



**PUBLIC AGENDA
MUNICIPAL PLANNING COMMISSION**

**Tuesday, September 29, 2015, 11:30 a.m.
Committee Room E, Ground Floor, City Hall
Members:**

**Ms. J. Braden, Chair
Mr. K. Martens, Vice-Chair
Councillor E. Olauson
Mr. S. Betker
Dr. C. Christensen
Mr. A. Douma
Mr. J. Jackson
Mr. S. Laba
Mr. J. McAuliffe
Ms. S. Smith
Ms. K. Weber
Mr. J. Yachyshen
Mr. A. Yuen**

Pages

1. CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

That the agenda be approved as presented.

3. ADOPTION OF MINUTES

Recommendation

That the minutes of Regular Meeting of the Municipal Planning Commission held on August 25, 2015 be adopted.

4. UNFINISHED BUSINESS

5. COMMUNICATIONS

6. REPORTS FROM ADMINISTRATION

6.1 North Sector Plan - Employment Growth Area [File No. CK 4110-24] 4 - 61

A copy of the draft North Sector Plan September, 2015 can be viewed electronically as part of this agenda.

Recommendation

That the Municipal Planning Commission forward a copy of this report to the Standing Policy Committee on Planning, Development and Community Services to recommend to City Council that the North Sector Plan - Employment Growth Area, as outlined in the September 29, 2015 report of the General Manager, Community Services Department, be approved.

6.2 Proposed Rezoning from R1A to R1B and RM3 - Lewin Crescent and Stonebridge Common - Stonebridge [CK 4351-015-015] 62 - 65

Recommendation

That as the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone land in the Stonebridge neighbourhood, as outlined in this report, be approved.

6.3 Proposed Rezoning by Agreement - From R1A to B1B by Agreement and M2 by Agreement - 3200 Preston Avenue South [File No. CK 4351-015-016] 66 - 81

Recommendation

That a copy of this report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone 3200 Preston Avenue South, as outlined in this report, be approved.

6.4 Discretionary Use Application - Residential Care Home (Maximum Ten Residents) - 134 Avenue O South [File No. CK 4355-015-002] 82 - 89

Recommendation

That a report be forwarded to City Council, at the time of the public hearing, recommending that the application submitted by Sanctum Care Group requesting permission to operate a Residential Care Home – Type II, with a maximum of ten residents, at 134 Avenue O South, be approved, subject to the following conditions:

1. That a building permit be obtained to convert the existing one-unit dwelling to a Residential Care Home - Type II;

2. That the applicant obtain a Development Permit and all other relevant permits and licenses; and
3. That the final plans submitted be substantially in accordance with the plans submitted in support of this Discretionary Use Application.

6.5 Proposed Rezoning by Agreement - From B2 to B12 by Agreement - 418 Cumberland Avenue North - Varsity View [File No. CK 4351-015-017] 90 - 104

Recommendation

That a copy of this report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that 418 Cumberland Avenue North be rezoned from B2 – District Commercial to B1B - Neighbourhood Commercial Mixed Use District, subject to a Rezoning Agreement, be approved.

6.6 Land Use Applications Received by the Community Services Department For the Period Between July 30, 2015 to August 20, 2015 [Files CK. 4000-5, PL 4350-1, PL 4355-D, and PL 4300] 105 - 117

Recommendation

That the information be received.

7. REPORTS FROM COMMISSION

7.1 Update on the Items Previously Considered by the Commission and Considered by City Council at its meeting on Monday, September 28, 2015 [File No. CK. 175-16] 118 - 118

Recommendation

That the information be received.

8. ADJOURNMENT

North Sector Plan – Employment Growth Area

Recommendation

That the Municipal Planning Commission forward a copy of this report to the Standing Policy Committee on Planning, Development and Community Services to recommend to City Council that the North Sector Plan – Employment Growth Area, as outlined in the September 29, 2015 report of the General Manager, Community Services Department, be approved.

Topic and Purpose

The City of Saskatoon (City) has recently undergone a boundary alteration and has brought additional lands into City jurisdiction for the purpose of future urban growth. To understand how the majority of the undeveloped and unserviced land can be incorporated into the urban framework, the North Sector Plan provides a high-level review of the area, focusing on land use, natural areas, major infrastructure, and development phasing. Upon approval of the North Sector Plan, the more detailed Concept Plans for each phase of growth can follow, illustrating how the planned development will be consistent with the guidelines and vision set out in the North Sector Plan.

Report Highlights

1. The North Sector Plan is a long-range plan intended to facilitate economic development opportunities by expanding the City's north employment area.
2. The North Sector is approximately 19.8 square kilometres (4,903 acres) located north of Marquis Industrial and Agriplace.
3. The North Sector will mainly accommodate new fully-serviced light and heavy industrial parcels of land.
4. In order to maintain a consecutive two-year supply of industrial land in Saskatoon, the initiation of a new industrial growth area is required.
5. New developments will proceed contiguously from 71st Street and building north and northwest over multiple decades.

Strategic Goals

The North Sector Plan supports the Strategic Goals of Sustainable Growth, Moving Around, Environmental Leadership, and Economic Growth and Prosperity. The North Sector Plan is also aligned with the objectives in the Growth Plan to 500,000, in particular, the Employment Area Strategy.

Background

Sector plans serve as a development framework for future growth and are based on the policies contained in Official Community Plan Bylaw No. 8769 and the Strategic Goals of the Strategic Plan 2013-2023. Provincial legislation requires sector plans to be approved by City Council.

In 1999, the City completed the Future Growth Study, which reviewed the lands surrounding Saskatoon and made recommendations to which areas the Civic Administration should pursue as residential growth areas or industrial growth areas as the city expands. The lands to the north of the city were identified as desirable industrial lands due to the proximity to the Saskatoon John G. Diefenbaker International Airport, connections to the provincial highway network, the location of two existing chemical facilities, and the adjacent lands were mainly developed as industrial. In 2010 and 2015, the City approved a boundary alteration to expand into this area.

Report

Rationale

Saskatoon population growth in the past five years has resulted in a significant increase in the pace of development. Currently, Saskatoon has eight active residential neighbourhoods being developed in different stages across the city. Three of these residential neighbourhoods are nearly complete. To keep a balance of residential growth with employment growth in the City, it is necessary to initiate a new growth sector to expand the City's north employment area. With an industrial vacancy rate that fluctuates between 4% and 5%, strong demand for industrial lands has remained present in Saskatoon's Northern Industrial Area since 2010. According to the City's "Three-Year Land Development Reports," the average industrial land sales and leases is approximately 24 hectares (60 acres) over the past six years. In order to maintain a consecutive two-year supply of industrial land, the steady development of industrial lands is necessary. To achieve this, a sector plan must be in place, setting out the City's vision for industrial growth providing land developers and landowners with a guide as to how Industrial Area Concept Plans will be reviewed over the development sequence of the area.

Location

The North Sector is approximately 19.8 square kilometres (4,903 acres) north of Marquis Industrial and Agriplace (north of 71st Street), east and south of the Perimeter Highway alignment, and west of the South Saskatchewan River.

Vision

The overall objective of the North Sector is to facilitate economic development opportunities by expanding the City's north employment area. This new industrial area will generate employment opportunities, accommodate a wide range of industrial development, and provide goods and services, not only for the City, but to the surrounding region.

Land Use

The North Sector will accommodate fully-serviced light and heavy industrial, four commercial nodes, recreation areas/facilities, and the incorporation of the wetland complex. The North Sector is 1,984 hectares (4,903 acres) in size and is anticipated to employ 32,000 employees at full build out.

Within the North Sector, the Red Pheasant Cree Nation Reserve (Red Pheasant) occupies approximately 32 hectares (80 acres). These lands are governed by the Red Pheasant, and the Civic Administration is working with the Red Pheasant Council on a new Compatible Land Use and Servicing Agreement. Red Pheasant would become the newest urban reserve in Saskatoon.

The lands within the North Sector, north of Perimeter Highway and east of Wanuskewin Road, have been identified as “To Be Determined” as future land use is under review by Civic Administration. Conversations will continue with the landowners in this area, as well as adjacent landowners, to determine if development should occur. A separate study will be created for this area, and an amendment to the North Sector Plan may be required.

Transportation

The ability to move freight by multiple modes of transportation (heavy truck, rail, and air) in the Northern Industrial Area makes the area attractive. The North Sector vision is to expand on the existing and future transportation network in the area. As projects such as the North Commuter Parkway Bridge and the Perimeter Highway are completed, the efficiency of moving in and out of the North Sector will be continuously enhanced.

The North Sector will promote transportation options, including walking, cycling, and transit for employees and patrons. Infrastructure, such as sidewalks (with curb cuts), multi-use trails, bike lanes, and transit stops, shall be provided as part of the roadway design.

Reserve Dedications and Open Space

Developments in the North Sector will be comprehensively designed while incorporating a conservation theme of preserving and integrating existing natural features. Within the North Sector, a natural drainage channel or wetland complex separates the lands between Idylwyld Drive (Highway 12) and Wanuskewin Road. Portions of this wetland complex have ecological significance and will be preserved in its natural state, while other areas of the wetland complex have been altered by previous human activities and will be used for stormwater management. The inclusion of the wetland complex into the North Sector is to provide passive recreational opportunities for the general public, while supporting wildlife by providing a viable and sustainable habitat. In addition, lands adjacent to the South Saskatchewan River will be dedicated as Riverbank, and a 5% dedication (land or cash-in-lieu) will be required on all subdivisions in the North Sector to be used for the creation of Municipal recreation areas or facilities.

Infrastructure Servicing

The North Sector Plan identifies the major infrastructure needs to service the sector. Initial servicing will be provided by extending the utility trunks from Marquis Industrial into the North Sector. The lands west of Idylwyld Drive (Highway 12) will require a new water reservoir and a new fill main from the Water Treatment Plant.

Phasing

Phase 1 of the North Sector will be the lands adjacent to 71st Street. Development will commence from south to north/northwest over multiple decades.

Options to the Recommendation

City Council may choose to not approve the North Sector Plan. In this case, further direction would be required.

Public and/or Stakeholder Involvement

Sector plans are widely circulated and reviewed. The North Sector Plan followed the community engagement process by including the following:

- a) Notices to property owners were mailed out on March 4, 2015, to invite them to a landowners meeting and to solicit their feedback on the plan;
- b) Project information was posted on the City's website;
- c) Individual meetings were held with North Saskatoon Business Association, Saskatoon Chamber of Commerce, Saskatchewan Trucking Association, Saskatoon Regional Economic Development Authority, Saskatoon North Partnership for Growth, and Saskatoon Region Association of Realtors;
- d) Individual notices were mailed out to the surrounding First Nations, inviting them to the open house. A separate meeting was held with the Red Pheasant Cree Nation due to their land holdings within the Sector Plan area;
- e) Through the Community Consultant for the area, the community associations for the adjacent neighbourhoods were notified and invited to the public open house;
- f) Public notice ads ran in The StarPhoenix on March 21, 2015, and March 28, 2015;
- g) A public open house was held on March 31, 2015; approximately 100 people attended. All open house materials were posted on ShapingSaskatoon.ca after the open house for those that could not attend to provide feedback; and
- h) A North Sector Plan Report was circulated for comment to:
 - i. Internal – all involved divisions or sections;
 - ii. Growing Forward Steering Committee; and
 - iii. External – approximately 15 agencies, including SaskPower, SaskEnergy, TransGas, SaskTel, Canadian National Rail, Ministry of Highways and Infrastructure, Rural Municipality of Corman Park, Wanuskewin Heritage Park, and Meewasin Valley Authority.

- i) The Meewasin Valley Authority Development Review Committee and Board endorsed the North Sector Plan on September 4, 2015.

Policy Implications

The North Sector Plan complies with Official Community Plan Bylaw No. 8769.

Financial Implications

In order to provide servicing and access for future urban growth, the North Sector, like any new development area, will require significant incremental investment in infrastructure over the course of its development (multiple decades). Many of the infrastructure costs are fully funded through prepaid service rates to cover the cost of direct and offsite services. Other necessary and recommended infrastructure may be partially funded by prepaid service rates while some infrastructure, such as Fire Halls, remains unfunded. When infrastructure is partially funded or unfunded, the Civic Administration works to identify and secure funding sources. Funding sources typically include changes to prepaid service rates, special assessments, public-private partnerships, developer contributions, and senior government funding.

Partially or wholly unfunded infrastructure projects necessary for development of the North Sector Plan include:

- a) New Fire Hall;
- b) Rail grade separations (where necessary);
- c) Marquis Drive and Idylwyld Drive Interchange; and
- d) Marquis Drive and Highway 16 Interchange.

Other Considerations/Implications

There are no environmental, privacy, or CPTED implications or considerations. No communication plan is required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 3, Subsection 11(f) of Public Notice Policy No. C01-021. The following notice will be published in The StarPhoenix at least seven days before City Council considers the North Sector Plan.

Attachment

- 1. North Sector Plan, September 2015 Draft

Report Approval

Written by: Terry Fusco, Senior Planner, Long Range Planning
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Service Department
Murray Totland, City Manager

Summary of Draft North Sector Plan

BACKGROUND

Plans referred to as Sector Plans, serve as a development framework for future growth and are based on the policies contained in the Official Community Plan Bylaw No. 8769 and the strategic goals of The Strategic Plan 2013-2023. Sector Plans address general land uses, natural areas, major infrastructure and costs, and development phasing. Provincial legislation requires Sector Plans to be approved by City Council. Once a Sector Plan is approved, the more detailed Industrial Area Concept Plan applications that are consistent with the Sector Plan can be considered for approval by City Council.

NORTH SECTOR REPORT

Rationale

Saskatoon population growth in the past five years has resulted in a significant increase in the pace of development. Currently, Saskatoon has eight active residential neighbourhoods being developed in different stages across the city. Three of these residential neighbourhoods are nearly complete. To keep a balance of residential growth with employment growth in the City, it is necessary to initiate a new growth sector to expand the City's north employment area. With an industrial vacancy rate that fluctuates between 4% and 5%, strong demand for industrial lands has remained present in Saskatoon's Northern Industrial Area since 2010. According to the City's "Three-year Land Development Reports", the average industrial land sales and leases is approximately 24 hectares (60 acres) over the past six years. In order to maintain a consecutive two year supply of industrial land, the steady development of industrial lands is necessary.

Location

The North Sector is approximately 19.8 square kilometres (4,903 acres) north of the Marquis Industrial Area and Agriplace (north of 71st Street), east and south of the Perimeter Highway alignment, and west of the South Saskatchewan River. About 3,500 acres of the North Sector is part of the 2015 City boundary alteration.

Vision

The vision for the North Sector is in line with The Strategic Plan and the Growing Forward Employment Strategy. This report supports the strategic goals of Sustainable Growth, Moving Around and Environmental Leadership. The overall objective of the North Sector vision is to facilitate economic development opportunities by expanding the City's north employment area. The industrial area will generate employment opportunities, accommodate a wide range of industrial development, and provide goods and services not only for the City, but to the surrounding region. The North Sector will promote transportation options including walking, cycling and transit for employees, while still accommodating the automobile, the rail, the airport, and trucking industries for the movement of goods and services. Developments in the North Sector will be comprehensively designed while incorporating a conservation theme of preserving and integrating existing natural features. This will all be done with the City's broader responsibility of providing opportunities for growth in an efficient, economical and sustainable manner in mind.

Land Use

The North Sector will accommodate fully-serviced light and heavy industrial, four commercial nodes, recreation areas/facilities, and the incorporation of the wetland complex. The North Sector is 1,984 ha (4903 ac) in size and anticipated to employ 32,000 employees at full build out.

Infrastructure and Phasing

The North Sector Plan identifies the major water, sewer, and transportation infrastructure required to serve the sector. Initial servicing will be provided by extending the utilities from the Marquis Industrial Area into the North Sector. Phase 1 of the North Sector will be the lands adjacent to 71st Street and the Marquis Industrial Area. Development will commence from south to north / northwest.

North Sector Plan



City of
Saskatoon
Planning & Development Branch

North Sector Plan

DRAFT

Prepared by:

Long Range Planning Section
Planning and Development Division
City of Saskatoon

September 2015

File Number: PL 4134-3-1

Amendments

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Attachments

1. Marquis and Silverwood Industrial Sector Plan Amendment, 2002
2. North/Northwest Natural Area Screening Study, 2012
3. Northwest Access Management Study, 2009
4. Canadian Standards Association – Accessible Design for the Built Environment, 2004
5. Commercial and Industrial Development Study – Development Trends and Best Practices - Section 15
6. North Sector Plan Heritage Review Overview
7. Proposed Saskatoon Environmental Industrial Park, 1994
8. Guidelines for New Development in Proximity to Railway Operations, 2013

1 Introduction

1.1 Purpose of this Plan

The North Sector Plan has three main purposes:

- a) This plan implements the City of Saskatoon's (City) vision in Official Community Plan Bylaw No. 8769 (Official Community Plan) to provide Industrial Development;
- b) This plan establishes a layout for the preparation of future and more detailed Industrial Area Concept Plans to ensure growth proceeds in a balanced, compact, contiguous manner; and
- c) This plan identifies key land uses, transportation, and servicing components that will need to be addressed in detail during the Industrial Area Concept Plan process.

1.2 Plan Amendments and Time Frame

The North Sector Plan is a large-scale plan that provides a framework for urban development over several decades. Given its scale and long-range time frame, the North Sector Plan is anticipated to undergo periodic amendments to address issues that may have been unforeseen at the time the plan was created and to accommodate changing development patterns. For this reason, the North Sector Plan should be considered a "living document." Provision is made in this document for amendments to be listed ahead of the Table of Contents.

2 Sector Vision

The vision for the North Sector is in line with the City's Strategic Plan 2013 - 2023 and the Growing Forward Employment Strategy. This report supports the strategic goals of Sustainable Growth, Moving Around, and Environmental Leadership. The overall objective of the North Sector vision is to facilitate economic development opportunities by expanding the City's north employment area. The industrial area will generate employment opportunities, accommodate a wide range of industrial development, and provide goods and services not only for the City, but to the surrounding region. The North Sector will promote transportation options including walking, cycling, and transit for employees, while still accommodating the automobile, the rail, and trucking industries for the movement of goods and services. Developments in the North Sector will be comprehensively designed while incorporating a conservation theme of preserving and integrating existing natural features. This will all be done with the City's broader responsibility of providing opportunities for growth in an efficient, economical, and sustainable manner in mind.

2.1 Principles of the Growing Forward! Shaping Saskatoon Initiative

Smart Growth principles are embedded in the Official Community Plan and the Growing Forward initiative. Smart Growth is an approach to planning that advocates for the concentration of growth in compact, walkable environments that support a range of transportation modes including transit and cycling. Smart

Growth development is intended to achieve economic, social, and environmental sustainability objectives over the long term, ensuring that development remains viable for the foreseeable future.

Developers in the North Sector will be encouraged to incorporate Smart Growth principles as part of the Industrial Area Concept Plan process. The City's "Growing Forward! Shaping Saskatoon: A Bridging Document" provides references that can assist in incorporating sustainable design in new developments including:

- a) creating a compact City form;
- b) providing employment opportunities for industries that are not suitable downtown;
- c) improving upon existing practices that support transportation options including walking, bicycling, and transit;
- d) incorporating space for public gathering and activities, where appropriate;
- e) promoting site design that enhances the streetscape and is respectful to existing natural elements;
- f) promoting green energy and energy conservation options (for example, building orientation, photovoltaic [solar] panels, and passive solar heating); and
- g) promoting certified sustainable building structures.

3 Background

3.1 Location

The Northern Industrial Area is bound by the Canadian National Railway (CN) rail line on the south; Warman Road, Wanuskewin Road, and the South Saskatchewan River (River) on the east; the Airport Management Area and Highway 16 on the west; and Highway 11 North on the north. The Northern Industrial Area comprises 89% of the City's industrial land. Approximately 19.8 square kilometres (4,903 acres) of the Northern Industrial Area is unserviced land awaiting development and is referred to as the North Sector in this report. The boundary for this area is illustrated on Figure 1.

3.1.1 Boundary Alteration

As part of the City's Future Growth Study, 1999, the North Sector was identified as an attractive location for further employment growth due to the proximity to the railways, highways, and other existing industrial uses. In 2010, the City adjusted its boundary to include the lands north of 71st Street and east of Idylwyld Drive. In 2015, the City adjusted its boundary again to include the entire North Sector study area, as shown on Figure 1. The 2010 and 2015 boundary alterations combined would provide the City with 1,984 hectares (4,903 acres) of land in the north for future employment growth.

3.2 Existing Policy

3.2.1 Official Community Plan Bylaw No. 8769

Sector Plans are required by the Official Community Plan. Clause 3.2.2 m) states:

“Long range planning for industrial development areas and related infrastructure shall be organized within the context of industrial area concept plans and industrial area sector plans. The primary location for industrial development shall be the Northern Industrial Area; an area which encompasses a number of industrial areas stretching north from the Central Business District to the corporate limit of the City...”

4 Existing Features

4.1 Land Uses

Existing features of the North Sector include:

- a) nine residential farmsteads;
- b) one RV campground park;
- c) fourteen existing industries;
- d) City-operated snow storage area;
- e) CN branch line;
- f) Wetland Complex drainage channel;
- g) Heritage homesteads (Caswell and Valley Crest);
- h) Meewasin Valley Authority jurisdiction;
- i) Saskatchewan Ministry of Highways and Infrastructure Improvement Parcel (drainage ditch);
- j) Red Pheasant Cree Nation Reserve;
- k) ERCO Worldwide Chemical Plant;
- l) RM of Corman Park reclamation site;
- m) SaskPower transmission line;
- n) SaskWater pumping station;
- o) SaskEnergy station;

4.2 Ownership

Ownership in the North Sector is comprised of public (City), and private land holdings. To date, 53% of the 19.8 square kilometres (4,903 acres) of unserviced land in the North Sector is owned by groups with land development interests.

4.3 City-Operated Snow Management Area

At present, the City has a seasonal snow management area located along Wanuskewin Road. The City has future plans to develop a permanent civic service facility with a snow management facility and Public Works satellite yard in the North Sector. When the new civic service facility is built, the snow storage area will be closed and prepared for new development.

4.4 Chemical Plants

There are two chemical plants east of Wanuskewin Road. ERCO Worldwide is located within the North Sector study area at the intersection of Wanuskewin Road and 71st Street. Akzo Nobel Chemicals Inc. is located outside the North Sector study area and is currently within City limits. Both of these plants store hazardous chemicals on site. The Saskatchewan Ministry of Environment regulates the storage of hazardous chemicals and has placed a buffer around these parcels. This is a precautionary buffer, separating the storage vessels from any place of public assembly or any residential area. As shown on Figure 2, the one kilometre buffer covers 124 hectares (306 acres) of the North Sector lands.

4.5 Reclamation Site

A 2.59 hectare (6.40 acre) parcel of land along the east edge of Wanuskewin Road, and surrounded by the ERCO Worldwide property, is owned privately (see Figure 2). In the past, this site was occupied by IPCO, an agricultural chemical company, which used the site as a chemical formulation facility to develop herbicides. Prior to 2005, IPCO moved their chemical facility to Winnipeg and the building on the site was demolished and capsulated in a solid waste mound on the south half of the property. Since then, the site has been remediated to an industrial standard and the mound was subdivided from the balance of the site. The RM of Corman Park retains ownership of the 0.25 hectare (0.62 acre) mound parcel.

4.6 Meewasin Valley Authority

The Meewasin Valley Authority (Meewasin) was formed in 1979 to act as an agent of the City, the University, and the Province of Saskatchewan to ensure a healthy and vibrant river valley, with a balance between human use and conservation. The Meewasin Valley Authority Act (MVA Act) establishes the mandate of Meewasin, its powers, and its jurisdiction, and the Conservation Zone. Meewasin's mandate can be summarized into three mandate areas: conservation, development, and education. As shown on Figure 2, the Meewasin Conservation Zone includes the Wanuskewin Heritage Park and a strip of Public Reserve along the River. These areas are outside the proposed City limits and North Sector study area.

4.6.1 Jurisdiction (Conservation Zone)

The Conservation Zone is based, in part, on lands that were owned by the Province (and University), the City, and private land that was located within Saskatoon's 1979 corporate limits. It consists of the riverbank and adjacent uplands, as well as other significant natural and cultural heritage sites, such as Wanuskewin Heritage Park. In the Conservation Zone, all improvements (i.e. new construction) must be approved by Meewasin, through its development review process, unless specifically exempted by the MVA Act or by a Meewasin Bylaw.

The City's corporate limits have expanded since 1979, and further boundary alterations will occur as Saskatoon grows. These boundary alterations have included land that may be of direct interest to Meewasin in meeting its mandate, such as land adjacent or connected to the River, and land that could have natural or cultural heritage features. The City will continue to work closely with Meewasin to review the Conservation Zone with the goal of adding land that is of direct interest to Meewasin in meeting its mandate.

4.6.2 Meewasin Conservation Easement

In 1986, Meewasin and the land owner of the chemical plant agreed to the protection of the riverbank area by establishing a Conservation Easement. According to the MVA Act, the Conservation Easement is outside the Meewasin

jurisdiction; however, Meewasin retains the rights to the riverbank area (land within 92 metres of the shoreline of the River or on any part of the slope leading down to said shoreline where the gradient is in excess of 20%, plus 10 metres, whichever extends the greatest distance measured horizontally from the shoreline).

The Conservation Easement is explained in the MVA Act as:

52.1 (a) all that portion of the north-west quarter of Section 23, in Township 37, in Range 5, west of the Third Meridian, lying to the left of the left bank of the South Saskatchewan River, containing 68 acres, more or less, Survey dated the 5th Day of May, 1884 described in Certificate of Title No. 75-S-07044; (b) the south half of Section 26, in Township 37, in Range 5, west of the Third Meridian.

In discussions with the chemical plant owners, no public access or river multi-use trails shall be constructed within the Conservation Easement due to the proximity of the chemical storage vessels in the unlikely event of a major accident involving the release of airborne chemicals.

4.7 Ministry of Highways and Infrastructure Improvement Parcel

A drainage canal was constructed to allow surface water to flow from Highway 16, across Highway 12, and drain into the Wetland Complex (see Figure 2). This canal will likely be used as a utility corridor for the installation of underground utility services to service the area.

4.8 Red Pheasant Cree Nation Reserve

Currently, the City and the RM of Corman Park have a Compatible Land Use Agreement with the Red Pheasant Cree Nation dating back to 1999. This agreement specifies their Reserve lands located on the east half of quarter section 30-37-5-W3 M. It states:

“If at any time during the term of this Agreement the City’s boundaries are expanded so that the Land is a Reserve within the boundaries of the City, then the City and the First Nation agree to negotiate and enter into a Municipal Services and Land Use Compatibility Agreement in accordance with Article 9 of the Saskatchewan Treaty Land Entitlement Framework Agreement dated September 22 1992, and this Agreement shall no longer be in force and effect.”

As part of the 2015 boundary alteration, civic Administration will be working with the Red Pheasant Cree Nation on a new Compatible Land Use Agreement which only includes the City and Red Pheasant Cree Nation.

4.9 Existing Utilities

As shown on Figure 3, a number of utilities have corridors servicing industries and adjacent land uses within and surrounding the North Sector.

SaskPower has a newly built 138-25kV substation south of the City of Martensville that will mainly service the North Sector lands. This Martensville substation will be available through the 138-25kV Saskatoon North Industrial (SNI) and 72-25kV Dundonald substations. Additionally, the Martensville switching station will also provide the 138kV transmission backup to the existing 138kV line (QE18) that crosses the River from the east and extends along 71st Street to feed the SNI substation.

SaskWater has a pumping station and pipelines along Wanuskewin Road. A City fill main provides water to this pumping station and SaskWater distributes the water to customers outside the City's jurisdiction.

SaskEnergy also has a station along Wanuskewin Road. Gas lines have minimal impact on the east quarter sections of the North Sector. Once leaving the station, the lines travel east and turn north along the east edge of quarter section NW 26-37-5-W3 M.

SaskTel has two antenna towers located outside the North Sector study area: one along Arthur Rose Avenue and one adjacent to SaskTel Centre.

4.10 Adjacent Lands between Highways 11 and 12

Approximately 230 hectares (568 acres) of land south of Perimeter Highway and between Highways 11 and 12 will remain under the RM of Corman Park jurisdiction. This decision was made during the 2010 boundary alteration negotiations between both Administrations. As future developments in this area are proposed, having a road network that aligns with future North Sector arterial roads would be beneficial in creating connectivity between the two jurisdictions. As shown on Figure 5, a conceptual road and multi-use trail alignment was illustrated to be considered by the RM of Corman Park and landowners in the area.

Access locations and crossings on the edge of the North Sector study area will require further discussion with the RM of Corman Park and the Saskatchewan Ministry of Highways and Infrastructure to determine the appropriate design as development increases in the area. All developments in the area should contribute to the agreed-upon infrastructure needs of the area.

5 Physical Characteristics

5.1 Topography

Surface elevations gradually decrease from northwest to east in the North Sector towards the River. The highest elevation point in the North Sector is 506 metres above sea level, adjacent to Highway 16.

In the North Sector, there is a prominent low-lying depression in the terrain that acts as a natural drainage course for surface water to flow eastward through Opimihaw Creek (Wanuskewin Heritage Park) and into the River.

5.2 Soil Capability

According to the Canada Land Inventory, the most desirable soil classes for crop production are Class 1 and Class 2. All of the soil in the North Sector is classified as Class 3 or Class 4. Class 3 and Class 4 soils have moderately severe limitations that restrict the range of crops or require special conservation practices.

The City's Future Growth Study, 1999, considered all soil classifications around Saskatoon and concluded that the North Sector was desirable for future urban growth.

5.3 Natural Areas Screening

As per Section 9.0 of the Official Community Plan, a Sector Plan requires growth areas to demonstrate Environmental Management. As part of an Industrial Area Concept Plan process, further site-specific natural areas screening, by a qualified consultant, could be required by civic Administration to identify and protect specific natural areas. As part of development, developers and landowners will be encouraged to do their due diligence to maintain natural areas and incorporate them seamlessly into the subdivided parcels of land. A number of natural areas of interest within the North Sector are shown on Figure 2. A reduction of the gross developable area could be required based on the findings of the site-specific natural areas screening process.

Upon request from civic Administration, the developer (or landowner) must arrange for a qualified consultant to determine the importance of the natural area on the site. If the natural area is deemed important, the developer must arrange for a legal survey to be completed during the growing season to determine the boundary of the area and the buffer around it. Prior to, and during development, the developer must observe best management practices (i.e. temporarily fencing the buffer perimeter) to ensure impacts to natural areas are minimized while construction occurs in the area.

As part of the North/Northwest Natural Area Screening Study, 2012, a number of parcels of land within the North Sector were not studied due to unsuccessfully obtaining permission to access the land from the landowner prior to the field

study occurring. The developer (landowner) proposing to develop one of these parcels will be required to provide a site-specific natural area screening study to civic Administration's satisfaction, as part of the Industrial Area Concept Plan process.

