p and City of Saskatoon

RECOMMENDATIONS FOR KINSMEN PARK DESIGN

The following recommendations are synthesized based on the input and feedback received from the workshops with stakeholders, children and the public, throughout spring 2011.

OVERALL PARK CONCEPT

Based on the stakeholder and public evaluations of both concepts presented, and using the criteria developed from the project goals, the clear preference was for the master plan to be based on **Concept 1: Central Activity Hub**.

The feedback received from workshop series #2 indicated a desire for the following to be accommodated within Concept 1:

- Clearly illustrate the opportunities for **winter activities** in the park. Show how cross country ski routes, pedestrian circulation, gathering spaces / winterized facilities (warm-up hut & washrooms) and a variety of winter activities and play opportunities can be accommodated within Kinsmen Park.
- Improve access and circulation - in particular, more convenient **access points across Spadina Crescent where safe pedestrian crossing can occur**.
- **Reduce the speed of traffic** along Spadina while maintaining its current capacity.
- Retain and upgrade the **boat dock** at its current location.
- **Extend the promenade character of Spadina through the park** to provide continuity with the promenade south of 25th St.
- Include more **activities for seniors**.
- Clarify how the **space next to University Bridge** could be reclaimed and better utilized.
- Retain the **Shakespeare on the Saskatchewan** and consider creating an amphitheatre where the landform for one already exists.
- The **Mendel Building** should be well integrated with the site and offer public amenities and programming.

PLAY IN KINSMEN PARK

The play area in Kinsmen park should:

- Provide experiences unique to the outdoors
- Include elements that provide challenge and emphasize physical motion
- Include features that enhance the clarity and identity of the site
- Provide amenities for families with children
- Provide spaces for creativity and social interaction
- Ensure play opportunities can occur year-round
- Should appeal to all age groups
- Include open-ended play opportunities to encourage repeat visits
- Balance opportunities for all types of play (creative, equipment-based, rides-based) with an emphasis on creative play

MENDEL BUILDING RE-USE

The following are key program ideas that should be considered in the selection of a new tenant for the Mendel Building

- Public activity programming
- A community hub
- Educational opportunities
- Attractions for tourists

06 PARK PLAN

Following the second round of workshops, the approach preferred by the stakeholders and public, “Concept 1: Central Activity Hub,” was further developed. The refinements incorporated feedback from public workshops, stakeholder discussions, the steering committee, and City of Saskatoon staff.

OVERVIEW

The following master plan has been developed based on the ideas of Concept 1: Central Activity Hub. The key moves of the master plan are indicated below under each project goal, and the following series of plans shows the implementation of these moves over three phases: short-term (< 5 years), near-term (5 - 10 years), and long-term (10 - 25 years).

PLACE-SPECIFIC IDENTITY

- Memorable features of the existing park are enhanced (including the Hugh Cairns memorial statue, bridge, Mendel Building, significant vegetation, Shakespeare on the Saskatchewan, public art, and cross country skiing opportunities) and new memorable features are created.
- The history of the site's former horse-racing track is revealed through a new "racetrack promenade" that follows the historic racetrack layout.
- The connection amongst these existing features is strengthened through a unique and cohesive design language, improved circulation, new vantage points, and reconfigured vehicle movement.

VARIETY OF EXPERIENCES FOR ALL AGES

- A range of play experiences are offered in the new play area, including specific play features targeted to different age groups and a range of ride types.
- Winter activities have been diversified, with improved terrain for skiing and tobogganing, and a new skate path loop in the play area.
- A new civic amenity and new community gardens will have appeal to all ages. A range of new activities can also take place in the Mendel Building and the new concession / amenity building.
- Most of Kinsmen Park's existing activities will be enhanced, including multi-use trails, Shakespeare on the Saskatchewan, boat tours, and passive open space uses (picnicking, frisbee, hot air balloon launch).

GREEN

- New plantings are added to the park to enhance the definition of space, improve ecological services, and enhance biodiversity.
- The riverbank riparian area is expanded and rehabilitated to increase its ecological integrity

- Nature appreciation opportunities are enhanced through improved trail network and nature play elements
- Parking lots are intended to infiltrate stormwater on-site

FLEXIBLE

- Large open spaces are maintained in the north part of the site for flexible uses, including picnicking, hot air balloon launches, frisbee playing, and other activities.
- A flexible festival / event space is designated west of the new play area. This space can also accommodate a sports field and cross country ski training in winter.

IMPROVED CONNECTIONS

- Three pedestrian crossings added to Spadina Crescent.
- Improved entries and paths connecting to surrounding neighbourhood.
- Pedestrian circulation paths are enhanced and expanded.
- The Meewasin Valley Trail is expanded and brought closer to the riverbank for better river access.

DESTINATION

- New and enhanced features will position Kinsmen Park as a destination for local residents, city residents, and tourists. Features include a new play / rides area, festival / event space, reconfigured Shakespeare on the Saskatchewan, community gardens, and other features.
- Year-round services (food, washrooms) and programming will occur in the Mendel building and amenity building.
- Destination winter activities include improved cross country skiing trails, a ski bridge, a skate path, and a tobogganing / cross country ski terrain mound.

CHILDREN-ORIENTED

- While Kinsmen Park will offer experiences for all ages, the new play area and rides garden will be particularly attractive to children and families. Play experiences and rides are designed to stay interesting and exciting for children upon repeat visits, thereby appealing to families from across Saskatoon.
- New topography features (mound, land bridge), community gardens, accessible paths, enhanced tree groves, and neighbourhood parks will also be of special interest to children and families.

1. SHORT-TERM (WITHIN 5 YEARS) MOVES

- **New:** Play Area, Rides Garden, new miniature train cars, east-west “racetrack promenade,” improved east-west crossing by Mendel Building, vehicle turn-around loop at north end of Kinsmen Ave, right-angle parking along Kinsmen Ave, festival space
- **Reconfigured:** miniature train route, some pedestrian pathways, parking lot along Spadina Crescent
- **Removed:** ball diamonds, former Play Village, “sports fields” parking lot (north end of Kinsmen Avenue)



MASTER PLAN: SHORT-TERM (< 5 YEARS)

Image: s2p and City of Saskatoon

2. NEAR-TERM (5-10 YEAR) MOVES

- **New:** mound, land/ski bridge, amenity (concession) building, community gardens, community areas, underpass below Spadina Bridge, drop-off loop by Mendel Building, additional planting in commemorative grove and along riverbank
- **Reconfigured:** improved stormwater management in east parking lots, circulation and planting around Hugh Cairns statue, expanded MVA trail along river, other pathways
- **Removed:** unsanctioned parking lot behind Mendel Building



MASTER PLAN: NEAR-TERM (5-10 YEARS)
Image: s2p and City of Saskatoon

3. LONG-TERM (10-25 YEAR) MOVES

- **New:** Shakespeare on the Saskatchewan performance site moved north to make use of existing amphitheatre landform, new civic amenity south of east parking lots, additional planting in commemorative grove and along riverbank, gateway from 5th Avenue
- **Reconfigured:** Spadina interchange converted into a roundabout, expanded boat docks, Queen St. at Spadina Cres. converted into a T-intersection, upgraded operations shed



MASTER PLAN: LONG-TERM (10-25 YEARS)
Image: s2p and City of Saskatoon

PARK PROGRAMMING

ACTIVITIES BY SEASON

The intent of the master plan is to expand the length of season for existing activities, and to add new activities with year-round interest. The programming chart below compares the existing activities that take place throughout the year (left) to those that could occur after the proposed changes (right). The length of seasons for different play types will increase, and new activities will be added, including community gardening in the summer, year-round events, and expanded winter activities.



ACTIVITIES BY AGE GROUP

The chart below compares the existing activities that are currently enjoyed by different age ranges (left) to those that are proposed in the master plan (right). The master plan creates opportunities for a wider range of ages to participate in park activities, with an emphasis on more play activities for children. Community gardening will provide an additional activity that can appeal to a wide range of ages.



SUMMER ACTIVITIES

Kinsmen Park currently offers a diverse range of activities throughout the summer and shoulder seasons. The master plan enhances the infrastructure for all existing activities to operate, while adding even more activities. The following are proposed enhancements to summer activities at Kinsmen Park, organized by short-term, near-term, and long-term phasing:

Short-term (5 years)

- Significant new play area with activities for all ages
- Upgraded and expanded amusement rides garden
- Removal of the ball diamonds and fencing to create an informal open space for festivals, other events, and field sports
- Accessible pedestrian loops throughout the park
- “Racetrack promenade” pedestrian route

Near-term (5 - 10 years)

- Neighbourhood parks
- Community gardens
- Land bridge / ski bridge
- Extension of Spadina Promenade through park (partial)
- Expanded concession / amenity building with year round washrooms and multi-purpose program room
- Enhanced informal open space at north end of park, including picnic area and hot air balloon launch

Long-term (10 - 25 years)

- Completion of Spadina Promenade through park
- Amphitheatre for Shakespeare on the Saskatchewan and other performances

More detail is provided about the above activities in the following pages.



Image: Apex Balloons



Image: City of London



Image: iStockphoto



Image: Helfman Cars



PARK PROGRAMMING: SUMMER ACTIVITIES
 Image: s2p and City of Saskatoon

WINTER ACTIVITIES

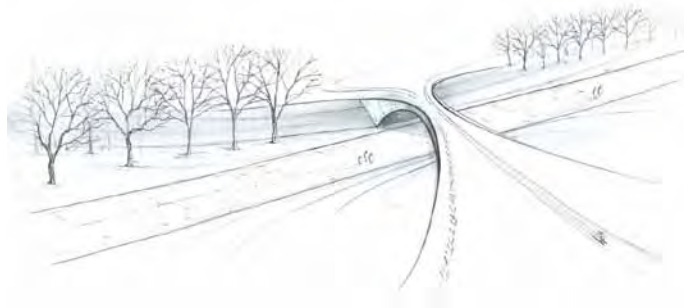
The approach to winter activity in Kinsmen Park is based on the understanding that Saskatoon is a City with winter conditions for nearly half the year. The design for winter activity needs to be wide in scope to address the multiple types of uses the Kinsmen Park ought to support.

Short-term (5 years)

- Winter play features in the play area
- Skate path
- Cleared pedestrian paths throughout the park

Near-term (5 - 10 years)

- More terrain for skiers, including a proposed mound, ski terrain park and ski bridge. The ski bridge would also service to separate ski and pedestrian routes at a key point of crossing in the park.
- Tobogganing slope
- Outdoor fire pit
- Year-round food and washrooms available in the amenity building and Mendel Building
- Events, festivals and warming huts



Ski bridge in Winter



Existing terrain used by skiers in Kinsmen Park



Proposed mound will also create a slope for tobogganing

Image: unknown



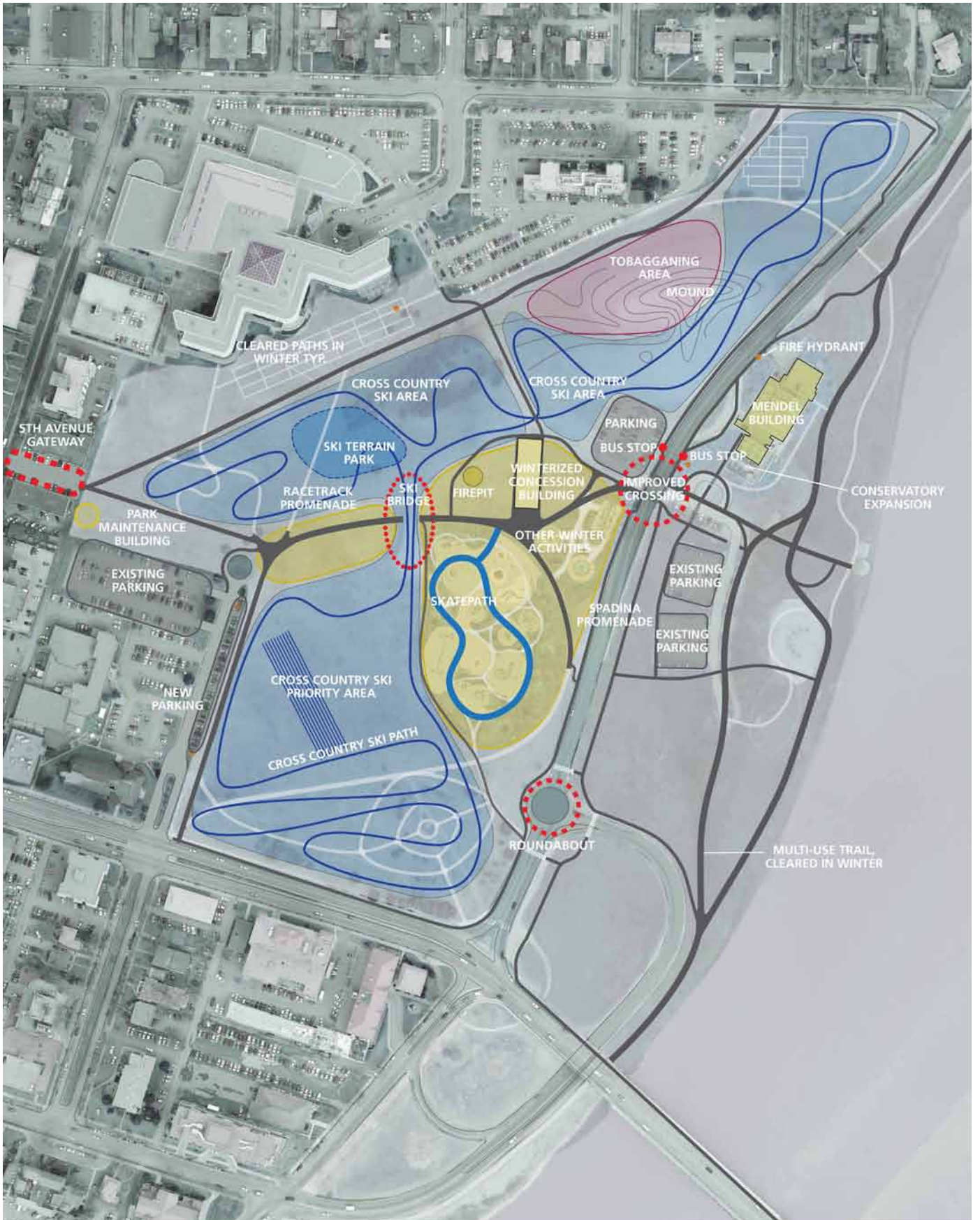
Skate path - Toronto, Ontario

Image: Peter J. Thompson/National Post



Outdoor fire pit and seating

Image: Solus Decor



PARK PROGRAMMING: WINTER ACTIVITIES

Image: s2p and City of Saskatoon

PLAY AREA

OVERALL APPROACH & PHILOSOPHY

LEARNING THROUGH PLAY

Play is a means for children to actively engage with their physical environment in a social setting, and this type of engagement supports learning and development. Current neuroscience research supports this notion, with evidence suggesting the importance of play for brain development.

Physical play can enhance children's social competence and problem-solving skills, while fantasy and role play allows children to develop language, communication, and social skills. Playing with malleable materials (e.g. sand, water) promotes inquiry-based learning and fosters inventiveness, while teaching children about the properties of materials, the basic principles of engineering, and observational skills.

TYPES OF PLAYGROUNDS

EQUIPMENT-BASED

Equipment-based playgrounds are characterized by a predominance of standardized play equipment. Current safety standards regarding play surfacing result in isolated 'islands' of play equipment surrounded by large, flat expanses of artificial surfaces.

Source: Herrington et al. (2007)

LANDSCAPE-BASED

In landscape-based play, the physical landscape itself becomes a play experience. Vegetation, stone, and water are integrated to provide a wide range of play opportunities. Malleable materials including sand, gravel, water and vegetation give children the opportunity to manipulate their

environment, while the cycles of the season are reflected through living elements in the landscape.

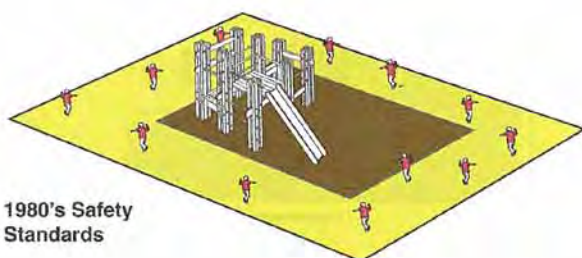
INTEGRATED PLAY

Integrated play spaces combine the assets of play equipment with the benefits of a landscape-based approach. In this way, designers are able to provide the physical excitement of speed and motion (e.g. slides and swings), while integrating these experiences with a sensory, living landscape. Unique structures may be designed to offer challenge, stimulate spontaneous play, and reveal natural processes.

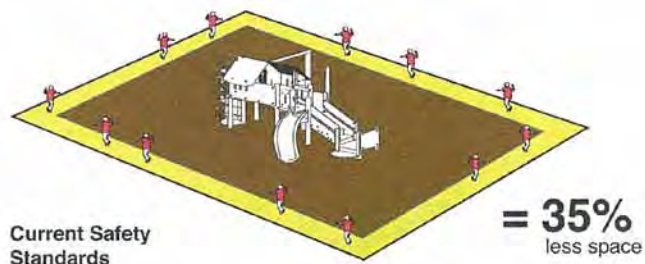
SEVEN CS OF OUTDOOR PLAY

The "seven Cs" are guidelines for informing the design of outdoor play environments for young children. They were developed from a five-year multidisciplinary study of outdoor play environments conducted with the Consortium for Health, Intervention, Learning, and Development (CHILD) Project at the University of British Columbia. These guidelines are intended to be used by designers, early childhood educators, teachers, administrators, and parents. The following is an overview of the seven Cs:

- **Character:** The overall feel and design of the outdoor play space affects the way children interact with the site.
- **Context:** Physical and visual connections to the neighbourhood facilitate access; site elements may reflect the larger context (e.g. water, vegetation).
- **Connectivity:** The flow of play activity can be enhanced through a hierarchy of looped pathways, linking play elements and orchestrating movement through the site at different speeds.
- **Change:** Malleable materials (e.g. sand, water) given



1980's Safety Standards



Current Safety Standards

= 35%
less space

Image: Herrington et al. (2007)

children the opportunity to physically manipulate their environment; seasonal changes of site elements (e.g. vegetation) animate the site.

- **Chance:** Spontaneous exploration can be encouraged by adding elements of chance and mystery to the site; zones that allow digging, splashing, and building promote imaginative play.
- **Clarity:** A simple, clear layout makes the play space easy to navigate and allows children to focus on their activities.
- **Challenge:** Risk-taking helps develop skills and self-confidence. Providing opportunities for graduated challenge accommodates a range of abilities.

ENGAGING YOUTH IN PUBLIC PARKS

It is commonly acknowledged that youth are the most challenging group of people to include when designing public spaces. Feedback received from youth at the stakeholder workshops indicated their desire for performance / theatre space, opportunities to volunteer and develop leadership skills, areas to hang out, and places to learn about and study the environment.

