



**PUBLIC AGENDA
MUNICIPAL PLANNING COMMISSION**

**Tuesday, April 26, 2016, 12:00 p.m.
Committee Room E, Ground Floor, City Hall
Members:**

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

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 March 29, 2016 be adopted.

5. UNFINISHED BUSINESS

5.1 Growth Plan to Half a Million [File No. CK. 4110-2 and PL. 4110-12-7]

5 - 20

Recommendation

That the information be received.

- 5.2 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]** 21 - 48

Recommendation

That the information be received.

6. COMMUNICATIONS

7. REPORTS FROM ADMINISTRATION

- 7.1 Discretionary Use Application – Bed and Breakfast Home – 614 Pezer Crescent [File No. CK. 4355-016-003 and PL. 4355-D4/16]** 49 - 54

Recommendation

That a report be forwarded to City Council recommending that at the time of the public hearing, the application submitted by Strata Development Corporation (Katie Ledding) requesting permission, on behalf of the owner, to operate a Bed and Breakfast Home, located at 614 Pezer Crescent be approved, subject to the following conditions:

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

- 7.2 Discretionary Use Application – Converted Dwelling – 1003 Victoria Avenue [File No. CK. 4355-016-004 and PL 4355-D16/15]** 55 - 63

Recommendation

That a report be forwarded to City Council recommending that at the time of the public hearing, the application submitted by Dean Heidt requesting permission to use the existing building for the purposes of a converted dwelling, with three dwelling units, located at 1003 Victoria Avenue, be approved, subject to the following conditions:

1. That the applicant obtain a Development Permit and all other relevant permits (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.

- 7.3 Discretionary Use Application – Tavern – 523 20th Street West [File No. CK 4355-016-005 and PL 4355-D2/16] 64 - 71**

Recommendation

That a report be forwarded to City Council recommending that at the time of the public hearing, the application submitted by Chris Knoppert requesting permission to operate a tavern at 523 20th Street West be approved, subject to the following conditions:

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

- 7.4 Proposed Rezoning – From R1A to M3 – Part of 3035 Preston Avenue South [File No. CK 4351-016-004 and PL 4350–Z37/15] 72 - 76**

Recommendation

That a copy of this report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration’s recommendation that the proposed amendment to Zoning Bylaw No. 8770, respecting the portion of 3035 Preston Avenue South as outlined in this report, be approved.

- 7.5 Proposed Amendments to Brighton Neighbourhood Concept Plan – Revised Neighbourhood Access [File No. CK 4110-46 and PL 4131-40-1] 77 - 116**

Recommendation

That a copy of this report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration’s recommendation that the proposed amendments to the Brighton Neighbourhood Concept Plan be approved.

- 7.6 Employment Areas Study [File No. CK. 4110-2 and PL. 4110-12-8] 117 - 163**

Recommendation

That the information be received.

- 7.7 Land Use Applications Received for the Period Between February 18, 2016, to March 17, 2016 [File No. CK. 4000-5, PL 4350-1, PL 4132, PL 4355-D, PL 4115, PL 4350, and PL 4300] 164 - 181**

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, April 25, 2016 [File No. CK. 175-16]

182 - 182

Recommendation

That the information be received.

9. ADJOURNMENT

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 : 3065 Preston Avenue South
Applicant: 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: 717 4th Avenue North
Applicant: 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: 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. 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: Central Avenue between Garvie Road and
Agra Road
Applicant: 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

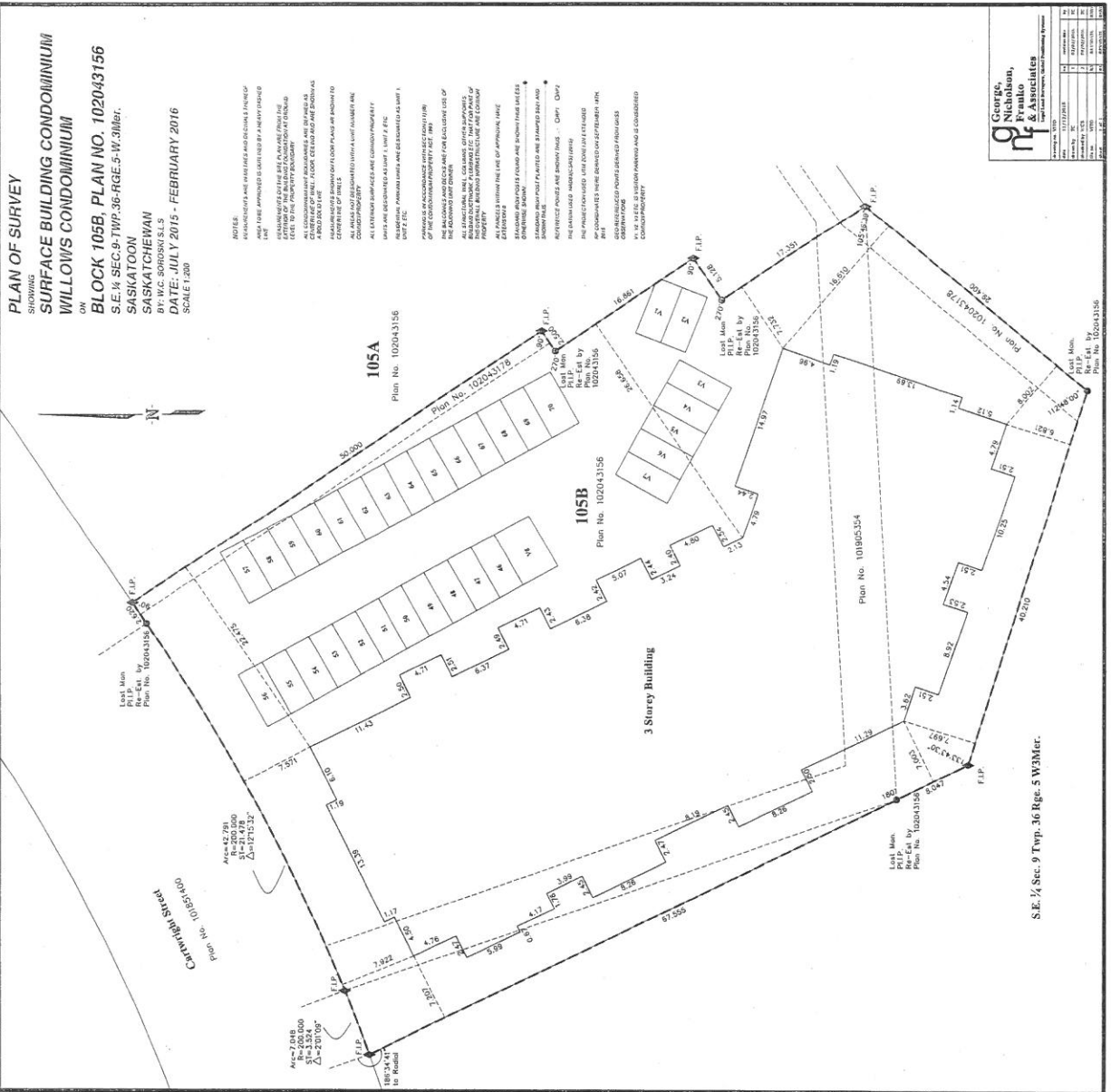
Subdivision

- 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

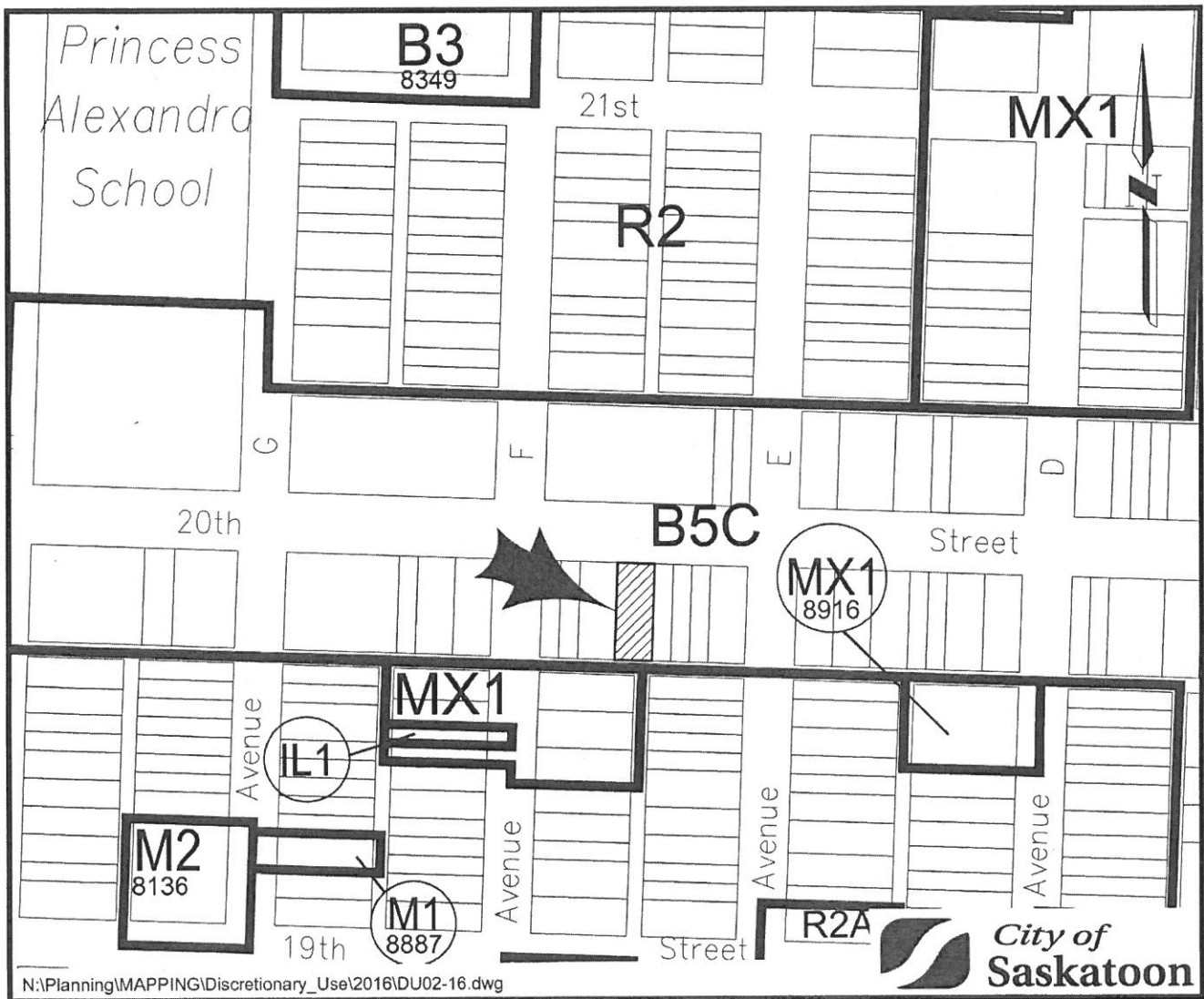
Sheet 1 of 5



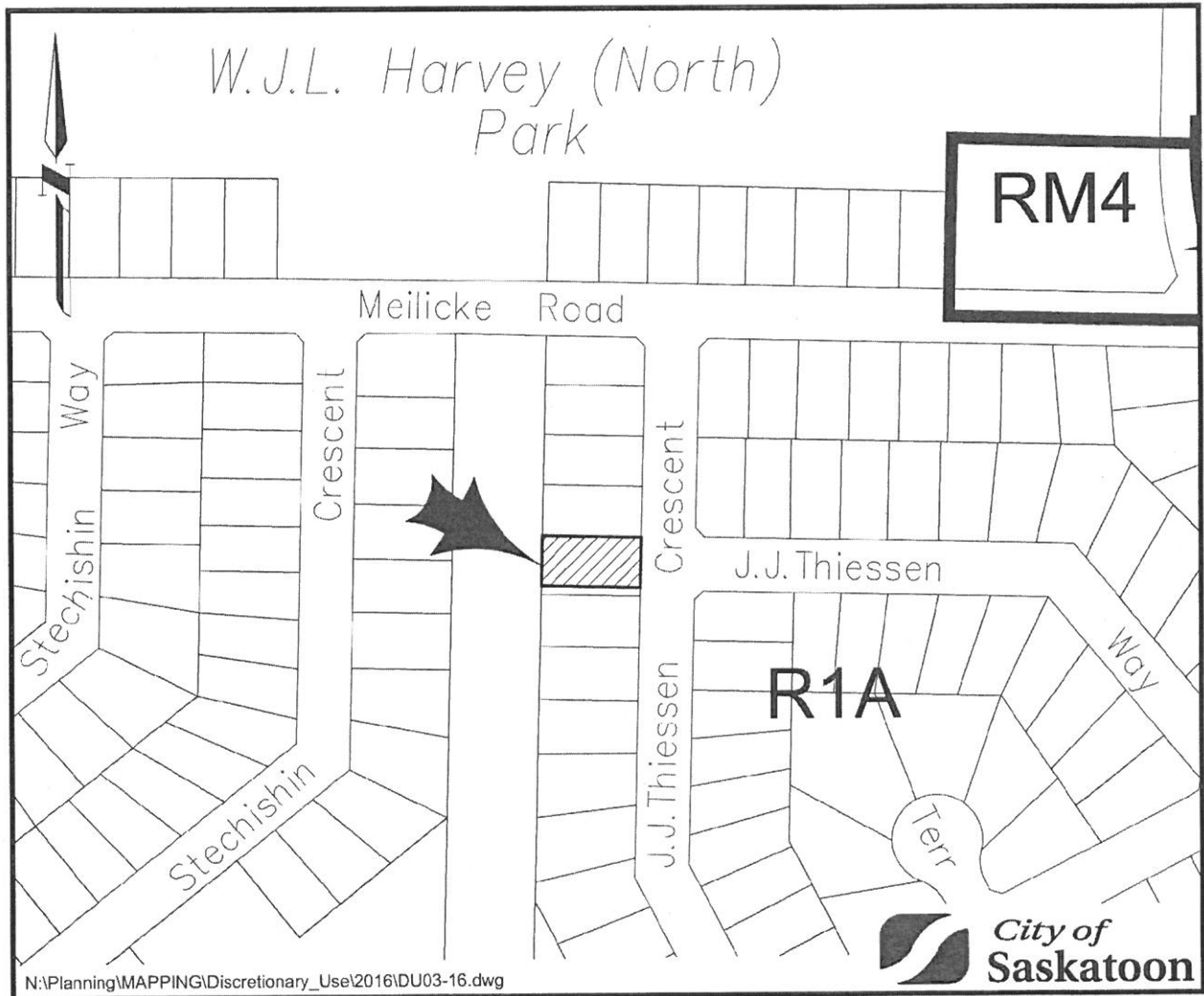
PLAN OF SURVEY
 SHOWING
SURFACE BUILDING CONDOMINIUM
WILLOWS CONDOMINIUM
 ON
BLOCK 105B, PLAN NO. 102043156
 S.E. 1/4 SEC. 9 TWP. 36 RGE. 5 W. 3MER.
 SASKATCHEWAN
 SASKATCHEWAN
 BY: W.C. SORDSKI S.L.S.
 DATE: JULY 2015 - FEBRUARY 2016
 SCALE 1:200

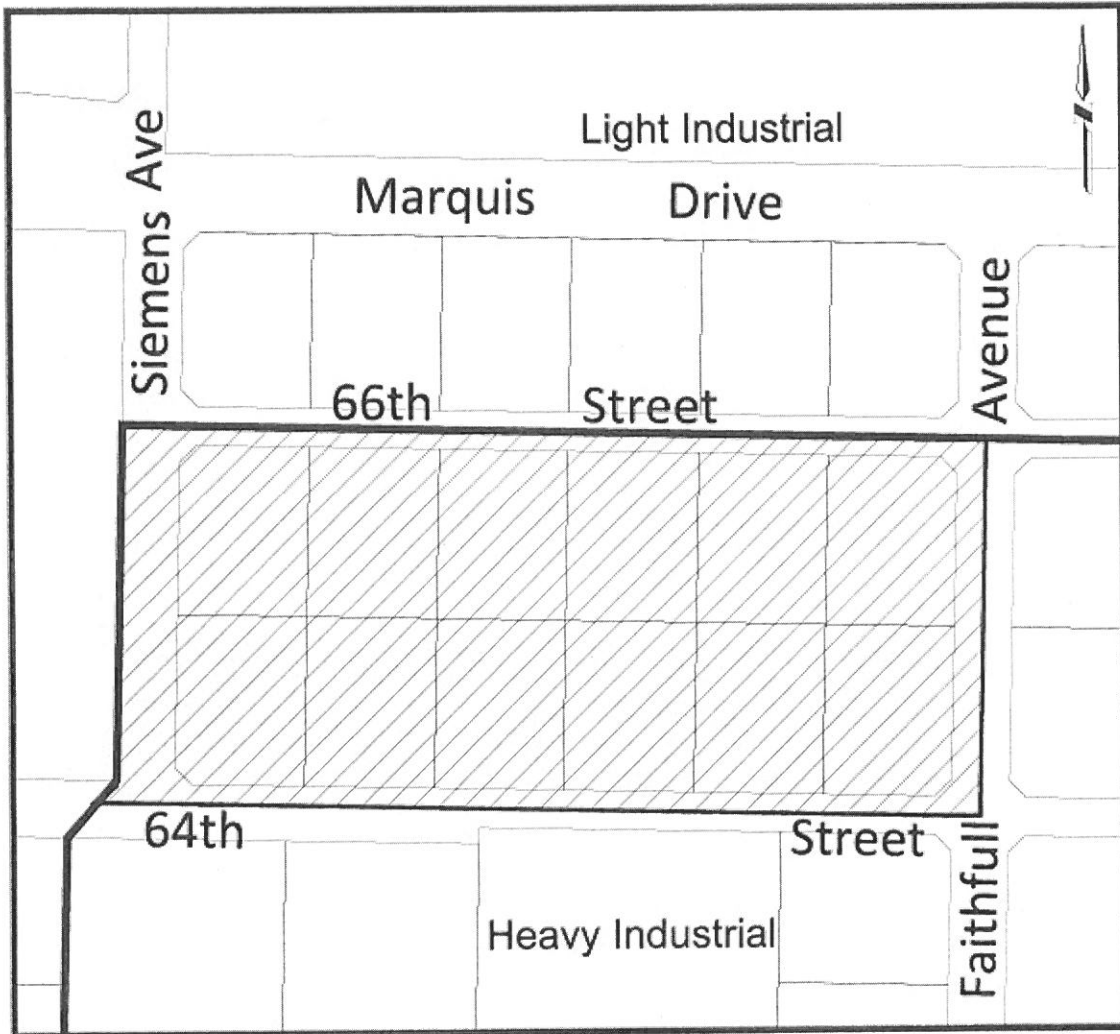
NOTES:
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 2. THE APPROVED SURVEY IS TO BE USED BY THE SURVEYOR.
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 20. THE APPROVED SURVEY IS TO BE USED BY THE SURVEYOR.

George, Nicholson, Franko & Associates 10400 10th Avenue, Saskatoon, Saskatchewan S7N 1A6 Phone: (306) 975-1111 Fax: (306) 975-1112 Email: info@gnf.ca	
DATE	2015.07.01
BY	W.C. SORDSKI
FOR	WILLOWS CONDOMINIUM
PROJECT	102043156
SCALE	1:200
SHEET	1 OF 5



