



**PUBLIC AGENDA
MUNICIPAL PLANNING COMMISSION**

**Tuesday, March 29, 2016, 12:00 p.m.
Committee Room E, Ground Floor, City Hall
Members:**

- Ms. J. Braden, Chair (Public)**
- Dr. C. Christensen, Vice-Chair (Public)**
- Ms. D. Bentley (Public)**
- Mr. S. Betker (Public)**
- Mr. A. Douma (Public)**
- Ms. D. Fracchia (Public)**
- Mr. J. Jackson (Public)**
- Mr. K. Martens (Public)**
- Ms. S. Smith (Public)**
- Mr. G. White (Public)**
- Mr. S. Laba (Saskatoon Public Schools)**
- Mr. J. McAuliffe (Saskatoon Greater Catholic Schools)**

Pages

1. CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

That the agenda be approved as presented.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

Recommendation

That the minutes of Regular Meeting of the Municipal Planning Commission held on February 23, 2016 be adopted.

5. UNFINISHED BUSINESS

6. COMMUNICATIONS

7. REPORTS FROM ADMINISTRATION

- 7.1 Discretionary Use Application – Residential Care Home - Type II - Maximum 11 Residents – 2915 37th Street West [File No. CK. 4355-016-002 and PL. 4355-D19/15]** 5 - 12

Recommendation

That this report be forwarded to City Council recommending that at the time of the public hearing, the application submitted by Vilma Cayabyab requesting permission to operate a Residential Care Home - Type II, with a maximum of 11 residents under care, at 2915 37th Street West, be approved, subject to the following conditions:

1. That the applicant obtain a Development Permit and all other relevant permits and licences (including a building permit); and
2. That the final plans submitted be substantially in accordance with the plans submitted in support of this Discretionary Use Application.

- 7.2 Proposed Amendment to Rezoning Agreement – B2 by Agreement – 227 Pinehouse Drive [File No. CK. 4351-016-003 and PL. 4350-Z29/15]** 13 - 19

Recommendation

That this report be forwarded to City Council recommending that at the time of the public hearing, City Council consider the Administration’s recommendation that the proposal to amend the existing Rezoning Agreement for the property located at 227 Pinehouse Drive, as outlined in this report, be approved.

- 7.3 Proposed Zoning Bylaw No. 8770 Text Amendments – Direct Control District 1 – Permitted Office Development, Building Setbacks, and Width of Site Access [File No. CK. 4350-016-001 and PL. 4350-Z12/16]** 20 - 32

Recommendation

That a report be forwarded to City Council recommending that at the time of the public hearing, City Council consider the Administration’s recommendation that the proposed text amendments to the Direct Control District 1 regulations contained in Zoning Bylaw No. 8770, as outlined in this report, be approved.

- 7.4 Proposed Concept Plan and Delegation of Approval – 200 Spadina Crescent East – Parcel YY – River Landing [File No. CK. 4129-3, PL. 4131-44 and Z12/16]** 33 - 49

Recommendation

That a report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration’s recommendation:

1. That the proposed concept plan for Parcel YY, Plan No. 101971807, in River Landing, be approved, subject to entering into a Development Agreement to ensure public access to the public plaza;
2. That the City Solicitor be requested to prepare the Development Agreement and that His Worship the Mayor and the City Clerk be authorized to execute the Development Agreement under the Corporate Seal; and
3. That the proposed text amendment to Zoning Bylaw No. 8770 regarding delegation of approval for Parcel YY, Plan No. 101971807, in River Landing, as outlined in this report, be approved.

- 7.5 Proposed Zoning Bylaw No. 8770 Text Amendments – Uses Permitted in the Chemical Buffer Zone [File No. CK. 4350-016-002, PL. 4350-27 and PL. 4350-Z13/16]** 50 - 52

Recommendation

That a copy of this report be forwarded to City Council recommending that, at the time of public hearing, City Council consider the Administration’s recommendation to amend Zoning Bylaw No. 8770 to regulate office uses in the IL2 and IH2 zoning districts and allow contractors’ offices, workshops, and yards in the IL3 zoning district.

- 7.6 Proposed Rezoning – From FUD, R1A, and B1B to B4MX – Evergreen District Village [File No. CK. 4351-016-002, PL. 4350-Z35/15, PL. 4350-Z9/16]** 53 - 60

Recommendation

That a 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, respecting land in the Evergreen neighbourhood, as outlined in this report, be approved.

- 7.7 Growth Plan to Half a Million [File No. CK. 4110-2 and PL. 4110-12-7]** 61 - 76

Recommendation

That the information be received.

- 7.8 Land Use Applications Received for the Period Between January 20, 2016, to February 17, 2016 [File No. CK. 4000-5, PL 4350-1, PL 4132, PL 4355-D, PL 4115, PL 4350, and PL 4300]** 77 - 104

Recommendation

That the information be received.

8. REPORTS FROM COMMISSION

8.1 Update on the Items Previously Considered by the Commission and Considered by City Council at its meeting on Monday, February 29, 2016 and Monday, March 21, 2016 [File No. CK. 175-16]

105 - 105

Recommendation

That the information be received.

9. ADJOURNMENT

Discretionary Use Application – Residential Care Home - Type II - Maximum 11 Residents – 2915 37th Street West

Recommendation

That this report be forwarded to City Council recommending that at the time of the public hearing, the application submitted by Vilma Cayabyab requesting permission to operate a Residential Care Home - Type II, with a maximum of 11 residents under care, at 2915 37th Street West, be approved, subject to the following conditions:

1. That the applicant obtain a Development Permit and all other relevant permits and licences (including a building permit); and
2. 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 Vilma Cayabyab to operate a Residential Care Home - Type II, with a maximum of 11 residents under care at 2915 37th Street West.

Report Highlights

1. The care home, proposed at 2915 37th Street West, meets all relevant Zoning Bylaw No. 8770 (Zoning Bylaw) requirements.
2. The proposal is not anticipated to significantly impact the surrounding land uses.

Strategic Goal

This application supports the City of Saskatoon's 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 located at 2915 37th Street West is a one-unit dwelling located in the Westview Heights neighbourhood and is zoned R1A – One Unit Residential District under the Zoning Bylaw (see Attachment 1). A Residential Care Home - Type II is considered a discretionary use in the R1A District. Vilma Cayabyab has submitted an application requesting City Council's approval to develop and operate a seniors' Residential Care Home – Type II, with a maximum of 11 residents under care.

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.

Discretionary Use Application – Residential Care Home - Type II – Maximum 11 Residents – 2915 37th Street West

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 two full-time staff. The parking requirement for this residential care home is four spaces. Plans submitted by the applicant indicate that required parking will be provided in both the front and rear yards (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.

According to the discretionary use database, there are two other Residential Care Homes – Type II in the Westview Heights neighbourhood, both located more than 0.5 kilometres away. This number of care homes is considered compatible with residential neighbourhoods.

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 2915 37th Street West, accommodating 11 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 Zoning Bylaw.

Public and/or Stakeholder Involvement

Notices to property owners within a 75 metre radius of the site were mailed out in January 2016, to solicit feedback on the proposal. The Westview Heights Community Association (Community Association) was also advised. To date, three letters have been received from nearby residents with concerns regarding the type of residents under care, additional traffic generated by the facility, and parking for staff and visitors. The residents were advised of the parking required on site, the discretionary use approval process, and the requirement for licensing through the Saskatchewan Ministry of Health. No further concerns were expressed.

A public information meeting was held on February 23, 2016, and was attended by the proponent and the Community Association President. The Community Association President had concerns about the operation and the number of residents under care (see Attachment 4).

Communication Plan

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

Discretionary Use Application – Residential Care Home - Type II – Maximum 11 Residents – 2915 37th Street West

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 m of the subject site. The Community Association will also be notified, and notification posters will be placed on the subject site.

Attachments

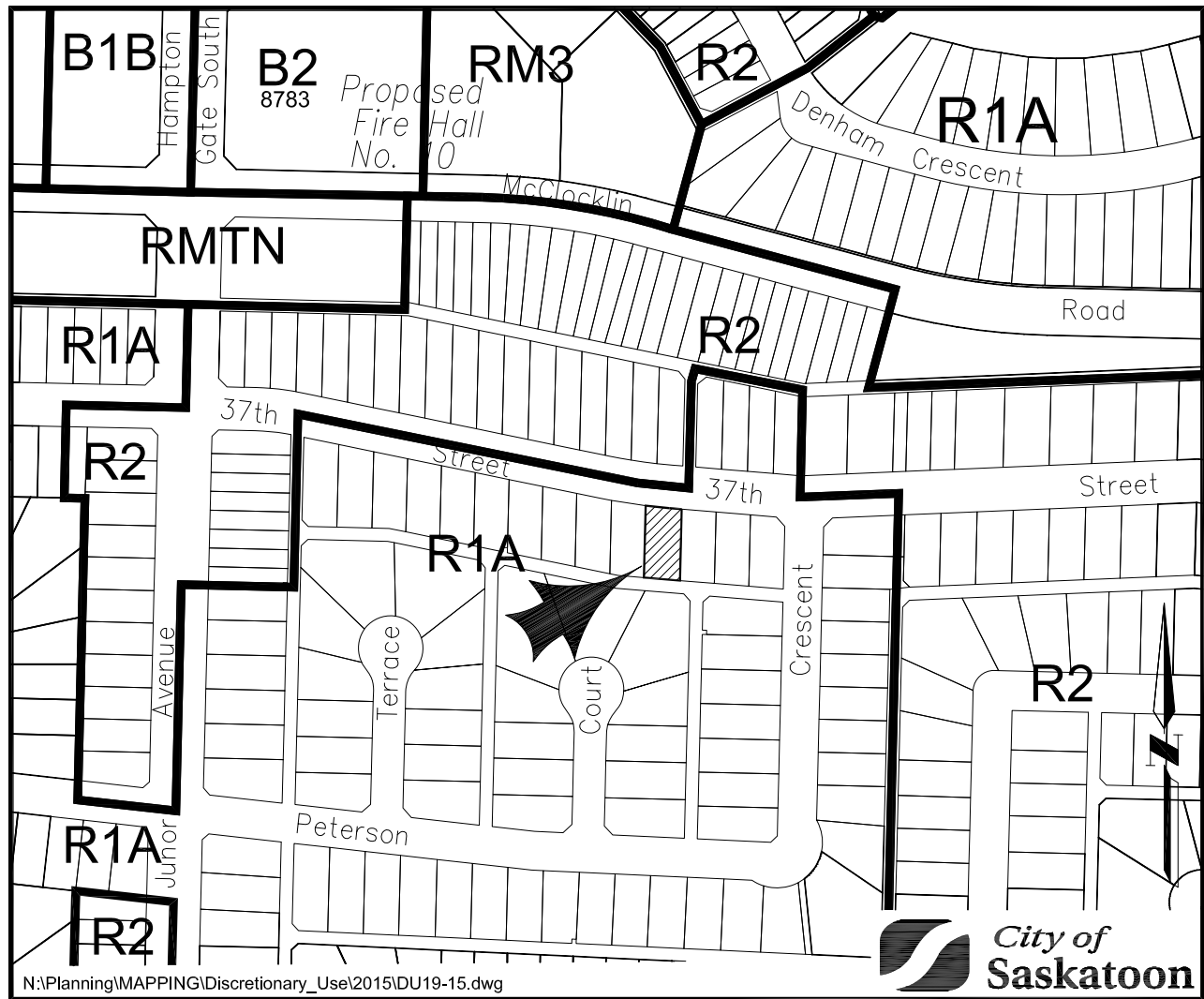
1. Location Plan – 2915 37th Street West
2. Site Plan – 2915 37th Street West
3. Comments from Other Divisions
4. Community Engagement Summary

Report Approval

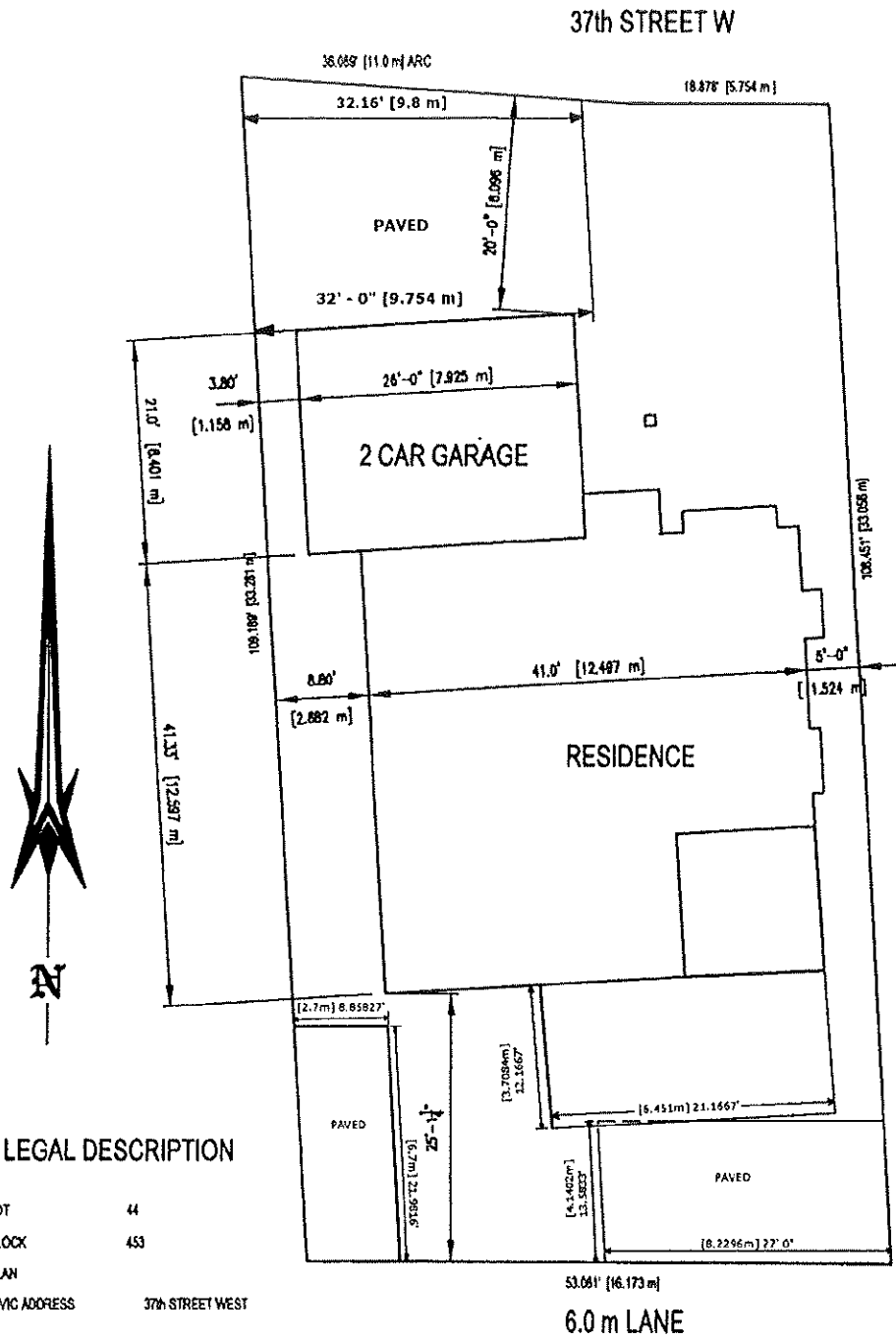
Written by: Daniel McLaren, Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2016/PD/MPC – Discretionary Use Application – Residential Care Home - Type II – Maximum 11 Residents – 2915 37th Street West/lc

Location Plan - 2915 37th Street West



Site Plan - 2915 37th Street West



A.L. TREPPEL & ASSOCIATES
DRAFTING LTD.

project: ~~XXXXXXXXXX~~
37th STREET WEST
SASKATOON, SASK

date:	ADGUST 2008
drawn by:	L.T.
checked by:	
W.O. No.	

Comments From Other Divisions

1. Transportation and Utilities Department, Comments

The proposed Discretionary Use Application is acceptable to the Transportation and Utilities Department. Following are comments from this department:

- The water distribution system is adequate to support this use. An additional hydrant at the developer's expense may be required if a sprinkler system is proposed. The existing water connection may need to be updated to accommodate a sprinkler system.
- The sanitary system has capacity to accommodate the sanitary flows generated from this proposal.
- The storm water capacity in this area is limited; therefore, site changes that may increase imperviousness and additional runoff are not recommended.

2. Building Standards Division, Community Services Department, Comments

The Building Standards Division has no objection to the proposed Discretionary Use Application provided that:

- a) a building permit is obtained to convert the existing Residential Care Home - Type I (5 residents) into a 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 10 persons on each side of a firewall, including care givers. The design of the firewall requires a structural engineer, licensed to practice in the province of Saskatchewan, to submit structural drawings for review as part of the building permit application;
- c) the entire building shall be protected by an automatic fire suppression system. The building permit application will require sprinkler drawings to be signed and sealed by a design professional licenced to practice in the province of Saskatchewan; and
- d) a fire alarm system is required, as there is sleeping accommodation for more than 10 persons in the dwelling unit. The building permit application will require fire alarm drawings to be signed and sealed by an electrical engineer licensed to practice in the province of Saskatchewan.

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



Shaping Saskatoon

Bridging to Tomorrow... for a 21st Century City



Community Engagement Summary

Public Information Meeting for Proposed Discretionary Use

2915 37th Street West to be Used for a Residential Care Home - Type II with a Maximum of 11 Residents (Applicant: Vilma Cayabyab)

Project Description

A public information meeting was held regarding a proposed Residential Care Home – Type II, located at 2915 37th Street West. The meeting provided residents of Westview Heights, 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 Dundonald School Library on February 23, 2016, at 7 p.m.

Community Engagement Strategy

Notice to residents within a 75 metre radius of the subject site were sent out on January 27, 2016. Letters, along with the public meeting notice, were also sent to the Westview Heights 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 staff were also available to answer questions regarding the discretionary use process and general zoning regulations.

Summary of Community Engagement Feedback

The proponent and the Westview Heights Community Association (Community Association) President attended the public meeting. The Community Association President noted that the Community Association had discussed the proposal and was concerned with the number of residents under care and the level of care being provided. The proponent explained that she was a registered nurse, that there would be two full-time staff members on site, and that the site exceeded the space requirements required for residents by the Saskatchewan Ministry of Health. The Community Association President had no further questions or comments.

Next Steps

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



Once this application has been considered by the MPC, 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, as well as to the 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 MPC. MPC reviews proposal and recommends approval or denial to City Council.	March 29, 2016
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.	April 11 to 25, 2016
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, MPC, and any written or verbal submissions received by City Council.	April 25, 2016
Council Decision - may approve or deny proposal.	April 25, 2016

Prepared by:
Daniel McLaren, Planner
Planning and Development
March 1, 2016

Proposed Amendment to Rezoning Agreement – B2 by Agreement – 227 Pinehouse Drive

Recommendation

That this report be forwarded to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the proposal to amend the existing Rezoning Agreement for the property located at 227 Pinehouse Drive, as outlined in this report, be approved.

Topic and Purpose

An application has been submitted by Glenko Properties Inc. requesting amendments to the existing Rezoning Agreement for 227 Pinehouse Drive, also known as Pinehouse Plaza, a mixed-use development located in the Lawson Heights Suburban Centre containing commercial and residential components (see Attachment 1). The amendments will provide for a wider range of uses within the commercial portion of the property.

Report Highlights

1. This mixed-use development is subject to a Rezoning Agreement that provides for a limited range of commercial and institutional uses, and a multiple-unit residential development.
2. Recent vacancies within the commercial portion of the property have highlighted the restrictive nature of the agreement in place. Providing greater flexibility in permitted commercial and institutional uses to ensure its viability, is reasonable.
3. Amendments to the Rezoning Agreement are proposed to revise the land use terms for the commercial portion of the property, including the addition of new uses and the removal of maximum floor area limitations on some uses.
4. No building additions or exterior alterations to the site are proposed as part of these amendments.

Strategic Goal

This report supports the City of Saskatoon's Strategic Goal of Sustainable Growth by helping ensure that a neighbourhood commercial site within an existing neighbourhood continues to appropriately serve the convenience and amenity of residents.

Background

The subject property was developed in 1982 for office, institutional, and accessory commercial uses. In 1998, the property was rezoned from its institutional-type zoning, M3A District [M3 – General Institutional Service District in current Zoning Bylaw No. 8770 (Zoning Bylaw)], to B2 – District Commercial District, subject to a Rezoning Agreement. The purpose of the 1998 rezoning was to resolve aspects of non-conforming commercial uses that had developed over the years, recognize the function

Proposed Amendment to Rezoning Agreement – B2 by Agreement – 227 Pinehouse Drive

and potential of the site as an appropriate district commercial location, and to provide for a limited expansion of the building and uses permitted on the site.

In 2004, City Council approved an application to amend the Rezoning Agreement to accommodate a three-storey residential addition with 24 units at the rear of the property, as well as an addition to accommodate a pharmacy at the front of the property. The Rezoning Agreement was subsequently amended, in 2007, to revise the residential portion of the development to a four-storey addition with 40 units.

The provisions of the Rezoning Agreement pertaining to the commercial development limit it to a maximum of 1,420 m² and one storey, with uses being limited to the following:

- i) retail stores, the total area of which cannot exceed 190 m²;
- ii) a pharmacy, the area of which cannot exceed 550 m²;
- iii) medical clinics;
- iv) a restaurant/lounge, the area of which cannot exceed 305 m², and the floor area of the lounge must not exceed 50% of the public assembly area of the adjoining restaurant or 100 m², whichever is less;
- v) personal services trades space, the total area of which cannot exceed 205 m²;
- vi) places of worship;
- vii) offices; and
- viii) not more than two pinball machines, electronic games, or similar games, provided they are located in a retail store or restaurant.

Report

Restrictive Rezoning Agreement for Commercial Uses

Glenko Properties Inc. has applied to amend the Rezoning Agreement for 227 Pinehouse Drive for the commercial portion of the property. Recent vacancies, most notably the pharmacy that occupied an approximate area of 440 m², have been challenging to fill within the limitations of the agreement in place. This has highlighted the restrictive nature of the agreement, which was originally tailored to specific uses within the building that have changed over time. The limit on maximum floor area of retail stores has been identified as being particularly challenging.

Current businesses operating in the building include a restaurant and lounge, a massage therapist, a hair salon, a tanning salon, and a tattoo parlor.

The Planning and Development Division recognizes the need to provide flexibility in permitted uses on this property so that it remains a viable commercial development and continues to serve the convenience and amenity of residents in the area.

Proposed Revised Terms

The Rezoning Agreement for 227 Pinehouse Drive is proposed to be amended with respect to the land uses of the commercial portion of the property. The proposed

changes are as follows:

- i) increase the maximum floor area of retail stores from 190 m² (2,045 square feet) to 930 m² (10,010 square feet);
- ii) remove pharmacy as a distinct use (it fits within the definition of retail stores);
- iii) add bakeries, health clubs, and small animal grooming as permitted uses;
- iv) allow for more than one restaurant and lounge, and increase the allowable area for any one of these from 305 m² to 370 m²;
- v) remove the limit to maximum floor area of space for personal service trades; and
- vi) remove places of worship as a permitted use, as well as the reference to pinball machines and electronic games, as it is an obsolete regulation.

The proposed amendments to the Rezoning Agreement only pertain to permitted uses and do not involve any proposed building additions or alterations to the site. Any new uses will have to meet minimum parking requirements contained in the Zoning Bylaw.

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 2 for complete comments.

Options to the Recommendation

City Council could choose to deny this application. This decision is not recommended, as providing increased flexibility in permitted uses will help ensure that the commercial development remains viable and appropriately serves the needs of residents.

Public and/or Stakeholder Involvement

Public information meetings have been held for prior zoning amendments for this property where major changes or building additions were involved. Given that these proposed amendments will only accommodate changes internal to the existing building, any impacts are expected to be limited to the site itself. A public information meeting was not held for this reason.

This property has condominium status, and the board of directors of the River Gate Estates Condominium Corporation were notified of the proposed amendments. They provided their support for the amendments in writing in January 2016.

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, by letter, all property owners within 75 m of the subject site of the public hearing date. The River Gate Estates Condominium Corporation will also be notified. A notice will be placed in The StarPhoenix two weeks prior to the public hearing, and notice boards will be placed on the property.