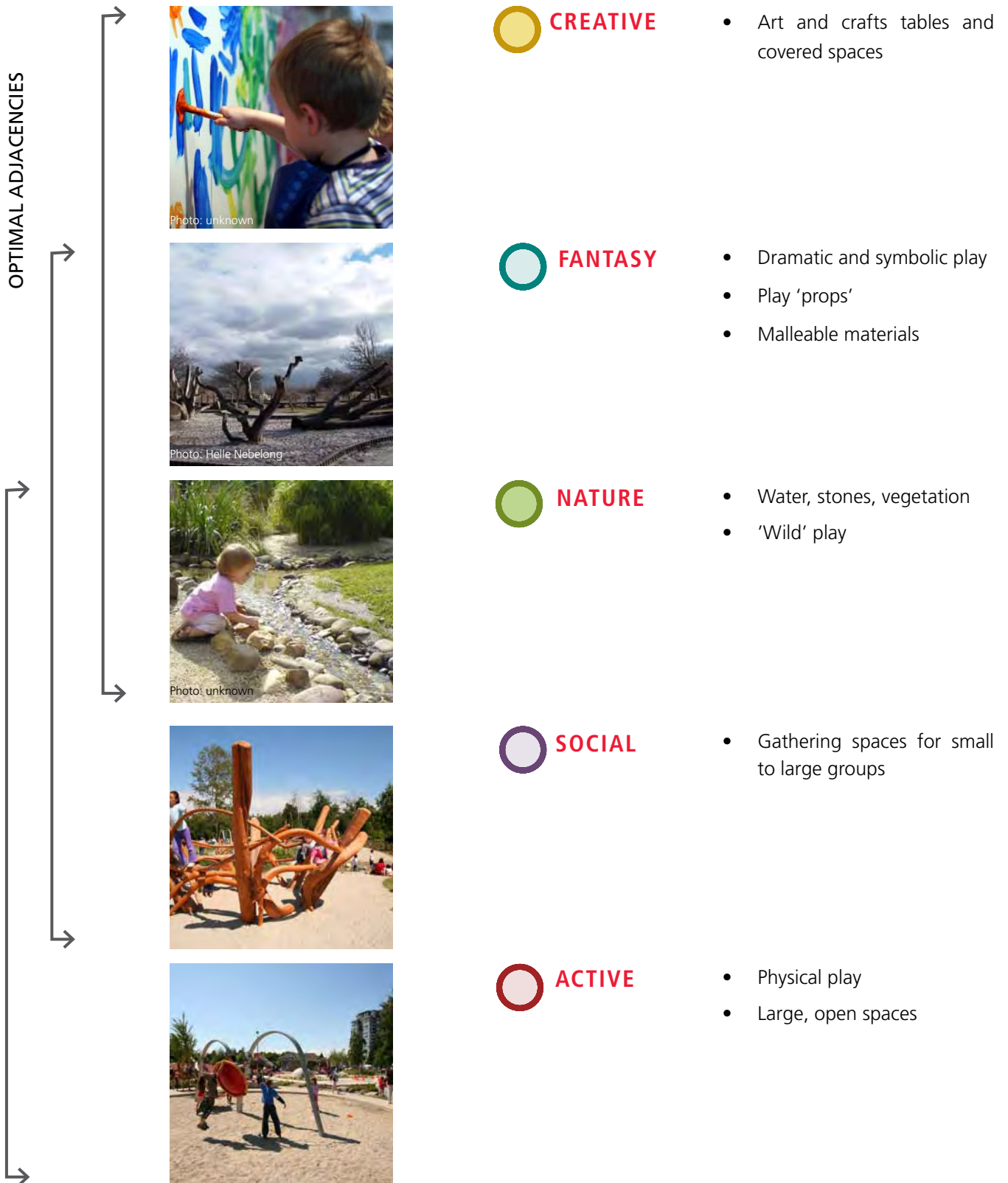
The following are some general considerations and recommendations for incorporating youth in public parks:

- Allow for self-directed learning opportunities
- Foster leadership opportunities
- Provide multi-functional spaces
- Provide hang-out or slack space that is sheltered, visually permeable, within view of adults (but not too close), and away from play space for young children
- Use the physical characteristics of the landscape to foster a connection between youth and the broader region.



TYPES OF PLAY

PROVIDING A RANGE OF PLAY OPPORTUNITIES



PLAY AREA SCALE COMPARISONS

The red outline shows the extent of the proposed play area in Kinsmen Park as compared to the scale of other well-known public spaces in Saskatchewan.



Image: s2p and City of Saskatoon

Kinsmen Park



Image: s2p and Google

Kiwanis Memorial Park



Image: s2p and Google

Saskatchewan Legislature, Regina



Image: s2p and Google

River Landing

PLAY AREA ZONES

The proposed play and rides area is based on the principles and philosophy described above, with the goal of creating a well-rounded play environment that offers a rich variety of experiences.

The play area will be the primary destination within Kinsmen Park and in Saskatoon. In this area, children of all ages will have unique opportunities to play, explore, imagine, learn, socialize and experience movement and challenge.

The play area will provide a mix of many different play types. The concept is intended to provide an integrated play experience, combining opportunities for creative play, equipment-based play and rides-based play.

All of the features in the play area are proposed to be built in the short-term phase (within 5 years).



RIDES

See page 88



NATURAL PLAY

See page 92



WATER PLAY

See page 93



AGE 0-5 PLAY

See page 94



YOUTH PLAY

See page 95



SKATE PATH IN WINTER

See page 96



PLAZA

See page 96



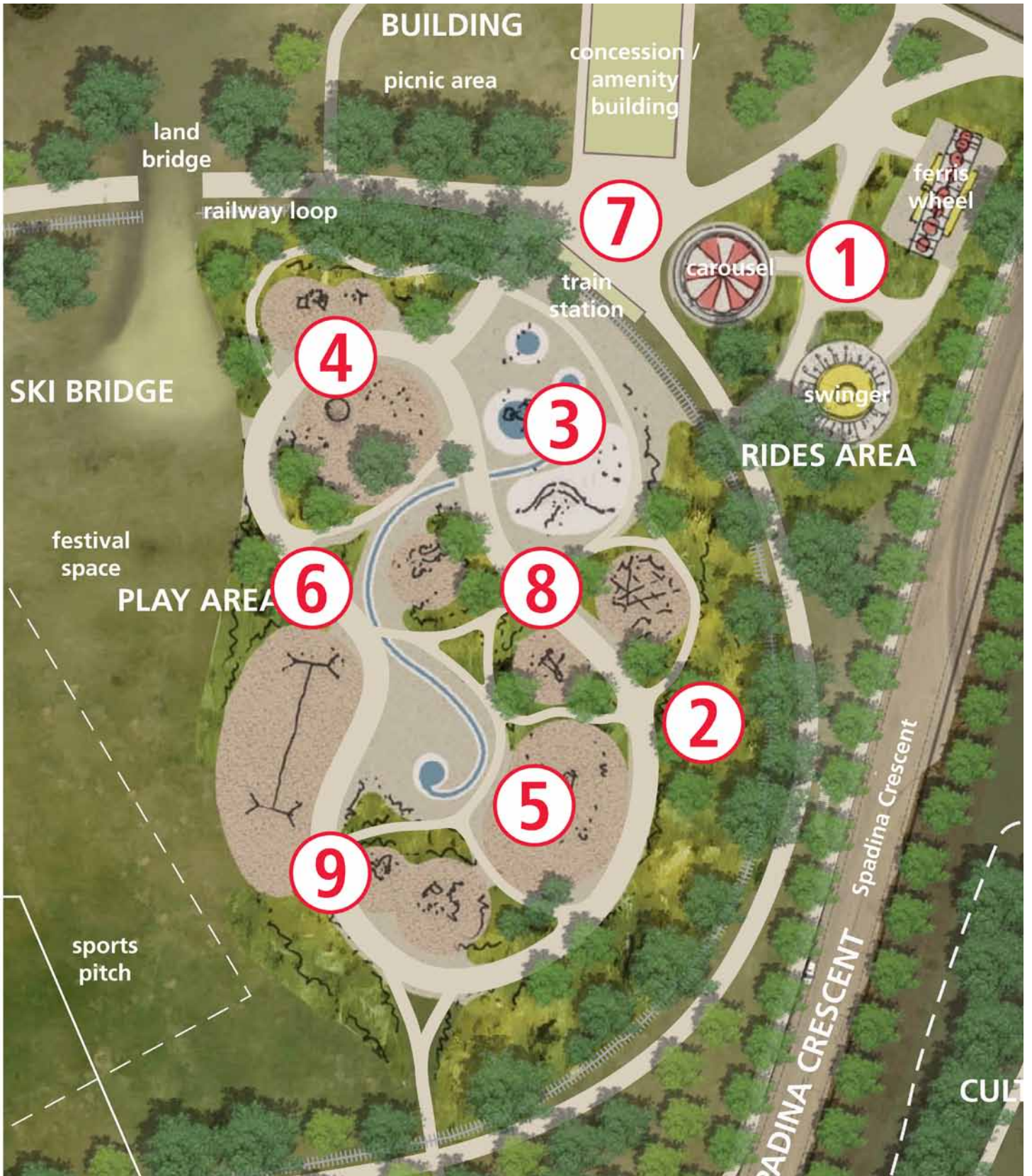
SOCIAL NODES

See page 97



GATEWAYS AND IDENTITY

See page 97



PLAY AREA ZONES
Image: s2p and City of Saskatoon

1 RIDES

CAROUSEL

The existing carousel should be replaced with a new structure and new mechanical components, as supplied by Chance Morgan (316) 945-6555, or similar. The existing carousel animals can be restored and retrofit for use on the new carousel.

Dimensions: 15 m dia. x 6 m ht.



Image: John Fischer

Quest Across Canada

FAMILY SWINGER

A fourth ride is proposed to expand the variety of the Kinsmen Park rides. The “family swinger” reduced diameter model holds 32 passengers, and can be supplied by Zamperla USA (973) 334-8133, or similar.

Dimensions: 13 m dia. x 6.9m ht.



Image: David Burton

FERRIS WHEEL

A small Ferris wheel operated in the Kinsmen Park amusement area until recently, when it was removed due to continual mechanical troubles. A new, larger ferris wheel is proposed to replace the old one. A park model ferris wheel from Eli Bridge (217-245-7145) is proposed, or similar, to hold a maximum of 32 passengers (16 seats, with 2 people per seat).

Dimensions: base footprint of 18.6m x 12.2m, by 20.4m tall



Image: Eli Bridge

TICKET BOOTH (OPTIONAL)

Located in the centre of the Rides Garden, this staffed kiosk will be a source for rides tickets, information and assistance for park users. Alternatively, tickets could be sold from the concession building.



Image: Matthew Woodruff Architecture

MINIATURE TRAIN

The Kinsmen Park miniature railway is a popular ride in the park. The intent of this master plan is to improve and expand the miniature railway. Replacement of the engine and rail cars is recommended. Capacity is proposed to be similar to existing (i.e 3 passenger cars with 12 passengers each, plus an 8 passenger caboose for a total of 44 passengers plus 1 driver.)

The appearance of the engine and cars is intended to be characteristic of the present-day equipment used to move potash between Saskatchewan and the coast. The new train engine should resemble typical freight train engines. The passenger cars are to be suggestive of the Canpotex rail cars. As with the current Kinsmen Park train, an accessible

caboose should be included. The train is to be a custom design / build as supplied by Arizona Railroad Depot (1-800-962-0068) or similar.

The existing train loop (approx. 475m) is to be replaced with a larger loop (approx. 650m) that follows the inside of the proposed racetrack promenade. The tracks are to be flush with the adjacent grade, to allow people to easily cross the tracks where necessary. Fences are to be installed where there is greater potential for conflict between park users and the train (i.e. between the track and the play area, and near the train station). Railway crossings are to be clearly designated and physical barriers or gates should be used to signal the train crossing to pedestrians.

In order to accommodate the above changes, while complying with the Provincial Government's Amusement Ride Safety Act and Regulations, the speed of train is to be less than 8 km/h. The train is to be equipped with braking mechanisms that improve stopping distances. The proposed scale of the railway is to be determined.

TRAIN STATION

A new train platform (approx. 24m x 3m) for boarding is to be located within the play area, in the vicinity of the other rides and arrival plaza. The waiting area at the platform could be a possible location for interpretive elements that tell the story of potash to visitors. (see below and next page)



Image: Stressedad



Train station viewed from the south with the concession / amenity building in the background.

Image: Matthew Woodruff Architecture

The station will provide a secure storage for the train at night and provide winter storage for parts of the family swinger, Ferris wheel and carousel.



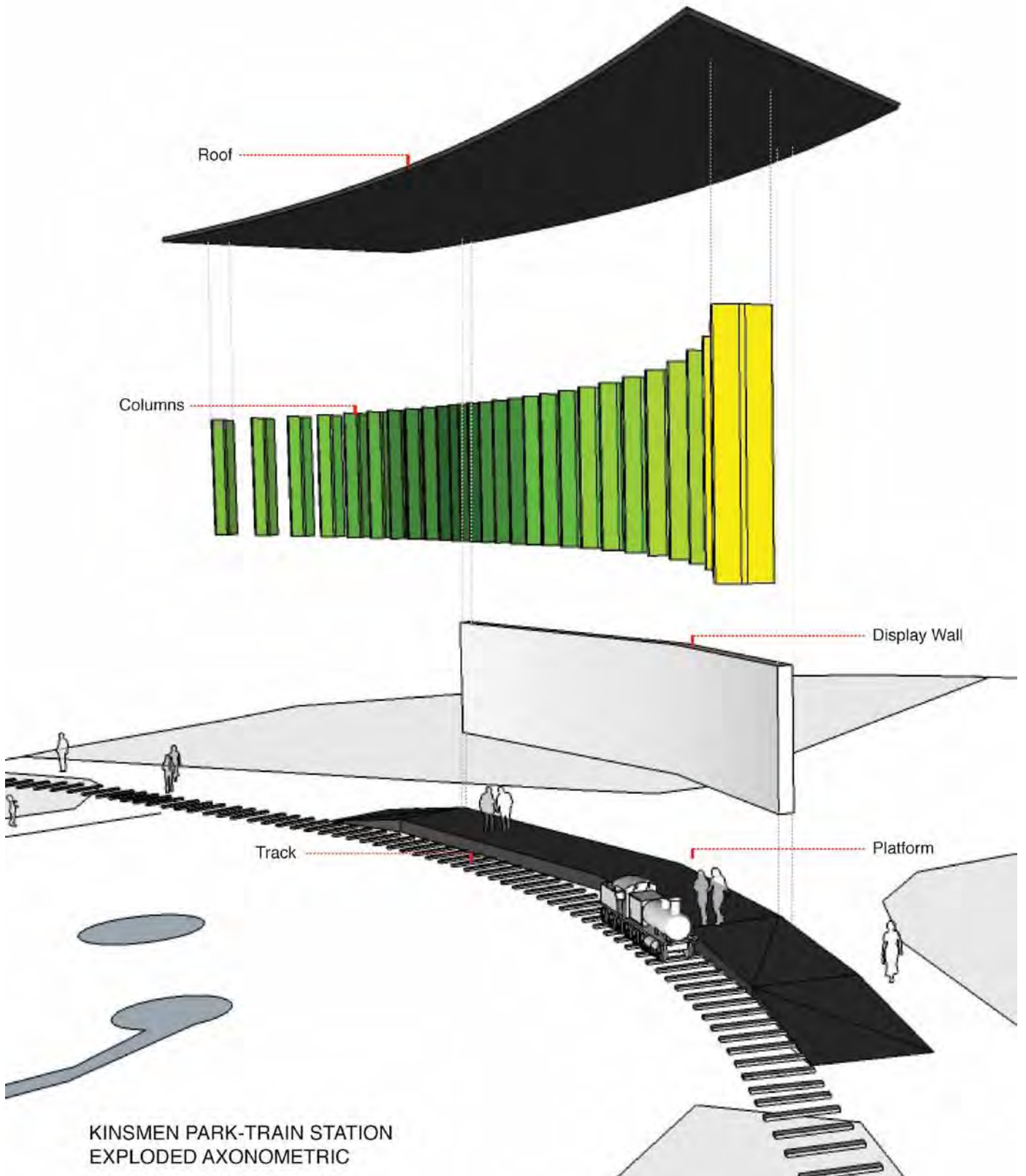
View from the front of the train as it approaches the station.

Image: Matthew Woodruff Architecture



There is a relationship between the roof lines of the proposed train station and renovated concession / amenity building.

Image: Matthew Woodruff Architecture



KINSMEN PARK-TRAIN STATION
EXPLODED AXONOMETRIC

Image: Matthew Woodruff Architecture

2 NATURAL PLAY

The nature-based play area is set amongst and existing stand of trees for children to freely explore and experience open-ended play in a natural setting.



Photo: Frode Svane



Photo: Flickr user timrgill (Tim Gill)



Photo: Helle Nebelong



Photo: unknown



Photo: Paul Warchol Photography Inc.



Image: Jeanna South

3

WATER PLAY

The water play area is intended to engage children in active and creative play with moving water. Fountains, channels, hand-pumps, troughs, gates and valves, sprayers, and jets provide children with a variety of opportunities to manipulate and play with water.



Photo: Richter Spielgeräte



Photo: Markus Merz



Photo: Richter Spielgeräte

4

AGE 0-5 PLAY

This portion of the play area is designed to support the cognitive and physical development of children aged 0-5. There will be plenty of opportunities to explore and engage with the world at a smaller scale.



Photo: Carve



Photo: Paul Barwick



Photo: Taylor Cullity Lethlean with Mary Jeavons



5

YOUTH PLAY

This part of the play area has features that will provide challenge and social opportunities targeted to older children and teenagers. At the same time, all children are welcome to play in this area.



Image: James Corner Field Operations



Image: Arcady



Image: Rolf Estensen and Østengen & Bergo AS



Image: James Corner Field Operations



Photo: unknown

6

SKATE PATH IN WINTER

A portion of the paths in the play area can be flooded and frozen in the winter to create a skate path loop. This provides a different experience from skating on a rink.



Image: PMA

7

PLAZA

The plaza serves as the arrival node of the play area. It is framed by:

- An upgraded concession/amenity building
- The new rides garden
- A new train station for the refurbished miniature train



Photo: THINK.urban



Photo: Mary Gaudet



Image: Matthew Woodruff Architecture

The plaza is the meeting point of the racetrack promenade and the pedestrian route to the Mendel Building and is framed by the rides garden, train station and concession/amenity building.

8

SOCIAL NODES

These are spaces within the play area where people are invited to rest and socialize. They typically include places to sit, a comfortable microclimate and good vantage points to view the nearby activities and enjoy the surroundings.