Proposed Discretionary Use D3/16



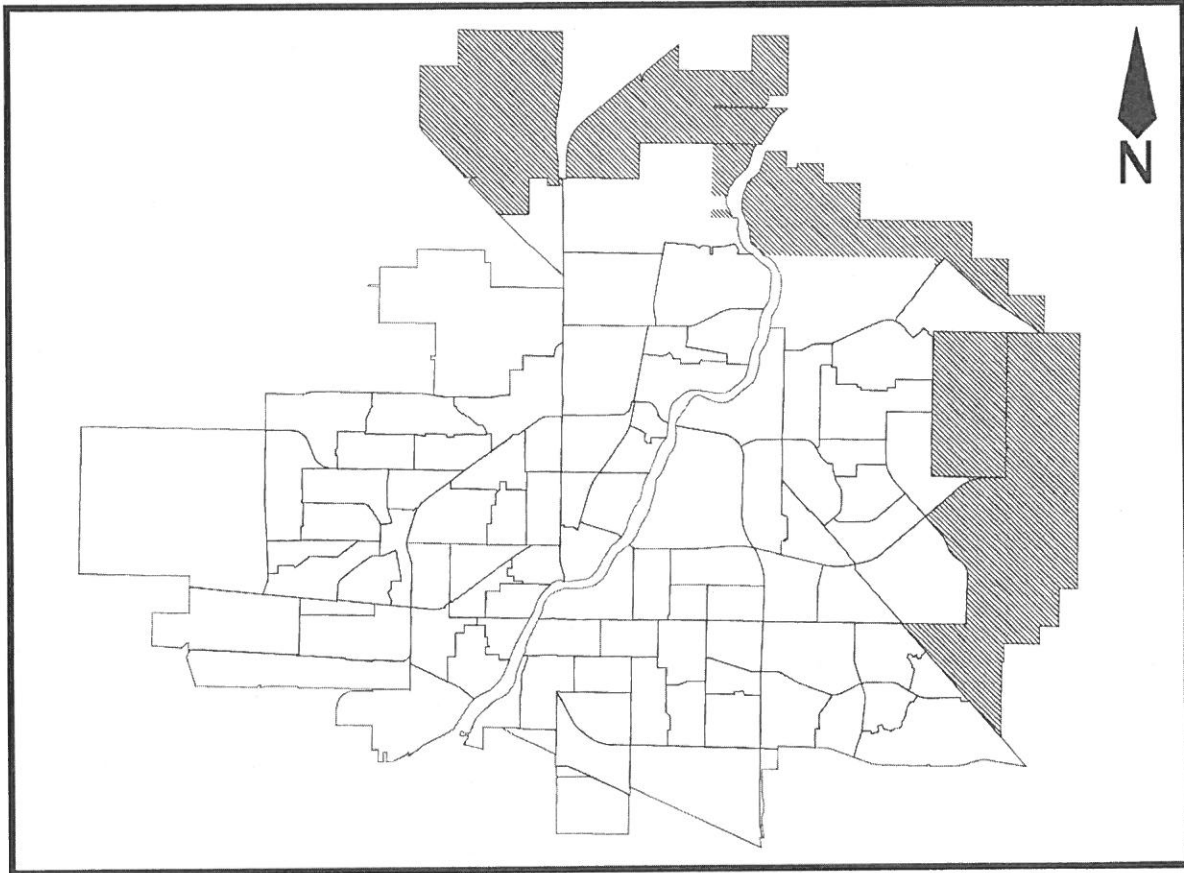


OFFICIAL COMMUNITY PLAN AMENDMENT
LAND USE MAP

 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

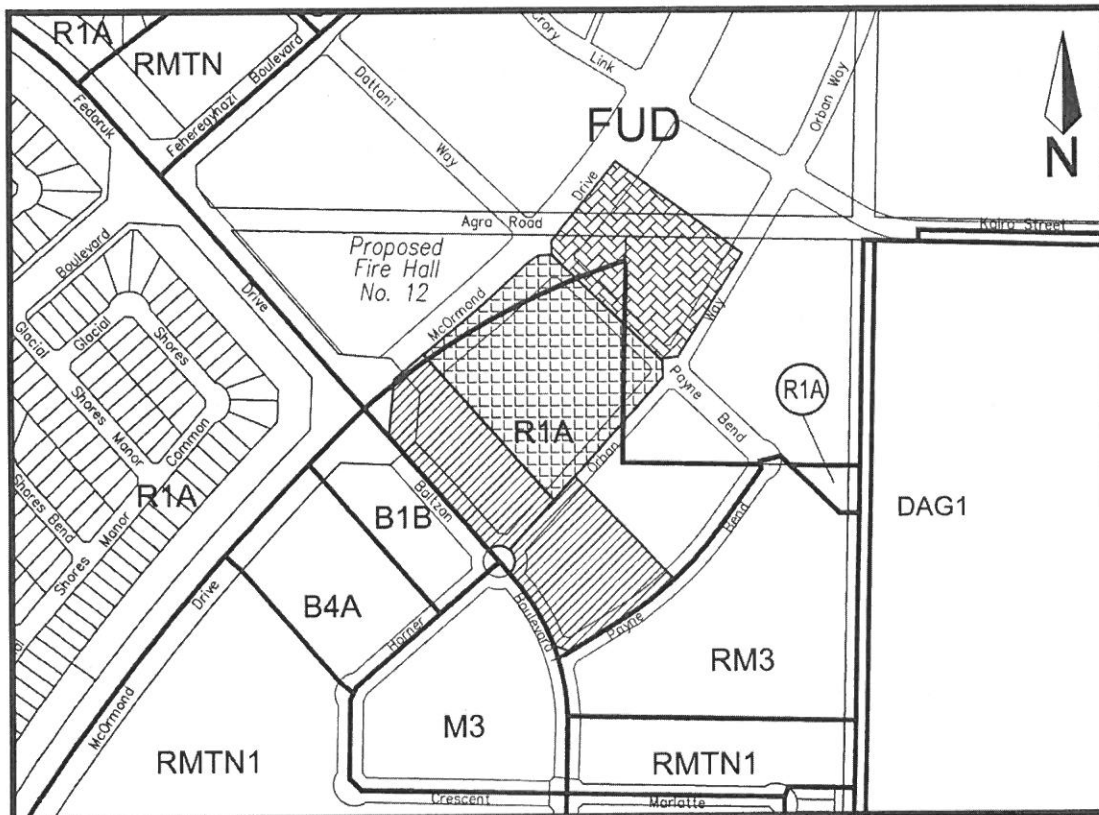


ZONING AMENDMENT

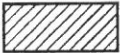

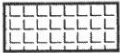
 From IH to IL1



Proposed Rezoning Z9/16

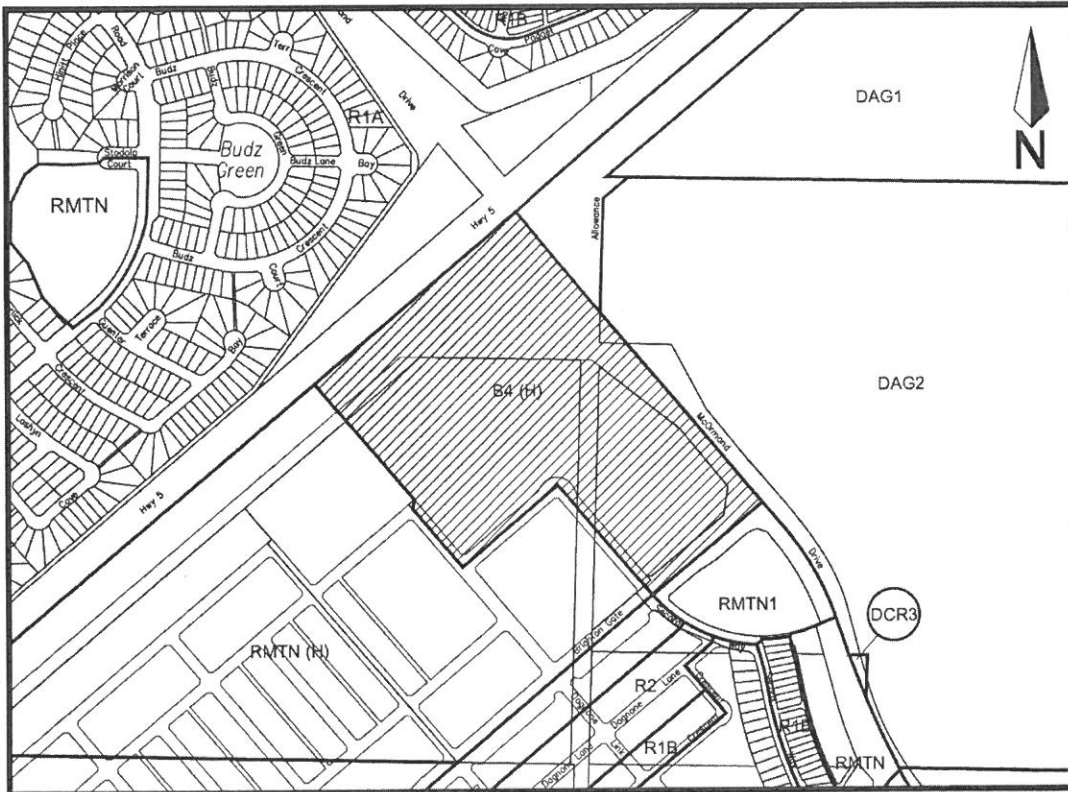


PROPOSED ZONING AMENDMENT

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

File No. RZ09-2016

Proposed Rezoning Z10/16

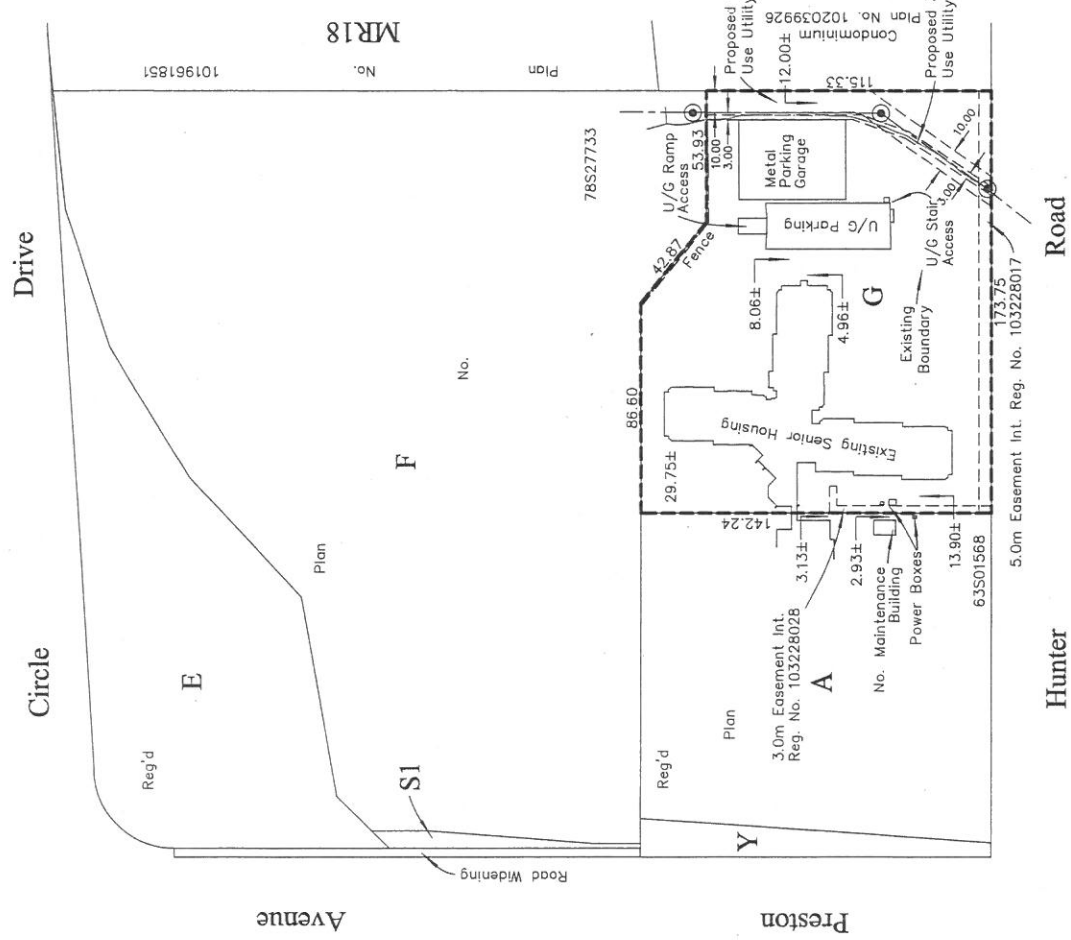


PROPOSED ZONING AMENDMENT

 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

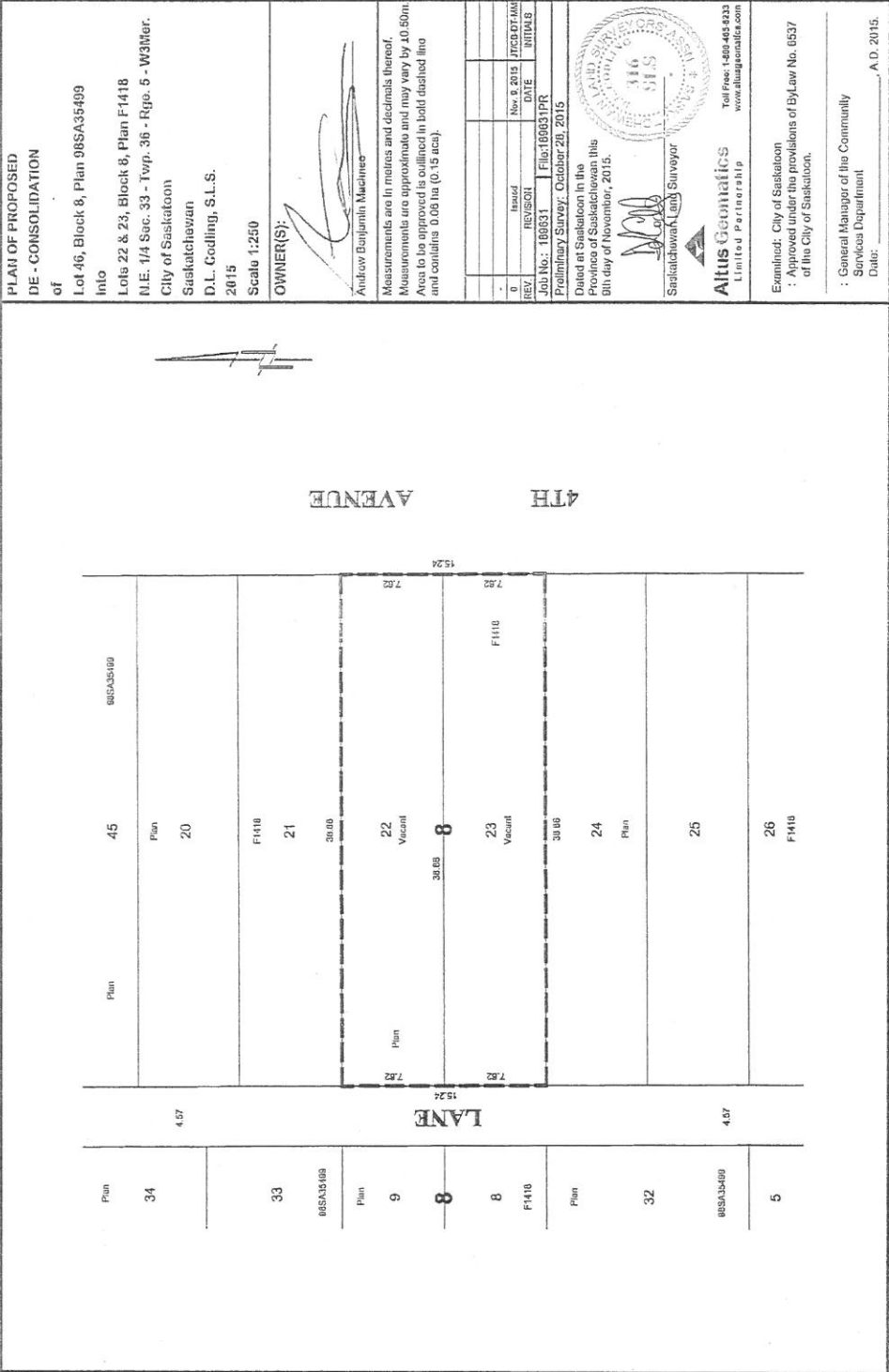
Director of Planning & Development Division

Date

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

Prepar

 © 2
 15-2884s



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 Machine

Measurements are in metres and decimals thereof.
Measurements are approximate and may vary by 40.50m.
Area to be approved is outlined in bold dashed line
and contains 0.08 ha (0.15 ac).

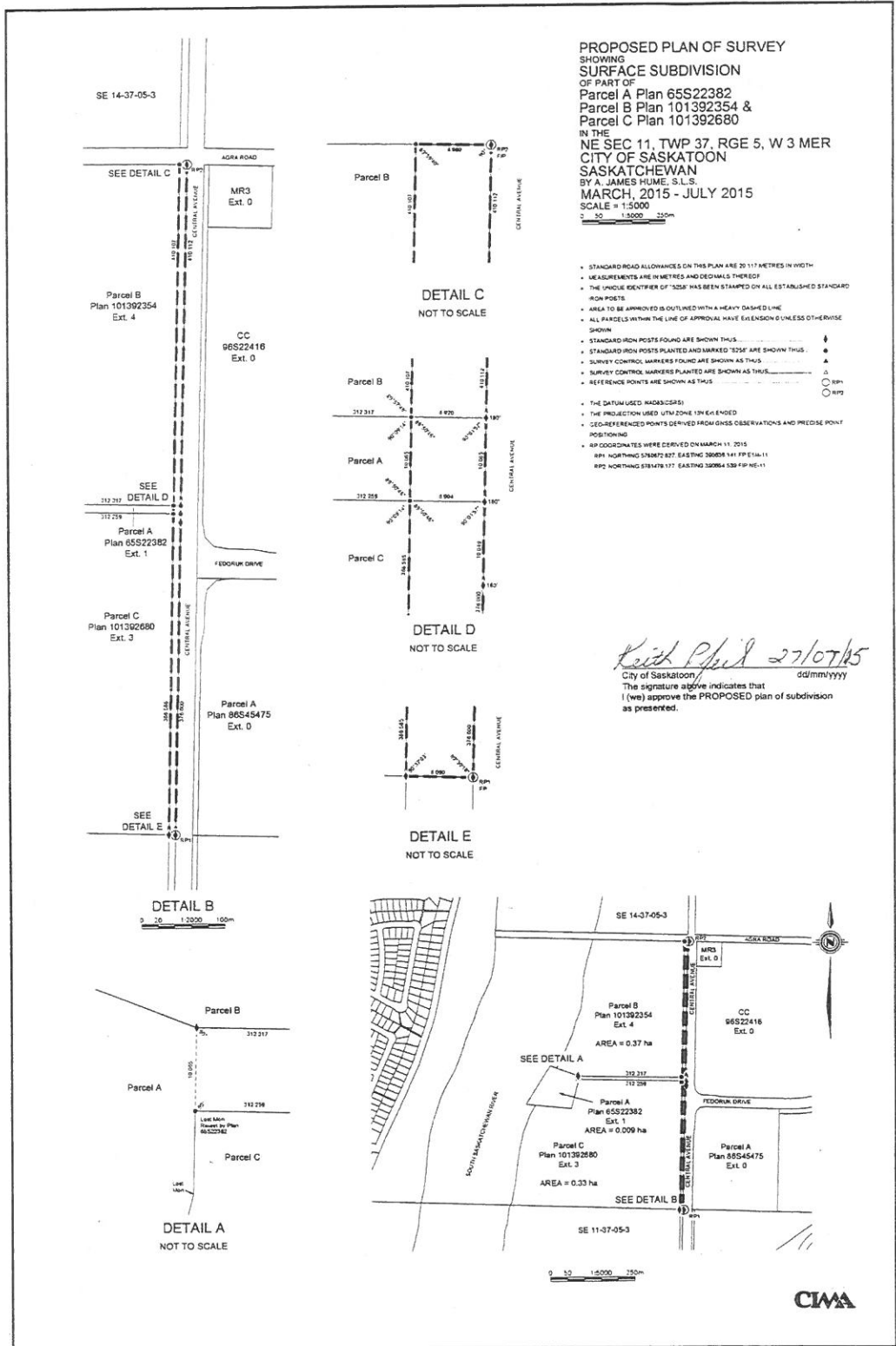
REV	REVISION	DATE	INITIALS
0	Issued	Nov. 9, 2015	JTC/DJT/MAR

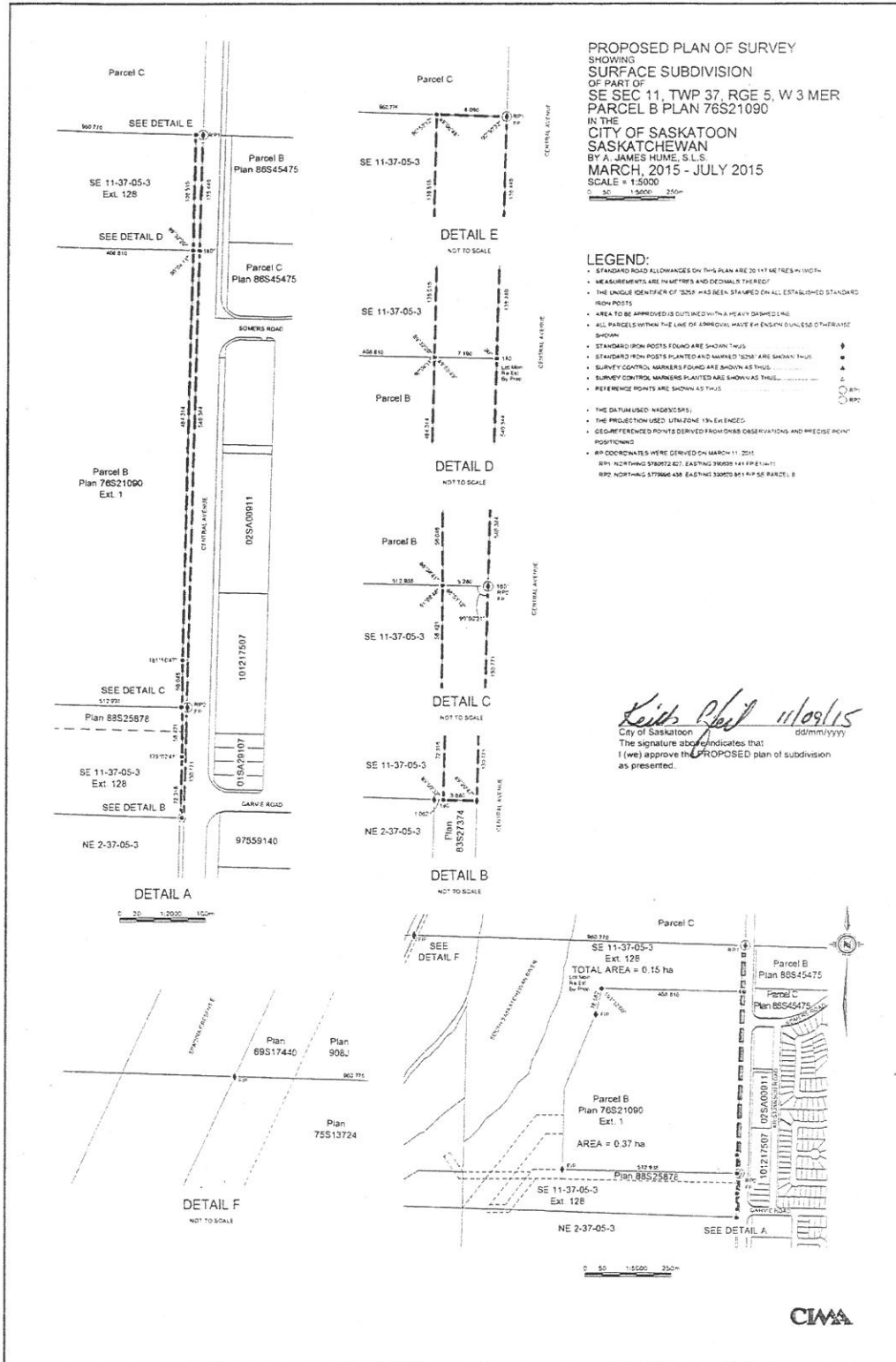
Job No.: 189931 File: 189931.PRF
Preliminary Survey: October 20, 2015
Dated at Saskatoon in the Province of Saskatchewan this 8th day of November, 2015.

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.





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 _____

Seal

T.R. Webb February 5, 2016
Saskatchewan Land Surveyor

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. _____
Reg'd Buffer Strip MB2 Plan No. _____
Canadian Plan No. 101428646
F 3720

11th STREET
WEST BYPASS
Reg'd Plan No. CO 4807
Pacific Railway

DD No 102080225
Plan No 63522364
Reg'd Plan No A

Condominium Plan
G
Plan No 102204065
No 102204245
(Plan No 102184972)

H
Plan No 102184972
No 102190946
14.55
102190946
Plan No 102183634
64.02
MB2
3.0
3.0
3.0
59-32
Plan No 102080225
E
138.50
63.83
3.0
63.83

J
Plan No 102190946
No 102190946
0.91± ha
2.24± ac
Plan No 102080225
F
102080225
Plan No 102199608
No 102199608
No 102080225

Prepared by
C Webb Surveys
08-1824sn CAS

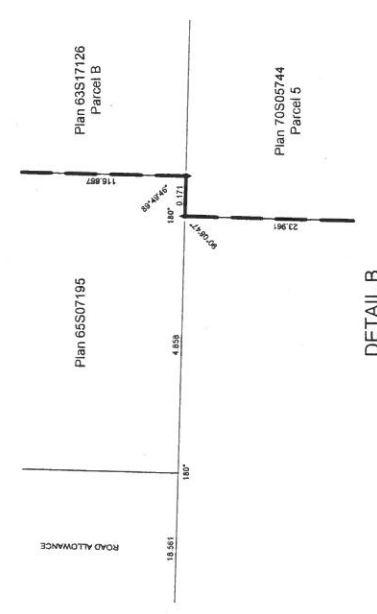
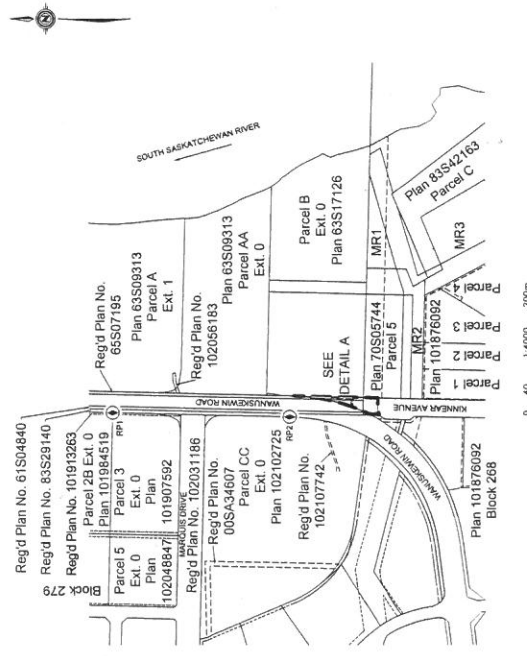
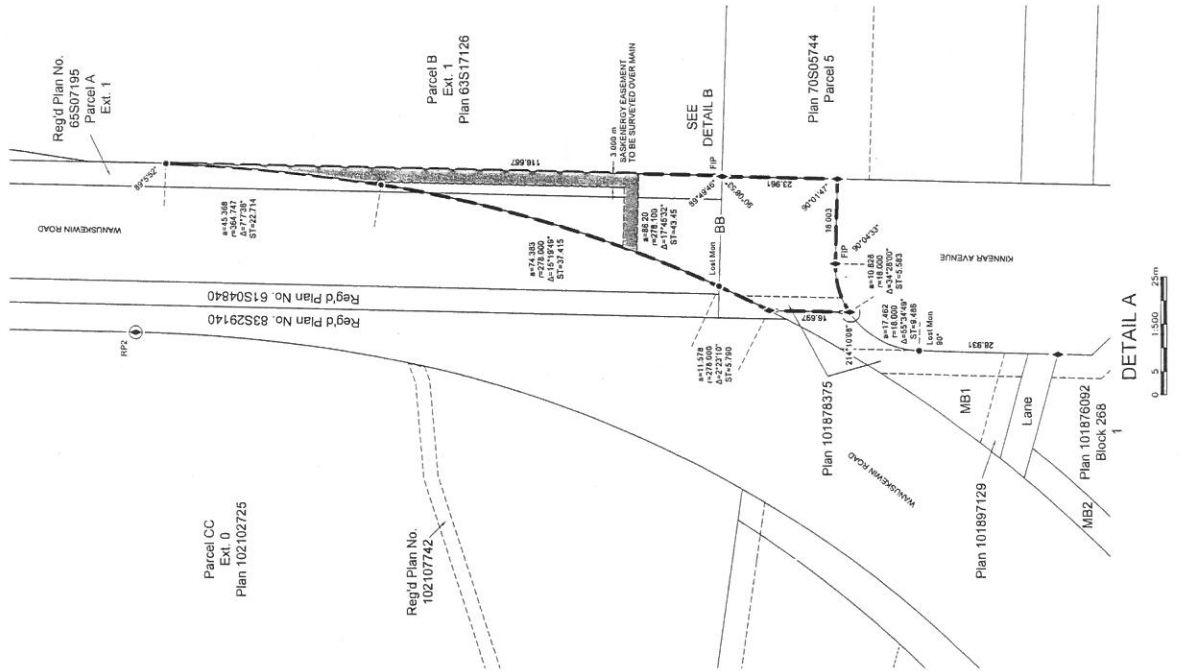
Reg'd Plan No. ER 5101 11th STREET

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: \blacklozenge
 - STANDARD IRON POSTS PLANTED AND MARKED "323P" ARE SHOWN THUS: \blacklozenge
 - REFERENCE POINTS ARE SHOWN AS THIS: \circ RPI \circ RPS
 - THE DATA USED: (INDICATED)
 - THE PROJECTION USED: UTM ZONE 18N EXTENDED
 - GEO-REFERENCED POINTS DERIVED FROM GNSS OBSERVATIONS AND PRECISE POINT POSITIONING.
 - RPI COORDINATES WERE DERIVED ON MARCH 11, 2015.
 - RPS COORDINATES WERE DERIVED ON MARCH 11, 2015.
 - RPE NORTHING STATION 101, EASTING 38665.791 FIP E 646 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



Discretionary Use Application – Bed and Breakfast Home – 614 Pezer Crescent

Recommendation

That a report be forwarded to City Council recommending that at the time of the public hearing, the application submitted by Strata Development Corporation (Katie Ledding) requesting permission, on behalf of the owner, to operate a Bed and Breakfast Home, located at 614 Pezer Crescent be approved, subject to the following conditions:

1. That the applicant obtain a Development Permit and all other relevant permits and licences; 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 the application from Strata Development Corporation, on behalf of the property owner, to operate a Bed and Breakfast Home located at 614 Pezer Crescent.