Attachments

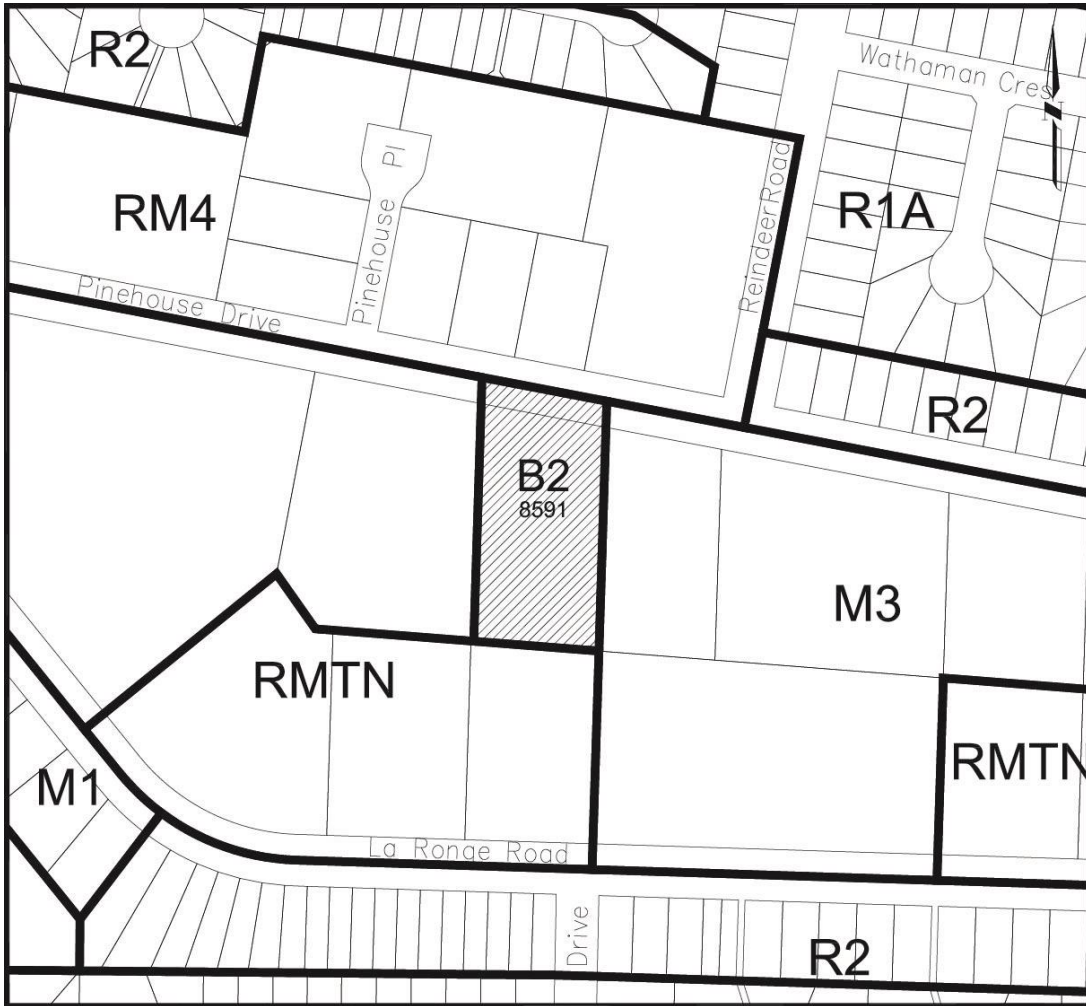
1. Location Map
2. Site Plan
3. Comments from Other Divisions

Report Approval

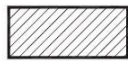
Written by: Brent McAdam, Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2016/PD/MPC – Proposed Amendment to Rezoning Agreement – B2 by Agreement – 227 Pinehouse Drive/lc

Location Map



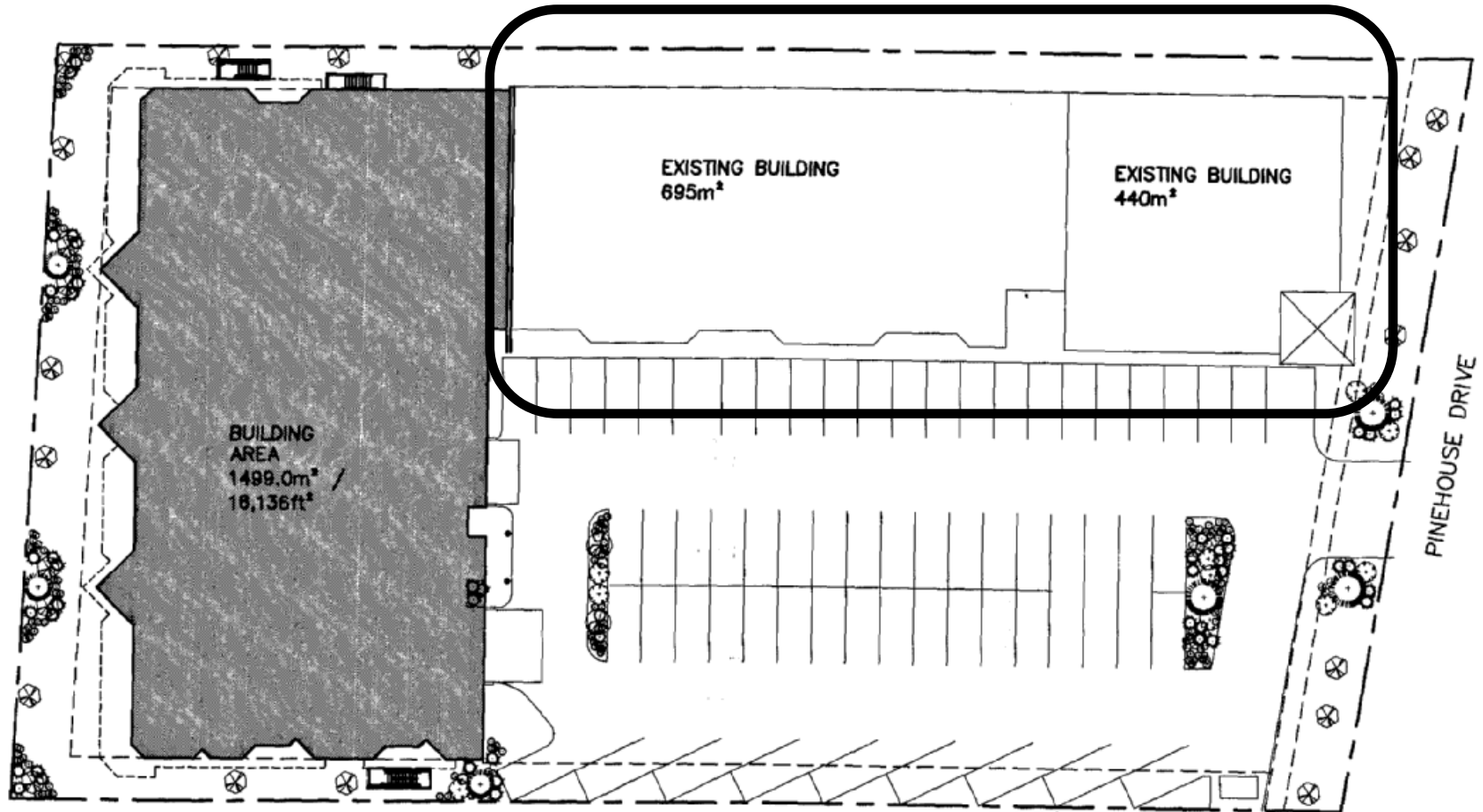
ZONING AMENDMENT



Amendment to B2 by Agreement

Site Plan

Commercial portion of property



1 KEY PLAN
N.T.S.

LEGAL ADDRESS:
LOT 2
BLOCK 911
REG'D. PLAN NO. 79943600

CIVIC ADDRESS:
227 PINEHOUSE DRIVE
SASKATOON, SASKATCHEWAN

Comments from Other Divisions

Transportation and Utilities Department

The proposed Zoning Bylaw amendment for 227 Pinehouse Drive is acceptable to the Transportation and Utilities Department. The following general comments are provided:

1. The estimated available fire flow at the hydrant within the site is 173 L/s. As this is below the City's typical design value for commercial development, any proposed future modifications to the buildings may require an upgrade to the pipe connecting the hydrant to the City's water main on Pinehouse Drive.
2. On-site storm water storage may be required if changes are proposed to site grading or imperviousness; and
3. No sanitary sewer system capacity issues are noted.

Planning and Development Division Comment: The above comments are provided for information only. They may be applicable in the future if an addition or major modification to the site is proposed, which would require another amendment to the Rezoning Agreement.

Proposed Zoning Bylaw No. 8770 Text Amendments – Direct Control District 1 – Permitted Office Development, Building Setbacks, and Width of Site Access

Recommendation

That a report be forwarded to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed text amendments to the Direct Control District 1 regulations contained in Zoning Bylaw No. 8770, as outlined in this report, be approved.

Topic and Purpose

The purpose of this report is to consider an application from Triovest Realty Advisors Inc., on behalf of River Landing GP Inc., to amend the text of Zoning Bylaw No. 8770 to remove the maximum square foot limitation for office development, provide flexibility for building setbacks based on final design, clarify parking standards, and clarify parking and service area access in the Direct Control District 1.

Report Highlights

1. The Administration is recommending text amendments to Zoning Bylaw No. 8770 (Zoning Bylaw) to:
 - a) increase the percentage of permitted office development on sites within the District Control District 1 (DCD1) from 40% to 70% and remove any restrictions on office space area where a development provides the appropriate mix of uses;
 - b) clarify that the required setbacks of buildings from property lines and further setbacks for upper floors may be reduced when building massing, sunlight penetration, and wind concerns are addressed through architectural design of buildings and overall site layout;
 - c) clarify parking regulations by removing a general reference that parking is to be provided to approximate the level of parking required in the Zoning Bylaw for similar uses; and
 - d) clarify that the width and location of internal roadways that may be required to service a building or site or provide access to an internal parking entrance will give due consideration to pedestrian circulation and location of amenity space on the site.
2. The proposed minor amendments will provide for flexibility in development of sites within River Landing, while ensuring a pedestrian-oriented, unified riverfront development.

Strategic Goal

This proposal supports the Strategic Goal of Sustainable Growth, as it will provide opportunity for development that will support employment, office, hotel, retail, and residential development in the City Centre.

Background

In 2004, City Council approved the South Downtown Concept Plan, which provides a framework for the redevelopment of the South Downtown Area, known as River Landing, and sets out key aspects that will influence improvements in the area.

River Landing is designated as a direct control district in Official Community Plan Bylaw No. 8769, and is regulated by the DCD1 regulations contained in the Zoning Bylaw. The DCD1 was established to provide a consistent set of development standards for all development in River Landing to ensure a unified riverfront development. The DCD1 regulations are contained in Attachment 1.

River Landing is located within the jurisdiction of two approving authorities, the City of Saskatoon and the Meewasin Valley Authority (Meewasin). Meewasin has adopted the same guidelines for development in River Landing as the City of Saskatoon. This measure was undertaken to ensure that there was one set of consistent development standards within River Landing.

Report

The Administration has been in discussions with the owners, developers, and architects of Parcel YY. As a result of these discussions, it has been noted that regulations related to the maximum square foot limitation for office development, building setbacks, parking standards, and parking and service area access may need to be updated and clarified to ensure there is opportunity for the best design and building placement on Parcel YY and other sites that remain to be developed in River Landing.

Proposed Text Amendment – Limitation on Office Development

River Landing is an area which is intended to be active in both the day and evening. As offices are active during the day but normally empty in the evening, the regulations contained in the DCD1 limit the total amount of office space that may be developed on a site. Specifically, Section 13.1.3.1 of the Zoning Bylaw limits office development on sites in River Landing to 40% of the permitted gross floor area on the site. The 40% limit may be exceeded, up to 250,000 square feet per site, where it can be demonstrated that the development contains an appropriate mix of uses, in the context of the site itself and the mix of uses on nearby sites.

The proposed amendments would provide for an increase in the percentage of permitted office development on a site from 40% to 70% and remove the maximum 250,000 square feet of office space in situations where a development is mixed use. It is the opinion of the Administration that ensuring that there is an appropriate mix of uses is the key component of developing a site that will be active in both the day and

evening. The proposed increases to the permitted amount of office space will maintain the objective of producing mixed-use developments in River Landing, while promoting office development and employment opportunities in the Downtown.

Proposed Text Amendment – Building Setbacks

Section 13.1.3.3 b) of the Zoning Bylaw provides for buildings within River Landing to be setback at upper floors to ensure that appropriate sunlight penetration and wind protection is provided. Breaking up building mass creates a space that is more comfortable and inviting for pedestrians. The Zoning Bylaw also specifies that development adjacent to 3rd Avenue South be setback 3 metres from the property line to provide appropriate open area for sites located in close proximity to the Traffic Bridge.

The proposed amendments provide clarification that the setbacks shall be required; however, they may be reduced or eliminated where appropriate. The review would consider the scale and design of the building and the nature of the adjacent street, where the appropriate sunlight penetration and wind protection are provided, and where significant public benefit in the form of additional enhanced at-grade public open space is provided.

The Administration supports the proposed amendment as building massing, sunlight, and wind concerns may be addressed through architectural design of buildings and overall site layout. The architectural guidelines that are in place for River Landing will further ensure appropriate building design.

Proposed Text Amendment – Parking Standard

The parking standards for the DCD1 are contained in Section 13.1.3.5 a) of the Zoning Bylaw. This Section states “For every hotel and high density residential use of the land, there must be space for vehicular off-street parking and loading for the use and benefit of patrons, residents, customers, employees, visitors, tourists, or guests in connection with the intended use of the land and building. The number of spaces provided must approximate to the level of parking required by the Zoning Bylaw”.

The proposed amendment would remove the reference that parking is to be provided to approximate the level of parking required by the Zoning Bylaw. The Administration supports this amendment as this clause is not needed to clarify parking requirements for development in the DCD1. Furthermore, parking requirements will be reviewed as part of the direct control district approval for each specific development proposal to ensure adequate parking is provided.

Proposed Text Amendment – Parking and Service Areas Access

Section 13.1.3.5 c) of the Zoning Bylaw provides regulations for access to parking garages, garbage collection areas, and service loading entrances. The regulations ensure that vehicle access points to sites within River Landing do not detract from the pedestrian-oriented environment. The proposed amendment would clarify that the width and location of internal roadways that may be required to service a building or site or

provide access to an internal parking entrance will give due consideration to pedestrian circulation and location of amenity space on the site. The Administration supports the proposed amendment.

Options to the Recommendation

City Council may choose to deny the proposed amendments. This option is not recommended as it would reduce opportunity for best design and building placement on the sites that remain to be developed in River Landing.

Public and/or Stakeholder Involvement

The proposed amendments outlined in this report have been reviewed by Meewasin’s administrative staff and will also be considered by Meewasin’s board.

As these amendments are considered minor in nature, further consultation was not deemed necessary.

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. A notice will be placed in The StarPhoenix two weeks prior to the public hearing date at City Council.

Attachment

1. Direct Control District 1 Regulations

Report Approval

Written by: Darryl Dawson, Manager, Development Review Section
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

Direct Control District 1 Regulations

13.1 Direct Control District 1

13.1.1 Purpose:

The Direct Control District 1 (DCD1), as shown on the Direct Control District Map No. 1, and known as the South Downtown Area, offers an unprecedented and unique waterfront development opportunity to strengthen the image of the downtown by providing a consistent set of development guidelines for unified riverfront development. These development guidelines will ensure that a strong, functional link is developed between the Downtown, South East Riversdale, the Gathercole site, Friendship Park and the South Saskatchewan River.

13.1.2 Objectives:

The City of Saskatoon is committed to the re-development of the South Downtown Area in a manner that will:

- i) offer a dynamic blend of diverse and complementary land uses which will attract people to the South Downtown Area for year-round, daily and evening activity;
- ii) provide complementary year-round indoor and outdoor public activities;
- iii) provide for publicly-accessible physical linkages such as walkways, above ground linkages and corridors to allow for the greatest opportunity for barrier-free access to the river and allow public circulation between adjacent developments;
- iv) support and enhance existing and new commercial activities in the Downtown and Riversdale by encouraging both public and private investment;
- v) highlight the waterfront as a special feature in the context of an urban environment and provide strong linkages from the Downtown, South East Riversdale, the Gathercole site, and the riverbank;
- vi) produce mixed-use developments which will result in an urban environment which is integrated with public activities conducted on or near the riverbank; and
- vii) create a distinct identity and a sense of place in Saskatoon, and encourage the recognition of the historical richness of the area.

13.1.3 Policies:

13.1.3.1 Linkage and Land Use

a) Use of Land

The only permitted uses in the DCD1 are those listed in the following table: Uses for the DCD1. The guidelines set out in the table establish further controls on the permitted uses.

Uses for the DCD1

Category	Intent	Uses	Guidelines
Recreation	To provide the opportunity to use the riverfront via public and commercial activity that focus on the water and riverbank.	Equipment Rentals, Marinas, Pavilions, Cafes, Tour Boats, Street Vendors, Docks, Sportsfields.	
Culture and Tourism	To build on the Downtown's role as the cultural heart of the city by the development of cultural facilities which can improve economic prospects and encourage tourism.	Interpretive Centres, Theatres, Heritage Facilities, Museums, Art Galleries, Amphitheatres, Display Space, Events Programming, Tour Offices, Box Office, Public Institutional Offices.	
Retail	To provide for unique retail opportunities and encourage people to visit the South Downtown.	Arts/Crafts, Book Stores, Shops, Specialty Retail, Boutiques, Farmers Market, Street Vendors, Restaurants, Pubs, Nightclubs, Concessions.	Retail uses are to be at grade level.
Hotels	To provide accommodation and meeting facilities in the heart of the city. To encourage tourists to visit the South Downtown.	Hotels, Convention Centre, Meeting Rooms, Restaurants, Gift Shops, Exhibition Space, Long Stay Suites. Hotels are prohibited on Parcel A, Plan No. 101977274 Extension 0 (410 Avenue C South) and Parcel BB, Plan No. 101977274 Extension 0 (426 Avenue B South).	Public Uses associated with Hotels should be at grade level.

Category	Intent	Uses	Guidelines
Residential	To provide the opportunity for residential development in this unique part of the Downtown.	Multiple Unit Dwellings, Condominiums, Live/Work Units and associated services. Townhouses and Live/Work Units are prohibited on 19th Street west of Avenue B South, Avenue B South between 19th Street West and Sonnenschein Way, Sonnenschein Way between Avenue A South and Avenue B South and on Avenue A South.	Medium and High Density Multiple Unit Residential uses are to be located above the first floor. Medium Density = 15 to 50 d.u./acre High Density > 50d.u./acre
Offices	To provide the opportunity for limited office development in the South Downtown.	General Office Space, Administration, Business Incubators, Meeting Space, Private Clubs, Public Utilities and Communication Facilities.	Office development will be limited to 40% of permitted gross floor area per site. The 40% limit may be exceeded, up to a maximum of 250,000 square feet per site, where it can be demonstrated that the development contains an appropriate mix of uses, in the context of the site itself and the mix of uses on nearby sites. Offices should be located above the first floor where possible.

(Revised – Bylaw No. 8981 – November 21, 2011)

(Revised – Bylaw No. 9044 – August 15, 2012)

b) Provision for People with Disabilities

All uses and development of the land should make provision for the ease of access and circulation for people with disabilities.

c) Linkage with Adjacent Developments

Development shall, in so far as possible, integrate and link development features such as walkways and amenity spaces to adjacent developments and the riverbank. Features such as lighting, landscaping, fencing, walkway materials and the like should complement and be consistent with adjacent developments in the South Downtown. However, overhead walkways spanning the extension of Second Avenue are prohibited. Overhead walkways over other public rights of way require an approved encroachment agreement from Council.

13.1.3.2 Safety and Security

The South Downtown should be designed to be safe and secure for all pedestrians. The following measures are encouraged to achieve this objective:

- i) ensure good open site lines for all public pathways, rear lanes, and building access points; and
- ii) ensure good street and building lighting including building access, service areas, garbage disposal, parking areas and lanes.

13.1.3.3 Building Form and Massing

a) Maximum Building Height

The maximum height of any building, or portion thereof, must conform to the DCD1 Maximum Building Height Map No. 2.

Buildings proposed to be constructed on Parcel A, Plan No. 101977274 Extension 0 (410 Avenue C South) and Parcel BB, Plan No. 101977274 Extension 0 (426 Avenue B South) will be subject to specific review at the time of a development application, to ensure that the height is appropriate to the scale and design of the building, the nature of the adjacent street and landscape and that appropriate sunlight and wind protection are provided to adjacent areas.
(Revised – Bylaw No. 9044 – August 15, 2012)

b) Building Setbacks

- i) Setbacks appropriate to the scale of the building and the nature of the adjacent street, and which provide appropriate sunlight penetration and wind protection, are encouraged between the fourth and sixth storeys of all building elevations adjacent to a street.
- ii) All building elevations along 3rd Avenue must be set back a minimum three (3) metres at grade.
- iii) In addition to the setbacks described in i), a further minimum five (5) metre setback above 27 metres is encouraged for buildings along Spadina Crescent which exceed 27 metres in height.
- iv) The building setbacks in i) and iii) may be reduced or eliminated where appropriate to the scale and design of the building and the nature of the adjacent street, where the appropriate sunlight penetration and wind protection are provided, and where significant public benefit in the form of additional enhanced at-grade public open space is provided including amenities such as gathering areas, landscape features, and public art.

(Revised – Bylaw No. 8981 – November 21, 2011)

- c) Maximum Floor Space Ratio

The floor space ratio of any site shall conform to the ratios set out in the DCD1 Maximum Building Height Map No. 2.

- d) Landmark Exemption

Any Landmark constructed within the DCD1 need not conform to the maximum building heights imposed by the DCD1 Guidelines.

13.1.3.4 Landscaping and Signage

- a) Landscaping

Landscaping treatment shall be used to improve the appearance of the area, unify the development sites in the South Downtown with consistent landscaping, screen facilities such as utilities or outdoor storage areas, buffer or separate different uses, and beautify open spaces.

- b) Open Space Between Buildings

Open space between buildings should be kept unobstructed to promote maximum circulation on site by the General Public.

- c) Signage

The regulations applicable to Signage Group No. 5 of Appendix “A” – **Sign Regulations** will govern the use of signs in the DCD1 except that portable signs, billboards, superboards, electronic message centres and electronic message centres (mobile) are prohibited.

(Revised – Bylaw No. 9044 – August 15, 2012)

13.1.3.5 Parking and Off Street Loading

- a) Parking Standard

For every hotel and high density residential use of the land, there must be space for vehicular off-street parking and loading for the use and benefit of patrons, residents, customers, employees, visitors, tourists, or guests in connection with the intended use of the land and building. The number of spaces provided must approximate to the level of parking required by the Zoning Bylaw.

- b) Parking Location

All off-street parking must be enclosed, covered, underground, within, or upon permitted buildings.

c) Parking and Service Areas Access

Direct access to parking garages, garbage collection areas, and service loading entrances is not permitted onto 2nd Avenue, Sonnenschein Way between Avenues A and B, or Avenue A south of Sonnenschein Way.

Direct access for parking garages, garbage collection areas, and service loading entrances is encouraged to be from Avenue C, Avenue B South between Sonnenschein Way and Spadina Crescent, and 19th Street. Parking and service area access for Parcel D, Plan No. 65S12125, Extension 2, as shown on Plan No. 101977274 (422 Avenue A South) is encouraged to be from the rear of the site.

Parking entrances and service areas, where permitted, must be designed in a manner which does not detract from the adjacent pedestrian realm and shall be subject to the following conditions:

- i) the access shall have a maximum width of 9 metres;
- ii) the access must provide a continuous street edge and blend into the street façade;
- iii) the access must be integrated with the building massing and architecture;
- iv) the quality of paving material used for sidewalk around any project is to be carried across the driveway entrance where it intersects with a pedestrian crosswalk;
- v) the access must not interfere with area development plans or street closures; and
- vi) all garbage bins or areas shall be screened with split faced concrete or a similar durable material.

(Revised – Bylaw No. 9119 – July 19, 2013)

d) Temporary Parking

Where no buildings are located on a site, temporary or interim grade level parking may be permitted with screening.

(Revised – Bylaw No. 9044 – August 15, 2012)

13.1.3.6 Subdivision

All applications for subdivision shall implement and complement the guidelines for the South Downtown contained in Section 13.1, the Official Community Plan and The City of Saskatoon Subdivision Regulations Bylaw No. 6537.

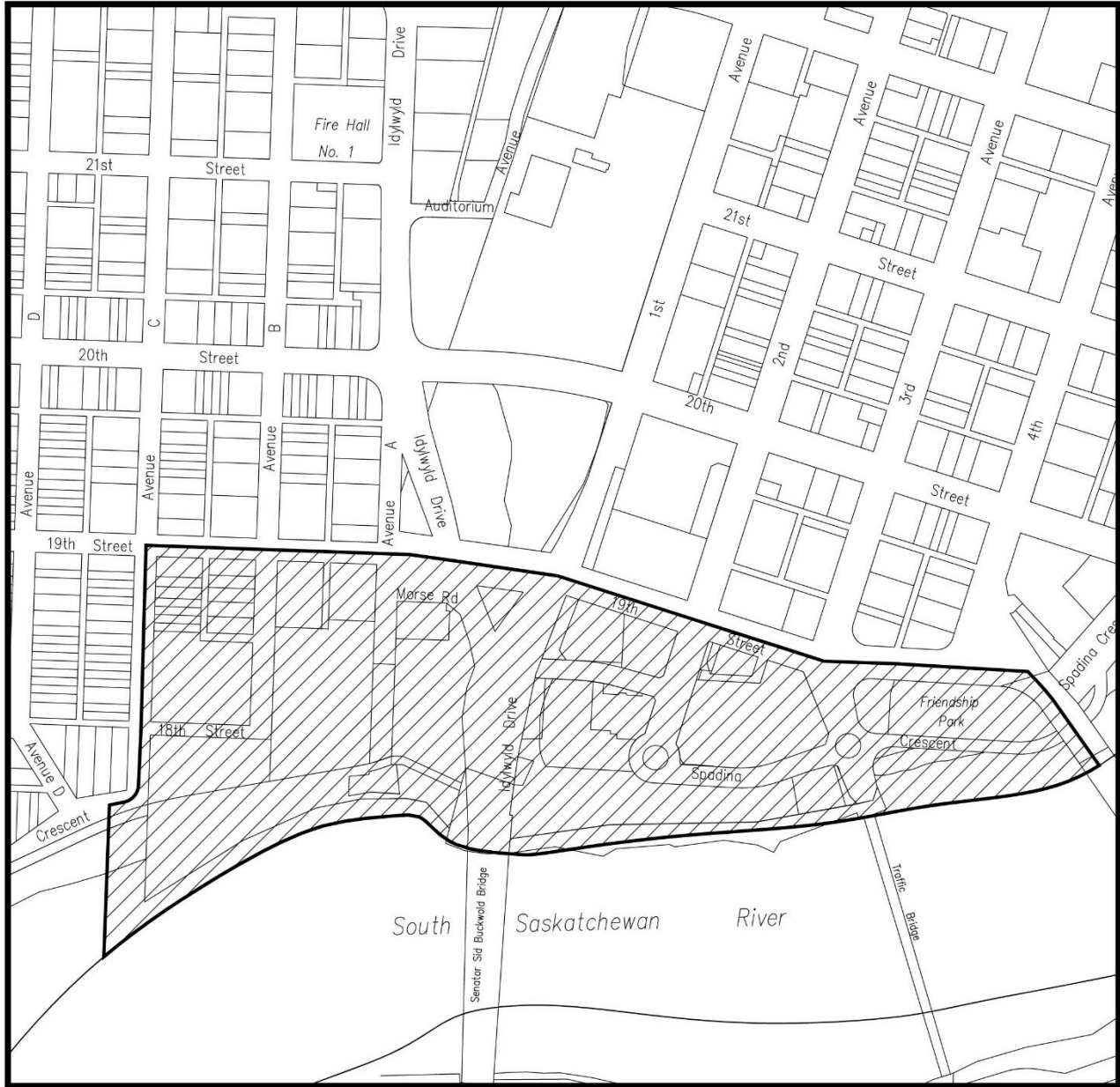
13.1.3.7 Environmental Constraints

Development shall not cause or contribute to instability of the valley slope during or after construction.

13.1.3.8 Approval Process

Approval for development in the South Downtown area is a two part process:

- i) Council of The City of Saskatoon is bound by the conditions for approval and appeal as stated in Section 65 and 67 of *The Planning and Development Act, 2007*, and must render a decision 60 days after receipt of a complete application for approval.
- ii) The land area south of 19th Street lies within the Meewasin Valley Authority (M.V.A.) conservation zone and is subject to development review and approval by the M.V.A. before development proceeds. The M.V.A. must render a decision with 60 days of receipt of a complete application.