Photo: Turenscape Landscape Architecture



Photo: unknown

9

GATEWAYS AND IDENTITY

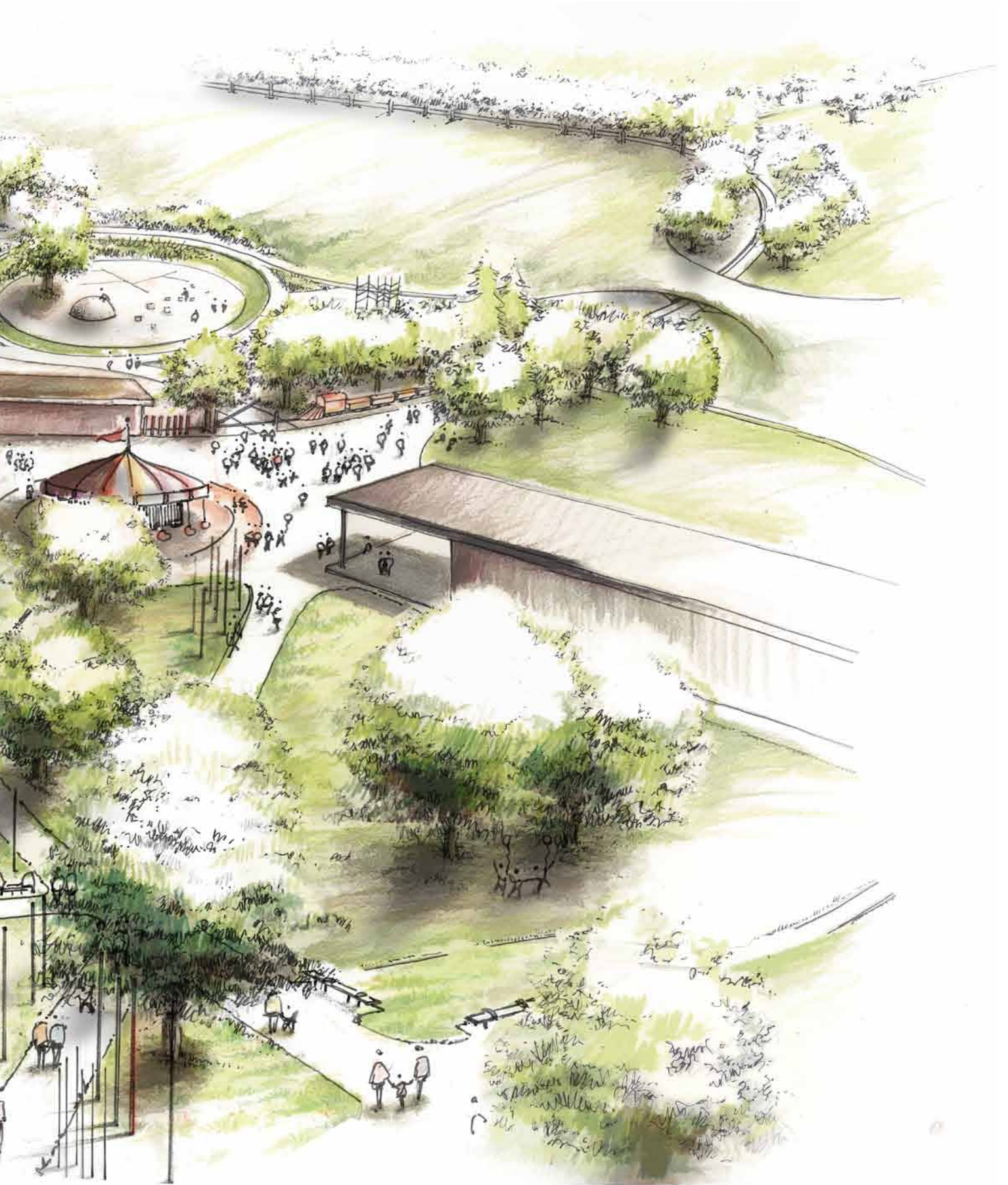
Unique elements will be integrated within the play area to give it a strong sense of identity. These features will contribute to making the play area memorable, and they will serve as gateways to give visitors a sense of arrival.



Photo: unknown

VIEW OVERLOOKING PLAY AREA





SENIORS ACTIVITIES

One of the goals of the master plan is to provide a variety of experiences for all ages, and thus we have considered the needs and interests of the many seniors living in the neighbourhood around Kinsmen Park.

The following design objectives will help improve the experience of Kinsmen Park for seniors, and will be incorporated during all phases of master plan implementation:

- Spaces will be created to be inclusive of all age groups. The play area will be designed to allow both children and seniors to share the same space.
- Universally-accessible paths will be provided to link a series of destinations in the park. Walking loops (circuits) of varying lengths will be provided.
- Safer pedestrian crossings (shorter distances, more visible) will be provided to cross Spadina Crescent. Raised crosswalks and pedestrian-activated crossing signals could be used.
- Drinking fountains, year-round washrooms, wayfinding signage, and a cafe will help increase the comfort of all visitors in the park, including seniors.
- Additional seating will be located at reasonable intervals along paths. Protection from unpleasant conditions (wind, weather) and provision of positive sensory experiences will be provided.
- Community gardens will be a new park activity in the near-term (5 - 10 years) that may be appealing to neighbourhood seniors.
- Public programming in the Mendel Building will consider senior's needs and interests.



Photo: Flickr user Susan NYC (Susan Sermoneta)



Photo: Flickr user Rodrigo Paras

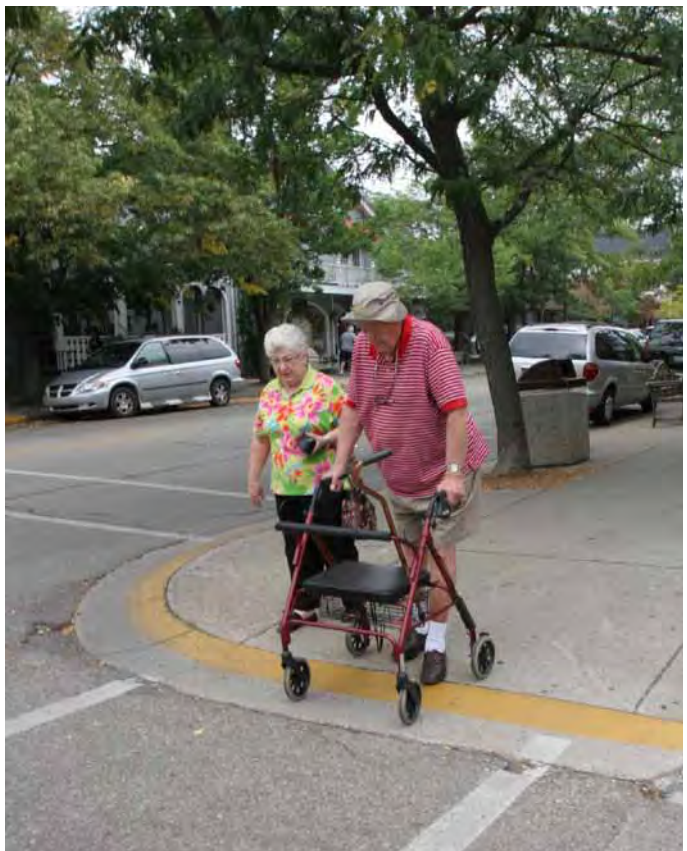


Photo: unknown

COMMUNITY AREAS

These are envisioned to be small-scale open green spaces in convenient proximity to the neighbourhoods west and north of Kinsmen Park. Community Areas are intended to be implemented in the near-term phase (5 - 10 years).

These areas are more intimate in size and function than the larger destination spaces in Kinsmen Park and may include:

- Lawn area for games and leisure activities
- Pedestrian paths
- Amenities such as seating, bike racks and drinking fountains
- Community gardens
- Social spaces
- Play elements



Image: Jeanna South



Photo: Flickr user adwiter (Patrick)



Image: unknown



Image: FHeiko Prigge



Image: Flickrriver user spitfirelas

CULTURAL AND ENVIRONMENTAL HERITAGE

RACETRACK PROMENADE

A double line of mature trees currently suggests the location of a former horse-racing track in Kinsmen Park. The track was used until 1910 and then converted to a road that was used until the 1960s. This historical feature is to be celebrated and revealed by creating a new circulation path along a portion of the racetrack route. In addition to recognizing this significant heritage element, the “racetrack promenade” will provide improved circulation and act as a key organizing feature in the park. *Intended to be implemented in the short-term phase, <5 years.*



Image: Saskatoon Public Library



Horse-racing track and grandstand at the Saskatoon Fair in 1908. Image: Saskatoon Public Library

SPADINA CRESCENT BRIDGE

This bridge was constructed in 1930 (replacing a wooden structure) to cross a ravine near the north end of the park. The bridge will be preserved and the informal path below it will be formalized. This move will help park users discover and appreciate this heritage feature. To provide sufficient clearance overhead, the grade below the bridge will need to be lowered. Drainage improvements will be needed to keep the space free of standing water. The path will serve as a grade-separated underpass, linking east and west pedestrian routes in the park. *Near-term phase, 5-10 years.*



HUGH CAIRNS MEMORIAL STATUE

This statue was unveiled in 1921 in honour of Hugh Cairns, a young local man who received the Victoria Cross in World War I. This master plan proposes to keep the memorial in its current location, and to better acknowledge its position through new circulation paths and planting beds. *Near-term phase, 5-10 years.*



MENDEL BUILDING

The historic Mendel Building will be maintained and its use will evolve with the selection of new occupants. The proposed plan for the Mendel Building is further detailed on page 110.



Image: Flickr user crows_feet



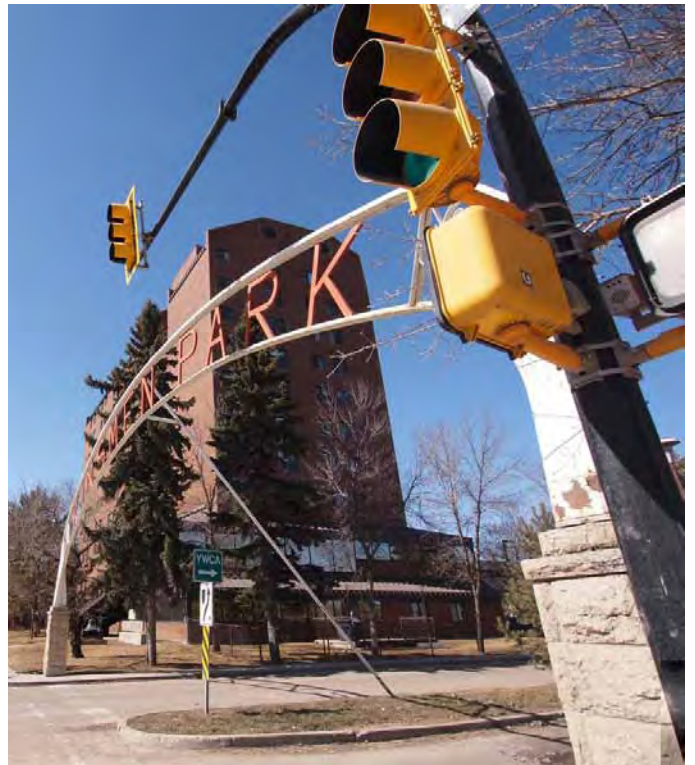
East facade



West facade

KINSMEN PARK GATEWAY

The Kinsmen Park gateway sign arches over Kinsmen Avenue at the southwest entry to the park. The structure of the sign should be assessed with the intent of preserving and restoring this landmark. *Short-term phase, < 5 years.*



PUBLIC ART

There are currently several installations of public art in Kinsmen Park, including:

- *Child's Play* (five installations throughout the park by Robert Iveson and Tommie Gallie, 1982)
- *Ascending Cubes* (Brian Newman, 1968)
- *Five Altar Pieces* (Bill Epp, 1985)
- *Tribute to Youth* (Bill Epp, 1989)
- *Gentle Rain* (Douglas Bentham, 1995)
- *Stock and Rhyme* (Clay Ellis, 1993)
- *Joni Mitchell Mural* (Sharie Headon, 2006)
- *Denny Carr C.M.* (Hans Holtkamp, 2000)
- *Unfurled* (Douglas Bentham, 2000)
- *Heart of Balzac* (Peter Hide, 1993)
- *Happy Outlook* (Peter Hide, 1992)
- *Pelican* (Bevin Bradley, 2010)
- *Untitled* (Peter Hide, 1995)
- *Rt. Hon. Ramon John Hnatyshyn* (Bill Epp, 1992)
- *Untitled* (James Korpan, 1968)

These pieces are discussed in the Kinsmen Park Public Art Strategy, Appendix 6.

The public art that is currently in the park will stay at this location, as it is well-loved and valued by the public, although it may move within the site.



SIGNIFICANT VEGETATION

The significant vegetation of Kinsmen Park will be celebrated and enhanced to give the park areas better spatial definition. Some of the significant tree stands in the park are pictured and described here. *New planting to occur across all phases.*



Mature Elm trees along Spadina Crescent



Mature trees along the path by the Hospital



Riparian vegetation along the South Saskatchewan River



Grove of evergreen trees between the picnic area and the hospital



The ring of mature trees around the field suggests the former location of the horse racing track

Photo: pozzy, panoramio

RIVER'S EDGE

RIVERBANK CONDITIONS IN KINSMEN PARK

The river's edge forms the eastern boundary of Kinsmen Park. Historically, this edge would have been dominated by a mix of flood-tolerant vegetation species of the moist mixed grassland ecoregion.

Construction of the Spadina Interchange (1967) and later re-development of the Shakespeare on the Saskatchewan area (1987) resulted in substantial shoreline alterations along the south portion of the Kinsmen Park. The shoreline in this area has steep slopes, fill material, and riprap shoreline armoring. A snow dump was located in the Shakespeare on the Saskatchewan site until 1997, and soils here still have high salt content in some concentrated areas. Efforts by the MVA to clean up this site using selective planting have had limited success. Paths and dock development have altered the shoreline conditions along the rest of the Kinsmen Park shoreline. These general conditions are described in the graphic below.

The Meewasin Valley Authority's "State of the Watershed" report (MVA 2008) characterized the ecological integrity of the entire valley. Their figures characterize the shoreline along Kinsmen Park as "disturbed or developed" (MVA 2008). This is in contrast to the native vegetation zones both north and south of Kinsmen Park. According to the MVA, "The area between Queen Street and the University Bridge is one of the few remaining river edge sites that require remediation."

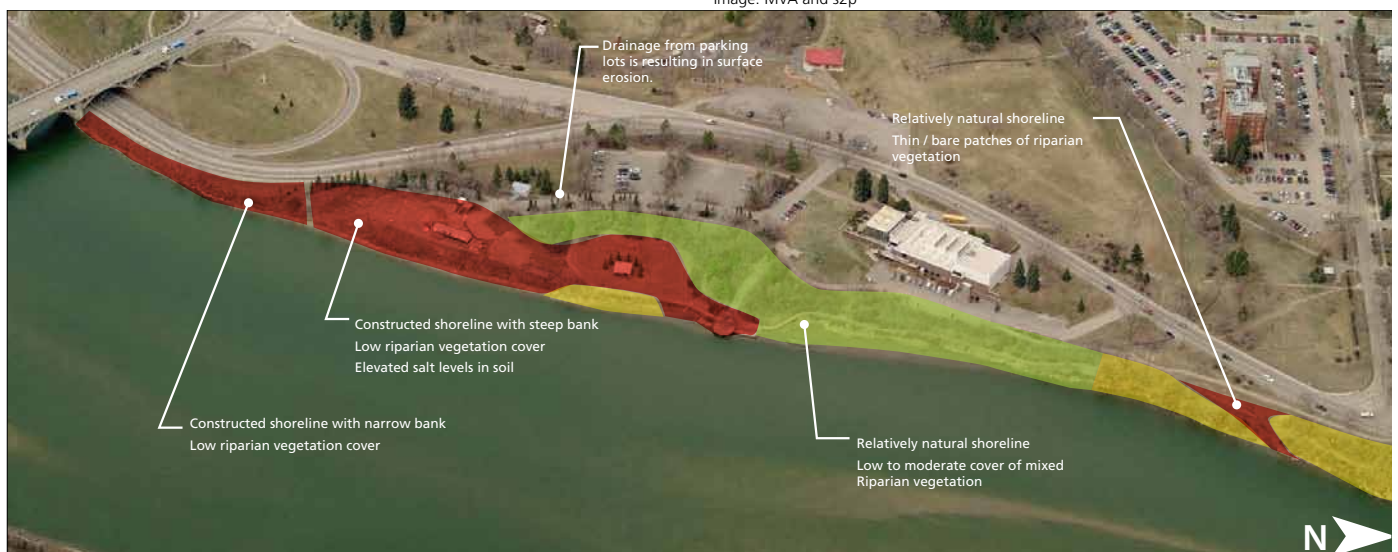
Further work is required to ensure that not just the impacted soil is remediated, but conditions relating to the erosion of the river bank and scouring of the shoreline are addressed.

The MVA has indicated an interest in participating in some capacity in the site rejuvenation, and the city will continue to coordinate this work with the MVA."



Meewasin Valley Authority Ecological Integrity map for Kinsmen Park area

Image: MVA and s2p



Overview of riverbank conditions along Kinsmen Park

Image: s2p and Bing Maps

RECOMMENDATIONS

The following are recommendations for improving the river's edge conditions through Kinsmen Park:

SHORT-TERM (<5 YEARS)

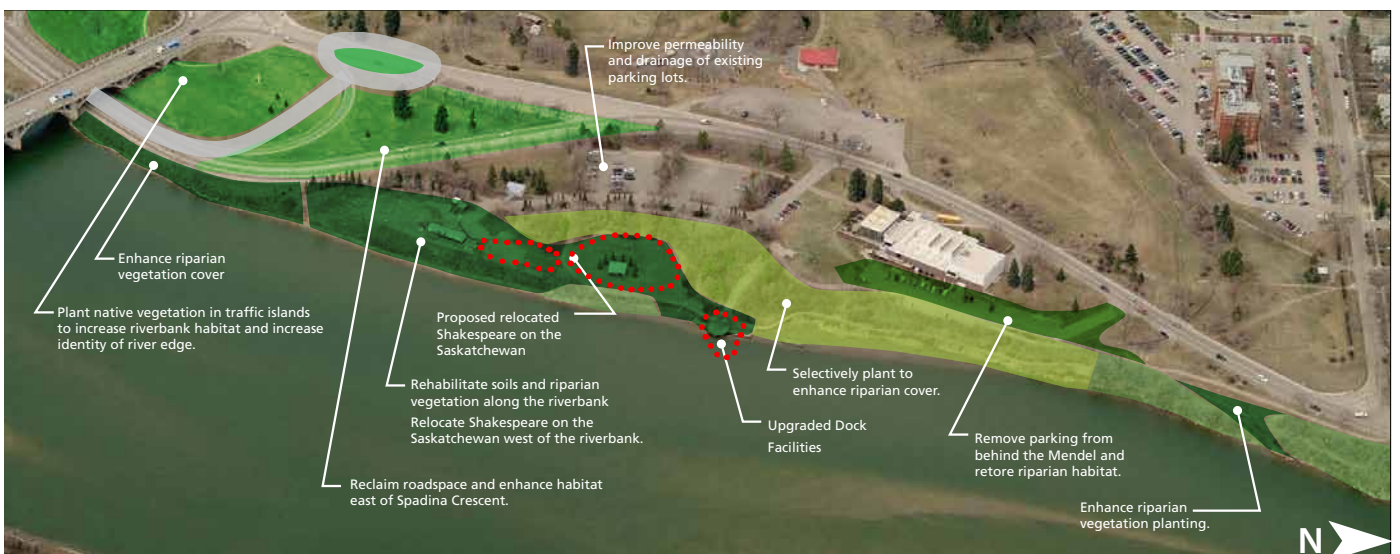
- Target the degraded south end of the park for riparian planting and invasive species management.
- Invasive species management should be applied to the rest of the shoreline, and native riparian trees and shrubs should be interplanted where appropriate.

NEAR-TERM (5-10 YEARS)

- The removal of the Mendel parking lot and access road creates an opportunity to expand the riparian zone in this area.

LONG-TERM (10-25 YEARS)

- The reconfiguration of the Spadina interchange will allow for extensive naturalization and rehabilitation of riverbank conditions.
- A reconfigured Shakespeare on the Saskatchewan will afford the opportunity to rehabilitate and naturalize portions of this area.



Proposed rehabilitation strategy

Image: s2p and Bing Maps

SHAKESPEARE ON THE SASKATCHEWAN

This popular summer program takes place along the banks of the South Saskatchewan River, just north of the Spadina Interchange. This master plan makes the following recommendations for the festival, all of which are intended to occur during the long-term phase (10 - 25 years):

- Shift the performance space for the festival north of the existing site, to make use of an existing amphitheatre landform nearby. The new performance site would require regrading, installation of terraced retaining walls for seating, and removal of the arc of trees for a temporary stage location. Footings may be installed to support temporary scaffolding for lighting and weather-protection canvases.
- Use the north part of the current festival site for the reception area and pre- and post- show activities. Having the performance space more separate from the reception area may encourage the general public to take part in the festival amenities, such as refreshment sales and community stage performances. Tickets would be required to enter the amphitheatre space.
- The reconfigured festival area should be set back from the riverbank to allow for riparian rehabilitation. This will also allow the Meewasin Valley Trail to be realigned between the riverbank and the Shakespeare site.