Report Highlights

1. A Bed and Breakfast Home is proposed for 614 Pezer Crescent in the Silverspring neighbourhood.
2. This proposal meets all applicable Zoning Bylaw No. 8770 (Zoning Bylaw) requirements.

Strategic Goal(s)

This application supports the City of Saskatoon's (City) Strategic Goal of Economic Diversity and Prosperity as the proposal provides the opportunity for a small business to succeed within a neighbourhood setting.

Background

The dwelling at 614 Pezer Crescent is located in the Silverspring neighbourhood and is zoned R1A District under the Zoning Bylaw (see Attachment 1). A Bed and Breakfast Home is considered a discretionary use in the R1A District. Strata Development Corporation has submitted an application on behalf of the property owner requesting City Council's approval to operate a Bed and Breakfast Home at this location.

Report

Zoning Bylaw Requirements

A "Bed and Breakfast Home" means a dwelling unit in which the occupants use a portion of the dwelling unit for the purpose of providing, for remuneration, sleeping accommodations and one meal per day to members of the general public, for periods of one week or less.

Upon approval, the property owner would be permitted to use up to three bedrooms to provide sleeping accommodations, and must maintain the dwelling as a primary residence. Additionally, the meal provided must be served before noon each day. A business license will be required for the operation of the Bed and Breakfast home. There are currently 13 licensed Bed and Breakfast Homes operating throughout the city.

Bed and Breakfast Homes are required to provide a minimum of two off-street parking spaces that are to be hard surfaced. Based on the information submitted by the applicant, four hard-surfaced parking spaces have been provided – two in an attached garage, and two on the front pad (see Attachment 2).

Adjacent properties are detached one-unit dwellings. The property backs Kristjanson Road, across from which is a 52-unit dwelling group.

This proposal meets all other Zoning Bylaw requirements.

Comments from Other Divisions

No concerns were noted by other divisions with respect to this proposal. The Building Standards Division has noted a special inspection by a civic building official will be required for a Bed and Breakfast Home. Refer to Attachment 3 for the full remarks.

Conclusion

The proposed Bed and Breakfast Home located at 614 Pezer Crescent meets all applicable Zoning Bylaw provisions and is not anticipated to have any 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 applicable 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

To solicit feedback on the proposal, notices to property owners within a 75 metre radius of the site were mailed out in February 2016. The Silverspring Community Association was also advised. To date, one response has been received. Clarification was provided on the application process, and no further concerns were expressed.

Communication Plan

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

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

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

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

Attachments

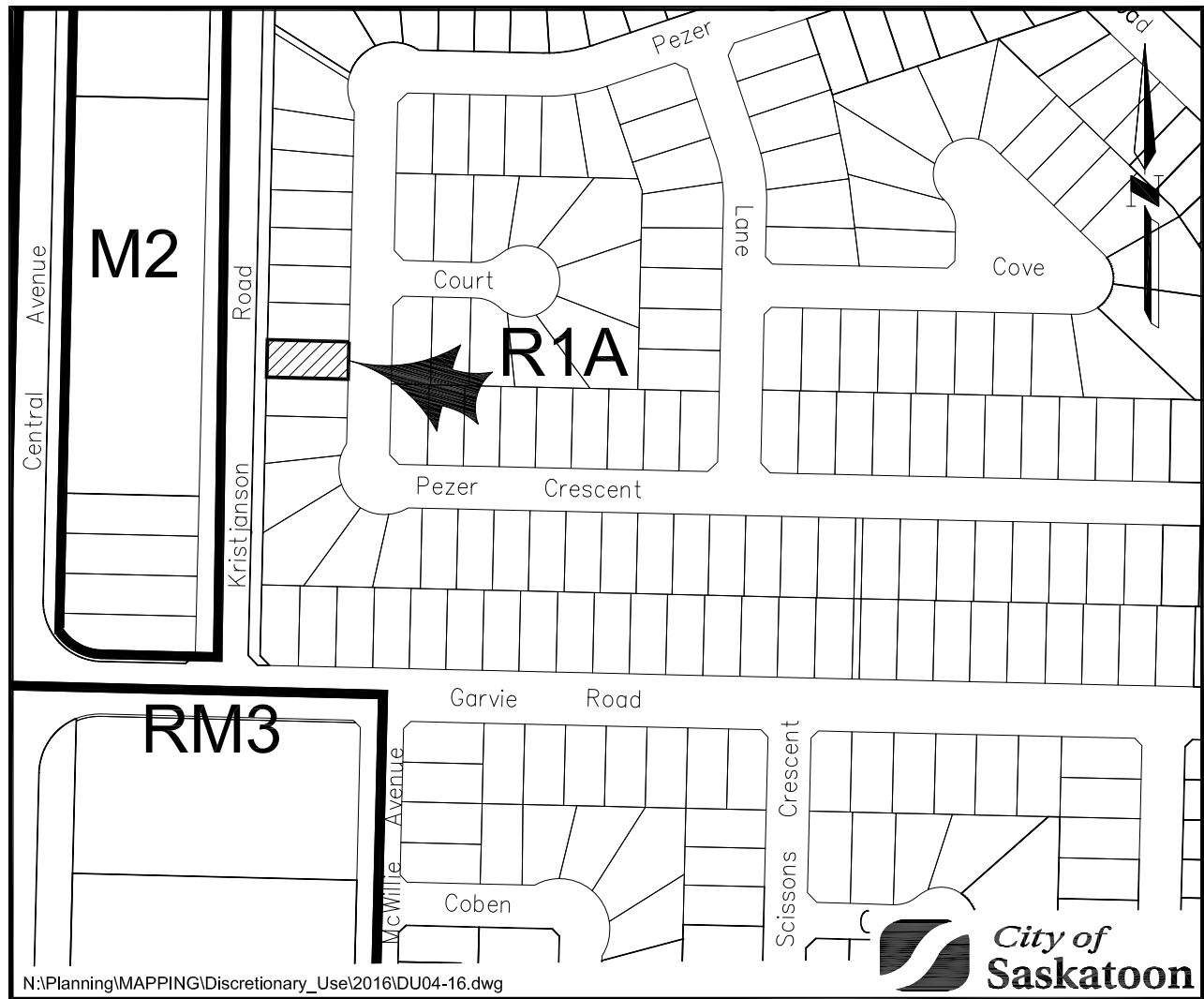
1. Location Plan – 614 Pezer Crescent
2. Site Plan – 614 Pezer Crescent
3. Comments from Other Divisions

Report Approval

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

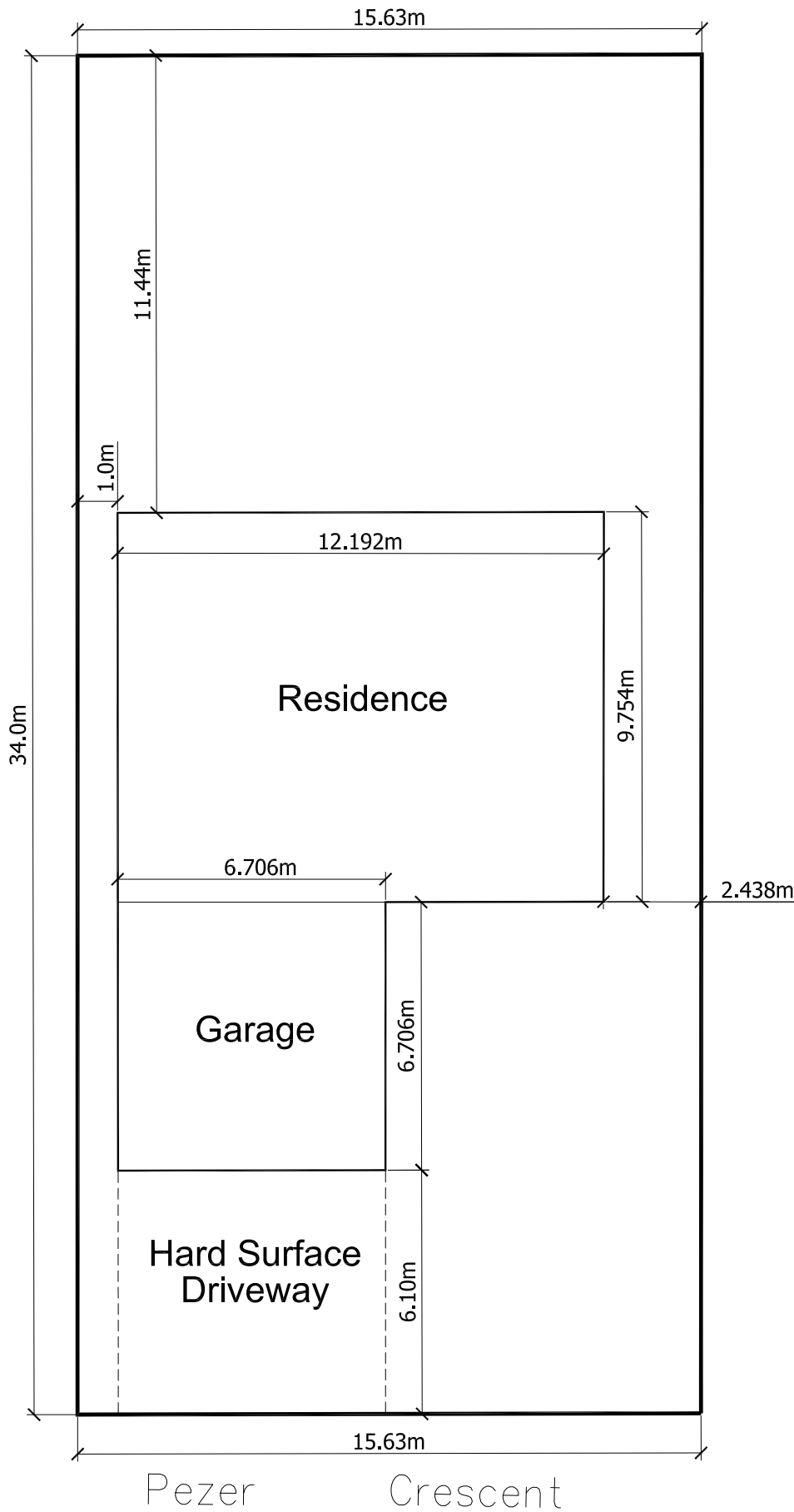
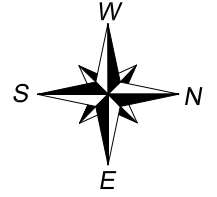
S/Reports/2016/MPC – Discretionary Use Application – Bed and Breakfast Home – 614 Pezer Crescent/kb

Location Plan - 614 Pezer Crescent



Site Plan: 614 Pezer Crescent

ATTACHMENT 2



Pezer Crescent

Comments From Other Divisions

1. Transportation and Utilities Department Comments
The proposed Discretionary Use Application is acceptable to the Transportation and Utilities Department.

2. Building Standards Division, Community Services Department, Comments
The Building Standards Division, Community Services Department, has no objection to the proposed Discretionary Use Application provided that:
 - a) a special inspection by a City of Saskatoon building official is conducted, and the recommendations of their report (if any) are carried out under the authority of building and plumbing permits;
 - b) if necessary, a Building Permit is obtained before any construction begins on this parcel; and
 - c) if necessary, a Plumbing Permit is obtained before the installation of plumbing systems on this parcel.

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

Discretionary Use Application – Converted Dwelling – 1003 Victoria Avenue

Recommendation

That a report be forwarded to City Council recommending that at the time of the public hearing, the application submitted by Dean Heidt requesting permission to use the existing building for the purposes of a converted dwelling, with three dwelling units, located at 1003 Victoria Avenue, be approved, subject to the following conditions:

1. That the applicant obtain a Development Permit and all other relevant permits (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 Dean Heidt for the conversion of an existing dwelling into three dwelling units located at 1003 Victoria Avenue.

Report Highlights

1. The converted dwelling containing three dwelling units proposed at 1003 Victoria Avenue was built in 1930 and must comply with the requirements of the National Building Code and Zoning Bylaw No. 8770 (Zoning Bylaw).
2. The proposal is not anticipated to significantly impact the surrounding land uses.

Strategic Goal

This report supports the City of Saskatoon's (City) long-term Strategic Goal of Sustainable Growth by allowing for gradual infill development. Increasing infill development is specifically identified as a ten-year strategy for achieving this goal.

Background

The property located at 1003 Victoria Avenue is a residential building located in the Nutana neighbourhood and is zoned R2A – Low-Density Residential Infill District under the Zoning Bylaw (see Attachment 1). A converted dwelling is considered a discretionary use in the R2A District. Dean Heidt has submitted an application requesting City Council's approval for a converted dwelling with three dwelling units in the existing residential building.

Report

Zoning Bylaw Requirements

The Zoning Bylaw defines a converted dwelling as a dwelling which is more than 30 years old, which was originally designed as, or used as, a one- or two-unit dwelling, and in which additional dwelling units have been created. This converted dwelling will contain a maximum of three dwelling units.

Discretionary Use Application – Converted Dwelling – 1003 Victoria Avenue

This property is zoned R2A – Low-Density Residential Infill District under the Zoning Bylaw, and surrounding properties are all low-density residential uses. The Zoning Bylaw requires one parking space per dwelling unit for a converted dwelling, and all spaces are to be directly accessible to a street or lane. The proponent intends to provide two parking spaces in a tandem configuration, along with one space provided in a detached garage. Due to site width constraints, the proponent appealed the requirement for all spaces to be accessible to a street or lane to the Development Appeal Board. The Development Appeal Board granted the appeal. The proposed parking arrangement is shown on the site plan (see Attachment 2).

Should this Discretionary Use Application be approved, a building permit will be required to be approved for Building Code and Zoning Bylaw compliance to convert the existing dwelling to a multi-unit dwelling. The architectural style and characteristics of the dwelling are not anticipated to be substantially altered (see Attachment 3).

Comments from Other Divisions

No concerns were noted by other divisions that would preclude this application from proceeding; refer to Attachment 4 for the full remarks.

Conclusion

The converted dwelling located at 1003 Victoria Avenue 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 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 m radius of the site and the Nutana Community Association (Community Association) were mailed out in November 2015 to solicit feedback on the proposal. To date, five responses have been received. Four responses have been received asking for clarification on the proposed use and discretionary use process, and one respondent was opposed due to the lack of parking available in the neighbourhood.

A public information meeting was held at Victoria School on February 25, 2016. No members of the neighbourhood nor the Community Association attended. Further information is provided in Attachment 5.

Communication Plan

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

Other Considerations/Implications

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

Discretionary Use Application – Converted Dwelling – 1003 Victoria Avenue

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, along with the Community Association. Notification posters will also be placed on the subject site.

Attachments

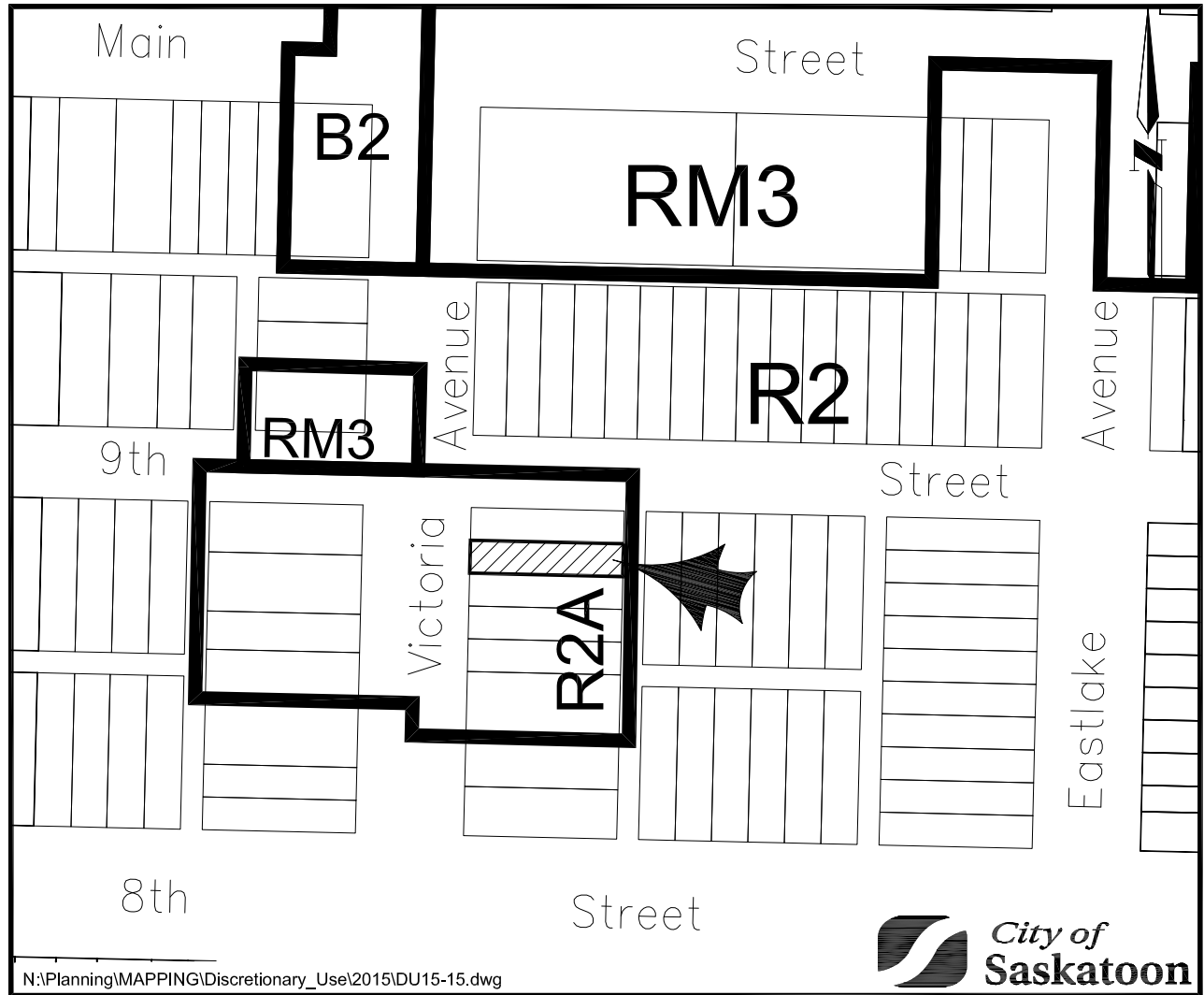
1. Location Plan – 1003 Victoria Avenue
2. Site Plan – 1003 Victoria Avenue
3. Street View – 1003 Victoria Avenue
4. Comments from Other Divisions
5. Community Engagement Summary

Report Approval

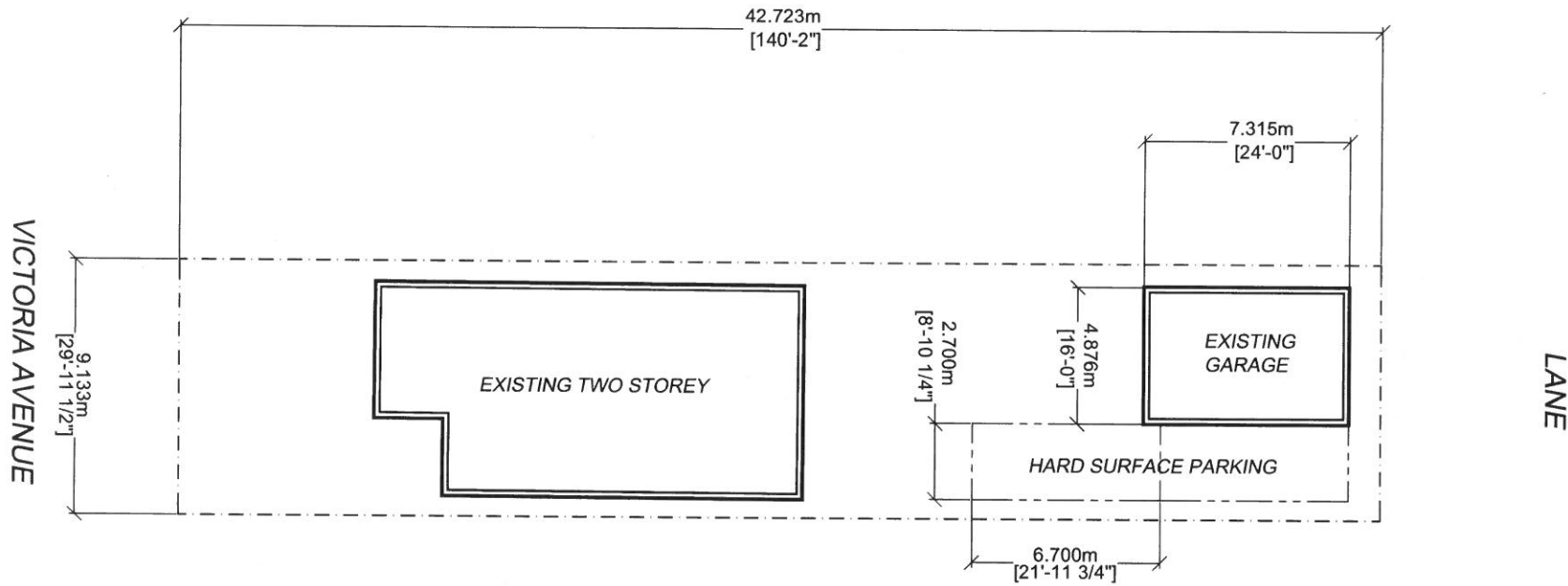
Written by: Daniel McLaren, Planner, Planning and Development Division
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2016/PD/MPC – Discretionary Use Application – Converted Dwelling – 1003 Victoria Avenue/ks

Location Plan - 1003 Victoria Avenue



SITE PLAN - 1003 VICTORIA AVENUE



LEGAL DESCRIPTION

ADDRESS: 1003 VICTORIA AVENUE

LOT: 9

BLOCK: 58

PLAN: B1858



NOTE: The information contained on this map is for reference only and should not be used for legal purposes. All proposed line work is subject to change. This map may not be reproduced without the expressed written consent of the Regional Planning, Mapping & Research Section.

DRAWING NOT TO BE SCALED
March 2, 2014
N:\Planning\APPRO\Discretionary_Use\0180014-10 Site Plan_Spark_mobilization.dwg (111117)

Street View - 1003 Victoria Avenue



Comments From Other Divisions

1. Transportation and Utilities Department Comments
The proposed Discretionary Use Application is acceptable to the Transportation and Utilities Department.

2. Building Standards Division, Community Services Department, Comments
The Building Standards Division of the Community Services Department has no objection to the proposed converted dwelling application provided that:
 - a. A building permit is obtained for the conversion of the existing dwelling to the proposed multi-unit dwelling.

Please note that plans and documentation submitted in support of this application have not been reviewed for compliance with the requirements of the National Building Code of Canada 2010.

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



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Community Engagement Summary Public Information Meeting for Proposed Discretionary Use 1003 Victoria Avenue – Converted Dwelling (Applicant: Dean Heidt)

Project Description

A public information meeting was held regarding a proposed Converted Dwelling located at 1003 Victoria Avenue. The meeting provided residents of Nutana, 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 Victoria School Library on February 25, 2016, at 7 p.m.

Community Engagement Strategy

Letters outlining the proposal were sent out to residents within a 75 metre radius of the subject site, the Nutana Community Association, Ward Councillor, and Community Consultant on November 23, 2015. Residents were provided the opportunity to contact the City of Saskatoon (City) with any questions or concerns they had with the proposal or the discretionary use approval process. A public meeting notice was then sent out to the above list, inviting interested parties to review the proposal.

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 would provide an opportunity to listen to a presentation by the applicant and create a dialogue between the applicant and nearby residents. City staff were also available to answer questions regarding the discretionary use process and general zoning regulations.

Summary of Community Engagement Feedback

Five responses were received from the initial public notification for the discretionary use application. Four of the responses received were for clarification on the proposed use and the discretionary use approval process. One response was received opposed to the proposal, citing that there was insufficient parking in the area. The respondent was aware that a development appeal had been granted for the parking requirements on the site.

No community members attended the meeting.