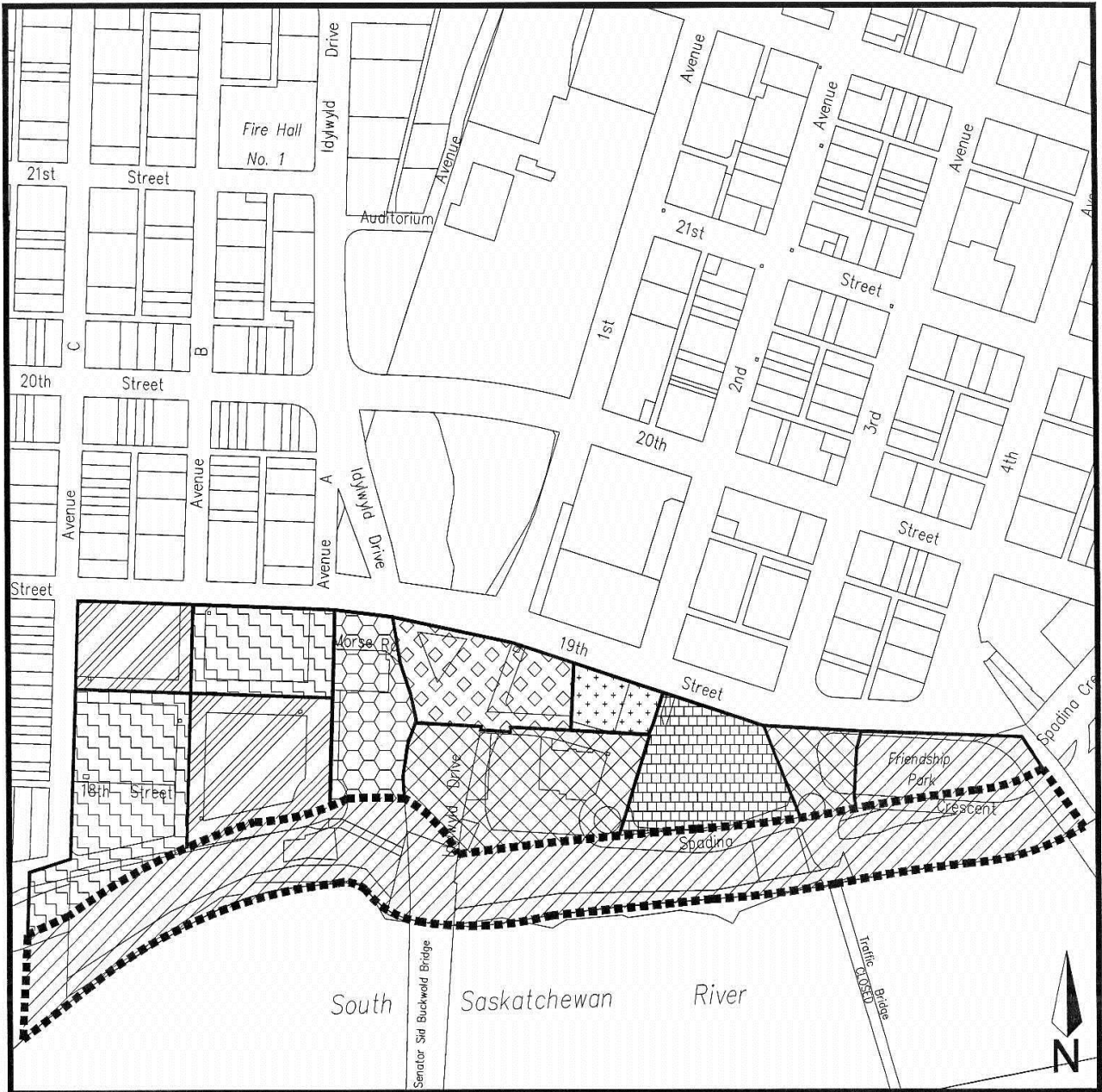
DIRECT CONTROL DISTRICT No. 1

MAP No. 1

Direct Control District



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DCD1 MAXIMUM BUILDING HEIGHT

MAP No. 2

Fourteen Metres - 2:1 FSR



Twenty-Four Metres - 4:1 FSR



Twenty-Seven Metres - 4:1 FSR



Forty-Eight Metres - 3:1 FSR



Ninety-Five Metres - 5:1 FSR



Sixty-Eight Metres - 4:1 FSR



Ninety-five Metres - 6:1 FSR



Riverbank Area (11m) - 2:1 FSR



60m from 1991 Shoreline



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(Revised – Bylaw No. 9044 – August 15, 2012)

Proposed Concept Plan and Delegation of Approval – 200 Spadina Crescent East – Parcel YY – River Landing

Recommendation

That a report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation:

1. That the proposed concept plan for Parcel YY, Plan No. 101971807, in River Landing, be approved, subject to entering into a Development Agreement to ensure public access to the public plaza;
2. That the City Solicitor be requested to prepare the Development Agreement and that His Worship the Mayor and the City Clerk be authorized to execute the Development Agreement under the Corporate Seal; and
3. That the proposed text amendment to Zoning Bylaw No. 8770 regarding delegation of approval for Parcel YY, Plan No. 101971807, in River Landing, as outlined in this report, be approved.

Topic and Purpose

The purpose of this report is to consider an application from Triovest Realty Advisors Inc., on behalf of River Landing GP Inc., for a concept plan for a mixed-use development on Parcel YY, Plan No. 101971807. An application has also been received to amend the Direct Control District 1 regulations contained in Zoning Bylaw No. 8770 to delegate approval of plans and drawings to the Development Officer.

Report Highlights

1. The concept plan for Parcel YY, Plan No. 101971807 (Parcel YY) will provide a framework for the development of the site in a manner that will complement and enhance the development of River Landing, creating an important connection between downtown Saskatoon and the South Saskatchewan River.
2. A Development Agreement will be required to ensure that members of the public have reasonable access to the public plaza.
3. To provide efficiency and timeliness for development approvals, the Administration recommends amending the Direct Control District 1 (DCD1) regulations to delegate approval of detailed plans and drawings on Parcel YY to the Development Officer.

Strategic Goal

This proposal supports the Strategic Goal of Sustainable Growth, as it will provide opportunity for development that will support employment, office, hotel, retail, and residential development in the City Centre.

Background

In 2004, City Council approved the South Downtown Concept Plan, which provides a framework for the redevelopment of the South Downtown Area, known as River Landing, and sets out the key development features for the area.

River Landing is designated as a direct control district in Official Community Plan Bylaw No. 8769, and is regulated by the DCD1 provisions contained in Zoning Bylaw No. 8770 (Zoning Bylaw). The DCD1 was established to provide a consistent set of development guidelines for all development in River Landing to ensure a unified riverfront development.

In 2012, City Council approved a specific plan for three buildings and a public plaza on Parcel YY. The three buildings consisted of a full-service hotel with residential units on the upper floors, an office building with retail uses at grade, and a multiple-unit dwelling residential building. Based on the current wording of the Zoning Bylaw, and pursuant to *The Planning and Development Act, 2007 (Act)*, all development (however minor) must be approved by City Council in the DCD1.

Report

Concept Plan for Parcel YY

Parcel YY in River Landing consists of 11,505 square metres (2.84 acres) and is bound by 2nd Avenue North, 19th Street East, 3rd Avenue North, and Spadina Crescent East (see Attachment 1). Adoption of a concept plan for Parcel YY will guide future development of the site as work progresses on securing tenants, along with detailed design work for the site and buildings.

The concept plan for Parcel YY provides a specific framework for development of the site in a manner that will complement and enhance the development of River Landing, creating an important connection between downtown Saskatoon and the South Saskatchewan River. The objective of the concept plan is to ensure that the site becomes a key destination within the city, offering a range of complementary land uses, which will further attract businesses, visitors, and the general public to the River Landing area. A copy of the concept plan for Parcel YY is included in Attachment 2.

Key components of the concept plan include:

- a) a mixed-use site consisting of no less than three uses, which may include hotel, office/institutional, residential, and commercial uses;
- b) substantial below-grade structured parking;
- c) buildings to incorporate active building frontages that will provide frequent doorways and transparent openings, retail-ready space to accommodate commercial and service uses, variation in the building facade, and the incorporation of architectural elements that provide variation and visual interest;
- d) building scale and design that will allow for appropriate sun penetration and wind protection to adjacent areas;

Proposed Concept Plan and Delegation of Approval – 200 Spadina Crescent East - Parcel YY - River Landing

- e) a large public plaza to be located on the southern portion of the development site that is open to Spadina Crescent East and the South Saskatchewan River, providing a seamless transition to the riverbank park;
- f) internal and external pedestrian connectivity that will promote access to and from the site in all directions;
- g) recognition of the heritage elements of the area and the site by incorporating areas for heritage recognition and interpretation; and
- h) provide for phasing of development.

Conceptual renderings of the site plan and development are included in Attachment 3. The final design of the site and buildings may vary from these drawings once all tenants are identified and detailed design work is completed.

The objectives of the DCD1, contained in Section 13.1.2 of the Zoning Bylaw, state that River Landing will be developed in a manner that will:

- i) offer a dynamic blend of diverse and complementary land uses that will attract people to the South Downtown Area for year-round daily and evening activities;
- ii) provide complementary year-round indoor and outdoor public activities;
- iii) provide publicly-accessible physical linkages, such as walkways, above-ground linkages, and corridors, to allow for the greatest opportunity for barrier-free access to the river and allow public circulation between adjacent developments;
- iv) support and enhance existing and new commercial activities in the Downtown and Riversdale areas by encouraging both public and private investment;
- v) highlight the waterfront as a special feature in the context of an urban environment and provide strong linkages from the Downtown, southeast Riversdale, the Gathercole site, and the riverbank;
- vi) produce mixed-use developments, which will result in an integrated urban environment with public activities conducted on or near the riverbank; and
- vii) create a distinct identity and a sense of place in Saskatoon and encourage the recognition of the historical richness of the area.

The Administration is of the opinion that the proposed concept plan is consistent with these objectives.

Development Agreement

As a condition to the approval in a direct control district, Section 65(2) of the *Act* provides for the ability to require that a Development Agreement be entered into with respect to the land or buildings. A Development Agreement was required for past development proposals on Parcel YY to ensure the public had access to the area defined as a public plaza.

Proposed Concept Plan and Delegation of Approval – 200 Spadina Crescent East - Parcel YY - River Landing

As the public plaza continues to be an integral design component of the site, and to ensure that development of Parcel YY meets the objectives of the DCD1, the Administration recommends that a new Development Agreement be required ensuring that members of the public have access to the public plaza. The Development Agreement may provide reasonable hours of access to the public plaza and provide for closure for special events and maintenance.

Proposed Zoning Bylaw Text Amendment - Delegation of Approval

Based on current provisions of the Zoning Bylaw, and pursuant to the *Act*, all plans and drawings for any development in the DCD1 are to be approved by City Council.

Section 15(2) of the *Act* provides City Council with the authority to delegate to the Development Officer the responsibility to exercise or carry out any or all of the powers and duties conferred or imposed on City Council regarding approval of plans and drawings in a direct control district. Subject to City Council approving the concept plan for Parcel YY, the Administration recommends amending the DCD1 regulations to delegate approval of plans and drawings for any development on Parcel YY to the Development Officer. Should City Council delegate approval, any plans or drawings approved by the Development Officer on Parcel YY would have to be consistent with the approved concept plan and the DCD1 regulations contained within the Zoning Bylaw.

Additional Approvals for Development

All sites within River Landing are subject to an Architectural Control District overlay known as the Architectural Control Overlay District (AC1) – DCD1. Any development within River Landing must be reviewed by a design review committee and approved by the Administration based on the architectural controls contained in the South Downtown Local Area Design Plan. The approval of development for compliance with the AC1 - DCD1 has previously been delegated to the Administration.

In considering any plans or drawings, appropriate studies, such as servicing, transportation, CPTED, wind, sun, and shadows, must also be provided for review and approval.

Furthermore, River Landing is located within the Meewasin Valley Authority (Meewasin) conservation zone. As such, approval for development within River Landing is also subject to development review and approval by Meewasin before development may proceed.

Options to the Recommendation

City Council may choose to not approve the proposed concept plan for Parcel YY; further direction to the Administration would then be required.

City Council may also choose to not delegate approval of plans and drawings to the Development Officer. If approval is not delegated, approval of detailed plans, drawings

Proposed Concept Plan and Delegation of Approval – 200 Spadina Crescent East - Parcel YY - River Landing

and Development Agreement for development on Parcel YY would remain with City Council.

Public and/or Stakeholder Involvement

Meewasin and The Partnership were informed of the proposed concept plan. As substantial consultation occurred with past approvals on the site, further public and/or stakeholder involvement is not required.

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 in accordance with Public Notice Policy No. C01-021. A notice will be placed in The StarPhoenix at least seven days prior to the date the concept plan will be considered by City Council. A notice will be placed in The StarPhoenix at least two weeks prior to the public hearing for the Zoning Bylaw amendment.

Attachments

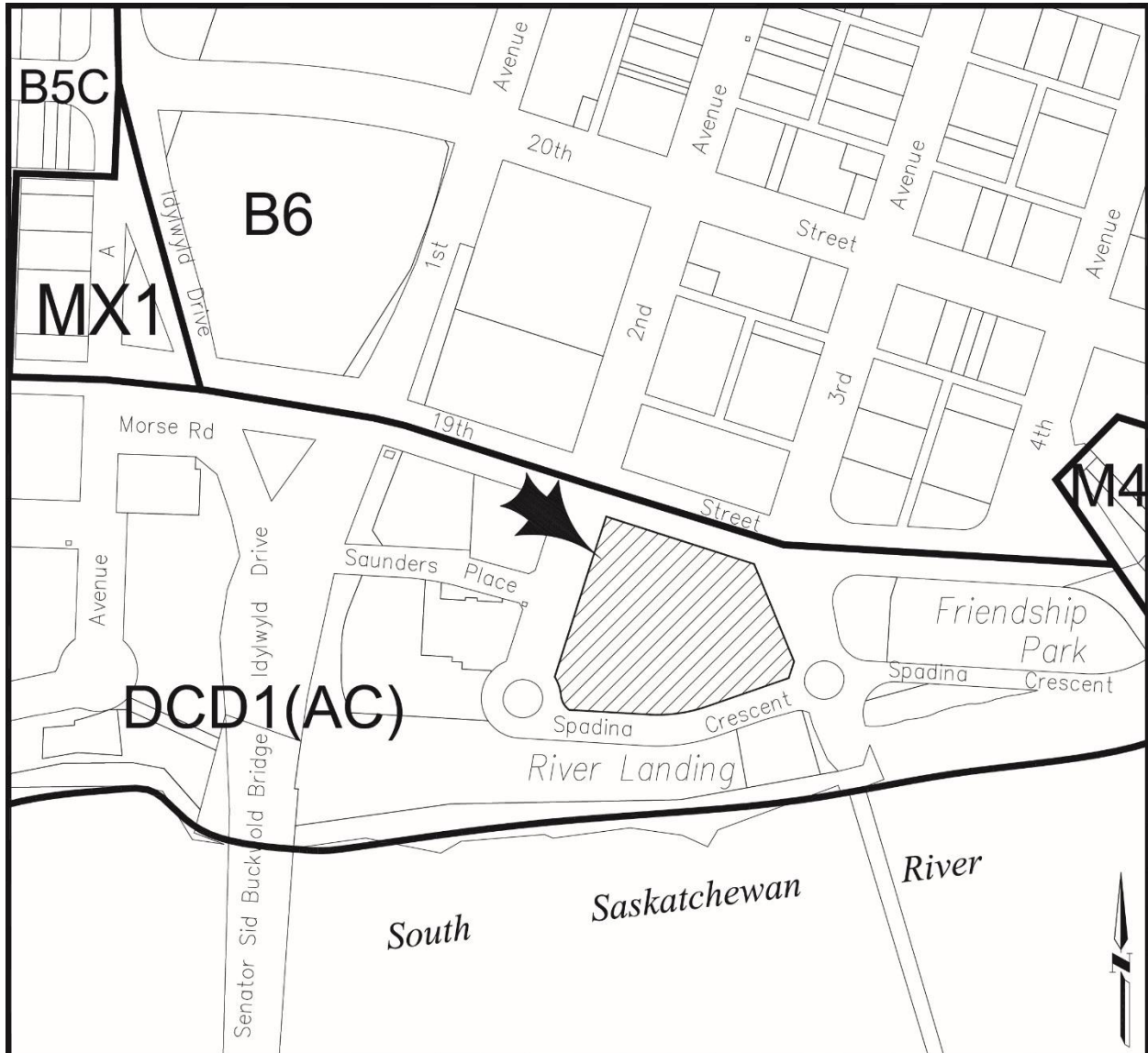
1. Location Plan
2. River Landing - Parcel YY Concept Plan
3. Conceptual Renderings of Site Plan and Development

Report Approval


Written by: Darryl Dawson, Manager, Development Review Section
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2016/PD/MPC – Proposed Concept Plan and Delegation of Approval – 200 Spadina Crescent East – Parcel YY - River Landing/lc

Location Map



Location Plan

 200 Spadina Crescent East
Parcel YY
Plan No. 101971807

GIBBS GAGE ARCHITECTS

RIVER LANDING - PARCEL YY
CONCEPT PLAN

MARCH 11, 2016

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PARCEL YY - PROPOSED CONCEPT PLAN

1. INTRODUCTION

The Concept Plan for Parcel YY will provide for development of the site in a manner that will complement and enhance the development of River Landing, creating an important civic connection between downtown Saskatoon and the South Saskatchewan River.

The development of the site should aim to become a key destination within the City, offering a range of complementary land uses which will further attract business, visitors and the general public to the River Landing area.

2. HISTORY OF PAST APPROVALS

In 2004, City Council approved the South Downtown Concept Plan, which provides a framework of the redevelopment of the South Downtown Area and sets out key aspects that will influence improvements in the area.

In 2012, City Council approved a specific plan for three buildings and a public plaza on Parcel YY. The three buildings consisted of a full service-hotel with residential units on the upper floors, an office building with retail uses at grade, and a multiple-unit dwelling residential building.

3. OBJECTIVES OF THE DIRECT CONTROL DISTRICT 1 (DCD1)

The property is designated as Direct Control District in the Official Community Plan Bylaw No 8769 and is regulated by the Direct Control District 1 (DCD1) provisions contained in Zoning Bylaw no. 8770

The proposed Concept Plan is to meet the objectives of the DCD1, providing for re-development of the South Downtown Area (River Landing) in a manner that will:

- i. Offer a dynamic blend of diverse and complementary land uses which will attract people to the south downtown area for year-round, daily and evening activity;*
- ii. provide complementary year-round indoor and outdoor public activities;*
- iii. provide for publicly-accessible physical linkages such as walkways, above ground linkages, and corridors to allow for the greatest opportunity for barrier-free access to the river and allow public circulation between adjacent developments.*
- iv. support and enhance existing and new commercial activities in the Downtown and Riversdale areas by encouraging both public and private investment*
- v. highlight the waterfront as a special feature in the context of an urban environment and provide strong linkages from the Downtown, South East Riversdale, the Gathercole site, and the riverbank.*
- vi. produce mixed use developments which will result in an urban environment which is integrated with public activities conducted on or near the riverbank.*
- vii. create a distinct identity and a sense of place in Saskatoon, and encourage the recognition of the historical richness of the area.*

4. LAND USE

To meet the objective of providing complementary uses in River Landing, the proposed development shall offer the opportunity for uses that will enhance and compliment the cultural institutions and neighboring businesses in the area. The site is to be developed as a mixed use site consisting of no less

than three uses, which may include Hotel, Office, Residential & Retail uses as identified in the DCD1 regulations. Site development shall include below grade structured parking and a public plaza.

The location of the proposed mix-use development within the emerging arts district of Saskatoon is seen as a positive factor in achieving the diversity of uses envisioned in River Landing. The development intends to provide a mixed-use project that will introduce many local users onto the site, as well as visitors.

Office development will add a substantial number of people to the site. These users are anticipated to have a positive and sustainable impact to local businesses, the adjacent cultural institutions, the riverbank, and the public plaza.

Provision of a full service hotel will provide hospitality services both for business visitors to River Landing as well as visitors to the area.

The effect of these diverse uses will be to animate the site and generate a day-night use cycle that will be continuous throughout the year. To further accentuate this positive effect, it is encouraged that the ground floor levels of the buildings include a variety of amenities such as shops, restaurants, amenity spaces, cafes and lobby functions.

Development in the DCD1 is subject to an Architectural Control Overlay District and must conform to the guidelines contained in the South Downtown Local Area Design Plan.

5. SITE DESIGN

Buildings on the site are to be generally located along 2nd Avenue North, 19th Street East and 3rd Avenue North. At grade, all buildings will contain 'active building frontages' and provide a continuous building façade along the street and internal public areas. 'Active building frontages' will contain several of the following elements: frequent door and transparent openings, 'retail ready' space to accommodate commercial and service uses, building projections and the incorporation of architectural elements that provide variation and visual interest. The incorporation of outdoor seating or other features that provide visual interest to the streetscape, public plaza or internal public areas, may also be considered elements of an active

building frontage.

Through lobbies are encouraged. Further, these buildings should include shops and restaurants that have their own at-grade entrances fronting onto the adjacent streets and public plaza. These entrances are to be barrier-free and shall offer convenience of access from multiple points and directions.

At ground connectivity from major adjacent streets into the public plaza is recommended. It is encouraged that the public plaza open directly onto Spadina Crescent walkway and allow for a wide at-grade access into the site from the adjacent river park further to the south. The configuration is to allow the site to function as a true 360 degree development, with barrier-free access from all sides.

Building design must address the fact that they are public facing on all sides, external to roads and sidewalk, and internal to a public plaza.

6. BUILDING FORM AND MASSING

Proposed buildings will comply with the height requirements of the DCD1 regulations.

Building setbacks shall align with the requirements of the DCD1 regulations, though relaxations may be granted at the discretion of the approving authority where building scale and design allows for appropriate sun penetration and wind protection to adjacent areas.

Wind Studies that support pedestrian comfort levels will be undertaken for development on the site. Landscaping, architectural, or other features will be designed into the project to mitigate any wind effects in the plaza area.

7. PUBLIC PLAZA

A primary feature of the development is the public plaza. The plaza should feature hardscape surfaces with defined walking paths, as well as an area with soft landscape, seating, and public amenities. The plaza should provide a civic space that would be flexible so as to allow for programmed and non-programmed use by the public, and be adaptable to different seasonal uses. The primary goal of this

approach is to generate year round daily pedestrian traffic in the space, and to encourage the citizens of Saskatoon to perceive themselves as stakeholders and welcome participants on the development site at any time throughout the year.

The plaza shall be developed as one large area at grade and must encompass a minimum of 15% of the development site. The plaza will be located on the southern portion of the development site so that it is open to Spadina Crescent East and the South Saskatchewan River providing a seamless transition to the riverbank park.

Should the site be developed to accommodate internal vehicle movement, pedestrian movement will be given the first priority.

8. LANDSCAPING AND SIGNAGE

The landscape design for the proposed development is intended to demonstrably improve the physical environment of River Landing by the provision of landscaped civic spaces. Landscaping shall include a mix of both hard and soft surfaces. High quality paving materials must be used. Native tree, plant and grass species should be prioritized.

All areas shall include pedestrian lighting and way finding elements. Signage may be incorporated at the top of buildings, unique in the skyline, as well as above or near a building's main entrance. Signage approval shall be subject to the discretion of the approving authority. The purpose of signage is for corporate & site identification only and shall not include third-party advertising.

9. PARKING

Parking shall be provided on-site in a below grade parking structure as per DCD1 regulations. Provision of parking stalls may be phased to correspond with the development of the site. Temporary or interim grade level parking may be permitted pending the completion of the overall site development.

Below grade parking structures may be interconnected and stalls may be shared between buildings to increase parking efficiency during peak & off-peak

hours. The amount of parking stalls provided shall be driven by anticipated market demands to provide sufficient parking for the uses proposed for the site.

Vehicular ramps leading to below-grade parking structures may be provided directly from 3rd Avenue and from 19th Street. Vehicular access from 2nd Avenue should be indirect through an internal laneway. Lay-bys may be provided on 19th Street East, 2nd Avenue North & 3rd Avenue North for pedestrian pickup and drop-off.

10. CONNECTIVITY

The site shall be developed to provide major pedestrian connectivity from the major adjacent intersections into the public plaza. Pedestrian routes will allow unobstructed barrier-free access into the site from 2nd Avenue North, 3rd Avenue North and 19th Street East. The public plaza will provide a wide at grade access along Spadina Crescent East. The pedestrian connectivity will allow a 360 degree development, with pedestrian access into the site from all sides.

Internal pathways and design of the public plaza shall be welcoming and guide pedestrians through the site. Pedestrian connectivity between buildings and through buildings on the site is encouraged wherever feasible to further enhance connectivity.

Development on the site, in so far as possible, shall integrate and link development features such as walkways and amenity spaces to adjacent developments and the riverbank.

11. HERITAGE

Site development shall recognize the heritage elements of the area and the site by incorporating areas of heritage recognition such as historical interpretation markers, plaques or installations.

12. SAFETY AND SECURITY

The active building frontages and uses at grade level will serve to promote natural surveillance of the

adjacent sidewalks and public plaza throughout the day. Access points to the site will be clearly defined and the hardscape within the site provides both clear demarcation of pedestrian space and unobstructed visual permeability into the site. Appropriate lighting throughout the project will ensure adequate visibility at night will be sensitive to the surrounding land uses. Detailed design will respect the intent and requirements of CPTED guidelines.

13. PHASING OF DEVELOPMENT

Buildings may be built and phased according to market demands. An overall site concept shall be provided to the approving authority prior to the commencement of development. The Site may be subdivided as required. The public plaza may be finalized prior to or in coordination with the completion of the last phase of the overall development.

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Conceptual Renderings of Site Plan and Development

SCHEMATIC SITE LAYOUT & USES



CONCEPT SITE LAYOUT. ANY SPECIFICATIONS IN THIS DEPICTION MAY CHANGE THROUGHOUT THE DESIGN DEVELOPMENT OF THIS PROPOSAL.

CONCEPT SITE PLAN
1:750



*CONCEPTUAL RENDERING



*CONCEPTUAL RENDERING

Proposed Zoning Bylaw No. 8770 Text Amendments – Uses Permitted in the Chemical Buffer Zone

Recommendation

That a copy of this report be forwarded to City Council recommending that, at the time of public hearing, City Council consider the Administration's recommendation to amend Zoning Bylaw No. 8770 to regulate office uses in the IL2 and IH2 zoning districts and allow contractors' offices, workshops, and yards in the IL3 zoning district.

Topic and Purpose

This report recommends additional uses be permitted in the zoning districts that fall within the one kilometre buffer of the chemical plants in the North Industrial area, to accommodate the needs of the industrial sector while maintaining restrictions on public occupancy in this area. This report proposes amendments to the IL2 – Limited Intensity Light Industrial District, IL3 – Limited Light Industrial District, and IH2 – Limited Intensity Heavy Industrial District to provide for small-scale office uses and contractors' offices, workshops, and yards.

Report Highlights

1. Proposed text amendments will create provisions for small-scale office uses within the IL2 and IH2 zoning district.
2. Proposed text amendments will allow for contractors' offices, workshops, and yards in the IL3 zoning district, provided standards for outdoor storage and screening are met.

Strategic Goal

The recommendations in this report support the City of Saskatoon's Strategic Goal of Continuous Improvement through the continued monitoring and updating of City bylaws.

Background

The IL2, IL3, and IH2 zoning districts were created to accommodate industrial land uses located within a one kilometre buffer of Akzo Nobel Chemicals Ltd. and Erco Worldwide chemical plants sited on Wanuskewin Road. Public assembly uses are restricted in the area, as these plants handle and store anhydrous ammonia and other potentially hazardous chemicals on the property.