5.3.1 Vegetation and Wildlife

As explained in Attachment 2, the North Sector has been studied by a number of different sources dating back to 1992. From these studies, the Wetland Complex drainage channel prevailed as a prominent natural area of interest. As development bounds this natural area, developers will be required to further study the area and abide by the North Sector development guidelines, explained in Section 6.5.1 of this report, to maintain the natural quality of the area, while incorporating the natural area into the industrial development.

The remainder of the undeveloped land in the North Sector is part of the riverbank, has been cultivated in the past, or used for aggregate extraction and is not considered to include any additional important natural areas.

According to the Saskatchewan Conservation Data Centre database, there is no listed vegetation or wildlife identified in the North Sector. As part of a closer examination, the City completed the North/Northwest Natural Area Screening Study, 2012 (see Attachment 2), and the field study found a number of provincially listed rare plant species and threatened animal species. As part of the Industrial Area Concept Plan process, owners of lands where the field study found rare plants and animals will be required to complete a site-specific natural area screening study to confirm the data by revisiting the exact location that was visited in 2012.

5.3.2 Wetlands

Wetlands are land depressions where the water table is at, near, or just above the surface, and where the depressions are saturated with water long enough to promote wet-altered soils and water-tolerant vegetation. The North/Northwest Natural Area Screening Study, 2012 (see Attachment 2), used the Stewart and Kantrud Wetland Classification System to classify the permanence of wetlands in the North Sector and focused mainly on the Wetland Complex.

As per the City's Wetland Policy No. C09-041, a Wetland Mitigation Plan will be required for any developable lands that could impact wetlands identified by the City's Wetland Inventory.

5.3.2.1 Wetland Complex

Previous topographic mapping has shown this historical wetland complex to be a much greater swale that was a continuous water course that branched off from the River around the King George neighbourhood, travelled through the Westmont and Hudson Bay neighbourhoods, connecting through the Hudson Bay Industrial Area on its way north to Opimihaw Creek. The historical swale

has informally been referred to in the past as the Hudson Bay Swale or North Swale. Similar to the other areas of Saskatoon called Hudson Bay, the historical swale passed through or occupied lands previously owned by the Hudson Bay Company.

The remaining Wetland Complexes, studied as part of the North Sector, stretch from 71st Street to NW 1-38-5-W3 M, spilling into the Opimihaw Creek and eventually draining into the River. The remaining wetland complexes stretch six kilometers long and are the remnants of a long glacial drainage scar. Conceptually, the Wetland Complexes occupy 142 hectares (350 acres). The Wetland Complexes have long been regarded as a unique environment having unique ecological, hydrological, and hydrogeological characteristics. It contains remnants of native prairie, ecologically important wetlands, and is important for nesting and migrating waterfowl. It also provides constraints to development as it is a low-lying saturated drainage channel with gentle, sloping edges between 2% and 5%, causing flood prone areas surrounding it.

As mentioned above, the central wetlands of the complex (north half of quarter section NW 27-37-5-W3 M) were not studied due to unsuccessfully obtaining permission to access the parcel of land by the landowner. This portion of the Wetland Complex will require a site-specific natural area screening study at the landowner's expense, to civic Administration's satisfaction, prior to development occurring on the site or prior to preparing an Industrial Area Concept Plan for the parcel.

5.4 Flood Plain Areas

According to the Corman Park – Saskatoon Planning District Official Community Plan, the lands shown in Image 1 around the Wetland Complex are within a potential flood hazard area. Based on historical information, gently sloping wetland edges and increasing water levels have consumed adjacent lands during spring melts and major storm events. Prior to industrial development of buildings or storage facilities that could be damaged by flood waters, a qualified consultant must confirm that developable lands adjacent to the Wetland Complex can be used safely for the intended purpose.

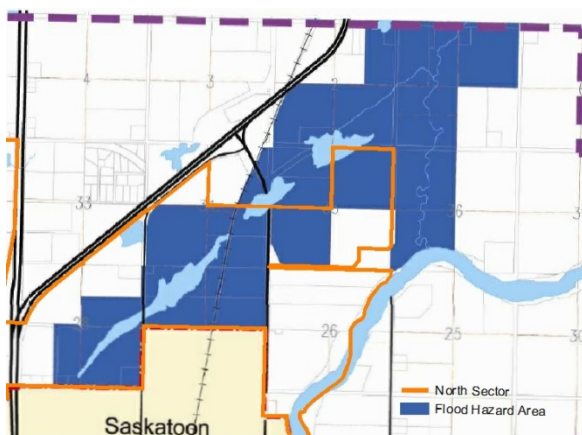


Image 1: Potential Flood Hazard Map
Source: Corman Park – Saskatoon
OCP Appendix D

5.5 Historical Resources

The majority of the lands in the North Sector have been cultivated or used for industrial purposes for many years; as a result, there may be few historical findings. The uncultivated area of land along the River near the Wetland Complex could have a higher chance of historical artifacts. As shown on Figure 2, and explained further in Attachment 6, the Saskatchewan Ministry of Parks, Culture and Sport (PCS) has identified a number of quarter sections of land as having potential for heritage resources. Prior to development occurring, the developer should use the PCS Developers' Online Screening Tool to obtain heritage clearance for their project lands. If a parcel of land is determined heritage sensitive by the PCS Developers' Online Screening Tool, the development project must be submitted to PCS for a heritage review to determine if a Historical Resources Impact Assessment (HRIA) is required. HRIA studies must be carried out by a qualified consultant under an approved investigation permit issued by PCS at the developer's expense.

As the area develops, if historical artifacts are uncovered, they must be reported to PCS and further assessment and/or mitigation could be required.

5.5.1 Homesteads

As shown on Figure 2, there are two areas that have historical homestead remnants. These areas are explained in more detail on pages 6.3 and 6.4 of Attachment 2.

The Caswell Homestead site - is located within SW 28-37-5-W3 M and has been given the Borden Designation FbNq-8. The Caswell Homestead site was last visited as part of the North/Northwest Natural Area Screening Study, 2012. This field visit confirmed its existence, recorded it with the Heritage Conservation Branch and conducted basic site mapping. This is typically the first, or "reconnaissance," phase of archaeological evaluation. Prior to land development in the area, the next phase is to map the site in detail and conduct test excavations or (if desired) a geophysical survey to determine if there are significant intact archaeological remains associated with this homestead. If the results of this next phase study determine that there are no significant archaeological remains that would warrant further study through excavation, then no more work will be required on the site, and the detailed map will be considered an adequate mitigation of impact by development. Development would then be allowed to proceed in the area and there would be no setbacks required.

If significant archaeological materials were encountered, recommendations would be put forward to either complete a salvage excavation, provide interpretive data if desired, or establish buffers of avoidance for the site.

In the interim, development should avoid the main area of standing structures, including the tree rows west of the concrete foundation.

The Valley Crest Homestead site - is located on the east-west quarter section line starting in SW 23-37-5-W3 M and extending northward into NW 23-37-5W3 M (Harris Rebar property). This homestead site has high potential for precontact archaeological sites due to its proximity to the River. As part of the North/Northwest Natural Area Screening Study, 2012, field investigations found that there were two cellar depressions that were still visible at this homestead site. The previous owner of the south half of quarter section NW 23-37-5-W3 M (prior to Harris Rebar) since 1892, was the Temperance Colonization Society (Certificate of title No. 131.A.40).

An HRIA should be conducted to map the site in detail. A Saskatchewan Archaeological Resource Record Form should be submitted to the Heritage Conservation Branch to record the site in the Province's Inventory of Archaeological Sites to obtain a Borden Designation for the site. This affords the site some protection, in that it would then be flagged with the Heritage Conservation Branch.

The HRIA should include test excavations and a geophysical survey to determine if there are significant, intact archaeological remains associated with this homestead. In this instance, a geophysical survey is recommended; owing to the possibility of a small unmarked grave in the area. A geophysical survey is a non-intrusive way of determining if there are disturbed soils (such as a grave shaft) in the area. It should be noted, however, that an unmarked infant burial could be very difficult to pinpoint exactly within the total area of the site. For that reason, oral tradition may become the best evidence that can be obtained regarding the burial, and a general setback around the area should then be established.

If the results of the HRIA determine that there are no significant archaeological homestead remains that would warrant further study through test excavations, then no more work will be required from an archaeological perspective; with the exception of setbacks for the grave as discussed above. If significant archaeological materials were encountered, recommendations would be put forward to either complete a salvage excavation, provide interpretive data if desired, or establish buffers of avoidance for the site.

In the interim, development should avoid the area from the east fence of the Harris Rebar property to the edge of the river.

5.6 Site Contamination

As part of the Industrial Area Concept Plan process, developers must engage a qualified consultant to complete a Phase 1 Environmental Site Assessment. The Environmental Site Assessment will determine potential and existing environmental contamination liabilities in the area of proposed development; more specifically, around existing farmsteads, snow management facilities,

CN rail line, roadway right-of-ways, and industrial lands. If contamination is present, the developer (or landowner) is responsible for remediating the site and preparing the lands for its future use.

5.7 Development Buffers

Chemical Storage Buffer - The North Sector has two buffer areas imposed by provincial regulations on industries that store and handle hazardous materials on site. These buffers are precautionary measure to separate areas of public assembly and residential from chemical storage facilities, encase of a major accident involving the release of airborne chemicals. In 1977, the Regulations Respecting Anhydrous Ammonia were enforced on the development of the Silverwood Heights neighbourhood restricting residential development to occur within the one kilometre chemical storage buffer zone. Therefore, the City approved the development of the Silverwood Golf Course and Marquis Industrial Area to be built surrounding the two chemical storage facilities. In 2007, the Regulations Respecting Anhydrous Ammonia were repealed and replaced with the Provincial Boiler and Pressure Vessel Regulations. The Provincial Boiler and Pressure Vessel Regulations, speaks to restricting any place of public assembly or any residential area within an 800 metre radial buffer of the chemical storage vessel or combination of storage vessels. This is a 200 metre reduction based on the 1977 regulations. In conversations with the two chemical plants and Saskatoon Fire, civic Administration is not recommending a reduction to the buffer distance and will continue to restrict public assembly and residential uses within one kilometre of the chemical storage vessels. Best practices would also restrict any industrial or commercial applications that prepare food products within this buffer area. In addition, the Marquis and Silverwood Industrial Sector Plan Amendment, 2002 (see Attachment 1), suggests future subdivision of lands within the buffer are subdivided into larger lots to reduce the number of industries within the buffer.

As shown on Figure 2, a one kilometre radial buffer from the storage vessels on the properties surrounds the Akzo Nobel Chemicals Inc. and ERCO Worldwide chemical plants. A proposed one kilometre radial buffer is also shown around the remaining lands of the Environmental Industrial Park (EIP) site. This buffer will be enforced if an application to develop a site that needs to store and handle hazardous materials in Saskatoon is required.

Wanuskewin Heritage Park Visual Buffer - The Wanuskewin Heritage Park Sector Plan, 1992, initially addresses concerns with urban growth building toward the park and would be seen from inside the park. As per the study, park staff felt adjacent land uses would be inconsistent with the natural and historic qualities of the park. In conversations with Wanuskewin Heritage Park during the preparation of the University Heights Sector Plan, 2007, a 1.8 kilometre radial buffer around Wanuskewin Heritage Park was identified as an area of further study and would allow growth around the park to be managed. Further study and discussions must be held between the adjacent landowners and Wanuskewin

Heritage Park Administration to clarify the types of development that could be appropriate within the buffer, and any development standards, such as berms and landscaping, that might enable development in the vicinity of Wanuskewin Heritage Park while conserving the unique character of the park.

Saskatoon Airport Zoning Regulations Buffer - According to the Saskatoon Airport Zoning Regulations, no owner or occupier of lands within 3,200 metres of the airport reference point shall permit any part of those lands to be used as a sewage lagoon or for an open water storage reservoir. This regulation is under review to be changed to 4,000 metres. As shown on Figure 2, a portion of the lands north of Highway 16 lies inside the Saskatoon Airport draft zoning regulations' 4,000 metre buffer. All open water facilities within the draft 4,000 metre buffer, that have the potential to cause aircraft and bird hazard conflicts, will be required to seek approval by Transport Canada, Saskatoon Airport Authority, NavCanada, and other such agencies as may be appropriate, prior to a development permit being issued for the area. In addition, all applications for open water facilities within the Saskatoon Airport draft zoning regulations buffer must file a location plan with the Saskatoon Airport Authority and be approved by City Council. If open water facilities are needed within the draft 4,000 metre buffer (i.e. for protection of natural wetlands), measures must be implemented into the plan to detract large birds and flocks of birds from using the area.

5.8 Ground Water

As part of the Industrial Area Concept Plan process, the developer must engage a qualified consultant to complete a Hydro-geotechnical Analysis for the proposed development. The Hydro-geotechnical Analysis will provide a survey of soil and groundwater conditions and identify aquifers, high water tables, and site drainage issues.

5.9 Nuisance

Land uses in the North Sector, like all areas in the city, are subject to the nuisance requirements identified in the City's Property Maintenance and Nuisance Abatement Bylaw No. 8175. At the time the parcels are rezoned to an industrial district, nuisance restrictions, as explained in the City's Zoning Bylaw No. 8770 (Zoning Bylaw), will also apply. Best practices cluster land uses, buildings, and industrial processes that could be noxious or injurious, or constitute a nuisance beyond the boundaries of the subject site within and next to similar heavy industrial parcels, highways, railways, or airport runway corridors.

6 General Land Use

6.1 Land Use Plan

The Land Use Plan for the North Sector is shown on Figure 4. This plan is the broad framework through which the vision, explained in Section 2 of this report, will be achieved.

The purpose of this plan is to guide the development of industrial uses within the context of a fully-serviced urban industrial development. The Land Use Plan identifies:

- a) future industrial lands for the City;
- b) commercial nodes to service the industrial area;
- c) recreation areas to service programming needs;
- d) extensions to existing roadways;
- e) the Red Pheasant Cree Nation Reserve;
- f) the Environmental Industrial Park;
- g) a riverbank area; and
- h) existing natural areas.

To build on the Sector Plan vision, separate Industrial Area Concept Plans will be required prior to development to illustrate greater detail of the actual land uses proposed for the North Sector study area.

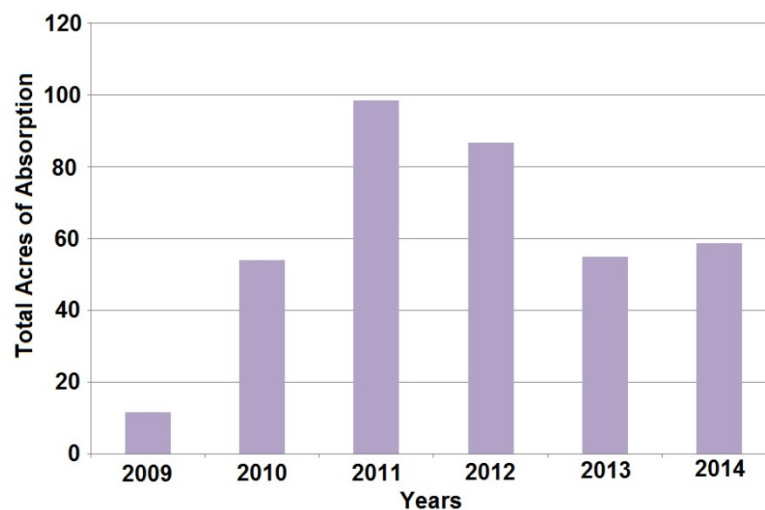
The North Sector will comply with the overall standards of the Zoning Bylaw regarding landscaping, building heights, and screening of storage.

The City shall support all legally established uses that have been previously approved by the RM of Corman Park within the North Sector as an interim land use, until the North Sector lands are provided a City zoning district and servicing commences in preparation of shaping the lands for industrial development.

6.1.1 Industrial Demand

With an industrial vacancy rate that fluctuates between 4% and 5%, strong demand for industrial lands has remained present in Saskatoon's Northern Industrial Area since 2010. According to the City's "Three-year Land Development Reports", the average for industrial land sales and leases is approximately 24 hectares (60 acres)¹ over the past six years. In order to maintain a consecutive two-year supply of industrial land, the steady development of industrial lands north of Agriplace and Marquis Industrial Area is necessary. With a net developable area of 1,286 hectares (3,178 acres), and if all the North Sector developable lands were to be serviced and subdivided, the North Sector could provide an estimated twenty million square feet of industrial inventory².

Table 1: Industrial Lands Absorption Rate from 2009 to 2014



The top sectors in the Northern Industrial Area are intended to be the leading industries in the North Sector. Trade (wholesale and retail), construction, and manufacturing are envisioned to make up the majority of the North Sector. The preference should be to retain a non-retail industrial area (other than the arterial commercial nodes proposed in Section 6.2 of this report that complement the industrial area) in order to ensure the success of the area as a significant industrial sector.

1 – The 24 ha (60 ac) was calculated by averaging the total Industrial Land Sales and Leases from the Land Development Program table from 2009 to 2014.

2 – The 17,000,000 sq.ft. was calculated by multiplying Heavy Industrial (303 ha) + Light Industrial (839 ha) + Urban Holding (97 ha) X 14,030.61 sq.ft.

6.1.2 Employment Forecast

The employment forecast in the North Sector is expected to be typical of industrial development in the North Industrial Area: approximately 25 jobs per hectare³. At full build-out, the North Sector area is expected to accommodate approximately 32,000 jobs⁴.

Table 2: Projected Land Use Area and Employment

		Hectares	Acres	%	Potential Square Feet of Building Space	Jobs per Ha	Employment
East of Highway 12	Existing						
	Five Acre Industrial Parcels	10.31	25.48	1.06%			
	CN rail line	4.58	11.32	0.47%			
	Millar Avenue ROW	4.60	11.37	0.47%			
	71st Street ROW	3.99	9.86	0.41%			
	ERCO Worldwide (Developed Land)	10.10	24.96	1.04%			
	Harris Rebar	6.45	15.94	0.66%			
	Utility Parcels	0.72	1.78	0.07%			
	South Saskatchewan River	47.69	117.84	4.89%			
	Total Existing	88.44	218.54				
	Proposed						
	Industrial - Heavy	53.29	131.68	5.47%	747,691	25	1,332
	Industrial - Light	311.22	769.04	31.94%	4,366,606	25	7,781
	Arterial Commercial Nodes	8.00	19.77	0.82%	255,000	45	360
	Urban Holding Lands	16.34	40.38	1.68%	229,260	25	409
	Reclamation Site	2.59	6.40	0.27%	36,339	25	65
	ERCO Worldwide(Un-developed Land)	57.22	141.39	5.87%	802,832	25	1,431
	Net Developable Total	448.66	1,108.66				
	Natural Area (Wetland Complex)	141.66	350.05	14.54%			
	To Be Determined Lands	225.50	557.22	23.15%			
Riverbank Area	9.77	24.14	1.00%				
Urban Holding Road Infrastructure	28.98	71.61	2.97%				
Perimeter Highway	31.28	77.29	3.21%				
Total Proposed	885.85	2,188.98					
North Sector East Total	974.29	2,407.52	100%	6,437,729		11,377	
West of Highway 12	Existing						
	Saskatoon Co-op	8.08	19.97	0.80%			
	Redhead Holdings	18.34	45.32	1.82%			
	Quattro Properties	16.19	39.99	1.60%			
	Saskatoon 16 West RV Park	6.07	15.00	0.60%			
	Flaman Sales Ltd.	18.45	45.59	1.83%			
	Samco Holdings	3.86	9.54	0.38%			
	1767388 Alberta Ltd.	14.32	35.37	1.42%			
	Rosler Investments	1.62	4.00	0.16%			
	Cervus Equipment	5.67	14.00	0.56%			
	Highway 12	15.90	39.29	1.57%			
	71st Street ROW	5.52	13.64	0.55%			
	Total Existing	114.005	281.71				
	Proposed						
	Industrial - Heavy	157.47	389.12	15.59%	2,209,400	25	3,937
	Industrial - Heavy (EIP)	32.27	79.74	3.19%	452,768	25	807
	Industrial - Light	527.79	1304.20	52.25%	7,405,216	25	13,195
	Arterial Commercial Nodes	8.00	19.77	0.79%	112,245	45	360
	Urban Holding Lands	80.51	198.94	7.97%	1,129,604	25	2,013
	Red Pheasant Cree Nation Reserve	31.69	78.31	3.14%			
Net Developable Total	837.73	2,070.08					
Urban Holding Road Infrastructure	21.59	53.35	2.14%				
Perimeter Highway	36.87	91.11	3.65%				
Total Proposed	896.19	2,214.53					
North Sector West Total	1,010.20	2,496.25	100%	11,309,233		20,311	
North Sector Plan Total	1,984.49	4,903.77		17,746,961		31,688	

3 - 25 jobs per hectare is an average of the North Industrial, Hudson Bay Industrial and Airport Business Areas.

4 - The employment column assumes that all industrial land will be subdivided and built to their full potential; therefore, the total number of jobs could be less at full build-out of the North Sector.

6.2 Arterial Commercial

The vision for the Commercial nodes are to identify entry points for vibrant Arterial retail shopping areas that feature appropriate services and amenities to support the needs of the North Sector. As shown on Figure 4, four locations have geographically been selected and are envisioned to be developed at different phases as growth progresses. As Industrial Area Concept Plans are developed, and rezoning of the parcels occur, additional commercial areas may be considered based on site-specific design and access.

Possible uses include retail stores, restaurants, coffee shops, banks, and service stations. Currently, the nearest major commercial area is along 51st Street, three kilometres south of the North Sector, creating limited opportunities to access commercial areas from the North Sector other than by automobile.

The arterial commercial nodes, shown on Figure 4, are conceptual. The actual size and best building orientation for these arterial commercial areas will be determined by a retail market analysis completed by the landowner/developer as part of the Industrial Area Concept Plan process. This market analysis should show how the commercial amenities within these sites will service the needs of the North Sector and do not negatively influence other retail markets in the city.

The arterial commercial nodes are encouraged to have architectural controls to ensure the businesses that choose to locate in the area adhere to the overall attractiveness of the streetscape and industrial area, while also providing pleasant entry features at multiple gateways. When designing the arterial commercial nodes, best practices, outlined in Section 15 of the City's Commercial and Industrial Development Study – Development Trends and Best Practices should be pursued (see Attachment 5).

6.3 Red Pheasant Cree Nation Reserve

On the east half of quarter section SE 30-37-5-W3 M, the Red Pheasant Cree Nation has approximately 80 acres of Reserve land. These lands are governed by the Red Pheasant Cree Nation. As mentioned in Section 4.8 of this report, the City will be working with the Red Pheasant Cree Nation on a new Compatible Land Use Agreement. To be compatible with the proposed land uses in the North Sector, the development of non-residential land uses will be asked of the Red Pheasant Cree Nation on their Reserve lands. The best practices outlined in Section 15 of the City's Commercial and Industrial Development Study - Development Trends and Best Practices (see Attachment 5) will also be encouraged to provide a contiguous development with the adjacent lands.

Prior to development on the Reserve land, the City has asked for a concept plan showing how the site could be subdivided and serviced. All storm water surface drainage must be stored on the Reserve land.

6.4 Inclusion of Environmental Industrial Park

In 1994, City Council recommended the quarter section SE 29-37-5-W3 M be used as an Environmental Industrial Park (EIP) to facilitate economic development for the safe storage, handling, and processing of dangerous or hazardous products. Currently, there are two existing industrial operations previously approved by the RM of Corman Park occupying 17 hectares (42 acres) of the quarter section. Based on the 1994 recommendation, the EIP location was chosen after analyzing a number of criteria such as: aquifers, soil suitability, separation from the South Saskatchewan Flood Plain, emergency response time, sufficient separation from populations, and separation from the Saskatoon Airport. Based on these criteria, the EIP location is still suitable and the balance of the lands (32 hectares) should be held by the City for future industrial users that store, handle, and process dangerous or hazardous products. If an EIP compatible user were to locate on the parcel, the policies set out in Section 7.5 of the Official Community Plan must be followed. Depending on the nature of the EIP land use, a one kilometre buffer, similar to the buffer around Saskatoon's existing chemical facilities, should be implemented. Within the buffer surrounding the site, compatible industrial land uses that require larger parcels and have a limited number of on-site employees, such as warehouses and manufacturing plants, should interface with the EIP location. As parcels are developed, a gradual transition into smaller parcel industrial/office uses along the buffer edge can occur. This transition area would allow for fewer parcels adjacent to the EIP location, prohibit places of public assembly, and discourage slow-to-evacuate, large facilities preventing humans from being exposed to unacceptable levels of risk in the event of an emergency. Best practices would also restrict any industrial or commercial applications that prepare food products within this buffer. For any new EIP land uses, the buffer should be drawn as a radial using the location of where the hazardous product is being stored on the site as the centre point.

At the time an Industrial Area Concept Plan is being considered, which includes the EIP lands, if there are no applications made to the City requesting lands for the use of safe storage, handling, and processing of dangerous or hazardous products, the developer should make a recommendation to amend the Official Community Plan and this Sector Plan by relocating the EIP to the next phase of development in the Sector; however, still within the appropriate area identified in the EIP, 1994 study (see Attachment 7). For example, quarter sections NE 29-37-5-W3 M and NW 28-37-5-W3 M, in later phases, were identified as having similar locational characteristics that enhance public and environmental safety if an EIP land use was required. If the EIP is proposed to be relocated to either of the two alternative quarter sections, the RM of Corman Park should be consulted, as the locations would be in closer proximity to Auto Clearing Motor Speedway (a site of public assembly).

6.5 Inclusion of Wetland Complex

As part of the North/Northwest Natural Area Screening Study, 2012 (see Attachment 2), the Wetland Complex was studied in detail determining the ecological significance of each of the wetlands that make up the drainage channel. Based from the Minnesota Routine Assessment Methodology (mnRAM) for evaluating wetland function (as defined by the Minnesota Board of Water and Soil Resources), two wetlands were identified as Preserve (5060 and 5364), and two other wetlands within the Wetland Complex were identified as Manage 1 areas (5061 and 5360) (see Figure 2). Wetlands identified as Preserve are those that should be minimally impacted by development and preserved in (or improved to) their most pristine or highest functional capacity, while wetlands identified as Manage 1 areas are high-quality wetlands that should be protected from development, where appropriate. In the event that impacts to Manage 1 areas cannot be avoided, or have previously been modified, these wetlands could be altered further to be used for storm water management if pre-treatment methods are used.

As shown on Figure 2, wetland 5060 is the most significant intact ecosystem that remains within the drainage channel and should be treated as the landmark of the North Sector. Development in this wetland is not being proposed. Instead, this area will remain in its natural state as a natural drainage channel for the North Sector, while providing passive recreational opportunities for future employees, and supporting wildlife by providing a viable and sustainable natural habitat. The remaining wetlands (5061, 5360 and 5364) have all been subject to in-filling or an alteration due to adjacent land uses, which has degraded the ecological integrity of these areas. The remaining wetlands should remain connected as a drainage channel and recreational multi-use trail network for the area and be developed as an engineered wetland drainage channel. The drainage channel would provide a 142 hectare (350 acre)¹ storm water management area for the entire North Sector, while being incorporated into the design of the adjacent industrial parcels.

Natural Area Interface

Protection of riverbank lands and other significant natural areas, such as the Wetland Complex, is important to ensure that current residents and future generations can benefit from the presence of these significant natural features within the city. Where development is proposed adjacent to the Riverbank and Wetland Complex in the North Sector, an appropriate interface between them is critical. Development adjacent to and within natural features should, where possible:

- a) provide an aesthetically pleasing user experience;
- b) permit appropriate public access;
- c) facilitate user accessibility and circulation;
- d) ensure compatible land use, building scale, and design;
- e) respect the ecological value and integrity of the resource; and

- f) feature ecological protection that, in some cases, may include the use of a buffer area that provides a transition between the natural area and the built environment.

6.5.1 Development Guidelines for the Wetland Complex

The development guidelines listed below provide the framework for integrating natural areas into urban development areas. They recommend measures to minimize disturbance to the Wetland Complex, while also meeting transportation, utility, storm water management, and other community needs as the North Sector develops.

- a) Development shall not interrupt the connectivity of the wetlands that make up the Wetland Complex as a connected drainage channel to the River.
- Culverts will be designed to allow natural flow of the Wetland Complex and provide opportunities to be used by small mammals, reptiles, and amphibians. The culvert entry and exit should include rocks, small shrubs, and/or taller vegetation that provide cover for animals using the culverts. Regular inspection and debris removal by City staff will ensure an unimpeded flow of water in the culverts.
- b) A minimum 20 metre riparian area buffer between the Wetland Complex boundary¹ and adjacent developments is required unless the site-specific natural area screening for the Industrial Area Concept Plan determines a reduced buffer width to the satisfaction of civic Administration.
- c) The riparian area buffer should be dedicated as Municipal Buffer, Municipal Utility Parcel, and/or Environmental Reserve, depending on how it is designed into the development. These dedicated lands will become the responsibility of the City.
- d) The disturbed lands within the riparian area buffer must be reseeded using species native to the area.
- e) A multi-use trail will be considered along the Wetland Complex connecting to the Trans Canada Trail, where appropriate linkages can be provided. A four metre multi-use trail will be developed within the riparian area buffer, and adjacent developments should make provisions for connection paths to the Wetland Complex specifically around the “Preserve” wetlands. A one metre strip along both sides of the multi-use trail can be designated for mowing should the vegetation become too high and impede multi-use trail use. The multi-use trail surface will be determined by civic Administration at the Industrial Area Concept Plan stage.
- f) Interpretive signage should be along the multi-use trail illustrating the ecological importance of wetlands (e.g. wildlife habitat, surface hydrology, etc.). These signs’ locations could also be at locations providing bird viewing opportunities.
- g) Fencing must be provided for all adjacent land uses next to the Wetland Complex to reduce encroachment into the riparian area buffer by non-compatible activities (e.g. storage of materials, parking of vehicles, etc.).

- h) Development in the Wetland Complex shall be restricted to recreation and storm water management. Crossings will be limited to those shown on Figure 6 and Figure 7.
- i) Road crossings of the Wetland Complex, explained in Section 7.5 of this report, will be designed and built as level crossings.
 - During construction, no surface materials or stockpiles should be deposited within the Wetland Complex boundary¹. All construction activities should be confined to the road right-of-way, unless determined by a site-specific natural area screening that the adjacent lands are disturbed.
 - Clearing activities should not be scheduled between May 1 and July 31, to avoid disturbance of nesting birds.
- j) Monitoring changes to groundwater flows and quality, pertaining to unique and/or endangered species of Wetland Complex, should occur. Wetlands within the Wetland Complex have experienced significant water-level fluctuations as part of their normal cycle. The storm water management plans will consider the need to allow this fluctuation to continue, although also recognizing that the duration of peak flow, occasionally, may have a longer duration than currently experienced.
- k) Storm water sediment forebays will be located outside the Wetland Complex boundary¹, especially if storm water management areas are required adjacent to “Preserve” wetlands.
- l) Site reclamation activities should begin as soon as feasible following construction.
- m) Dark Sky best practices should be considered for the Wetland Complex. Path lighting should be full cut-off light fixtures to preserve the ecological integrity of natural environments and to accommodate amphibians using the Wetland Complex at night. The full cut-off light fixture would minimize light pollution and glare, directing light to the surface, and restricting light from projecting over the Wetland Complex.