Next Steps

Feedback from all the public consultation to date 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.	April 26, 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.	May 9 to May 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.	May 25, 2016
Council Decision - may approve or deny proposal.	May 25, 2016

Prepared by:
Daniel McLaren, Planner
Planning and Development
March 29, 2016

Discretionary Use Application – Tavern – 523 20th Street West

Recommendation

That a report be forwarded to City Council recommending that at the time of the public hearing, the application submitted by Chris Knoppert requesting permission to operate a tavern at 523 20th Street West be approved, subject to the following conditions:

1. That the applicant obtain a Development Permit and all other relevant permits and licenses (including a building permit and business license); 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 Chris Knoppert to operate a tavern located at 523 20th Street West.

Report Highlights

1. The tavern proposed at 523 20th Street West meets all applicable 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 (City) Strategic Goal of Economic Diversity and Prosperity as it provides an opportunity for business growth in an existing commercial building.

Background

The property located at 523 20th Street West is a mixed-use building, including commercial and residential space located in the Riversdale neighbourhood and is zoned B5C – Riversdale Commercial District under the Zoning Bylaw (see Attachment 1). A tavern is considered a discretionary use in the B5C District. Chris Knoppert submitted an application requesting City Council's approval to develop a tavern in an existing commercial unit.

Report

Zoning Bylaw Requirements

The Zoning Bylaw defines a tavern as an establishment, or portion thereof, where the primary business is the sale of alcohol for consumption on the premises, with or without food, and where no live entertainment or dance floor is permitted.

This tavern intends to operate with an approximate space for public assembly of 106 m² (1,140 ft²) and seating for approximately 50. The operation is proposed to include video game play and viewing, e-sports viewing, and arcades.

Discretionary Use Application – Tavern – 523 20th Street West

Surrounding properties consist of neighbourhood commercial uses that include retail, restaurants, and residential. A tavern at 229 20th Street West, located approximately 300 m east of this site, obtained discretionary use approval on March 21, 2016. There are no other taverns or night clubs within the immediate area of this application.

Section 4.7.3 (3) of the Zoning Bylaw contains criteria to evaluate discretionary use applications for nightclubs and taverns. This tavern has been evaluated and meets the criteria contained in this section. The Zoning Bylaw does not require on-site parking for nightclubs and taverns in the B5C Zoning District; however, there are six parking spaces on the site, with one reserved for the tavern (see Attachment 2).

Conclusion

The proposed tavern at 523 20th Street West meets all applicable Zoning Bylaw provisions and is not anticipated to have any significant impact on surrounding land uses.

Comments from Other Divisions

No concerns were noted by other divisions that would preclude this application from proceeding; refer to Attachment 3 for the full remarks.

Options to the Recommendation

City Council could deny this Discretionary Use Application. This option is not recommended, as the proposal complies with all applicable 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 m radius of the site, as well as the Riversdale Community Association (RCA), and Riversdale Business Improvement District (RBID), were mailed out in February 2016 to solicit feedback on the proposal. To date, all responses received, including that of the RBID, have been supportive of this proposal.

A public information meeting was held at St. Mary's School on March 22, 2016. The meeting was attended by approximately 15 people. Chris Knoppert made a short presentation and responded to questions. Discussion included general concerns about parking in the area and site maintenance. Options were suggested to address residential parking, including the Residential Parking Permit program. See Attachment 4 for a full summary of the meeting.

Communication Plan

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

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Discretionary Use Application – Tavern – 523 20th Street West

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, along with the RCA and the RBID. Notification posters will also be placed on the subject site.

Attachments

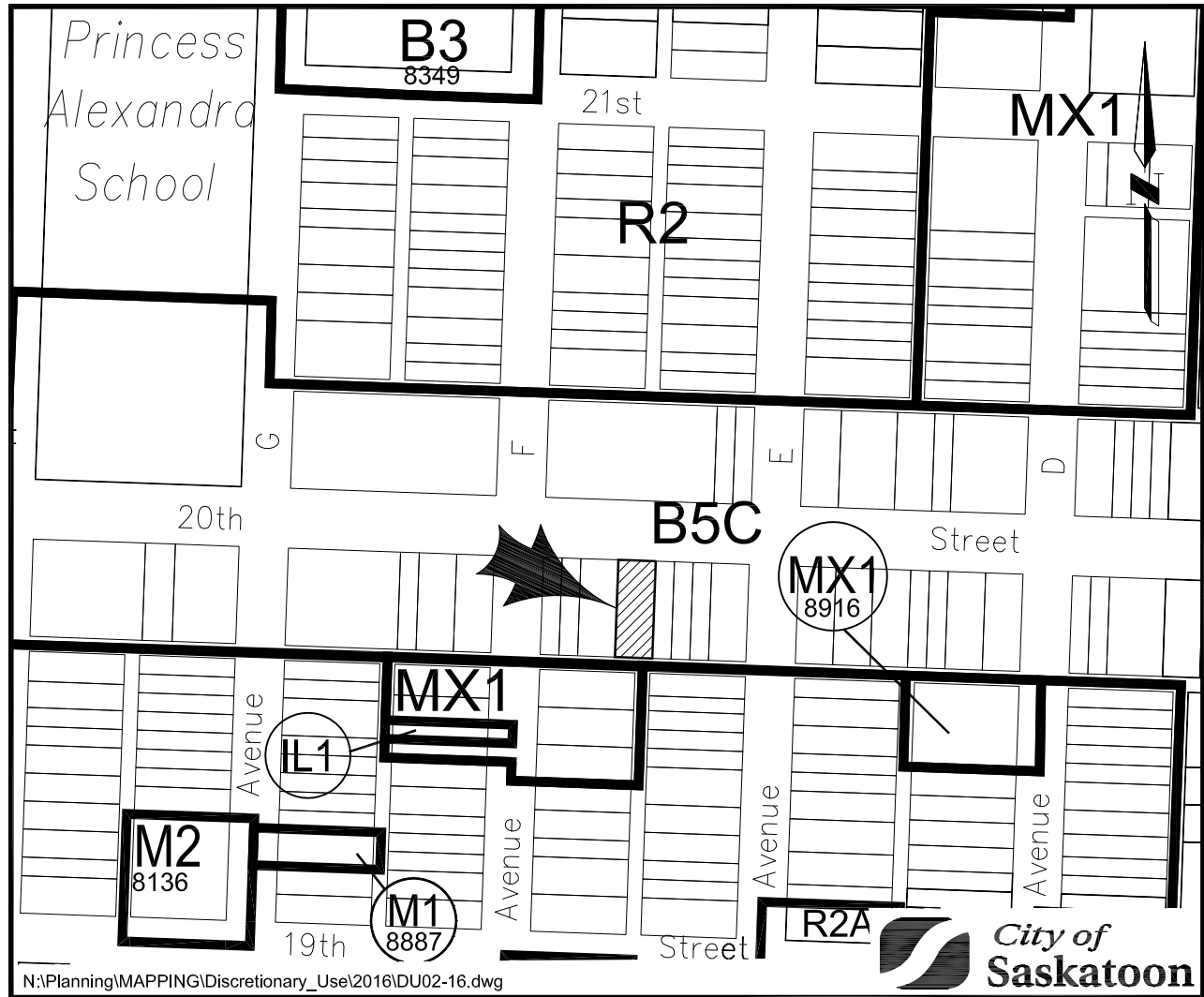
1. Location Plan – 523 20th Street West
2. Site Plan – 523 20th Street West
3. Comments from Other Divisions
4. Community Engagement Summary

Report Approval

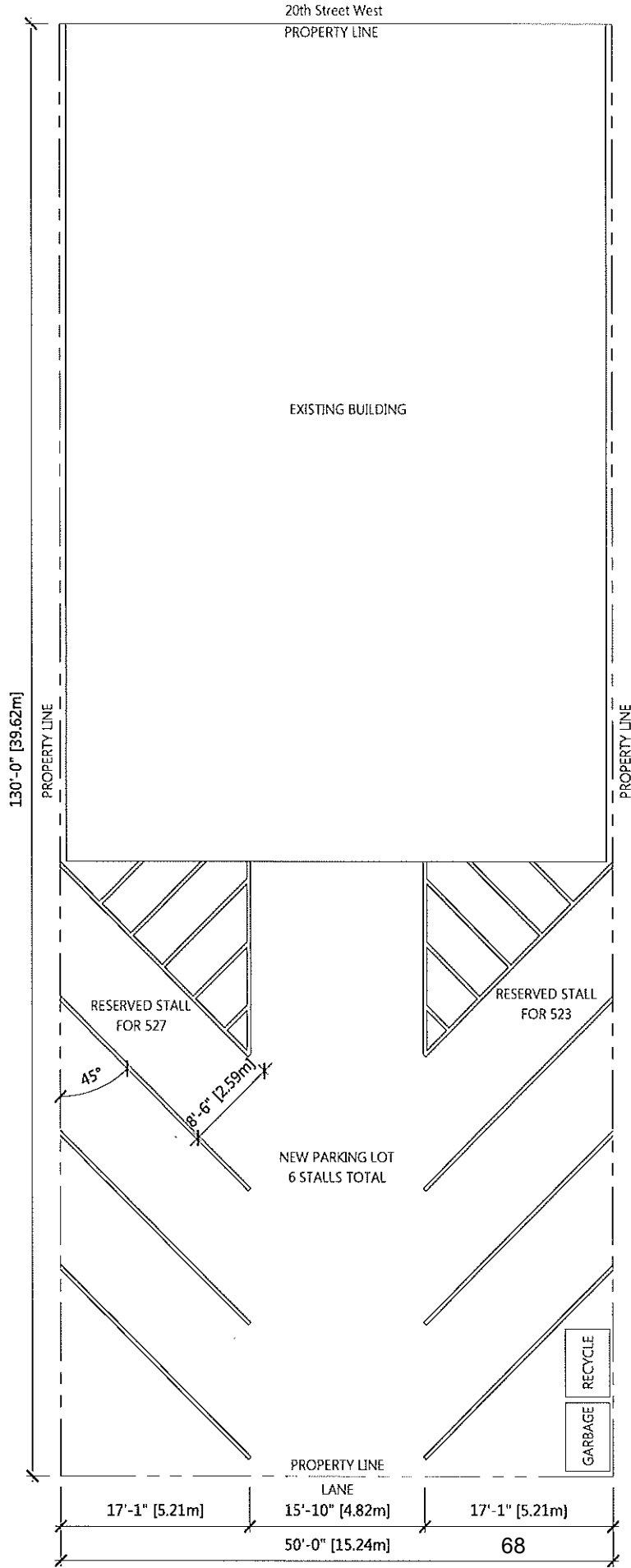
Written by: Daniel McLaren, Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2016/PD/MPC – Discretionary Use Application – Tavern – 523 20th Street West/ks

Location Plan - 523 20th Street West



Site Plan - 523 20th Street West



① SITE PLAN
1/4" = 1'-0"

papermash

Basement, Subdivision
400-227-8800
www.papermash.ca

BASEMENT FLOOR PLAN

523 20TH STREET WEST

NO. 1700, BK

PLAN NO. 1215

DATE: 12/15/15

SCALE: 1/4" = 1'-0"

DATE: 12/15/15

BY: [Signature]

CHK: [Signature]

APP: [Signature]

A1.0 A

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 requirements after discretionary use approval and prior to Building Permit approval:

- The current available fire flow at nearby hydrants to the site is approximately 140 L/s. Building alterations (i.e. sprinklers) may be required if the available fire flow does not meet the requirements based on building type, construction, and use.

2. **Building Standards Division, Community Services Department, Comments**

The Building Standards Division of the Community Services Department has no objection to the proposed Discretionary Use Application provided that a building permit is obtained for interior development of the space, under which the space will be reviewed as an assembly occupancy under Part 3 of the National Building Code of Canada 2010.

All drawings submitted for building permit application are required to be signed and sealed by a design professional (Architect or Engineer) licensed to practice in the province of Saskatchewan.

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



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Community Engagement Summary Public Information Meeting for Proposed Discretionary Use 523 20th Street West to be Used for a Tavern

Project Description

A public information meeting was held regarding a proposed tavern located at 523 20th Street West. The meeting provided property owners in Riversdale, specifically those within 75 metres of the subject site, the opportunity to learn more about the proposed development and the discretionary use process, and to have the opportunity to comment on the proposal and ask any questions that they may have.

The meeting was held at St. Mary's School on March 22, 2016, at 7 p.m.

Community Engagement Strategy

Notices to property owners within a 75 metre radius of the subject site were sent out on February 25, 2016. Letters, along with the public meeting notice, were also sent to the Riversdale Community Association, Riversdale Business Improvement District, the Ward Councillor, and the Community Consultant.

The purpose of the meeting was to inform, and consult with, the nearby residents and commercial business owners. 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 community members. City of Saskatoon (City) staff were also available to answer questions regarding the discretionary use process and general zoning regulations.

Summary of Community Engagement Feedback

The meeting was attended by about 15 people, including the Ward Councillor and a representative from the Riversdale Business Improvement District. Chris Knoppert provided a brief summary of the operation plan and then opened up the floor for questions. Discussion ensued regarding parking pressures in the area, as well as recycling and garbage collection being disturbed in the adjacent lane. Several options were suggested to relieve parking pressures on residential properties, including developing parking spaces in the rear yard of residential properties, the opportunities for a Residential Parking Permit (RPP) program, as well as potential locations for parking stations. There were no solutions suggested for concerns about garbage being strewn about in the lane. The garbage and the parking concerns were recognized to be existing conditions that were not specific to this proposal.



Next Steps

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

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

ACTION	ANTICIPATED TIMING
Planning and Development Division prepares and presents to Municipal Planning Commission (MPC). MPC reviews proposal and recommends approval or denial to City Council.	April 26, 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.	May 9 to May 24, 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, Municipal Planning Commission, and any written or verbal submissions received by City Council.	May 24, 2016
Council Decision - may approve or deny proposal.	May 24, 2016

Prepared by:
Daniel McLaren, Planner
Planning and Development
March 30, 2016

Proposed Rezoning – From R1A to M3 – Part of 3035 Preston Avenue South

Recommendation

That a copy of this report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770, respecting the portion of 3035 Preston Avenue South as outlined in this report, be approved.

Topic and Purpose

An application has been submitted by Circle Drive Senior Citizens Home Inc. (3065 Preston Avenue South) requesting that a portion of neighbouring 3035 Preston Avenue South (Circle Drive Alliance Church) be rezoned from "R1A – One-Unit Residential District" to "M3 – General Institutional Service District" (see Attachment 1). The proposed rezoning will facilitate the subdivision and consolidation of a portion of 3035 Preston Avenue South with 3065 Preston Avenue South.

Report Highlights

1. Circle Drive Senior Citizens Home Inc. (Circle Drive Place) is proposing to subdivide and consolidate a portion of 3035 Preston Avenue South with its adjacent site at 3065 Preston Avenue South.
2. In order for the proposed subdivision to proceed, the zoning designation of the subject land must be brought in line with that of 3065 Preston Avenue South.
3. No further development or change of use of 3065 Preston Avenue South is proposed.

Strategic Goal

This rezoning supports the Strategic Goal of Sustainable Growth by ensuring a responsible and rational division of land that follows the boundaries of zoning designations.

Background

Circle Drive Place, occupying 3065 Preston Avenue in the Stonebridge neighbourhood, is currently zoned M3 District and is a multiple-unit residence for senior citizens. Circle Drive Alliance Church, located on an adjacent site immediately to the north at 3035 Preston Avenue South, is zoned R1A District.

Report

Circle Drive Place is proposing to purchase a 0.92 hectare (2.27 acre) portion of 3035 Preston Avenue South from Circle Drive Alliance Church. Through the subdivision process, the portion of land will be consolidated with 3065 Preston Avenue South.

Proposed Rezoning – From R1A to M3 – Part of 3035 Preston Avenue South

The purchase and consolidation is proposed by Circle Drive Place to formally incorporate the land into their site. Circle Drive Place has been using the portion of Circle Drive Alliance Church's site in question to house two parking structures, an above-grade structure and separate underground structure. It is now their intention to bring this land under their ownership. The Plan of Proposed Subdivision showing the location of the structures is included as Attachment 2.

Official Community Plan Bylaw No. 8769

The properties in question are designated as "Residential" on the Official Community Plan – Land Use Map, which supports the present-day land uses.

Zoning Bylaw Amendment

A rezoning of the portion of land in question from R1A – One-Unit Residential District to M3 – General Institutional Service District is required to bring the zoning in line with that of 3065 Preston Avenue South. This ensures that a situation of a split-zoned site (a site with more than one zoning designation) is not created through the subdivision of land.

No further development or change of use of 3065 Preston Avenue South is proposed at this time. Future development of each site must continue to comply with the provisions of the R1A and M3 Districts, respectively.

Comments from Other Divisions

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

As a condition of approval of the related subdivision application, the Transportation and Utilities Department will require the sanitary sewer connection for this site to be tied-in to the sewer main on Hunter Road to redirect the flow. This will be at the cost of the applicant. This requirement has been communicated through the subdivision process.

Options to the Recommendation

City Council could choose to deny this application. This option will maintain the current land use and zoning designation for the land in question, and will prevent the subdivision application from proceeding.

Public and/or Stakeholder Involvement

The proposed amendments are minor in nature and are not related to proposed development or change of use. As such, public engagement was not 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.

Proposed Rezoning – From R1A to M3 – Part of 3035 Preston Avenue South

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

Attachments

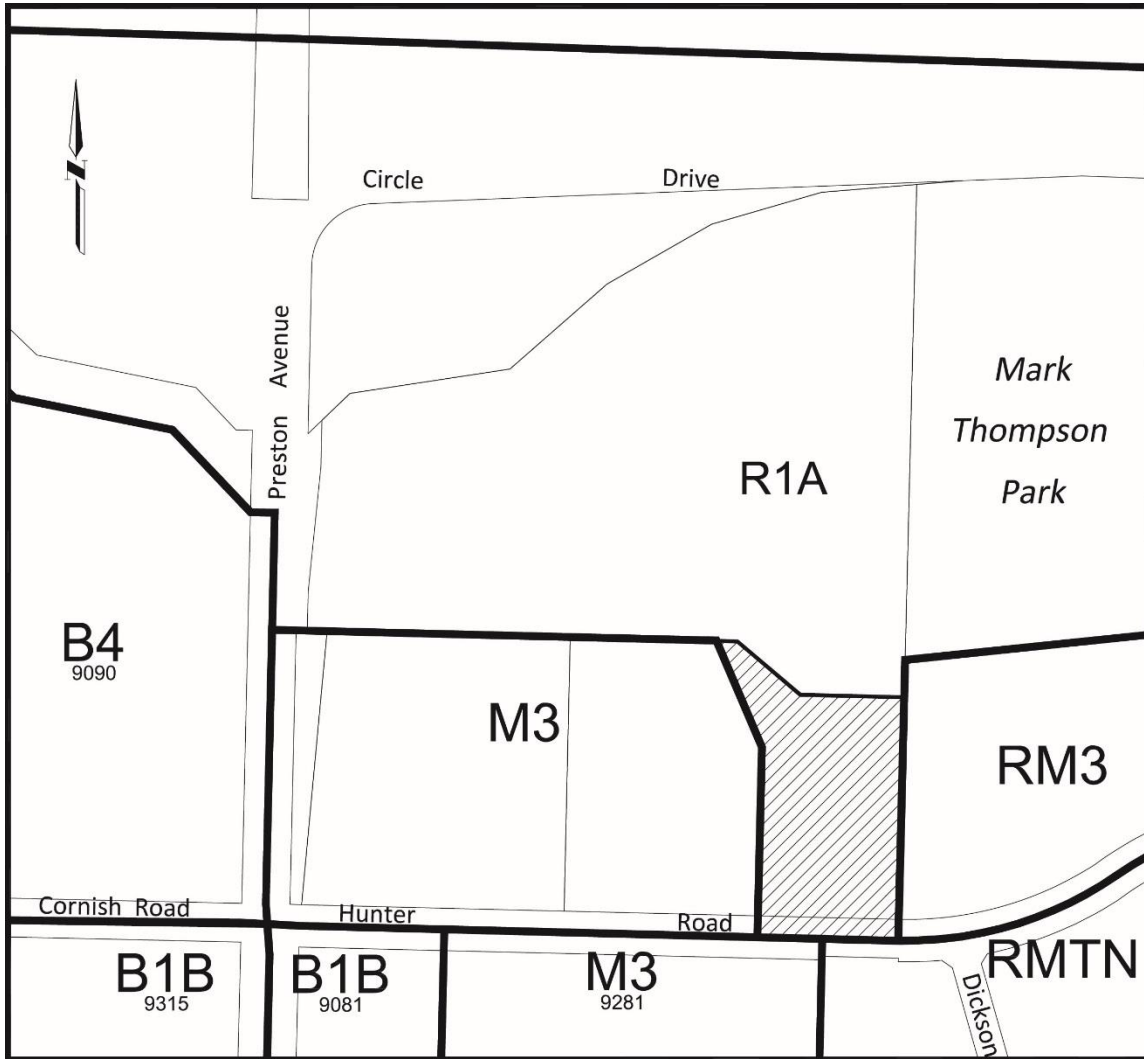
1. Location Map
2. Plan of Proposed Subdivision

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 Rezoning – From R1A to M3 – Part of 3035 Preston Avenue South/ks

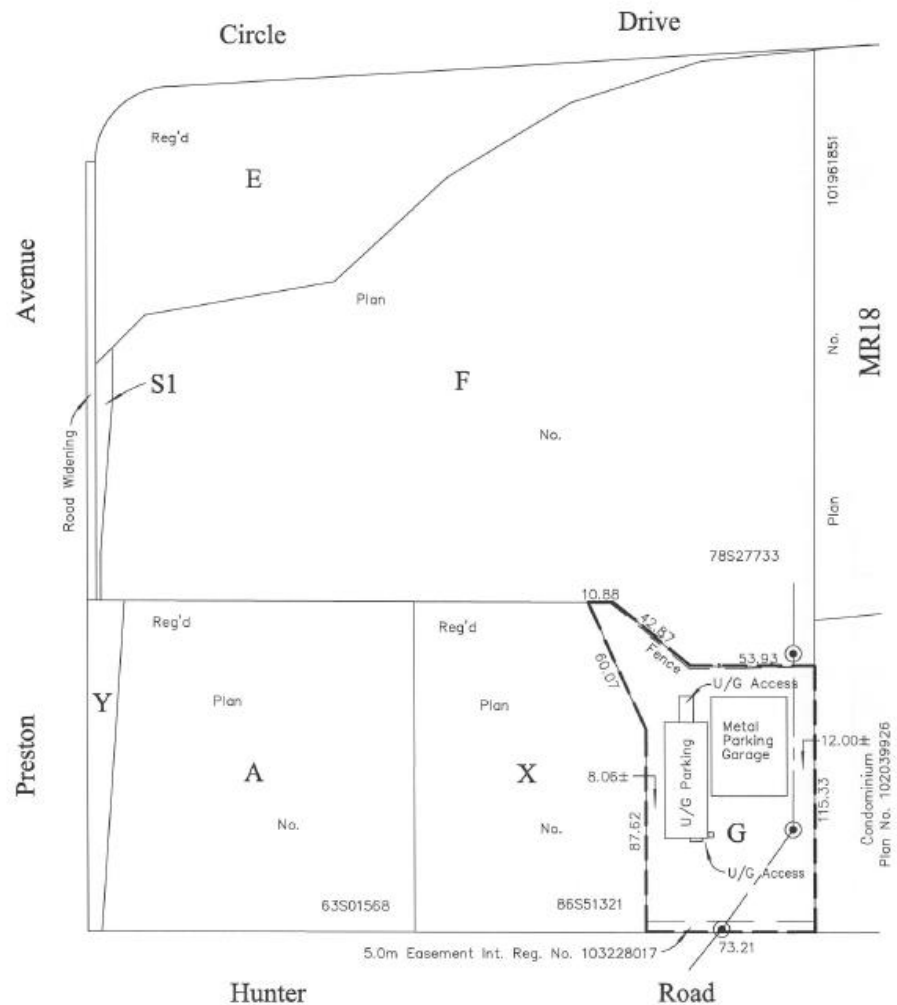
Location Map



ZONING AMENDMENT

 From R1A to M3

Plan of Proposed Subdivision



PLAN OF PROPOSED
SUBDIVISION OF PART OF
PARCEL F,
REG'D PLAN NO. 78S27733
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
- 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 0.92± ha (2.27± 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

Date
Director of Planning & Development Division

B. J. Luey
B.J. Luey August 25, 2015
Saskatchewan Land Surveyor

Seal

Prepared by
Webb Surveys
© 2015
15-2884sc NLD

Proposed Amendments to Brighton Neighbourhood Concept Plan – Revised Neighbourhood Access

Recommendation

That a copy of this report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendments to the Brighton Neighbourhood Concept Plan be approved.

Topic and Purpose

This report seeks approval of the proposed amendments to the Brighton Neighbourhood Concept Plan. The amendments previously considered by City Council have been revised with respect to the additional neighbourhood access point for Brighton.