In addition, provisions in the IL3 district, including more intensive screening requirements, restrictions on building height, and limits on outdoor storage, were incorporated in response to concerns regarding the visual impact of industrial development on the Silverwood golf course and residential lands to the south.

Proposed Zoning Bylaw No. 8770 Text Amendments – Uses Permitted in the Chemical Buffer Zone

Report

Proposed Amendments will Provide for Small-Scale Office Uses

Text amendments are recommended to allow for small-scale “office and office buildings” in the IL2 and IH2 zoning districts. The proposed amendments will ensure more consistency with permitted uses in other industrial zoning districts and facilitate economic development by providing for a range of related business uses that support and complement industrial uses.

The following text amendments are proposed:

- 1) Provide for small-scale office uses in the IL2 and IH2 zoning district:
 - i. Include “office and office buildings” as a permitted use in the IL2 and IH2 zoning districts, subject to restrictions on the size of each office use; a maximum building floor area of 325 square metres for each commercial rental unit, established as an office use, will be permitted for these uses.

It should be noted that the proposed amendments with recommended limits on the maximum size of office uses would not affect current provisions in the IL2 and IH2 zoning districts that allow for establishment of an office area as an accessory use, which is subordinate to and serves a permitted industrial use.

- ii. Clarify the intent of “office and plants of newspaper” by changing this wording to “newspaper plants”. The office component of a newspaper plant is permitted as an accessory use.

Proposed Amendment to Allow Contractors in the IL3 Zoning District

“Contractors’ offices, workshops, and yards” are currently listed as a prohibited use in the IL3 zoning district; however, these uses are well suited to the IL3 zoning district if they are able to adhere to storage and screening requirements. Currently outdoor storage must be screened from adjacent streets and public lands, and no outdoor storage is permitted on sites which abut a residential, institutional, or specialized district. This requirement mitigates any visual impact these uses may have on adjacent properties. The IL3 zoning district currently allows “office and office buildings” as a permitted use, and therefore, provisions for small-scale office uses are not required for this zoning district.

The following text amendment is proposed:

- i. Include “contractors offices’, workshops, and yards” as a permitted use in the IL3 Zoning District, subject to all storage, landscaping, and screening requirements established for this district.

Proposed Zoning Bylaw No. 8770 Text Amendments – Uses Permitted in the Chemical Buffer Zone

Options to the Recommendation

City Council could choose to deny the proposed amendments. This option is not recommended as it will not provide the flexibility for small-scale office development in the limited intensity industrial districts.

Public and/or Stakeholder Involvement

The proposed amendments were referred to the Transportation and Utilities Department and the Saskatoon Fire Department; both have provided feedback stating no objections. The proposal was reviewed by staff from Akzo Nobel Chemicals Ltd. and ERCO Worldwide, as well as a Community Advisory Panel, which provides input to these industries under their Responsible Care Program. They indicated no objections to the proposed amendments.

Communication Plan

If this recommendation is approved, the Saskatoon Region Association of Realtors and the Developers' Liaison Committee will be advised of the proposed bylaw amendment.

Other Implications/Considerations

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(a) of Public Notice Policy No. C01-021. Once this application has been considered by the Municipal Planning Commission, a request to approve advertising will be considered by Committee. Provided that the advertising is approved, a notice will be placed in The StarPhoenix two weeks prior to the public hearing date at City Council.

Report Approval

Written by: Michele Garcea, Planner, Community Standards Division
Reviewed by: Andrew Hildebrandt, Director of Community Standards
Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S:\Reports\2016\PD\MPC – Proposed Zoning Bylaw No. 8770 Text Amendments – Uses Permitted in the Chemical Buffer Zone\ks

Proposed Rezoning – From FUD, R1A, and B1B to B4MX – Evergreen District Village

Recommendation

That a 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, respecting land in the Evergreen neighbourhood, as outlined in this report, be approved.

Topic and Purpose

An application has been submitted by Saskatoon Land proposing to amend the zoning designations of land in the District Village area of the Evergreen neighbourhood from FUD – Future Urban Development District, R1A – One-Unit Residential District, and B1B – Neighbourhood Commercial – Mixed-Use District to B4MX – Integrated Commercial Mixed-Use District.

This application applies zoning that is necessary to implement the Evergreen Neighbourhood Concept Plan for the area outlined in this report.

Report Highlights

1. The Evergreen Neighbourhood Concept Plan (Concept Plan) identifies the Evergreen District Village as a high-density, mixed-use area accommodating commercial, institutional, and residential uses.
2. The proposed zoning amendments provide for pedestrian-oriented, street-fronting, mixed-use development on Baltzan Boulevard and McOrmond Drive.
3. This application represents the first application of the new B4MX – Integrated Commercial Mixed-Use (B4MX) District to land in Saskatoon.

Strategic Goal

This zoning amendment supports the Strategic Goal of Sustainable Growth. Evergreen was designed as a “complete community” neighbourhood that includes a District Village area accommodating commercial, institutional, and medium- to high-density residential uses.

Background

The Concept Plan was originally approved by City Council in June 2009 (see Attachment 1). Included in the Concept Plan was a District Village area in the northeast corner of the neighbourhood, adjacent to McOrmond Drive and centered on Baltzan Boulevard, accommodating commercial, institutional, and residential uses.

In June 2014, an amendment to the Concept Plan was approved respecting changes to the District Village, including a realignment of McOrmond Drive through the area to align with the confirmed route of the North Commuter Parkway, additional roadway connectivity between Evergreen and adjacent Aspen Ridge, and a reconfiguration of the land uses envisaged for the area.

A corresponding zoning amendment was also approved at that time to apply zoning designations that are consistent with the Concept Plan to some, but not all, of the land in the District Village.

Report

Concept Plan

The Concept Plan identifies the subject parcels for mixed-use development accommodating commercial, institutional, and residential uses (see Attachment 2).

The vision for the Evergreen District Village includes street-fronting, mixed-use development that fronts and interfaces with streets in the area to create a pleasant and pedestrian-oriented streetscape.

As part of this vision, McOrmond Drive has been designed to transition to a “complete street” design as it travels northeast from Baltzan Boulevard into the adjacent Aspen Ridge neighbourhood. A complete street design appropriately accommodates multiple users – pedestrians, cyclists, transit, and vehicles – in a safe and comfortable environment that is also designed to foster a sense of place. Laybys to and from the main roadway provide nose-in parking and separation for local traffic accessing the street fronting commercial in the District Village.

This roadway design and adjacent land use will be seamlessly maintained as one travels on McOrmond Drive into the Aspen Ridge portion of the District Village. A conceptual example of a complete street is provided in Attachment 3.

Official Community Plan Bylaw No. 8769

This area is designated as District Village Commercial (DVC) on the Official Community Plan Bylaw No. 8769 (OCP) – Land Use Map. DVC is a type of district commercial designation intended for commercial areas large enough to serve the needs of two to five neighbourhoods, but differ in that site and building configurations are intended to be significantly oriented to pedestrians. As per the OCP:

“District Village Commercial Areas may have development standards for building setbacks, off-street parking, site coverage and density which are more flexible than standard District Commercial Areas. The intent is to encourage development adjacent to the sidewalk, provide a stimulating pedestrian environment, and create a form of commercial development that encourages alternative forms of transportation.”

Zoning Bylaw No. 8770 Amendment

The zoning designations of the subject lands are proposed to be amended from FUD – Future Urban Development District (FUD), R1A – One-Unit Residential District (R1A), and B1B – Neighbourhood Commercial – Mixed-Use District (B1B) to B4MX – Integrated Commercial Mixed-Use (B4MX) District.

See Attachment 4 for a map showing the proposed amendment, which is consistent with the land use identified by the Concept Plan, as well as the OCP – Land Use Map.

B4MX District

The purpose of the B4MX District is to facilitate mixed-use development on principal streets in this district. It provides for a range of medium- to high-density residential, commercial, and institutional uses in a manner that encourages retail and service-based uses at grade level. The B4MX District promotes a compact, pedestrian-oriented built form that supports transportation options, street-oriented buildings, and active uses at grade level.

The B4MX District was adopted into Zoning Bylaw No. 8770 (Zoning Bylaw) by City Council as Saskatoon’s newest zoning district in December 2015. This zoning amendment represents the first application of the B4MX District to land in the city.

One of the sites proposed to be zoned B4MX, located on the southwest side of Baltzan Boulevard, has been zoned B1B since 2014. The B1B District similarly provides for mixed-use development and active uses at grade, albeit with a more limited range of commercial uses as it is intended for commercial/mixed-use sites at a smaller neighbourhood scale. Rezoning of this parcel to B4MX to provide for a wider range of permitted uses is appropriate due to its location in the District Village, intended to serve several neighbourhoods in the area, and its location adjacent to McOrmond Drive.

Comments from Other Divisions

No concerns were identified through the administrative referral process that would preclude this application from proceeding to a public hearing.

The Transportation Division, Transportation and Utilities Department, noted that Traffic Impact Assessments may be required for the development of each site at the building permit stage.

Options to the Recommendation

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

Public and/or Stakeholder Involvement

Extensive public consultation was undertaken during the development of the Concept Plan and subsequent amendment. As this application is consistent with the Concept Plan, no further consultation was conducted.

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. A notice will be placed in The StarPhoenix two weeks prior to the public hearing.

Attachments

1. Evergreen Concept Plan
2. Evergreen District Village
3. Conceptual Example of Complete Street
4. Location Map

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

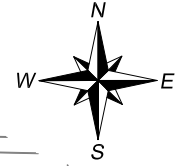
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EVERGREEN CONCEPT PLAN

AMENDED JUNE 23, 2014

ATTACHMENT 1

ORIGINAL EVERGREEN
CONCEPT PLAN
APPROVED JUNE 2009



- | | |
|--|--|
| SINGLE UNIT DETACHED | MIXED-USE (COMMERCIAL/RESIDENTIAL) |
| SINGLE UNIT DETACHED (RESIDENTIAL CARE HOME) | MIXED-USE (COMMERCIAL/RESIDENTIAL/INSTITUTIONAL) |
| LOW/MEDIUM DENSITY MULTI-UNIT | MUNICIPAL RESERVE |
| LOW/MEDIUM DENSITY MULTI-UNIT (STREET TOWNHOUSE) | BUFFER STRIP |
| MEDIUM/HIGH DENSITY MULTI-UNIT | POTENTIAL SCHOOL SITE |
| INSTITUTIONAL | NORTHEAST SWALE |
| PEDESTRIAN BRIDGE | CONCEPT PLAN BOUNDARY |
| | ZONING AMENDMENT AREA |

City of Saskatoon
Planning & Development

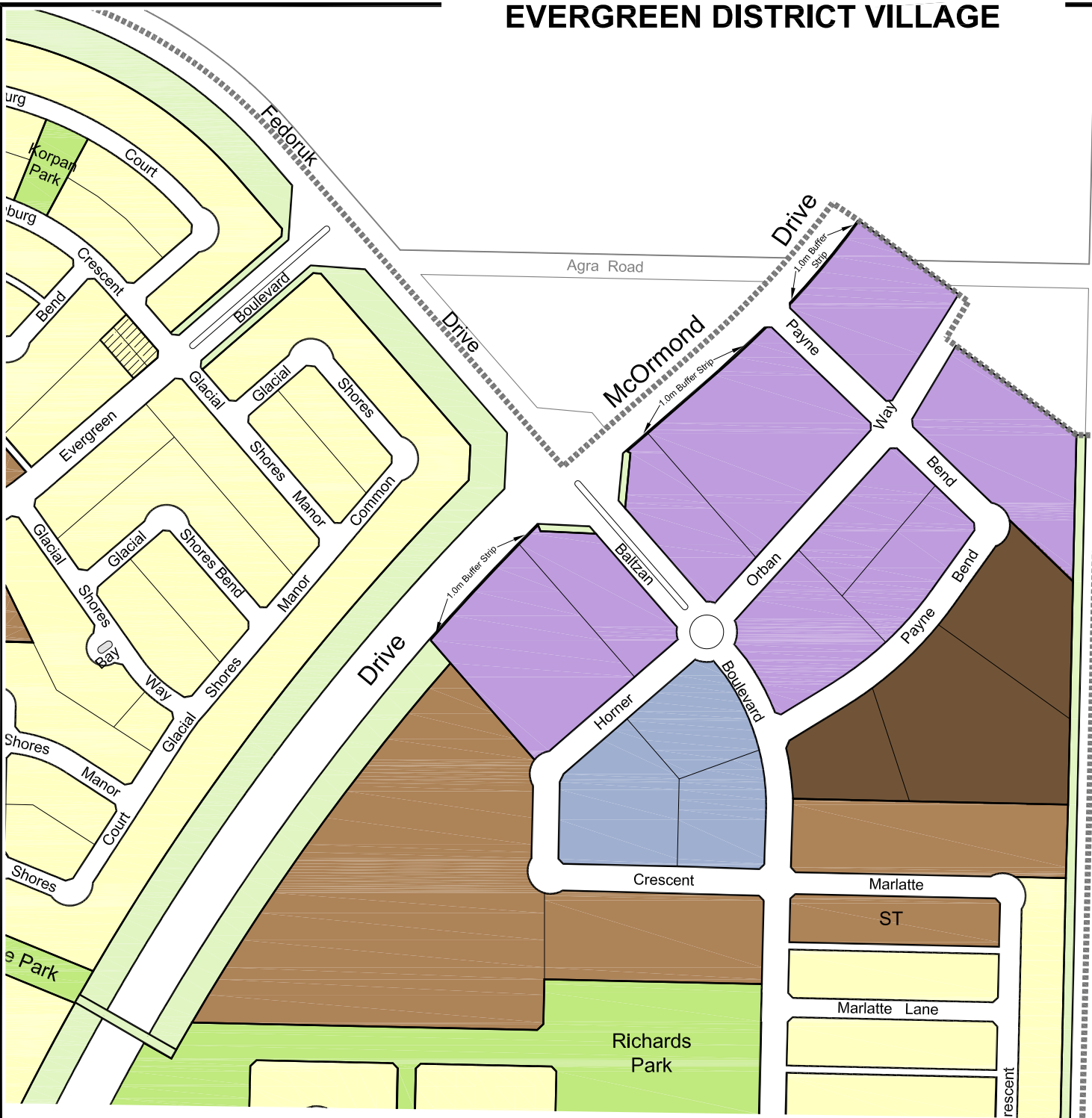
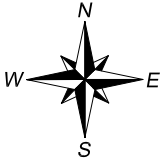
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March 3, 2016

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EVERGREEN DISTRICT VILLAGE

ATTACHMENT 2



- SINGLE UNIT DETACHED
- SINGLE UNIT DETACHED (RESIDENTIAL CARE HOME)
- LOW/MEDIUM DENSITY MULTI-UNIT
- LOW/MEDIUM DENSITY MULTI-UNIT (STREET TOWNHOUSE)
- MEDIUM/HIGH DENSITY MULTI-UNIT
- INSTITUTIONAL
- PEDESTRIAN BRIDGE
- MIXED-USE (COMMERCIAL/RESIDENTIAL/INSTITUTIONAL)
- MUNICIPAL RESERVE
- BUFFER STRIP
- CONCEPT PLAN BOUNDARY

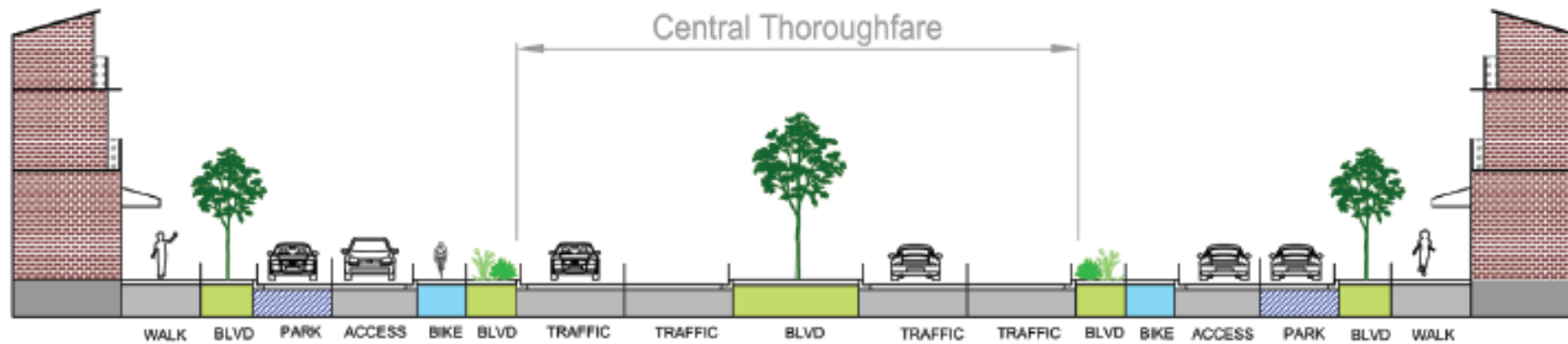


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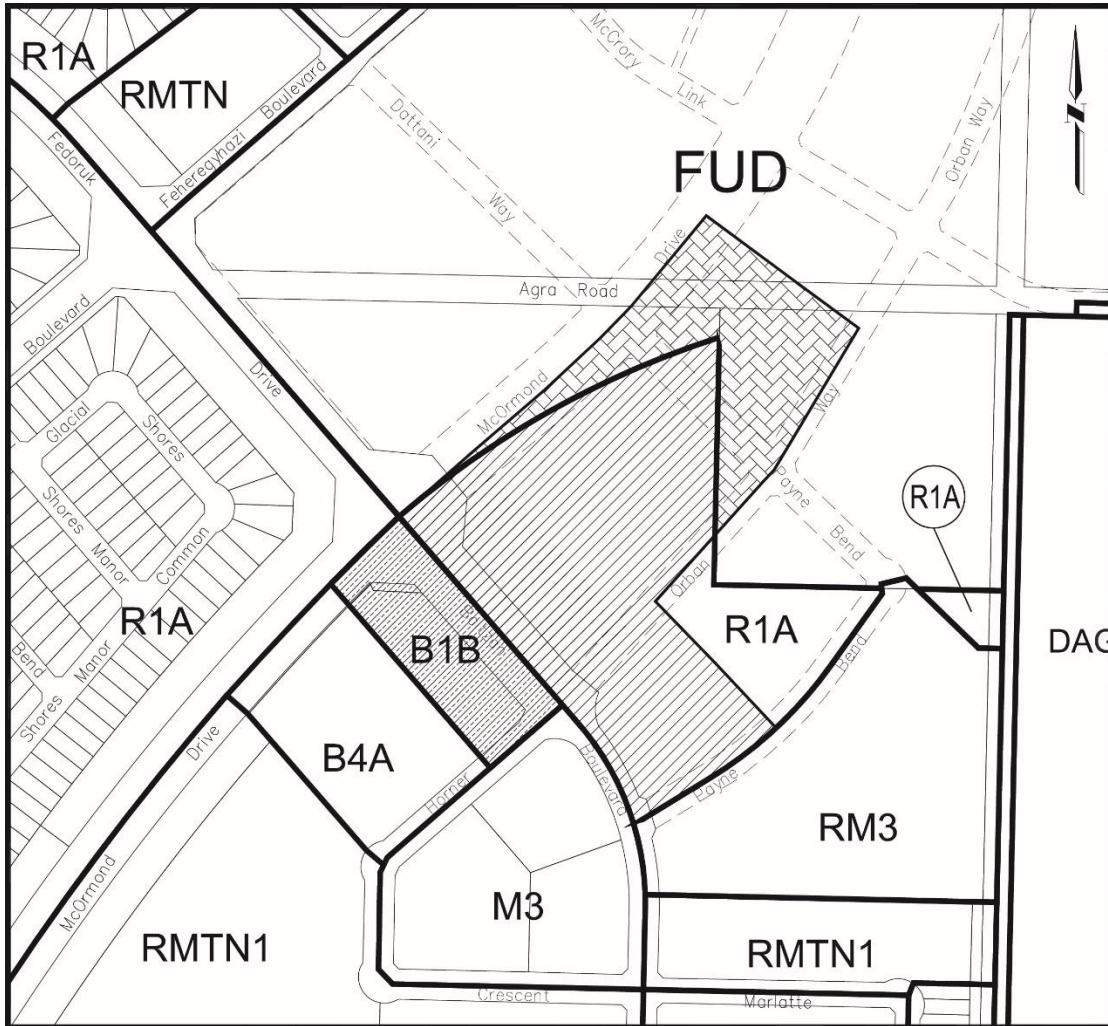
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Conceptual Example of Complete Street



Location Map



ZONING AMENDMENT

-  From R1A to B4MX
-  From FUD to B4MX
-  From B1B to B4MX



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Growth Plan to Half a Million

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to provide an update regarding the Growth Plan to Half a Million.

Report Highlights

1. Development of the Growth Plan to Half a Million (Growth Plan) included four rounds of major public engagement, which was used alongside technical evaluations to help inform and shape the final recommendations included in the Growth Plan.
2. The Growth Plan is fundamentally about urbanizing existing areas of the city along major transportation corridors to make complete communities in areas that are well-served by a variety of high-quality transportation options creating more choices for residents in how they move around and where they live.
3. The Growth Plan outlines eight key directions to guide transportation, transit, and land use planning to accommodate a population of half a million.
4. In April 2016, the final Growth Plan will be brought forward for consideration and approval, in principle, by the Governance and Priorities Committee and City Council.

Strategic Goals

The development of the Growth Plan supports a number of strategies and priorities for the City of Saskatoon's (City) Strategic Goals of Asset and Financial Sustainability, Sustainable Growth, Moving Around, and Environmental Leadership by enhancing the range of choices for Moving Around and providing a new model for growth that more effectively utilizes infrastructure.

Background

The Growth Plan was born out of the Saskatoon Speaks visioning process to meet the goals and objectives laid out in the City's Strategic Plan in the areas of Sustainable Growth and Moving Around.

Development of the Growth Plan began in 2013 with award of the contract to Urban Systems Ltd. for the Transit Plan; Rapid Transit Business Case; Core Area Bridge Strategy; and the Nodes, Corridors, and Infill Plan. Supporting initiatives include the Employment Area Study, Water and Sewer servicing, Financing Growth, Transportation Network, and the Active Transportation Plan.

The final round of public engagement for the Growth Plan's core initiatives of Corridor Growth, Transit, and Core Area Bridges concluded in November 2015.

Report

Major Public Engagement Events Have Concluded

Four rounds of major public engagement have occurred during development of the Growth Plan. Feedback received throughout the engagement process from members of the public and stakeholders has been used alongside technical evaluations to help shape final recommendations contained in the Growth Plan. Themes of the public engagement feedback are summarized in Attachment 1. The Fall 2015 Engagement Summary Report can also be found at www.growingfwd.ca, under "Downloads".

What is the Vision of the Growth Plan?

The Growth Plan is centred on the core initiatives of Corridor Growth, Transit, and Core Area Bridges. Focusing on these initiatives together sets the stage for a new growth model for Saskatoon as it grows to a population of half a million, by adding new tools to our growth management approach. Fundamentally, the Growth Plan is about urbanizing existing areas of the city along major transportation corridors to make complete communities in areas that are well-served by a variety of high-quality transportation options. Focusing growth in this manner creates more choices for our residents in how they move around and where they live.

Key Directions to Accommodate a Population of Half a Million

The Growth Plan and supporting initiatives lay out a new framework for growth, based on the following key directions:

- 1) focus growth and enable redevelopment along Saskatoon's major corridors with the goal of creating complete communities along these corridors;
- 2) support the development of strategic infill sites consisting of the Downtown, North Downtown, and the University of Saskatchewan's endowment lands to achieve infill targets;
- 3) provide a robust transportation network that includes opportunities for all modes of transportation;
- 4) create a range of enhanced transit services over time to meet a variety of needs;
- 5) implement rapid transit facilities and services along the city's major corridors as demand grows to support projected ridership;
- 6) use a range of operational methods to enhance the speed and reliability of transit services, including traffic management interventions, where necessary;
- 7) acknowledge the need for future additional river-crossing capacity within Circle Drive to serve anticipated travel demand and consider this alongside methods to increase the "people-carrying" capacity of all bridges; and

- 8) recognize that the supporting initiatives of the Financing Growth Strategy, the Employment Areas Study, and the Active Transportation Plan are also critical components to achieving this vision.

More details on each of these directions is laid out in Attachment 2, as well as in the Growth Plan Technical Report, which can be found online at www.growingfwd.ca, under “Downloads”.

Final Growth Plan Package

The Growth Plan will be brought forward to the Governance and Priorities Committee and City Council for consideration and approval, in principle, in April 2016.

Public and/or Stakeholder Involvement

Public and stakeholder engagement has been continuous throughout the project, primarily at key project milestones. In addition to general public engagement, numerous stakeholder groups have been engaged throughout the project. A full report on the engagement process and results was presented at the Growth Plan Summit on March 14, 2016, and can be found under the Minutes and Agendas section of the City’s website for the Governance and Priorities Committee, March 14, 2016 meeting.

Communication Plan

Following consideration of the Growth Plan at City Council, City Council’s decision will be communicated to the media via a Public Service Announcement and to stakeholders via email. The project website, www.growingfwd.ca, will also be updated. A separate communication plan will be required for any further project work or future implementation initiatives.

Policy Implications

Policy implications will be identified and brought forward as part of the ten-year action plan for implementation.

Financial Implications

The high-level costs of addressing the core initiatives of the Growth Plan will be outlined for the Governance and Priorities Committee in April. Detailed costs for each implementation project will be developed and presented to City Council on a project-by-project basis.

Other Considerations/Implications

There are no options, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The Growth Plan to Half a Million will be considered by the Governance and Priorities Committee and City Council for approval in April 2016.

An action plan for the ten-year period from 2017 to 2026 will be developed and reported back to the Governance and Priorities Committee and City Council in early 2017.

Public Notice

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

Attachment

1. Summary of the Public Engagement Themes
2. Key Directions to Accommodate Growth to Half a Million

Report Approval

Written by: Lesley Anderson, Project Manager, Growth Plan to Half a Million
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2016/PD/MPC – Growth Plan to Half a Million Update/lc

Summary of the Public Engagement Themes

Winter 2014 Engagement Summary Report #1

Public Engagement Period: February 25 to March 11, 2014

Engagement activities included:

- i) two public open houses;
- ii) an online public survey; and
- iii) stakeholder presentations.

The public events were comprised of a 20-minute presentation, followed by a come-and-go open house with activity stations where participants were invited to engage in conversations with civic staff and technical subject matter experts. Engagement questions were open-ended and resulted in a variety of types of responses. The feedback received was then categorized according to emergent themes.

Growth Plan Overview

What other goals and objectives should we consider to promote Moving Around?

What other goals and objectives should we consider to promote Sustainable Growth?

Transit System Plan

What are some barriers to your use of transit?

Which areas could be best served by improved transit service?

Are there other types of transit services you would like us to explore for Saskatoon?

Rapid Transit

What do you think are important features of rapid transit for Saskatoon?

Candidate corridors for rapid transit are identified on the map. What are some of the most important destinations served by these potential corridors? Should other corridors be considered?

Growth Near Major Corridors

What other ingredients are needed to support vibrant communities near major transit corridors?

Which areas have the greatest potential to be vibrant areas in the future?