1 – The boundary for the Wetland Complex shown on the attached Figures was mapped using GPS during field studies to complete the North/Northwest Natural Area Screening Study, 2012. When Industrial Area Concept Plans are being proposed for lands adjacent to the Wetland Complex and if the applicant would like to alter the boundary, further site specific natural area screenings, stormwater management studies, and consultation with civic Administration will be required.

6.6 Urban Holding

As per Section 8 of the Official Community Plan, “lands that are within the City limits where the future use of the land or the timing of development is uncertain due to timing and/or availability of servicing, and a Concept Plan has not been completed, should be classified as Urban Holding”.

As shown on Figure 4, a number of areas have been identified as Urban Holding. These lands are important lands for the Perimeter Highway infrastructure or have been bisected by the Perimeter Highway. City servicing and access to these parcels would depend on the final design of the Perimeter Highway infrastructure.

The Official Community Plan Land Use Map will be amended to show all lands within the North Sector study area as Urban Holding until an Industrial Area Concept Plan is approved by City Council for a development area.

6.7 To Be Determined Lands

The lands within the North Sector study area, north of Perimeter Highway and east of Wanuskewin Road, have been shown as To Be Determined due to the future land use is under review by civic Administration. Conversations will continue with the landowners in this area and adjacent landowners to determine if development should occur in this area. A separate study will be created for this area and an amendment to this Sector Plan may be required.

7 Transportation

Roadways in industrial areas place highest priority on the efficient movement of goods and services by heavy trucks, but still accommodate all modes of travel. Industrial roadways typically have lower speed limits with a high percentage of truck volume. Within industrial areas, there can be local, collector, and arterial designated roadways. Industrial roads provide direct access to adjacent industrial and commercial properties. As industrial areas are served by transit to transport employees, sidewalks and transit stops shall be provided as part of the roadway design.

7.1 Roadway Classifications

This Sector Plan looks at the roadway network for the North Sector study area at a high level. The level of detail should illustrate roads that resemble a grid pattern, be comprehensively planned with existing industrial roads, and accommodate the safe and efficient movement of all modes of travel. At the Sector Plan level, it is difficult to determine the roadway function, such as parcel access, posted speed, and the number of travel lanes required, without knowing adjacent parcel sizes and land use types. Each Industrial Area Concept Plan will be required to complete a Traffic Impact Study (TIS) to complete the functional design of the roadway network.

Arterial: Roadways intended to provide for mobility through a Sector with direct land access in very limited circumstances. Connects to highways and freeways with interchanges. Connects to arterials with intersections.

Collector: Roadways intended to provide for mobility within a Sector with land access. Connects local roadways to arterials using intersections.

7.2 Transportation Principles

The roadway network in and around the North Sector shall be:

Connected: A road network highly connected within the study area and connected to lands beyond the study area in all directions.

Multi-modal: A road network designed to accommodate pedestrians, cyclists, transit services, passenger vehicles, delivery vehicles, and large and heavy combination trucks to the degree necessary, given the land use.

Hierarchical: A hierarchical road network that provides for both mobility and land access.

7.3 Roadway System Characteristics

The following characteristics apply to the identified roadways within the North Sector.

7.3.1 Freight

All roadways need to accommodate large and heavy loads. A high clearance and oversized corridor should be further studied and designed along arterial roadways through the area.

7.3.2 Passenger Vehicles and Light Trucks

Standard roadway design principles apply.

7.3.3 Transit

All roadway classifications should be available for transit services (i.e. flexible service). Arterial and collector roads should be designed with transit stop locations if part of a transit route. All transit stops should be accessible from a pedestrian facility (i.e. sidewalk, multi-use trail) so that transit users do not have to cross ditches, shoulders, medians, boulevards, or similar spaces.

A Transit Park-and-Ride place holder next to the existing Highway 11 and Highway 12 flyover has been shown on Figure 5 to align with the Growing Forward Commuter Service initiative the City is considering to accommodate regional traffic from surrounding municipalities.

7.3.4 Cycling

Cycling in shared traffic lanes is appropriate only on local and collector roads. Multi-use trails, cycle track, bike lanes, or shoulder bike lanes are required on all arterial roadways.

As shown on Figure 5, there are existing multi-use trail networks that will need to be extended into the North Sector. Currently, there is a west to east multi-use trail link along the north edge of Marquis Drive. Within the existing boulevard of Thatcher Avenue and Faithfull Avenue, multi-use trails should be constructed from Marquis Drive to 71st Street. Road markings should be added to Millar Avenue and 71st Street allowing for shoulder bike lanes. These multi-use trail and shoulder bike lane extensions would allow for active transportation on Marquis Drive to enter the North Sector providing opportunities for employees to walk, run, or cycle for commuting or recreational purposes. In the future, the Marquis Drive multi-use trail will connect to the North Commuter Parkway Bridge linking up with the east and west riverbank, Meewasin, and Trans Canada Trail networks.

At the time the Saskatchewan Ministry of Highways and Infrastructure begins the design of the Perimeter Highway river crossing, consideration should be provided to include a Trans Canada Trail underpass allowing for unrestricted trail movement along the riverbank. In addition, the Perimeter Highway Bridge should

include a multi-use trail along the north edge to allow access to the east riverbank and future river multi-use trails.

7.3.5 Pedestrians

Sidewalks should be provided on both sides of the road right-of-way for arterials and collectors. If only one side of the road right-of-way has a multi-use trail, the other side of the right-of-way should have a sidewalk. If any road classification is planned to have a transit route or stop, sidewalks are required.

7.3.5.1 Barrier-free

The North Sector is intended to be barrier-free. All site designs and infrastructure shall be accessible to all persons, regardless of their age or physical abilities. All roads, driveway access points, sidewalks, and multi-use trails shall include wheelchair accessible curb cuts. The Canadian Standards Association – Accessible Design for the Built Environment (see Attachment 4) should be applied as a recommended tool during design of the North Sector.

7.4 Roadway Crossings

There are three grade-separated crossings proposed to accommodate growth of the North Sector: Marquis Drive and Idylwyld Drive, Marquis Drive and Highway 16, and 71st Street West and Highway 16. The timing for construction of the grade-separated crossings will be determined based on the transportation demand and timing of growth in the North Sector. The five grade-separated highway crossings, shown on Figure 5, would only be required at the time the Perimeter Highway is being designed and built. The Saskatchewan Ministry of Highways and Infrastructure has not indicated any precise timing or budget for the design and construction of the Perimeter Highway at this time.

As shown on Figure 5, control circles mark highway crossing locations, which were determined as part of the Northwest Access Management Study (see Attachment 3). At highway/highway crossings, a system interchange control circle with an 800 metre radius was used, and at highway/arterial crossings, a service interchange control circle with a 500 metre radius was used. These control circles are to provide property protection in rural areas at all interchange locations until the land use and functional plans are completed for the highway network.

There are two right-in-right-out intersections proposed on Figure 5. At the crossing of 71st Street and Idylwyld Drive, the existing median will be closed and turning movements will be restricted to right turns only. To allow for additional access to the lands west of Highway 12, a right-in-right-out intersection is proposed at Collector Road and Idylwyld Drive.

7.5 Road Crossings of Wetland Complex

Two roadway crossings are being shown on Figure 5 as being desirable crossing locations that would effectively minimize adverse environmental effects on the

Wetland Complex. Roadway crossings will be built as level crossings and construction should be confined to the road right-of-way unless the site-specific natural area screening determines otherwise.

Crossing No. 1 – Millar Avenue extension to Highway 11 North will be re-constructed along the existing Range Road 3053 road allowance using previously disturbed roadway.

Crossing No. 2 – A new industrial road is proposed to be built to connect Millar Avenue with Arthur Rose Avenue, providing a continuation of the one mile (1.6 kilometre) east to west roadway grid design, crossing the Wetland Complex around the Manage 1 area shown on Figure 7.

If appropriate, the above transportation crossings should be shared with utility crossings to reduce the construction disturbance duration with the Wetland Complex crossing corridors.

7.6 Perimeter Highway and Arterial Crossings

Perimeter Highway, which is proposed provincial infrastructure, will be a high-speed corridor to move provincial highway traffic around Saskatoon. The Perimeter Highway alignment and river crossing location, has been endorsed by the City, the RM of Corman Park, and the Saskatchewan Ministry of Highways and Infrastructure, as shown on Figure 5.

Obtaining urban access and crossing of Perimeter Highway, as the North Sector develops, is a priority and will require City input as part of the Saskatchewan Ministry of Highways and Infrastructure's functional transportation plans for the Perimeter Highway. At Bill Hunter Avenue and Perimeter Highway, and Wanuskewin Road and Perimeter Highway, grade-separated crossings are being proposed. Understanding additional crossings would make this segment of highway unconventional based on the system interchange spacing requirements; full access connecting urban infrastructure to Perimeter Highway would be desired at these two locations. Final design of these two crossings will be determined as per City input on the Saskatchewan Ministry of Highways and Infrastructure's functional plans for Perimeter Highway.

As part of the Perimeter Highway planning and design, Highway 11, within Perimeter Highway, should be re-designed as an arterial road with reduced posted speed limits, to allow for multiple at-grade crossing locations, with traffic signals connecting to urban arterial and collector roads. Further study and consideration of this by Saskatchewan Ministry of Highways and Infrastructure and the civic Administration is required.

7.7 North Commuter Parkway Bridge

As shown on Figure 5, the North Commuter Parkway is proposed to be connected to Marquis Drive crossing the River with a multi-modal bridge. This

bridge crossing will be Saskatoon's fifth river crossing, connecting the City's northeast residential growth area to the north employment area.

7.8 Truck Routes

Currently, there are two types of truck routes in Saskatoon: long-haul truck routes, and pick-up and delivery truck routes. The long-haul truck route, servicing the North Sector, would be Highway 16, Idylwyld Drive (Highway 12), and Highway 11 North. The current pick-up and delivery truck routes in the area are Marquis Drive and Wanuskewin Road. As new roadways are developed, all roads must be designed for the movement of goods and services in the North Sector; however, trucks accessing or leaving the area must remain on the collector and arterial roads until they get close to their destination. As shown on Figure 5, a pick-up and delivery truck route loop for the North Sector is proposed.

7.8.1 Dangerous Goods

The City's Transportation of Dangerous Goods Bylaw No. 8153 prescribes routes for the transportation of dangerous goods in Saskatoon. All trucks transporting dangerous goods must use Idylwyld Drive to access and egress the North Sector.

The Transportation of Dangerous Goods Bylaw No. 8153 states:

“No carrier shall enter, leave or travel within the City other than on a dangerous goods route, except that a carrier, for the purpose of collecting dangerous goods from or delivering dangerous goods to a location off a dangerous goods route or going to or from a permitted storage location, may travel, subject to the truck route provisions of The Traffic Bylaw No. 7200, on a combination of streets forming the most accessible connection between the delivery point, collection point or permitted storage location, and a dangerous goods route”.

7.8.2 High Clearance and Oversized Load Corridors

A high clearance and oversized load corridor should be further studied prior to designing and approving utility installations for all arterial roadways in the North Sector. This corridor along arterial roads will restrict overhead and width encumbrances that may occur when moving large freight.

7.9 Rail Line

The CN rail line travels through the North Sector, as shown on Figure 5. This rail line is the Warman branch line that connects the CN main line south of Saskatoon with the CN main line that passes through the City of Warman. This branch line is typically not a heavily used corridor other than for the collection of goods in Saskatoon and distributing them to the main line switching yards.

Currently, the lands east of the CN branch line are heavy industrial uses (chemical plants and metal fabrication) with a spur line accessing the ERCO Worldwide and Akzo Nobel Chemicals Inc. properties. The lands east of the CN branch line have been shown on Figure 4 as heavy industrial and could be designed to allow for additional spur lines, if required.

As growth commences north of 71st Street, potentially five rail crossings could be needed. Two of these rail crossings extend Arthur Rose Avenue and Brodsky Avenue north across the spur line (as per the Marquis Industrial Sector Plan). The existing CN branch line along 71st Street shall be reviewed as part of the roadway upgrade of 71st Street to a collector road. Lastly, a rail crossing would be needed for the new road connecting Millar Avenue to Wanuskewin Road crossing the CN branch line.

7.9.1 Rail Line Setbacks

There is no rail line setback for the development of industrial parcels adjacent to the CN rail line. However, the adjacent property owner should install and maintain a chain-link fence (minimum 1.83 metres high) along the mutual property line to deter trespassing and encroachment on the CN right-of-way. How land uses interface with the rail line will require a CPTED review during the Industrial Area Concept Plan stage, and should use best practice examples from the FCM – RAC Guidelines for New Development in Proximity to Railway Operations, 2013.

8 Reserve Dedications

8.1 Environmental Reserve

As noted in Section 5.3 in this report, developers are encouraged to integrate and enhance natural features by incorporating them into the development. For example, leaving wetlands in their natural state is environmentally responsible and aesthetically pleasing to users. Wetlands can provide education and exploration opportunities, while sustaining wildlife habitats and reducing carbon dioxide in the atmosphere. Furthermore, these areas can be used in conjunction with storm water retention and conveyance, reducing the need for costly engineered storm water management solutions.

Lands within the North Sector will be surveyed by a qualified consultant for historical and/or ecological significance during the Industrial Area Concept Plan process. Lands identified as either shall be provided to the City as Environmental Reserve, without compensation. When land is dedicated as Environmental Reserve, it is subtracted from the gross developable area in the Industrial Area Concept Plan. Municipal Reserve is then calculated based on the remaining lands. Upon transfer of these lands to the City, City Council shall classify these lands, appropriately, as open space areas and protect them under Section 9.2 (Conservation of Natural Areas and Archaeological Sites) of the Official Community Plan. These open space areas will conserve the biodiversity of both plant and animal life for the enjoyment of present and future generations.

Therefore, when calculating the Municipal Reserve dedication for the North Sector in Table 3, the conceptual boundary for the Wetland Complex and riverbank area was considered exempt to reduce the amount of Municipal Reserve open space to be allocated at full build-out of the North Sector. Future environmental studies shall be required prior to approval of Industrial Area Concept Plan applications for lands adjacent to the Wetland Complex to determine a Wetland Complex boundary and a gross non-developable area including a final development setback buffer, if required.

8.1.1 Riverbank Area

During the design of the Industrial Area Concept Plan for the parcels of land adjacent to the river, the developer shall make provisions to provide a riverbank area as per the requirements in Section 9.1 (Riverbank Stewardship) of the Official Community Plan. At the appropriate time, Meewasin should engage with these private landowners, between ERCO Worldwide and the Silverwood Golf Course, about obtaining a conservation easement for the protection of the remaining undisturbed areas and riverbank area similar to the conservation easement explained in Section 4.6.2 of this report.

8.2 Municipal Reserve Analysis

When land is subdivided, *The Planning and Development Act, 2007*, requires part of it to be set aside for public recreation or similar purposes, or for money to be paid in lieu of land. The Municipal Reserve dedication requirement is 5% of gross land area for non-residential land. The City may take money in lieu of land in areas where the dedication of land is not desirable.

Two place holders for potential recreation areas have been shown on Figure 4. Table 3 has broken down the estimated dedication requirement, assuming all industrial parcels will be subdivided, and based on the assumed Environmental Reserve dedication in the North Sector. The two place holder locations were strategically chosen based on development sequence (see Figure 8) and the inclusion of existing vegetation in the area. Appropriate Municipal Reserve parcels are rectangular in shape, flat, and have good soil quality. The final Municipal Reserve parcel locations, size, and the number of parcels required totalling the amount of required dedication, is subject to evaluation by civic Administration, based on programming needs at the time the Industrial Area Concept Plan is being designed.

Table 3 provides a breakdown of the total amount of Reserve dedication required in the North Sector.

Table 3: Natural Areas and Open Space Dedication Analysis

	Hectares	Acres	Reserve Dedications		
			%	Hectares	Acres
Proposed					
Industrial - Heavy	302.84	748.33			
Industrial - Light	839.01	2073.24			
Arterial Commercial Nodes	16.00	39.54			
Urban Holding Lands	96.85	239.32			
To Be Determined Lands	225.50	557.22			
Urban Holding Road Infrastructure	50.57	124.96			
Perimeter Highway	68.15	168.40			
Total Proposed	1598.92	3,951.02	5% MR²	79.95	197.55
Natural Area (Wetland Complex)	141.66	350.05	ER ¹	141.66	350.05
Riverbank Area	9.77	24.14	ER ¹	9.77	24.14

1 - Environmental Reserve (ER) area may be adjusted based on site-specific Natural Area Screening for each Industrial Area Concept Plan application that is received.

2 - Total Reserve Dedications were determined based on the assumption that all industrial lands will be subdivided. Municipal Reserve (MR) potential recreation area place holders are shown on Figure 4.

9 Servicing

The current servicing for the North Sector will remain until future development commences. As part of the Industrial Area Concept Plan process, the developer is encouraged to provide innovative approaches to facilitate a reduction in overall infrastructure investment where possible. At the time new City services are provided to the area, all existing parcels will be connected to the new servicing system and a servicing agreement between the developer (or landowner) and the City will be required. City-funded interim servicing models shall not be supported; however, the City may consider developer- (or landowner-) funded interim servicing to accommodate development(s) on lands in later phases if they otherwise comply with the surrounding Industrial Area Concept Plan and North Sector Plan vision.

As shown on Figure 7, an east/west municipal utility corridor has been identified through the centre of quarter sections 27, 28, 29, and 30. All utilities should consider using this corridor for major services needing to connect the lands west of Highway 12 with the lands east of Highway 12.

9.1 Water Mains

The North Sector will be serviced by a primary water main extending from 71st Street along the CN rail line, and from Marquis Drive along Faithfull Avenue (see Figure 7). For industrial growth west of Highway 12, a new water reservoir and a new fill main from the water treatment plant along Idylwyld Drive will be required. This future water reservoir will provide additional water main capacity to the North Sector.

9.2 Sanitary Sewer

The North Sector will be serviced by two separate gravity trunks; one extending along Arthur Rose Avenue, and the other crossing at 71st Street near Faithfull Avenue (see Figure 7). To complete the sanitary trunk system for the Marquis Industrial Area, the sanitary trunk will cross 71st Street into quarter section SE 27-37-5-W3 M. At the north end of this quarter section, the sanitary trunk will turn west to service the developable lands west of the CN rail line and lands west of Highway 12. The sanitary trunk crossing at 71st Street, near Faithfull Avenue, will service the existing industrial uses along Highway 16 and new development adjacent to 71st Street.

The sanitary capacity for the North Sector was calculated based on 15% wet industrial, 15% commercial and 70% dry industrial.

9.3 Storm Sewer

The North Sector will have a number of connected wet and dry storm water ponds, connected with a conventional underground storm sewer design, in combination with overland drainage, utilizing the pre-treatment storm water sediment forebay adjacent to the Wetland Complex Preserve area (see Figure 7).

The storm water management system will be designed to minimize impacts on natural areas in the North Sector and will trap pollutants and sediments, while maintaining the storm water flow, protecting the value of the Wetland Complex drainage channel, Opimihaw Creek, and the River.

9.3.1 Natural and Engineered Water Bodies

Best practices in storm water management include incorporating the use of natural wetlands, and storm water ponds, to manage storm water runoff. This practice has begun in developing residential areas in Saskatoon and should become more common throughout all developments in the City. In preparation for Industrial Area Concept Plans adjacent to the Wetland Complex, the developer (or landowner) will be encouraged to have a qualified environmental specialist work with a storm water engineer to develop a storm water model, identifying the natural boundary of the Wetland Complex, the significance of the wetlands in the drainage channel, and the best location for the pre-treatment storm water sediment forebay.

As explained in Section 5.7 of this report, all open water facilities within the draft 4,000 metre buffer, that have the potential to cause aircraft and bird hazard conflicts may be required to seek approval by Transport Canada, Saskatoon Airport Authority, NavCanada, and such other agencies as may be appropriate, prior to a development permit being issued for the area. As part of any modifications to the Wetland Complex, the design should consider restricting large flocks of birds using the natural water bodies.

9.4 Permanent Civic Service Facility

Development of the North Sector will require the relocation of the City's snow management area on Wanuskewin Road, and civic Administration has found a suitable new location. A permanent location for a civic services facility, which includes a snow management facility and Public Works satellite yard, will be located on lands the City owns west of Highway 12. A conceptual place holder has been shown on Figure 7.

A location for a snow management facility and Public Works satellite yard typically requires:

- a) 36.4 hectares (90 acres);
- b) suitable road access, but not directly adjacent to a highway;
- c) access to the existing storm water management system;
- d) adequate separation from significant wetlands; and
- e) adequate separation from residential development, and is best situated in an area designated strictly for industrial purposes.

9.5 Shallow-Buried Utilities

As part of the Industrial Area Concept Plan process, the developer must arrange for the respective service providers to install shallow-buried services such as electricity, natural gas, street and park lighting, telephone, and cable to the area.

At the time of subdividing the area, past industrial subdivisions have consolidated and reshaped lots causing utility easements to be relocated; therefore, utility companies may request front-street servicing within the boulevard, or may request a separate easement.

9.6 Antenna Towers

As mentioned in Section 4.9 of this report, there are two existing antenna towers outside the North Sector study area. If additional antenna towers are required, preferred locations for these types of facilities would be behind commercial or industrial developments. Antenna tower applications will be subject to the Antenna Systems Policy No. C09-037.

9.7 Emergency Response

Industrial developments offer unique safety-related issues, including: the movement of hazardous and volatile materials, chemical spills, fire, crime prevention, and security. Safety shall be promoted through site design measures, emergency response resources (i.e. Notify Now), and traffic regulations. The City's emergency response strategy shall be expanded into the entire North Sector area.

The closest fire halls to the North Sector are Fire Halls No. 4 and No. 7. Fire Hall No. 4 is located at 2106 Faithfull Avenue. The travel time service area for Fire Hall No. 4 begins to be exceeded at the Idylwyld Drive North and Highway 16 interchange. Fire Hall No. 7 is located west of the Silverwood Golf Course at 3550 Wanuskewin Road. The travel time service area for Fire Hall No. 7 begins to be exceeded at the 71st Street and Millar Avenue intersection. Lands within the North Sector will be outside existing response capabilities to achieve a four-minute travel time to emergencies. A proposed fire hall place holder, west of Idylwyld Drive, is shown on Figure 4. Further study will be needed to determine the actual location and travel time service area for this proposed fire hall.

10 Phasing

10.1 Development Sequence

The development sequence for the North Sector is shown on Figure 8 – Phasing Plan and will develop in a south to north direction. Based on the development sequence, development areas have been shown to cluster adjacent parcels, providing the opportunity for one Industrial Area Concept Plan Study per ownership group. As shown on Figure 8, the development area boundaries are conceptual and should be used as a guide. The development area boundary lines can be expanded or reduced based on the landowners'/developers' desire to develop their lands, and the need for infrastructure to be extended. The development sequence shown on Figure 8 is proposed to be consistent with the servicing scheme described in Section 15, but is meant to be interpreted flexibly, rather than rigidly, and may not require the exact development sequence based on Industrial Area Concept Plan applications.

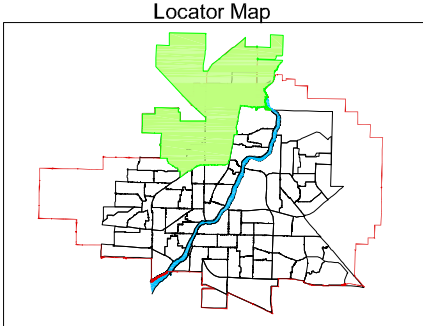
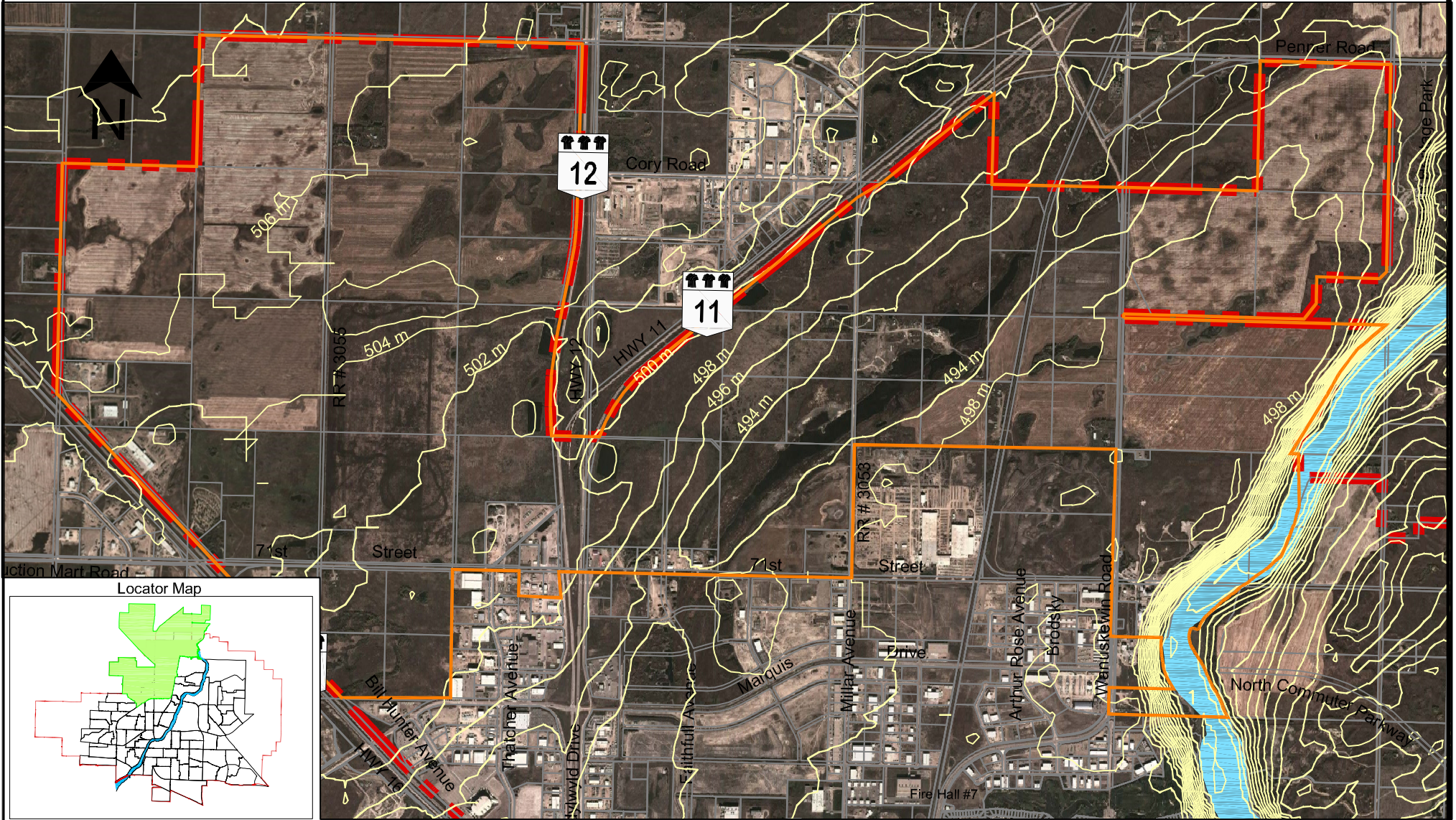
11 Funding

The role of the North Sector Plan is to provide a framework within which development of the North Sector can take place, and the vision to shape the development reflects the values of the City. Data on detailed costing and funding are not available at the Sector Plan stage due to the very large scale of such plans, their long-term and conceptual nature, and numerous uncertainties regarding timing of development and specific elements required for development to occur. Sector Plans do enable civic Administration to begin more detailed infrastructure analysis, and to address this infrastructure in operating budgets, capital budgets, and capital plans. It is important to acknowledge that the costs for development of new growth sectors are funded in a fiscally sustainable manner, ensuring that growth is paid for by those who benefit from it.

Figure 1 - Study Area

North Sector Plan

DRAFT



- Legend**
- ■ ■ ■ Proposed City Limits
 - North Sector study area
 - Northern Industrial Area
 - Contours

Scale: N.T.S.

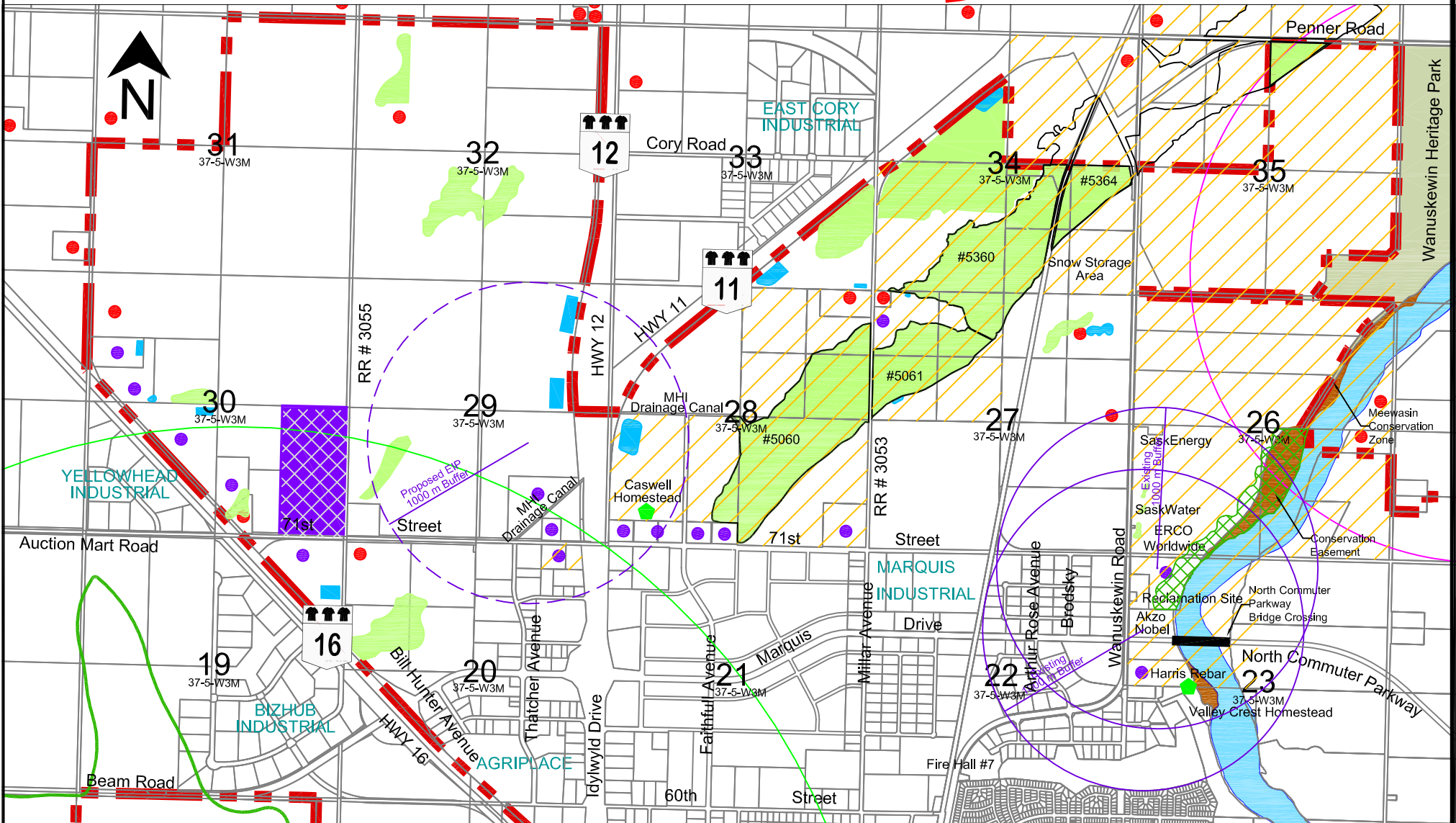


Planning & Development Division
 NOTE: The information contained on this map is for reference only and not to be used for legal purposes.