Report Highlights

1. A revised transportation access strategy for the Brighton neighbourhood recommends an additional neighbourhood access point that is right-in only, construction of the McOrmond and College Drive interchange as per the approved configuration, and the addition of an access point to the Holmwood Suburban Centre to help serve future traffic demands from this portion of the Holmwood Sector (see Attachment 1).
2. Proposed amendments to the Brighton Neighbourhood Concept Plan (Concept Plan) include the additional access point, as well as other changes to neighbourhood layout, land uses, parks, and community facilities that result in a more refined plan going forward as implementation progresses.

Strategic Goal

Under the City of Saskatoon's (City) Strategic Goal of Sustainable Growth, this report supports the creation of complete communities that feature a mix of housing types, land uses, community amenities, employment opportunities, and internal and external connectivity.

Background

On March 21, 2016, a resolution recommending a number of proposed amendments to the Concept Plan was defeated by City Council. The main concerns identified by City Council related to the proposed design of the new at-grade access for the neighbourhood. The report considered by City Council, outlining the changes, is included as Attachment 2.

On April 11, 2016, a report from the Transportation Division was endorsed by the Standing Policy Committee on Transportation (Committee) that proposed a revised transportation access strategy for Brighton. This strategy presented an alternative to support traffic demands for Brighton that would provide a right-in only access without the need for a signalized at-grade intersection.

This report concerning the transportation access strategy for Brighton will be considered by City Council on April 25, 2016. The report to Committee outlining the preferred transportation access strategy, as well as all of the alternatives considered, is included as Attachment 3.

Report

Revised Transportation Access Strategy for Brighton

The revised transportation access strategy that has been proposed is required to support the planned development of Brighton without a signalized at-grade intersection on College Drive. The recommended option in the strategy would include an access into Brighton that is right-in only, partial cloverleaf interchange at McOrmond Drive, and increased access to and from the Holmwood Suburban Centre.

In particular, the revised access point from College Drive into Brighton will accommodate:

- i) eastbound right-in only;
- ii) no northbound left-turn;
- iii) no westbound left-turn;
- iv) no signals; and
- v) future flexibility to add left-out, but not a requirement.

The configuration of the McOrmond and College Drive interchange will remain the same as what was approved by City Council in September 2015. However, with no left-turn out of Brighton provided at the new access point, the northbound to westbound left-turn of this interchange is expected to reach capacity in the long term. Therefore, an amendment to the Holmwood Sector Plan is proposed to include an additional access point east of McOrmond Drive serving the Holmwood Suburban Centre.

The additional access to and from the Holmwood Suburban Centre is intended to draw traffic from the McOrmond and College Drive interchange to relieve future capacity issues. The access point will be enhanced and possibly grade-separated to provide additional northbound left turning capacity from the Holmwood Sector. Its location and design will be determined as part of an amendment to the Holmwood Sector Plan and Concept Plan for the Holmwood Suburban Centre.

Refer to Attachment 1 for conceptual drawings of the three proposed College Drive access points.

Proposed Concept Plan Amendment with Revised Neighbourhood Access

The Administration is seeking City Council's approval of the proposed amendments to the Concept Plan outlined in the previous report included as Attachment 1, with the only change being the revised access point for Brighton. The changes, discussed in detail in the aforementioned report, are as follows:

- i) new access from College Drive that is right-in only;
- ii) additional lanes;

- iii) lane reconfigurations;
- iv) street reconfiguration;
- v) expanded school sites;
- vi) reduction of group townhouse parcels;
- vii) redesignation of village centre parcels;
- viii) redesignation of mixed-use parcel; and
- ix) eliminated buffer strip.

Options to the Recommendation

City Council could choose to deny the proposed amendments; further direction to the Administration would then be required.

Public and/or Stakeholder Involvement

Extensive public engagement was undertaken during the original Concept Plan review. These amendments are principally internal to the neighbourhood, within which there is no existing development or population affected, and with no effect on adjacent neighbourhoods. It is expected that public engagement, as part of forthcoming amendments to the Holmwood Sector, will include further information regarding additional access points for all neighbourhoods in the sector.

Financial Implications

The additional access point into Brighton is being jointly funded by Dream Development (70.8%) and the City (29.2%), as stipulated by the servicing agreement for the neighbourhood, which was approved by City Council on September 28, 2015. The City will administer a charge for the proportional share of the approximate costs of the access point from all saleable lands not owned by Dream Development and will make reimbursement payments to Dream Development each year upon proportionally staged construction of the improvements. No other proposed changes to the Concept Plan have a financial impact on the City.

Financial impacts for future points of access into the Holmwood Suburban Centre from College Drive will be determined during review of the amendment to the Holmwood Sector Plan.

Safety/Crime Prevention Through Environmental Design (CPTED)

The proposed amendments were reviewed by the CPTED Review Committee on January 13, 2016.

Other Considerations/Implications

There are no policy, environmental, or privacy 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, a notice will be placed in The StarPhoenix one week prior to the public hearing, in accordance with Public Notice Policy No. C01-021.

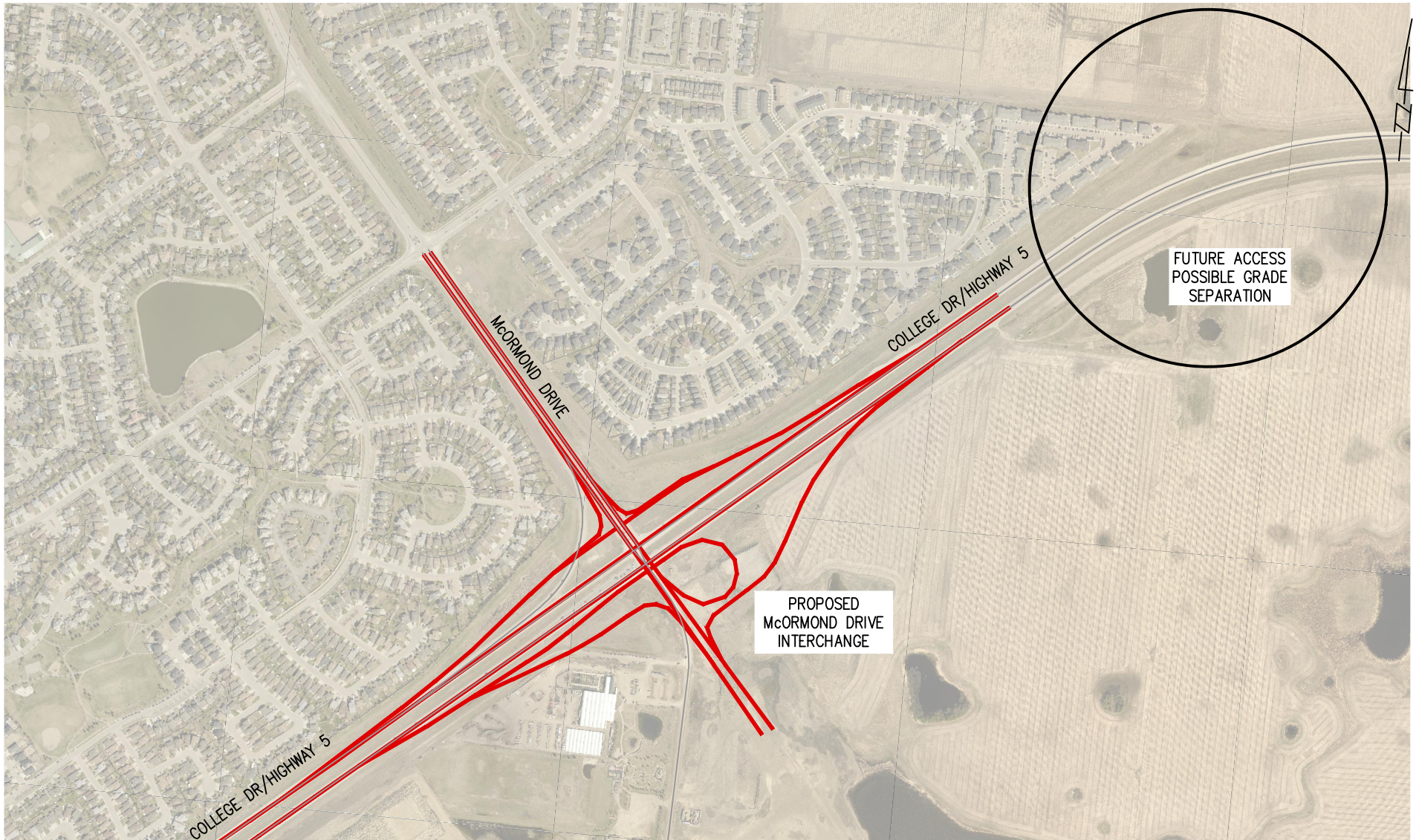
Attachments

1. Proposed Intersection/Interchange Configurations
2. Report Considered by City Council on March 21, 2016: Proposed Amendments to Brighton Neighbourhood Concept Plan
3. Report Considered by City Council on April 25, 2016: Brighton Neighbourhood Proposed Access Change

Report Approval

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

S/Reports/2016/PD/MPC – Proposed Amendments to Brighton Neighbourhood Concept Plan – Revised Neighbourhood Access/ks



BRIGHTON ACCESS
RIGHT IN ONLY

PROPOSED
McCORMOND DRIVE
INTERCHANGE

FUTURE ACCESS
POSSIBLE GRADE
SEPARATION

PLAN DESCRIPTION/REVISIONS	
4	
3	
2	
1	
DRAWN BY <u>JMR</u>	
DATE <u>2016-APR-13</u>	
SCALE : HOR. <u>NTS</u> VERT. <u> </u>	



**City of
Saskatoon**

Transportation & Utilities Department

PROPOSED BRIGHTON ACCESS

APPROVED	
_____	CHIEF ENGINEER
_____	ENGINEER
PLAN NO. <u>290-0064-001r001</u>	

**Report Considered by City Council on March 21, 2016:
Proposed Amendments to Brighton Neighbourhood Concept Plan**

Proposed Amendments to Brighton Neighbourhood Concept Plan

Recommendation

That a copy of this report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendments to the Brighton Neighbourhood Concept Plan be approved.

Topic and Purpose

An application has been submitted by Dream Development requesting amendments to the Brighton Neighbourhood Concept Plan related to the following:

- (i) additional neighbourhood access from College Drive and corresponding changes to the street and block layout in the affected area;
- (ii) reconfiguration and addition of rear lanes in select areas;
- (iii) changes to the land use designation of certain parcels;
- (iv) expansion of the neighbourhood school sites; and
- (v) other revisions of a minor nature.

Report Highlights

1. Since the adoption of the Brighton Neighbourhood Concept Plan (Concept Plan) in 2014, further study has determined the need for an additional access point into Brighton. A new access from College Drive into the neighbourhood was approved by City Council in 2015.
2. The amendments to the Concept Plan proposed in this report accommodate the additional access, as well as other changes to neighbourhood layout, land uses, parks, and community facilities.
3. Overall, the amendments result in a more refined Concept Plan going forward as its implementation progresses.

Strategic Goal

Under the Strategic Goal of Sustainable Growth, this report supports the creation of complete communities that feature a mix of housing types, land uses, community amenities, employment opportunities, and internal and external connectivity.

Background

The Concept Plan was originally approved by City Council on May 20, 2014. Brighton is the first neighbourhood to be developed in the Holmwood Sector. With a total land area of 350.83 hectares (866.87 acres), its projected population at maximum build-out when approved in 2014 was 15,505 people within 6,432 residential dwelling units.

During initial review of the Concept Plan in 2014 and corresponding public engagement, it was identified that an additional access into the neighbourhood from College Drive may be required and that after further consideration of the option, a future concept plan

amendment may be brought forward for this purpose. The Concept Plan approved by City Council identifies this possible future access point (see Attachment 1).

On March 23, 2015, City Council considered a report from the Administration identifying the need to accommodate increased traffic demands from the Holmwood Sector. The report's recommendation to reclassify College Drive from a Rural Highway to an Urban Expressway, allowing for additional access points into the sector, was approved.

On September 28, 2015, City Council approved the configuration of the additional access point into the Brighton neighbourhood to be located on College Drive between the Canadian Pacific overpass and McOrmond Drive. The approved configuration at full build-out will consist of an at-grade intersection with an eastbound right-turn and a northbound left-turn that maintains free flow westbound traffic.

Report

Proposed Concept Plan Amendments

The amendments to the Concept Plan proposed by Dream Development incorporate changes related to the additional neighbourhood access, as well as other revisions made in collaboration with relevant stakeholders, including civic departments and the local school boards. Attachment 2 shows the proposed revised Concept Plan, Attachment 3 highlights the changes, Attachment 4 shows the existing roadway classifications, Attachment 5 shows the proposed new roadway classifications, and Attachment 6 is a written submission from the proponent regarding the requested amendments, which are summarized as follows:

1. **New Access from College Drive:** The additional neighbourhood access from College Drive necessitates a redesign of the northwest portion of the neighbourhood. This includes a reconfiguration of the street and block design in the area while maintaining a modified grid design, as well as the introduction of street townhouses fronting the new access road.
2. **Additional Lanes:** Rear lanes have been added to a total of four blocks identified for single-unit residential development, which are located along collector roadways, including two blocks adjacent to the school sites. The addition of the lanes allows for front driveway access to be eliminated along these higher traffic roadways.
3. **Lane Reconfigurations:** The approved Concept Plan includes street townhouse sites that front McOrmond Drive and are serviced by a lay-by from that roadway, with rear lanes also servicing these sites that terminate in the lay-by. The lanes have been reconfigured to be connected internally to the neighbourhood such that no lane access is provided directly onto McOrmond Drive which would have created short-cutting opportunities to and from the arterial roadway.
4. **Street Reconfiguration:** A local street located adjacent to the west side of the wetland complex originally featured a meandering design that facilitated deep

single family residential lots. This street has been straightened to create standardized lots, and adds to the adjacent municipal reserve area.

5. **Expanded School Sites:** The local school boards requested increasing each school site from 4.0 acres to 5.0 acres, each, to properly accommodate the current joint-use facility model being utilized. While the school sites were expanded into the neighbourhood core park, the park is still larger than the minimum 16.0 acre standard.
6. **Reduction of Group Townhouse Parcels:** The two group townhouse parcels located directly east of the wetland complex have been reduced in size and the municipal reserve increased to make up for the area lost due to the expansion of the school sites.
7. **Redesignation of Village Centre Parcels:** The Village Centre, located in the east-central portion of the neighbourhood, includes two parcels designated for medium-density multiple-unit residential and retail. They have been redesignated as Mixed Use to accommodate a combination of residential, retail, and institutional uses. Providing for horizontal and vertical mixed uses instead of segregated uses will help ensure the future vibrancy of the Village Centre.
8. **Redesignation of Mixed Use Parcel:** The mixed use parcel located in the northern corner of the neighbourhood, adjacent to College Drive (Highway 5), is redesignated for retail use. This will accommodate a neighbourhood garden centre at this location.
9. **Eliminated Buffer Strip:** A buffer strip and associated berm are not required between retail land use and College Drive. Therefore, the buffer has been removed for the portion of the roadway adjacent to the retail parcels in the northern corner of the neighbourhood. However, a 0.1 metre buffer will be dedicated at the time of subdivision to ensure that no access to the sites from College Drive will be permitted.

Planning and Development supports these amendments as they enhance neighbourhood access, support a viable and appropriate mix of land uses and community amenities, and accommodate minor revisions that refine the Concept Plan as its implementation progresses. The above amendments are highlighted in Attachment 3.

Impacts

The cumulative impacts on projected neighbourhood population and density, resulting from the proposed amendments, are minimal. Population is projected to increase slightly from 15,505 to 15,633 people; number of dwelling units from 6,432 to 6,496; and density from 7.4 to 7.5 units per gross acre. The total dedication of park space remains unchanged at 82.58 acres, as area lost due to the expansion of the school sites has

been made up for through the reconfiguration of a local street and reduction in area of two group townhouse sites.

Comments from Divisions and Agencies

Comments identified by internal and external stakeholders are outlined in Attachment 7.

Options to the Recommendation

City Council could choose to deny the proposed amendments; further direction to the Administration would then be required.

Public and/or Stakeholder Involvement

Extensive public engagement was undertaken during the original Concept Plan review. These amendments are principally internal to the neighbourhood, within which, there is no existing development or population affected, and with no effect on adjacent neighbourhoods. It is expected that public engagement, as part of forthcoming amendments to the Holmwood Sector, will include further information regarding additional access points for all neighbourhoods in the sector.

Financial Implications

The additional access point into Brighton is being jointly funded by Dream Development (70.8%) and the City (29.2%), as stipulated by the servicing agreement for the neighbourhood, which was approved by City Council on September 28, 2015. The City will administer a charge for the proportional share of the approximate costs of the access point from all saleable lands not owned by Dream Development and will make reimbursement payments to Dream Development each year upon proportional staged construction of the improvements.

There are no additional financial impacts to the City for the changes proposed.

Safety/Crime Prevention Through Environmental Design (CPTED)

The proposed amendments were reviewed by the CPTED Review Committee on January 13, 2016. Comments and recommendations are outlined in Attachment 5.

Other Considerations/Implications

There are no policy, environmental, or privacy 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, a notice will be placed in The StarPhoenix one week prior to the public hearing, in accordance with Public Notice Policy No. C01-021.

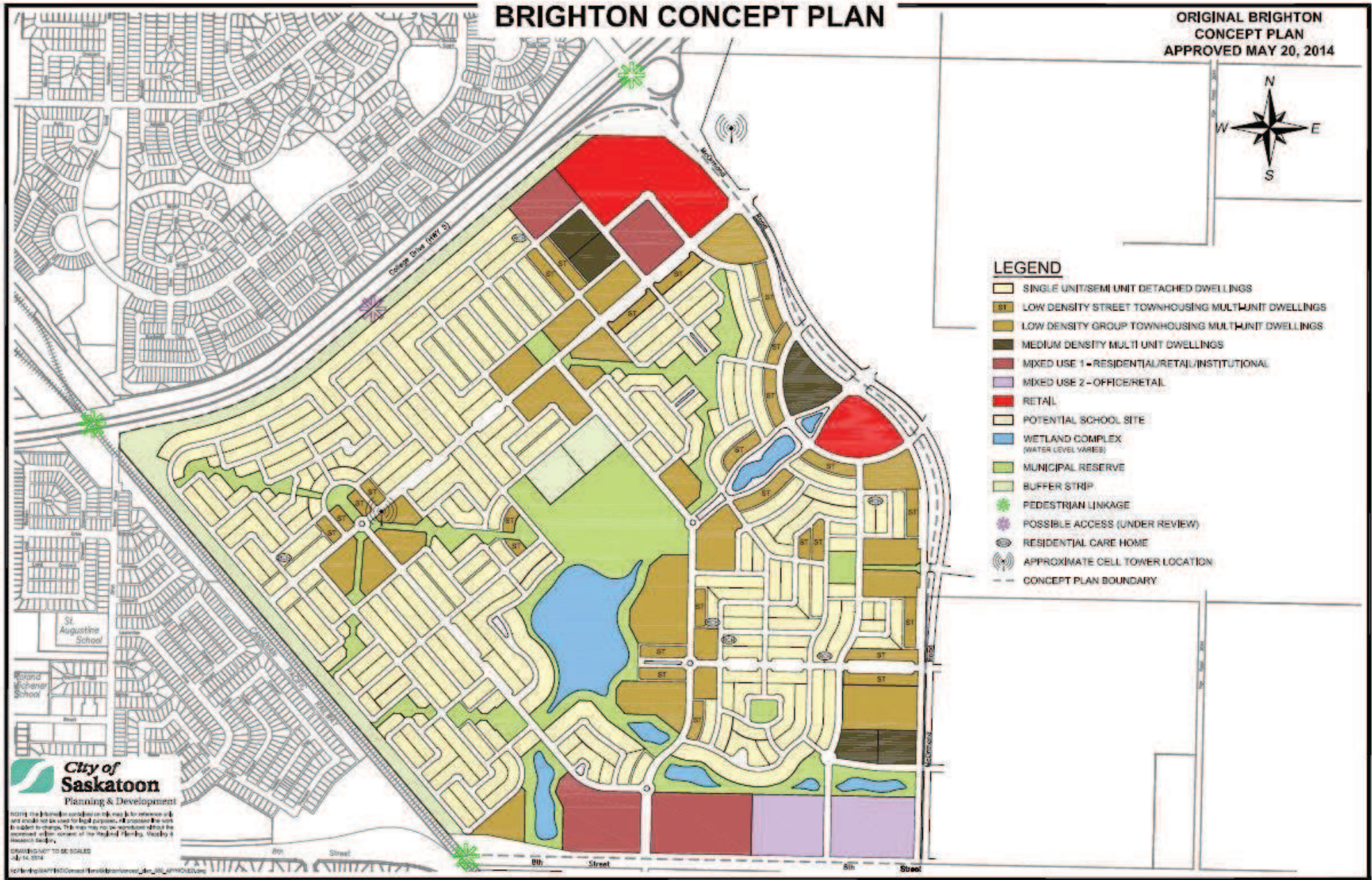
Attachments

1. Brighton Concept Plan
2. Proposed New Concept Plan
3. Changes to Concept Plan
4. Existing Roadway Classifications
5. Proposed Roadway Classifications
6. Written Submission from Proponent
7. Comments from Other Divisions and Agencies
8. Report to City Council on September 28, 2015: College Drive Classification

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 Amendments to Brighton Neighbourhood Concept Plan/lc
FINAL/APPROVED – R. Grauer – February 15, 2016



Proposed New Concept Plan



Legend:

- Single Unit/Semi Unit Detached Dwellings
- Low Density Street Townhousing Multi-Unit Dwellings
- Low Density Group Townhousing Multi-Unit Dwellings
- Medium Density Multi Unit Dwellings
- Mixed Use 1 - Residential/Retail/Institutional
- Neighbourhood Core Park
- Neighbourhood Pocket Parks
- Linear Parks
- District Park
- Multi District Park
- Buffer and Berms
- Municipal Utility
- Wetland Complex
- Schools
- Retail
- Mixed Use 2 - Office/Retail
- Approximate Cell Tower Location