Which areas in the city have these qualities today?

Core Area Bridges and Networks

What are the most important qualities of a “great” downtown street for you?

What strategies should we consider for improving mobility?

Results

Comments were wide-ranging. The full Winter 2014 Engagement Summary Report #1 can be found on the project website at www.growingfwd.ca > Get Involved > Downloads.

Summer 2014 Engagement Summary Report #2

Public Engagement Period: March to November 2014

The input gathered during the first round of engagement was used to develop detailed Growth Plan to Half a Million (Growth Plan) options for discussion during the next round of public engagement in November and December 2014. As such, the intent of the summer and fall 2014 project engagement was to continue to educate the public about Saskatoon's Growth Plan, generate interest in participating in its development, and check in to ensure the Growth Plan is on the right track.

Engagement and communication activities included:

- i) the release of the Winter 2014 Engagement Summary Report #1 and Growth Plan Summary Report #1 in June 2014;
- ii) the Spotlight On...Information series explaining the key elements driving the development of detailed Growth Plan options; and
- iii) 14 presentations to a variety of groups, reaching 470 people.

Fall 2014 Engagement Summary Report #3

Public Engagement Period: November 20 to December 7, 2014

Engagement activities included:

- i) two city-wide public workshops;
- ii) two community information sessions;
- iii) an online public survey; and
- iv) stakeholder presentations.

During this round of engagement, participants were presented with a shortlist of options being considered for each of the Growth Plan's key initiatives of Corridor Growth, Transit, and Core Area Bridges.

Corridor Growth

For Corridor Growth, participants were presented with a shortlist of seven prioritized corridors with redevelopment potential and asked the following questions:

1. Do you support the shortlist of corridors being considered or do you think some corridors are better suited for redevelopment, urban vibrancy, and rapid/frequent transit than others?
2. Did we hit the mark or are we missing anything?

Results

Participants were asked to indicate their support (high, medium, and low) for each of the candidate corridors being considered for redevelopment. In general, 8th Street received the highest support and the least "low-support" responses, followed by 22nd Street and Idylwyld Drive. The Confederation Suburban Centre received the lowest number of "high-support" responses and the highest number of "low-support" responses.

Transit

For Transit, participants were presented with the draft Future Transit Plan, which outlined service features and Bus Rapid Transit (BRT) alignment, and asked the following questions:

1. Do you support the proposed Future Transit Plan or are there features you like and others you don't?
2. Did we hit the mark or are we missing anything?

Results

Participants were asked to indicate their support (high, medium, and low) for the different features within the draft Future Transit Plan. In general, implementing BRT east-west and north-south received the strongest support.

Core Area Bridges

For Core Area Bridges, participants were presented with four long-term core area bridge management strategies and asked the following questions:

1. Which of the four long-term core bridge management strategies do you support?
2. Did we hit the mark or are we missing anything?

Results

Participants were asked to indicate their support (high, medium, and low) for each of the long-term strategies being considered to manage travel across core area bridges. The option for a new river crossing at 33rd Street alongside BRT lanes on the University Bridge received the strongest support. Maintaining “business-as-usual,” where we maintain the base transit system and complete the road network projects already identified, received the lowest support.

Engagement Summary Report #4

Public Engagement Period: February to June 2015

Engagement activities included:

- i) two Growth Plan public workshops;
- ii) a Growth Plan campus consultation;
- iii) an online public survey;
- iv) transit customer intercept surveys;
- v) an Aboriginal focus group;
- vi) a North Park and City Park community consultation;
- vii) a corridor survey;
- viii) an online representative citizen survey; and
- ix) stakeholder presentations.

This round of engagement presented the community with a detailed overview of the proposed draft long-term plan and possible implementation priorities for major corridor

redevelopment, a new transit system with BRT, and a 33rd Street river crossing with BRT lanes on the University Bridge.

The public events consisted of an overview presentation outlining the “business-as-usual” conditions that could be expected with continued growth, as well as an overview of the proposed long-term plan and implementation priorities. Participants were then led through a series of discussions in groups. They also had a workbook to review and were asked to provide comments.

Supplementary engagement, including an online representative citizen survey and targeted engagement with affected stakeholders, also took place during this round.

Participants were presented with the proposed long-term plan and asked to indicate their support through the following questions:

1. Do you support the recommended long-term direction of the Growth Plan?
 - a) overall Growth Plan;
 - b) redevelopment and infill along our major corridors;
 - c) the Transit Plan with BRT; and
 - d) a possible 33rd Street river crossing with bus lanes on the University Bridge.
2. How could we enhance the Growth Plan?
3. Are there other comments you would like to make?

The online representative survey was conducted from June 1 to June 9, 2015, by Inshtrix Research Inc., using their online research panel. A total of 801 randomly-selected Saskatoon residents participated in the survey. The survey questions were based on the March 2015 Workbook and the online public survey developed by Urban Systems Ltd. This enabled a direct comparison between the input collected through the open public engagement activities and this representative survey.

Overall Growth Plan

Results

In general, there was strong support for the main Growth Plan initiatives, which received over 80% support from participants in the open public engagement activities and 90% support from the representative survey respondents.

Corridor Growth was strongly supported by both the public event participants and the representative survey respondents at 85% and 88%, respectively.

The Transit Plan with BRT received support from 80% and 83% of public event and representative survey respondents, respectively.

The proposed river crossing received the lowest support from public event participants, with just over 60% showing support for it, while 78% of the representative survey respondents indicated support for a new river crossing.

Suggested enhancements to the Growth Plan most commonly relate to the improvement of traffic design planning and congestion reduction. Other suggestions included repair and maintenance of existing infrastructure and higher transit service levels, along with a focus on active transportation, among others.

Concerns were raised with a variety of factors, including:

- why growth is being encouraged;
- dissatisfaction with current conditions and levels of service for City services and infrastructure, which should be dealt with before planning for the future;
- how will other services and agencies cope with this level of growth? (i.e. social service agencies, affordable housing, etc.); and
- how will the City ensure that traffic flow is not negatively affected?

Corridor Growth

Results

Over half of respondents agreed with the short-term implementation priority assigned to both 22nd Street West and Preston Avenue/College Drive. However, 31% of those who responded said Holmwood Suburban Centre, also being considered as a short-term priority for redevelopment, should happen later. Many respondents also disagreed with the long-term priority assigned to Idylwyld Drive North, with 48% saying redevelopment should happen sooner.

These findings are generally consistent with representative survey results, which showed that:

- ~ Half of respondents supported the short-term projects, with the exception of the Holmwood Suburban Centre;
- ~ 45% of respondents felt 8th Street should be increased in priority; and
- ~ 41% of respondents supported Idylwyld Drive North as a long-term priority.

Transit

Participants were presented with 15 initiatives aimed at improving all aspects of the transit customer experience and asked to identify the most important priorities for the next ten years.

Results

Initiatives that would improve transit information ranked the highest amongst respondents. All 15 initiatives were identified as either a high or medium priority by more than 70% of respondents.

Representative survey respondents indicated high support (75%) for implementation of real-time bus arrival information, and 50% identified support for increasing the number of comfortable shelters and providing active transportation facilities as high-priority items.

As well, 22% of respondents indicated that higher transit service levels, including hours, frequency, and coverage, were missing priority items in the ten-year plan; 17% indicated improvements to the customer experience and transit image were also missing priority items within the plan.

The transit service and facility improvements being proposed for short-term implementation within five years were presented to those participating. Respondents were asked whether they agreed or disagreed with the high priority assigned to the improvements presented for the five-year plan.

Results

In general, respondents agreed with the high priority assigned to each of the seven short-term transit service and facility improvements. For all but one improvement (dedicated bus lanes on 3rd Avenue), more than half of those who responded to this question said the improvements were a high priority for the five-year plan.

Enhanced east-west (red line) rapid transit services (by increasing frequency, extending service into high ridership areas, and making the routing more direct) received the highest support with 76% of respondents saying the improvement is a high priority. A similar level of support was expressed by respondents to the representative survey. Support for extending conventional service to the west, northeast, and southeast was indicated by 69% of respondents as a high priority.

Dedicated bus lanes on 3rd Avenue was seen as high priority by 46% of representative survey respondents; however, 41% of respondents indicated it was not a high-priority item. Public engagement participants indicated a similar split with 43% identifying it as high priority and 43% identifying these dedicated lanes as not a priority.

Concerns were raised, relating to the following aspects of transit, among others, including:

- why is Light Rail Transit (LRT), or the conversion of existing rail lines to LRT, not being proposed;
- existing conditions for transit riders need to be improved;
- service hours and frequency need to be expanded, with many examples of specific route challenges;
- impacts of bus stops on vehicle traffic and traffic flow need to be addressed; and
- access to bus stops and appropriate shelter facilities throughout the network is an important component to ensure everyone can access transit.

Core Area Bridges

Based on the technical evaluation and the public input from the previous rounds of engagement, a river crossing connecting 33rd Street and Preston Avenue is being recommended as a very long-term option to support core-area travel demands. As this is a long-term option, this round of engagement discussed methods to delay the need for a new river crossing.

Results

As mentioned above, the recommendation for dedicated transit lanes on the University Bridge and a new river crossing received over 60% support from engagement participants, and 78% of representative survey respondents expressed support.

Results from the online survey allowed for further analysis of the level of support for the proposed river crossing and transit lane recommendations. Many respondents, who had chosen low support for the river crossing, indicated that they would not support another crossing in a different location, or that they would only support it in the north end or on the outskirts of the city.

As for the dedication of transit lanes on the University Bridge, respondents indicated that they would not support this in another location, or that they see the University Bridge as not having sufficient capacity for this. However, other comments indicated that a fair number of respondents would support bus lanes and active transportation facilities, given certain conditions.

Engagement Summary Report #5

Public Engagement Period: October 14 to November 8, 2015

Engagement activities included:

- two come-and-go public events;
- an online public survey;
- a stakeholder breakfast; and
- a corridor come-and-go information session.

This round of engagement presented the key recommendations and the recommended implementation priorities for the core initiatives.

Corridor Growth

The implementation priorities for Corridor Growth over the next ten years include developing five Corridor Area Plans in consultation with the community, as well as implementing Transit Oriented Design (TOD) guidelines for new forms of development. Corridor Area Plans in the next ten years would be developed for 8th Street East, College Drive, the Holmwood Suburban Centre, 22nd Street, and the Confederation Suburban Centre. In the long term, plans for Idylwyld Drive and 8th Street, west of Preston Avenue, would be developed.

Results

The short-, medium-, and long-term implementation priorities for Corridor Growth showed strong levels of support, with over 80% of respondents indicating medium or strong support. The top comments from those that indicated low support for the priorities had concerns about impacts to traffic and parking, or growth overall, as well as a number of respondents indicating they felt other corridors were higher priorities.

Transit

The implementation priorities being recommended for Transit over the next ten years include transforming transit across the city by improving overall customer experience, shifting our approach toward providing the most attractive services to the highest demand

areas, and implementing BRT lanes along 8th Street, 22nd Street, 3rd Avenue, 25th Street, and College Drive.

Results

The Transit implementation priorities received mid-range support, with 60% to 70% of respondents indicating medium or strong support. Comments from those indicating low support for the transit priorities generally indicated that coverage and/or routes should be improved, as well as the affordability of transit. Some respondents expressed concerns with dedicating traffic lanes for transit and BRT facilities.

For the long-term priorities, numerous respondents, including those that indicated low, as well as medium and strong support, wanted to see higher priorities placed on these improvements. Some indicated that LRT (as opposed to BRT) should be considered now.

Core Area Bridges

The Growth Plan is recommending an additional river crossing within Circle Drive, along with improvements to the transit system, as a long-term option to support growth and increase the “people-carrying” capacity across the river. The recommended location for a new bridge would connect 33rd Street with Preston Avenue and would serve a growing population within Circle Drive, including new development areas in the Downtown, North Downtown, and the University of Saskatchewan’s lands. In the first ten years of the plan, efforts and investments are recommended to be focused on developing the transit and active transportation networks in order to delay the need for an additional crossing.

Results

The short- and medium-term priorities for the Core Area Bridge initiative include focusing on implementing the transit plan and investing in active transportation infrastructure. These two key areas will help to delay the need for additional river crossing capacity.

The long-term priorities are an additional river crossing, connecting 33rd Street and Preston Avenue, as well as enhancing the people-moving capacity of existing bridges by dedicating transit lanes on the University Bridge.

This initiative received the lowest level of support of all the core initiatives, achieving a 68% support rating for the short- and medium-term priorities, and a 55% support rating for the long-term priorities. A number of respondents indicating low support included comments specifically against the 33rd Street/Preston Avenue bridge proposal, while for others indicating low support for the initiative, providing additional vehicle capacity was seen as counter to the active transportation and transit goals.

Comments from all levels of support generally indicated support for investments in transit and active transportation.

Key Directions to Accommodate Growth to Half a Million

1. **Focus growth and enable redevelopment along Saskatoon's major corridors with the goal of creating complete communities along these corridors.**

The city's major corridors have the potential to function as destinations for surrounding neighbourhoods and as vibrant areas for people to go about their daily activities. In many locations, major corridors can become more urban, providing comfortable, safe, and walkable environments with a variety of uses and amenities. In other areas, new housing opportunities with attractive access to transit can be developed. This is a new form of growth for Saskatoon, and one that presents the opportunity to accommodate approximately 15% of future population.

Zoning and infrastructure changes, new public amenities, and enhanced transportation options are required to make this happen. The scale, density, design, mix of land uses, and grid block structure will all need to be considered as part of planning for this growth. Public and stakeholder engagement, through a new secondary planning program, will occur to help determine appropriate changes in each area.

The highest priority locations for corridor growth have been identified as 8th Street, College Drive, Preston Avenue, 22nd Street, and Idylwyld Drive. Plans for 25th Street and 3rd Avenue through the downtown will be developed in line with the goals of both the City Centre Plan and the Growth Plan and will integrate with plans for enhanced transit.

2. **Support the development of strategic infill sites consisting of the Downtown, North Downtown, and the University of Saskatchewan's endowment lands to achieve infill targets.**

The strategic infill sites are larger, more complex projects that will produce more significant gains in population and slow the growth in the city's footprint. These projects will require greater supports, including, but not limited to, infrastructure planning and investment. Support for, and implementation of, these projects will be necessary to achieve the City's Sustainable Growth Goals and to provide choice and variety, meeting the changing needs of the community.

3. **Provide a robust transportation network that includes opportunities for all modes of transportation.**

As the city grows, the roadway network needs to expand and change in order to provide for the movement of people and goods within and beyond the city. The public right-of-way and facilities built within the city form the foundation of our transportation network providing places to walk, bike, and drive, and also for services like public transit and taxis. A conceptual roadway network has been prepared by the Administration and included in the public engagement for the Growth Plan. This will form the basis for a new transportation infrastructure priority list for the next ten years.

In addition, the Active Transportation Plan, which is nearing completion, will provide a vision and action plan for investments in active transportation city-wide that will help ensure that the transportation network is safe, practical, and accessible to all users, including those driving, walking, biking, or using other modes.

4. Create a range of enhanced transit services over time to meet a variety of needs.

Enhanced transportation choices throughout Saskatoon must include a robust transit system. Not only will a frequent and reliable transit network be an important element of attracting growth and redevelopment to major corridors, transit will also be key to creating a significant reduction in traffic congestion for a population of 500,000 people. Transit investment and ridership growth play significant roles in delaying traffic congestion throughout the city. Public feedback supports the need for additional investment in transit, starting with improvements to the customer experience.

The Growth Plan includes recommendations for transit moving forward from the current conventional service to a service that will meet the needs of residents when Saskatoon has reached a population of half a million. The Growth Plan lays out a series of changes for transit that will allow residents to choose from a variety of ways to use transit, including:

- a) walking to the nearest bus stop;
- b) walking or cycling further to access a more frequent service;
- c) driving or cycling to a park-and-ride station close to the rapid transit corridor to access a more frequent, direct service; or
- d) using a dial-a-ride or on-demand service in areas of low demand.

The addition of new types of services, transitioning the current local routes over time, and adding a variety of facilities are suggested ways to better meet the needs of residents. Some of these changes include:

- a) adding buses and service hours to provide more frequency along routes that show high transit demand and a concentration of destinations;
- b) adding service to growing areas of the city with new models of transit, such as a community shuttle service;
- c) implementing dedicated lanes and transit priority features on an incremental basis in order to build facilities as transit ridership grows;
- d) enhancing the directness of existing routes by removing deviations from main transit routes and looking for opportunities to reduce the loops at the end of routes;
- e) establishing park-and-ride facilities to allow residents to drive to the nearest park-and-ride station to access frequent or rapid transit service; and
- f) in the longer term (10 to 15 years), conventional local routes would be gradually transitioned to become an east-west, north-south grid system, where possible, which would establish frequent transit corridors and link more destinations in a more direct manner.

5. Implement rapid transit facilities and services along the city’s major corridors as demand grows to support projected ridership.

Rapid transit will serve as the spine to the transit network, providing a facility that will be used by many transit routes to improve travel time and reliability. Rapid transit corridors and stations will be planned to support and connect higher density mixed-use areas of the city, in order to enhance mobility for residents and visitors. The facility along the corridor will include transit priority measures such as dedicated lanes and transit priority signals, which will facilitate reliable service, while various routes accessing the corridor will provide frequency along the spine. Stations along the corridors will be designed for passenger comfort, safety, and accessibility.

6. Use a range of operational methods to enhance the speed and reliability of transit services, including traffic management interventions, where necessary.

In order to ensure the reliability of transit, buses need to be removed from general traffic lanes at recurring points of congestion. A variety of transit priority measures can be used to do this, including transit specific signals, dedicated lanes for transit, or the addition of a new lane along these routes. In some locations, this might result in the removal of on-street parking. In addition, technologies such as transit signal priority or queue jumps at traffic signals require that transit be given priority as a road user over others in the system. The details of these changes would be determined during functional planning, following approval of the Growth Plan.

7. Acknowledge the need for future additional river crossing capacity within Circle Drive to serve anticipated travel demand and consider this alongside methods to increase the “people-carrying” capacity of all bridges.

The Growth Plan process explored options to improve access to and from the core area of Saskatoon (within Circle Drive) and involved a review of the city’s core bridge capacity to find opportunities to balance the movement of more people across them. Four long-term core bridge management strategies were developed and vetted during the public engagement in late 2014.

One of the largest factors that will affect the need for the management of bridge capacity includes the strategic infill projects that are expected to occur within Circle Drive, which have the potential to bring in 75,000 new residents. Providing the appropriate transportation connections to accommodate this level of infill will be important. Creating access options, by connecting the existing roadway network and enhancing the grid system will help to disperse traffic generated by these new developments. An additional four lanes of river crossing capacity is anticipated to be required in the long term to accommodate this growth in the centre of Saskatoon. The technical recommendation for the location of this additional capacity is at 33rd Street connecting to Preston Avenue.

During public engagement, there was concern expressed regarding the proposed location. Nearby residents and businesses identified concerns with increasing traffic volumes, neighbourhood impacts, and the continued promotion of vehicle use through new roadway infrastructure. There were also supporters of the concept, and the representative sample of residents in June 2015, showed a 78% support rating. Despite the concerns raised, the technical recommendation remains to create a new river crossing at 33rd Street and Preston Avenue. In order to address the concerns of the community, a full-scale public engagement and design process will be required in the future before a design and final decision for the bridge is made.

Following the opening of the North Commuter Parkway and Traffic Bridges, traffic patterns will be monitored in order to identify any changes requiring the recommended location to be revisited. The Administration anticipates that any further work on a new crossing will not be required for over ten years.

In addition to a recommended new crossing, operational changes to existing bridges will need to be considered in order to maximize the “people-carrying” capacity of all bridges, including the potential to implement dedicated transit lanes on the University Bridge in the future. Improvements to traffic flow as transit approaches the bridge will be necessary, in order to delay the need for dedicated lanes on the bridge. A series of incremental traffic and transit operational changes will need to occur, but the need for dedicated lanes is expected to be 15 to 20 years in the future.

8. Recognize that the supporting initiatives of the Financing Growth Strategy, the Employment Areas Study, and the Active Transportation Plan are also critical components to achieving this vision.

The Growth Plan’s core initiatives of Corridor Growth, Transit, and Core Area Bridges are only part of the picture. To meet the vision identified by the community through Saskatoon Speaks and the vision of the Growth Plan itself, the input and implementation from these supporting initiatives, which have been under development concurrently, will also be necessary.

Land Use Applications Received for the Period Between January 20, 2016, to February 17, 2016

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 for the period between January 20, 2016, to February 17, 2016.

Report

Each month, land use applications 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 and

Approved by: Alan Wallace, Acting General Manager, Community Services Department

S/Reports/2016/PD/Land Use Apps/PDCS – Land Use Apps – March 7, 2016/ks

Land Use Applications Received by the Community Services Department For the Period Between January 20, 2016, to February 17, 2016

The following applications have been received and are being processed:

Condominium

- Application No. 2/16: 404 Cartwright Street (32 Units)
Applicant: George, Nicholson, Franko & Associates for
Valentino Homes Ltd.
Legal Description: Block 105B, Plan No. 102043156
Proposed Use: 32 Residential Condominium Units
Current Zoning: DCD4
Neighbourhood: The Willows
Date Received: February 9, 2016

Discretionary Use

- Application No. D2/16: 523 20th Street West
Applicant: Chris Knoppert
Legal Description: Lot 20, Block 21, Plan No. E5618
Proposed Use: Tavern
Current Zoning: B5C
Neighbourhood: Riversdale
Date Received: January 22, 2016
- Application No. D3/16: 119 J.J. Thiessen Crescent
Applicant: Emina and Goran Jelisavic
Legal Description: Lot 5, Block 928, Plan No. 78S15186
Proposed Use: Personal Care Home
Current Zoning: R1A
Neighbourhood: Silverwood Heights
Date Received: January 29, 2016

Official Community Plan

- Amendment No. OCP 5/16: 602 - 604 64th Street and 603 - 641 66th Street
Applicant: Saskatoon Land
Legal Description: Lots 1 to 12, Block 944, Plan No. 102197729
Proposed Use: To Accommodate the Sale of Light Industrial Parcels
Current Land Use Designation: Heavy Industrial
Proposed Land Use Designation: Light Industrial
Neighbourhood: Marquis Industrial
Date Received: January 21, 2016

Official Community Plan

- Amendment No. OCP 11/16: Annexed Lands
Applicant: City of Saskatoon Planning and Development
Legal Description: Various
Proposed Use: Residential Development
Current Land Use Designation: Under Control of Corman Park-Saskatoon Planning District Official Community Plan
Proposed Land Use Designation: Urban Holding Area, Special Use Area, and Industrial
Neighbourhood: Holmwood, University Heights, North and Northwest Development Areas, and Marquis Industrial
Date Received: February 3, 2016

Rezoning

- Application No. Z6/16: 602 - 640 64th Street and 603 - 641 66th Street
Applicant: Saskatoon Land
Legal Description: Lots 1 to 12, Block 944, Plan No. 102197729
Proposed Use: To Accommodate the Sale of Light Industrial Parcels
Current Zoning: IH
Proposed Zoning: IL1
Neighbourhood: Marquis Industrial
Date Received: January 21, 2016
- Application No. Z9/16: Baltzan Boulevard/Orban Way/Payne Bend
Applicant: Saskatoon Land
Legal Description: Parcels BB, XX, and YY, Plan to be registered
Proposed Use: To Provide for Commercial and Mixed-Use Development in the Evergreen District Village, Consistent with the Concept Plan
Current Zoning: R1A and FUD
Proposed Zoning: B4MX and B4A
Neighbourhood: Evergreen
Date Received: January 29, 2016
- Application No. Z10/16: McOrmond Drive/Highway 5
Applicant: Dream Developments
Legal Description: Parcel B, Plan No. 102194459, ext. 0 and Parcel E, Plan No. 102194459, ext. 0
Proposed Use: To Provide for District Commercial Development in the Brighton Neighbourhood, Consistent with the Concept Plan
Current Zoning: B4H
Proposed Zoning: B4
Neighbourhood: Brighton
Date Received: January 29, 2016

Subdivision

- Application No. 5/16 :
Applicant: 3065 Preston Avenue South
Webb Surveys for
Circle Drive Senior Citizens Home Inc.
Legal Description: Part of Parcel F, Plan No. 78S27733 and
Parcel X, Plan No. 86S51321
Proposed Use: To Consolidate Part of Parcel F with Parcel X so
Leased Parking Area is Included with their Current
Holdings
Current Zoning: M3
Neighbourhood: Stonebridge
Date Received: January 22, 2016

- Application No. 6/16:
Applicant: 717 4th Avenue North
Altus Geomatics for Andrew Benjamin Machnee
Legal Description: Lots 22 and 23, Block 8, Plan No. F1418
Proposed Use: To Create Separate Titles for a Two-Unit Dwelling
Current Zoning: R2
Neighbourhood: City Park
Date Received: January 25, 2016

- Application No. 7/16:
Applicant: Central Avenue between Garvie Road and
Agra Road
CIMA Geomatics Land Surveying Inc. for
City of Saskatoon
Legal Description: Part of Parcel A, Plan No. 86S45475
Proposed Use: Transfer of Land to the City of Saskatoon
for Road-Use Purposes
Current Zoning: DAG1
Neighbourhood: University Heights Sector Plan
Date Received: January 22, 2016

- Application No. 8/16:
Applicant: Central Avenue between Garvie Road and
Agra Road
CIMA Geomatics Land Surveying Inc. for
City of Saskatoon
Legal Description: Parcel 3 and MB5, Block 279, Plan No. 101907592
Proposed Use: Transfer of Land to the City of Saskatoon
for Road-Use Purposes
Current Zoning: DAG1
Neighbourhood: University Heights Sector Plan
Date Received: January 22, 2016

Subdivision

- Application No. 9/16: Central Avenue between Garvie Road and Agra Road
Applicant: CIMA Geomatics Land Surveying Inc. for City of Saskatoon
Legal Description: Part LS 12, 24-37-5 W3M
Proposed Use: Transfer of Land to the City of Saskatoon for Road-Use Purposes
Current Zoning: DAG1
Neighbourhood: University Heights Sector Plan
Date Received: January 22, 2016
- Application No. 10/16: Central Avenue between Garvie Road and Agra Road
Applicant: CIMA Geomatics Land Surveying Inc. for City of Saskatoon
Legal Description: Parcel CC, Plan No. 102102725
Proposed Use: Transfer of Land to the City of Saskatoon for Road-Use Purposes
Current Zoning: DAG1
Neighbourhood: University Heights Sector Plan
Date Received: January 22, 2016
- Application No. 11/16: Central Avenue between Garvie Road and Agra Road
Applicant: CIMA Geomatics Land Surveying Inc. for City of Saskatoon
Legal Description: Part of Parcel A, Plan No. 65S22382; Parcel B, Plan No. 101392354; and Parcel C, Plan No. 101392680
Proposed Use: Transfer of Land to the City of Saskatoon for Road-Use Purposes
Current Zoning: DAG1
Neighbourhood: University Heights Sector Plan
Date Received: January 22, 2016
- Application No. 12/16: Central Avenue between Garvie Road and Agra Road
Applicant: CIMA Geomatics Land Surveying Inc. for City of Saskatoon
Legal Description: Part LS 9, 10, and 11, 23-37-5 W3M
Proposed Use: Transfer of Land to the City of Saskatoon for Road-Use Purposes
Current Zoning: DAG1
Neighbourhood: University Heights Sector Plan
Date Received: January 22, 2016