Amphitheatre in Waterfront Park - Louisville, KY
Photo: www.sitephocus.com

BOAT DOCK

The existing boat dock is a publicly-enjoyed amenity that provides a good viewing point at the river's edge. It serves an important function for personal watercraft, such as canoes, as it is the last safe point of exit from the river before the weir. Shearwater Boat Tours currently uses the dock for daily sightseeing and dinner cruises along the river. The tours generate afternoon and evening activity by the riverfront in Kinsmen Park throughout the summer.

In this master plan the dock will be maintained and will serve as the eastern anchor-point along a new east-west pedestrian spine through the park. The boat tours are considered a desirable attraction that should continue to operate from the dock. Shearwater Boat Tours has expressed interest in expanding the dock to accommodate a larger dinner boat and more space for public use (i.e. canoes). Dock expansion could occur during the long-term phase (10 - 25 years).

In the long-term phase, a potential ferry service could be explored to provide a unique way of traveling to and from the park.



Existing boat dock southeast of the Mendel building

PUBLIC ART STRATEGY

INTENT OF THE PUBLIC ART STRATEGY

A public art strategy has been developed to guide the development of an innovative public art program at Kinsmen Park (see Appendix 6 for the full public art strategy report).

The strategy:

- Describes the current public art context of Kinsmen Park and the surrounding area;
- Provides some reflections on contemporary art currently being made in Saskatoon and Saskatchewan;
- Profiles several precedents of public art programs specifically developed for urban park spaces and the resulting public art projects;
- Offers several specific suggestions for public art projects

VISION FOR PUBLIC ART PROGRAM AT KINSMEN PARK

The vision for the public art program at Kinsmen Park is to enrich the experience of the park and its spaces through a dynamic exchange between the public realm, contemporary art practice and the visitors to the park.

OBJECTIVES OF THE PUBLIC ART PROGRAM

The objectives of the public art program include the following:

- Support and promote excellence within contemporary art practice in Saskatoon.
- Strengthen public engagement with and understanding of contemporary art practice in Saskatoon.
- Engage the interest of the contemporary art community through the development of innovative public art opportunities that support and accommodate critical artistic exploration.
- Offer both emerging and established artists the opportunity to expand their art practices through the consideration of the public realm as a sphere within which to engage new audiences.
- Support the overall objectives of the Kinsmen Park and Area Master Plan.

GUIDING PRINCIPLES AND STRATEGIES

The public art strategy outlines a series of sites and site typologies within Kinsmen Park.

- Winter and summer sites
- Grove of coniferous trees
- Groves of deciduous trees
- Paved pedestrian walkways
- Un-paved walking trails
- Cross-country ski trails
- Sledding slope
- Land bridge - over and under
- Open grassy areas - flat and sloped
- River bank
- The South Saskatchewan River
- The river boat launch area
- The river boat
- Park edges - streetscapes of 25th Street East, Spadina Crescent East and laneway
- Children's play elements - train, carousel, play area
- Sports field
- Underpass - under old bridge along Spadina Crescent at north end of park
- Surface drainage swales
- Parking lots
- Picnic area
- Community gardens

MENDEL BUILDING

At the beginning of 2011, the city began a Call for Ideas process for the re-use of the Mendel Building.

The criteria for the potential tenant is:

- Integrated and complementary with the objective of the Kinsmen Park and Area Master Plan
- A good fit and a great caretaker of the existing building. Respects and maintains the modernist heritage fabric inside and out
- Community - A hub for Saskatoon's citizens, a meeting place for all regardless of age or culture. Interactive and welcoming
- Tourism - Activities for tourists and a place for special events
- Education: A place where people can learn and appreciate Saskatoon's history, culture, art and environment
- Multi-disciplinary and flexible - with a mix of uses and spaces suited to multi-purpose and multi-disciplinary programming
- A centre of excellence, unique within the city

At this point, there is one proposal from in the Call for Ideas process that is being taken forward to Council as part of the Kinsmen Park and Area Master Plan. This proposal is a Children's Museum for Saskatoon.

MENDEL RE-USE COLLABORATORS

- Children's Discovery Museum on the Saskatchewan
- Board of Directors and Advisory Board
- Northern Saskatchewan International Children's Festival
- Board of Directors and Members at Large
- Wide Open Children's Theatre Company

OTHER POTENTIAL COLLABORATORS

- Shakespeare on the Saskatchewan, Kinsmen, Saskatchewan Science Centre

THE CHILDREN'S DISCOVERY MUSEUM IN THE MENDEL BUILDING

- Appropriate fit for Kinsmen Area Master Plan and complementary program and uses
- Public programming seven days a week, year round
- Big draw for families
- Many partnerships and programming opportunities
- No significant alterations to the building

The proposal led by The Children's Discovery Museum will be reviewed by Council along with the Kinsmen Park and Area Master Plan, and if approved at this stage they will move forward to develop a detailed business plan for this centre. Evaluation of the completed business plan will occur in Spring 2012, and full approval of this proposal by Council will occur only once the viability of this idea has been proven through the business plan.

EXAMPLES OF CHILDREN'S MUSEUMS IN OTHER CITIES



Children's Museum of Houston, TX



Austin Children's Museum, TX



Indianapolis, IN



Providence Children's Museum, RI



Winnipeg, MB



Greensboro, NC



Naperville, IL



Waterloo, ON

CHARACTER IMAGES OF POTENTIAL EXHIBITS

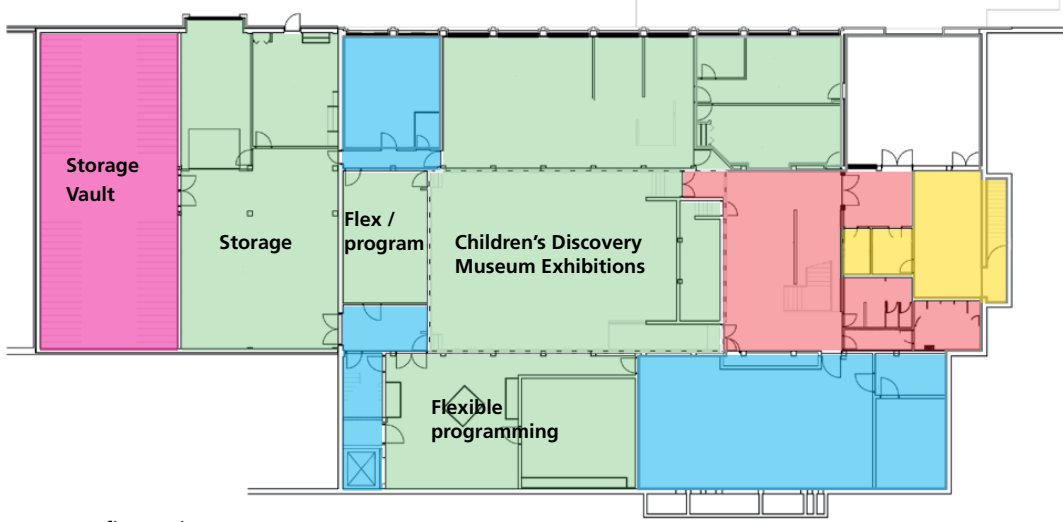


A CHILDREN'S MUSEUM FOR SASKATOON

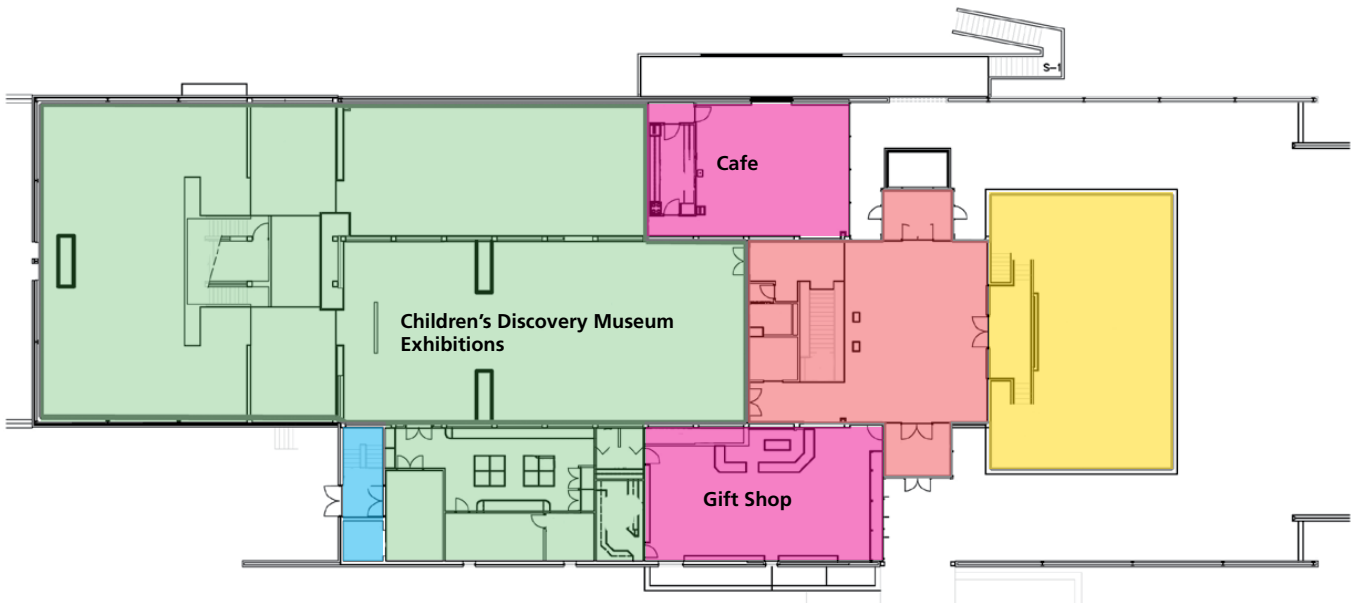
- A place where children learn through play.
- A welcoming and vibrant hub for the community.
- A resource for schools and preschools.
- An amenity that will boost our economy.



PROPOSED PROGRAM PLAN FOR THE CHILDREN'S DISCOVERY MUSEUM



Basement floor plan



Ground floor plan

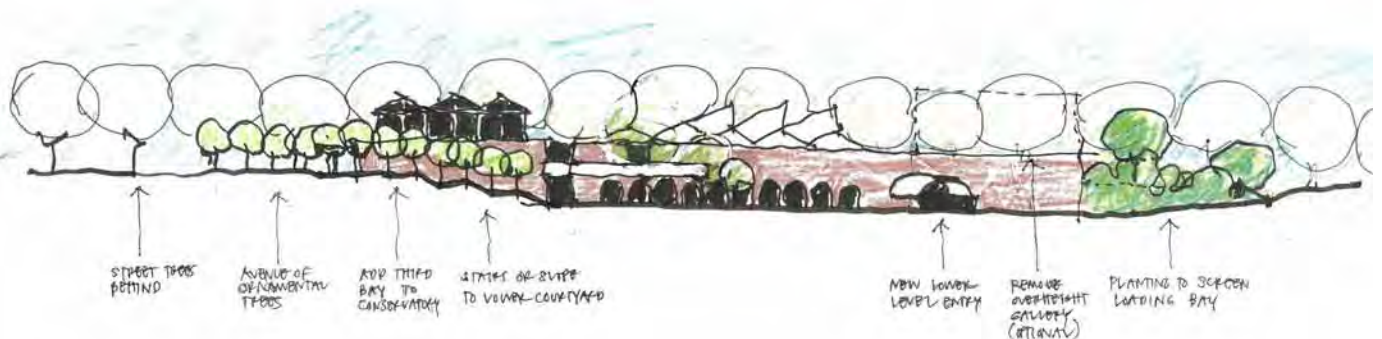
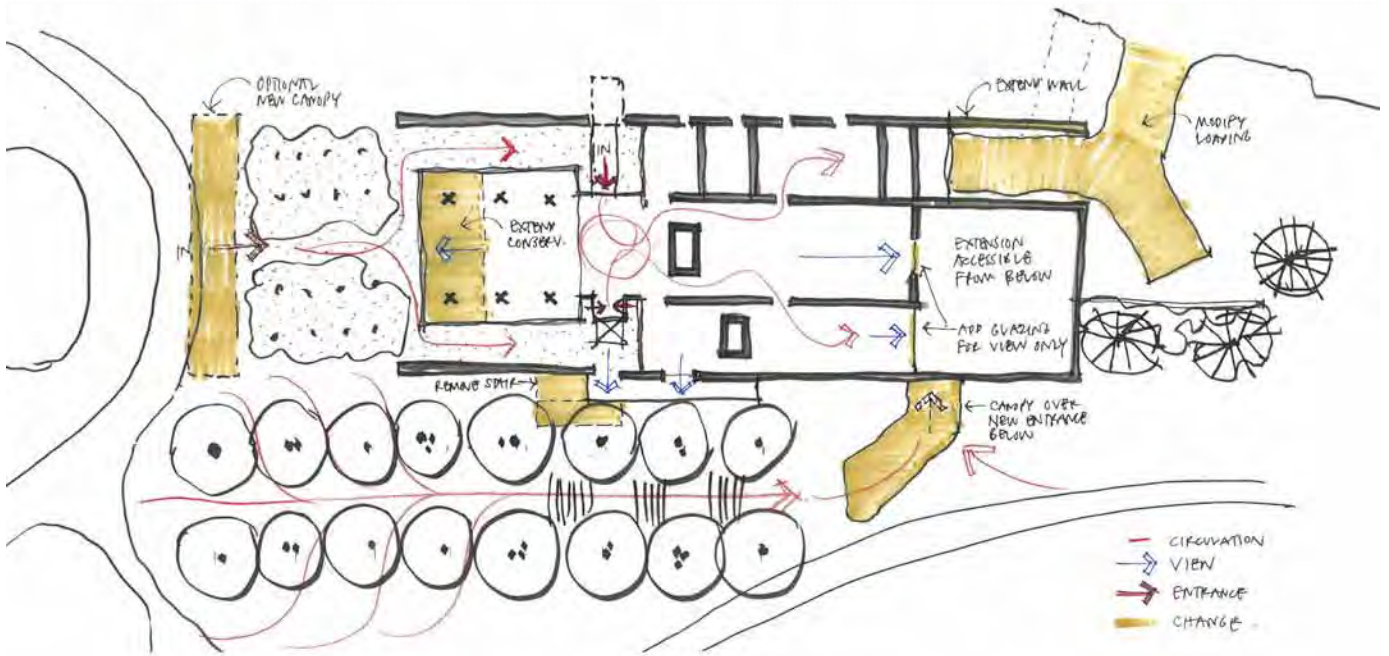
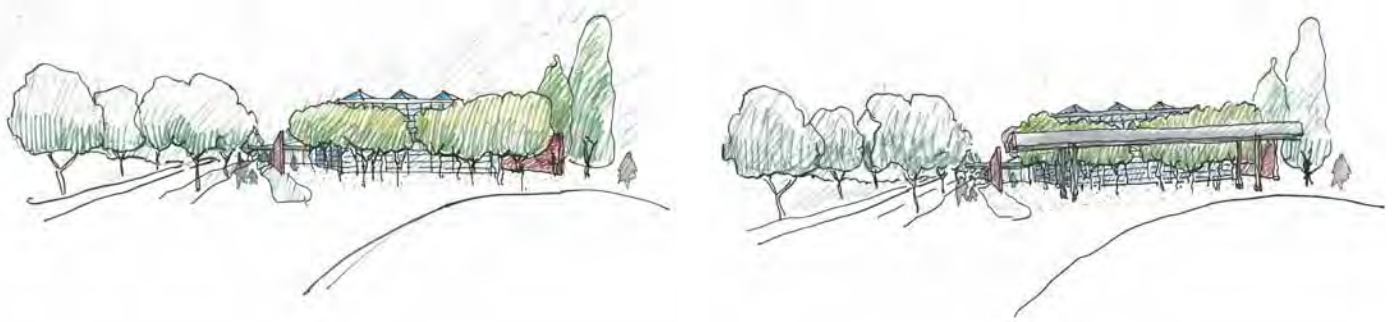


Mezzanine floor plan

LEGEND

- Children's Discovery Museum
- Sublet
- Conservatory
- Lobbies / washrooms
- Circulation/mechanical

Images: s2p and City of Saskatoon



Images: Matthew Woodruff Architecture

AMENITY BUILDING

The existing concession building will be renovated, winterized, and expanded to accommodate a wider range of uses throughout the year. This is intended to occur during the near-term phase (5 - 10 years). Potential activities that could be run out of the new amenity building include:

- Warm-up area for winter park users
- Concession service with drinks and snacks
- Ticket sales booth for amusement rides
- Multi-purpose community program space (e.g. meeting room, event office, special events allocated space, corporate picnics, birthday parties, school/day care field trips, etc.)
- Public washrooms
- Winter Storage for “Zambini” (small zamboni used for clearing the skate path) and winter grooming equipment
- Winter equipment rental (skates, skis)
- Additional programming opportunities identified throughout future public engagement



North-east perspective with program room in foreground



South-west perspective with concession in foreground

Images: Matthew Woodruff Architecture

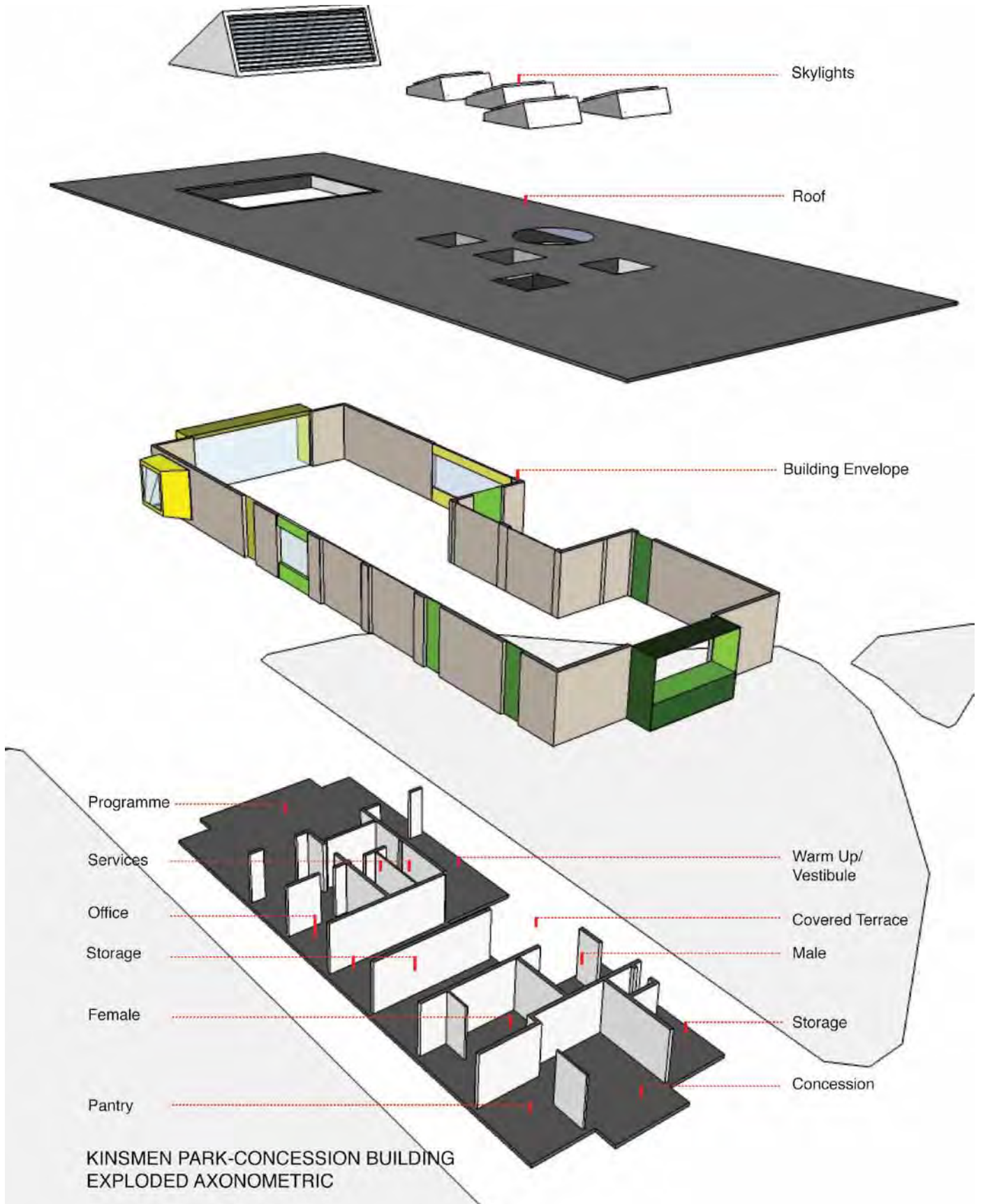


Image: Matthew Woodruff Architecture

PEDESTRIAN CIRCULATION

CONNECTIVITY

New and upgraded pedestrian paths are intended to improve connections throughout the park in all seasons. The master plan design proposes looped paths of different lengths to provide pedestrians with a variety of options for walking and jogging. Such path expansions and upgrades could occur over the following phases, with further details provided in subsequent sections:

Short-term (<5 years)

- Racetrack promenade
- Circulation associated with play and rides area
- Improved alignment of paths in former play village area and picnic area
- Crosswalk between Mendel Building and play area

Near-term (5 - 10 years)

- Circulation associated with community gardens
- Pedestrian underpass below the Spadina Cres bridge
- Improved east-west pedestrian spine east of Spadina

Long-term (10 - 25 years)

- Circulation associated with Shakespeare festival site
- Realignment of Meewasin Valley Trail
- Creation of a park gateway at 5th Avenue

ACCESSIBILITY

Pedestrian circulation routes will be designed to be universally accessible wherever possible. Where accessibility is not feasible (i.e. stairs, steep slopes) wayfinding to the nearest accessible route will be provided.