Figure 2 - Existing Features

North Sector Plan

DRAFT



Legend

- | | | | | | | | |
|--|----------------------------------|--|----------------------------------|--|--------------------------|--|-------------------|
| | Proposed City Limits | | MVA Conservation Zone | | 1000m Chemical Buffers | | Existing Lagoons |
| | Red Pheasant Cree Nation Reserve | | Heritage Sensitive Areas | | Wanuskewin Visual Buffer | | Homesteads |
| | Natural Areas & Wetlands | | Airport 30 NEF Contour | | Residence | | Existing Industry |
| | Riverbank and River | | Draft Airport AZR 4,000 m Buffer | | | | |

Scale: N.T.S.

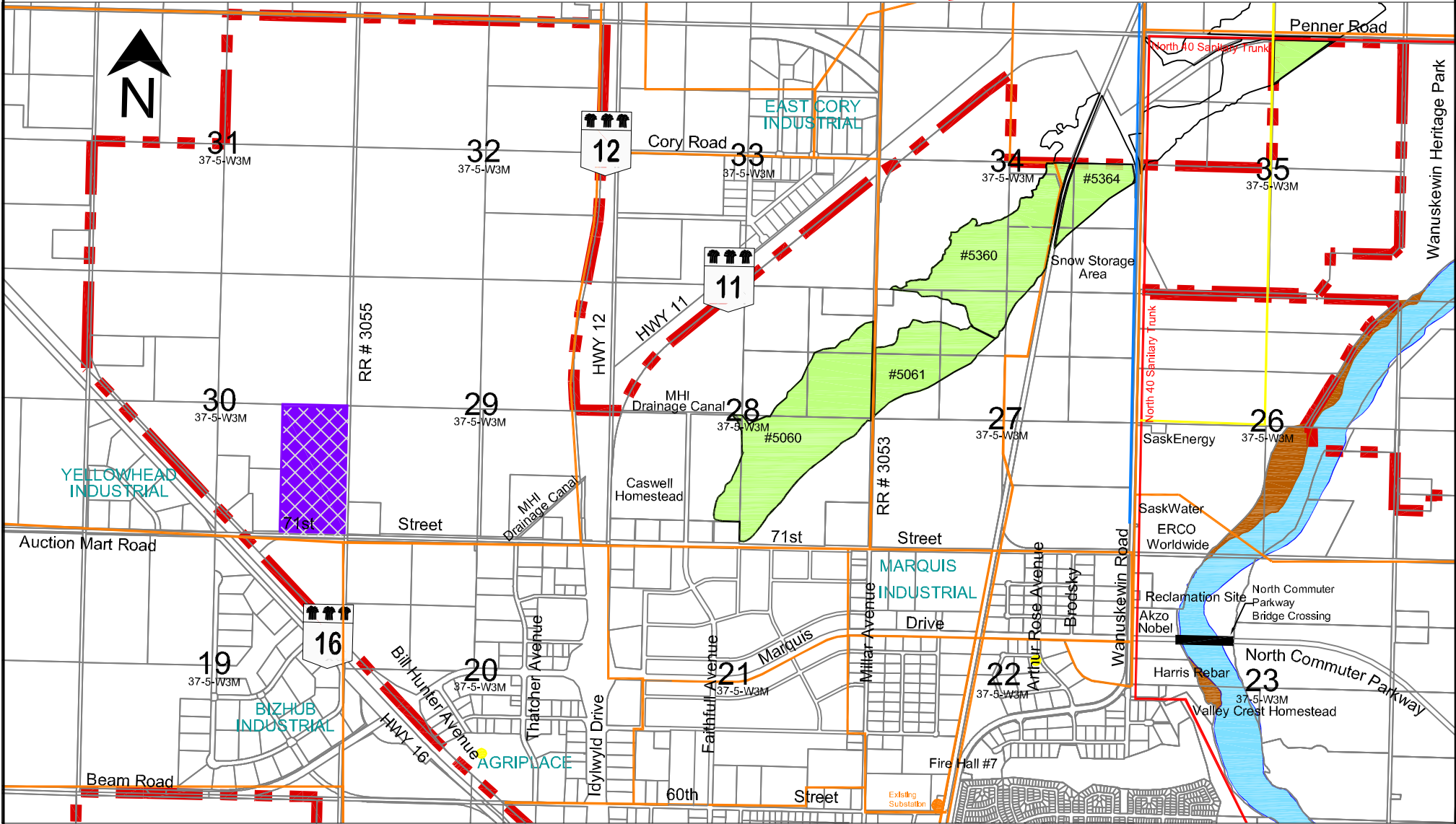











NOTE: The information contained on this map is for reference only and not to be used for legal purposes.

Figure 3 - Existing Utilities

North Sector Plan

DRAFT



-  Proposed City Limits
-  SaskPower Overhead Lines
-  SaskEnergy Underground Lines
-  SaskWater Line
-  North 40 Sanitary Trunk
-  Antenna Towers
-  Red Pheasant Cree Nation Reserve
-  Natural Areas & Wetlands
-  Riverbank and River

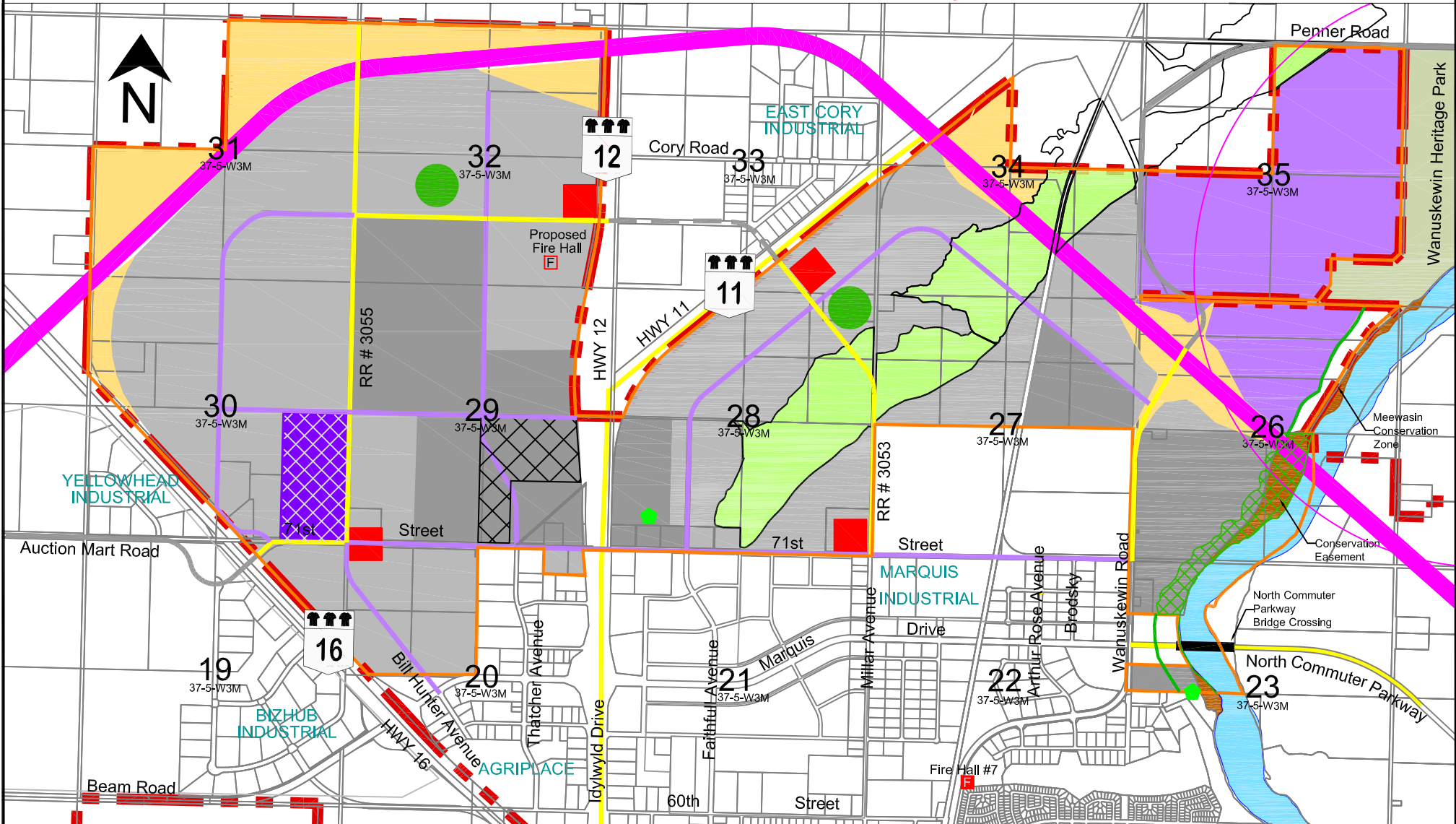
Scale: N.T.S.



Planning & Development Division
 NOTE: The information contained on this map is for reference only and not to be used for legal purposes.

Figure 4 - Land Use Plan
North Sector Plan

DRAFT



Legend

- Proposed City Limits
- North Sector
- Perimeter Highway
- Proposed Arterial Roads
- Proposed Collector Roads
- Industrial - Light
- Industrial - Heavy
- Industrial - Heavy (EIP)
- Arterial Commercial Nodes
- Urban Holding Lands

Scale: N.T.S.

- Potential Recreation Area (MR)
- Homesteads
- Land Use To Be Determined
- Red Pheasant Cree Nation Reserve

- Wanuskewin Visual Buffer
- Conservation Easement
- MVA Conservation Zone
- Riverbank and River
- Riverbank Area
- Wetland Complex

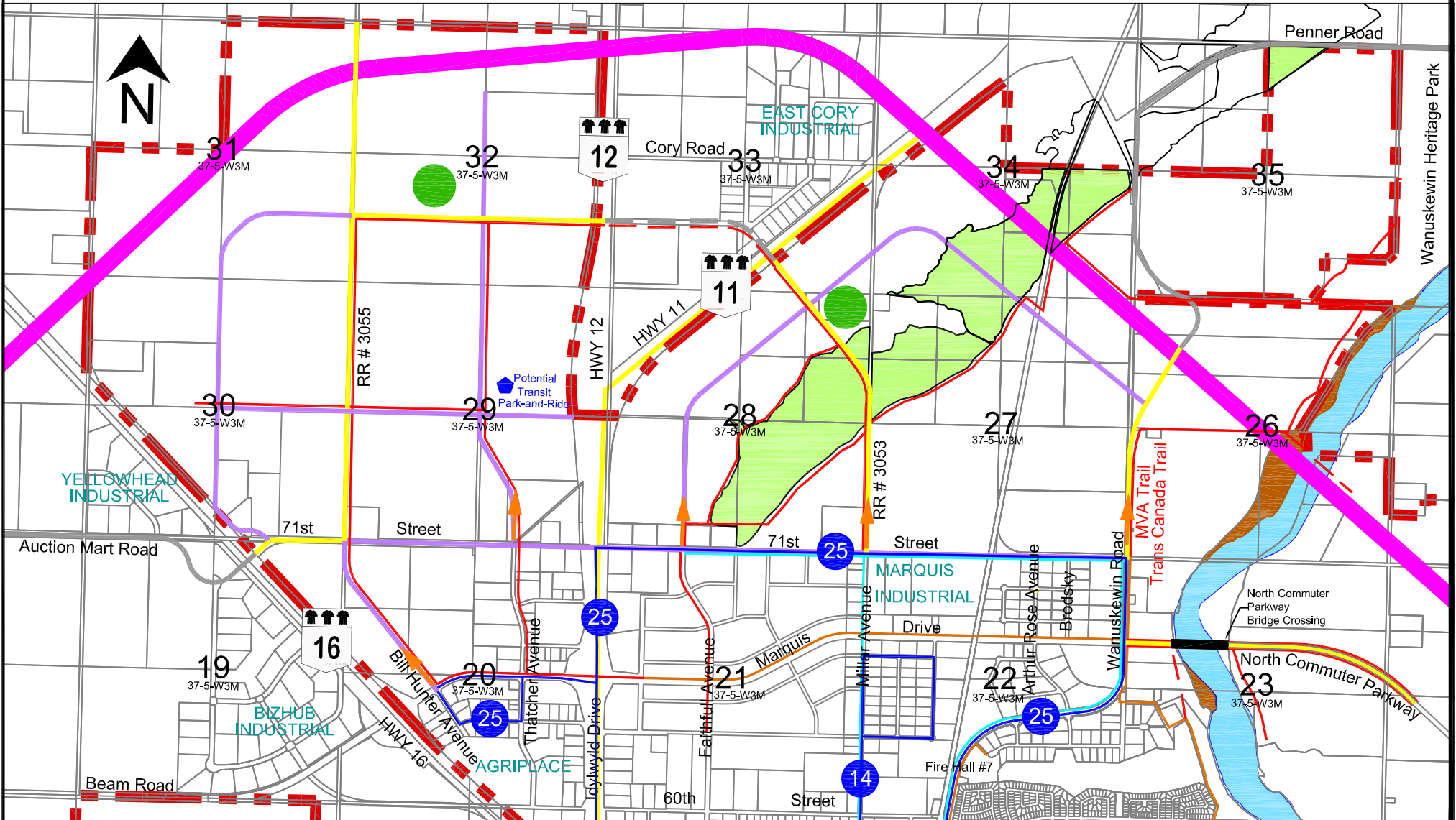


NOTE: The information contained on this map is for reference only and not to be used for legal purposes.

Figure 5 - Walking, Cycling, and Transit Plan

North Sector Plan

DRAFT



Legend

- Proposed City Limits
- Existing Transit Routes
- Possible Transit Route Linkage
- Potential Transit Park-and-Ride
- Existing Multi-use Trails
- Proposed Multi-use Trails
- Proposed Arterial Roads
- Proposed Collector Roads

Scale: N.T.S.

- Potential Recreation Area (MR)
- Wetland Complex
- Riverbank and River
- On Road Cycling

Perimeter Highway

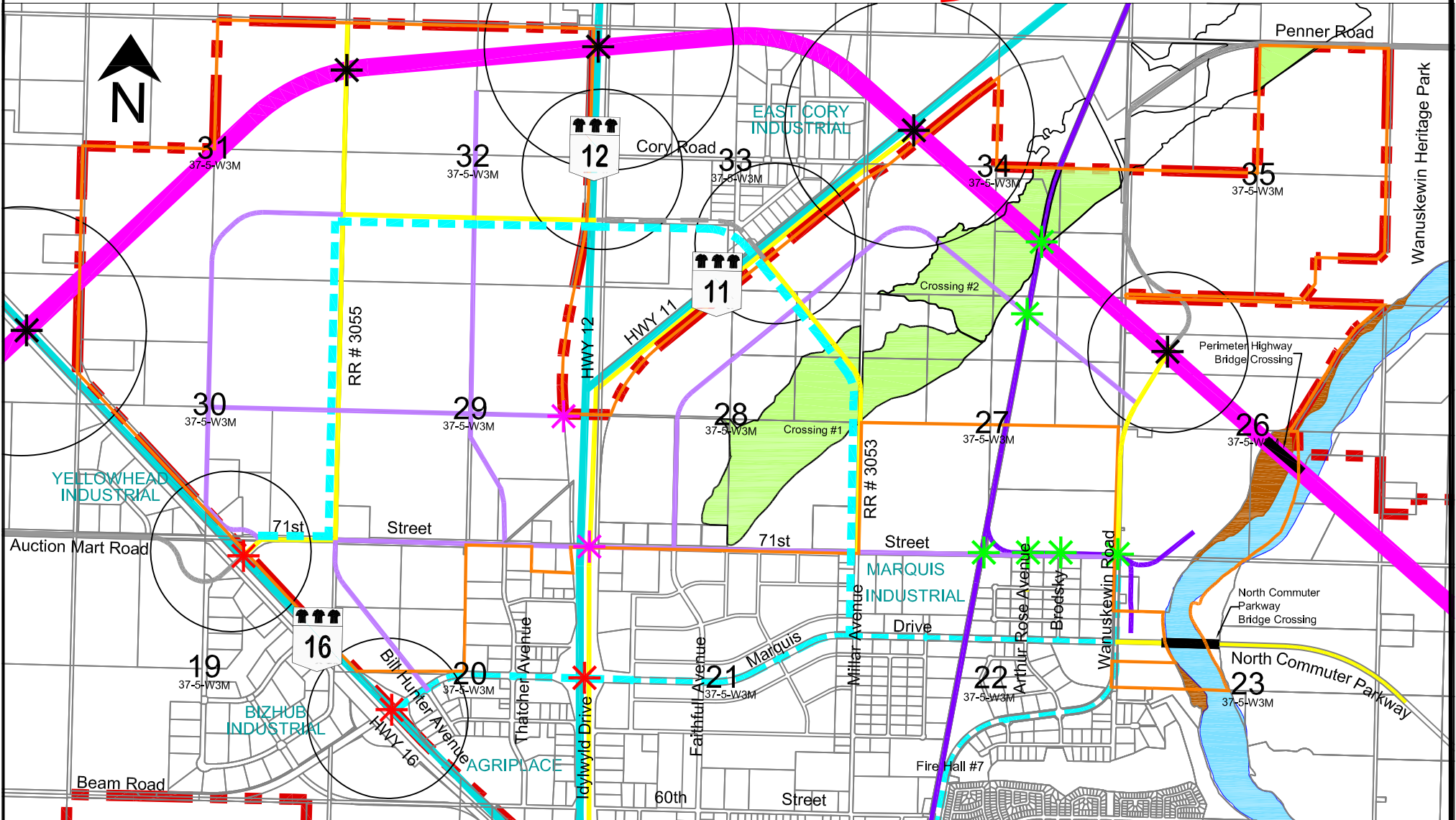


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NOTE: The information contained on this map is for reference only and not to be used for legal purposes.

Figure 6 - Roadways Plan
North Sector Plan

DRAFT



Legend

- | | | |
|----------------------|--|--|
| Proposed City Limits | Proposed Arterial Roads | Grade Separated |
| North Sector | Proposed Collector Roads | At Grade Rail Crossing |
| CN Rail Line | Proposed Rural Road Connections | At Grade Right-in/Right-out |
| Perimeter Highway | Dangerous Goods and Long Haul Truck Routes | NW Access Management Highway Control Circles |
| | Pick Up and Delivery Truck Routes | Wetland Complex |

Scale: N.T.S.



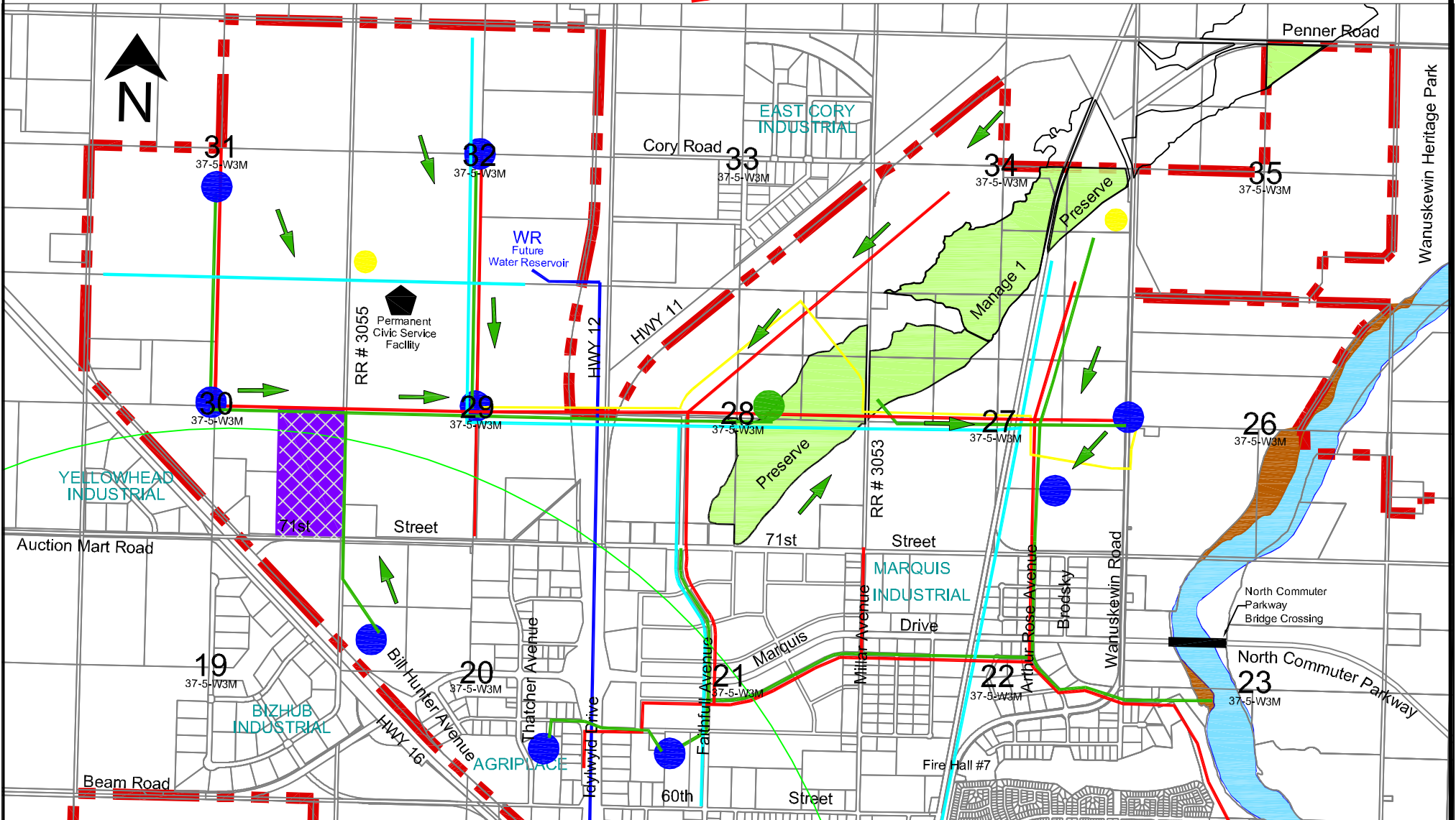
NOTE: The information contained on this map is for reference only and not to be used for legal purposes.

Figure 7 - Servicing Plan

North Sector Plan

DRAFT

Disclaimer: All servicing alignments are conceptual.
Final servicing alignments will be determined during detailed design for each development.



Legend

- ■ ■ ■ Proposed City Limits
- Wetland Complex
- Riverbank and River
- Red Pheasant Cree Nation Reserve

- Sanitary Gravity Trunk
- Storm Trunk
- Watermain
- Water Fill Main
- Proposed Gas Line

- ➔ Stormwater Direction of Flow
- Stormwater Pond (Dry or Wet)
- Stormwater Pre-treatment Forebay

- Proposed Antenna Towers
- Proposed Airport AZR 4,000 m Buffer
- Permanent Civic Service Facility
- WR Future Water Reservoir



NOTE: The information contained on this map is for reference only and not to be used for legal purposes.

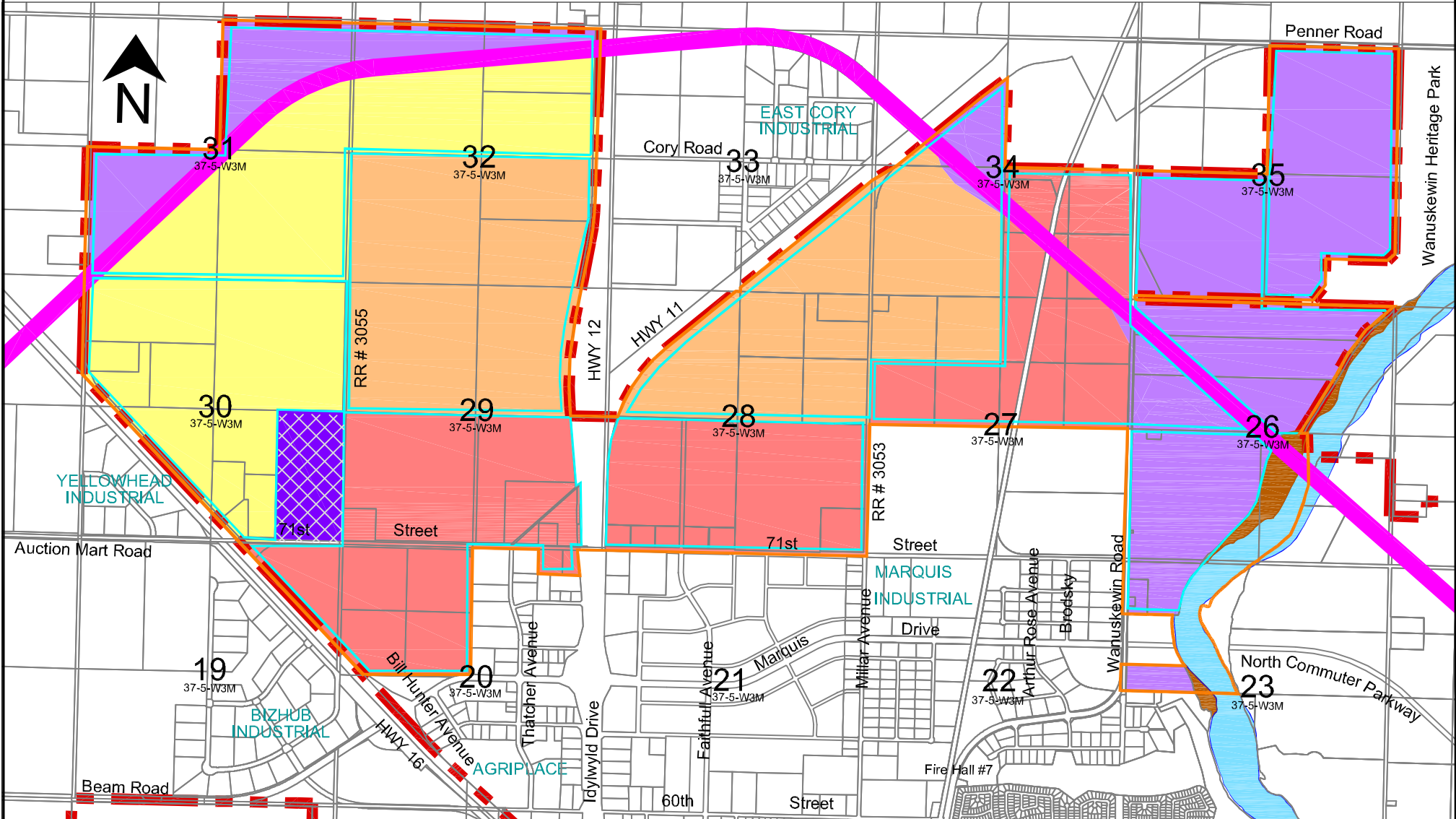
Scale: N.T.S.

Figure 8 - Phasing Plan

North Sector Plan

DRAFT

Disclaimer: Phasing sequence and development areas may change.



Legend

Scale: N.T.S.

- Proposed City Limits
- North Sector
- Phase 1
- Phase 2
- Phase 3
- Phase TBD
- Red Pheasant Cree Nation Reserve
- Industrial Area Concept Plan Development Areas
- Riverbank and River



NOTE: The information contained on this map is for reference only and not to be used for legal purposes.



Proposed Rezoning from R1A to R1B and RM3 – Lewin Crescent and Stonebridge Common – Stonebridge

Recommendation

That at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone land in the Stonebridge neighbourhood, as outlined in this report, be approved.

Topic and Purpose

An application has been submitted by Dream Development requesting to rezone land in the Stonebridge neighbourhood from R1A – One-Unit Residential District (R1A District) to R1B – Small Lot One-Unit Residential District (R1B District) and RM3 – Medium-Density Multiple-Unit Dwelling District (RM3 District) (see Attachment 1). The rezoning will facilitate single-family and medium-density residential development consistent with the Stonebridge Neighbourhood Concept Plan (Concept Plan).

Report Highlights

1. This application is consistent with the approved Concept Plan for the Stonebridge neighbourhood.
2. No issues or concerns were raised through the administrative review process.

Strategic Goal

Under the City of Saskatoon's (City) Strategic Goal of Sustainable Growth, providing a mix of housing types and densities within our neighbourhoods supports the priority to create "complete community" neighbourhoods.

Background

The Concept Plan, originally approved by City Council in 2005, identifies the subject lands for low- and medium-density residential (see Attachment 2).

By legislation, the City is required to advertise all proposed rezonings and hold a public hearing.

Report

Concept Plan

This application proposes to apply zoning designations to the areas identified that are consistent with the Concept Plan.

Zoning Bylaw No. 8770

Development of the subject areas will be required to comply with the requirements of the R1B District and RM3 District, respectively.

Proposed Rezoning from R1A to R1B and RM3 – Lewin Crescent and Stonebridge Common – Stonebridge

The purpose of the R1B District is to provide for small lot residential development in the form of one-unit dwellings, as well as related community uses. This rezoning will accommodate 18 residential units.

The purpose of the RM3 District is to provide for a variety of residential developments in a medium-density form, as well as related community uses.

Comments from Other Divisions

No concerns were identified through the administrative referral process.