Changes to Concept Plan

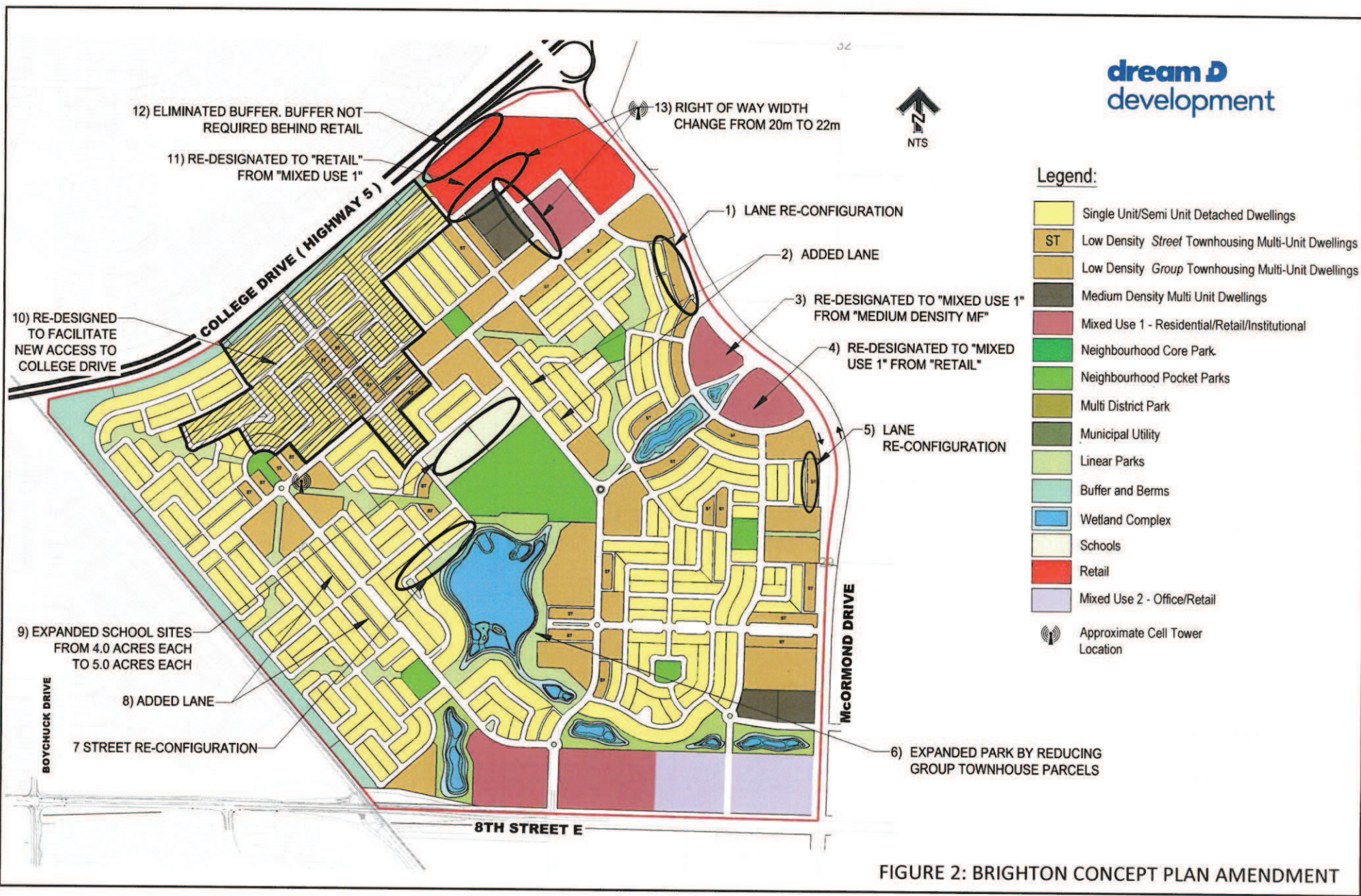
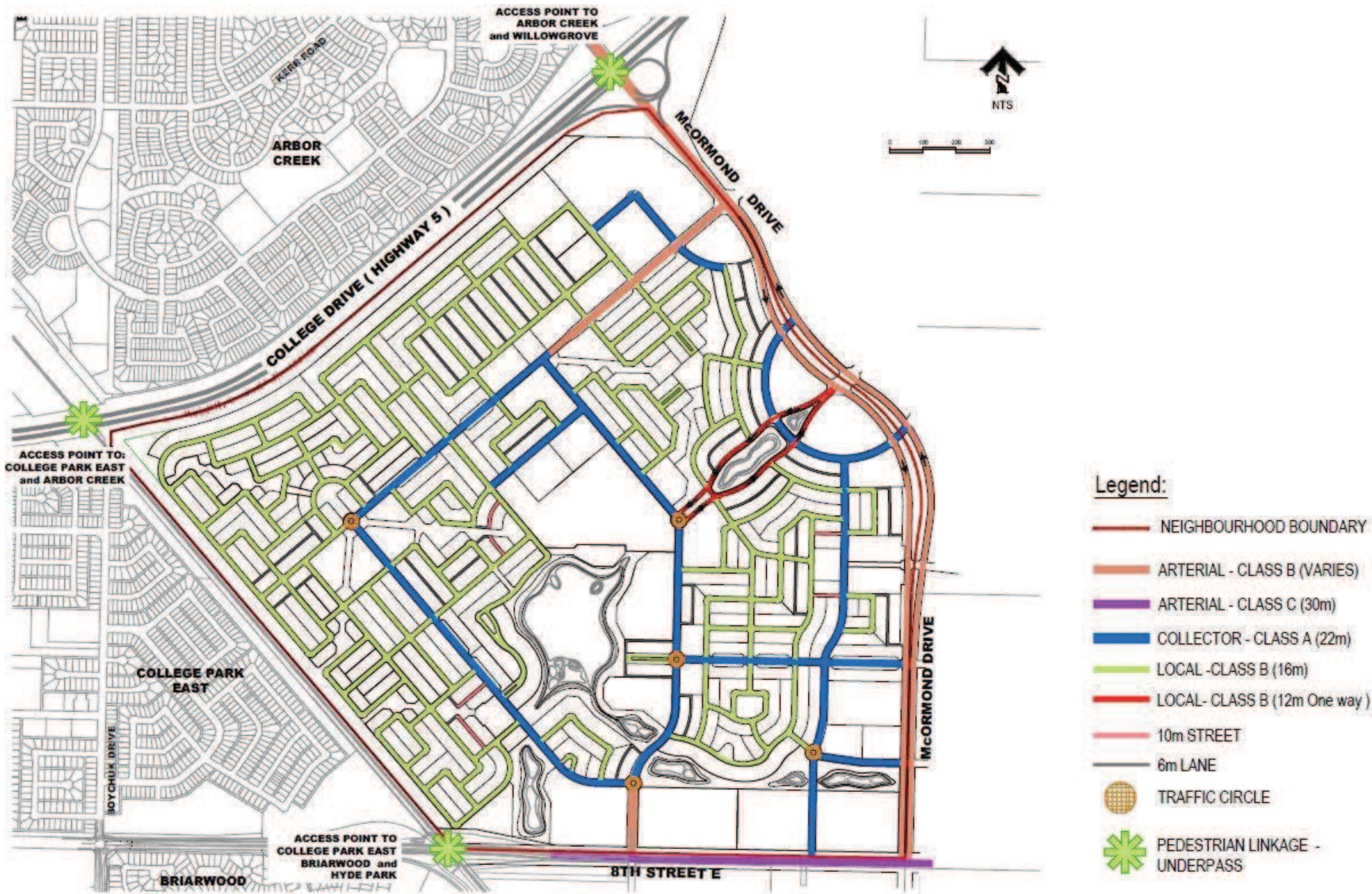


FIGURE 2: BRIGHTON CONCEPT PLAN AMENDMENT

Existing Roadway Classifications



Written Submission from Proponent



Stantec Consulting Ltd.
100-75 24th Street East, Saskatoon SK S7K 0K3

November 27, 2015
File: 113155028

Attention: Brad Zurevinski, Land Development Manager, Dream Development

Dear Brad,

Reference: Brighton Concept Plan Amendment

The Dream Development Corporation (Dream) initiated Stantec Consulting Ltd. (Stantec) to prepare a concept plan amendment for the Brighton Neighbourhood. We understand the City of Saskatoon Development Review Section instructed Dream to prepare a new concept plan appended with land use calculations and identification/rationale for each change.

The new Brighton Land Use Plan is appended and labelled as Figure 1. The below text and numbers correspond to Figure 2: Brighton Concept Plan Amendment.

1) Lane Re-Configuration

In the original concept plan, the street townhouses fronting McOrmond Drive had lanes accessing/egressing McOrmond Drive, which is not typical construction practice on major arterial roadways. The new configuration displays one lane accessing on the interior of the neighbourhood and the second terminating in a turnaround consistent with the City's standard detail for dead ending a lane.

2) Added Lane

Rear lanes are now added to two blocks east of the school sites. This amendment will change the streetscape across from the schools and park in a way that brings housing units closer to the street while eliminating driveway access on the collector roadway across from the school sites.

3) Re-Designated to "Mixed Use 1" from "Medium Density Multi Unit Dwellings"

This parcel was originally designated as "Medium Density Multi Unit Dwellings", however, the amendment proposes designating this parcel as "Mixed Use 1" due to market demand.

Design with community in mind



Reference: Brighton Concept Plan Amendment

4) Re-Designated to “Mixed Use 1” from “Retail”

This parcel was originally designated as “Retail”, however, the amendment proposes designating this parcel as “Mixed Use 1” due to market demand.

5) Lane Re-Configuration

In the original concept plan, the lane at this location displayed a ‘z’ configuration for the back lane in which one terminus would access McOrmond Drive while the other access is internal to the neighborhood. Similar to 1) above, both accesses will now connect internally to the neighborhood such that no lane access is provided directly onto McOrmond.

6) Expanded park by reducing group townhouse parcels

Other adjustments in the neighbourhood caused a slight reduction in Municipal Reserve dedication. The proposed amendment reduces the two large Group Townhouse parcels and accommodates a balanced Municipal Reserve dedication by the subsequent park expansion in this area.

7) Street Re-configuration

The original concept plan proposed a meandering street at this location which facilitated excessively deep single family residential lots. The amendment proposes straightening the street in order to create standard sized lots. This also increased the MR space to the south.

8) Added Lane

Rear lanes are now added to two blocks along the collector road west of the large pond. This amendment will bring houses closer to the street and eliminate safety concerns of vehicles backing out of driveways onto a busy collector road.

9) Expanded School Sites from 4.0 acres each to 5.0 acres each

The amendment proposes the school sites be 10 acres in total, as per recommendations from the local school boards.

10) Re-designed to facilitate new access to College Drive

This amendment proposes a re-designed area in the northwest part of the neighbourhood. The focal point of the re-design is a new access proposed directly onto College Drive which enters



November 27, 2015
Brighton Concept Plan Amendment
Page 3 of 4

Reference: Brighton Concept Plan Amendment

the neighbourhood from the north and is routed directly towards the schools and park. The new access road is lined with street townhouses and single family housing with rear lane. The surrounding block orientations have changed but maintain a modified grid design.

11) Re-Designated to “Retail” from “Mixed use 1”

This parcel was originally designated as “Mixed Use 1 – Residential/Retail/Institutional”, however, the amendment proposes designating this parcel as “Retail” due to market demand.

12) Eliminated buffer which is not required behind retail.

As per 9), the originally proposed buffer is not required behind a retail land use, and has therefore been removed. The buffer extends past the single family lots and slopes down until terminating at grade level.

Please contact the undersigned should you have any questions.

Regards,

STANTEC CONSULTING LTD.

Devin Clarke
Planner
Phone: (306) 667-2485
Fax: (306) 667-2500
Devin.Clarke@stantec.com

Attachment: Table 1 – Brighton Land Use Statistics
Figure 1 – Brighton Land Use Concept Plan
Figure 2 – Brighton Concept Plan Amendment

c. Jayden Schmiess (Stantec) via Email

Design with community in mind



November 27, 2015
 Brighton Concept Plan Amendment
 Page 4 of 4

Reference: Brighton Concept Plan Amendment

Table 1.0 Brighton Land Use Statistics

Brighton Land Use Statistics										
Land Use	Hectares	Acres	%	Frontage (m)	Units/acre	Units by frontage	People per Unit	Population	Elementary Student Population 0.48 SU and 0.19 MU	
RETAIL	12.33	30.46	3.7%							
MIXED USE 1 - RESIDENTIAL/RETAIL/INSTITUTIONAL	17.92	44.26	5.4%		25	1107	1.3	1,439		210
MIXED USE 2 - OFFICE/RETAIL	8.48	20.95	2.5%							
RESIDENTIAL										
Single Unit Detached Dwellings (12m lots)	83.71	206.76	25.1%	22,612	8	1,884	2.8	5,276		904
Single Unit Detached Dwellings with Lanes (9m lots)	29.17	72.05	8.7%	8,139	11	904	2.8	2,532		434
Low Density Street Townhousing (6.7m lots)	14.44	35.67	4.3%	3,869	15	577	2.2	1,270		110
Low Density Group Townhousing (20 UPA)	31.68	78.25	9.5%		20	1,565	2.8	4,382		297
Medium Density Multi Unit Dwellings (40 UPA)	4.64	11.46	1.4%		40	458	1.6	733		87
TOTAL RESIDENTIAL	163.64	404.19	49.0%			6,496		15,633		2,043
PARKS										
Neighbourhood Core Park (1)	9.00	22.23	2.7%							
Neighbourhood Pocket Parks (6)	3.97	9.81	1.2%							
Neighbourhood Linear Parks (8)	7.42	18.33	2.2%							
District Park (8)	12.03	29.71	3.6%							
Multi District Park (1)	1.00	2.47	0.3%							
TOTAL PARKS	33.42	82.55	10.0%							
SCHOOLS	4.05	10.00	1.2%	346						
ROADS										
Arterial Roads (half of McOrmond & portion of 8th St)	7.88	19.46	2.4%							
Arterial Median (McOrmond)	2.40	5.93	0.7%							
Other Medians	0.41	1.01	0.1%							
Collector Roads	21.99	54.32	6.6%							
Local Roads	42.56	105.12	12.7%							
Lanes	4.63	11.44	1.4%							
TOTAL ROADS	79.87	197.28	23.9%							
BUFFER & BERMS	11.96	29.54	3.6%							
ROAD WIDENING - 8th Street	0.97	2.40	0.3%							
INTERCHANGE - McOrmond/College Drive	1.47	3.63	0.4%							
GRAND TOTAL	350.83	866.55								
Drainage Parcels	16.72	41.30								
Neighbourhood Area (GDA)	334.11	825.25	100.0%							
Neighbourhood Density										
units per gross acre		7.5								
persons per gross hectare		44.6								
Population		15,633								
Neighbourhood Dwelling Type Split			43% Single / 57% Multi							

Design with community in mind

Comments From Other Divisions and Agencies

Agency	Comments and Responses (where required)	
Long Range Planning	Comment No. 1	Two sites are proposed to be redesignated to “Mixed Use 1,” which we support, in principle. However, we have concerns that the residential components of these sites may not be retained at build out without appropriate zoning designation to ensure that it does occur. Should both sites (3 and 4) be developed as commercial only, they would effectively comprise an additional District Commercial location within Brighton, given the combined size of the two sites. An additional District Commercial location is not supported by the Holmwood Sector Plan.
	Response	The vision of sites 3 and 4 is that of a true mixed use that will incorporate retail, office, institutional, and residential uses rather than an additional commercial-only node. The intent of the site is to promote horizontal and vertical mixes of uses in a concise manner that creates a vibrant village center. The site will also include amenity spaces for all residents of the area. Once complete, site plans and visioning documents will be submitted to the City of Saskatoon (City) as support for a zoning-by-agreement application.
	Comment No. 2	While lane access points to McOrmond Drive have been removed as noted in items Nos. 1 and 5, it appears that one lane access remains, as indicated on Figure 2: Brighton Concept Plan Amendment below.
	Response	The lane identified on the above is located on City-owned lands and is outside of the concept plan amendment area. It is our understanding that Saskatoon Land may be working on a subsequent concept plan amendment which may encompass this area in the future.
Greater Saskatoon Catholic Schools	Comment No. 1	We appreciate increasing the size of the school sites from 4 acres to 5 acres. This will go a long way to resolve some of the current challenges experienced with the four P3 sites where the two school divisions are building eight new elementary schools.
Saskatoon Public Schools	Comment No. 2	Further to above, the revised plans show three sides of the property's perimeter bounded by roadways. This is a significant improvement over the original concept plan.
	Comment No. 3	The roadway on the west side of the property appears narrow. It is critical that these schools have roadway widths sufficient to handle bus drop off. As the City continues to design larger and larger neighbourhoods, the elementary school age population increases and school divisions are compelled to bus a higher percentage of students than in smaller neighbourhoods. Without doing detailed projections, I would estimate the two school divisions would require bus drop off areas for 18 to 22 buses. Please ensure perimeter roadways can accommodate on-street bus drop-off areas.
	Response	The roadway on the west edge of the school site does transition from a collector roadway to a local roadway which leads further into the residential portion of Brighton. A total of 346.5 m of frontage on the north collector and 117 m of frontage on the east collector for a total 463.5 m of school frontage on collector roadways. Using 10.2 m per bus with a 2.2 m gap in between (12.4 m) from the current school site design a total number of 37 buses could be parked adjacent to the school sites.

Agency	Comments and Responses (where required)	
<p>Greater Saskatoon Catholic Schools</p> <p>Saskatoon Public Schools</p>	Comment No. 4	The City is estimating 2,043 elementary students. This translates into two schools with a total of 82 classrooms plus core amenities (science room, gymnasium, library, etc). Neither school division has designed elementary facilities with this capacity. Rather than have 2,043 students within one facility, I am quite certain Greater Saskatoon Catholic School's Board of Trustees will want to explore separate facilities. Is the parcel of land on the southeast corner of the Municipal Reserve (MR) appropriate for a school site?
	Response	As discussed previously with the school boards, the parcel in the southeast corner of the park is not appropriate for a school site. During our meetings with the school boards last year, it was determined that another school site would be shown on the west portion of the neighbourhood/Suburban Centre east of Brighton to alleviate concerns of capacity within the area as the neighbourhood is built out.
	Comment No. 5	Finally, as mentioned in previous meetings with the City, if the City is planning to continue to design large neighbourhoods, we would request a design where the MR is split within the neighbourhood. This would facilitate the creation of two school sites (four schools). The advantage to this configuration would be less dense schools, less bus transportation, and an increased opportunity to find efficiencies in joint facilities. The larger each school becomes, the less opportunity there is to share a component of a facility (gym by way of example) as the demand for use increases with the student population.
	Response	The City and Dream Development are reviewing future neighbourhood sizes, which will, in turn, consist of a review of how schools are planned for.
CPTED Review Committee	Rec. No. 1	That the proponent provide detailed drawings of the lane turnaround to clarify the design and address concerns.
	Response	These drawings have been provided as requested.
	Rec. No. 2	That the section of the lane with the turnaround be eliminated.
	Response	It's not possible to eliminate this section, as it provides rear-yard access for street townhouse sites to the east.
	Rec. No. 3	That if the turnaround remains, bollards be added around the perimeter of the turnaround to ensure no vehicles enter or exit onto McOrmond Drive.
	Response	The detailed drawings confirm the required bollards in the turnaround design.
	Rec. No. 4	<p>That the contract zoning process for the new retail site (neighbourhood greenhouse) include:</p> <p>a) a sound wall, screening, and/or creating a site plan where the loading areas are set as far from the single unit residential as is reasonable to minimize issues related to noise and/or dust.</p> <p>b) a combination of access control and sufficient parking and loading is important in order to reduce conflicts with residential uses. If it's too convenient to access the site from the adjacent street with residential or there's a lack of parking, customers may park in front of homes, causing conflicts.</p>

Agency	Comments and Responses (where required)	
CPTED Review Committee	Rec. No. 4 (cont'd)	<p>c) to address issues regarding image and maintenance, Wilson's Greenhouse could use landscaping features to clearly separate the retail and single-unit residential units, while also creating an inviting space for both users.</p> <p>d) ensure any fencing put up in Wilson's is visually permeable in order to increase natural surveillance.</p>
	Response	Development Review is overseeing the rezoning process for this site and will consider these recommendations in collaboration with the proponent on final site layout and provisions of the Rezoning Agreement.
	Rec. No. 5	That appropriate wayfinding signs be added to the buffer strip to ensure users know it is a dead end.
	Response	Pedestrian access is prohibited on the buffer strip adjacent to College Drive and should not be encouraged. To supplement this, "no entry – dead end" signs will be put in place in areas where potential berm access may exist (i.e.: at the northwest corner of Brighton and at the intersection with College Drive).
	Rec. No. 6	That the most easterly end of the buffer strip be connected to the retail site or residential street to the south so that it is not a complete dead end and entrapment area.
	Response	Pedestrians will be prohibited from the berm on College Drive. In speaking with the proponent of the retail site, pedestrian access from the buffer to their private property will not be provided. Additional signage as detailed above can be placed close to these locations to inform residents.
Transportation and Utilities Department Transportation Division Comments	Comment No. 1	Lane Reconfiguration: The lane turnaround cannot be accommodated in the McOrmond Drive Right-of-Way.
	Response	The lane configuration, which removes direct access to the lanes within Brighton to McOrmond Drive, was completed in consultation with the Transportation and Utilities Department, which also included consultation regarding the turnaround. This turnaround has been designed to City standards and provides access to street townhouse units, which front onto Brighton Circle. This turnaround is provided in its own right-of-way and is separate from McOrmond Drive.
	Comment No. 2	Redesignated to "MX1 - Mixed Use District 1" from "Medium Density Multi Unit Dwellings" and "Retail": This is an increase in land use density which will increase traffic to and from these parcels and adversely impact the operation of the surrounding street network. This land use could permit office and retail use. A Transportation Impact Assessment (TIA) is required. Driveways to/from McOrmond Drive will not be permitted.
	Response	A TIA for the above-noted sites will be tied to the development of the sites and will be provided prior to development. It is anticipated that the sites will be under a contract zoning with the Planning and Development Division. It is understood that driveways on McOrmond Drive are not permitted.
	Comment No. 3	Redesign to facilitate new access to College Drive: This access is a significant increase to the traffic volume and pattern within the neighbourhood. The Brighton TIA posed a roundabout at this location.

Agency	Comments and Responses (where required)	
<p>Transportation and Utilities Department</p> <p>Transportation Division Comments</p>	Comment No. 3 (cont'd)	A TIA is required to determine the appropriate traffic control and calming measures in the neighbourhood due to the new access.
	Response	The at-grade intersection provided in the concept plan amendment between Brighton and College Drive was completed at the request of the City and was included in their report to City Council dated September 28, 2015. The proponent will work with the City in a subsequent update to the original TIA to address traffic control and traffic calming of the downstream intersections from the connection to College Drive.
	Comment No. 4	Redesignated to "Retail" from "MX1 - Mixed Use District 1": This is a significant increase in land use density that will increase traffic to and from this parcel. This change will adversely impact the operation of the surrounding street network and eliminate the built form transition from retail to residential. A TIA is required.
	Response	The above noted site is currently under review with the Planning and Development Division and will be tied to a contract zoning, which addresses the transition to the residential uses. The land uses proposed for this site will not significantly increase traffic above the approved mixed-use site. A TIA for the above noted site is currently underway. In addition, the roadway directly south of the site has been modified to a collector classification.
	Comment No. 5	Eliminated buffer which is not required behind retail: A municipal buffer is required. Municipal buffers serve as a means of access control along arterial and collector roadways and are used at the discretion of Transportation.
	Response	To control access to the site via College Drive in the future, a 0.1 m buffer will be registered at the time of subdivision.
	Comment No. 6	A municipal buffer is required for all properties along 8th Street East.
	Response	Access to properties along 8th Street will be assessed at the time of rezoning and subdivision.
<p>Transportation and Utilities Department</p> <p>Water, Sewer, and Storm Comments</p>	Comment No. 1	Lane Reconfiguration: There are no water or sewer concerns; however, lot line grade adjustments will be required.
	Response	Acknowledged.
	Comment No. 2	Added Lane: As a result of the added lane, the imperviousness will be higher and will increase the per-hectare densities and corresponding sanitary loadings. Confirmation by an engineer is needed on the possible impact to the proposed storm and sanitary systems.
	Response	Dream Development has discussed the above noted item with the Transportation and Utilities Department and will work with them to provide subsequent updates to the storm/sanitary models.
	Comment No. 3	Redesignated to "MX1 - Mixed Use District 1" from "Medium Density Multi Unit Dwellings" and "Retail": This change will need to be checked against the percentage of imperviousness proposed for Mixed Use 1 and Medium Density Multi Unit Dwellings for impact on proposed sewer capacities and to confirm if on-site storage with controlled outflow will be required.
Response	Dream Development will work with Transportation and Utilities to provide subsequent updates to the storm/sanitary models.	

Agency	Comments and Response (where required)	
Transportation and Utilities Department	Comment No. 4	Expanded park by reducing group townhouse parcels: This will reduce imperviousness percentages and will not create any water or sewer concerns.
Water, Sewer, and Storm Comments	Comment No. 5	Street Reconfiguration: There are no water or sewer concerns; however, this may impact road grades.
	Comment No. 6	Expanded School Sites from 4 acres to 5 acres, each: An increase in school site areas means increased imperviousness percentages. This shall be modelled in XPSWMM to see the impact on proposed sewer capacities and to confirm if on-site storage will be required. The increase in school parcels (catchments) may have an increase in equivalent populations and a check of sanitary flow is required.
	Response	The increase in the size of the school sites was completed at the request of the School Boards and the City. Dream Development has discussed the above noted item with the Transportation and Utilities Department and will work with them to provide subsequent updates to the storm/sanitary models.
	Comment No. 7	Redesignated to facilitate new access to College Drive: The proposed street townhouses will result in increased imperviousness percentages and density; storm and sanitary flow checks will be required. A check will also be required if the proposed new access to College Drive will result in increased flow and will determine if the flow is picked up at this location by the previously proposed minor system in the neighbourhood.
	Response	Dream Development has discussed the above noted item with the Transportation and Utilities Department and will work with them to provide subsequent updates to the storm/sanitary models.
	Comment No. 8	Redesignated to "Retail" from "MX1 - Mixed Use 1"; Eliminated buffer which is not required behind retail: The proposed change from "Mixed Use 1" to "Retail" may increase imperviousness percentages. Dream Development had proposed to drain part of their retail parcel toward the future interchange at College Drive/McOrmond Drive and will submit an XPSWMM model showing how this drainage will be managed. The proposed change may impact sanitary loadings from this parcel and sanitary flow calculations shall be checked and confirmed by the proponent. The densities used by Stantec are as follows: Retail - 160 ppl/ha; and Mixed Use 1 - 96.4 ppl/ha.
	Response	Dream Development has discussed the above noted item with the Transportation and Utilities Department and will work with them to provide subsequent updates to the storm/sanitary models.
Transportation and Utilities Department	Comment No. 1	The proposed new access must align with the College Drive Corridor and Interchange.
	Response	Funding of the new access to College Drive will be consistent with the Development and Servicing Agreement between the City and Dream Development.
Recreation and Community Development	Comment No. 1	Clarification is required regarding the allocation of district park in Brighton and its implications on the rest of the sector.
	Response	It was confirmed that the allocation of district park has no effect on the rest of the sector.

College Drive Classification

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the additional access point from College Drive into the Brighton neighbourhood be configured as outlined in this report.

Topic and Purpose

The purpose of this report is to outline the transportation access strategy for the Brighton neighbourhood, including information on whether a grade separation is required at the Brighton neighbourhood access on College Drive, located between the Canadian Pacific Railway (CPR) overpass and McOrmond Drive. A revised configuration for the interchange at McOrmond Drive and College Drive, along with a cost estimate, is included.