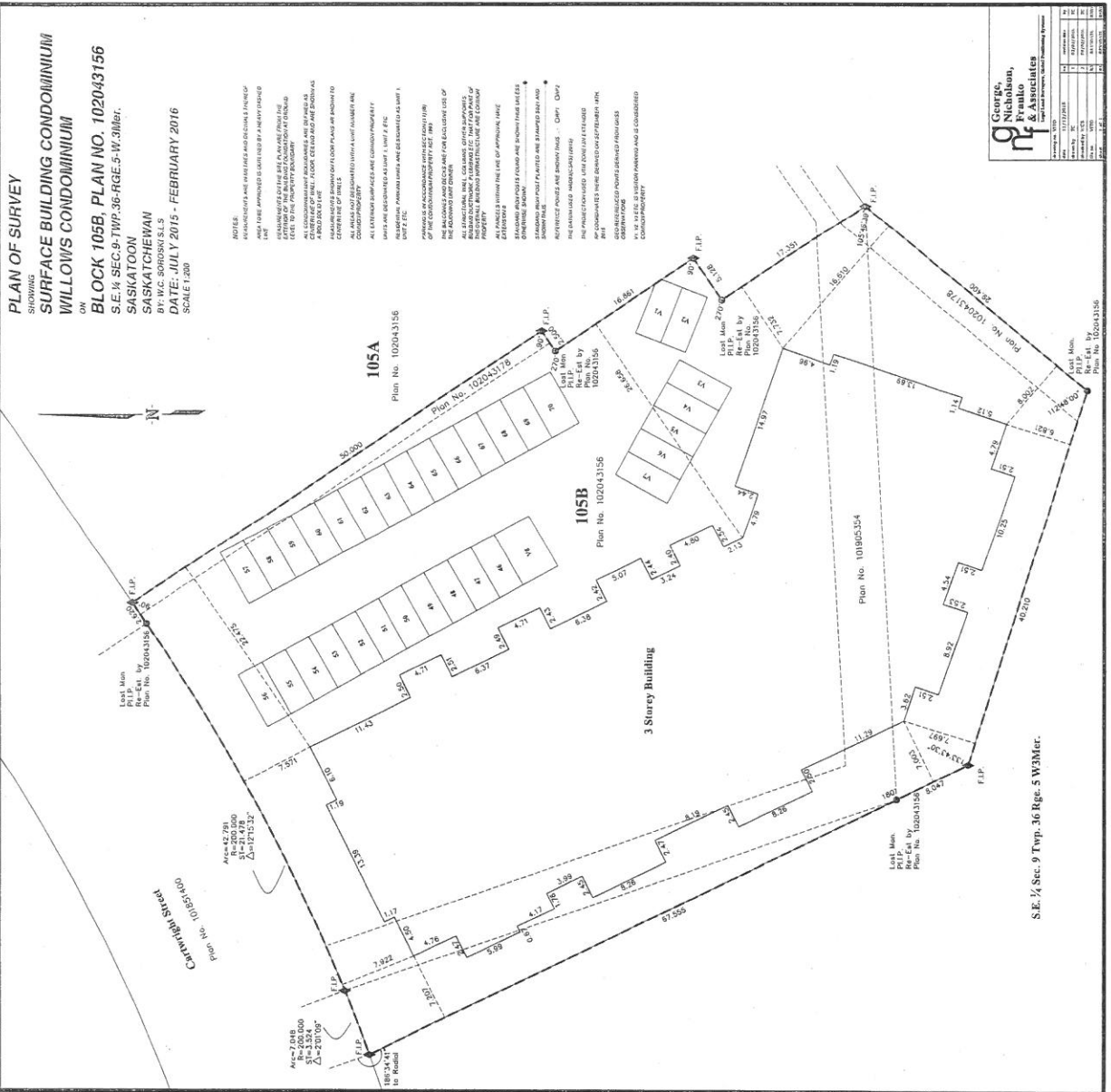
Subdivision

- Application No. 13/16: Central Avenue between Garvie Road and Agra Road
Applicant: CIMA Geomatics Land Surveying Inc. for City of Saskatoon
Legal Description: Part SE ¼, 11-37-5 W3M and Parcel B, Plan No. 76S21090
Proposed Use: Transfer of Land to the City of Saskatoon for Road-Use Purposes
Current Zoning: DAG1
Neighbourhood: University Heights Sector Plan
Date Received: January 22, 2016
- Application No. 14/16: 3206 11th Street West
Applicant: Webb Surveys for Northridge Developments Corp.
Legal Description: Part Parcel E, Plan No. 102080225
Proposed Use: Proposed Multi-Family Development
Current Zoning: RM4
Neighbourhood: Montgomery Place
Date Received: February 10, 2016
- Application No. 15/16: Marquis Drive/Wanuskewin Road
Applicant: CIMA Geomatics Land Surveying Inc. for City of Saskatoon
Legal Description: Part of Parcel A, Plan No. 63S09313
Proposed Use: Transfer of Land to the City of Saskatoon for Road-Use Purposes
Current Zoning: DAG1
Neighbourhood: University Heights Sector Plan
Date Received: February 16, 2016
- Application No. 16/16-1; 16/16-2: Marquis Drive/Wanuskewin Road
Applicant: CIMA Geomatics Land Surveying Inc. for City of Saskatoon
Legal Description: Parcel B, Plan No. 63S17126; MB1, Plan No. 101876092; Road Plan 65S07195; and Road Allowance
Proposed Use: Transfer of Land to the City of Saskatoon for Road-Use Purposes; Creation of Municipal Reserve and Access Parcel
Current Zoning: DAG1
Neighbourhood: University Heights Sector Plan
Date Received: February 16, 2016

Attachments

1. Plan of Proposed Condominium No. 2/16
2. Plan of Proposed Discretionary Use D2/16
3. Plan of Proposed Discretionary Use D3/16
4. Plan of Proposed Official Community Plan Amendment No. OCP 5/16
5. Plan of Proposed Official Community Plan Amendment No. OCP 11/16
6. Plan of Proposed Rezoning No. Z6/16
7. Plan of Proposed Rezoning No. Z9/16
8. Plan of Proposed Rezoning No. Z10/16
9. Plan of Proposed Subdivision No. 5/16
10. Plan of Proposed Subdivision No. 6/16
11. Plan of Proposed Subdivision No. 7/16
12. Plan of Proposed Subdivision No. 8/16
13. Plan of Proposed Subdivision No. 9/16
14. Plan of Proposed Subdivision No. 10/16
15. Plan of Proposed Subdivision No. 11/16
16. Plan of Proposed Subdivision No. 12/16
17. Plan of Proposed Subdivision No. 13/16
18. Plan of Proposed Subdivision No. 14/16
19. Plan of Proposed Subdivision No. 15/16
20. Plan of Proposed Subdivision No. 16/16-1; 16/16-2

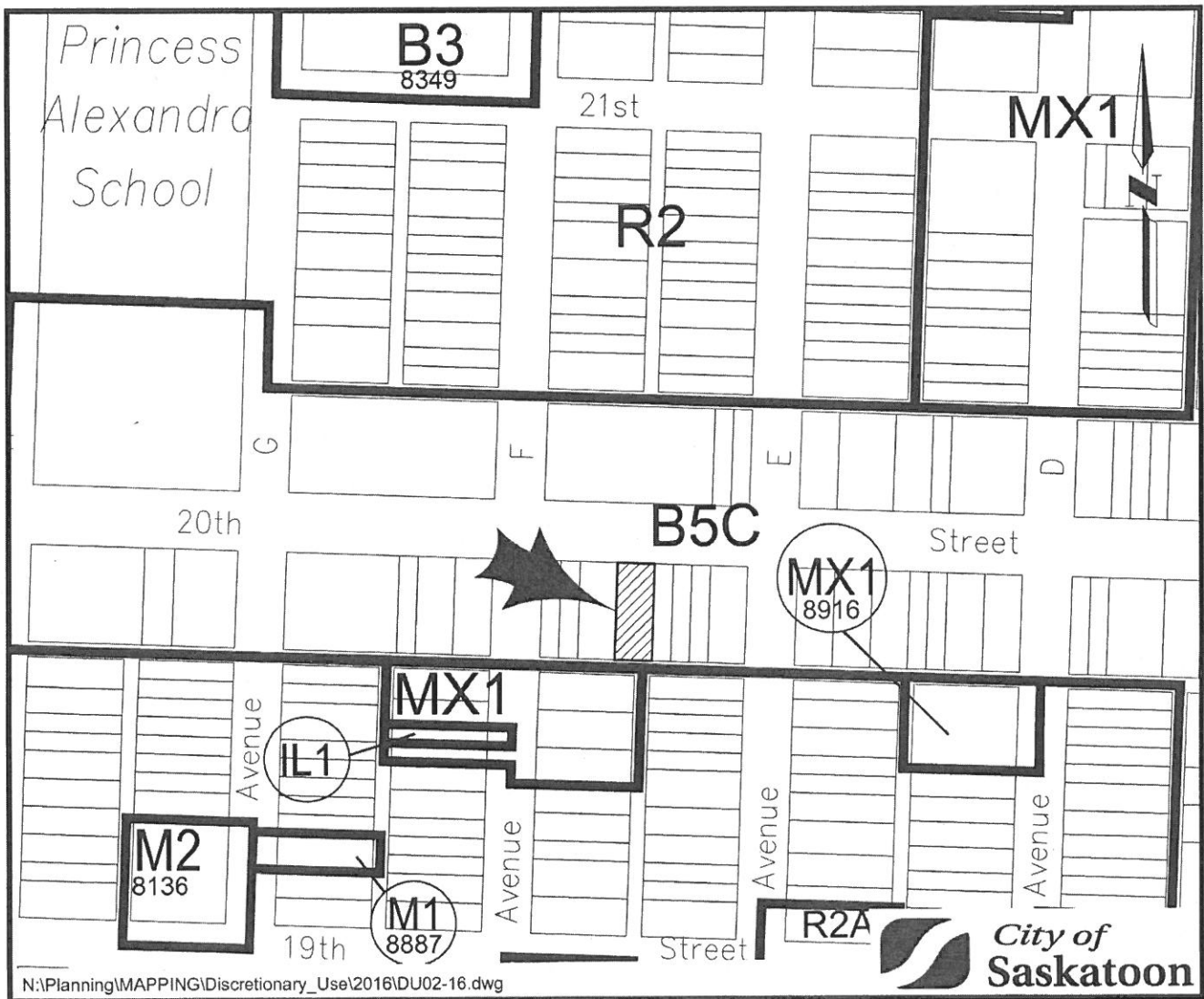
Sheet 1 of 5



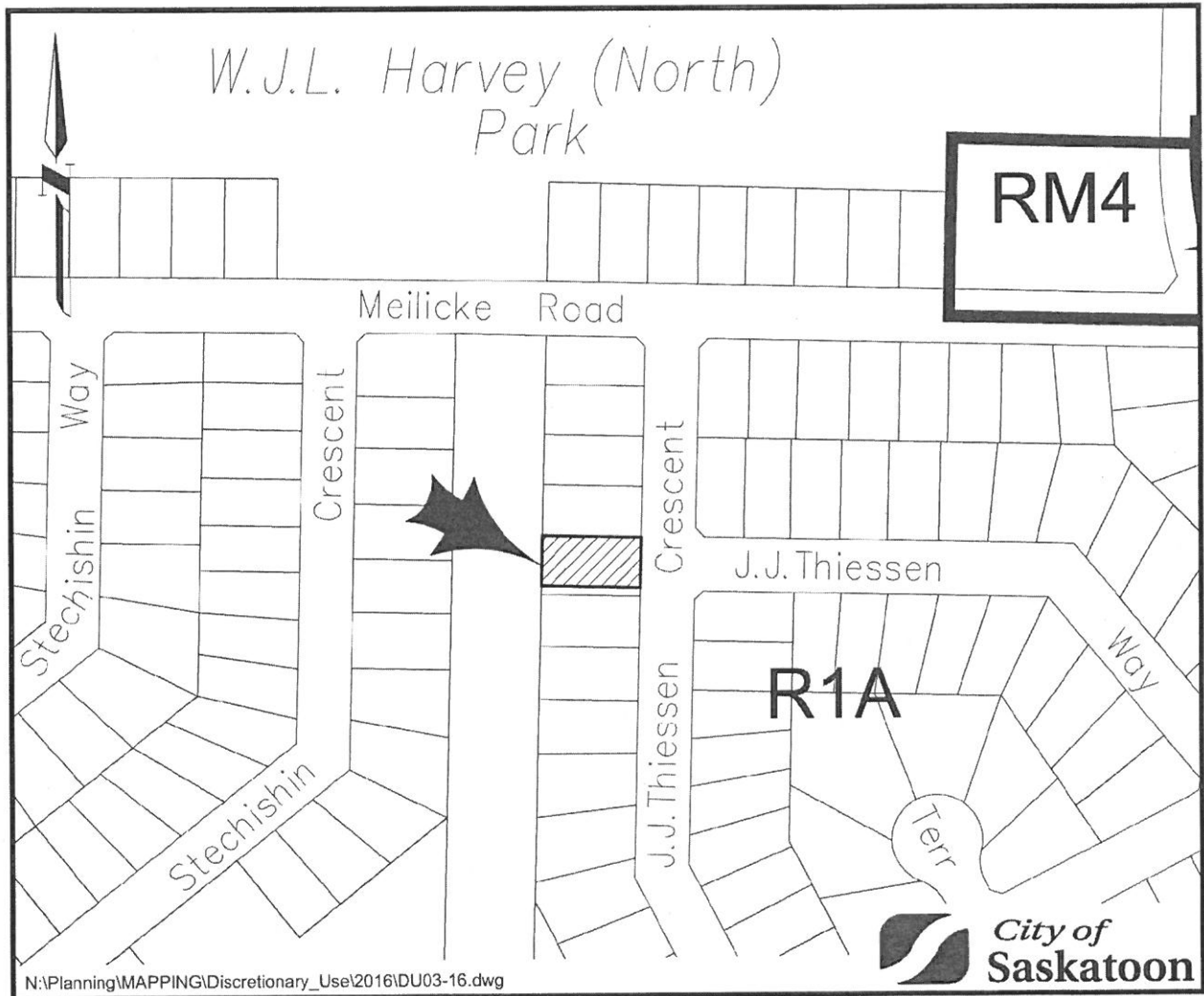
PLAN OF SURVEY
 SHOWING
SURFACE BUILDING CONDOMINIUM
WILLOWS CONDOMINIUM
 ON
BLOCK 105B, PLAN NO. 102043156
 S.E. 1/4 SEC. 9 TWP. 36 RGE. 5 W. 3MER.
 SASKATCHEWAN
 SASKATCHEWAN
 BY: W.C. SORDSKI S.L.S.
 DATE: JULY 2015 - FEBRUARY 2016
 SCALE 1:200

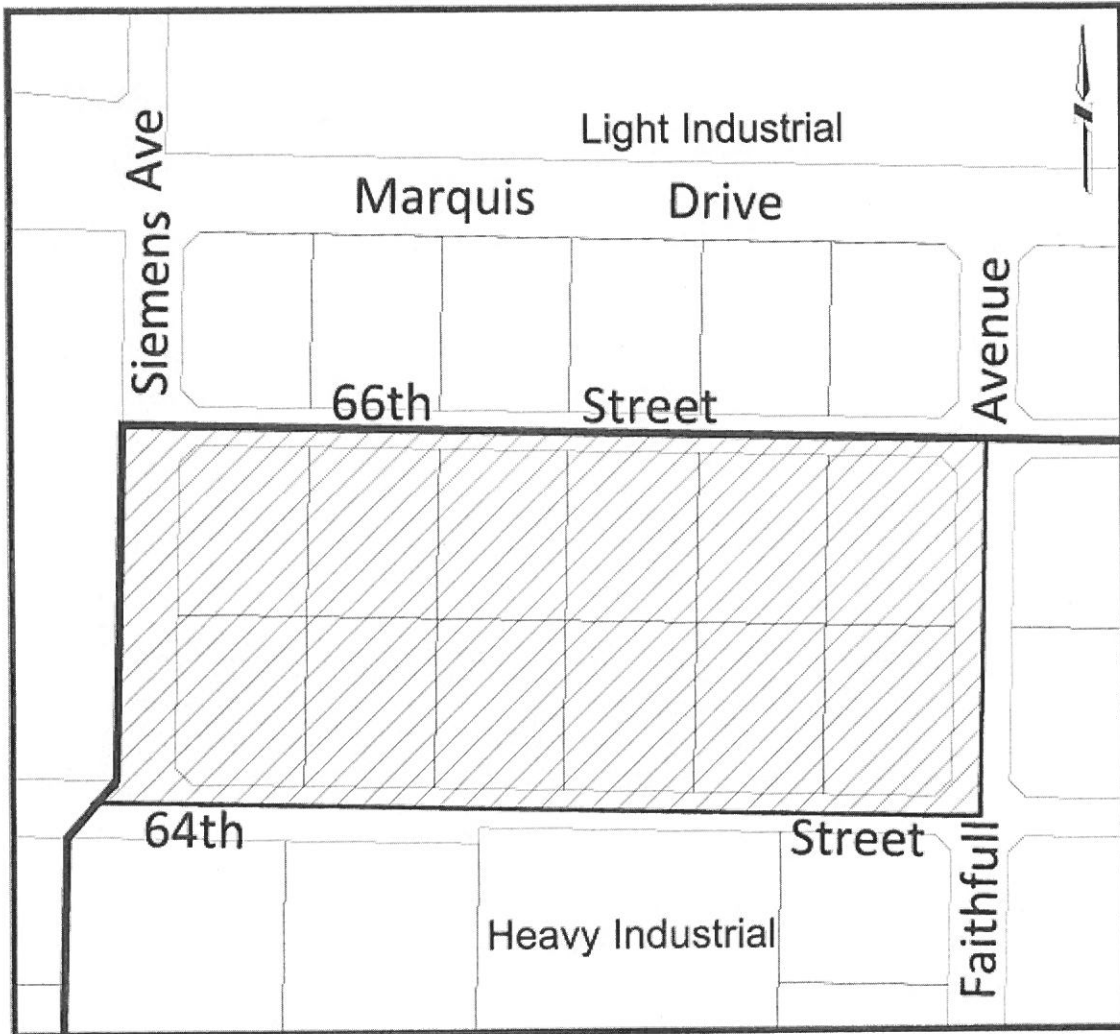
NOTES:
 1. DIMENSIONS ARE GIVEN IN METERS AND DECIMALS THEREOF.
 2. THIS APPROVED PLAN IS VALID FOR THE PURPOSES OF THE SURVEY ACT AND THE SURVEY REGULATIONS.
 3. THE SURVEYOR'S OFFICE IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED TO THE SURVEYOR.
 4. THE SURVEYOR'S OFFICE IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED TO THE SURVEYOR.
 5. THE SURVEYOR'S OFFICE IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED TO THE SURVEYOR.
 6. THE SURVEYOR'S OFFICE IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED TO THE SURVEYOR.
 7. THE SURVEYOR'S OFFICE IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED TO THE SURVEYOR.
 8. THE SURVEYOR'S OFFICE IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED TO THE SURVEYOR.
 9. THE SURVEYOR'S OFFICE IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED TO THE SURVEYOR.
 10. THE SURVEYOR'S OFFICE IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED TO THE SURVEYOR.

George, Nicholson, Franko & Associates 10111 10th Street, Saskatoon, SK S7N 3K5 Phone: (306) 975-1111 Fax: (306) 975-1112 Email: info@gnf.ca Website: www.gnf.ca	
DATE	2015.07.15
BY	W.C. SORDSKI S.L.S.
SCALE	1:200
PROJECT	WILLOWS CONDOMINIUM
PLAN NO.	102043156
SECTION	S.E. 1/4 SEC. 9 TWP. 36 RGE. 5 W. 3MER.
CITY	SASKATOON
PROVINCE	SASKATCHEWAN
COUNTRY	CANADA