Options to the Recommendation

City Council could choose to deny this application. This option is not recommended as it is consistent with the Concept Plan.

Public and/or Stakeholder Involvement

Extensive public consultation was conducted in conjunction with the development of the Concept Plan. As this application is consistent with the Concept Plan, a public information meeting was not held.

Other Considerations/Implications

There are no policy, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11 (a) of Public Notice Policy No. C01-021.

Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify all property owners within a 75 metre (246 feet) buffer of the proposed site of the public hearing date, by letter. A notice will be placed in The StarPhoenix two weeks prior to the public hearing.

Attachments

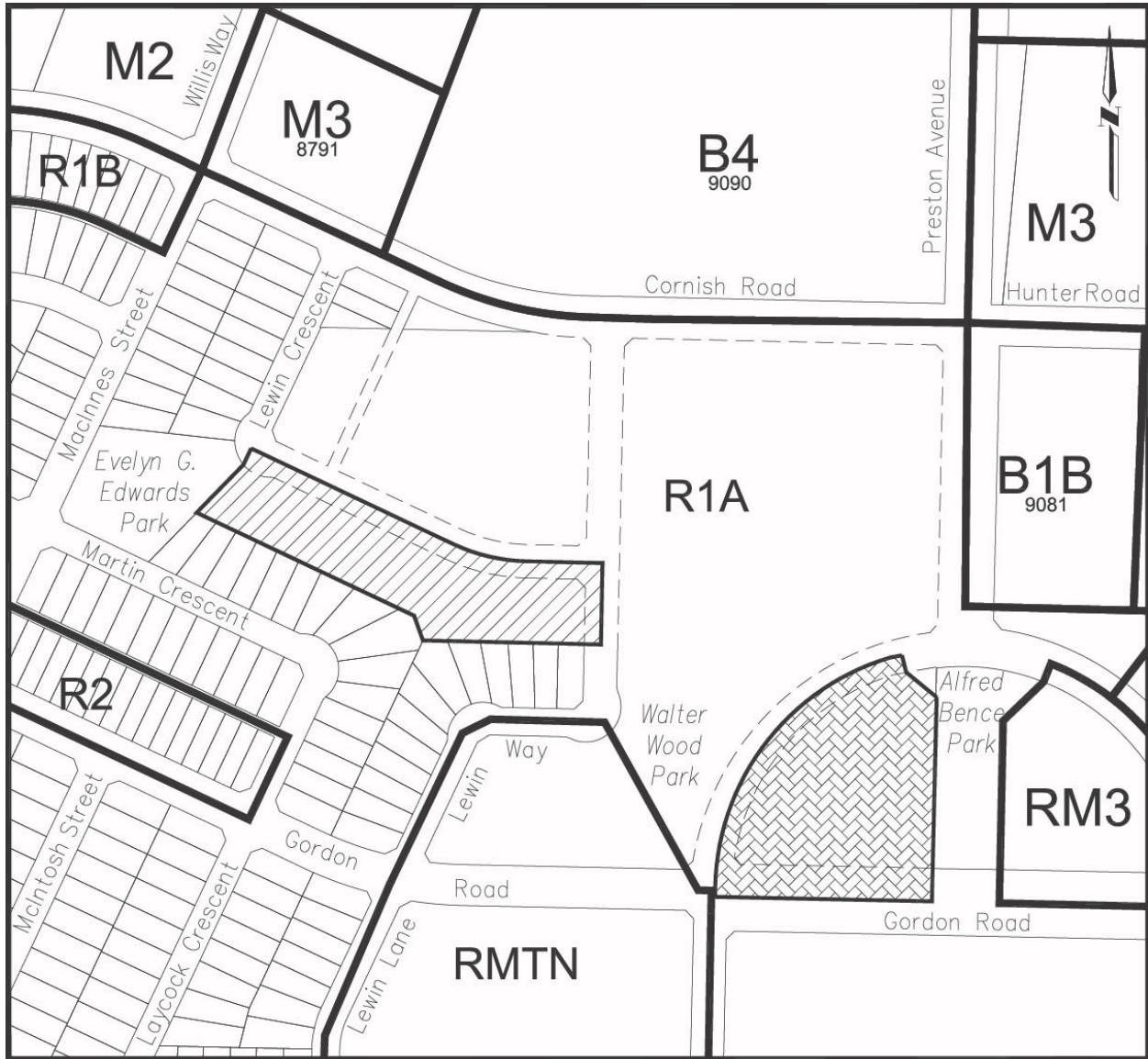
1. Location Map
2. Stonebridge Neighbourhood Concept Plan

Report Approval

Written by: Brent McAdam, Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

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Location Map



ZONING AMENDMENT

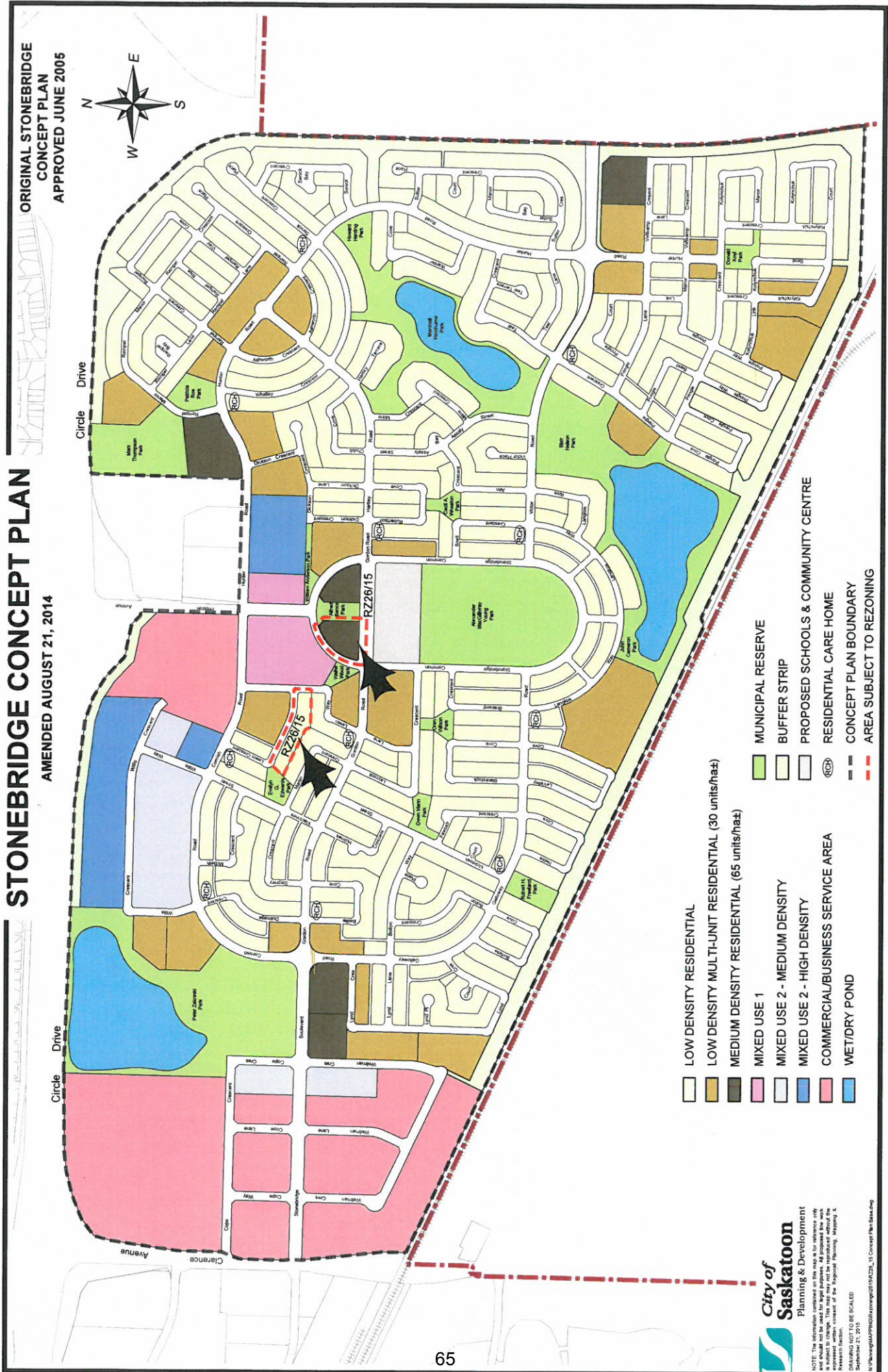
 From R1A to R1B

 From R1A to RM3

STONEBRIDGE CONCEPT PLAN

AMENDED AUGUST 21, 2014

ORIGINAL STONEBRIDGE
CONCEPT PLAN
APPROVED JUNE 2005



- LOW DENSITY RESIDENTIAL
- LOW DENSITY MULTI-UNIT RESIDENTIAL (30 units/ha±)
- MEDIUM DENSITY RESIDENTIAL (65 units/ha±)
- MIXED USE 1
- MIXED USE 2 - MEDIUM DENSITY
- MIXED USE 2 - HIGH DENSITY
- COMMERCIAL/BUSINESS SERVICE AREA
- WET/DRY POND
- MUNICIPAL RESERVE
- BUFFER STRIP
- PROPOSED SCHOOLS & COMMUNITY CENTRE
- RESIDENTIAL CARE HOME
- CONCEPT PLAN BOUNDARY
- AREA SUBJECT TO REZONING

**City of
Saskatoon**
Planning & Development

NOTE: The information contained on this map is for reference only and is not to be used for legal purposes. All proposed lines are subject to change. This map is prepared in accordance with the expressed intent of the Regional Planning, Mapping & GIS Department. It is not a final product and is not to be used for legal purposes. It is subject to change without notice.

DATE: AUGUST 21, 2014
PROJECT: STONEBRIDGE CONCEPT PLAN

Proposed Rezoning by Agreement – From R1A to B1B by Agreement and M2 by Agreement – 3200 Preston Avenue South

Recommendation

That a copy of this report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone 3200 Preston Avenue South, as outlined in this report, be approved.

Topic and Purpose

An application has been submitted by Pinnacle Developments Inc. (Pinnacle Developments) and Innovative Residential Inc. (Innovative Residential) requesting to rezone 3200 Preston Avenue South from R1A – One-Unit Residential District (R1A District) to B1B – Neighbourhood Commercial – Mixed-Use District (B1B District) and M2 – Community Institutional Service District (M2 District), subject to Rezoning Agreements (Agreement).

The rezoning will provide for the development of a mixed-use site incorporating residential, commercial, and institutional uses, consistent with the Stonebridge Neighbourhood Concept Plan (Concept Plan).

Report Highlights

1. The Concept Plan identifies the subject site for mixed-use development.
2. A mixed-use development combining residential, commercial, and institutional uses is proposed.
3. This application will apply zoning to the area that is consistent with the Concept Plan and allow development to proceed.
4. Rezoning Agreements will ensure that a variety of features of the development are provided that contribute to its fit within the Stonebridge neighbourhood.

Strategic Goal

This report supports the Strategic Goal of Sustainable Growth by supporting the creation of “complete community” neighbourhoods, which includes development that combines a mix of uses.

Background

The Concept Plan was originally approved by City Council in 2005 (see Attachment 1). The Concept Plan identified the subject site as “mixed use” and as part of a village centre that combines multiple-unit- residential uses in an appropriate mix with retail, commercial, office, and institutional uses.

Proposed Rezoning by Agreement – From R1A to B1B by Agreement and M2 by Agreement – 3200 Preston Avenue South

This application will apply zoning to this area that is consistent with the land uses envisioned by the Concept Plan.

Report

Proposed Development of 3200 Preston Avenue South

Pinnacle Developments and Innovative Residential are proposing to develop 3200 Preston Avenue South as a mixed-use development that incorporates a horizontal mix of multiple-unit residential, commercial, and institutional uses (see Attachment 2).

On the west side of the site, a dwelling group consisting of 3, three-storey, multiple-unit dwellings is proposed with approximately 150 units in total. A combination of underground and surface parking will serve the development.

On the east side of the site, a neighbourhood commercial development containing approximately 5,000 m² of leasable space over seven buildings is proposed that will provide for commercial, retail, office, and institutional uses.

Connectivity between the two components of the development is provided through roadway connections and a pedestrian walkway system through the site. The approximate centre of the commercial component of the site contains a plaza that will provide for flexible use by commercial tenants and the community. This feature aligns with the vision of the Concept Plan for this site as part of a village centre for Stonebridge.

See Attachment 3 for a proposed site plan, Attachment 4 for building elevations of the residential component, and Attachment 5 for building elevations of the commercial component.

M2 District by Agreement

It is proposed that a zoning designation of M2 – Community Institutional Service District, subject to an Agreement, be applied to the residential component of the site. The Agreement will provide for the development of a dwelling group as proposed.

B1B District by Agreement

It is proposed that a zoning designation of B1B District, subject to an Agreement, be applied to the commercial component of the site. The Agreement will provide for the development of a neighbourhood commercial site that is of an appropriate scale for the area.

As part of the Agreement, provision will be made for a limited number of retail stores and restaurants to exceed the 325 m² maximum limit on gross floor area (GFA) that exists in the B1B District. Two retail stores may have a maximum GFA of 930 m², while two restaurants may have a maximum GFA of 570 m². These restrictions are necessary to ensure that the development remains as a neighbourhood scale mixed-use site.

Proposed Rezoning by Agreement – From R1A to B1B by Agreement and M2 by Agreement – 3200 Preston Avenue South

Other aspects of the Agreement will ensure that:

- a) buildings fronting on to Preston Avenue appropriately address and interact with the street;
- b) a pedestrian walkway system through the site and connecting to adjacent streets is provided to promote walkability;
- c) an outdoor plaza will be constructed to provide amenity space;
- d) bicycle parking will be provided;
- e) outdoor lighting that will not unduly interfere with adjacent properties;
- f) landscaping of the site is provided, including internally within the site; and
- g) signage is of an appropriate scale for the area.

See Attachment 6 for the complete list of terms for each of the two Agreements.

Comments from Other Divisions

No concerns were received through the administrative referral process that precludes this application from proceeding to the public hearing. Please refer to Attachment 7 for complete comments.

Options to the Recommendation

City Council could choose to deny this application. This decision is not recommended as the proposed development is consistent with the Concept Plan.

Public and/or Stakeholder Involvement

A public information meeting regarding this proposal was held on July 14, 2015, with 18 members of the general public and the local City Councillor in attendance.

Discussion at the meeting specific to the development proposal generally related to:

- a) the design, height, and size of proposed buildings;
- b) concerns relating to the commercial component, including traffic, noise, and effects from outdoor lighting; and
- c) potential uses in the commercial component.

A general discussion about issues with the development process in Stonebridge also took place. See Attachment 8 for a record of the questions, comments, and discussion.

Other Considerations/Implications

There are no policy, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Public Notice Policy No. C01-021. Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with

Proposed Rezoning by Agreement – From R1A to B1B by Agreement and M2 by Agreement – 3200 Preston Avenue South

Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify all property owners within 75 metres of the subject site of the public hearing date, by letter. A notice will be placed in The StarPhoenix two weeks prior. Notice boards will be placed on the site.

Attachments

1. Stonebridge Neighbourhood Concept Plan
2. Location Map
3. Proposed Site Plan
4. Proposed Building Elevations – Residential
5. Proposed Building Elevations – Commercial (Sample Elevation)
6. Provisions of Rezoning Agreements
7. Comments from Other Divisions
8. Community Engagement Summary

Report Approval

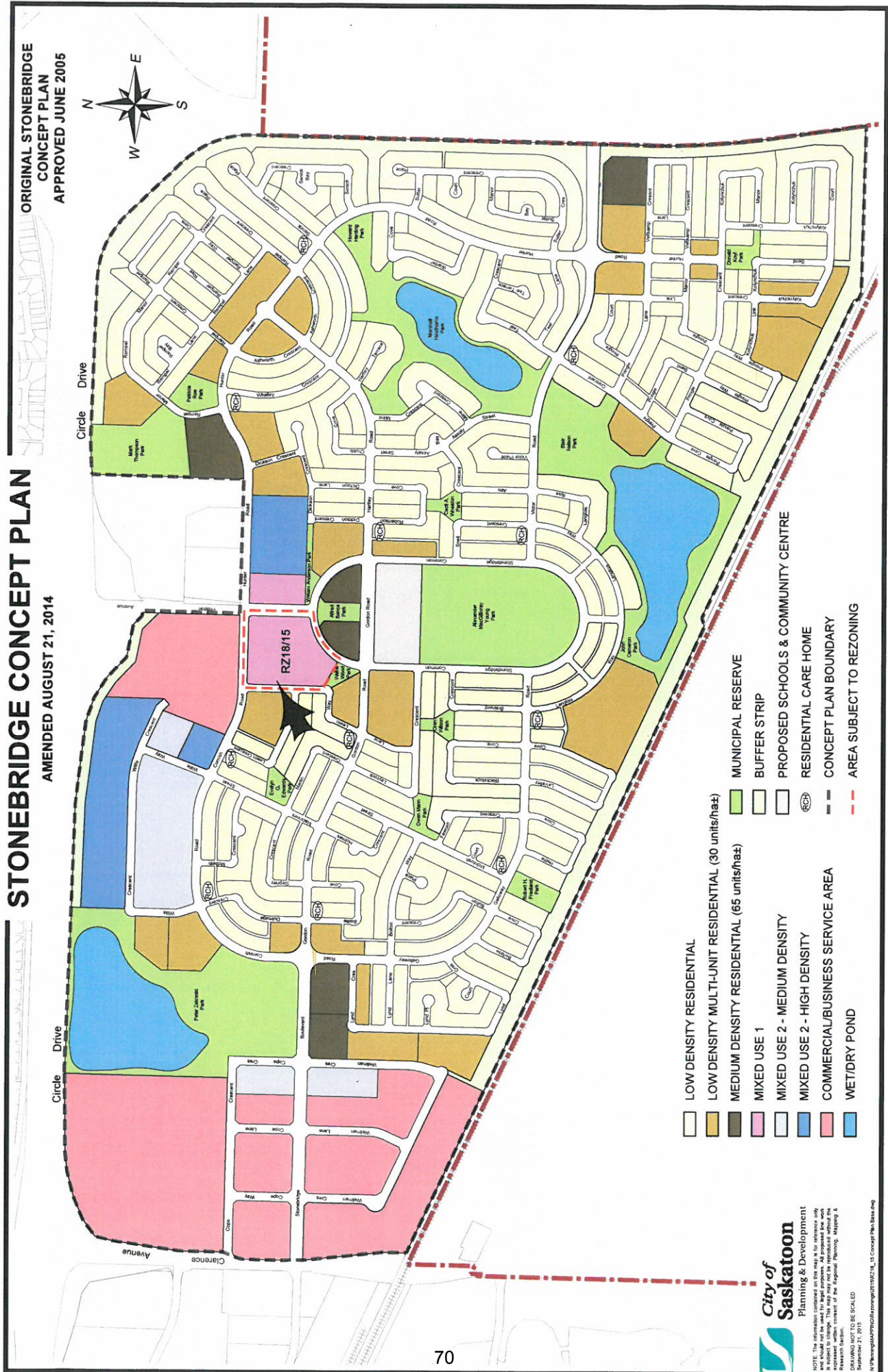
Written by: Brent McAdam, Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

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STONEBRIDGE CONCEPT PLAN

AMENDED AUGUST 21, 2014

ORIGINAL STONEBRIDGE
CONCEPT PLAN
APPROVED JUNE 2005



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- MIXED USE 1
- MIXED USE 2 - MEDIUM DENSITY
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- COMMERCIAL/BUSINESS SERVICE AREA
- WET/DRY POND
- MUNICIPAL RESERVE
- BUFFER STRIP
- PROPOSED SCHOOLS & COMMUNITY CENTRE
- RESIDENTIAL CARE HOME
- CONCEPT PLAN BOUNDARY
- AREA SUBJECT TO REZONING

**City of
Saskatoon**
Planning & Development

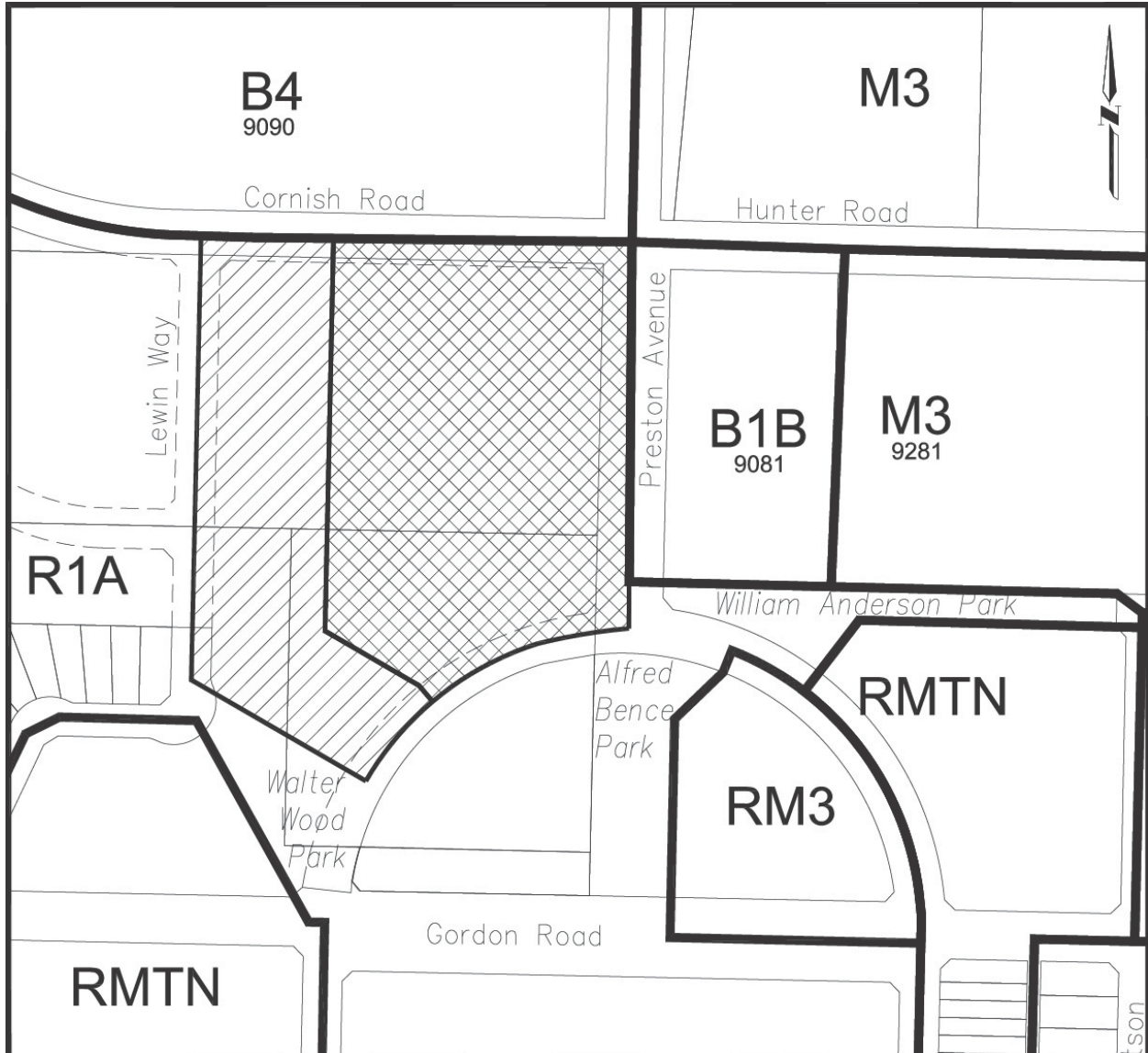
NOTE: The information contained on this map is for reference only and should not be used for legal purposes. All proposed line work is subject to change without notice. The information on this map was prepared within the context of the Regional Planning, Mapping & Research Section.

REVISED BY: [Name]
DATE: [Date]



SCALE: [Scale]

PROJECT: [Project Name]

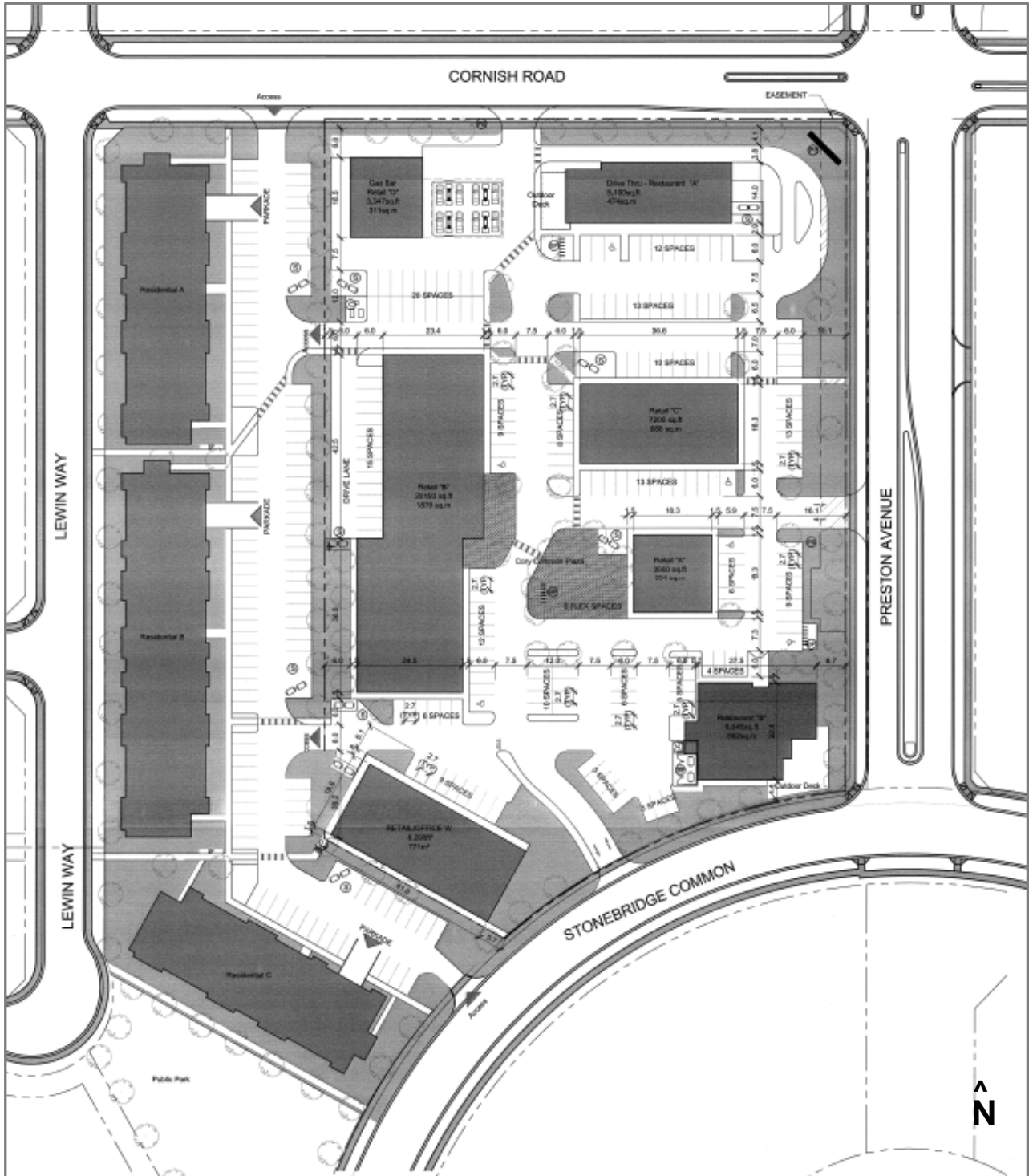
Location Map

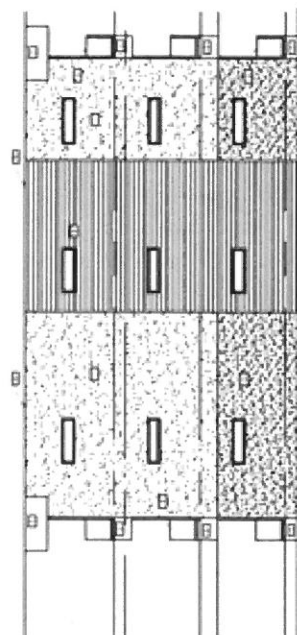
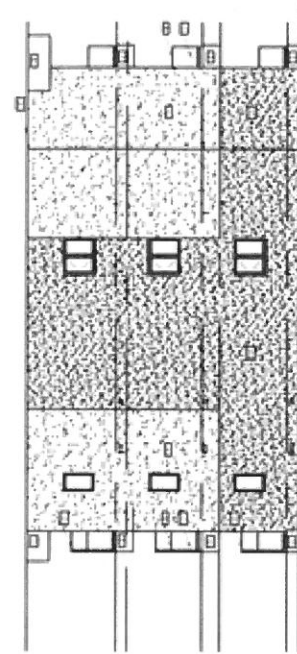
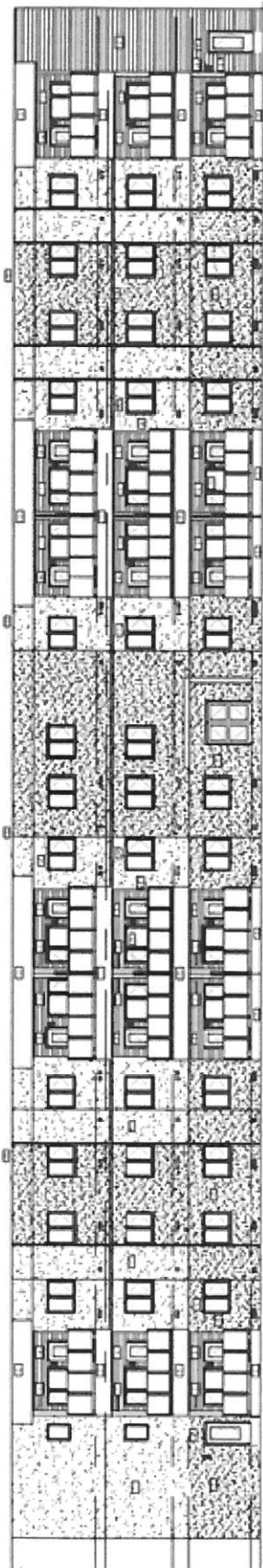