SAFETY

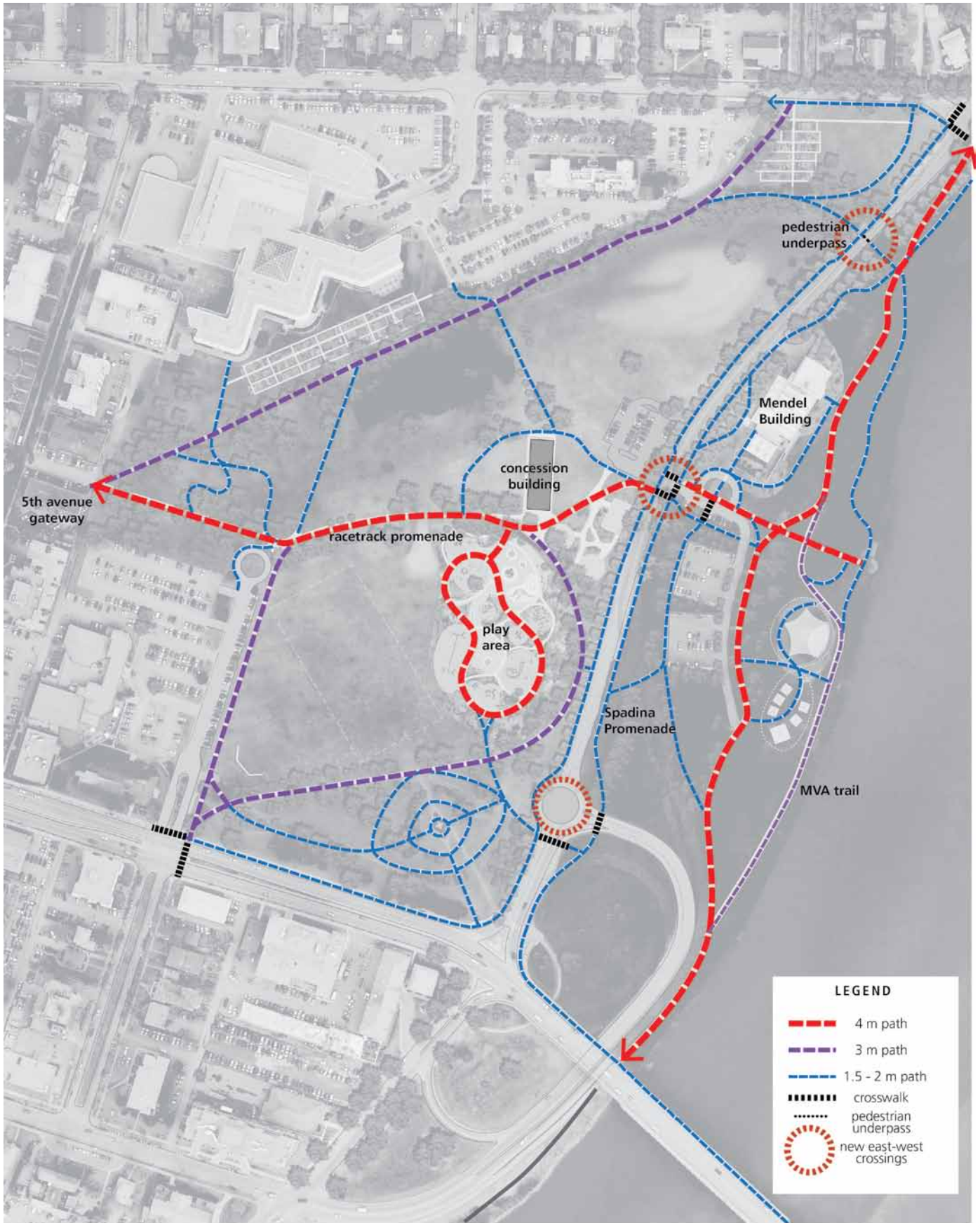
Primary circulation paths will be maintained for pedestrian use throughout the winter. Pedestrian circulation routes will incorporate the principles of Crime Prevention Through Environmental Design (CPTED) to support user safety.

CROSSWALKS

A rationalized intersection is proposed between the Mendel Building and the new play area. This intersection will prioritize pedestrians by including features such as:

- Raised crosswalks (traffic speed table)
- Curb bulbs to shorten crossing distances and improve visibility
- Street lighting
- A pedestrian-actuated signal

The long-term phase of the master plan also includes crosswalks at the proposed roundabout and at the realigned intersection of Spadina Crescent and Queen Street.



PEDESTRIAN CIRCULATION

Image: s2p and City of Saskatoon

PARK ENTRIES

Existing entry points are to be formalized and enhanced to create an improved sense of arrival to the park. Park entry design will respond to adjacent circulation patterns and the greater park context.

PATH HIERARCHY

A primary pedestrian east-west spine is proposed for linking a series of activity nodes through the centre of the park (west parking lot, play area plaza, Mendel Building, and boat dock). This east-west spine and other primary paths would be 4m in width.

Secondary paths are proposed to be 3m in width (i.e. south portion of racetrack promenade, path adjacent to City Hospital).

Tertiary paths (sidewalks, minor paths) are 1.5m - 2m in width.

Paths may be surfaced in concrete, pavers, asphalt or crushed stone based on the level of use and priority.

SPADINA CRESCENT CHARACTER

The pedestrian promenade along Spadina Crescent south of University Bridge is a highly regarded public amenity in Saskatoon (photo below).



Existing Spadina Crescent promenade beside Kiwanis Park

In this master plan, it is recommended that the current character of the promenade be extended along Spadina Crescent through Kinsmen Park as much as possible. This could take place during the near-term (5 - 10 years) and long-term phases (10 - 25 years) as vehicular changes to Spadina Crescent take place.

The extension of this character will improve north-south pedestrian connectivity between 25th Street and Queen Street, and provide a safer, more comfortable and scenic route than currently exists.

MEEWASIN VALLEY TRAIL

The Meewasin Valley Trail will be improved to provide a 4m-wide multi-use trail that generally follows the riverbank.

In the near-term (5 - 10 years), the existing alignment of the path will be generally maintained and the trail conditions upgraded. Where possible, the trail alignment is to be modified to improve the visual connections and physical relationship between the park and the South Saskatchewan River.

In the long-term (10 - 25 years), the trail alignment should be changed to run between the Shakespeare on the Saskatchewan festival site and South Saskatchewan River.

Longitudinal slopes should be less than 5% where possible to ensure accessibility.

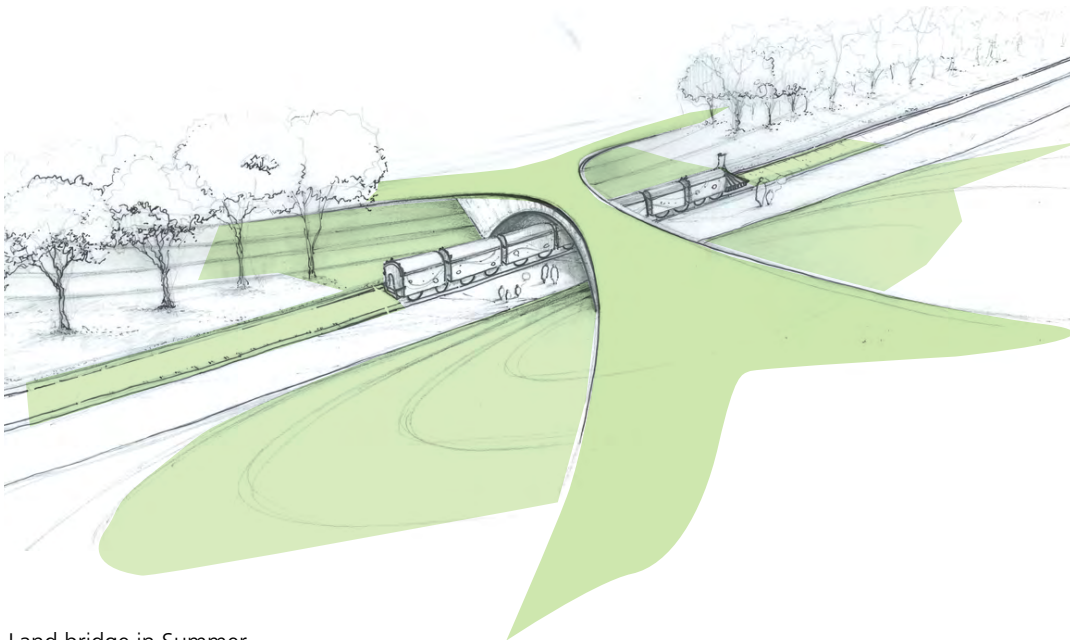


Proposed extension of Spadina promenade through Kinsmen Park

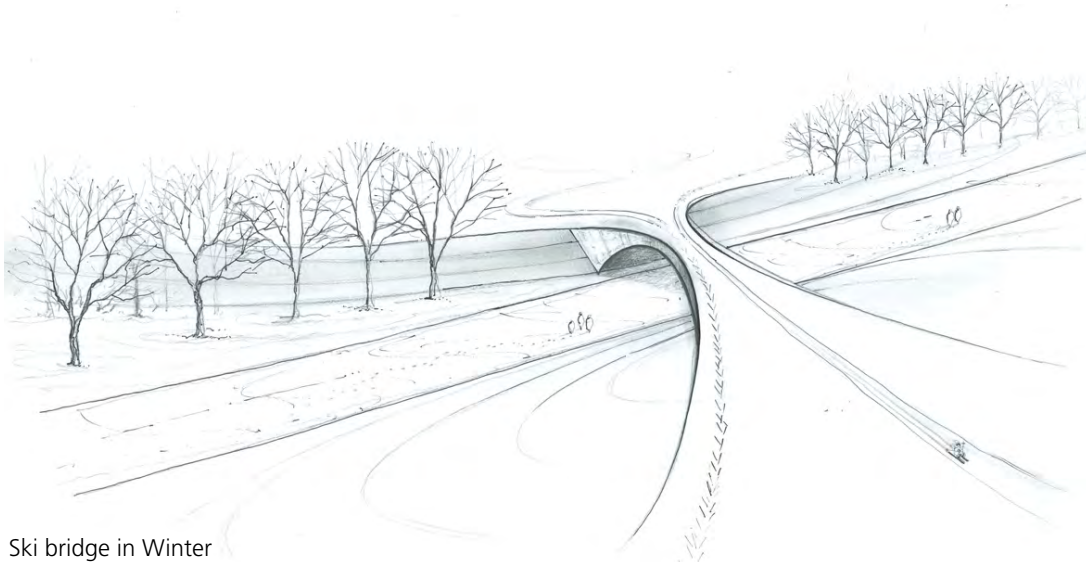
LAND BRIDGE / SKI BRIDGE

A land bridge is proposed for the centre of the park, passing over the east-west pedestrian spine (racetrack promenade) and miniature train tracks. Functions of the land bridge will include:

- Link between the open spaces north and south of the east-west pedestrian spine.
- Gateway to the play area for people arriving from the west
- Short tunnel for the miniature train to pass through
- Vantage point for viewing activities in the park and the landscape beyond
- Slope on which people can sit to watch park activities/ festivals or enjoy the sun
- Conflict-free ski crossing over the primary winter pedestrian route in winter
- Interesting terrain for skiers in winter
- Unique and elegant landmark within the park



Land bridge in Summer



Ski bridge in Winter

VEHICULAR CIRCULATION AND PARKING

GENERAL INTENT FOR VEHICULAR CIRCULATION AND PARKING

The goal for vehicular circulation along Spadina Crescent is to maintain efficient traffic movement while having a less negative impact on pedestrian comfort and connectivity through the park. Spadina Crescent is intended to emulate the promenade-like character of the street north of Queen Street and south of 25th Street, where lanes are narrower and there are dedicated bicycle lanes.

Parking should provide convenient access to the site nodes, but without having a negative impact on pedestrian circulation and activities in the park.

The sequences of changes to vehicular circulation and parking is outlined below and in the following sequence of diagrams.

PROPOSED SPADINA CRESCENT TREATMENT

Portions of Spadina Crescent through Kinsmen Park are unnecessarily wide, contributing to a feeling of disconnection between the east and west parts of the park. The following are proposed changes to Spadina Crescent:

SHORT-TERM (<5 YEARS):

In the short-term, a 4-way intersection would be implemented midway along Spadina Crescent, between the Mendel Building and the new play area. This intersection would consolidate the existing driveways along Spadina Cres, and would provide a safer crossing for pedestrians.

NEAR-TERM (5 - 10 YEARS):

The proposed near-term treatment extends the promenade character through Kinsmen Park. A single row of street trees would be added to the west side of the street, and a double row of trees added to portions of the east side.

LONG-TERM (10 - 25 YEARS):

In the long-term the vision of this master plan is to reconfigure the Spadina Interchange into a roundabout. This new alignment would add a large area of useable space to the southeast part of the park, and would greatly improve east-west pedestrian movement across Spadina Crescent.

A traffic study on this proposed alignment was undertaken by Stantec Consulting. Their findings indicated that a roundabout would meet traffic flow requirements along

Spadina Crescent. The full results of the Stantec traffic study are provided in Appendix 5.

The intersection of Queen Street and Spadina Crescent would also be reconfigured in the long-term plan.

CONSOLIDATION OF DRIVEWAYS AND INTERSECTIONS

A key move in the master plan is the consolidation of driveways and intersections along Spadina Crescent within Kinsmen Park. There are currently 7 driveways that intercept Spadina Crescent, and a large Y-intersection for the Spadina Interchange. The intent of the master plan is to rationalize these traffic patterns and to provide identifiable locations for pedestrian crossings.

In the proposed master plan six of the seven driveways are to be consolidated into one rationalized 4-way intersection south of the Mendel building (near-term phase, 5 - 10 years). The Y-intersection of the Spadina Interchange is intended to be replaced with a roundabout north of 25th St (long-term phase, 10 - 25 years).

RECONFIGURATION OF PARKING

The public and stakeholders generally agreed that there is a sufficient level of parking capacity within Kinsmen Park. Therefore, the intention was to improve parking layout without significantly changing the total parking capacity.

Due to the limited possibilities for creating new parking on the site, and due to requests to remove some existing parking sites, the total number of parking spaces will decrease from 312 to 280, a reduction of 32 spaces or about 10%. These changes are detailed below by phase:

SHORT-TERM (<5 YEARS):

- There is an existing parking lot on the west side of the park (north of the YMCA) that is often overlooked as one of Kinsmen Park's lots. This lot will be retained and signage will be improved to identify it as parking for Kinsmen Park visitors. This lot has a capacity for approximately 100 vehicles.
- The large parking lot near the concession building occupies a highly-visible, central space in the park, interrupting what could be a centre of park activity and a primary pedestrian link to the Mendel. This parking lot will be reconfigured for improved access to the

new play area and to create a pedestrian-centred park. Approximately 48 spaces of the existing 100 spaces will be retained (loss of 52 spaces).

- The two existing lots south of the Mendel Building (approximately 40 spaces each) are to be retained to serve the Mendel Building, Shearwater Boat Tours, Shakespeare on the Saskatchewan, and to accommodate other Kinsmen Park and Meewasin Valley users.
- The small parking lot north of the ball diamonds is removed (loss of 20 spaces). While this lot is convenient for sports and picnics, it is regarded as one of the most problematic areas of the park after nightfall due, in part, to its isolation.
- Approximately 40 perpendicular parking spaces are proposed along the east side of Kinsmen Avenue inside Kinsmen Park.

NEAR-TERM (5 - 10 YEARS)

- Un-sanctioned parking for approximately 28 vehicles on the east side of the Mendel building is removed. This lot was originally permitted by the Meewasin Valley Authority as a loading zone for the Mendel Building, but it has since become permanent parking. This lot is to be removed to provide a better connection between the Mendel and the riverfront.
- 12 existing parking spaces on the south side of the Mendel building are reconfigured to allow for a new drop-off loop in this area.

CONSIDERATION OF ON-STREET PARKING

Earlier in the master planning process space2place design explored the idea of on-street parking along Spadina Crescent. This proposal was discussed with the City of Saskatoon Transportation Department, and it was concluded that the proposal would interfere with bike lanes and with the desired level of service on the street. Thus, on-street parking is not an acceptable option for Spadina Crescent at this time. If traffic patterns change in the future, staff may wish to revisit this proposal.

1. SHORT-TERM (<5 YEAR)

- Four-way intersection and pedestrian crosswalk added to Spadina Crescent, south of the Mendel Building.
- Parking north of ball diamonds is removed.
- Right-angle parking is added along Kinsmen Avenue, and a turn-around is added to the north end of that street.
- Parking by the concession building is reconfigured to create the play and rides area, and to provide a better alignment with the crosswalk to the Mendel Building.



VEHICULAR CIRCULATION PLAN: SHORT-TERM (<5 YEARS)
Image: s2p and City of Saskatoon

2. NEAR-TERM (5-10 YEAR)

- Promenade character is extended along Spadina Crescent with street trees added to both sides of the street.
- Unsanctioned parking behind the Mendel Building is removed (28 spaces)
- Parking at the south end of the Mendel Building is reconfigured to create a new drop-off loop.