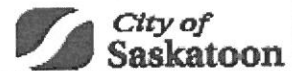
Proposed Discretionary Use D3/16



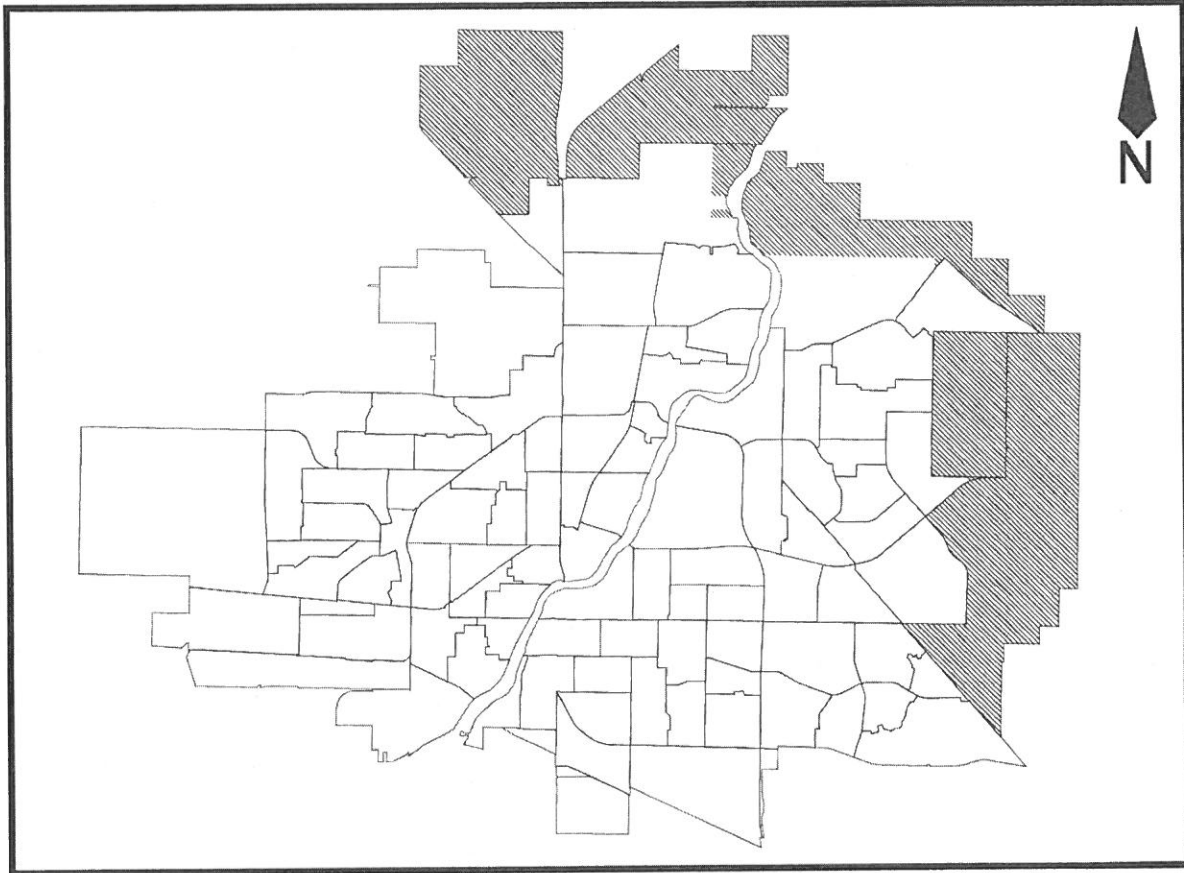


OFFICIAL COMMUNITY PLAN AMENDMENT
LAND USE MAP

 From Heavy Industrial to Light Industrial



Proposed Official Community Plan OCP 11/16



PROPOSED OFFICIAL COMMUNITY PLAN AMENDMENT
LAND USE MAP

 Proposed OCP Amendment

File No. OCP11-2016

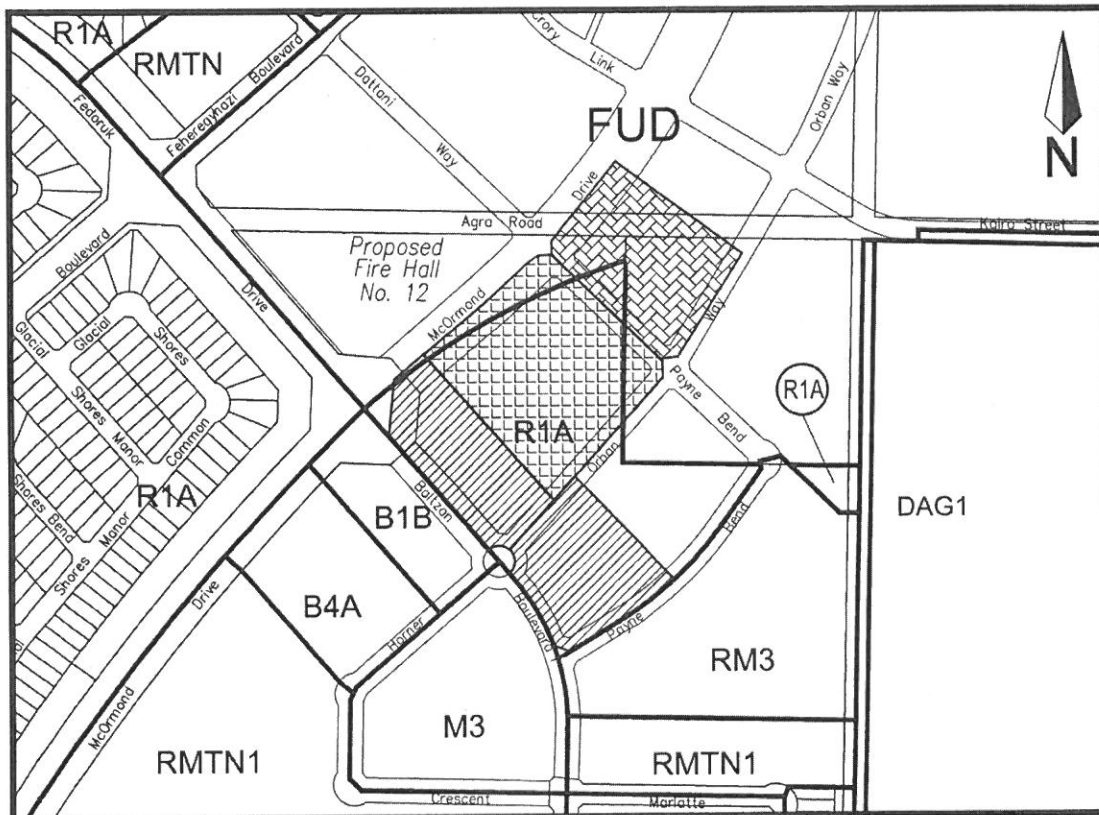


ZONING AMENDMENT

 From IH to IL1



Proposed Rezoning Z9/16

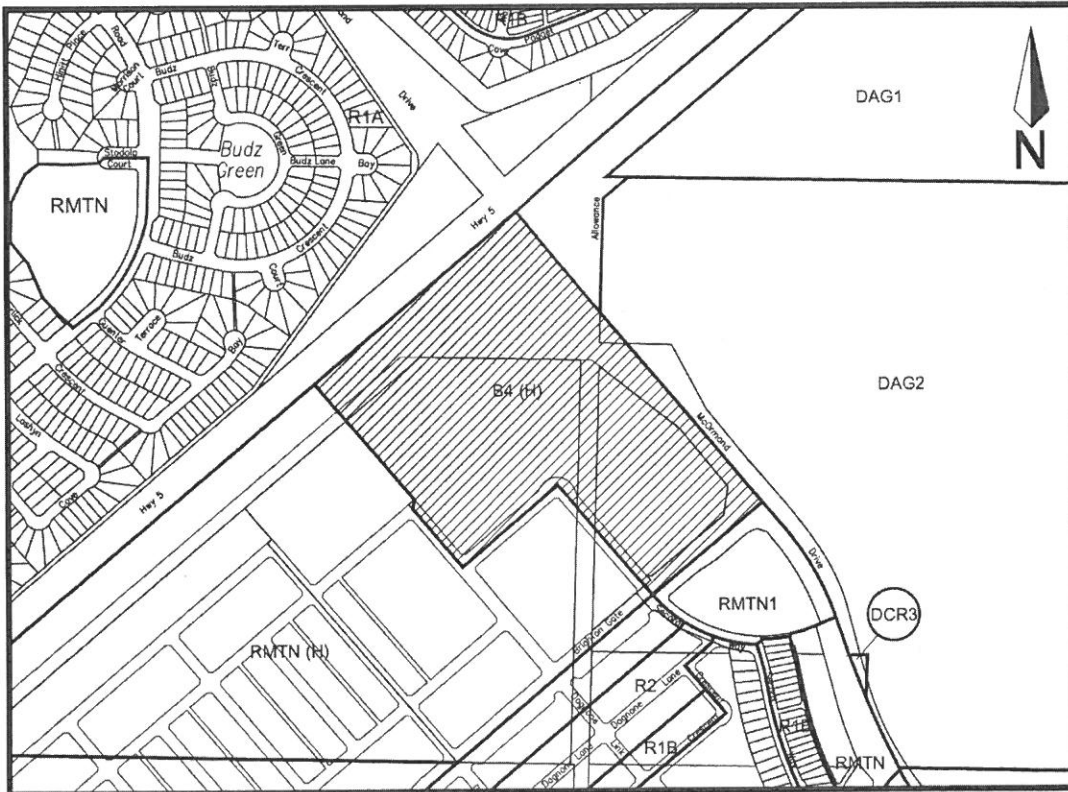


PROPOSED ZONING AMENDMENT

-  From R1A to B4MX
-  From FUD to B4MX
-  From R1A to B4A

File No. RZ09-2016

Proposed Rezoning Z10/16

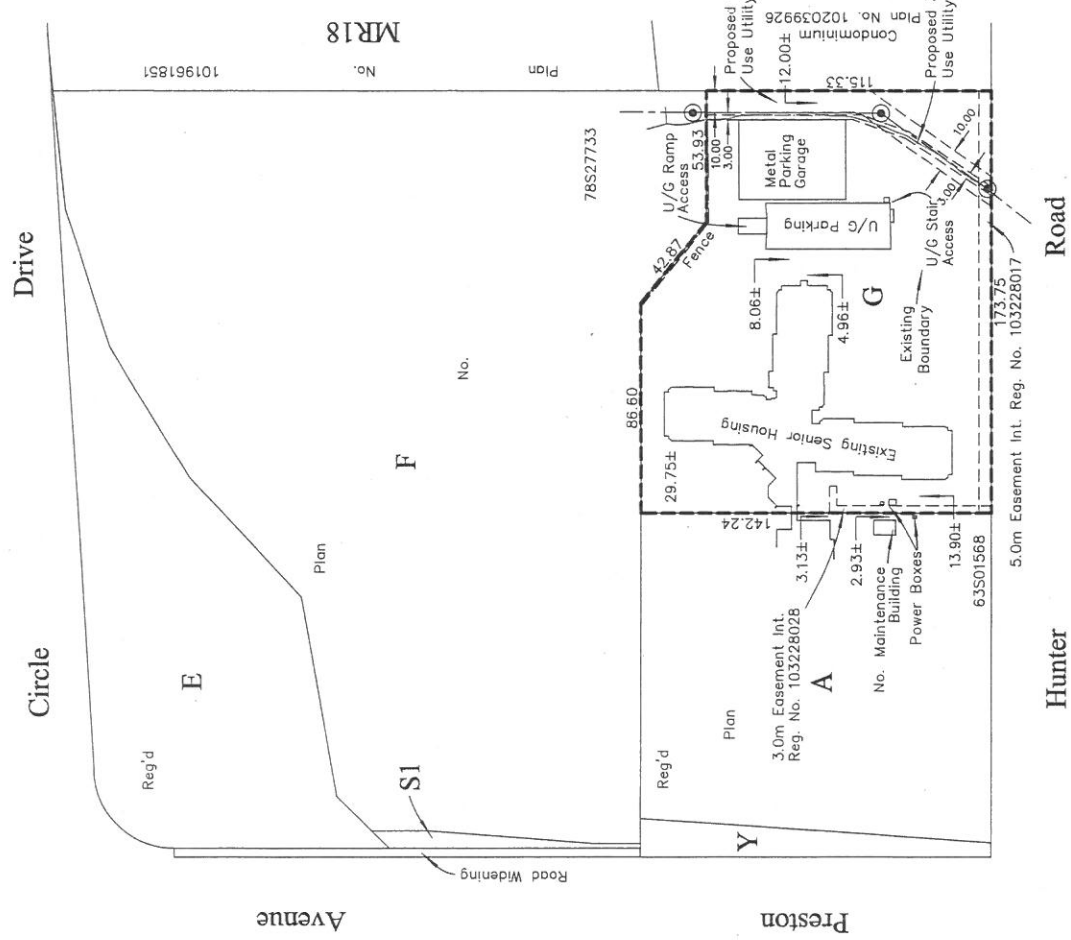


PROPOSED ZONING AMENDMENT

 From B4(H) to B4

File No. RZ10-2016

PLAN OF PROPOSED
 SUBDIVISION OF PART OF
 PARCEL F,
 REG'D PLAN NO. 78S27733 &
 PARCEL X,
 REG'D PLAN NO. 86S51321
 S.W. 1/4 SEC. 14
 TWP. 36, RGE. 5, W. 3RD MER.
 3065 PRESTON AVENUE
 SASKATOON, SASKATCHEWAN
 BY B.J. LUEY, S.L.S.
 SCALE 1:2000



- Legend**
- O/H lines
 - - - Buried Electric
 - Power pole

Dimensions shown are in metres and decimals thereof.
 Portion of this plan to be approved is outlined with a bold, dashed line and contains 2.28± ha (5.64± ac.).

Distances shown are approximate and may vary
 From the final plan of survey by ± 0.5 m

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

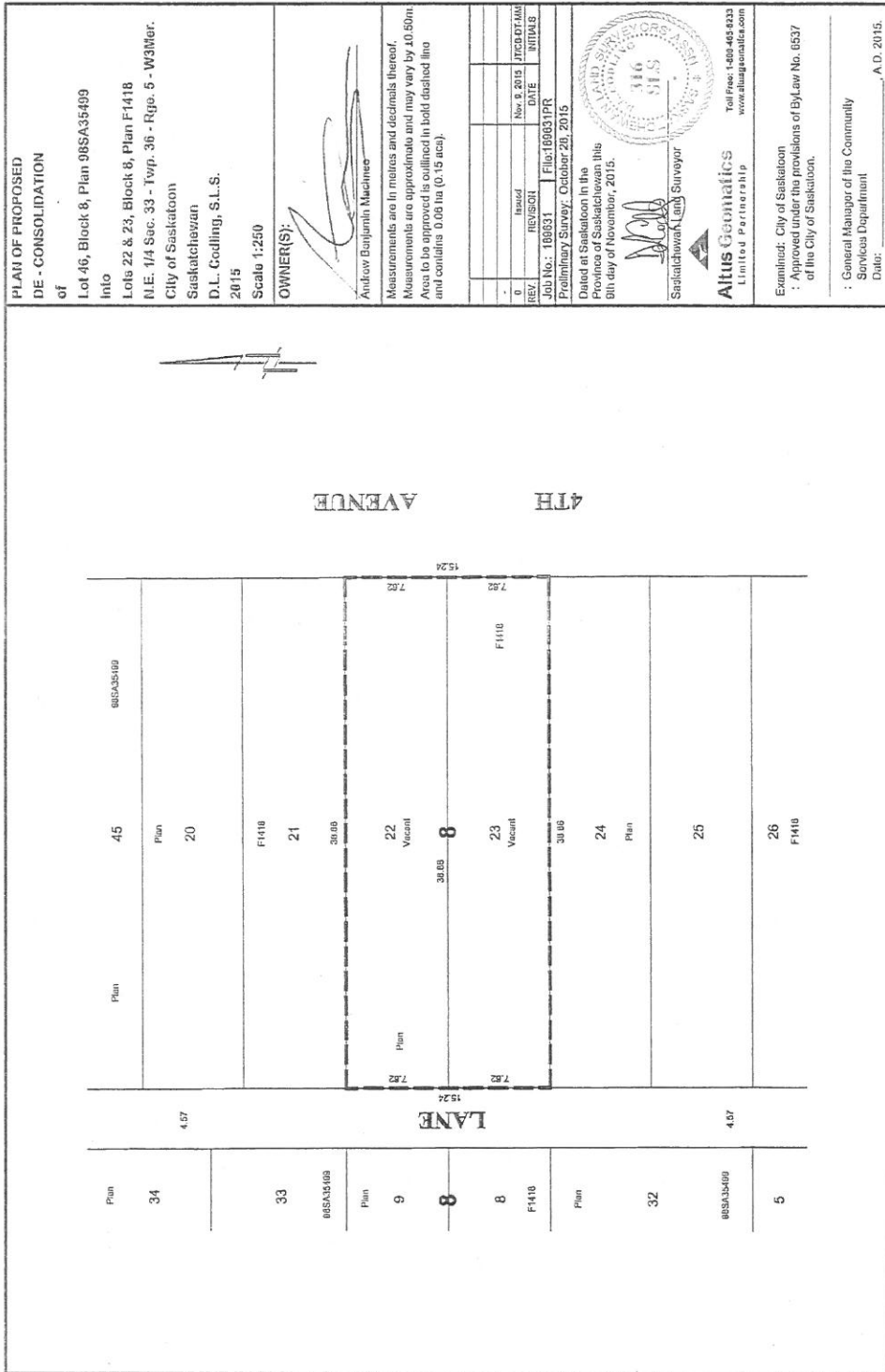
Director of Planning & Development Division

Date

B. Luey
 B.J. Luey, January 18th, 2016
 Saskatchewan Land Surveyor

Prepar

 © 2
 15-2884±



**PLAN OF PROPOSED
DE - CONSOLIDATION**

of
 Lot 46, Block 8, Plan 98SA35499
 Info
 Lots 22 & 23, Block 8, Plan F1418
 N.E. 1/4 Sec. 33 - Twp. 36 - Rge. 5 - W3Mer.
 City of Saskatoon
 Saskatchewan
 D.L. Codling, S.L.S.
 2015
 Scale 1:250
OWNER(S):
 Andrew Benjamin Machinee

Measurements are in metres and decimals thereof.
 Measurements are approximate and may vary by 40.5mm.
 Area to be approved is outlined in bold dashed line
 and contains 0.08 ha (0.15 ac).

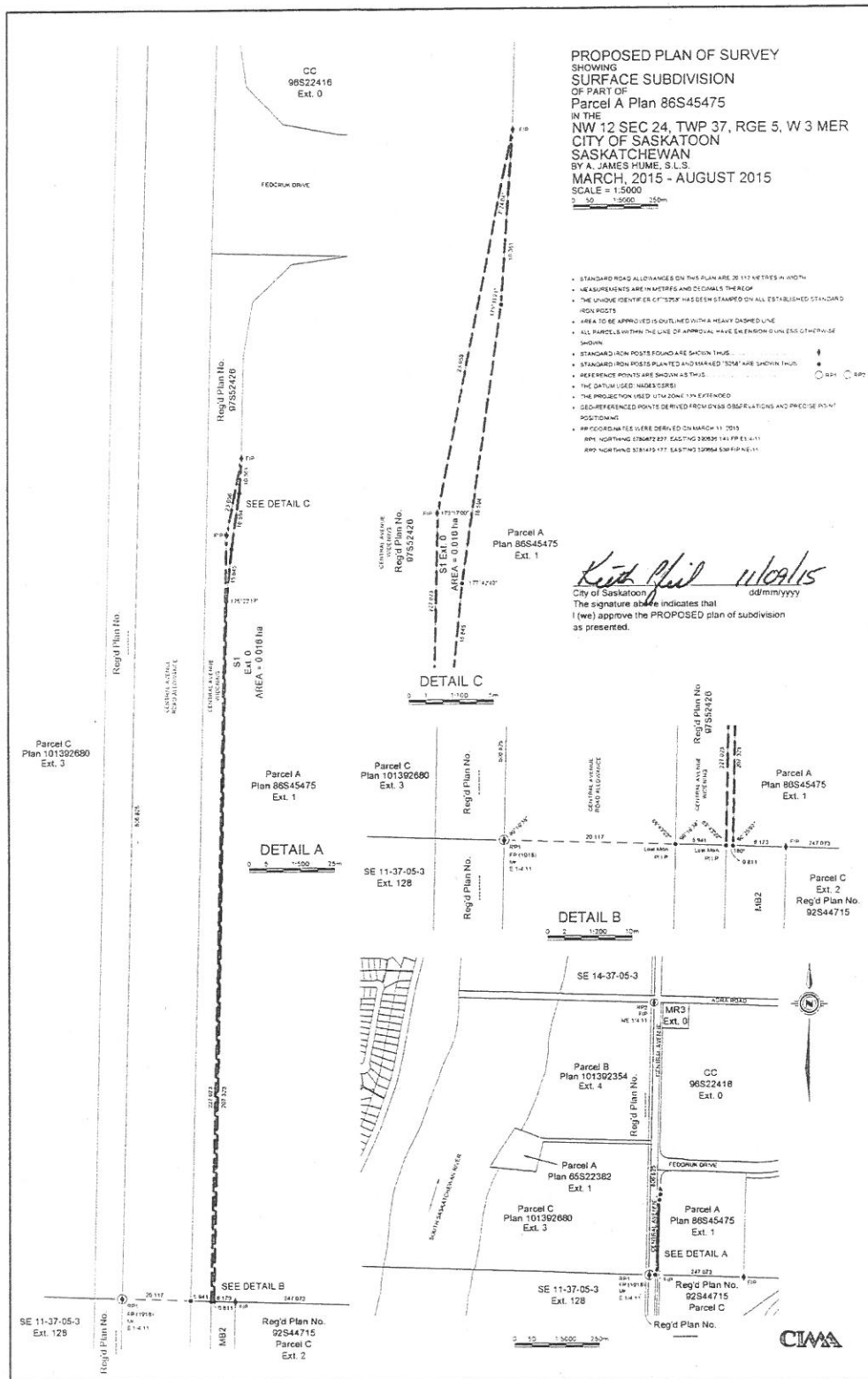
REV	REVISION	DATE	INITIALS
0	Issued	Nov. 9, 2015	JTC/DDT/MAR

Job No.: 169031 File: 169031.PPR
 Preliminary Survey: October 20, 2015

Dated at Saskatoon in the
 Province of Saskatchewan this
 9th day of November, 2015.

Saskatchewan Land Surveyor
Altis Geomatics
 Limited Partnership
 Toll Free: 1-800-463-8233
 www.altisgeomatics.com

Examined: City of Saskatoon
 : Approved under the provisions of By-Law No. 6537
 of the City of Saskatoon.
 : General Manager of the Community
 Services Department
 Date: _____, A.D. 2015.

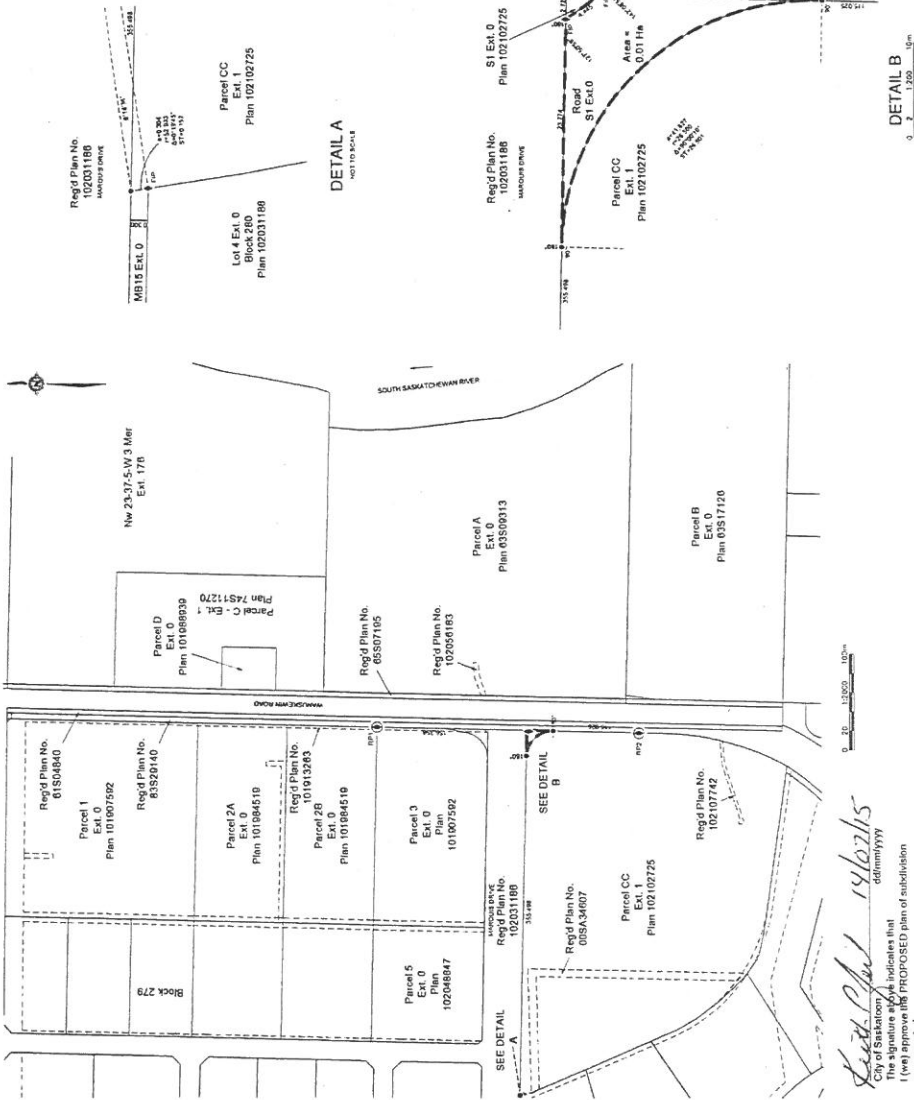


PROPOSED PLAN OF SURVEY
SURFACE SUBDIVISION
OF PART OF
Parcel CC Plan 102102725
IN THE
CITY OF SASKATOON
SASKATCHEWAN
MARCH, 2015 - JUNE 2015
SCALE = 1:2000



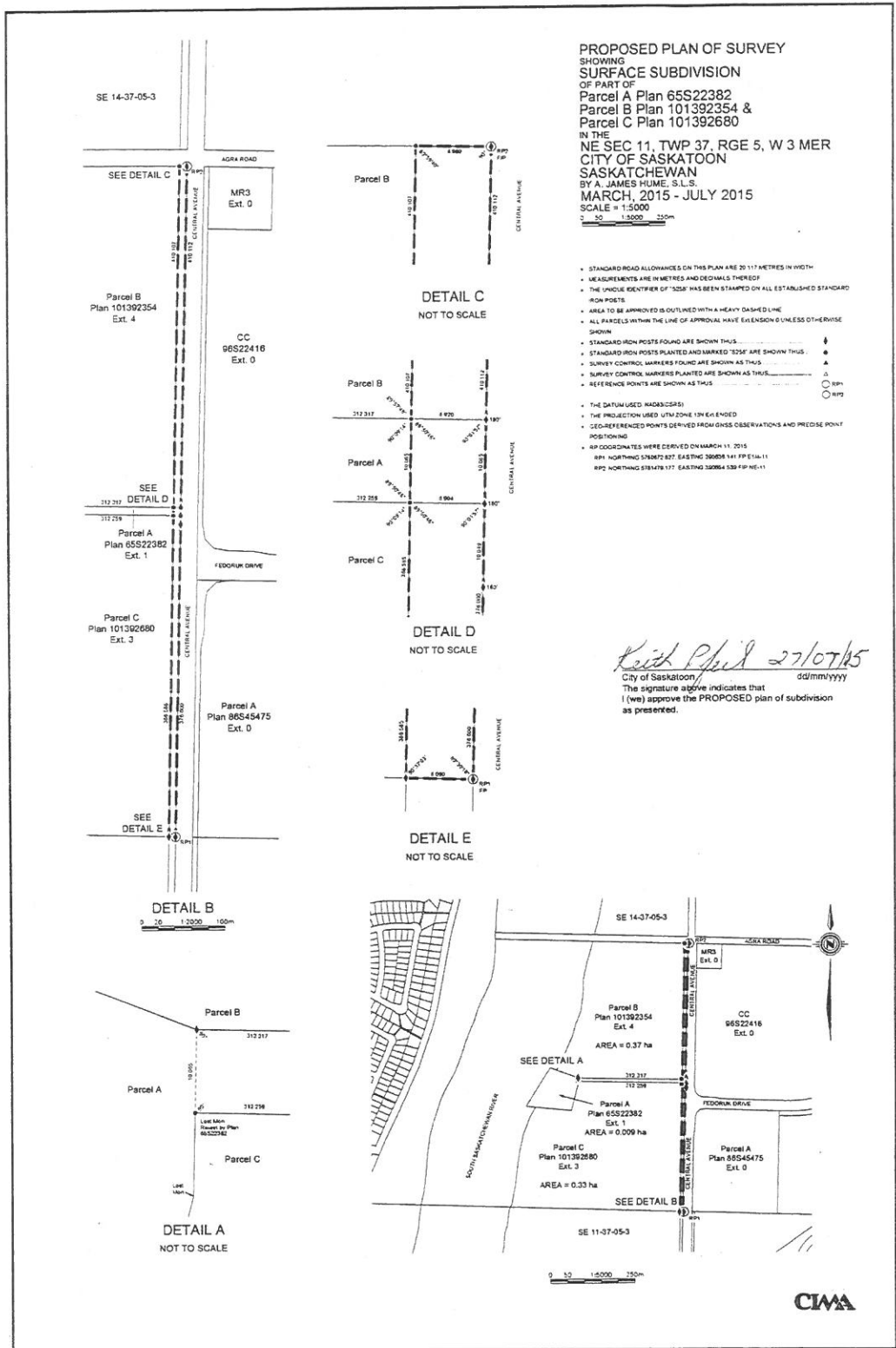
LEGEND:
• THE DIMENSIONS ON THE PLAN ARE TO BE TAKEN AS NOTED
• THE DIMENSIONS ARE IN METERS AND DECIMAL THEREOF
• THE DIMENSIONS OF 'X' ARE TO BE TAKEN ON ALL ESTABLISHED STATIONS
• THE DIMENSIONS OF 'Y' ARE TO BE TAKEN ON ALL ESTABLISHED STATIONS
• THE DIMENSIONS OF 'Z' ARE TO BE TAKEN ON ALL ESTABLISHED STATIONS
• ALL DIMENSIONS ARE TO BE TAKEN FROM THE CENTER OF THE ROAD UNLESS OTHERWISE NOTED
• STATIONED POINTS FORMERLY SHOWN ARE TO BE TAKEN AS NOTED
• THE DIMENSIONS OF 'X' ARE TO BE TAKEN FROM THE CENTER OF THE ROAD UNLESS OTHERWISE NOTED
• THE DIMENSIONS OF 'Y' ARE TO BE TAKEN FROM THE CENTER OF THE ROAD UNLESS OTHERWISE NOTED
• THE DIMENSIONS OF 'Z' ARE TO BE TAKEN FROM THE CENTER OF THE ROAD UNLESS OTHERWISE NOTED
• THE DIMENSIONS OF 'X' ARE TO BE TAKEN FROM THE CENTER OF THE ROAD UNLESS OTHERWISE NOTED
• THE DIMENSIONS OF 'Y' ARE TO BE TAKEN FROM THE CENTER OF THE ROAD UNLESS OTHERWISE NOTED
• THE DIMENSIONS OF 'Z' ARE TO BE TAKEN FROM THE CENTER OF THE ROAD UNLESS OTHERWISE NOTED

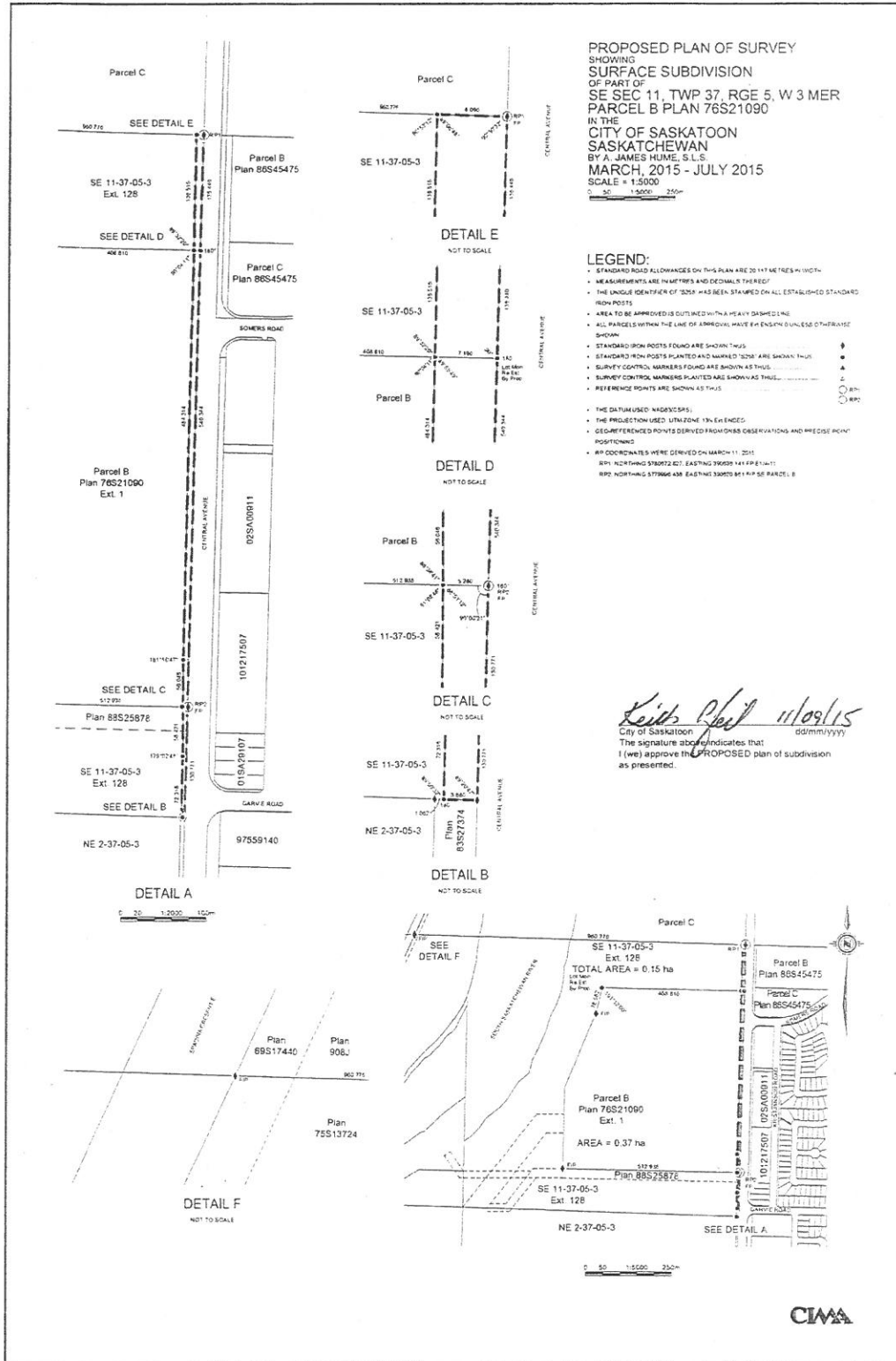
CIMA



SEE DETAIL A
SEE DETAIL B
SEE DETAIL C
SEE DETAIL D

Keith P. [Signature]
14/02/15
The signature above indicates that I (we) approve this PROPOSED plan of subdivision as presented





PLAN OF PROPOSED
SUBDIVISION OF
PART OF PARCEL E,
PLAN NO 102080225
SE 1/4 SEC 25-36-6-3
SASKATOON, SASK.
SCALE 1:2000

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

Director of Planning and Development
Division

Date

[Signature]
T.R. Webb February 5, 2016
Saskatchewan Land Surveyor

Seal

Dimensions shown are in metres and decimals
thereof.
Portion of this plan to be approved is outlined in
red with a bold, dashed line and contains 0.91± ha
(2.24± ac.).