ZONING AMENDMENT

-  From R1A to M2 by Agreement
-  From R1A to B1B by Agreement

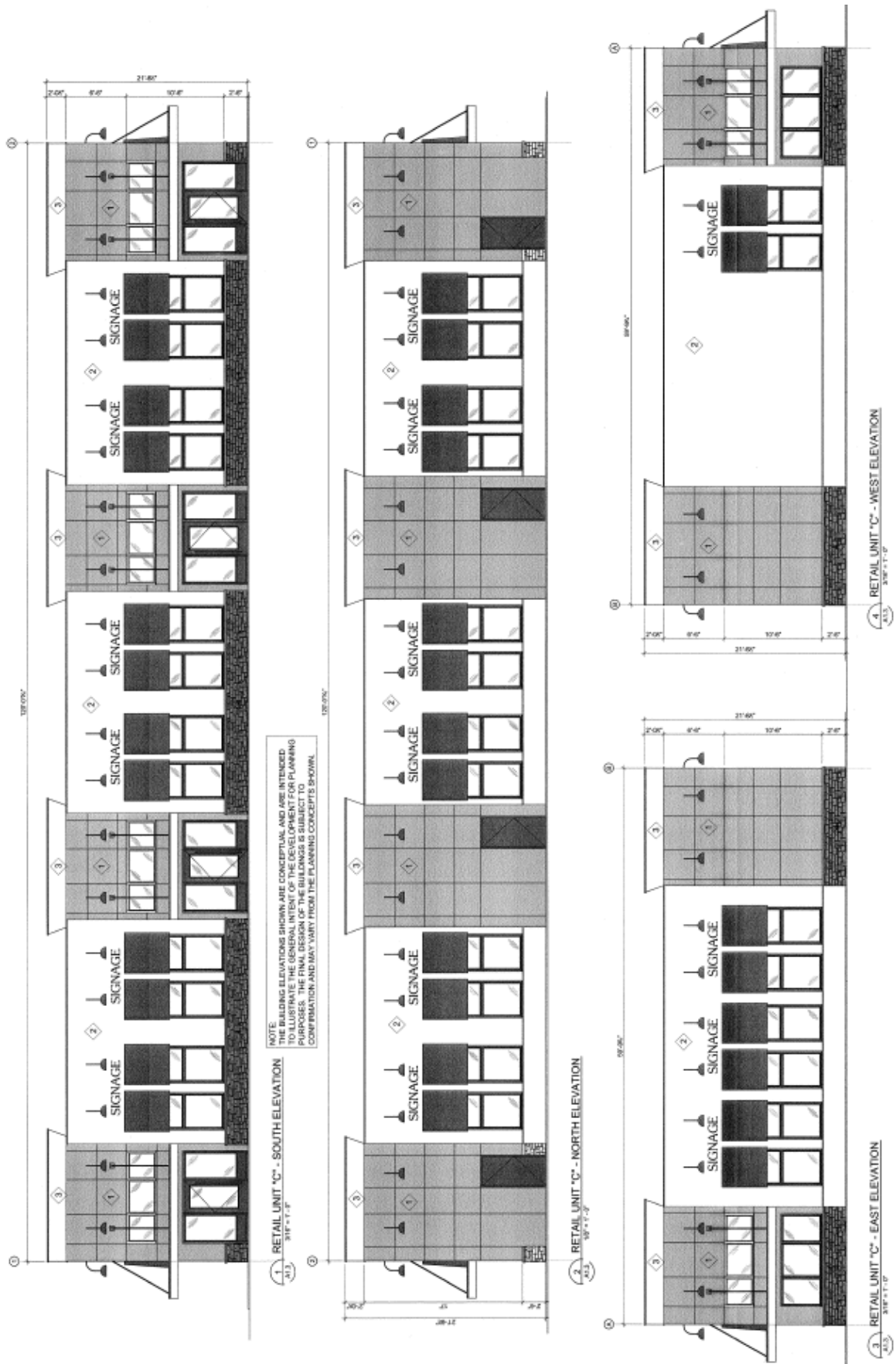
Proposed Site Plan





Proposed Building Elevations – Commercial
(Sample Elevation)

ATTACHMENT 5



Provisions of Rezoning Agreements

B1B by Agreement

- **Use of Land:** A shopping centre that may include those uses permitted in the B1B District, and lounges in conjunction with and attached to a restaurant, and a gas bar.
- **Development Standards:**
 - Total maximum building floor area for all retail uses shall not exceed 3,725 m² (40,000 square feet).
 - A maximum of two retail uses are permitted to have a maximum building floor area up to of 930 m² (10,000 square feet).
 - All other retail uses shall not exceed a maximum building floor area of 325 m² (3,500 square feet).
 - A maximum of three restaurants are permitted to have a maximum building floor area of 491 m² (5,300 square feet) each provided they have an outdoor amenity space or patio. Outdoor amenity space or patio must be located so as to not cause a nuisance with nearby residential uses.
 - All other restaurants shall not exceed a maximum building floor area of 325 m² (3,500 square feet).
 - The floor area of a lounge in conjunction with and attached to any restaurant shall not exceed 50% of the public assembly floor area of the adjoining restaurant or 100 m² (1,076 ft²), whichever is less.
 - Any accessory convenience store associated with the gas bar shall not exceed a maximum building floor area of 325 m² (3,500 square feet).
 - Rear yard setback of 0.9 metres (The building located in the southwest corner of the site has a rear yard setback of 0.9 metres).
 - The site must be developed substantially in accordance with the site plan attached to this Agreement. Minor variations in the size, location and number of buildings are permissible provided that the maximum building area and maximum area for retail and restaurant uses do not exceed the limits prescribed.
- **Street Interface:** Building faces that front on to Preston Avenue shall, to the extent that is possible, provide interaction with the street including, but not limited to: glazing, principal entrances, and articulation of the building façade through the use of building materials, colour, textures, and other architectural features.
- **Pedestrian Walkways:**
 - Pedestrian walkways shall be provided throughout the site providing connections to adjacent public roadways and to adjacent sites.
 - Where pedestrian walkways cross a driving aisle, a raised or textured crosswalk shall be provided with a minimum width of 1.2 metres.

- **Outdoor Plaza:** An outdoor public plaza shall be developed on-site as indicated on the site plan that provides for use by the general public and commercial tenants of the site. Hard and soft landscaping elements shall be used, including decorative paving treatments, seating, and attractive plantings. Any garbage or loading areas directly adjacent to the plaza shall be suitably screened from view with a constructed wall that incorporates finishes so as to appear as part of the building associated to it.
- **Bicycle Parking:**
 - Shall be provided in locations that are readily visible, well lit and in close proximity to building entrances.
 - A minimum of one bicycle parking space shall be provided for every 300 m² of gross floor area.
- **Landscaping:**
 - As per the requirements of the B1B District, and to the satisfaction of the Development Officer.
 - Landscaping of traffic islands and other interior areas on the site shall be provided wherever possible and to the satisfaction of the Development Officer.
- **Outdoor Lighting:** All outdoor lighting shall be of an appropriate arrangement and intensity that does not unduly interfere with the adjacent land uses or interfere with the safe operation of nearby roadways and traffic control devices.
- **Signage:** Signage shall comply with Signage Group 2 of the Sign Regulations with the following provisions:
 - A maximum of three freestanding signs are permitted for the site, and are subject to the regulations in Signage Group 2 for shopping centres.
 - Freestanding signs are subject to a minimum spacing requirement of 55 metres from any other freestanding sign on site measured linearly along the property line.
 - One area identification sign shall be permitted and shall not exceed 3.0 metres in height. The size of any single face area shall not exceed 6.0 metres square and the total face area shall not exceed 12.0 metres. No advertising is permitted on this sign.
 - Signage shall be illuminated only during hours of operation of the uses located on the land.
 - A maximum of three portable signs shall be permitted on the site at any one time.

All other provisions of the B1B District shall apply.

M2 by Agreement

- **Use of Land:** A dwelling group.
- **Parking:**
 - Shall be provided at a rate of 1.3 spaces per dwelling unit plus 0.125 visitor spaces per unit.
 - No vehicular access shall be permitted from Lewin Way.
- **Amenity Space:** A minimum of 14 m² per unit.
- **Front Yard Setback:** A minimum of 4.0 metres.
- **Bicycle Parking:**
 - Shall be provided in locations that are readily visible, well lit and in close proximity to building entrances.
- **Pedestrian Walkways:**
 - Pedestrian walkways shall be provided throughout the site providing connections to adjacent public roadways and to adjacent sites.
 - Where pedestrian walkways cross a driving aisle, a raised or textured crosswalk shall be provided with a minimum width of 1.2 metres.

All other provisions of the M2 District shall apply.

Comments From Other Divisions

Transportation and Utilities Department

The proposed amendments, as noted in the report, are acceptable to the Transportation and Utilities Department, with the following comments:

1. The sanitary sewer model suggests having the apartments tie-in to Gordon Road/Stonebridge Common and the commercial tie-in to Preston Avenue. No connections to Cornish Road will be permitted.
2. The storm model identified a need for on-site storage to accommodate the volume in a 2-year event.
3. There is sufficient water flow to the site.
4. The Traffic Impact Study (TIS) submitted in relation to this proposal and its recommendations are acceptable.

COMMUNITY ENGAGEMENT SUMMARY

PUBLIC INFORMATION MEETING FOR PROPOSED REZONING BY AGREEMENT 3200 PRESTON AVENUE SOUTH

Applicant: Pinnacle Developments Inc.
File: PL 4350 – Z18/15

Project Description

A public information meeting was held regarding a proposed rezoning by agreement of 3200 Preston Avenue South

The meeting was held at Circle Drive Alliance Church – Fireside Lounge on July 14, 2015, at 7:00 p.m.

Community Engagement Strategy

Purpose:

To inform and consult. Residents were provided with an overview of the applicant's proposal and provided the opportunity to ask questions and provide comments. Written comments (email/comment sheets) were accepted following the meeting.

Form of community engagement used:

Public Information Meeting – Residents are provided an opportunity to listen to a presentation by the applicant, participate in a question and answer session, and speak directly with the applicant and/or City staff following the formal portion of the meeting. City staff were in attendance to provide an overview of the rezoning process and the next steps following the meeting.

Level of input or decision making required from the public:

Comments, concerns, and opinions were sought from the public.

Who was involved:

- Internal stakeholders: The standard referral process was followed, and relevant internal divisions of the City were contacted for comments. Councillor Loewen was also contacted.
- External stakeholders: A flyer with details of the meeting was sent to property owners within an approximate 75 metre radius of the subject site in advance of the meeting (a total of 74 notices). The Stonebridge Community Association was also provided notice.
- Eighteen members of the general public attended the meeting, in addition to Councillor Loewen.

Summary of Community Engagement Feedback

Following introductory remarks of the rezoning process by City staff and an overview of the proposed rezoning by the applicant, a question and answer period and general discussion followed. Concerns raised, questions, and general points of discussion related to:

- Preference for a pitched roof on the apartment buildings instead of a flat roof as proposed.

- Concern over proposed height and number of stories of residential buildings adjacent to single family homes.
- Concerns over issues experienced with other commercial development in the area; how can such problems be avoided with this development?
 - Issues arising from a nearby patio to the north regarding its size, noise levels, and lighting
- Questions, concerns, and comments regarding the commercial/institutional component of the development related to:
 - How will the lighting on the commercial site be arranged to not interfere with adjacent residences?
 - Discussion around the aesthetics and design of the commercial buildings.
 - Height of the buildings
 - Proposed size of stores
 - Bars or taverns are not wanted
 - Concern over large amounts of outdoor seating directly adjacent to residential and noise impacts.
 - Concern over increased traffic in the area
 - Concern over garbage and litter
- Will there be vehicle access to the site from Lewin Way? It was confirmed that no accesses are proposed from Lewin Way.
- What is the impact of traffic on Lewin Way when the roadway is complete from Gordon Rd to Cornish Rd and the area is developed.
 - Lewin being used for short-cutting and vehicles are travelling at high speeds down the residential streets
- Inadequate signage is in place in the area to direct drivers who are trying to shortcut away from deadend streets and construction areas
- Discussion of upcoming neighbourhood-wide traffic study in approximately 2 years when development in Stonebridge will be substantially complete and traffic patterns will have normalized.
- Concern regarding how neighbourhood concept plans and related information is shared with homeowners in a new neighbourhood, including:
 - How does the City work with builders and realtors to ensure that accurate information about a neighbourhood's development and intended land uses is shared with homeowners?
 - Some felt misled about future plans for the area from their builder or realtor.
 - Expressions of surprise and frustration that the area would not be developed as single family homes.
 - Discussion regarding the fact that the parcel has been designated as "Mixed Use" on the Concept Plan since its inception, and that such information is shared openly by the City.
- What is the zoning changing from?
 - Explanation that the area is currently zoned R1A District, dating to a practice of "blanket-zoning" new neighbourhoods as R1A and introducing other zoning

designations compatible with the concept plan over time as the neighbourhood builds out.

- Blanket-zoning is no longer used due to the diversity of land uses present in our new neighbourhoods.
- Expressions of confusion and frustration with the R1A zoning designation, suggesting that it would be developed as single family housing; feelings of being misled.
- The proposed rezoning is to implement the “Mixed Use” land designation identified on the Stonebridge Concept Plan.

To date, no written comments have been received by our office.

Next Steps

ACTION	ANTICIPATED TIMING
Planning and Development prepares and presents to Municipal Planning Commission (MPC). MPC reviews proposal and recommends approval or denial to City Council.	September 29, 2015
Public Notice - Community Consultant, Ward Councillor, as well as all participants that attended the public information meeting will be provided with direct notice of the Public Hearing, as well as all residents who were notified previously. A notification poster sign will be placed on site. Advertisements prepared and placed in <u>The StarPhoenix</u> , City Page (as per the City’s Public Notice Policy).	October 5 to 10, 2015
Public Hearing – Public Hearing conducted by City Council, with opportunity provided to interested persons or groups to present. Proposal considered together with the reports of the Planning and Development Division, Municipal Planning Commission, and any written or verbal submissions received by City Council.	October 26, 2015
Council Decision - may approve or deny proposal.	October 26, 2015

Prepared by: Brent McAdam, Planner, Planning and Development
August 11, 2015

Discretionary Use Application – Residential Care Home (Maximum Ten Residents) – 134 Avenue O South

Recommendation

That a report be forwarded to City Council, at the time of the public hearing, recommending that the application submitted by Sanctum Care Group requesting permission to operate a Residential Care Home – Type II, with a maximum of ten residents, at 134 Avenue O South, be approved, subject to the following conditions:

1. That a building permit be obtained to convert the existing one-unit dwelling to a Residential Care Home - Type II;
2. That the applicant obtain a Development Permit and all other relevant permits and licenses; and
3. That the final plans submitted be substantially in accordance with the plans submitted in support of this Discretionary Use Application.

Topic and Purpose

The purpose of this report is to consider a Discretionary Use Application from Sanctum Care Group to operate a Residential Care Home - Type II, with a maximum of ten residents, at 134 Avenue O South.

Report Highlights

1. A Residential Care Home is proposed at 134 Avenue O South to accommodate up to ten residents.
2. This proposal meets all relevant Zoning Bylaw No. 8770 (Zoning Bylaw) requirements.
3. The proposal is not anticipated to significantly impact the surrounding land uses.

Strategic Goal

This application supports the City of Saskatoon's (City) Strategic Goal of Quality of Life as the proposal continues to promote and facilitate the development of supportive housing forms in all areas of the city.

Background

The property at 134 Avenue O South is a one-unit dwelling located in the Pleasant Hill neighbourhood and is zoned R2 District under the Zoning Bylaw (see Attachment 1). A Residential Care Home - Type II is considered a discretionary use in the R2 District. Sanctum Care Group has submitted an application requesting City Council's approval to convert the existing one-unit dwelling to a Residential Care Home - Type II, for those requiring transitional care from hospital to community, with a maximum of ten residents.

Discretionary Use Application – Residential Care Home (Maximum Ten Residents) – 134 Avenue O South

Report

Zoning Bylaw Requirements

A “Residential Care Home” means a licensed or approved group care home governed by provincial regulations that provides, in a residential setting, 24 hour care of persons in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual.

A “Residential Care Home – Type II” means a residential care home in which the number of residents, excluding staff, is more than 5 and not more than 15.

The Residential Care Home will be served by four full-time staff during the day and two overnight. The parking requirement for this Residential Care Home is five spaces. Plans submitted by the applicant indicate the required parking will be provided in the attached garage and in the rear yard. The required parking in the rear yard will be hard-surfaced (see Attachment 2).

No exterior alterations will be undertaken that would be inconsistent with the residential character of the existing properties. This proposal meets all relevant Zoning Bylaw requirements.

Comments from Other Divisions

No concerns were noted by other divisions with respect to this proposal. Refer to Attachment 3 for the full remarks.

Conclusion

The proposed Residential Care Home – Type II at 134 Avenue O South, accommodating ten residents, meets all relevant Zoning Bylaw provisions and is not anticipated to have any significant impact on surrounding land uses.

Options to the Recommendation

City Council could deny this Discretionary Use Application. This option is not recommended as the proposal complies with all relevant Zoning Bylaw requirements and has been evaluated as a discretionary use, subject to the provisions of Section 4.7 of the bylaw.

Public and/or Stakeholder Involvement

Notices to property owners within a 75 metre radius of the site were mailed out in June 2015 to solicit feedback on the proposal. The Pleasant Hill Community Association was also advised, and indicated support for the proposal.

A Public Information Meeting was held on August 26, 2015, and was attended by the proponents, individuals associated with the project, and the Ward Councillor. The proponents and the Ward Councillor spoke briefly about the proposal (see Attachment 4).

Discretionary Use Application – Residential Care Home (Maximum Ten Residents) – 134 Avenue O South

Communication Plan

No further communication is planned beyond the stakeholder involvement noted above and the required notice for the public hearing.

Other Considerations/Implications

There are no policy, financial, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11 (b) of Public Notice Policy No. C01-021.

Once this application has been considered by the Municipal Planning Commission, a date for a public hearing will be set. The Community Services Department will give notice by mail to assessed property owners within 75 metres of the subject site and to the Pleasant Hill Community Association. Notification posters will also be placed on the subject site.

Attachments

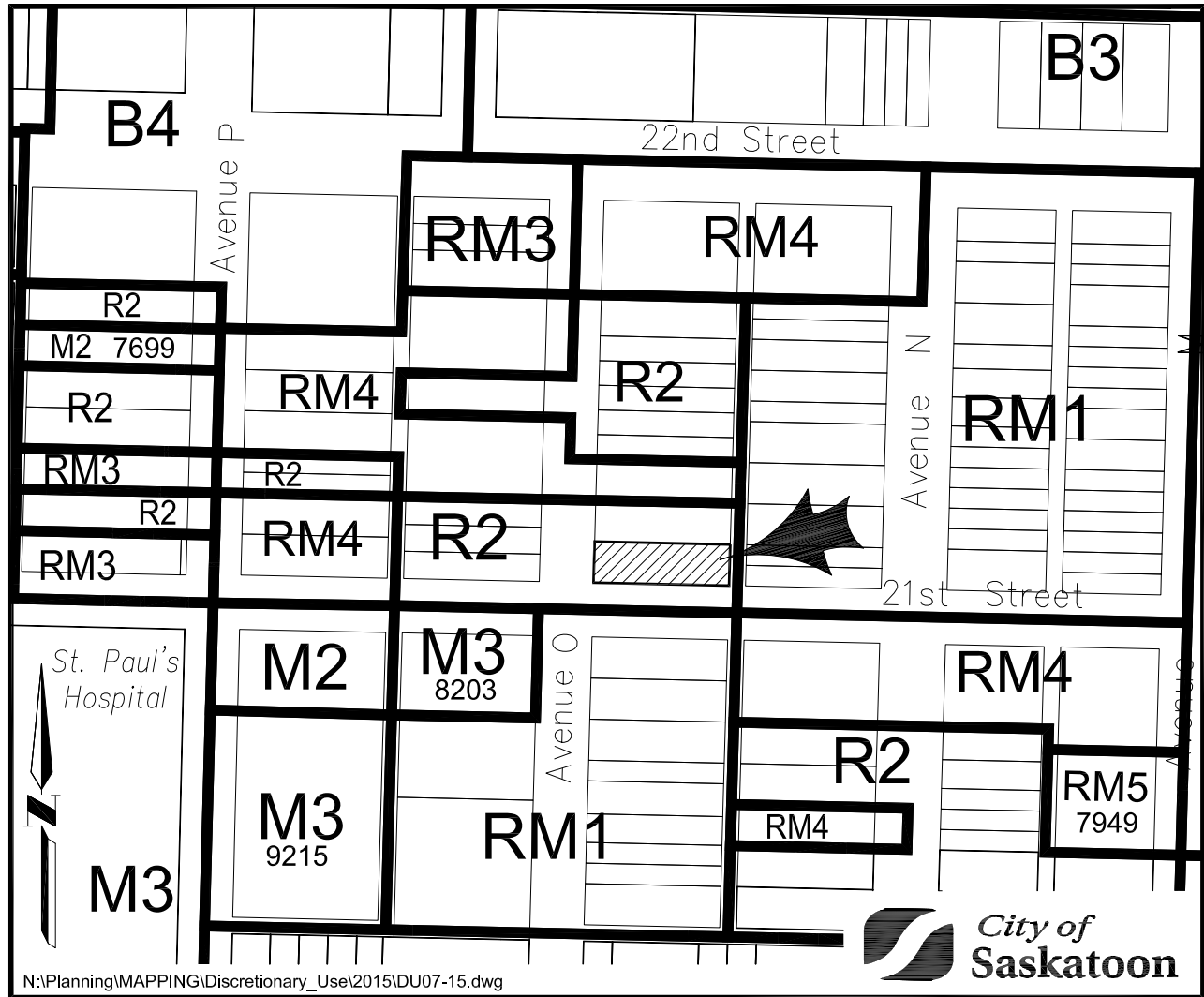
1. Location Plan – 134 Avenue O South
2. Site Plan – 134 Avenue O South
3. Comments From Other Divisions
4. Community Engagement Summary

Report Approval

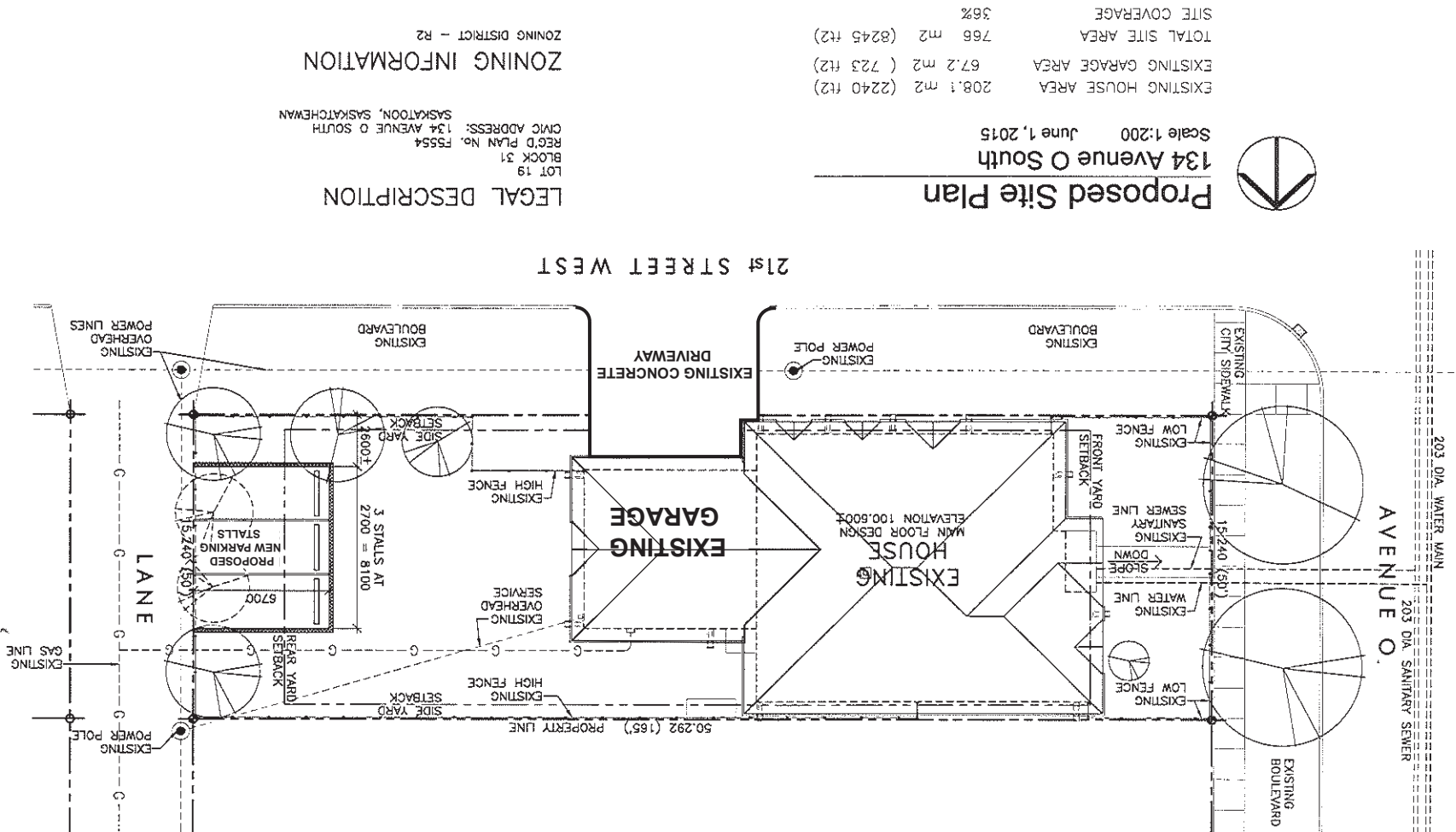
Written by: Daniel McLaren, Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/DS/2015/MPC – Discretionary Use Application – Residential Care Home (Maximum Ten Residents) – 134 Avenue O South/lc

Location Plan - 134 Avenue O South



Site Plan - 134 Avenue O South



<p>MARCH SCHAFTEL ARCHITECTS LTD.</p> <p>202 avenue B north saskatoon saskatchewan S7L 1E2 306.931.3033 fax: 306.374.1661</p>	<p>Drawn By: BVR Scale: 1:200 Date: JUNE 1, 2015 File No: 20-333</p>	<p>134 Avenue O South Saskatoon, SK</p>	<p>P1</p>
	<p>PROPOSED SITE PLAN</p>		

Comments From Other Divisions

1. Transportation and Utilities Department, Comments
 The proposed Discretionary Use Application has been received and reviewed by the Transportation and Utilities Department. Following are comments from this department:
 - a) Requirements prior to Approval of the Discretionary Use:
 - None.
 - b) Requirements after Discretionary Use Approval and Prior to Building Permit Approval:
 - There is no capacity available for additional storm water from this site. This site is designed for 25 % imperviousness; if there is any proposed increase to the current site imperviousness, on-site storage will be required in order to match the original site storm water flows for a two-year storm event.
 - Planning and Development Division to determine if sprinklers are required.
 - c) Additional Comments:
 - Water and sanitary services are available.

2. Neighbourhood Planning Section, Community Services Department, Comments
 The Neighbourhood Planning Section has no concerns with the Discretionary Use Application requesting approval for a proposed Residential Care Home for as many as ten residents at 134 Avenue O South.

3. Saskatoon Transit, Transportation and Utilities Department, Comments
 Saskatoon Transit has no comments regarding the referenced property.

4. Building Standards Division, Community Services Department, Comments
 The Building Standards Division of the Community Services Department has no objection to the proposed Discretionary Use Application provided that:
 - a) Separate building permits are obtained for the Residential Care Home Type II;
 - b) A Residential Care Home is permitted to be classified as a residential occupancy provided the home does not provide sleeping accommodations for more than ten persons, including caregivers; and
 - c) The building shall be protected by an automatic fire suppression system if any occupant is not capable of self-preservation.

Note: The applicant has been informed of, and agrees to, the above requirements.



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Community Engagement Summary

Public Information Meeting for Proposed Discretionary Use

134 Avenue O South to be Used for a Residential Care Home- Type II with a Maximum of Ten Residents (Sanctum Care Group)

Project Description

A public information meeting was held regarding a proposed Residential Care Home – Type II, located at 134 Avenue O South. The meeting provided residents of Pleasant Hill, specifically those within 75 metres of the subject site, the opportunity to learn more about the proposed development and the discretionary use process, and to have the opportunity to comment on the proposal and ask any questions that they may have.

The meeting was held at St. George's Seniors Hall on August 26, 2015, at 7 p.m.

Community Engagement Strategy

Notice to residents within a 75 metre radius of the subject site were sent out on July 30, 2015. Letters, along with the public meeting notice, were also sent to the Pleasant Hill Community Association, Ward Councillor, and Community Consultant.

The purpose of the meeting was to inform, and consult with, the nearby residents. Interested or concerned individuals were provided with an opportunity to learn more about the proposal and to provide perspective and comments for consideration.

The public information meeting provided an opportunity to listen to a presentation by the applicant and create a dialogue between the applicant and nearby residents. City of Saskatoon (City) staff were also available to answer questions regarding the discretionary use process and general zoning regulations.

Summary of Community Engagement Feedback

The proponents, individuals associated with the project, and the Ward Councillor attended the public meeting. No members of the general public attended the meeting. The Pleasant Hill Community Association President was made available by teleconference, and expressed support for the proposal. The proponents and the Ward Councillor spoke briefly regarding the proposal.

Next Steps

Feedback from the meeting will be summarized and presented as part of the report to the Municipal Planning Commission and City Council.



Once this application has been considered by the Municipal Planning Commission, a date for a public hearing will be set, and notices will be sent, by mail, to property owners within 75 metres of the subject site and to the Pleasant Hill Community Association. Notification posters will also be placed on the subject site. No other public engagement is planned.

ACTION	ANTICIPATED TIMING
Planning and Development Division prepares and presents to Municipal Planning Commission (MPC). MPC reviews proposal and recommends approval or denial to City Council.	September 29, 2015
Public Notice - Community Consultant, Ward Councillor, and all participants that attended the Public Information Meeting, will be provided with direct notice of the Public Hearing, as well as all residents who were notified previously. A notification poster sign will be placed on site.	October 6 to 26, 2015
Public Hearing – Public Hearing conducted by City Council, with an opportunity provided to interested persons or groups to present. Proposal considered together with the reports of the Planning and Development Division, Municipal Planning Commission, and any written or verbal submissions received by City Council.	October 26, 2015
Council Decision - may approve or deny proposal.	October 26, 2015

Prepared by:
Daniel McLaren, Planner
Planning and Development
September 1, 2015

Proposed Rezoning by Agreement – From B2 to B1B by Agreement – 418 Cumberland Avenue North – Varsity View

Recommendation

That a copy of this report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that 418 Cumberland Avenue North be rezoned from B2 – District Commercial to B1B – Neighbourhood Commercial Mixed Use District, subject to a Rezoning Agreement, be approved.

Topic and Purpose

An application from Slade Properties Inc. has been submitted requesting that 418 Cumberland Avenue North be rezoned from B2 – District Commercial to B1B - Neighbourhood Commercial Mixed Use District, subject to a Rezoning Agreement. The rezoning will accommodate the development of a mixed-use building.