VEHICULAR CIRCULATION PLAN, MID-TERM (5-10 YEARS)

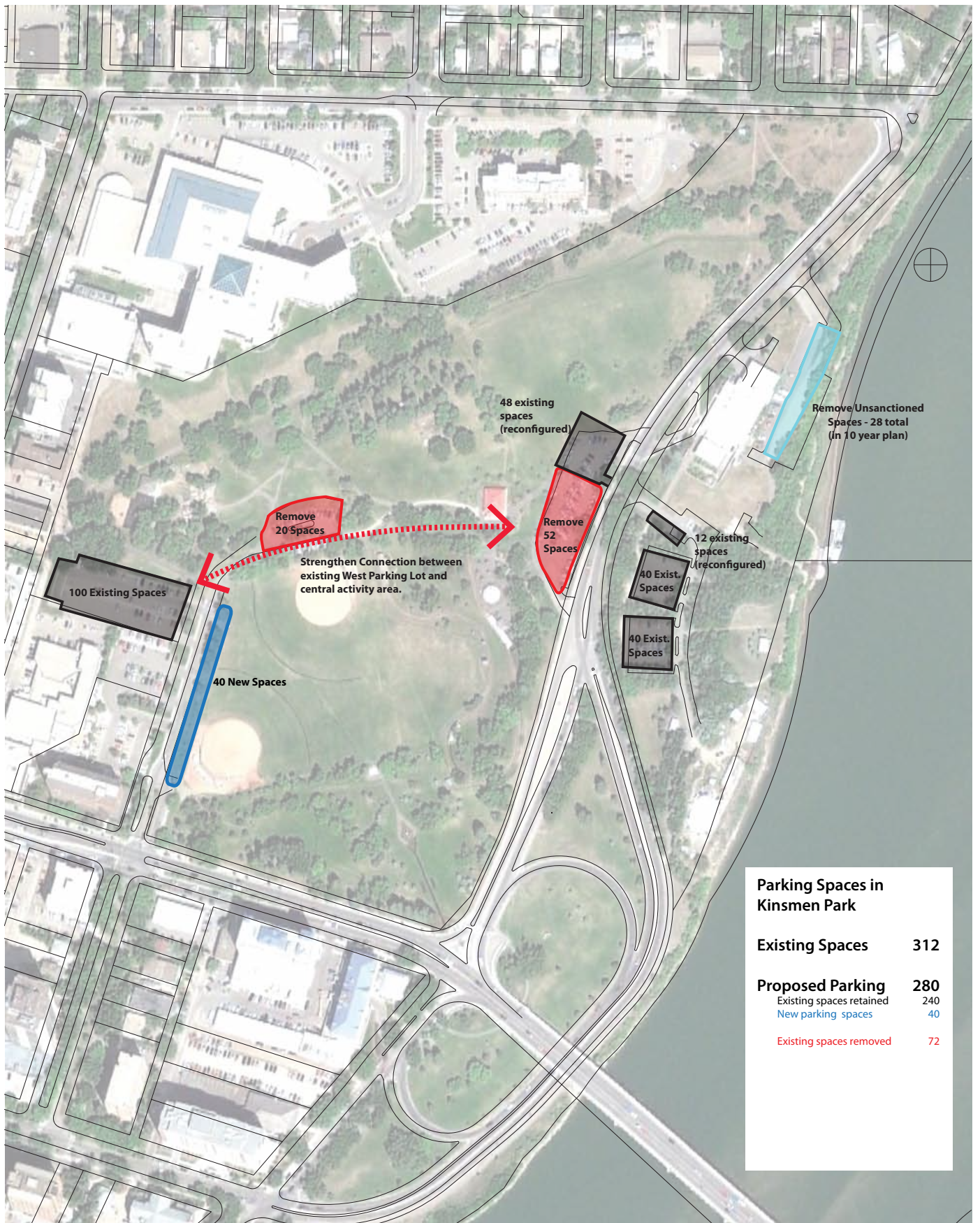
Image: s2p and City of Saskatoon

3. LONG-TERM (10-25 YEAR)

- The Spadina interchange is converted into a roundabout
- The intersection of Queen Street and Spadina Crescent is reconfigured to a T-intersection.
- A new park gateway is created from 5th Avenue



VEHICULAR CIRCULATION PLAN, LONG-TERM (10-25 YEARS)
Image: s2p and City of Saskatoon



INVENTORY OF EXISTING AND PROPOSED PARKING CAPACITY IN KINSMEN PARK

Image: s2p and Google

PUBLIC TRANSPORTATION

Public transit service should be extended through the centre of Kinsmen Park to improve access to the park and encourage travel to the park by bus. A bus stop could be located at the new 4-way intersection between the Mendel Building and the new play area.



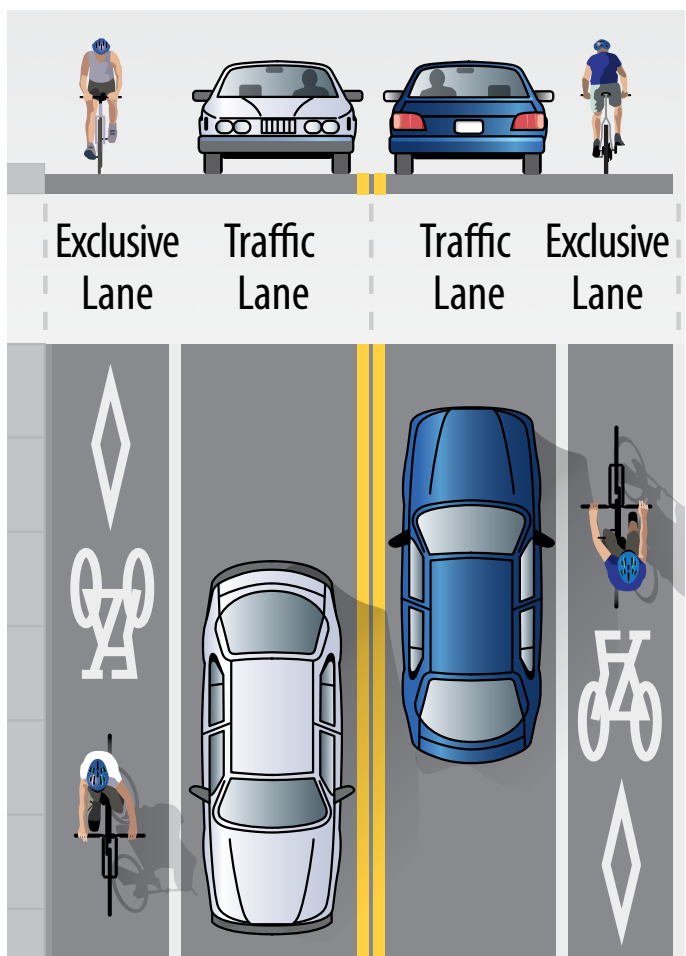
Image: Trekphiler

BICYCLE CIRCULATION + INFRASTRUCTURE

Bicycle travel should be facilitated through Kinsmen Park to connect to existing exclusive bike lanes north and south of the park, and as part of the broader cycling initiatives under the Downtown Cycling Network Plan.

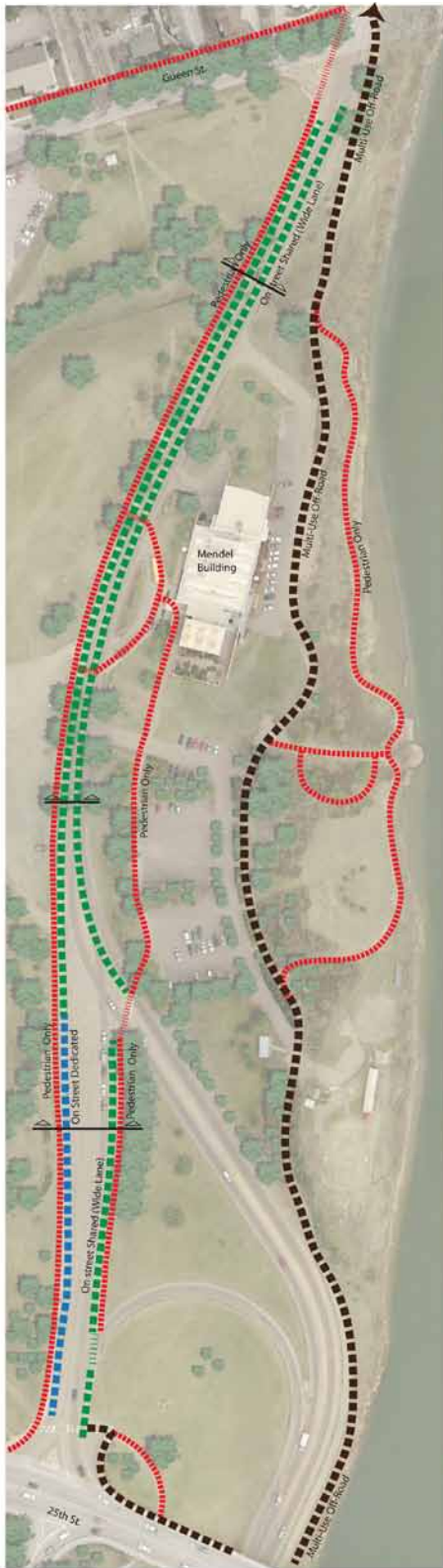
In the near-term phase (5 - 10 years) Spadina Crescent will be reconfigured as required to provide 1.5m-wide exclusive bicycle lanes along the length of the park (see bicycle phasing diagram at right). The restricted road width at the Spadina Crescent Bridge will require bike and vehicle lanes to converge for this short portion of the street.

As mentioned previously, the Meewasin Valley Trail is to be upgraded to a 4m-wide trail for shared use by pedestrians and cyclists. In the long-term (10 - 25 years) this trail is intended to be realigned along the riverbank, thereby improving visual and physical access to the river.



Exclusive bike lanes diagram, from "Downtown Saskatoon is Bicycle Friendly" brochure

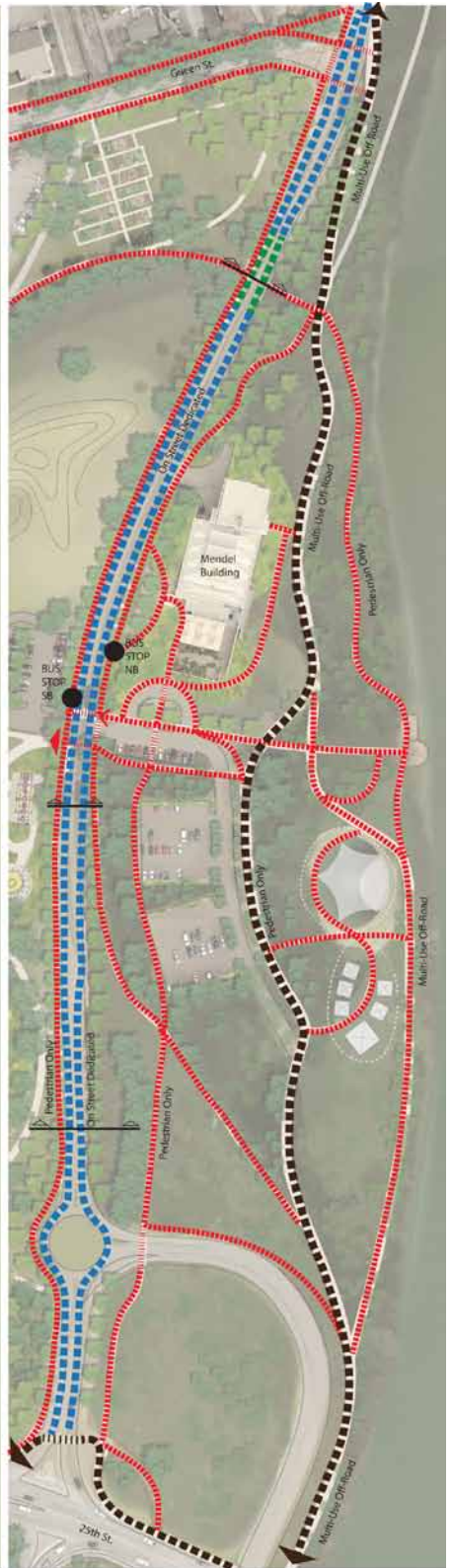
Image: City of Saskatoon



EXISTING



PROPOSED NEAR-TERM

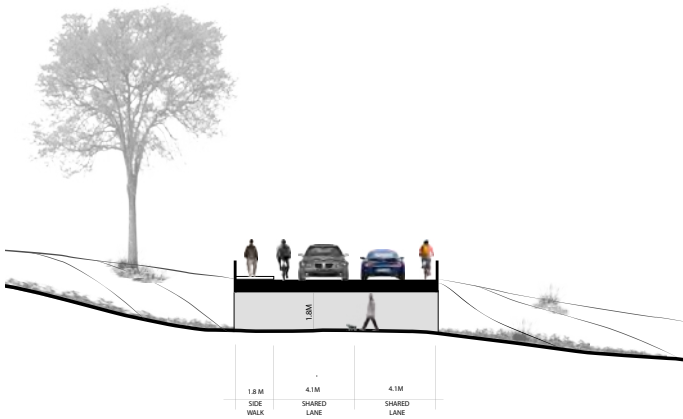


PROPOSED LONG-TERM

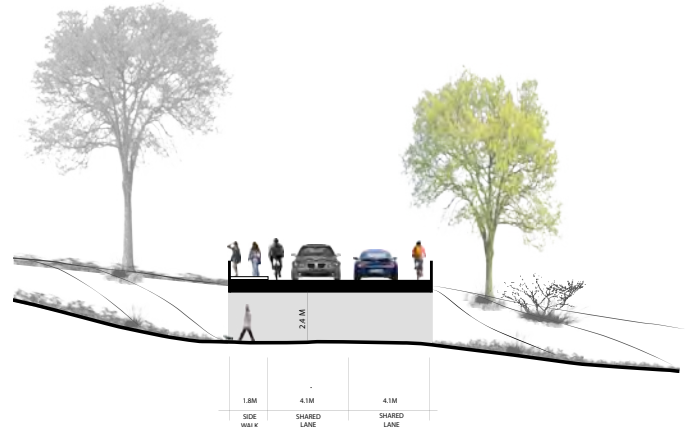
- Proposed Bus Stop
- On Street Shared (vehicle+bike) (Wide Lane)
- On Street (vehicle+bike) (Dedicated Bike Lane)
- Multi-Use Trail (ped+bike)
- Pedestrian Only

BICYCLE CIRCULATION AND TRANSIT PHASING PLAN

Image: s2p and Google



Existing Section of Spadina Bridge



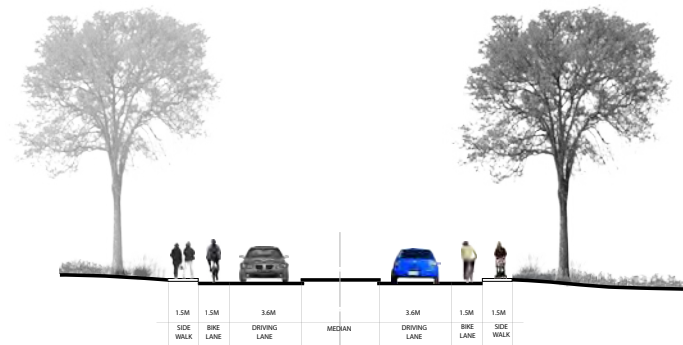
Proposed Section of Spadina Bridge



Existing Section North of Mendel



Proposed Section North of Mendel



Existing Section North of 25th Ave



Proposed Section North of 25th Ave

INFRASTRUCTURE AND OPERATIONS

The following is an overview of the requirements for park infrastructure and operations.

Refer to Appendix 7: Utility Upgrade Memo for an assessment of the existing utilities, (age, material, design capacity, useful life/remaining life) and improvements required to service concept facilities, upgrades for capacity improvements, and rehabilitation options for utilities that are nearing the end of their useful lives.

IRRIGATION

- An automatic irrigation system should be installed to irrigate the high-use and focal areas of the park. The irrigation system can use water from the South Saskatchewan River. Areas to be irrigated by the system include the sports pitch / festival site, the informal open space north of the concession building, the picnic area, and the play area. It has been noted that funding for such a system (about \$325,000) has not yet been secured, but that upgrades are currently planned for 2014.
- Water features in the play area would require servicing by the municipal water supply.
- Water would be required in the winter for snow-making equipment and flooding the skate path.

LIGHTING

- Existing flood lighting should be maintained for cross country skiing.
- Improvements should be made to path lighting along primary circulation routes, which would be kept cleared of snow in the winter. Lighting should be dark-sky compliant and fixtures should be coordinated throughout the park.

FESTIVAL SITE

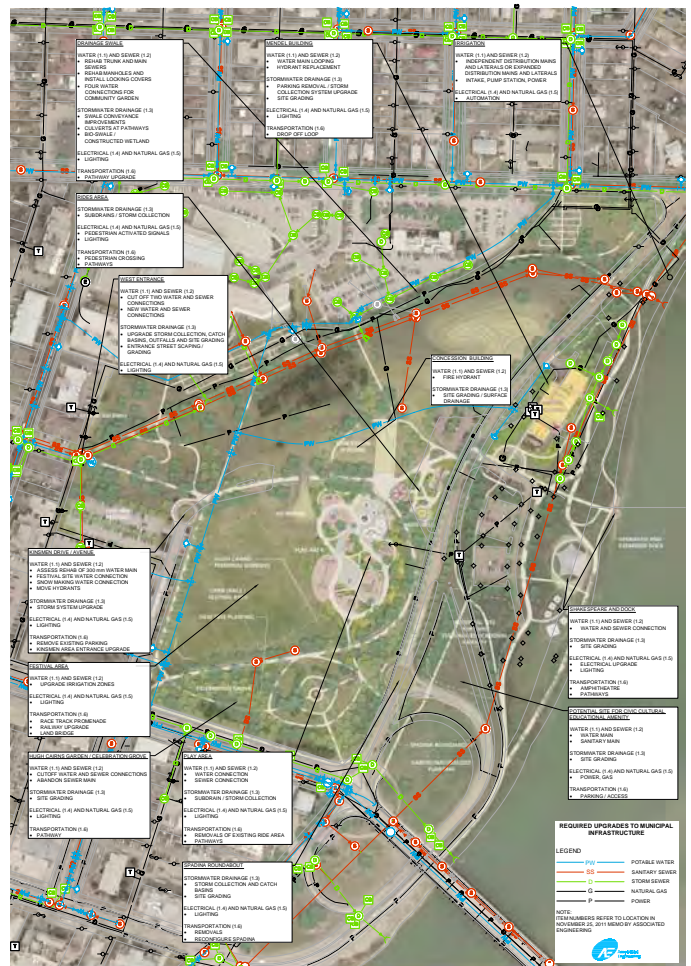
- Electrical requirements for the festival site include two panels with a 200A, 2P main breaker, 120/240 volt
- Water servicing the site should consist of a 2 inch water line with 4 quick couplers (2 in each box), delivering 50 to 60 gallons of water per minute.

PARK OPERATIONS SHED

- A new park operations shed will be installed along the

west side of the park, north of the 5th Avenue entry gateway.

- The parks shed should consist of a double garage (24' x 34'), divided into two equal spaces by a centre wall. One room will be used to house three buggies, one 8' mower, line trimmers, tools and gas cans. The other side will be used as a staff room to accommodate seven people.
- The shed will require electrical service (mini fridge, microwave, lights), a concrete floor, aluminum roofing and siding, a sky light on the staff side, and a gravel parking area (staff are not permitted to use the Kinsmen parking lot).
- A large "Lorras" garbage bin will be stored in the vicinity of the operations shed in the summer.