Report Highlights

1. The Administration uses forecasted population horizons of 400,000 and 500,000 to design future infrastructure needs. Individual intersection operation is evaluated in terms of the Level of Service (LOS) and volume to capacity for the operations of an intersection.
2. The proposed at-grade intersection on College Drive will provide an important connection to the Brighton neighbourhood now and in the future, without the need for a grade separation.
3. Traffic signal control technology is used to maximize the efficiency and safety of signalized intersections.
4. The configuration of the McOrmond Drive and College Drive interchange has been revised to provide a higher level of service to neighbourhoods north of College Drive.
5. A funding plan has been developed for the revised interchange which results in development paying for 100% of the interchange.

Strategic Goals

This report supports the Strategic Goal of Moving Around by creating “complete communities” in new neighbourhoods that feature greater connectivity, both internally and externally. It also supports the long-term goal to develop an integrated transportation network that is practical and useful for vehicles, transit, bikes and pedestrians.

Background

Access to the Holmwood Sector is limited by the CPR line that runs the length of the southwest sector boundary and the future perimeter highway alignment which currently bounds the east and southeast edge of the sector. The approved Holmwood Sector Plan specifies seven access/egress locations for Holmwood which is estimated, at full

build-out, to have a population that exceeds 73,000 people and employ nearly 18,500 people.

Since the Holmwood Sector Plan was developed, the City adopted a Strategic Plan and initiated the Growing Forward! Shaping Saskatoon project. Both of these initiatives and the Official Community Plan Bylaw No. 8769 promote a high degree of connectivity within and between neighbourhoods.

City Council at its meeting held on March 23, 2015, approved a report from the General Manager, Transportation & Utilities Department to change the classification of College Drive, between the CPR tracks and the city limits, to Urban Expressway in order to improve connectivity into the Holmwood Sector and resolved, in part:

- “3. That, before the intersection goes forward with respect to the additional access point into the Brighton neighbourhood, the matter be referred to the Standing Policy Committee on Transportation to look at whether a grade separation is required.”

City Council, at its meeting held on June 22, 2015, approved a report from the Chief Financial Officer/General Manager of Asset and Financial Management which outlined the funding plans for interchanges at Highway 16/Boychuk Drive and McOrmond Drive/College Drive. Council resolved, in part:

- “3. That the funding strategy for the interchange at McOrmond Drive and College Drive be approved in principle and details brought forward once negotiations with Dream Developments have been completed.”

Report

Transportation Planning Approach

Transportation planning work is ongoing for the segment of College Drive between the CPR overpass and Zimmerman Road. This work is being completed in conjunction with the Owner’s Engineer work on the McOrmond Drive interchange and the developer’s work planning the Brighton neighbourhood including the remainder of the Holmwood Sector. Traffic forecasts based on population and employment projections have been generated for future city populations of 400,000 and 500,000, which are being used to design infrastructure to accommodate future needs. Opportunities to stage future needs are also considered.

The transportation access strategy for the Brighton neighbourhood includes an additional access point along College Drive, construction of an interchange at McOrmond Drive and College Drive, and extension of 8th Street East as a six-lane Arterial roadway, including the construction of an overpass across the CPR tracks. A high level of connectivity is also planned within the Holmwood Sector.

Intersection Analysis Results

Transportation engineering practice measures the capacity of an intersection in terms of LOS, and volume to capacity (v/c ratio). The LOS is based on average delay to a driver,

the longer a driver has to wait, the poorer the LOS. LOS can be expressed for either the entire intersection, or an individual movement.

The v/c ratio is a mathematical equation with the 'volume' representing either actual or forecasted traffic volumes, and the 'capacity' representing a hard number based on the width of lane, speed of the road, grade of the road, etc. The v/c ratio is expressed for an individual movement only, and a value of 1.0 represents 'at capacity' and, although other considerations must be considered before recommendations are generated, it does provide an excellent method to measure the operations of an intersection.

An evaluation of the projected traffic volume at the Brighton neighbourhood access point along College Drive has been completed. The table below shows the projected operations at three different planning horizons:

Intersection: Brighton Access / College Drive	Weekday Peak Hour			
	AM		PM	
	LOS ¹	v/c ratio ²	LOS	v/c ratio
Opening Day	A	0.80	B	0.95
400k Scenario	B	0.86	B	0.75
500k Scenario	C	0.95	B	0.97

¹ The LOS shown represents the entire intersection

² The v/c ratio shown is for the movement at the highest capacity

The intersection into the Brighton neighbourhood will provide an eastbound right-turn and in the future, will require a northbound left-turn. The intersection may also be used to provide access during construction of the interchange at McOrmond Drive. The intersection will be designed to maintain free flow westbound traffic as shown in Attachment 1. When the northbound left-turn out of Brighton is put into operation in the future, eastbound traffic on College Drive will be subject to a new traffic signal which will enable the left-turn out of Brighton. Peak eastbound traffic occurs in the PM, while the peak left-turn traffic out of Brighton will occur in the AM.

Based on the projected traffic demands, an at-grade intersection will operate adequately and a grade separation is not warranted.

Intersection Control Technology

The current approach to signal timings, which adheres to accepted traffic engineering practices, includes designing traffic signal timings based on existing traffic volumes. Intersection traffic counts are conducted, and traffic engineering software is used to determine the appropriate signal timings for a specific location. Weekday peak hour traffic volumes vary slightly from day to day, but typically not enough to warrant specific timing settings for different week days. However, it is common practice to change signal timing plans throughout the day (AM, PM, and off-peak times) and on weekends as the peak hours' shift. Real-time vehicle sensors that advise and guide signal timing plans is an existing technology, and the City commonly uses this technology to activate the left-turn arrows and green light on side streets. As an example, vehicle detectors on the minor street will input a call for minimum green time and subsequently extend the green

College Drive Classification

interval for additional vehicles. As soon as traffic on the minor street clears, the signal reverts back to green on the major street. The objective is to minimize the interruption of traffic on the major street while providing adequate service to the minor street. All signals outside the downtown core, including all the intersections on College Drive, operate on this principle.

As development progresses, the Administration will continue to monitor and implement traffic signal control technology where appropriate, with a goal of maximizing the westbound and eastbound traffic flow on College Drive.

Interchange Configuration

As the design of the Holmwood Sector progresses, more detailed information of the traffic demands has become available to update the projected operation of the interchange at McOrmond Drive and College Drive. As a result, a modification to the previously approved configuration is being recommended. The revised configuration includes a free flow loop in the south east quadrant as shown in Attachment 2. This loop provides a superior connection for vehicles traveling eastbound, who wish to access McOrmond Drive north of College Drive.

Funding Plan

The original phasing of the transportation infrastructure for the Holmwood Sector was to construct an overpass across the CPR tracks on 8th Street, followed by construction of an interchange at McOrmond Drive and College Drive. Given the growth in the University Heights Sector, the need for an interchange at McOrmond Drive and College Drive has become a priority, resulting in a change in strategy, with the McOrmond Drive interchange now proceeding before the CPR overpass.

The estimated cost of the revised interchange at McOrmond Drive and College Drive is \$52.5 Million. The original funding plan, as outlined in the neighbourhood concept plan, included contributions from the developers of Brighton and the Holmwood Suburban Centre, the Interchange Levy, leaving the City responsible for contributing up to 22% of the cost of the interchange. The Administration has negotiated a revised funding plan which eliminates the City's direct contribution, funding the interchange completely from development. The revised funding plan is outlined below:

- 23.73% Brighton Developers
- 16.78% west portion of Holmwood Suburban Centre Developers
- 30.39% remaining Holmwood Sector Developers
- 29.1% Interchange Levy

Dream Asset Management Corporation (Dream), which represents 60% of the lands within the Brighton development and 100% of the western portion of the Suburban Centre will pay the City 31.01% of the costs of the interchange (\$16.28 Million) upon construction of the interchange, up to a maximum of \$17.91 Million. If the costs of the interchange exceed \$57.75 Million once tendered, the remaining portion of the Suburban Centre will be responsible for the excess costs, up to 40.5% of the total cost

of the interchange. In addition, Dream will also pay the City their portion of the costs of the CPR overpass (\$5.46 Million), to be used for construction of the McOrmond Drive and College Drive interchange. This arrangement will result in a minimum of \$21.74 Million of the \$52.5 Million interchange cost available from the developers upon construction. Since the remaining costs are funded through levies from future development, the City will borrow funds to provide the necessary cash flow, to be repaid as development in the sector progresses.

Options to the Recommendation

Should City Council wish to ensure flexibility in constructing an interchange at this intersection in the future, both the Brighton neighbourhood and McOrmond Drive interchange will need to be re-designed. The Administration does not recommend this option since the projected traffic volumes at the 500k population indicate that the intersection will operate sufficiently. The impacts of pursuing this option are as follows:

- The grade required for the structure would extend further into the Brighton neighbourhood than the first intersection triggering the re-design of at least two crescents inside the neighbourhood;
- The development of ramps and side-slopes would have private property impacts in the Arbor Creek neighbourhood;
- The grade of the interchange would be above the existing berms and walls increasing the traffic noise in the Arbor Creek neighbourhood;
- The eastbound and westbound McOrmond Drive interchange ramps would not be adequately separated from the proposed ramps to function acceptably, this could be mitigated by introducing a collector-distributor configuration along College Drive for the McOrmond Drive and Brighton neighbourhood interchanges, increasing costs;
- Implementing a collector-distributor configuration would delay the delivery of the McOrmond Drive interchange while the segment of College Drive from the CPR overpass to Zimmerman Road is re-planned and designed, increasing costs; and
- The westbound ramp from an interchange at this location would terminate on the upslope of the CPR rail overpass triggering significant upgrades to that overpass and embankment, increasing costs.

Constructing an interchange would have significant financial implications with limited benefits to traffic flows compared to the operation of an at-grade intersection.

A partial interchange may cost upwards of \$30 Million given the physical constraints at this location.

Public and/or Stakeholder Involvement

In 2013, the functional plan for the College Drive and McOrmond Drive interchange was presented at a public open house. The feedback at that time focused on the desire to expedite the construction of the interchange and the desire to retain a free flow movement for southbound traffic. No information related to the re-classification of College Drive was presented at that time. Additional stakeholder and public involvement would occur as a result of the Holmwood Sector Plan and Brighton Neighbourhood Concept Plan amendment process.

Communication Plan

Information regarding the McOrmond Drive interchange will be made available on the City's website. As that project progresses, specific information, including any construction or traffic flow impacts, will be shared via the City's Daily Road Report, the City Service Alerts (saskatoon.ca/service-alerts), the online construction map (saskatoon.ca/constructionmap) and through advertisements and public service announcements as appropriate.

Financial Implications

The estimated cost of the McOrmond Drive and College Drive interchange is \$52.5 Million and will be fully funded by development. However, due to the timing of the collection of development levies based on lot sales and the corresponding developer contributions to the project, borrowing will be required to provide the necessary cash flow to complete the project and repaid using the future developer contributions.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The amendment to the Holmwood Sector Plan is planned for mid-2016. The timing of construction of the McOrmond Drive and College Drive interchange is dependent on approval of senior government funding for the interchange at Boychuk Drive and Highway 16, as the two projects will be combined into one contract. If funding approval is obtained by the end of 2015, procurement will begin in early 2016, with contract award by fall 2016. The two interchanges will be operational in 2018.

Public Notice

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

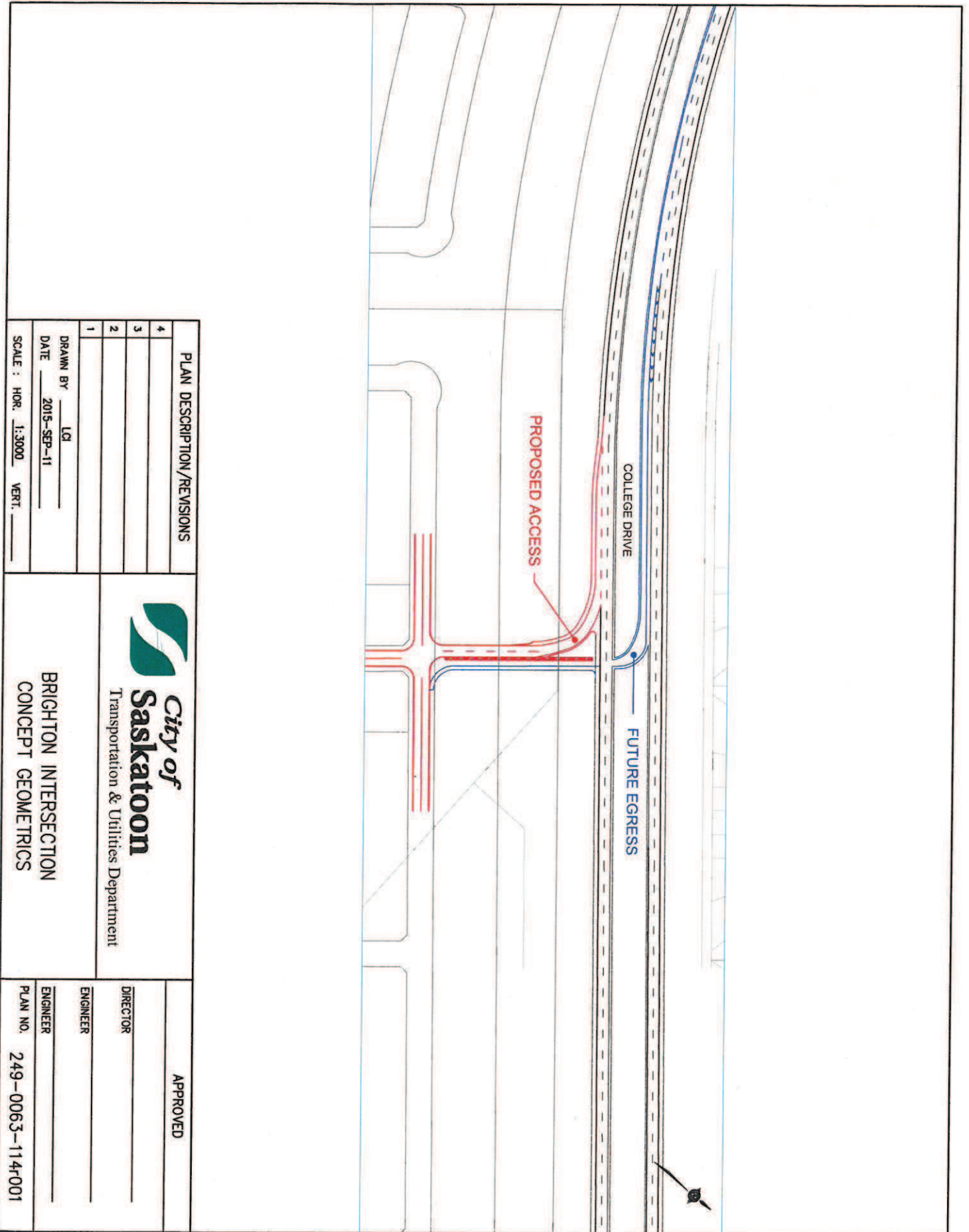
Attachments

1. Brighton Intersection Concept Geometrics
2. McOrmond Drive and College Drive Interchange Configuration

Report Approval

Written by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director, Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

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PLAN DESCRIPTION/REVISIONS

4	
3	
2	
1	

DRAWN BY: LCI
 DATE: 2015-SEP-11
 SCALE: HOR. 1:3000 VERT. _____



City of Saskatoon
 Transportation & Utilities Department

BRIGHTON INTERSECTION
 CONCEPT GEOMETRICS

APPROVED

DIRECTOR

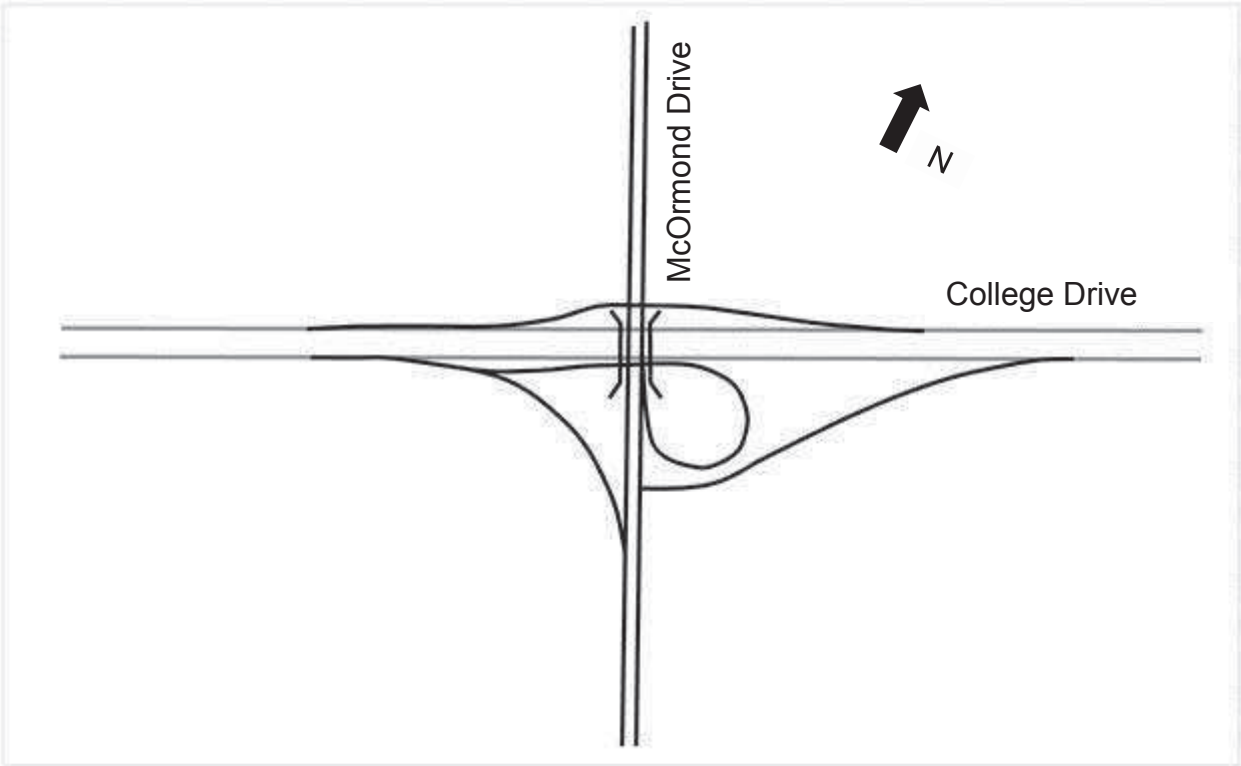
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PLAN NO.

249-0063-114r001

McOrmond Drive and College Drive Interchange Configuration



**Report Considered by City Council on April 25, 2016:
Brighton Neighbourhood Proposed Access Change**

Brighton Neighbourhood Proposed Access Change

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the transportation access strategy for the Brighton neighbourhood be revised based on implementation of Alternative 2 as outlined in this report.

Topic and Purpose

The purpose of this report is to outline alternative transportation access strategies for the Brighton neighbourhood.

Report Highlights

1. The initial transportation access strategy for the Brighton neighbourhood included an additional at-grade intersection along College Drive.
2. Alternative transportation access strategies are outlined, including their impacts to planned development in the Brighton neighbourhood and ongoing procurement of the McOrmond Drive/College Drive interchange.
3. The requirement for a left-out from Brighton onto College Drive can be eliminated if changes are made to the Sector Concept Plan that reduce the left-turn westbound traffic demand on the McOrmond interchange.

Strategic Goals

This report supports the Strategic Goal of Moving Around by creating “complete communities” in new neighbourhoods that feature greater connectivity, both internally and externally. It also supports the long-term goal to develop an integrated transportation network that is practical and useful for vehicles, transit, bikes and pedestrians.

Background

City Council, at its meeting held on March 21, 2016, defeated the bylaw for the Brighton Neighbourhood Concept Plan amendment, which included the additional at-grade access point into Brighton from College Drive.

Report

Alternative Solutions for Brighton Access

In order to support the planned development without an additional at-grade access point along College Drive, a revised transportation access strategy will be required. A number of alternatives were considered to support the higher level of density proposed in the Brighton neighbourhood and adjacent Holmwood Suburban Centre including:

1. Previously approved strategy with at-grade intersection into Brighton and Parclo B interchange at McOrmond Drive.
2. Right-in access only into Brighton, Parclo B interchange at McOrmond Drive and increase capacity of access to the Suburban Centre.

Brighton Neighbourhood Proposed Access Change

3. Grade separation at Brighton access point and Parclo B interchange at McOrmond Drive.
4. No access at Brighton, increase capacity of interchange at McOrmond Drive to include an additional free-flow ramp.
5. No access at Brighton, Parclo B interchange at McOrmond Drive and reduce density in Holmwood sector.

Attachment 1 outlines these five alternatives, including comments on the impact to the planned development in the Holmwood Sector and the ongoing procurement of the interchange at McOrmond Drive/College Drive. Both Alternative 1 and Alternative 2 are feasible and provide adequate capacity to support the Holmwood Sector development in the long-term. The Administration recommends Alternative 2 if an additional at-grade intersection along College Drive into the Brighton neighbourhood is not supported.

Alternative 2 is based on making adjustments to the Sector Plan which would allow Brighton to proceed without the requirement for a left-out at the neighbourhood mid-point. All Sector Plan changes will need to be ultimately supported by the developers and the City.

The primary solution being considered under Alternative 2 is a Holmwood Sector Plan Amendment to include an additional access point east of McOrmond Drive to the Suburban Centre. This access point will be enhanced and possibly grade-separated to provide additional northbound left turning capacity from the Holmwood Sector. This additional capacity would replace the northbound left turn capacity that would have been achieved by the left-out at the Brighton mid-point onto College Drive.

Options to the Recommendation

A list is outlined in the attachment, Transportation Access Strategy Alternatives.

Public and/or Stakeholder Involvement

In 2013, the functional plan for the McOrmond Drive/College Drive interchange was presented at a public open house. The feedback at that time focused on the desire to expedite the construction of the interchange and to retain a free-flow movement for southbound traffic. Additional stakeholder and public involvement would occur as a result of the Holmwood Sector Plan amendment process.

Communication Plan

Information regarding the McOrmond Drive/College Drive interchange will be made available on the City website. As that project progresses, specific information, including any construction or traffic flow impacts, will be shared via the City Daily Road Report, the City Service Alerts (saskatoon.ca/service-alerts), the online construction map (saskatoon.ca/constructionmap) and through advertisements and public service announcements as appropriate.

Financial Implications

The financial impact will depend on the decision of City Council as to the transportation access strategy.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The amendment to the Holmwood Sector Plan is planned for mid-2016.