Report Highlights

1. The subject property is proposed to be redeveloped with a three-storey mixed-use building consisting of a main floor restaurant, and the second and third floors containing three residential units each.
2. A Rezoning Agreement will address land use, building form, and the development of public amenity space on site.
3. The development proposal aligns with relevant policies and planning initiatives, such as the Varsity View Local Area Plan (LAP), Growth Plan to Half a Million (Growth Plan), and College Quarter Concept Plan.

Strategic Goal

This report supports the Strategic Goal of Sustainable Growth. The proposed rezoning will permit the construction of a mixed-use infill project.

Background

The subject property, 418 Cumberland Avenue North, is zoned B2 – District Commercial, and is located near the intersection of Cumberland Avenue and College Drive, immediately south of the University of Saskatchewan (U of S) (see Attachment 1).

The site is currently developed with a two-storey building containing a restaurant on the main floor and one dwelling unit on the second floor. The applicant has indicated that the building is at the end of its serviceable life.

Report

Proposed Redevelopment

Slade Properties Inc. is proposing to demolish the existing building at 418 Cumberland

Proposed Rezoning by Agreement – From B2 to B1B by Agreement – 418 Cumberland Avenue North – Varsity View

Avenue North and develop a three-storey building with a restaurant on the main floor, and a total of six dwelling units on the second and third floors.

The main floor restaurant will have a gross floor area of approximately 170 m² (1,830 ft²). The dwelling units will consist of bachelor suites ranging in area from approximately 40 m² (425 ft²) to 55 m² (590 ft²). The front yard is proposed to be developed as outdoor public amenity space, with seating, landscaping, and bicycle parking, intended to serve restaurant patrons and to improve the aesthetics and quality of the pedestrian realm in the area. See Attachment 2 for a site plan of the proposal, and Attachment 3 for perspectives of the building.

Parking

Two parking spaces are proposed to be provided. Regular parking requirements in the B1B District would require approximately 11 parking spaces in conjunction with this development; 1 space per dwelling unit, and an estimated 5 spaces for the restaurant.

The Administration supports a reduction in required parking for the following reasons:

- The proximity to the U of S is likely to attract tenants that do not own vehicles and restaurant patrons that arrive by alternate means.
- This area is located within the Varsity View Residential Parking Permit Zone. As per Residential Parking Program Bylaw, 1999, No. 7862, residents of multiple-unit dwellings with five or more units are not eligible to receive a parking permit. As a consequence, prospective tenants will be compelled to either not have a vehicle or make alternate parking arrangements. Otherwise, tenants will be subject to on-street parking restrictions and monetary fines.
- Alternate parking arrangements are available in the area, such as the U of S Stadium Parkade, approximately 150 metres directly to the east. This parkade is currently under-utilized.
- The area is well served by transit routes, and is adjacent to a route being considered for improved service.
- The removal of the existing driveway on Cumberland Avenue will return a parking space to the street.
- Bike parking and improvements to the pedestrian realm on-site will encourage and support active transportation.

The development is in close proximity to the U of S, and the area experiences high pedestrian foot traffic. Phase I of the City Centre Plan measured pedestrian movement in this area in 2010. In summer, a daily average of 4,840 pedestrians pass through the area, comparable with downtown locales such as 1st Avenue between 21st and 22nd Streets (4,944), and 2nd Avenue between 22nd and 23rd Streets (4,910). Pedestrian traffic is higher in winter, at 7,184, when the U of S is in session, exceeding all other count areas included in the study, except for 21st Street between 1st and 2nd Avenues (7,988).

Rezoning by Agreement

A rezoning from B2 – District Commercial to B1B – Neighbourhood Commercial Mixed Use District, subject to a Rezoning Agreement, is proposed to accommodate the

Proposed Rezoning by Agreement – From B2 to B1B by Agreement – 418 Cumberland Avenue North – Varsity View

development as proposed. Terms of the Rezoning Agreement will address land use, building height, front yard setback, parking, development of the outdoor public amenity space, and appearance of the façade. See Attachment 4 for a complete list of the proposed terms.

Varsity View LAP

The Varsity View LAP was approved by City Council in 2014, and identifies several land use goals for the neighbourhood. This proposal is felt to align with the spirit and intent of these goals, as discussed in Attachment 5.

Other Planning Initiatives

This proposal aligns with other relevant planning initiatives. These initiatives contribute to a long-term vision for Cumberland Avenue, in which it transitions to becoming a higher density, mixed-use, and pedestrian-oriented corridor.

Growth Plan: A key component of the Growth Plan is the development of a BRT system. College Drive has been identified as a prime candidate for a BRT route, with preliminary plans showing a stop at College Drive and Cumberland Avenue, approximately 25 metres north of this site. Along with the BRT system, increased density and mixed uses are intended along major corridors to support the viability of public transit. Both College Drive and Cumberland Avenue have been identified as priority corridors for such growth.

College Quarter Concept Plan: The College Quarter Concept Plan identifies a vision for the long-term redevelopment of U of S lands directly to the east of this site. The area directly opposite is intended as a “mixed-use village” concept that combines commercial, residential, and institutional uses. Mixed-use, higher density development on the west side of Cumberland Avenue will serve as an appropriate interface with development on College Quarter, and increase connectivity to the Varsity View neighbourhood.

Comments from Other Divisions

No concerns were received through the administrative referral process that precludes this application from proceeding to the Public Hearing. Please refer to Attachment 6 for complete comments.

Options to the Recommendation

City Council could choose to deny this application. This decision would maintain the current B2 zoning and not permit this proposal to be constructed as proposed.

Public and/or Stakeholder Involvement

A Public Information Meeting regarding this proposal was held on June 18, 2015, at Brunskill School, with ten members of the general public and the Ward Councillor in attendance. A full summary of the comments, questions, and discussion at the meeting is included in Attachment 7.

To date, our office has received one letter of objection from an adjacent commercial property owner (see Attachment 8). The primary concern expressed relates to existing

Proposed Rezoning by Agreement – From B2 to B1B by Agreement – 418 Cumberland Avenue North – Varsity View

parking pressures in the area, and the number of parking spaces proposed in conjunction with this development.

In response, and as discussed earlier in this report, it is proposed that a provision be included in the Rezoning Agreement that requires a minimum number of residential units for this project. The purpose of this is to make building residents ineligible to receive an on-street parking permit, which would further exacerbate parking issues in the area. Other reasons why the Administration supports reducing parking requirements at this particular location are discussed previously in the report.

Other Considerations/Implications

There are no policy, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11 (a) of Public Notice Policy No. C01-021. Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a Public Hearing will be set. The Planning and Development Division will notify all property owners within 75 metres of the subject site of the Public Hearing date, by letter. A notice will be placed in The StarPhoenix two weeks prior. Notice boards will be placed on the site.

Attachments

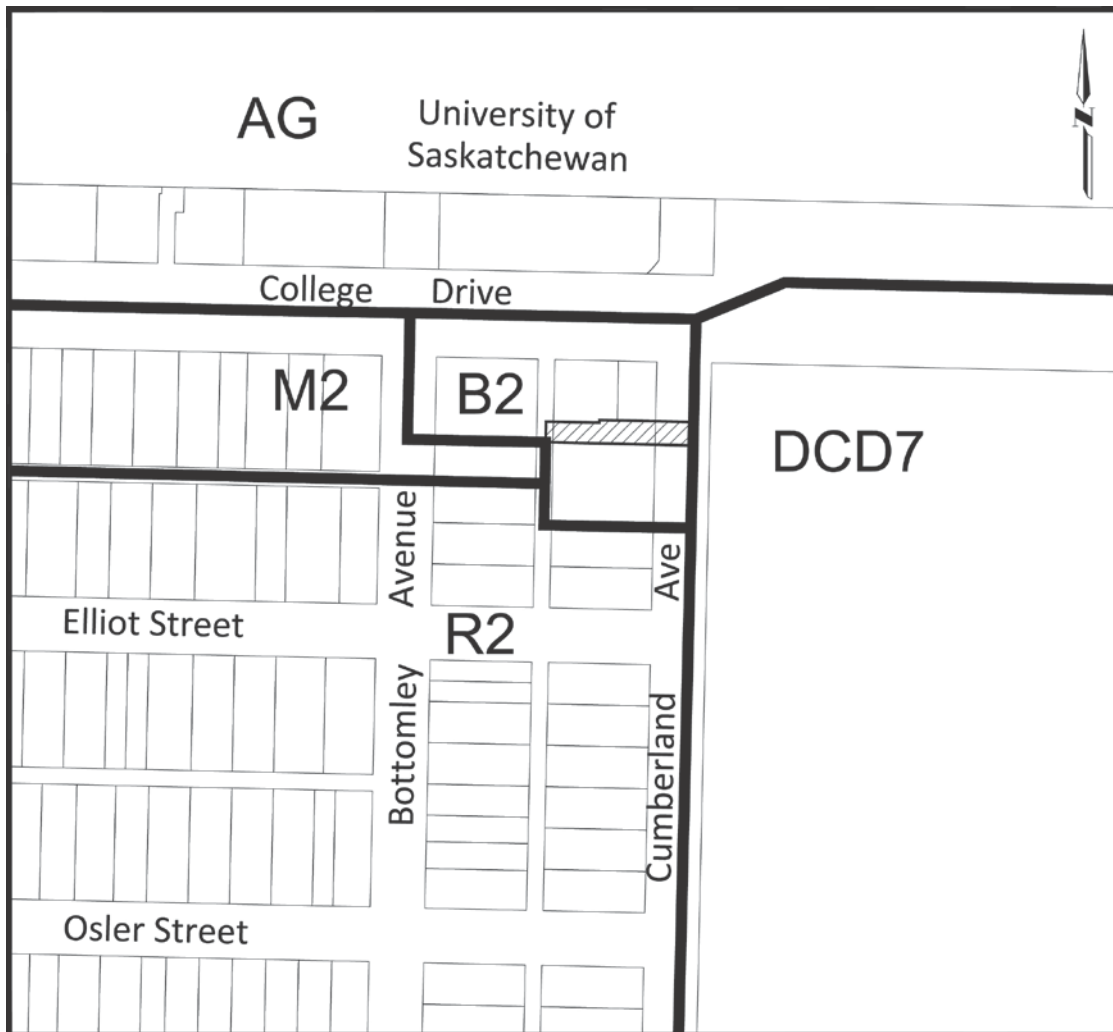
1. Location Map
2. Proposed Site Plan
3. Building Perspectives
4. Provisions of Rezoning Agreement
5. Alignment with Varsity View Local Area Plan
6. Comments from Other Divisions
7. Community Engagement Summary
8. Letter from Adjacent Property Owner

Report Approval


Written by: Brent McAdam, Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/DS/2015/MPS – Proposed Rezoning by Agreement – From B2 to B1B by Agreement – 418 Cumberland Avenue North – Varsity View/lc

Location Map

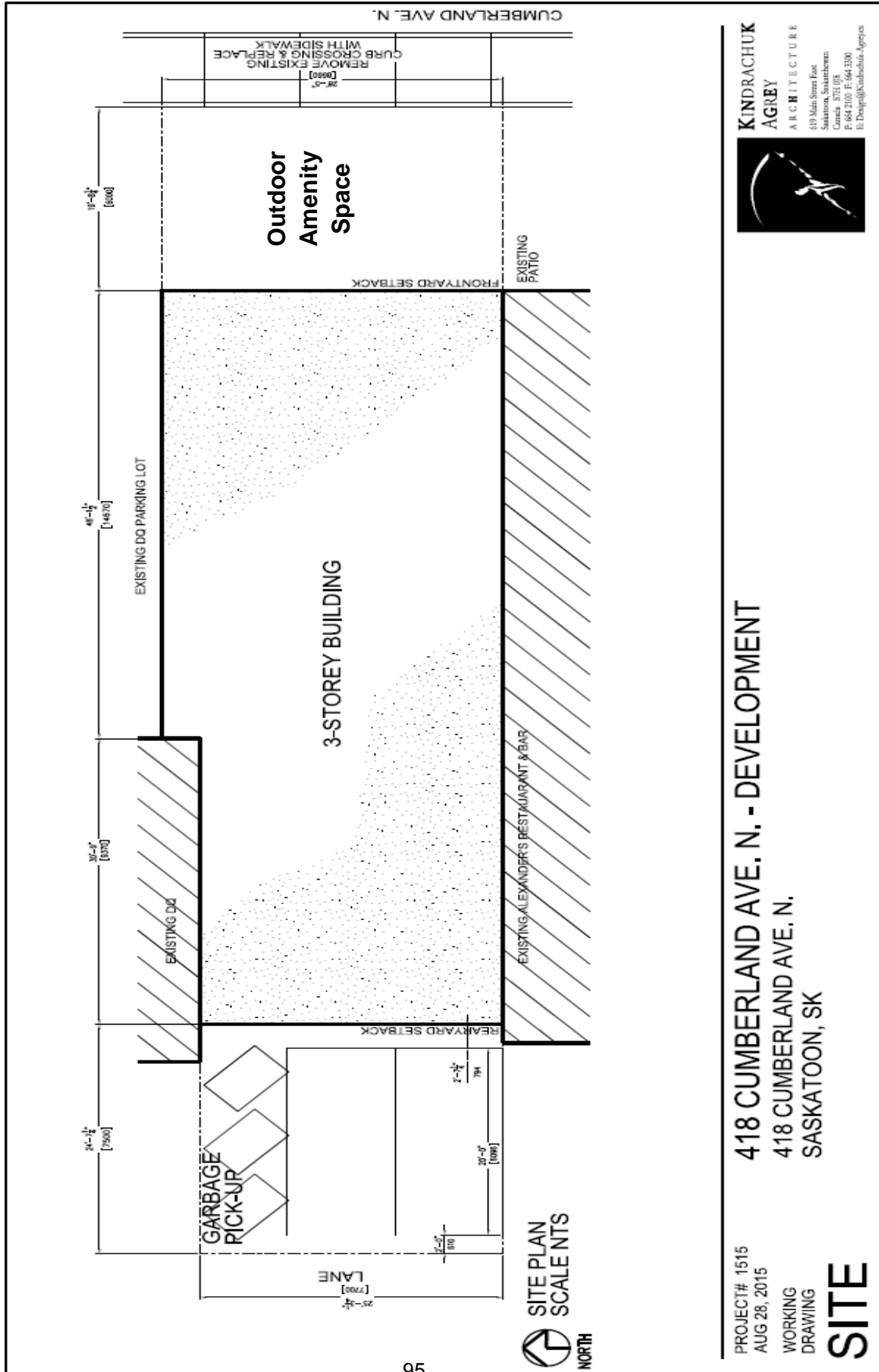


ZONING AMENDMENT

 From B2 to B1B by Agreement



Proposed Site Plan



**KINDRACHUK
 AGRBY
 ARCHITECTURE**
 419 Main Street East
 Saskatoon, Saskatchewan
 Canada S7N 1G8
 P: 664 2100 F: 664 3300
 E: Design@Kindrachuk-Agryby.com



418 CUMBERLAND AVE. N. - DEVELOPMENT
418 CUMBERLAND AVE. N.
SASKATOON, SK

PROJECT# 1515
 AUG 28, 2015
 WORKING
 DRAWING
SITE

Building Perspectives



Provisions of Rezoning Agreement

- **Use of Land:** A restaurant and a multiple-unit dwelling with a minimum of five dwelling units and a maximum of six.
- **Building Height:** A maximum of 12.25 metres.
- **Front Yard Setback:** A minimum of 6.0 metres.
- **Parking:** A minimum of two parking spaces shall be provided. Parking shall not be permitted in the front yard.
- **Outdoor Plaza:** The required front yard shall be developed as an outdoor plaza including, but not limited to, soft and hard landscaping elements such as paving stones and plantings, seating areas, and bicycle parking.
- **North Elevation:** The north building elevation shall be developed in such a manner as to provide visual interest from the street through the use of design finishes that may include different building materials, colours, and textures.
- **Signage:** In addition to one wall sign being permitted on the primary building face, one wall sign on one secondary building face shall be permitted as well. All other provisions of the Signage Group 2 of the Sign Regulations shall otherwise apply.
- **Garbage Space:** One garbage space with minimum dimensions of 2.1 m x 6.7 m shall be required.
- All other provisions of the B1B District shall apply.

Alignment with Varsity View Local Area Plan

Land Use Goals	
Local Area Plan Statement	Planning and Development Comment
To encourage sensitive land redevelopment along major and upcoming traffic corridors east/west and north/south	The proposed rezoning supports the redevelopment of a property along a major traffic corridor.
That redevelopment should enhance neighbourhood amenities, greenspaces, and public areas. Varsity View welcomes redevelopment in appropriate locations with the expectation of net gain for residents.	The proposal provides an enhancement to the neighbourhood through the provision of outdoor amenity space which supports an improved public realm.
That Varsity View recognizes the need to increase density of neighbourhoods in Saskatoon through thoughtful, considered development.	The total increase in density resulting from this project is relatively minor.
That development occurring along the borders of Varsity View promotes pedestrian connectivity and urban design integration with the University of Saskatchewan and adjacent neighbourhoods.	This project is located in close proximity to the U of S campus. Outdoor amenity space provided supports an improved public realm and will enhance the attractiveness of walking in the area.
Considerations for Cumberland Avenue	
Development along Cumberland Avenue is expected to transition over time as College Quarter builds out. The following elements are identified for consideration with any new development on Cumberland Avenue directly opposite the College Quarter development.	
Local Area Plan Statement	Planning and Development Comment
Higher intensity uses are scaled down from College Drive to 14 th Street in three zones that parallel uses in the College Quarter Master Plan: <ul style="list-style-type: none"> • College Drive to Elliott Street – Mixed Use 	This mixed-use proposal is opposite the proposed “mixed-use village” of the College Quarter, which will incorporate commercial, residential, and institutional uses.
Two-storey buildings are the most desirable; however, density may be increased with bonuses of public amenity space, underground parking, etc.	A three-storey building is proposed; however, public amenity space is being provided.
Mixed-use developments are desirable with small scale commercial at-grade and residential above.	The proposal incorporates a small restaurant at-grade with two floors of residential units above.
Amenities provided by any commercial uses are aimed at the neighbourhood level services to complete the neighbourhood, not city-wide attractions, such as nightclubs or bars.	Only a restaurant is permitted as a commercial use on the main floor as per the Rezoning Agreement.
Front yard setbacks may be accommodated for those creating patio, outdoor spaces, and/or common public gathering places only.	A front yard setback will be permitted to accommodate patio/amenity space.
No front yard setbacks for parking.	The Rezoning Agreement will prohibit parking in the front yard.

Comments From Other Divisions

Transportation and Utilities Department

The proposed rezoning, as noted in the report, is acceptable to the Transportation and Utilities Department, with the following comments:

1. The closest fire hydrant is at the intersection of Cumberland Avenue North and College Drive. The available fire flow at this hydrant is 167 L/S, while the required fire flow for B1B and for this proposed development is 220 L/S. This hydrant is approximately 25 metres from the proposed development. The developer is required to provide a fire flow assessment report from a qualified engineer for the actual fire flow requirements for the development.

Planning and Development Comment: The Applicant acknowledges and accepts this requirement and will address it in the detailed design stage prior to the issuance of a building permit.

2. The storm water sewers are already full and there is no extra capacity available for a two-year storm. If the developer intends to increase the imperviousness of the lot, they will be required to provide on-site storage.

Planning and Development Comment: The Applicant acknowledges and accepts this requirement and will address it in the detailed design stage prior to the issuance of a building permit.

3. The current sanitary system is able to accommodate the additional sewage flow that would be generating from this proposed development. The dry weather flow sanitary model shows no capacity issues for this development.

COMMUNITY ENGAGEMENT SUMMARY

PUBLIC INFORMATION MEETING FOR PROPOSED REZONING BY AGREEMENT 418 CUMBERLAND AVENUE NORTH

Applicant: Slade Properties Inc.
File: PL 4350 – Z14/15

Project Description

A public information meeting was held regarding a proposed rezoning by agreement of 418 Cumberland Avenue North.

The meeting was held at the Brunskill School Library on June 18, 2015, at 7 p.m.

Community Engagement Strategy

Purpose:

To inform and consult. Residents were provided with an overview of the applicant's proposal, and given the opportunity to ask questions and provide comments. Written comments (email/comment sheets) were accepted following the meeting.

Form of Community Engagement Used:

Public Information Meeting – Residents were provided an opportunity to listen to a presentation by the applicant, participate in a question and answer session, and speak directly with the applicant and/or City of Saskatoon (City) staff following the formal portion of the meeting. City staff were in attendance to provide an overview of the rezoning process and the next steps following the meeting.

Level of Input or Decision Making Required from the Public:

Comments, concerns, and opinions were sought from the public.

Who was Involved:

- Internal stakeholders: The standard referral process was followed, and relevant internal divisions of the City were contacted for comments. Councillor Clark was also contacted.
- External stakeholders: A flyer with details of the meeting was sent to property owners within an approximate 75 metre radius of the subject site in advance of the meeting (a total of 18 notices). The Varsity View Community Association was also provided notice.
- Ten members of the general public attended the meeting, in addition to Councillor Clark.

Summary of Community Engagement Feedback

Following introductory remarks of the rezoning process by City staff, and an overview of the proposed rezoning by the applicant, a question and answer period and general

discussion followed. Concerns raised, questions, and general points of discussion were:

- Concern expressed over parking issues in area being exacerbated by new development, especially with additional residential suites being proposed.
 - Discussion followed regarding Residential Parking Permit Bylaw, 1999, No. 7862, that restricts the issuance of resident parking permits to buildings with four units or less.
 - This proposal has six units, meaning that permits could not be obtained by tenants, and their vehicles would be subject to the parking restrictions in the area.
 - Discussion of past tenants in the existing building; an even split did and did not have their own vehicles.
 - It was noted that alternate arrangements for a parking spot can be made at the nearby Stadium Parkade.
- Adjacent business experiencing issues with other business' customers parking in their lot.
- Further stress on existing commercial properties with respect to parking demand.
- Discussion of how the development ties in with the Varsity View Local Area Plan.
- Discussion regarding the proposed building design:
 - Expression of the desire for a pitched roof with gables versus the flat roof proposed; it was noted that other commercial buildings on that corner, and generally throughout Saskatoon, have flat roofs.
 - Architecture that is consistent with the neighbourhood is desired.
 - What kind of green space and landscaping will be provided?
 - Preference expressed for a two-storey building instead of a three-storey building.
 - Preference expressed for fewer residential units; three instead of six.
 - Some expressed that they liked the proposed building.
 - Ideas for treatment of the north-facing blank wall, which could accommodate a mural or public art project.
- Discussion from the restaurant franchisee at this location who estimates that 90% of their business is from walk-in customers.
- Questions regarding how drainage to the rear lane would be affected.
- Discussion of costs and viability of three-storey construction over two-storey construction.

To date, one letter of objection has been received from an adjacent property owner regarding parking issues in the area.

Next Steps

ACTION	ANTICIPATED TIMING
Planning and Development prepares and presents proposal to Municipal Planning Commission (MPC). MPC reviews proposal and recommends approval or denial to City Council.	September 29, 2015
Public Notice – Attendees of the public meeting will be provided with notice of the Public Hearing, as well as all others who were notified previously. A notification poster will be placed on site. An advertisement is prepared and placed in <u>The StarPhoenix</u> .	October 10 to 16, 2015
Public Hearing – Occurs at City Council, with the opportunity for interested parties to present. Proposal considered together with the reports of Planning and Development, Municipal Planning Commission, and any written or verbal submissions received.	October 26, 2015
Council Decision – may approve or deny proposal.	October 26, 2015

**Prepared by: Brent McAdam, Planner, Planning and Development,
August 12, 2015.**

Letter from Adjacent Property Owner

Alexander's Restaurant
 Nestor Hlynsky
 Harold Swanson
 414 Cumberland Ave. N.
 Saskatoon, SK
 S7H 2Z7
 PH: 306-956-7777
 alexandersaskatoon@gmail.com

July 15, 2015.

RE: Response to a proposed rezoning development at 418 Cumberland Avenue North in a B2 commercial district on College Drive and Cumberland Avenue North, Saskatoon.

We support and welcome a new development to replace the existing structure, but object to the size of the proposed structure on a very small lot with a strong emphasis on residential units, its consequent parking implications, and impact on existing businesses. The following will reflect on some key characteristics and issues.

The proposal on a 25 foot frontage lot, "is for a 3 storey building, with a main floor restaurant and 6 residential suites on two floors above." The current building has a main floor Subway restaurant with one rental unit on the second floor. The tenant occupying the second floor currently has an on street Varsity View 24/7 parking permit - one of only four parking spaces on the 400 block on Cumberland Ave. N.

In this B2 zoning district there is absolutely no parking on College Drive, nor the east side of Cumberland Ave. N.

The proposed rezoning is to have a much larger seating capacity restaurant with virtually no parking for staff or customers. The proposed addition of 6 suites also has no parking capacity for tenants or visitors. The building's proposed height of 12 metres (3 floors) exceeds the current by-law restriction of 7.5 metres (2 floors), a variance of approximately 35%.

Our central issue with the proposal is that there is no reasonable provision to address the extreme lack of parking capacity for an enlarged restaurant with 6 suites. Should 6 suites be permitted, tenants would not be able to get on street parking permits. If, however, 4 suites are developed then tenants would be able to apply for on street parking permits - essentially all of the parking spaces on the 400 block of Cumberland Ave. N. could be occupied by tenants vehicles rather than customers vehicles for commercial establishments.

Theoretically, should the proposed 6 suites be reduced to 4 suites with more bedrooms

per suite, then tenants, as it is now, would be permitted to receive on street parking permits. That is, there could be re-design changes to the proposal once construction begins or alterations or adaptations at some future date. Six, eight, ten, or twelve tenants could apply for on street parking permits. So too, where would their guests or visitors park? This situation would exacerbate an already very limited parking area. The stress factors for all businesses, Starbucks, Dairy Queen, confectionary, Subway, Alexander's, and other businesses would be further economically impacted.

At Alexander's we provide sufficient parking for staff and customers. Far too often, however, and on a daily basis, customers going to other businesses will use our parking lot. We understand the situation and have a level of tolerance. It is during busier hours that it becomes a concern, for example, customers calling us on their cell phones cancelling a reservation because of a lack of parking stalls or just driving through a full lot and moving on. We constantly observe vehicles parking on our lot and going to other businesses or services - they do this because of the extreme lack of parking capacity in the area and on the street.

We have addressed and enforced parking issues over the years with due diligence, placing restrictive parking signs on our lot, as other businesses have done. Despite many efforts, parking infractions continue. City parking enforcement could well attest to the myriad of parking issues in this area.

Given these issues, we suggest that to avoid current and future stress impacts on businesses in their particular B2 zoning district that no residential tenants be permitted to have on street parking permits issued. This B2 district was intended more so as a commercial zone than for residential units.

There, perhaps, should be an agreement with this rezoning development that restricts the issuance of on street parking permits to residential tenants on the square block surrounding this B2 district. All businesses in this B2 area have significant investments that should not be weakened by the issuance of on street parking permits.

This area is a smaller commercial hub that supports the neighbourhood and the university community.

Land Use Applications Received by the Community Services Department For the Period Between July 30, 2015, to August 20, 2015

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to provide detailed information on land use applications received by the Community Services Department from the period between July 30, 2015, to August 20, 2015.

Report

Each month, land use applications within the city of Saskatoon are received and processed by the Community Services Department. See Attachment 1 for a detailed description of these applications.

Public Notice

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-02, is not required.