Plans and detailed descriptions are provided in Appendix 7.

Image: Associated Eng., s2p and City of Saskatoon

PUBLIC OPEN HOUSE #1

WHERE: The Royal Canadian Legion
606 Spadina Crescent West

WHEN: Nov 2, 2011

OVERVIEW:

The proposed park plan was presented to the community for feedback. This material included phasing plans showing a 5yr, 10yr and 25yr build-out scenarios. The proponents for the children's museum also presented their proposal for the reuse of the Mendel Bldg.

FEEDBACK:

The participants were asked to rate the success of the plan based on the questions below:

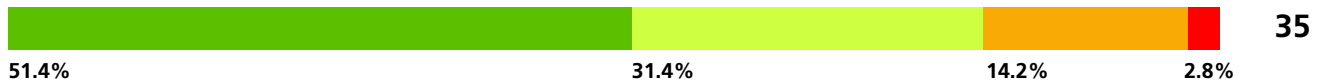
Strongly Agree Agree Somewhat Don't Know Disagree Somewhat Disagree Strongly # of responses

1. The proposed park plan creates an activity hub for all ages in the park.



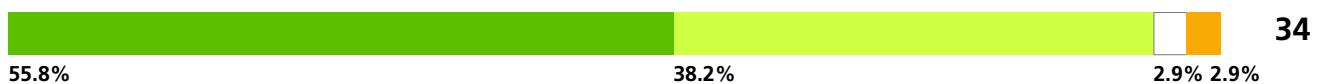
2. The proposed plan improves pathway connections and pedestrian movement through the park.



3. The proposed park plan will improve public safety in the park.



4. The proposed winter activities and programming will increase the use of the park by more people during the winter.



5. The at-grade crosswalk & pedestrian path under the bridge on Spadina Cres will provide better pedestrian crossing on the street



6. The proposed Children's Discovery Museum at the Mendel is an appropriate fit in terms of a public program & amenity in Kinsmen Park



7. The play area centralized in the park will increase usage.



Refer to Appendix 8 for the transcript of open house comments received.

PUBLIC OPEN HOUSE #2

WHERE: The Park Town Hotel
924 Spadina Crescent East

WHEN: Nov 10, 2011

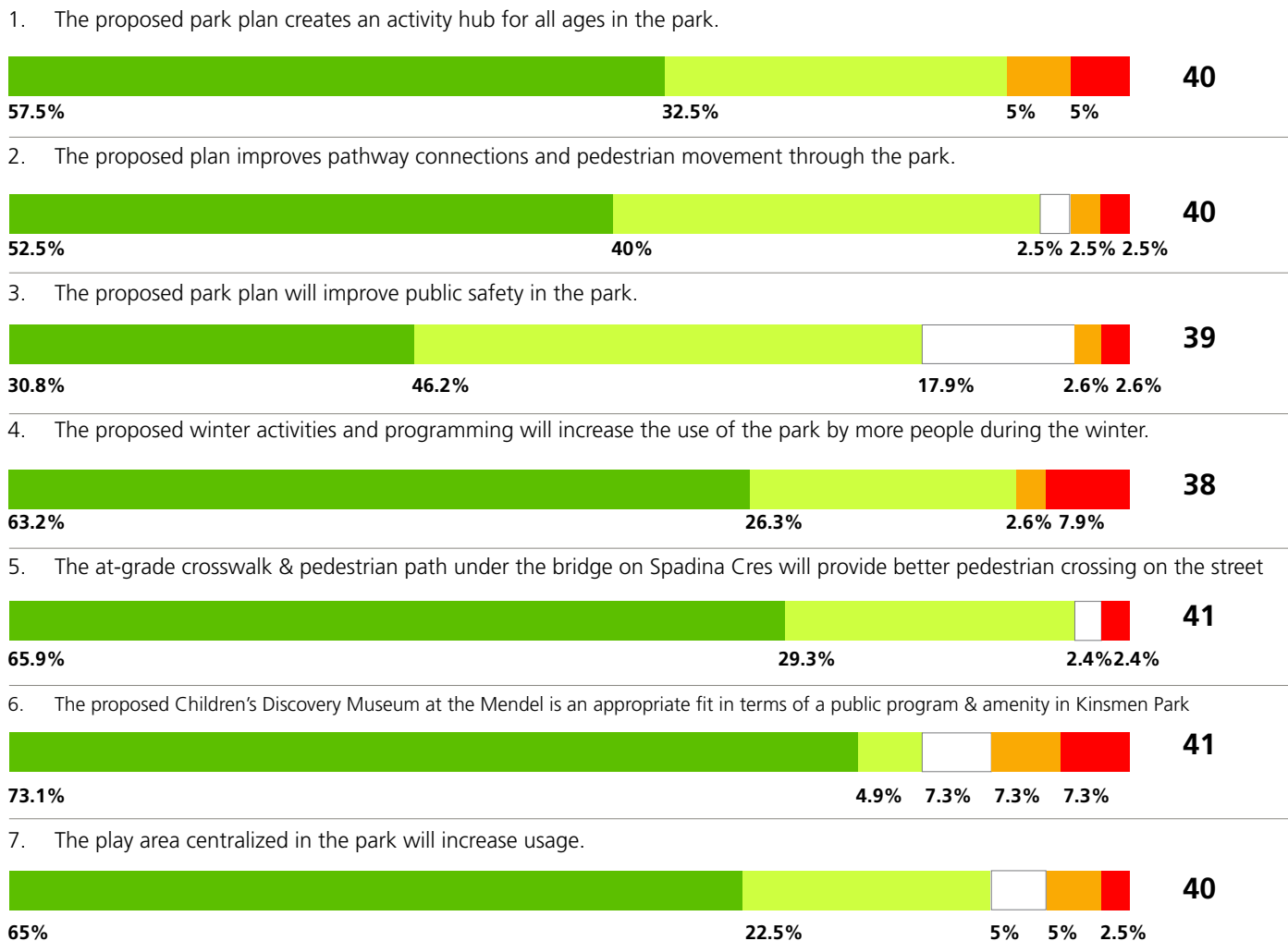
OVERVIEW:

The proposed park plan was presented to the community for feedback. This material included phasing plans showing a 5yr, 10yr and 25yr build-out scenarios. The proponents for the children’s museum also presented their proposal for the reuse of the Mendel Bldg.

FEEDBACK:

The participants were asked to rate the success of the plan based on the questions below:

Strongly Agree Agree Somewhat Don't Know Disagree Somewhat Disagree Strongly # of responses



Refer to Appendix 8 for the transcript of open house comments received.

07 PRELIMINARY COST ESTIMATE

This section includes preliminary cost estimates for the implementation of the master plan in the 5, 10 and 25 year phases. Refer to the plans on pages 71-73 for an overview of the major moves proposed for each phase.

SHORT-TERM (0-5 YEAR) IMPLEMENTATION

Item	Components Included	Units	Qty	Unit \$	Estimated Base Cost	Estimated Optional Cost
1a. Rides Garden	.1 Removals	m ²	3000	\$10.00	\$30,000.00	
	.2 Grading and base prep.	m ²	3000	\$10.00	\$30,000.00	
	.3 Irrigation	Allow		\$10,000.00	\$10,000.00	
	.4 Storm Drainage	Allow		\$15,000.00	\$15,000.00	
	.5 Electrical Servicing for Rides	Allow		\$75,000.00	\$75,000.00	
	.6 Pedestrian path	m ²	800	\$100.00	\$80,000.00	
	.7 Site furnishings and place-making incl. fencing, seating, signage	Allow		\$225,000.00	\$225,000.00	
	.8 Planting - incl. growing medium, plants and trees	Allow	1500	\$50.00	\$75,000.00	
SUB TOTAL					\$540,000.00	
GENERAL CONDITIONS	@ 6%				\$32,400.00	
CONTINGENCY	@ 20%				\$114,480.00	
TOTAL - rides garden					\$686,880.00	
1b. Rides	.8 Carousel (new structure and motor, retrofit existing animals) by Chance Morgan	Allow		\$400,000.00	\$400,000.00	
	.9 Ferris Wheel by Eli Bridge	Allow		\$450,000.00	\$450,000.00	
	.10 Family Swinger by Zamperla	Allow		\$400,000.00	\$400,000.00	
SUB TOTAL					\$1,250,000.00	
TOTAL					\$1,936,880.00	
OPTIONAL	Ticket booth	Allow		\$75,000.00		\$75,000.00
	Lighting incl. conduit, conductors, base, controller	Allow		\$50,000.00		\$50,000.00
2. Play Area	.1 Removals of existing rides area, track fencing, and structures	m ²	2000	\$15.00	\$30,000.00	
	.2 Grading and base prep.	m ²	9000	\$10.00	\$90,000.00	
	.3 Water supply for water play	Allow		\$20,000.00	\$20,000.00	
	.4 Irrigation	Allow		\$20,000.00	\$20,000.00	
	.5 Storm Drainage	Allow		\$100,000.00	\$100,000.00	
	.6 Sanitary Drainage	Allow		\$10,000.00	\$10,000.00	
	.7 Pedestrian paths - concrete	m ²	1800	\$125.00	\$225,000.00	
	.8 Water channel and paving	m ²	1000	\$150.00	\$150,000.00	
	.9 Safety surfacing	m ²	2600	\$50.00	\$130,000.00	
	.10 Catalogue play equipment	Allow		\$400,000.00	\$400,000.00	
	.11 Custom and 'natural' play elements	Allow		\$150,000.00	\$150,000.00	
	.12 Water play equipment and sprayers	Allow		\$250,000.00	\$250,000.00	
	.13 Seating and other site furnishings	Allow		\$100,000.00	\$100,000.00	
	.14 Planting - incl. growing medium, plants and trees	m ²	5000	\$40.00	\$200,000.00	
SUB TOTAL					\$1,875,000.00	
GENERAL CONDITIONS	@ 6%				\$112,500.00	
CONTINGENCY	@ 20%				\$397,500.00	
TOTAL					\$2,385,000.00	
OPTIONAL	Lighting incl. conduit, conductors, base, controller	Allow		\$100,000.00		\$100,000.00
	Removal of old play village (pool, paving, equipment, buildings, capping utilities)	m ²	3000	\$25.00		\$75,000.00
	Regrading and base prep for west community area	m ²	3000	\$10.00		\$30,000.00
	Planting for west community area - incl. growing medium and grass	m ²	3000	\$25.00		\$75,000.00

Item	Components Included	Units	Qty	Unit \$	Estimated Base Cost	Estimated Optional Cost
3. Train Station and Plaza	.1 Removals of existing rides area, planter walls and furnishings	m ²	700	\$15.00	\$10,500.00	
	.2 Grading and base prep.	m ²	700	\$10.00	\$7,000.00	
	.3 Storm Drainage	Allow		\$5,000.00	\$5,000.00	
	.4 Paved plaza	m ²	500	\$200.00	\$100,000.00	
	.5 Train station / platform / storage	Allow		\$500,000.00	\$500,000.00	
	.6 Seating and other site Furnishings	Allow		\$30,000.00	\$30,000.00	
SUB TOTAL					\$652,500.00	
GENERAL CONDITIONS	@ 6%				\$39,150.00	
CONTINGENCY	@ 20%				\$138,330.00	
TOTAL					\$829,980.00	
OPTIONAL	Lighting incl. conduit, conductors, base, poles	Allow		\$25,000.00		\$25,000.00
	Green Roof	m ²	33	\$300.00		\$9,900.00

4. Train Tracks, Promenade and Train	.1 Removals of existing landscape features, paths, fencing	m ²	4550	\$5.00	\$22,750.00	
	.2 Grading and base prep.	m ²	4550	\$10.00	\$45,500.00	
	.3 Pedestrian path (Racetrack Promenade) (150m x4m, 565 x3m)	m ²	2295	\$125.00	\$286,875.00	
	.4 Tracks incl. edging / shoulder (3m width)	m ²	650	\$300.00	\$195,000.00	
	.5 Railway Xing incl. electric gates	Allow	2	\$40,000.00	\$80,000.00	
	.6 Fences	lin.m	220	\$500.00	\$110,000.00	
	.7 Site furnishings incl. seating, signage	Allow		\$50,000.00	\$50,000.00	
	.8 Train - incl. engine, 2 cars + accessible cab. (48 passengers)	Allow		\$350,000.00	\$350,000.00	
	.9 Rehabilitation and tree protection	allow		\$75,000.00	\$75,000.00	
	.10 retaining wall and ramp between sidewalk and promenade @ spadina edge.	allow		\$100,000.00	\$100,000.00	
SUB TOTAL					\$1,315,125.00	
GENERAL CONDITIONS	@ 6%				\$78,907.50	
CONTINGENCY	@ 20%				\$278,806.50	
TOTAL					\$1,847,839.00	
OPTIONAL	Lighting incl. conduit, conductors, base, controller (optional)	Allow		\$200,000.00		\$200,000.00

5. Festival Site	.1 Removals (backstops, fences, bleachers, infields)	m ²	16700	\$10.00	\$167,000.00	
	.2 Grading and base prep.	m ²	16700	\$10.00	\$167,000.00	
	.3 Water supply	Allow		\$20,000.00	\$20,000.00	
	.4 Irrigation	Allow		\$50,000.00	\$50,000.00	
	.5 Electrical Event Receptacles incl. conduit, conductors, kiosks	Allow		\$12,000.00	\$12,000.00	
	.6 rehabilitation to grass	allow		\$30,000.00	\$30,000.00	
SUB TOTAL					\$446,000.00	
GENERAL CONDITIONS	@ 6%				\$26,760.00	
CONTINGENCY	@ 20%				\$94,552.00	
TOTAL					\$567,312.00	

6. Pedestrian Crossing at Mendel	.1 Removals	Allow	750	\$10.00	\$7,500.00	
	.2 Grading and base prep.	Allow	750	\$10.00	\$7,500.00	
	.3 Lighting / Signalization incl. conduit, conductors, base, controller	Allow		\$150,000.00	\$150,000.00	
	.4 Pedestrian bump-outs, curbs, let-downs, gutters	Allow		\$25,000.00	\$25,000.00	
	.5 Concrete Sidewalk	m ²	100	\$125.00	\$12,500.00	
	.6 Asphalt	m ²	500	\$50.00	\$25,000.00	
	.7 Road markings and signage	Allow		\$30,000.00	\$30,000.00	
	.8 Planting incl. growing medium and grass	m ²	100	\$10.00	\$1,000.00	
SUB TOTAL					\$258,500.00	
GENERAL CONDITIONS	@ 6%				\$15,510.00	
CONTINGENCY	@ 20%				\$54,802.00	
TOTAL					\$328,812.00	

07_PRELIMINARY COST ESTIMATE

Item	Components Included	Units	Qty	Unit \$	Estimated Base Cost	Estimated Optional Cost
7. Parking off Spadina (west side)	.1 Removals	m ²	1670	\$10.00	\$16,700.00	
	.2 Grading and base prep.	m ²	1670	\$10.00	\$16,700.00	
	.3 Curbs and Gutters	m ²	275	\$100.00	\$27,500.00	
	.4 Pedestrian path (concrete)	m ²	120	\$125.00	\$15,000.00	
	.5 Asphalt	m ²	1500	\$50.00	\$75,000.00	
	.6 Road markings and signage	Allow		\$3,000.00	\$3,000.00	
	.7 Planting - incl. growing medium, grass and trees	m ²	1000	\$10.00	\$10,000.00	
SUB TOTAL					\$163,900.00	
GENERAL CONDITIONS	@ 6%				\$9,834.00	
CONTINGENCY	@ 20%				\$34,746.80	
TOTAL					\$208,480.80	

8. Kinsmen Ave Upgrades	.1 Removal of central parking lot, trees and curbs	m ²	2200	\$10.00	\$22,000.00	
	.2 Grading and base prep.	m ²	3700	\$10.00	\$37,000.00	
	.3 New parking along east side (drainage, curbs, asphalt)	m ²	1700	\$50.00	\$85,000.00	
	.4 Roundabout / Drop-off (drainage, curbs, asphalt)	m ²	350	\$50.00	\$17,500.00	
	.5 Pedestrian paths - concrete	m ²	100	\$125.00	\$12,500.00	
	.6 Planting incl. growing medium, sod and trees	m ²	300	\$40.00	\$12,000.00	
	.7 Kinsmen arch / gateway restoration	Allow		\$20,000.00	\$20,000.00	
SUB TOTAL					\$206,000.00	
GENERAL CONDITIONS	@ 6%				\$12,360.00	
CONTINGENCY	@ 20%				\$43,672.00	
TOTAL					\$262,032.00	

9. Public Art		Allow			\$250,000.00	
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SUMMARY PHASE 1					\$8,616,335.80	\$639,900.00
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EXCLUSIONS:	
	<p>Land costs.</p> <p>Professional fees and disbursements.</p> <p>Planning, administration and financing costs.</p> <p>Legal fees and expenses.</p> <p>Building permits and development cost charges.</p> <p>Temporary facilities.</p> <p>Removal of hazardous materials.</p> <p>Loose furnishings and equipment.</p> <p>Unforeseen ground conditions and associated extras.</p> <p>Off-site works.</p> <p>Phasing of the works and accelerated schedule.</p> <p>Decanting and moving.</p> <p>Project commissioning.</p> <p>Erratic market conditions, such as lack of bidders.</p> <p>Proprietary specifications.</p> <p>Cost Escalation beyond 2011.</p> <p>Taxes.</p>
	<p>Note: Opinions of probable construction costs provided by the Landscape Architect are based on the designer's familiarity with the landscape construction industry and are provided only to assist the Client's budget planning; such opinions shall not be construed to provide a guarantee or warranty of the actual construction costs at the time construction bids are solicited or construction contracts negotiated.</p>