Proposed 3.0 m Easements
for SaskEnergy, Saskatoon Light
& Power, SaskTel & Shaw Cable

EE

76S07221

Municipal Buffer Strip MB1 Plan No.

Canadian Plan No. A 101428646 F 3720

11th STREET

Reg'd Plan No. CO 4807
WEST BYPASS

Railway

Pacific

DD No 102080225
Reg'd Plan No 63522364

Condominium Plan

Plan No 102204065

No 102204245

(Plan No 102184972)

Plan No H

102184972

Plan No J

0.91± ha
2.24± ac

Plan No E

102080225

LANCASTER BOULEVARD

Plan No F

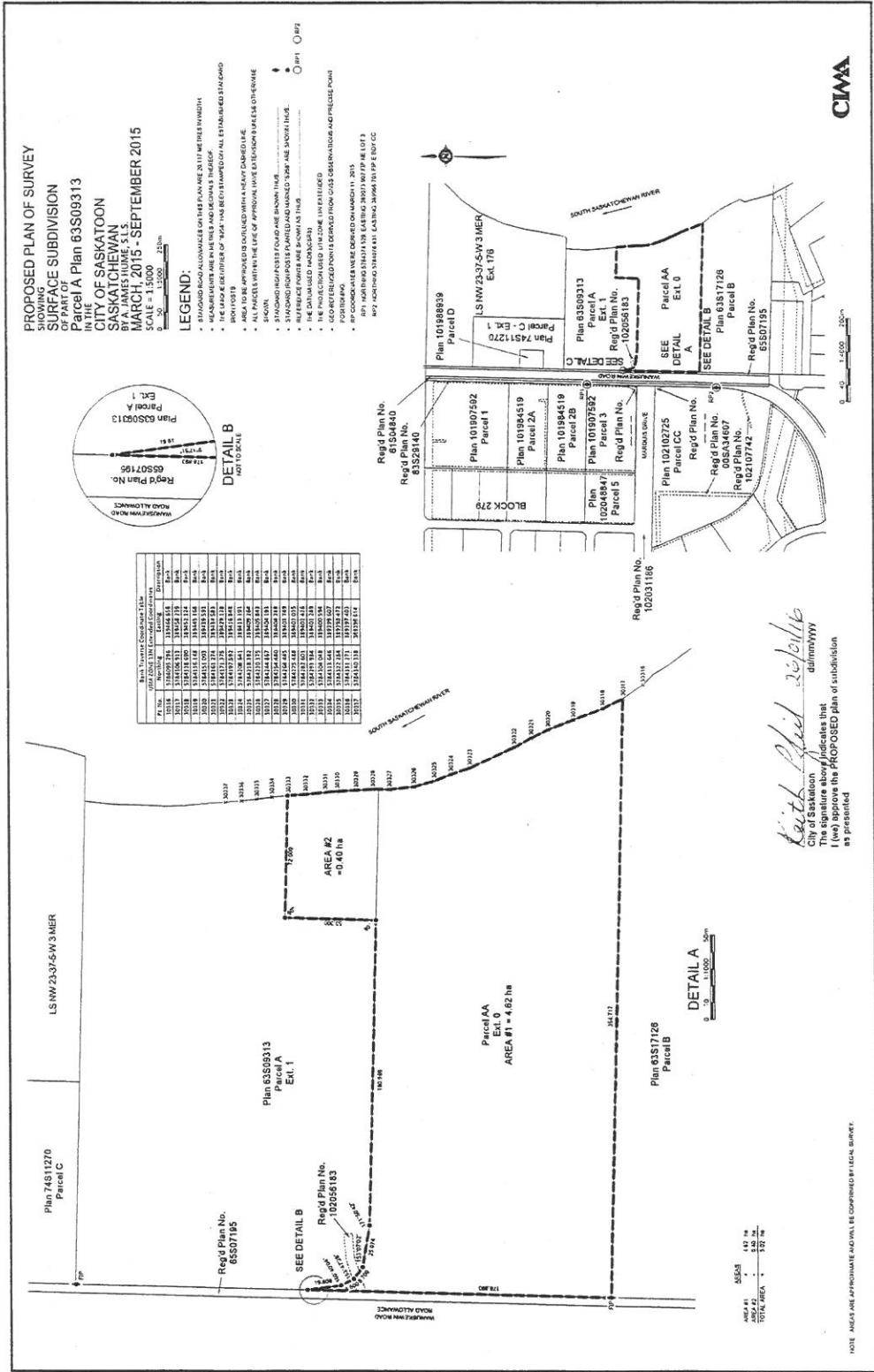
102199608

Plan No 102080225

Prepared by

[Logo]
C Webb Surveys
08-1824sn CAS

Reg'd Plan No. ER 5101 11th STREET



PROPOSED PLAN OF SURVEY
SHOWING
SURFACE SUBDIVISION
OF
Parcel A
Plan 63S09313
IN THE
CITY OF SASKATOON
SASKATCHEWAN
BY A. JAMES HUME, S.L.S.
MARCH, 2015 - SEPTEMBER 2015

Scale: 1:1,000
0 50 100 200 250m

LEGEND:

- ROAD ALLOWANCE
- EASEMENT
- THE UNDEVELOPED PORTION OF THE ROAD
- ALL PARCELS WITHIN THE LEVEL OF APPROVAL HAVE EXTENSION MARKERS OTHERWISE SHOWN
- STAKED POINTS ARE SHOWN AS THIS
- THE DATUM USED IS NAD 83
- THE PROPOSED SURFACE SUBDIVISION IS SHOWN AS THIS
- THE PROPOSED SURFACE SUBDIVISION IS SHOWN AS THIS
- IF COORDINATES WERE OBTAINED ON MARCH 11, 2015
- BY NORTHINGS 53041338 EASTING 30023303 AND UTM ZONE 18Q UTM
- BY NORTHINGS 53041338 EASTING 30023303 AND UTM ZONE 18Q UTM



Lot No.	Area (sq. m)	Area (sq. ft)	Description
30018	12409.78	132446.65	Block
30019	12409.78	132446.65	Block
30020	12409.78	132446.65	Block
30021	12409.78	132446.65	Block
30022	12409.78	132446.65	Block
30023	12409.78	132446.65	Block
30024	12409.78	132446.65	Block
30025	12409.78	132446.65	Block
30026	12409.78	132446.65	Block
30027	12409.78	132446.65	Block
30028	12409.78	132446.65	Block
30029	12409.78	132446.65	Block
30030	12409.78	132446.65	Block
30031	12409.78	132446.65	Block
30032	12409.78	132446.65	Block
30033	12409.78	132446.65	Block
30034	12409.78	132446.65	Block
30035	12409.78	132446.65	Block
30036	12409.78	132446.65	Block
30037	12409.78	132446.65	Block
30038	12409.78	132446.65	Block
30039	12409.78	132446.65	Block
30040	12409.78	132446.65	Block
30041	12409.78	132446.65	Block
30042	12409.78	132446.65	Block
30043	12409.78	132446.65	Block
30044	12409.78	132446.65	Block
30045	12409.78	132446.65	Block
30046	12409.78	132446.65	Block
30047	12409.78	132446.65	Block
30048	12409.78	132446.65	Block
30049	12409.78	132446.65	Block
30050	12409.78	132446.65	Block
30051	12409.78	132446.65	Block
30052	12409.78	132446.65	Block
30053	12409.78	132446.65	Block
30054	12409.78	132446.65	Block
30055	12409.78	132446.65	Block
30056	12409.78	132446.65	Block
30057	12409.78	132446.65	Block
30058	12409.78	132446.65	Block
30059	12409.78	132446.65	Block
30060	12409.78	132446.65	Block
30061	12409.78	132446.65	Block
30062	12409.78	132446.65	Block
30063	12409.78	132446.65	Block
30064	12409.78	132446.65	Block
30065	12409.78	132446.65	Block
30066	12409.78	132446.65	Block
30067	12409.78	132446.65	Block
30068	12409.78	132446.65	Block
30069	12409.78	132446.65	Block
30070	12409.78	132446.65	Block
30071	12409.78	132446.65	Block
30072	12409.78	132446.65	Block
30073	12409.78	132446.65	Block
30074	12409.78	132446.65	Block
30075	12409.78	132446.65	Block
30076	12409.78	132446.65	Block
30077	12409.78	132446.65	Block
30078	12409.78	132446.65	Block
30079	12409.78	132446.65	Block
30080	12409.78	132446.65	Block
30081	12409.78	132446.65	Block
30082	12409.78	132446.65	Block
30083	12409.78	132446.65	Block
30084	12409.78	132446.65	Block
30085	12409.78	132446.65	Block
30086	12409.78	132446.65	Block
30087	12409.78	132446.65	Block
30088	12409.78	132446.65	Block
30089	12409.78	132446.65	Block
30090	12409.78	132446.65	Block
30091	12409.78	132446.65	Block
30092	12409.78	132446.65	Block
30093	12409.78	132446.65	Block
30094	12409.78	132446.65	Block
30095	12409.78	132446.65	Block
30096	12409.78	132446.65	Block
30097	12409.78	132446.65	Block
30098	12409.78	132446.65	Block
30099	12409.78	132446.65	Block
30100	12409.78	132446.65	Block

DETAIL A



Area	Area (sq. m)	Area (sq. ft)
AREA #1	4620.00	49777.00
AREA #2	400.00	4290.00
TOTAL AREA	5020.00	54067.00

Kaiti Reid
City of Saskatoon
The signature above indicates that
I (we) approve the PROPOSED plan of subdivision
as presented

NOTE: AREAS ARE APPROXIMATE AND WILL BE CONFIRMED BY LEGAL SURVEY.



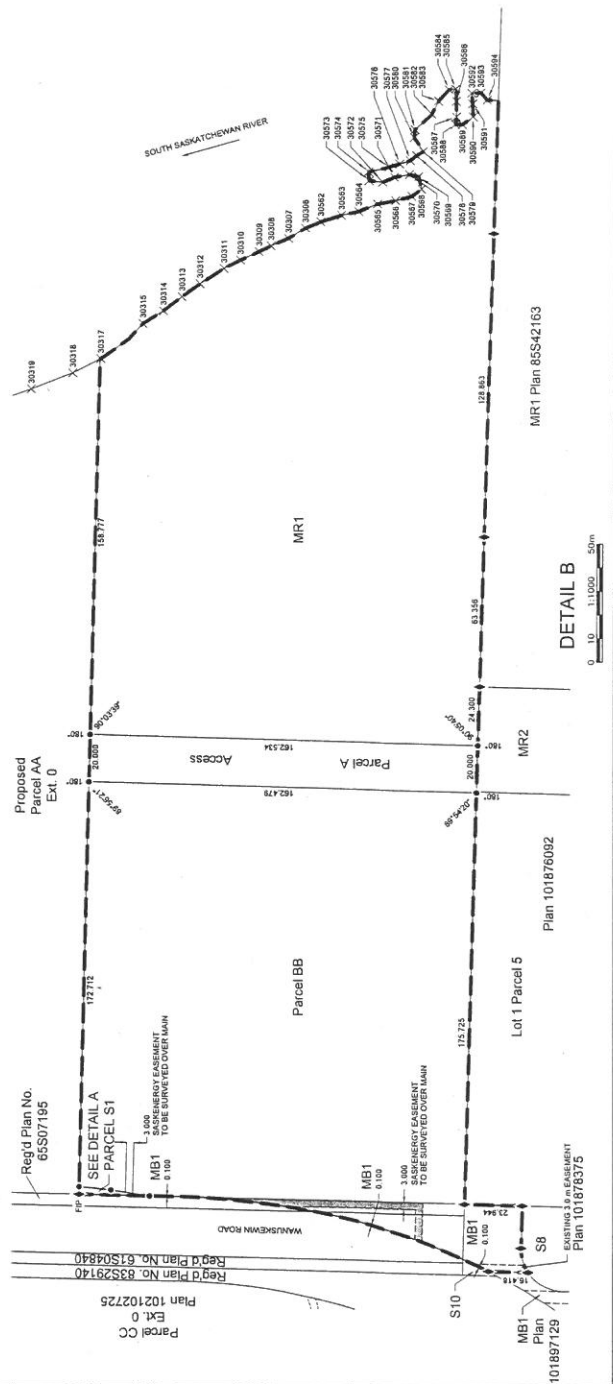
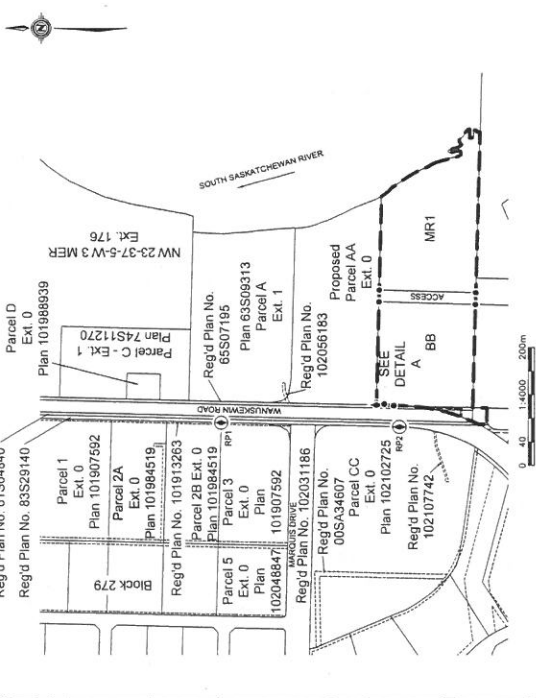
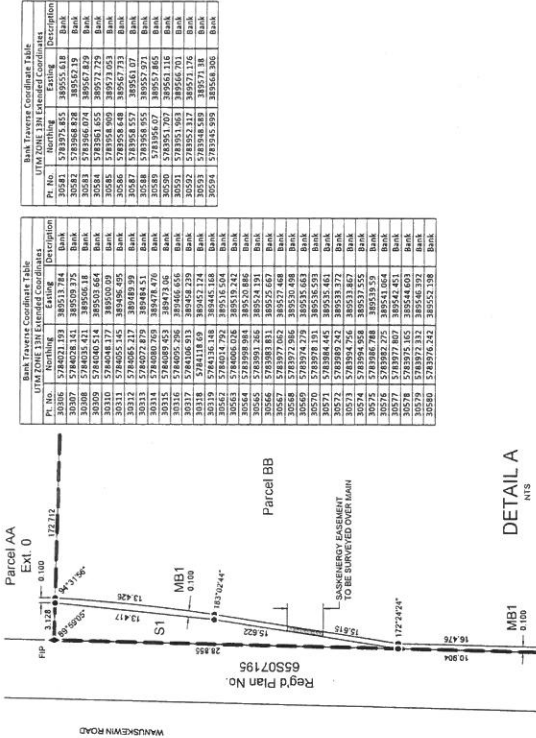
PROPOSED PLAN OF SURVEY SHOWING SURFACE SUBDIVISION OF PART OF L.S. SEC 23, TWP 37, RGE 5, W3 MER Parcel B Plan 63S17126 IN THE CITY OF SASKATOON SASKATCHEWAN BY TAMES THOME, S.L.S. MARCH 2015 - DECEMBER 2015

UTM ZONE 13N Extended Coordinates	Bank Traverse Coordinate Table
Station	Station
30281	30281
30282	30282
30283	30283
30284	30284
30285	30285
30286	30286
30287	30287
30288	30288
30289	30289
30290	30290
30291	30291
30292	30292
30293	30293
30294	30294

UTM ZONE 13N Extended Coordinates	Description
30281	Bank
30282	Bank
30283	Bank
30284	Bank
30285	Bank
30286	Bank
30287	Bank
30288	Bank
30289	Bank
30290	Bank
30291	Bank
30292	Bank
30293	Bank
30294	Bank

- LEGEND:**
- STANDARD IRON PINS ON THIS PLAN ARE 30.17 METRES IN HEIGHT.
 - MEASUREMENTS ARE IN METRES AND DECIMALS THEREOF.
 - THE UNIQUE IDENTIFIER OF "S25F" HAS BEEN STAMPED ON ALL ESTABLISHED STANDARD IRON PINS.
 - ALL PINS WITHIN THE LINE OF APPROVAL HAVE EXTENSION 0 UNLESS OTHERWISE SHOWN.
 - STANDARD IRON PINS FOUND ARE SHOWN THIS.
 - STANDARD IRON PINS FOUND AND MARKED "S25F" ARE SHOWN THIS.
 - REFERENCE POINTS ARE SHOWN AS THIS.
 - THE DATUM USED: MONTCRS.
 - THE PROJECTION USED: UTM ZONE 13N EXTENDED.
 - GEO-REFERENCED POINTS DERIVED FROM GNSS OBSERVATIONS AND PRECISE POINT POSITIONING.
 - RP COORDINATES WERE DERIVED ON MARCH 11, 2015.
 - RP1: NORTHING 578247.520 EASTING 388023.307 RP IN LA 3
 - RP2: NORTHING 578248.811 EASTING 388019.101 RP IN LA 3

- AREAS**
- PARCEL A * 328.1 m²
 - PARCEL S1 * 50.7 m²
 - PARCEL MB1 * 3062.9 m²
 - PARCEL MR1 * 3062.9 m²
 - PARCEL MB1 * 17.7 m²

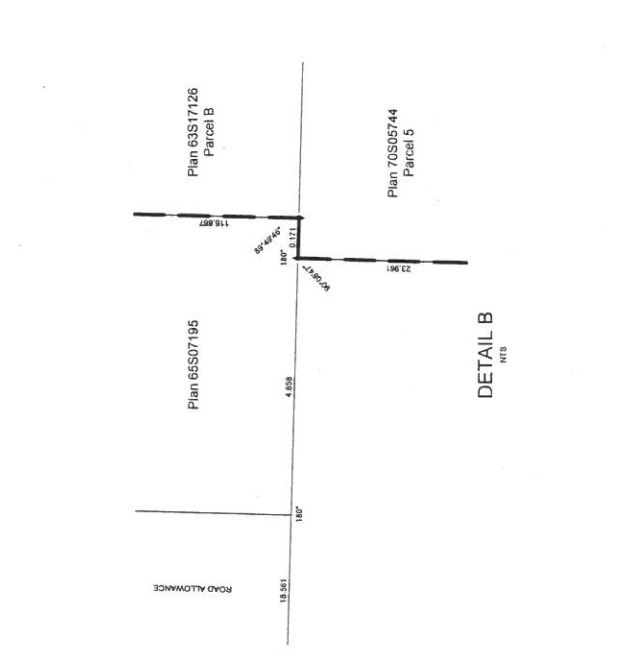
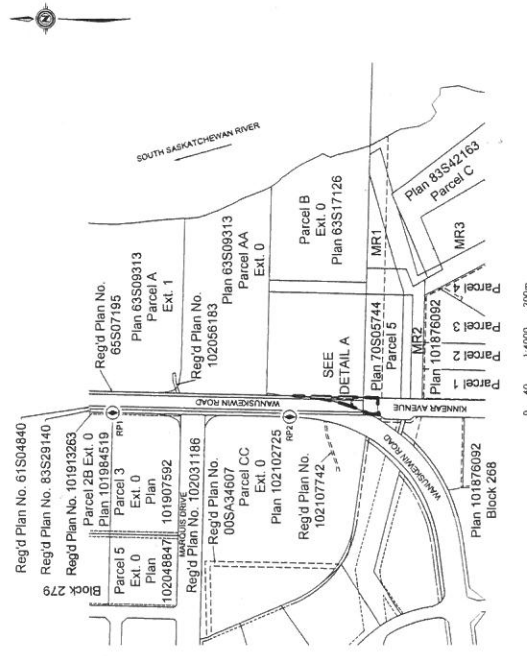
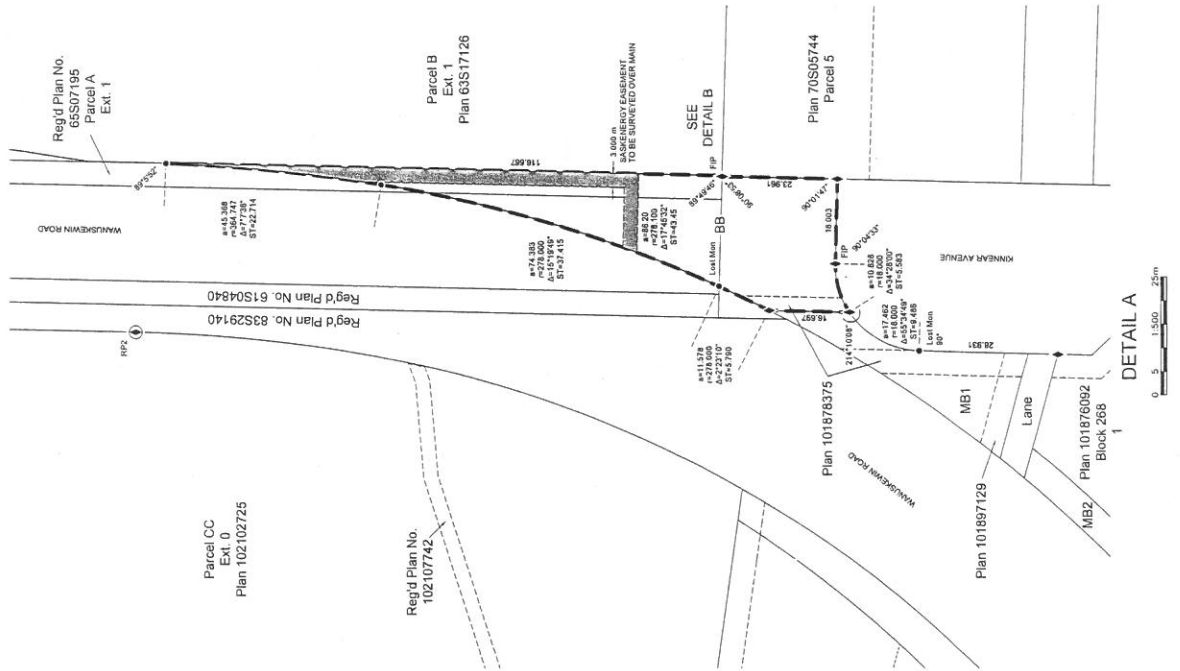


PLAN OF SURVEY
 SHOWING
SURFACE SUBDIVISION
 OF PART OF
SEC 23, TWP 37, RGE 5, W 3 MER
MB1 PLAN 101876092
PLAN 65S07195, AND ROAD ALLOWANCE
 IN THE
CITY OF SASKATOON
SASKATCHEWAN
 BY A LICENSED SURVEYOR
MARCH, 2015 - DECEMBER 2015

- LEGEND:**
- STANDARD ROAD ALLOWANCES ON THIS PLAN ARE 20.117 METRES IN WIDTH.
 - MEASUREMENTS ARE IN METRES AND DECIMALS THEREOF.
 - THE UNIQUE IDENTIFIER OF "323P" HAS BEEN STAMPED ON ALL ESTABLISHED STANDARD IRON POSTS.
 - AREA TO BE APPROVED IS OUTLINED WITH A HEAVY DASHED LINE.
 - ALL PARCELS WITHIN THE LINE OF APPROVAL HAVE EXTENSION UNLESS OTHERWISE SHOWN.
 - STANDARD IRON POSTS FOUND ARE SHOWN THUS:
 - STANDARD IRON POSTS PLANTED AND MARKED "323P" ARE SHOWN THUS:
 - REFERENCE POINTS ARE SHOWN AS THIS:
 - THE DATUM USED: NAD83(CRS)
 - THE PROJECTION USED: UTM ZONE 18N EXTENDED
 - GED-REFERENCED POINTS DERIVED FROM GNSS OBSERVATIONS AND PRECISE POINT POSITIONING.
 - RP COORDINATES WERE DERIVED ON MARCH 11, 2015.
 - RP IDENTIFIER: 323P
 - RP ELEVATION: 386.93 METRES ABOVE MSL
 - RP NORTHING STAKES 91.1, EXISTING 38669.791 FIP E Bay CC

AREAS

PORTION OF ROAD ALLOWANCE	• 485.0 m ²
PORTION OF MBI PLAN 101876092	• 861.4 m ²
TOTAL OF PARCEL BB	• 1346.4 m ²



DETAIL A

DETAIL B

NTS

CI

8.1 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 meetings held on Monday, February 29, 2016 and Monday, March 21, 2016:

- a) Proposed Rezoning – From FUD to R1A, R1B, and RMTN – Rosewood Neighbourhood - Proposed Bylaw No. 9352
- b) Proposed Amendment to Kensington Neighbourhood Concept Plan – Village Centre
- c) Discretionary Use Application – Tavern (Brew Pub) – 229 20th Street West
- d) Proposed Amendments to Brighton Neighbourhood Concept Plan