Attachment

1. Land Use Applications

Report Approval

Reviewed by: Darryl Dawson, Acting Director of Planning and Development

Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/DS/2015/PDCS – Land Use Apps – Sept. 8, 2015/ks

**Land Use Applications Received by the
Community Services Department For the Period
Between July 30, 2015, to August 20, 2015**

The following applications have been received and are being processed:

Discretionary Use

- Application No. D8/15: 3962 Centennial Drive
Applicant: Jeff Nattress, Laneway Suites
Legal Description: Lot 30, Block 805, Plan No. 80S79512489
Current Zoning: R2
Proposed Use: Garage Suite
Neighbourhood: Pacific Heights
Date Received: August 4, 2015

Subdivision

- Application No. : 43/15
Applicant: Webster Surveys for Patrick Wolfe
Legal Description: Lot 41, Block 125, Plan No. 102084195
Current Zoning: R2
Neighbourhood: Nutana
Date Received: August 5, 2015
- Application No. : 44/15
Applicant: T. Webb Surveys for
101258434 Saskatchewan Ltd. (Simon Toon)
Legal Description: Lots 12 and 13, Block 125, Plan No. G461
Current Zoning: R2
Neighbourhood: Nutana
Date Received: August 6, 2015
- Application No. : 45/15
Applicant: Webb Surveys for Matthew Harron
Legal Description: Lot 8, Block 3, Plan No. I196
Current Zoning: R2
Neighbourhood: North Park
Date Received: August 6, 2015

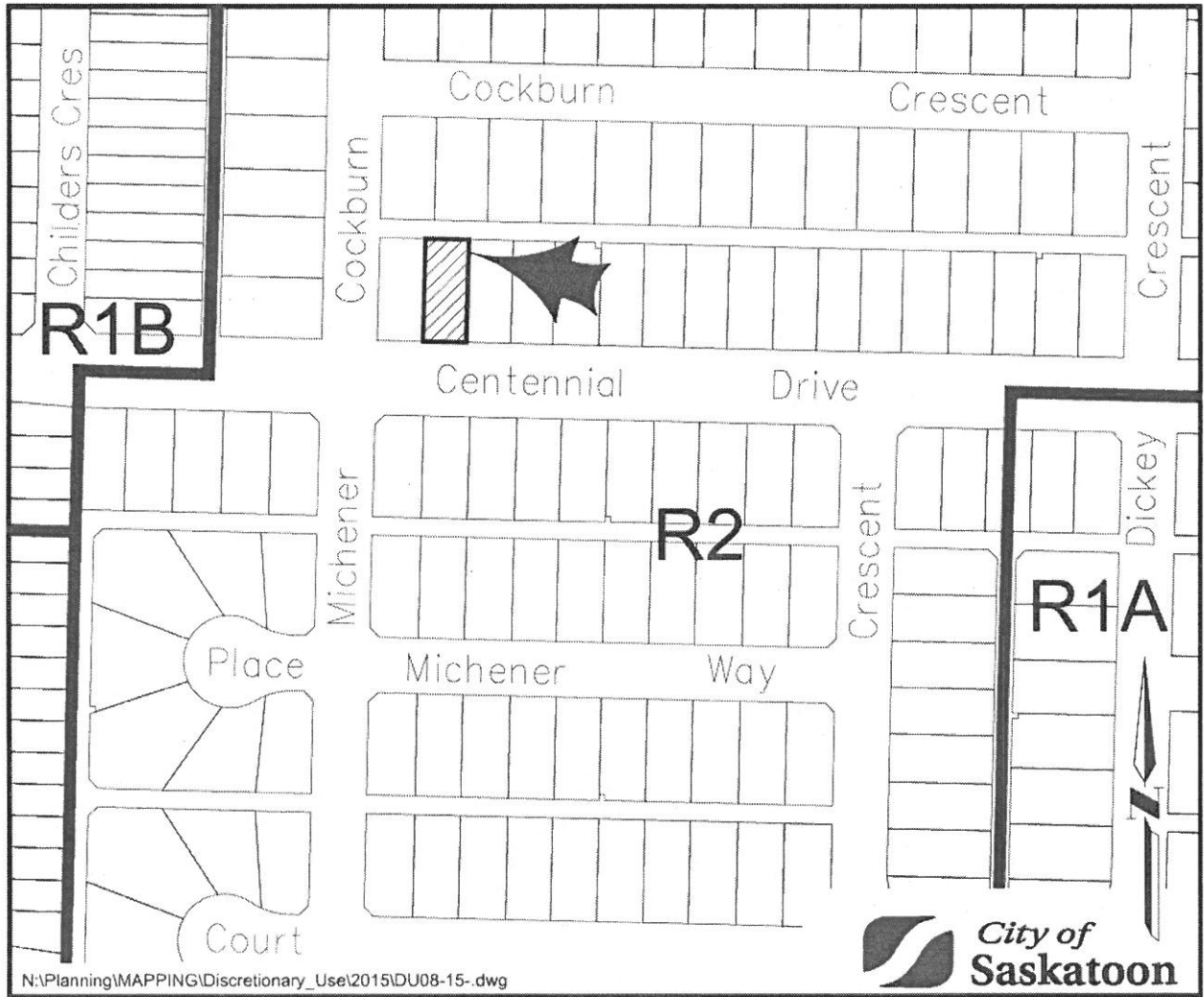
Subdivision

- Application No. : 46/15
Applicant: Webb Surveys for Pines Development Ltd.
c/o North Ridge Developments
Parcel C, Plan No. 102030219
Legal Description:
Current Zoning: RMTN
Neighbourhood: Evergreen
Date Received: August 6, 2015
- Application No. : 47/15
Applicant: Webster Surveys for Patrick Wolfe
Legal Description: Lot 12, Block 1, Plan No. G38
Current Zoning: R2
Neighbourhood: Sutherland
Date Received: August 6, 2015
- Application No. : 48/15
Applicant: Webb Surveys for Shift Inc.
Legal Description: Lots 35, and 37 to 40, Block 34,
Plan No. G1684;
Lot 36, Block 34, Plan No. 101467986; and
Lot 42, Block 34, Plan No. 101467975
Current Zoning: RM3
Neighbourhood: Riversdale
Date Received: August 12, 2015
- Application No. : 49/15
Applicant: Webster Surveys for Patrick Wolfe
Legal Description: Lot 4, Block 5, Plan No. G785
Current Zoning: R2
Neighbourhood: Buena Vista
Date Received: August 13, 2015
- Application No. : 50/15
Applicant: Webb Surveys for Dr. V. Cattrell
c/o Tuscan Homes Ltd.
Legal Description: Lots 3 and 4, Block 4, Plan No. G123 and
Lot 28, Block 4, Plan No. 101378044
Current Zoning: R2
Neighbourhood: Varsity View
Date Received: August 13, 2015

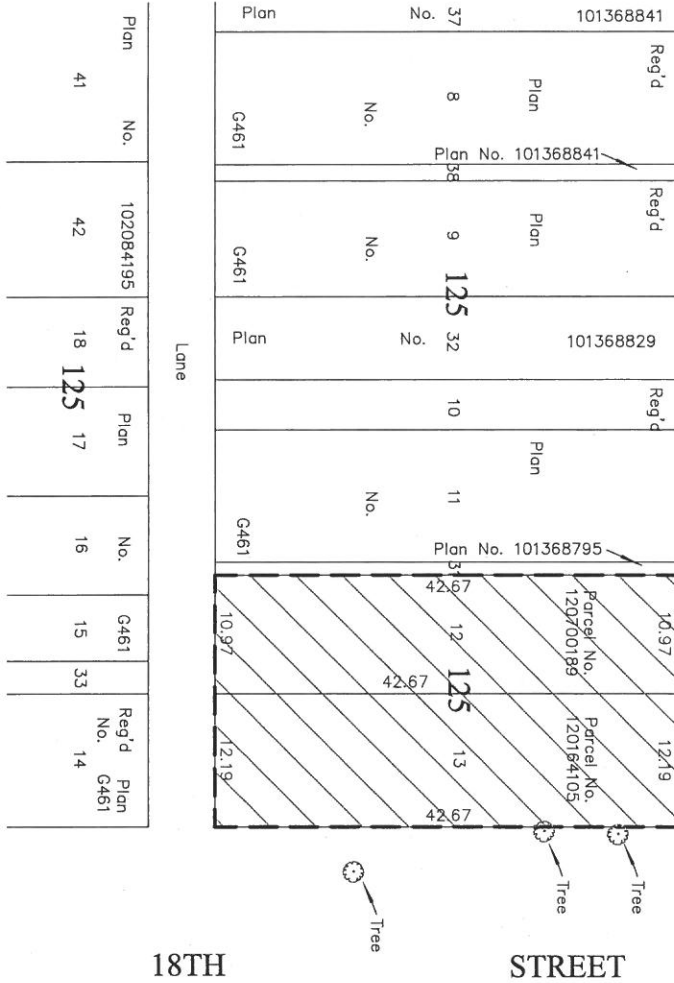
Attachments

1. Plan of Proposed Discretionary Use No. D8/15
2. Plan of Proposed Subdivision No. 43/15
3. Plan of Proposed Subdivision No. 44/15
4. Plan of Proposed Subdivision No. 45/15
5. Plan of Proposed Subdivision No. 46/15
6. Plan of Proposed Subdivision No. 47/15
7. Plan of Proposed Subdivision No. 48/15
8. Plan of Proposed Subdivision No. 49/15
9. Plan of Proposed Subdivision No. 50/15

Plan of Proposed Discretionary Use No. D8/15



SASKATCHEWAN CRESCENT



18TH STREET

PLAN OF PROPOSED
TIE-CODE REMOVAL FOR
LOTS 12 & 13, BLOCK 125
REG'D PLAN NO G461,
NE 1/4 SEC 28-36-5-3
926 SASKATCHEWAN CRESCENT
SASKATOON, SASK.
SCALE 1:500

Existing parcel ties are shown hatched.
Portion of this plan to be severed is outlined
with a bold, dashed line.

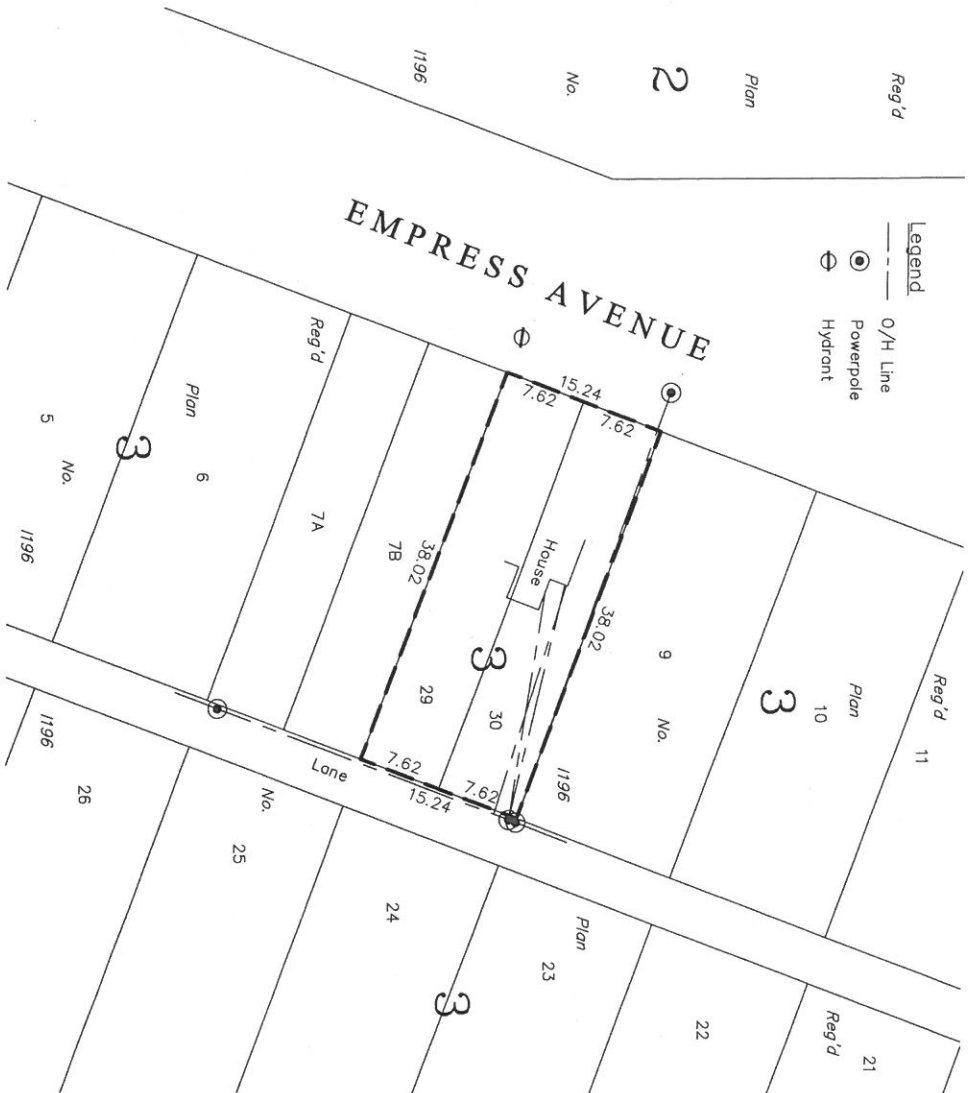
Approved under the provisions of
Bylaw No. 6537 of the
City of Saskatoon

Date _____
Director of Planning & Development Division

T.R. Webb July 27th 2015
Saskatchewan Land Surveyor

Seal

Prepared by
© 2015
15-2799st NLD



**PLAN OF PROPOSED
SUBDIVISION OF
LOT 8, BLOCK 3
REG'D PLAN NO. 1196
S.W. 1/4 SEC. 3
TWP. 37, RGE. 5, W. 3RD MER.
1322 EMPRESS AVENUE
SASKATOON, SASKATCHEWAN
BY T.R. WEBB, S.L.S.
SCALE 1:500**

Dimensions shown are in metres and decimals thereof.
Portion of this plan to be approved is outlined
with a bold, dashed line and contains 0.06± ha
(0.14± ac.).
Distances shown are approximate and may vary
from the final plan of survey by ± 0.25 m

T.R. Webb
T.R. Webb June 22nd 2015
Saskatchewan Land Surveyor

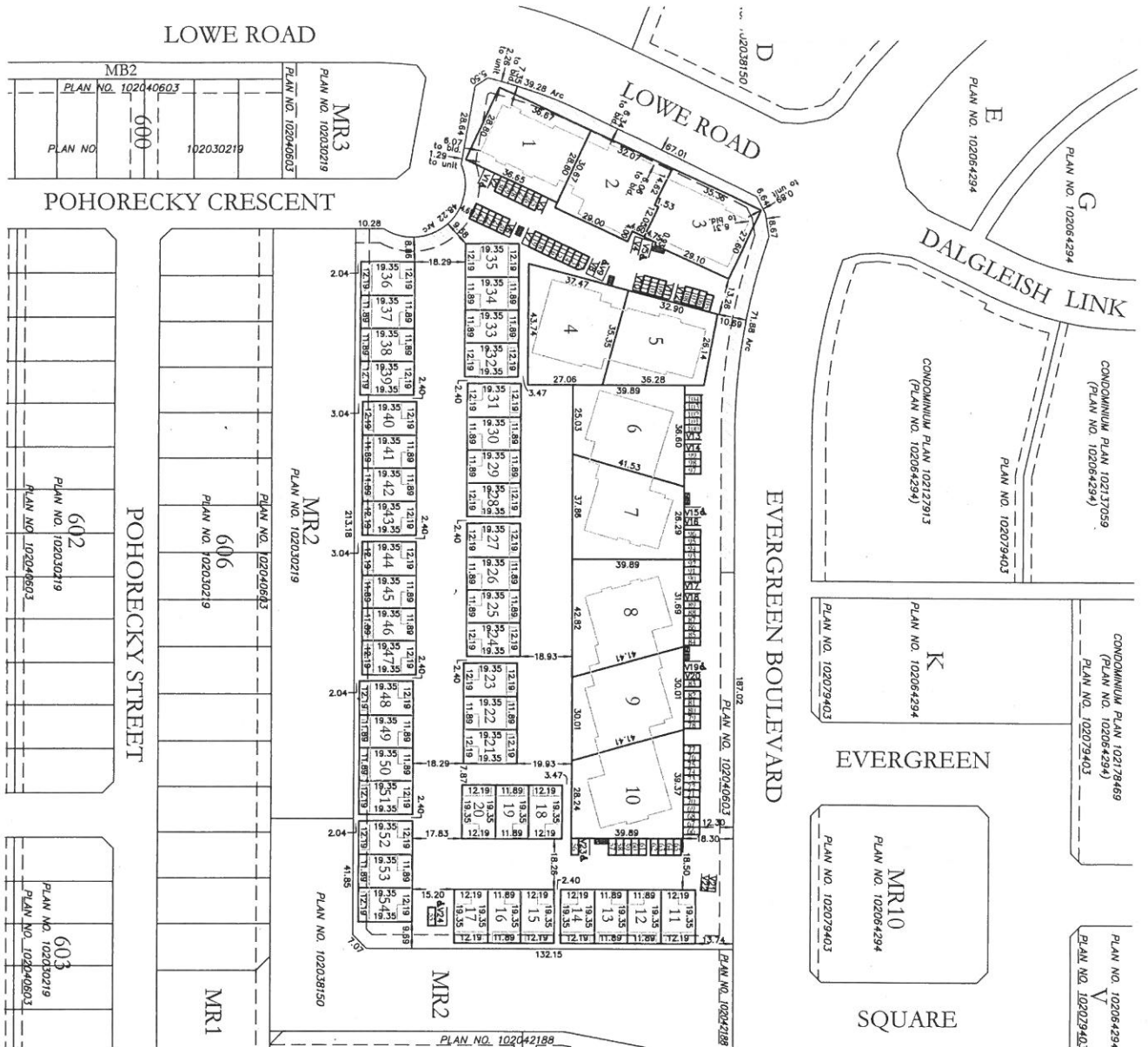
Seal
112

Approved under the provisions of
Bylaw No. 6537 of the
City of Saskatoon

Director of Planning & Development Division

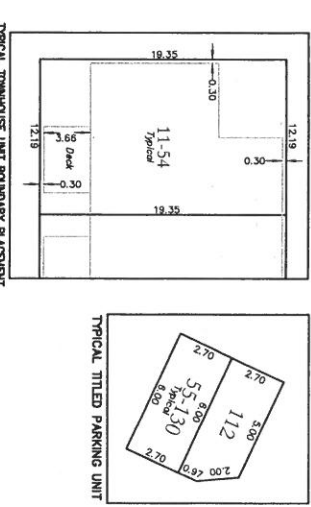
Date _____

Prepared by
Webb Surveyors
© 2015 NLD
15-2841sh



PLAN OF PROPOSED SURFACE
 BARE LAND CONDOMINIUM FOR
 PARCEL C
 PLAN NO. 102030219
 S.W. 1/4 SEC. 7
 TWP. 37, RGE. 4, W. 3RD MER.
 103 POHORECKY CRESCENT
 SASKATOON, SASKATCHEWAN
 BY T.R. WEBB, S.L.S.
 SCALE 1:1000

Dimensions shown are in meters and decimals thereof.
 Proposed buildings to be constructed are shown within the
 proposed unit boundaries as shown.
 All areas not designated with a unit number are common
 property.
 Portion of this plan to be approved is outlined with a bold,
 dashed line and contains 3.58% (6.82% ac.)
 Distances shown are approximate and may vary from the
 final plan of survey by ± 0.5m.
 Indicates garbage container location
 Indicates proposed 5.0m joint use easement for SaskPower,
 Saskatchewan, Sasktel and Shaw Cable



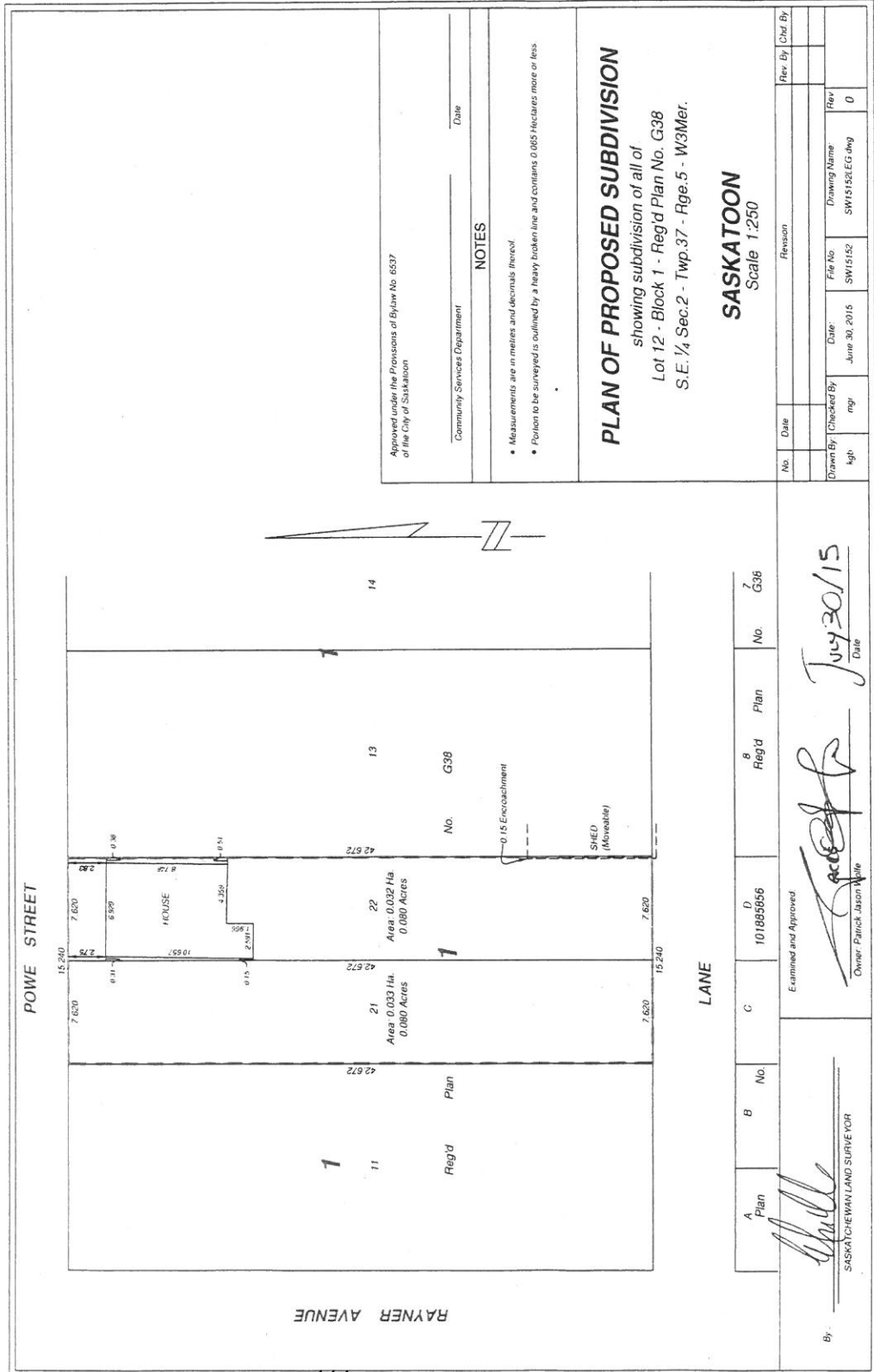
Approved under the provisions of
 Bylaw No. 5537 of the
 City of Saskatoon

Date _____
 Community Services Department

T.R. Webb
 August 11, 2015
 Saskatchewan Land Surveyor

Prepared by

 T.R. Webb Surveyors
 14-2825th St
 S4T 1A7



Approved under the Provisions of Bylaw No. 6537 of the City of Saskatoon

Community Services Department _____ Date _____

NOTES

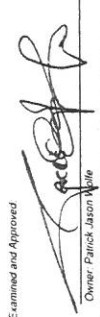
- Measurements are in metres and decimals thereof
- Portion to be surveyed is outlined by a heavy broken line and contains 0.085 Hectares more or less

PLAN OF PROPOSED SUBDIVISION
 showing subdivision of all of
 Lot 12 - Block 1 - Reg'd Plan No. G38
 S.E. 1/4 Sec. 2 - Twp. 37 - Rge. 5 - W3Mer.


SASKATOON
 Scale 1:250

No.	Date	Checked By	Date	File No.	Drawing Name	Rev.
		mgf	June 30, 2015	SW15152	SW15152.EG.dwg	0

A	B	C	D	E	F	G	H	I	J
Plan	No.		101885856		Reg'd	Plan	No.	G38	

Examined and Approved:  Date: July 30/15

Owner: Patricia Jason White

By: 
 SASKATCHEWAN LAND SURVEYOR

**PLAN OF PROPOSED SURFACE
BARE LAND CONDOMINIUM FOR
LOTS 35, & 37-40, BLOCK 34
REG'D PLAN NO. G1684 &
LOT 36, BLOCK 34
PLAN NO. 101467986 &
LOT 42, BLOCK 34
PLAN NO. 101467975
530-538 AVENUE F SOUTH
SASKATOON, SASKATCHEWAN
BY T.R. WEBB, S.L.S.
SCALE 1:400**

Dimensions shown are in metres and decimals thereof.
Constructed buildings are wholly within the proposed unit boundaries as shown.
Portion of this plan to be approved is outlined in red with a bold, dashed line and contains 0.18± ha (0.44± ac.).
Distances shown are approximate and may vary from the final plan of survey by ± 0.5m.

St

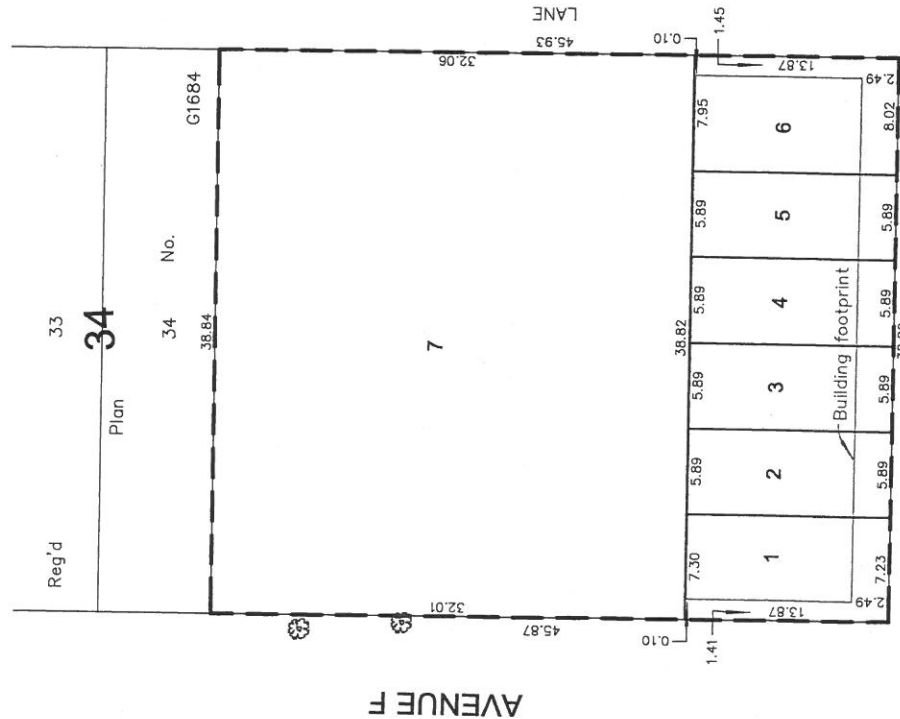
T.R. Webb
T.R. Webb August 22, 2015
Saskatchewan Land Surveyor

Prepared by
T.R. Webb
© 2015
14-2712ss NL

Approved under the provisions of
Bylaw No. 6537 of the
City of Saskatoon

Date
Community Services Department

Reg'd	8
Plan	7
Plan	6
Plan	5
No.	4
No.	3
No.	2
No.	1
Reg'd	G1684



17th STREET

PLAN OF PROPOSED
SUBDIVISION OF
LOTS 3 & 4, BLOCK 4
Reg'd Plan No. G123
& LOT 28, BLOCK 4
Plan No. 101378044
SW 1/4 SEC 27-TWP 36-
RGE 5-W 3RD MER
1233 9th Street East
SASKATOON, SASKATCHEWAN
SCALE 1:500

T.R. Webb June 13th, 2015
Saskatchewan Land Surveyor

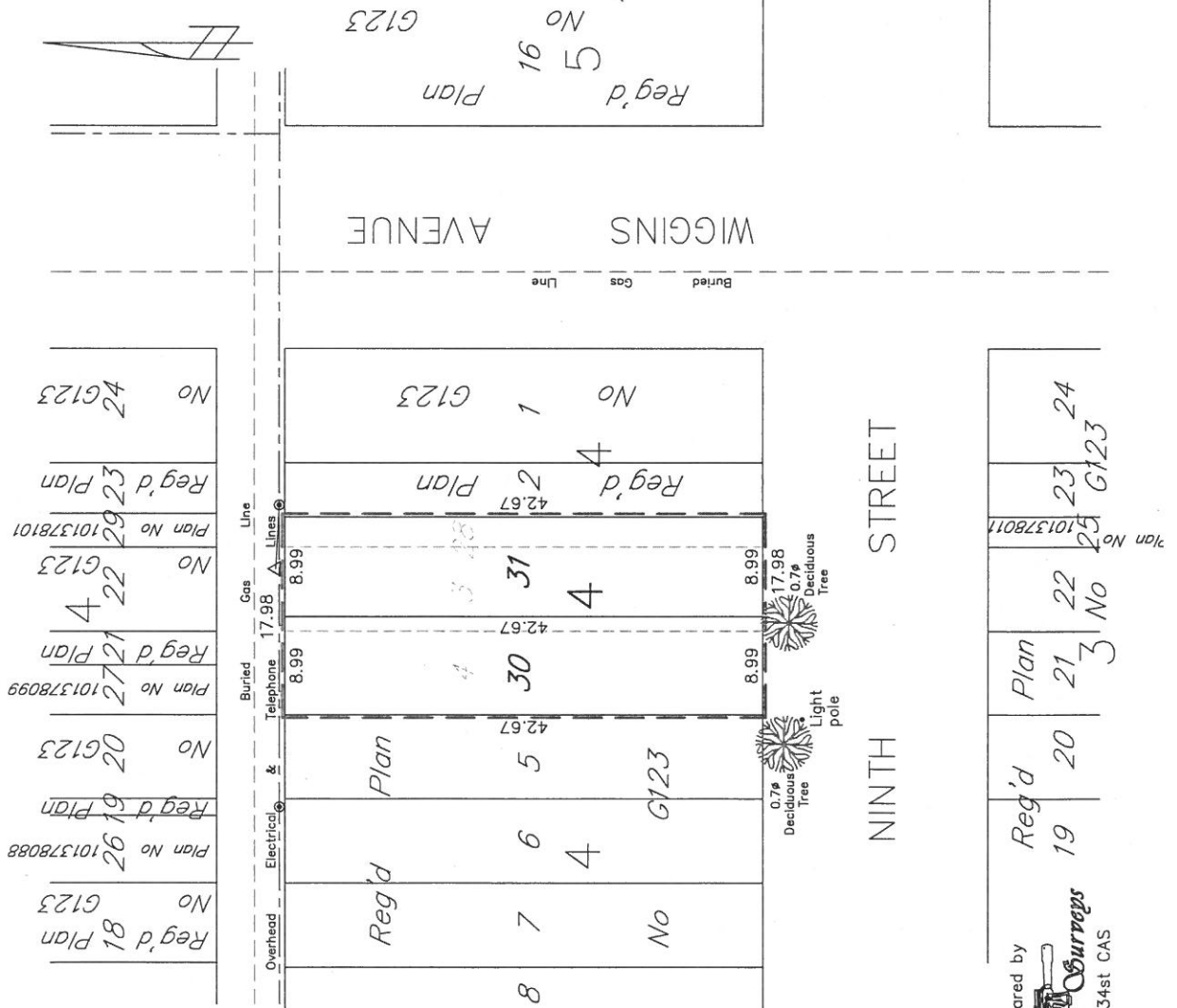
Seal

Portion of this plan to be subdivided is outlined with a bold, dashed line and contains 0.08± ha (0.19± ac). Dimensions shown are in metres and decimals thereof. Dimensions shown are approximate and may vary from the final plan of survey by 0.5± metres.

Approved under the provisions of
Bylaw No. 6537 of the
City of Saskatoon

Director of Planning and Development
Division

Date



Prepared by
CRPebb Surveys
15-2834st CAS

7.1 UPDATE ON REPORTS TO COUNCIL

The Chair will provide an update on the following items, previously considered by the Commission and which were considered by City Council at its meeting held on Monday, September 28, 2015:

- a. Proposed Redesignation Municipal Buffer Strip MB2A and MB3A in Kensington Neighbourhood - Proposed Bylaw No. 9308
- b. Proposed Kensington Neighbourhood Concept Plan Amendment - To Redesignate Parcels A and C From "Mixed Use" and "Buffer Strip" to "Commercial" - Dream Asset Management Corp.
- c. Proposed Official Community Plan Amendment Parcels LL and MM - Proposed Sub of Parts of Part HH and JJ; all of MB2A and MB3A - Plan 102164475 - Residential to District Commercial - Dream Asset Management Corp - Proposed Bylaw No. 9311
- d. Proposed Zoning By Agreement - Parcel A from B1B to B2 by Agreement Parcel MM - Kensington Boulevard - Dream Asset Management Corp. - Proposed Bylaw No. 9309
- e. Proposed Zoning By Agreement - Parcel B from B1B to B2 by Agreement Parcel LL - Kensington Boulevard - Dream Asset Management Corp. - Proposed Bylaw No. 9310
- f. Proposed Official Community Plan Amendment – To Redesignate the portion of Cree Crescent from "Suburban Centre" to "Suburban Centre Commercial" - Lawson Auto Centre - Proposed Bylaw No. 9306
- g. Proposed Zoning Bylaw Amendment from M3 to B4 - 109 Cree Crescent - Lawson Auto Centre - Proposed Bylaw No. 9307