NEAR-TERM (5-10 YEAR) IMPLEMENTATION

Item	Components Included	Units	Qty	Unit \$	Estimated Base Cost	Estimated Optional Cost
1. Landscape East of Mendel	.1 Removals (existing parking and driveway)	m ²	2100	\$15.00	\$31,500.00	
	.2 Grading and base prep.	m ²	3000	\$10.00	\$30,000.00	
	.3 Storm Drainage	Allow		\$15,000.00	\$15,000.00	
	.4 Lighting incl. conduit, conductors, base, controller	Allow		\$50,000.00	\$50,000.00	
	.5 Stairs, Ramps, Paving	m ²	1000	\$150.00	\$150,000.00	
	.6 Site Furnishings	Allow		\$75,000.00	\$75,000.00	
	.7 Planting incl. growing medium, trees, planting and grass	m ²	2000	\$50.00	\$100,000.00	
SUB TOTAL					\$451,500.00	
GENERAL CONDITIONS	@ 6%				\$27,090.00	
CONTINGENCY	@ 20%				\$95,718.00	
TOTAL					\$574,308.00	
2. Relocated Mendel Drop-off	.1 Removals (existing drop-off, driveway and area south of Mendel)	m ²	1600	\$15.00	\$24,000.00	
	.2 Grading and base prep.	Allow	1600	\$10.00	\$16,000.00	
	.3 Storm Drainage	Allow		\$15,000.00	\$15,000.00	
	.4 Lighting incl. conduit, conductors, base, controller	Allow		\$50,000.00	\$50,000.00	
	.5 Pedestrian Paths (concrete, 130m x 2m, 170m x 3m)	m ²	770	\$125.00	\$96,250.00	
	.6 New drop-off loop and angle parking (asphalt and curbs)	m ²	1100	\$50.00	\$55,000.00	
	.7 Road markings and signage	Allow		\$20,000.00	\$20,000.00	
	.8 Planting incl. growing medium, trees, planting and grass	m ²	1200	\$25.00	\$30,000.00	
SUB TOTAL					\$306,250.00	
GENERAL CONDITIONS	@ 6%				\$18,375.00	
CONTINGENCY	@ 20%				\$64,925.00	
TOTAL					\$389,550.00	
3. Spadina Streetscape from the intersection @ Mendel - north to Queen	.1 Removals (curbs, sidewalk)	m ²	700	\$10.00	\$7,000.00	
	.2 concrete curbs and gutters	m	700	\$100.00	\$70,000.00	
	.3 concrete sidewalks	m ²	1400	\$125.00	\$175,000.00	
	.5 new asphalt for bike lane	m ²	355	\$140.00	\$49,700.00	
	.4 grading and base prep	m ²	1800	\$10.00	\$18,000.00	
	.5 street trees	ea	87	\$1,000.00	\$87,000.00	
	.6 road markings	allow		\$40,000.00	\$40,000.00	
	.7 tree protection and soft landscape	m ²	800	\$25.00	\$40,000.00	
.8 Utility adjustments	allow		\$50,000.00	\$50,000.00		
SUB TOTAL					\$536,700.00	
GENERAL CONDITIONS	@ 6%				\$32,202.00	
CONTINGENCY	@ 20%				\$113,780.40	
TOTAL					\$682,682.40	
4. Concession Building Expansion	.1 Enclosed Building Area	m ²	350	\$3,500.00	\$1,225,000.00	
	.2 Building Overhangs	m ²	250	\$1,750.00	\$437,500.00	
	.3 Storm Servicing	Allow		\$15,000.00	\$15,000.00	
	.4 Sanitary Servicing	Allow		\$15,000.00	\$15,000.00	
	.5 Electrical Servicing	Allow		\$15,000.00	\$15,000.00	
	.6 Grading and base prep.	m ²	300	\$10.00	\$3,000.00	
	.7 Pedestrian path and patio (concrete)	m ²	300	\$125.00	\$37,500.00	
	.8 Planting - incl. growing medium and grass	m ²	1000	\$10.00	\$10,000.00	
SUB TOTAL					\$1,758,000.00	
GENERAL CONDITIONS	@ 6%				\$105,480.00	
CONTINGENCY	@ 20%				\$372,696.00	
TOTAL					\$2,283,676.00	
OPTIONAL	Demolition and removal of picnic shelter, regrade, add growing medium and grass	m ²	90	\$150.00		\$13,500.00
	Green roof	m ²	524	\$200.00		\$104,800.00

07_PRELIMINARY COST ESTIMATE

Item	Components Included	Units	Qty	Unit \$	Estimated Base Cost	Estimated Optional Cost
5. Land/Ski Bridge	.1 Removals	m ²	1100	\$10.00	\$11,000.00	
	.2 Grading	m ²	1100	\$10.00	\$11,000.00	
	.3 Fill	m ³	690	\$35.00	\$24,150.00	
	.3 Bridge/Tunnel Structure	m ²	300	\$1,000.00	\$300,000.00	
	.4 Irrigation	Allow		\$5,000.00	\$5,000.00	
	.5 Tunnel lighting incl. conduit, conductors, controller	Allow		\$30,000.00	\$30,000.00	
	.6 Planting - incl. growing medium and grass	m ²	1100	\$10.00	\$11,000.00	
SUB TOTAL					\$392,150.00	
GENERAL CONDITIONS	@ 6%				\$23,529.00	
CONTINGENCY	@ 20%				\$83,135.80	
TOTAL					\$498,814.80	
6. Mound	.1 Fill	m ³	1000	\$20.00	\$20,000.00	
	.2 Grading	m ²	4000	\$10.00	\$40,000.00	
	.3 Irrigation	Allow		\$20,000.00	\$20,000.00	
	.4 Storm Drainage	Allow		\$10,000.00	\$10,000.00	
	.5 Planting - incl. growing medium and grass	m ²	7000	\$10.00	\$70,000.00	
SUB TOTAL					\$160,000.00	
GENERAL CONDITIONS	@ 6%				\$9,600.00	
CONTINGENCY	@ 20%				\$33,920.00	
TOTAL					\$203,520.00	
7. Community Areas	.1 West - Pedestrian paths (2m asphalt)	m ²	350	\$50.00	\$17,500.00	
	.2 West - Storm Drainage	Allow		\$5,000.00	\$5,000.00	
	.3 West - Play Elements	Allow		\$150,000.00	\$150,000.00	
	.4 West - Planting incl. growing medium	Allow		\$30,000.00	\$30,000.00	
	.5 West - Site Furnishings and signage	Allow		\$30,000.00	\$30,000.00	
	.6 North - Pedestrian paths (2m asphalt)	m ²	370	\$50.00	\$18,500.00	
	.7 North - Storm Drainage	Allow		\$2,500.00	\$2,500.00	
	.8 North - Play Elements	Allow		\$75,000.00	\$75,000.00	
	.9 North - Planting incl. growing medium	Allow		\$15,000.00	\$15,000.00	
	.10 North - Site Furnishings and signage	Allow		\$15,000.00	\$15,000.00	
SUB TOTAL					\$358,500.00	
GENERAL CONDITIONS	@ 6%				\$21,510.00	
CONTINGENCY	@ 20%				\$76,002.00	
TOTAL					\$561,012.00	
OPTIONAL	West - Irrigation	Allow		\$15,000.00		\$15,000.00
	North - Irrigation	Allow		\$10,000.00		\$10,000.00
8. Park Pathways	.1 Grading and storm drainage under Spadina Br.	Allow		\$50,000.00	\$50,000.00	
	.2 3m Asphalt Path under Spadina Br. (incl. base prep)	m ²	396	\$100.00	\$39,600.00	
	.3 2m Asphalt Path incl. base prep	m ²	1000	\$100.00	\$100,000.00	
	.4 Seating and other site Furnishings	Allow		\$250,000.00	\$250,000.00	
SUB TOTAL					\$439,600.00	
GENERAL CONDITIONS	@ 6%				\$26,376.00	
CONTINGENCY	@ 20%				\$93,195.20	
TOTAL					\$559,171.20	
OPTIONAL	Lighting below Spadina Br. conduit, conductors, base	Allow		\$15,000.00		\$15,000.00
	Lighting for 3m path incl. conduit, conductors, base	Allow		\$25,000.00		\$25,000.00
9. Riverbank Improvements	.1 Cleanup / invasive removals	m ²	6000	\$10.00	\$60,000.00	
	.2 Grading and base prep.	m ²	2600	\$20.00	\$52,000.00	
	.3 Expand MVA trail to 4m (650m x 4m) incl. base prep	m ²	2600	\$100.00	\$260,000.00	
	.4 Improve storm water management in east parking	m ²	1200	\$150.00	\$180,000.00	
	.5 Planting along riverbank - incl. native plants	m ²	6000	\$35.00	\$210,000.00	
SUB TOTAL					\$762,000.00	
GENERAL CONDITIONS	@ 6%				\$45,720.00	
CONTINGENCY	@ 20%				\$161,544.00	
TOTAL					\$969,264.00	
OPTIONAL	MVA trail lighting	Allow		\$100,000.00		\$100,000.00

Item	Components Included	Units	Qty	Unit \$	Estimated Base Cost	Estimated Optional Cost
10. Hugh Cairns and Celebration Grove	.1 Removals of landscape features and old restroom	Allow		\$20,000.00	\$20,000.00	
	.2 Asphalt paths incl. base prep. (2m width)	m ²	1100	\$100.00	\$110,000.00	
	.3 Irrigation	Allow		\$25,000.00	\$25,000.00	
	.4 Storm Drainage	Allow		\$10,000.00	\$10,000.00	
	.5 Planting - incl. growing medium, perennials and grass	m ²	3600	\$75.00	\$270,000.00	
	.6 Tree Planting	ea	50	\$1,000.00	\$50,000.00	
	.7 Site Furnishings and signage	Allow		\$50,000.00	\$50,000.00	
SUB TOTAL					\$535,000.00	
GENERAL CONDITIONS	@ 6%				\$32,100.00	
CONTINGENCY	@ 20%				\$113,420.00	
TOTAL					\$680,520.00	
	Lighting incl. conduit, conductors, base, controller	Allow		\$100,000.00		\$100,000.00
11. Community Gardens	.1 West - Removals and regrading	m ²	3000	\$10.00	\$30,000.00	
	.2 West - Asphalt paths incl. base prep. (2m width)	m ²	400	\$100.00	\$40,000.00	
	.3 West - Crushed Stone paths incl. base prep (1.5m width)	m ²	750	\$50.00	\$37,500.00	
	.4 West - Irrigation	Allow		\$20,000.00	\$20,000.00	
	.5 West - Storm Drainage	Allow		\$10,000.00	\$10,000.00	
	.6 West - Growing medium (500mm depth)	m ²	2000	\$10.00	\$20,000.00	
	.7 West - Raised Planters	m ²	2000	\$100.00	\$200,000.00	
	.8 North - Removals and regrading	m ²	1000	\$10.00	\$10,000.00	
	.9 North - Asphalt paths incl. base prep. (2m width)	m ²	100	\$100.00	\$10,000.00	
	.10 North - Crushed Stone paths incl. base prep (1.5m width)	m ²	375	\$50.00	\$18,750.00	
	.11 North - Irrigation	Allow		\$10,000.00	\$10,000.00	
	.12 North - Storm Drainage	Allow		\$5,000.00	\$5,000.00	
	.13 North - Growing medium (500mm depth)	m ²	1000	\$10.00	\$10,000.00	
	.14 North - Raised Planters	m ²	1000	\$100.00	\$100,000.00	
SUB TOTAL					\$521,250.00	
GENERAL CONDITIONS	@ 6%				\$31,275.00	
CONTINGENCY	@ 20%				\$110,505.00	
TOTAL					\$663,030.00	
12. Irrigation Upgrades	.1 water supply upgrades using river water and automatic irrigation system throughout. (note: irrigation has also been included for the individual park components)	Allow		\$200,000.00	\$200,000.00	
SUB TOTAL					\$200,000.00	
GENERAL CONDITIONS	@ 6%				\$12,000.00	
CONTINGENCY	@ 20%				\$42,400.00	
TOTAL					\$254,400.00	
13. Public Art	divided into various projects	Allow			\$1,000,000.00	
SUMMARY PHASE 2					\$9,319,948.40	\$383,300.00

07_PRELIMINARY COST ESTIMATE

Item	Components Included	Units	Qty	Unit \$	Estimated Base Cost	Estimated Optional Cost
EXCLUSIONS:	Land costs. Professional fees and disbursements. Planning, administration and financing costs. Legal fees and expenses. Building permits and development cost charges. Temporary facilities. Removal of hazardous materials. Loose furnishings and equipment. Unforeseen ground conditions and associated extras. Off-site works. Phasing of the works and accelerated schedule. Decanting and moving. Project commissioning. Erratic market conditions, such as lack of bidders. Proprietary specifications. Cost Escalation beyond 2011. Taxes.					
	<p>Note: Opinions of probable construction costs provided by the Landscape Architect are based on the designer's familiarity with the landscape construction industry and are provided only to assist the Client's budget planning; such opinions shall not be construed to provide a guarantee or warranty of the actual construction costs at the time construction bids are solicited or construction contracts negotiated.</p>					

LONG-TERM (10-25 YEAR) IMPLEMENTATION

Item	Components Included	Units	Qty	Unit \$	Estimated Base Cost	Estimated Optional Cost
1. Convert Spadina Interchange into a Roundabout north of 25th St East	.1 Removals - roadway, curbs and sidewalk	m ²	8000	\$15.00	\$120,000.00	
	.2 Removals - landscape	m ²	1500	\$5.00	\$7,500.00	
	.3 Removals - street lighting and signals	Allow		\$100,000.00	\$100,000.00	
	.4 Grading and base prep.	m ²	9500	\$10.00	\$95,000.00	
	.5 Storm Drainage	Allow		\$70,000.00	\$70,000.00	
	.6 Lighting incl. conduit, conductors, base, controller	Allow		\$400,000.00	\$400,000.00	
	.7 Concrete Curbs and Gutters	lin.m	1000	\$100.00	\$100,000.00	
	.8 Concrete Sidewalks	m ²	1000	\$125.00	\$125,000.00	
	.9 Asphalt road surface (incl base)	m ²	6000	\$140.00	\$840,000.00	
	.10 Thermoplastic Pavement Markings (lines, symbols, crosswalks)	Allow		\$50,000.00	\$50,000.00	
	.11 Site Furnishings	Allow		\$50,000.00	\$50,000.00	
	.12 Planting incl. growing medium, planting and grass	m ²	8000	\$25.00	\$200,000.00	
	.13 Street trees along Spadina Cres. incl. growing medium and planting	ea	32	\$1,000.00	\$32,000.00	
SUB TOTAL					\$2,189,500.00	
GENERAL CONDITIONS	@ 6%				\$131,370.00	
CONTINGENCY	@ 20%				\$464,174.00	
TOTAL					\$2,785,044.00	
2. Queen and Spadina	.1 Removals - roadway, curbs and sidewalk	m ²	2100	\$15.00	\$31,500.00	
	.2 Street signal adjustments	allow		\$100,000.00	\$100,000.00	
	.4 Grading and base prep.	m ²	2100	\$10.00	\$21,000.00	
	.5 Utility adjustments	allow		\$20,000.00	\$20,000.00	
	.7 Concrete Curbs and Gutters	m	100	\$100.00	\$10,000.00	
	.8 Concrete Sidewalks	m ²	500	\$125.00	\$62,500.00	
	.9 Asphalt road surface (incl base)	m ²	1700	\$140.00	\$238,000.00	
	.10 Thermoplastic Pavement Markings (lines, symbols, crosswalks)	allow		\$30,000.00	\$30,000.00	
	.12 Planting incl. growing medium, planting and grass	m ²	500	\$25.00	\$12,500.00	
	.13 Street trees along Queen St.	ea	9	\$1,000.00	\$9,000.00	
SUB TOTAL					\$534,500.00	
GENERAL CONDITIONS	@ 6%				\$32,070.00	
CONTINGENCY	@ 20%				\$113,314.00	
TOTAL					\$679,884.00	
3. Shakespeare on the Saskatchewan performance site (estimate does not include any structures or tents)	.1 Removal of contaminated fill	m ²	5000	\$50.00	\$250,000.00	
	.2 Riverbank Stabilization	m ²	2000	\$250.00	\$500,000.00	
	.3 Grading and base prep.	m ²	6000	\$10.00	\$60,000.00	
	.4 Realigned MVA trail along riverfront 4m (650m x 4m) asphalt incl. base prep	m ²	1250	\$100.00	\$125,000.00	
	.5 Amphitheatre (Grading, Concrete Walls, Stage)	Allow		\$100,000.00	\$100,000.00	
	.6 Amphitheatre Electrical services incl. conduit, conductors, kiosks	Allow		\$50,000.00	\$50,000.00	
	.7 Planting - restored riparian habitat on former SoS site, incl. growing medium	m ²	7000	\$40.00	\$280,000.00	
SUB TOTAL					\$1,365,000.00	
GENERAL CONDITIONS	@ 6%				\$81,900.00	
CONTINGENCY	@ 20%				\$289,380.00	
TOTAL					\$1,736,280.00	
OPTIONAL	MVA trail Lighting	Allow		\$100,000.00		\$100,000.00
	Permanent rest room building incl. water supply and sanitary drainage	m ²	500	\$400.00		\$200,000.00
4. Civic Amenity	.1 Potential Civic Cultural / Educational Amenity	m ²	2500	TBD		TBD
5. Planting	.1 Commemorative Grove Tree Planting	Allow		\$5,000.00	\$5,000.00	
	.2 Additional Riparian Planting	m ²	4000	\$40.00	\$160,000.00	
	.3 Habitat Planting North of University Bridge	m ²	6000	\$25.00	\$150,000.00	
SUB TOTAL					\$315,000.00	
GENERAL CONDITIONS	@ 6%				\$18,900.00	
CONTINGENCY	@ 20%				\$66,780.00	
TOTAL					\$400,680.00	

07_PRELIMINARY COST ESTIMATE

Item	Components Included	Units	Qty	Unit \$	Estimated Base Cost	Estimated Optional Cost
6. Gateway from 5th Ave	.1 Removals - roadway and gravel parking, regrading	m ²	900	\$20.00	\$18,000.00	
	.2 Storm Drainage	Allow		\$20,000.00	\$20,000.00	
	.3 Street and Pedestrian Lighting	Allow		\$50,000.00	\$50,000.00	
	.4 Concrete gutters and sidewalks	m ²	200	\$125.00	\$25,000.00	
	.5 Asphalt road and angle parking	m ²	700	\$100.00	\$70,000.00	
	.6 Concrete path from gateway to Kinsmen Drop-off Roundabout 4m concrete	m ²	460	\$125.00	\$57,500.00	
	.7 Gateway element and signage	Allow		\$20,000.00	\$20,000.00	
	.8 Street Tree planting - incl. structural growing medium, grates and bollards	Ea	8	\$10,000.00	\$80,000.00	
SUB TOTAL					\$340,500.00	
GENERAL CONDITIONS	@ 6%				\$20,430.00	
CONTINGENCY	@ 20%				\$72,186.00	
TOTAL					\$513,116.00	

7. Operations Shed Upgrades	.1 Removals of existing sheds	Allow		\$2,000.00	\$2,000.00	
	.2 Storm drainage	Allow		\$5,000.00	\$5,000.00	
	.3 Sanitary drainage	Allow		\$5,000.00	\$5,000.00	
	.4 Water supply	Allow		\$5,000.00	\$5,000.00	
	.5 Electrical supply	Allow		\$5,000.00	\$5,000.00	
	.6 Asphalt driveway / staging area	m ²	50	\$100.00	\$5,000.00	
	.6 New operations building	m ²	54	\$3,200.00	\$172,800.00	
SUB TOTAL					\$199,800.00	
GENERAL CONDITIONS	@ 6%				\$11,988.00	
CONTINGENCY	@ 20%				\$42,357.60	
TOTAL					\$254,145.60	

8. Boat Dock Expansion	.1 Allowance	m ²	300	\$250.00	\$75,000.00	
SUB TOTAL					\$75,000.00	
GENERAL CONDITIONS	@ 6%				\$4,500.00	
CONTINGENCY	@ 20%				\$15,900.00	
TOTAL					\$95,400.00	

9. Mendel Building Reuse	.1 Interior reorganization	TBD		TBD	TBD	
	.2 Conservatory expansion	Allow		\$2,000,000.00	\$2,000,000.00	

10. Public Art	Various Projects	Allow		\$1,000,000.00	\$1,000,000.00	
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SUMMARY PHASE 3					\$9,464,549.60	\$300,000.00
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EXCLUSIONS:	<p>Land costs. Professional fees and disbursements. Planning, administration and financing costs. Legal fees and expenses. Building permits and development cost charges. Temporary facilities. Removal of hazardous materials. Loose furnishings and equipment. Unforeseen ground conditions and associated extras. Off-site works. Phasing of the works and accelerated schedule. Decanting and moving. Project commissioning. Erratic market conditions, such as lack of bidders. Proprietary specifications. Cost Escalation beyond 2011 Taxes</p> <p>Note: Opinions of probable construction costs provided by the Landscape Architect are based on the designer's familiarity with the landscape construction industry and are provided only to assist the Client's budget planning; such opinions shall not be construed to provide a guarantee or warranty of the actual construction costs at the time construction bids are solicited or construction contracts negotiated.</p>
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