Public Notice

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

Attachment

1. Alternative Transportation Access Strategies

Report Approval

Written by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

TRANS AG JM – Brighton Neighbourhood Proposed Access Change.docx

Transportation Access Strategy Alternatives

<p>Alternative 1:</p>	<ul style="list-style-type: none"> • Right-in at Brighton Access near-term • Add northbound left-turn out at Brighton Access long-term • Interchange plans at McOrmond/College remains as-is <p>(Maintain previously approved plan)</p>
<p><i>Brighton Access</i></p>	<p><i>McOrmond/College Interchange</i></p>
<ul style="list-style-type: none"> • Staging: <ul style="list-style-type: none"> ○ Initial: <ul style="list-style-type: none"> ✓ Eastbound right in only ✓ No northbound left-turn ✓ No westbound left-turn ✓ No signals ✓ Will be left in this condition for many years ○ Long term (10+ years): <ul style="list-style-type: none"> ✓ Eastbound right-in ✓ Northbound left-turn ✓ Westbound left-turn ✓ Traffic signals installed ✓ Westbound through is free-flow ✓ Eastbound through will face traffic signals to allow safe northbound left-turn movement 	<ul style="list-style-type: none"> • Parclo B style interchange <ul style="list-style-type: none"> ○ Eastbound to northbound left-turn is free-flow via a loop ○ Northbound to westbound left-turn is controlled via a traffic signal ○ East-west traffic is free-flow ○ Long-term it is expected that the northbound to westbound left-turn reaches capacity, thus triggering the northbound left at Brighton Access
<p><i>Comments</i></p>	
<ul style="list-style-type: none"> • The Holmwood Sector Plan assumes additional access points east of McOrmond Drive. • Unless other changes are made to the Sector Plan, interchange traffic demand will ultimately exceed capacity, specifically the northbound to westbound left-turn. • The left-out of Brighton was proposed to relieve westbound left-turn traffic from the McOrmond/College interchange, and avoid future service level failure of the interchange. • The proposed at-grade intersection would be configured to ensure safety, with appropriate speed limits and traffic signals. • Additional intersections promote connectivity and provide relief both during normal operating conditions and in the event other Arterial roadways are affected by anomalies such as construction or other blockages. 	
<p>Conclusion: Viable Option</p>	

Alternative 2:	<ul style="list-style-type: none"> • Right-in at Brighton Access • Interchange plans at McOrmond/College remains as-is • Adjust Sector Plan, including access to the Suburban Centre to draw traffic from the McOrmond/College Interchange, thus making the Brighton concept plan viable without the requirement for the mid-point left-turn onto College Drive. 	
<i>Brighton Access</i>		<i>McOrmond / College Interchange</i>
<ul style="list-style-type: none"> • Staging: <ul style="list-style-type: none"> ✓ Eastbound right-in only ✓ No northbound left-turn ✓ No westbound left-turn ✓ No signals ✓ Future flexibility to add left-out, but not a requirement 		<ul style="list-style-type: none"> • Parclo B style interchange <ul style="list-style-type: none"> ○ Eastbound to northbound left-turn is free-flow via a loop ○ Northbound to westbound left-turn is controlled via a traffic signal ○ East-west traffic is free-flow ○ Long-term it is expected that the northbound to westbound left-turn reaches capacity
<i>Comments</i>		
<ul style="list-style-type: none"> • The Holmwood Sector Plan assumes additional access points east of McOrmond Drive. • Other Sector Plan changes could be made, including a combination of density and connectivity adjustments, which would allow Brighton to proceed without the requirement for a left-out at the neighbourhood mid-point. The developer and the City will work collaboratively to find a mutually agreeable resolution. • The primary solution being considered is a Holmwood Sector Plan Amendment to include an additional access point east of McOrmond Drive into the Suburban Centre. This access point will be enhanced and possibly grade-separated to provide additional northbound left turning capacity from the Holmwood Sector, to alleviate the requirement for the access point directly out of Brighton. 		
Conclusion: Viable Option		

Alternative 3:	<ul style="list-style-type: none"> • Grade separation at Brighton Access • Interchange plans at McOrmond/College remains as-is 	
<i>Brighton Access</i>		<i>McOrmond / College Interchange</i>
<ul style="list-style-type: none"> • Partial interchange <ul style="list-style-type: none"> ○ Eastbound to southbound right- turn ○ Northbound to westbound ramp over College Drive ○ East-west traffic is free-flow 		<ul style="list-style-type: none"> • Parclo B style interchange <ul style="list-style-type: none"> ○ Eastbound to northbound left-turn is free-flow via a loop ○ Northbound to westbound left-turn is controlled via a traffic signal ○ East-west traffic is free-flow ○ Long-term it is expected that the northbound to westbound left-turn reaches capacity, thus triggering the northbound left at Brighton Access
<i>Comments</i>		
<ul style="list-style-type: none"> • The impacts of pursuing this option are as follows: <ul style="list-style-type: none"> ○ The grade required for the structure would extend further into the Brighton neighbourhood than the first intersection triggering the re-design of at least two crescents inside the neighbourhood; ○ The development of ramps and side-slopes would have private property impacts in the Arbor Creek neighbourhood; ○ The grade of the interchange would be approximately 8 metres above the existing berms and walls increasing the traffic noise in the Arbor Creek neighbourhood; ○ The westbound ramp from an interchange at this location would terminate on the upslope of the CPR rail overpass triggering significant upgrades to that overpass and embankment. • Constructing an interchange would have significant financial implications with limited benefits to traffic flow. • A partial interchange may cost upwards of \$30 Million given the physical constraints at this location, in addition to significant negative impact to developable area and therefore density. • Consideration for an underpass instead of an overpass would require significant retaining walls (substantially increasing the cost) and may be constrained by storm water management in the area. 		
Conclusion: Not Viable Considering Geometry of the Site		

Alternative 4:	<ul style="list-style-type: none"> • No access at Brighton Mid-Point • Larger interchange at McOrmond/College 	
<i>Brighton Access</i>		<i>McOrmond/College Interchange</i>
<ul style="list-style-type: none"> • No Access 		<ul style="list-style-type: none"> • Parclo B style interchange + directional ramp <ul style="list-style-type: none"> ○ Eastbound to northbound left-turn is free-flow via a loop ○ Northbound to westbound left-turn is upgraded to a directional ramp (a directional ramp is a third level structure that is aligned completely over the Parclo interchange) ○ East-west traffic is free-flow
<i>Comments</i>		
<ul style="list-style-type: none"> • The impacts of pursuing this option are as follows: <ul style="list-style-type: none"> ○ Additional lands would be required from the developer south of College Drive; ○ The developer would be required to redesign the Brighton neighbourhood; ○ The grade of the directional ramp would be significantly above the Arbor Creek and Willowgrove neighbourhoods increasing the traffic noise in these neighbourhoods; and ○ A significant impact to the schedule would occur and the delivery of the interchange would be delayed. • The interchange costs would most likely exceed \$75 Million. • Limited access points along College Drive do not provide the redundancy required in emergency situations, nor does it create the connectivity desired. 		
Conclusion: Viable but Not Preferred		

Alternative 5:	<ul style="list-style-type: none"> • No access at Brighton Mid-Point • Interchange plans at McOrmond/College remains as-is • Reduce density in Holmwood Sector 	
<i>Brighton Access</i>		<i>McOrmond/College Interchange</i>
<ul style="list-style-type: none"> • No Access or right-in only 		<ul style="list-style-type: none"> • Parclo B style interchange <ul style="list-style-type: none"> ○ Eastbound to northbound left-turn is free-flow via a loop ○ Northbound to westbound left-turn is controlled via a traffic signal ○ East-west traffic is free-flow ○ Long-term it is expected that the northbound to westbound left-turn reaches capacity
<i>Comments</i>		
<ul style="list-style-type: none"> • Reduction in the density in the Holmwood Sector would not be consistent with the density targets. 		
Conclusion: Viable but Not Preferred		

Employment Areas Study

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to present the Employment Areas Study for information and to request the proposed policy directions for employment areas be considered for implementation, as part of the overall Growth Plan to Half a Million.

Report Highlights

1. The Employment Areas Study (Study) is a related component of the City of Saskatoon's (City) Growth Plan to Half a Million (Growth Plan) and is focused on ensuring that existing and future employment areas contribute to making Saskatoon a healthier, more sustainable, attractive, and accessible place to live and work.
2. The Saskatoon Speaks Community Vision and the Strategic Plan goals for Sustainable Growth and Moving Around are the basis for the goals for employment areas.
3. The Study includes an employment projection, which indicates that there is generally sufficient land available within the proposed Growth Plan to support employment growth to 500,000 people.
4. Existing policies and plans that shape employment growth were reviewed to identify any gaps or inconsistencies in current planning practices that may limit the City from achieving the goals for future employment areas.
5. The Study recommends a number of future policy directions centered on achieving employment areas that are well designed, accessible by all transportation modes, and located closer to where people live, while retaining a strong City Centre that is the focal point of commerce in the city and region.

Strategic Goals

The Study is specifically identified as a four-year priority under the Strategic Goal of Sustainable Growth. This Study also supports the long-term strategy to create new employment areas adjacent to existing residential areas, under the Strategic Goal of Economic Diversity and Prosperity.

Background

The Growth Plan is comprised of a number of strategies related to land use and transportation, with the intent to guide the growth of Saskatoon to a population of 500,000. The Employment Areas Study is one of many supporting initiatives to the Growth Plan, contributing to a new growth model for Saskatoon that matches the vision

and expectations of citizens, as expressed through Saskatoon Speaks and the Strategic Plan.

Report

Study Purpose

Focused on the areas where Saskatoon's residents work, the Study has two main purposes:

- a) to determine if existing and planned employment areas can support employment growth to a population of 500,000; and
- b) to evaluate whether current plans and policies for facilitating employment growth will achieve the goals for employment areas.

The Study is a related component of the Growth Plan. Considering how the City designs and locates employment areas is integral to:

- a) support growth along major corridors;
- b) coordinate investments in transit and roadway infrastructure;
- c) manage demands for new river crossings; and
- d) enhance active transportation opportunities.

Goals for Employment Areas

- a) to retain the City Centre as the primary destination for corporate head offices, store-front retail, and cultural amenities for the City and region;
- b) to achieve a balanced distribution of employment areas throughout Saskatoon, supporting the efficient use of existing and planned transportation infrastructure, and providing employment options closer to where people live;
- c) to ensure that existing and planned employment areas are well designed, can facilitate travel by all transportation modes (walking, cycling, automobiles, and public transit), and support convenient and higher frequency transit service; and
- d) to ensure an adequate supply of employment land is available to support existing and new businesses, and a growing workforce.

Employment at 500,000

To ensure that enough employment lands are available to support employment growth at a population of 500,000, an employment projection was conducted. The projection is based on current and proposed growth plans, and assumptions about job growth in existing built up areas of the city.

Highlights of the key findings of the employment projection are summarized below:

- a) there is generally sufficient land available within the proposed Growth Plan to support employment growth to 500,000 people;
- b) 56.6% of employment will be concentrated in the Core Neighbourhood, North West Industrial, and University of Saskatchewan areas;

- c) 10,800 jobs will be added to the Central Business District, a 50% increase from today; and
- d) 44.4% of employment will be dispersed in smaller concentrations throughout Saskatoon, creating additional opportunities for people to work closer to where they live.

Planning for Employment Areas Today

How the City designs and locates employment areas affects how people get to their jobs, how they move around within employment areas, and whether or not they are able to access the services and amenities they may want, or need, while at work. There are a number of plans and policies that shape employment growth in Saskatoon. These include:

- a) Official Community Plan Bylaw No. 8769 (OCP);
- b) Sector Plans and Concept Plans;
- c) Zoning Bylaw No. 8770; and
- d) City Centre Plan and North Downtown Master Plan.

These and other documents were reviewed to identify any gaps or inconsistencies in current planning practices that may limit the City from achieving its goals for employment areas.

Recommended Policy Directions

To enable full achievement of the Study's goals for employment areas, a number of recommendations for future policy development were identified:

1) Employment Areas As Comprehensively Planned Units

The OCP has well-defined policies regarding the design and development of neighbourhoods, but not for employment areas. The absence of overarching policies to guide the detailed design and development of employment areas, makes it difficult to achieve a high quality of urban design that is supportive of a mixture of amenities and all transportation modes.

To achieve higher quality employment areas, the following policy development items are recommended:

- a) create new "Employment Areas Design and Development" policies in the OCP to guide the development of detailed area concept plans for employment areas;
- b) to align with current practice, clarify OCP policies to state that area concept plans should be required for non-residential development areas, prior to being subdivided or developed;
- c) explore areas where site plan control can be applied; and
- d) create "Employment Area Design Guidelines" that provide direction on building and site design for developers.

2) Future Industrial Land

The majority of existing and proposed industrial lands are concentrated in the city's northwest and will support employment growth to 500,000. As such, the current policy that encourages the majority of industrial development to concentrate in the city's northwest should be reconsidered. Policies that guide the location of future industrial land should be expanded to include consideration of matters such as:

- a) balanced distribution of employment areas;
- b) impacts to existing and planned infrastructure;
- c) commute patterns;
- d) proximity to existing and future residents; and
- e) results of environmental screenings.

3) City Centre Office Development

Retaining the City Centre as the heart of commerce in Saskatoon and the region is a key goal of the Study. Office development is a major employment generator in the City Centre. As such, trends and developments within the City Centre, and throughout Saskatoon, should be monitored to ensure that the core remains a prominent office employment area as the city grows. A specific report dealing with office development in Saskatoon has been prepared.

Options to the Recommendation

The option exists to simply receive the report for information at this time. This is not recommended as the proposed policy directions support the principles of the Growth Plan and the overall vision for future city growth, as outlined in the Saskatoon Speaks document and the Strategic Plan.

Public and/or Stakeholder Involvement

At the November 2014 Growth Plan Public Event, information on the Study was provided to the general public. Residents were asked to comment on the opportunities and challenges for employment areas as population and employment doubles. Feedback from this event is summarized in the "Growth Plan Engagement Summary Report #3." Information boards were also available at the final Growth Plan Public Event held in October 2015.

Representatives from the real estate industry, business groups, business improvement districts, developers, and property managers were provided with an advance copy of the Study for information and were given the opportunity to ask questions and provide comments.

Communication Plan

A copy of the report will be made available to the public at www.growingfwd.ca. As individual recommendations from the Study are pursued, a specific communication plan for each will be created.

Policy Implications

The Study includes a number of recommendations for future policy changes. The specific policy changes will be addressed through recommendations to amend OCP Bylaw No. 8769 and Zoning Bylaw No. 8770.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Beginning in 2017, the Administration will prepare reports to implement the recommended policy directions.

Public Notice

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

Attachment

1. Employment Areas Study

Report Approval

Written by: Michelle Grenwich, Planner, Long Range Planning
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2016/PD/MPC - Employment Areas Study/gs

EMPLOYMENT AREAS STUDY



March 2016

Employment Areas Executive Summary

Employment areas contribute significantly to the fabric of Saskatoon. They are vital to the city's economy, providing opportunities for the production, distribution and trade of goods and services. They are also places that residents travel to and from daily for work, often spending a large portion of their time there. The Saskatoon Speaks Community Vision for Sustainable Growth and Moving Around provide the basis for the goals for employment areas.

Goals for Employment Areas

- To retain the City Centre as the primary destination for corporate head offices, store-front retail and cultural amenities for the city and region.
- To achieve a balanced distribution of employment areas throughout Saskatoon, supporting the efficient use of existing and planned transportation infrastructure and providing employment options closer to where people live.
- To ensure that existing and planned employment areas are well-designed, can facilitate travel by all transportation modes (walking, cycling, automobiles, public transit) and support convenient and higher frequency transit service.
- To ensure an adequate supply of employment land is available to support new businesses and a growing workforce.

The Employment Areas Study forms an integral component of the City's overall Growth Plan to Half a Million (Growth Plan). Focused on the areas where Saskatoon's residents work, the Employment Areas Study has two main purposes:

- 1) To determine if our existing and planned employment areas can support employment growth to a population of 500,000, and
- 2) To evaluate whether our current plans and policies for facilitating employment growth will achieve the goals for employment areas.

Employment Today

- 65 percent of employment is concentrated in the Core Neighbourhood, North West Industrial, and University of Saskatchewan areas.
- 35 percent of employment is dispersed throughout the city in smaller concentrations focused in industrial areas, large-scale institutional lands, along major arterial roadways and at larger commercial nodes such as suburban centres.
- There are few jobs within residential neighbourhoods, except home based businesses and where there are nodes of commercial and/or institutional activities such as schools or hospitals.

- Small businesses constitute a significant portion of overall employment in Saskatoon with over 70 percent of businesses employing less than 10 people.
- 20 percent of people who live within Circle Drive walk, cycle or take transit to work, compared to 7.5 percent of people who live outside of Circle Drive.

Employment Tomorrow (at 500,000 population)

To ensure that enough employment lands are available to support employment at a population of 500,000 an employment projection was conducted. The projection calculated the expected number of jobs at the 300,000, 400,000 and 500,000 population horizons. These jobs were then allocated to various areas of Saskatoon

based on approved and in-progress growth plans and assumptions about job growth in existing built up areas of the city. The findings of the employment projection are summarized below and illustrated in Figure 1:

- There is sufficient land available within current boundaries to support employment growth to 500,000 people.
- 56.6 percent of employment will be concentrated in the Core Neighbourhood, North West Industrial, and University of Saskatchewan areas.
- 10,800 jobs will be added to the Central Business District, a 50 percent increase from today.
- 44.4 percent of employment will be dispersed in smaller concentrations throughout Saskatoon.
- Current policies require significant employment opportunities to be identified in new suburban development areas resulting in a more dispersed employment pattern.

- 62 percent of people will live east of the South Saskatchewan River, while 65 percent of jobs will be located west of the river.

Planning for Employment Areas Today

- There are a number of plans and policies that shape employment growth in Saskatoon today. These include:
 - Official Community Plan Bylaw No. 8769 (OCP)
 - Sector Plans and Concept Plans
 - Zoning Bylaw No. 8770
 - City Centre Plan and North Downtown Master Plan
- These and other documents were reviewed to identify any gaps in our current planning practices that may limit us from achieving our goals for future employment areas.

Growth Plan

The Growth Plan will support transportation choice in new and existing employment areas.

- The proposed Bus Rapid Transit system will enhance opportunities for transit use to new and existing employment areas and will support employment growth along the rapid transit corridors.
- The Active Transportation Plan supports the enhancement of non-motorized transportation modes, such as walking and cycling, in all employment areas.

Future Policy Directions

A number of recommended policy directions were identified to enable full achievement of the goals of this study:

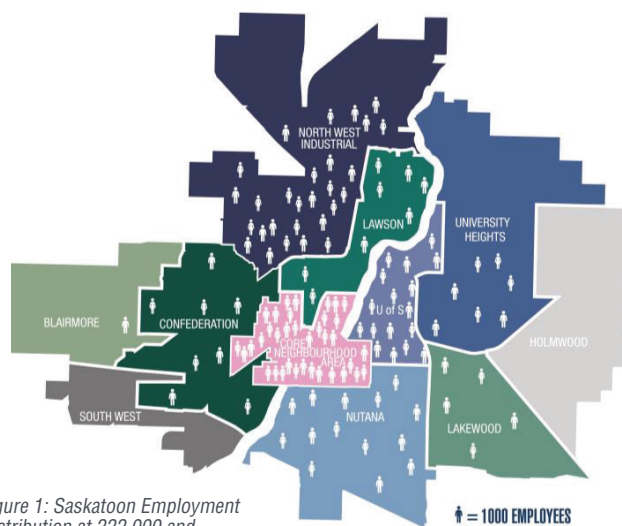
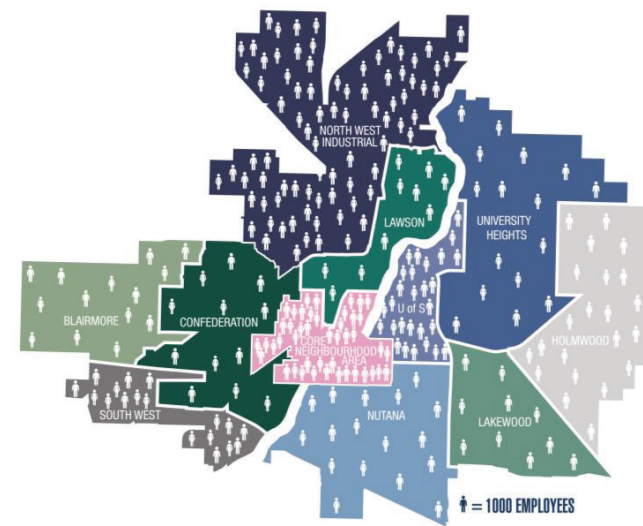
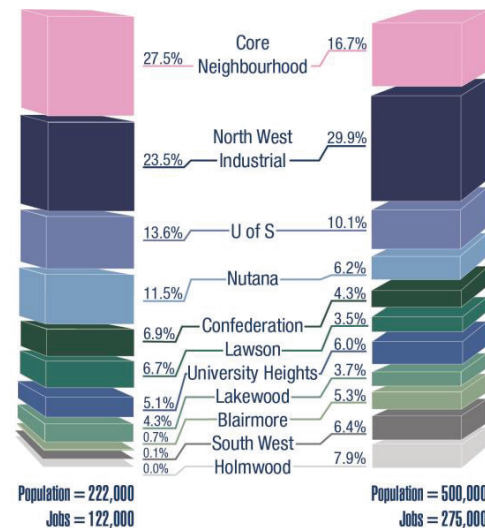


Figure 1: Saskatoon Employment Distribution at 222,000 and 500,000 Population Horizons



1) Employment Areas as Comprehensively Planned Units:

Establish policy that considers employment areas as comprehensively planned units rather than areas of blanket zoning within which subdivision is effectively permitted on an ad hoc basis:

- OCP Amendments:
 - Create a new Employment Areas Design and Development section containing an objective statement and policies that would guide the development of detailed area concept plans for employment areas.
 - Clearly define when non-residential area concept plans are required to ensure a coordinated development pattern with a high quality of urban design.
- Review non-residential zoning regulations periodically to ensure that the overall vision and land use plan for employment areas can be realized as development occurs.

- Create employment area design guidelines to provide greater clarity on how to achieve the desired outcomes for employment areas as outlined in the OCP and the Growth Plan, including guidance for transit-oriented development, building placement and orientation, parking, etc.

- Identify additional commercial and industrial employment areas where site plan control can be applied.

2) Future Industrial Land:

- Remove current OCP policy that encourages the majority of heavy industrial development to be concentrated in the city's northwest.
- Policies that guide the location of future industrial land should consider matters such as:
 - Balanced distribution of employment areas,
 - Impacts to existing and planned infrastructure,
 - Commuting patterns,
 - Proximity to existing and future residents, and
 - Results of environmental screenings.

- Future planning work should consider emerging best practices relating to mixing employment with residential and other types of land uses.

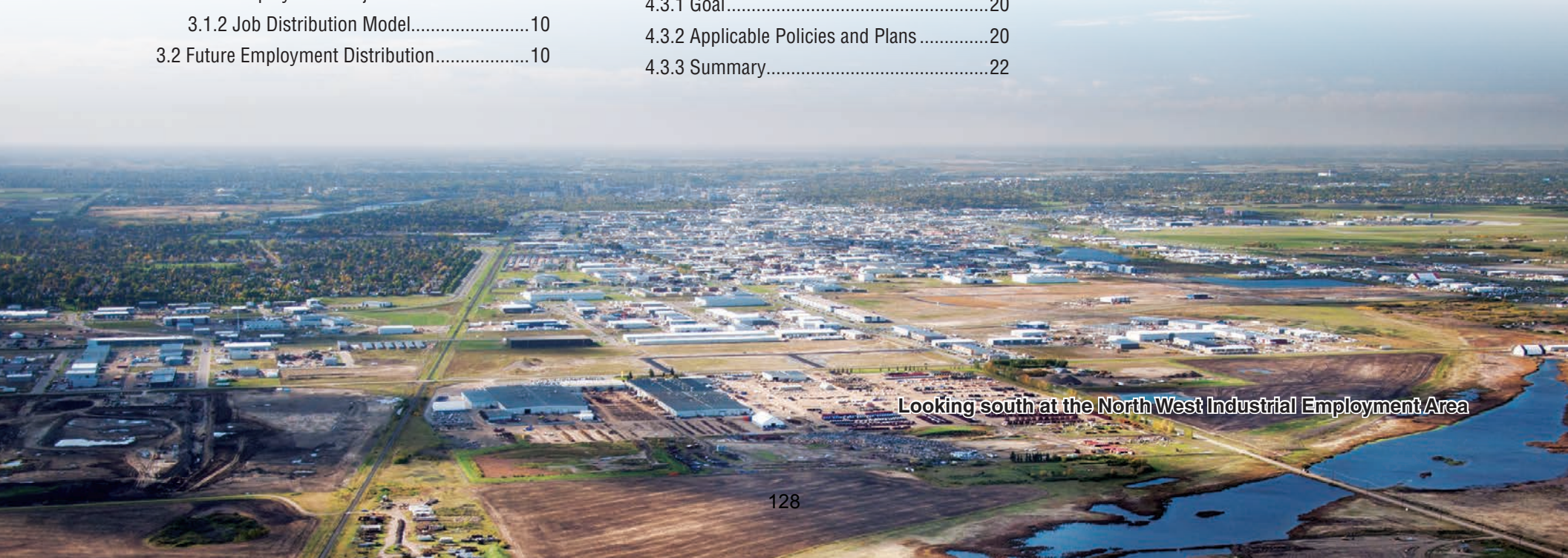
3) City Centre Office Development:

- Retaining the City Centre as the heart of commerce in Saskatoon and the Region is a key goal of this Study.
- Office development is a major employment generator in the City Centre.
- To ensure that the City Centre continues to be the preferred location for major office developments, a supplementary report has been prepared with a key focus on identifying options to ensure that the City Centre remains the pre-dominant office employment area in Saskatoon.

Note: All photos credited to City of Saskatoon.

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Looking south at the North West Industrial Employment Area



Broadway Street Fair

1.0 Introduction

Employment areas contribute significantly to the fabric of Saskatoon. They are vital to the city's economy, providing opportunities for the production, distribution and trade of goods and services. They are also places that residents travel to and from daily for work, often spending a large portion of their time there. The Saskatoon Speaks Community Vision for Sustainable Growth and Moving Around provide the basis for the goals for employment areas.

Goals for Employment Areas

- To retain the City Centre as the primary destination for corporate head offices, store-front retail and cultural amenities for the city and region.
- To achieve a balanced distribution of employment areas throughout Saskatoon, supporting the efficient use of existing and planned transportation infrastructure and providing employment options closer to where people live.
- To ensure that existing and planned employment areas are well-designed, can facilitate travel by all transportation modes (walking, cycling, automobiles, public transit) and support convenient and higher frequency transit service.
- To ensure an adequate supply of employment land is available to support new businesses and a growing workforce.

1.1 Purpose

The Employment Areas Study forms an integral component of the city's overall Growth Plan to Half a Million (Growth Plan). Focused on the areas that Saskatoon's residents work, the Employment Areas Study has two main purposes:

- 1) To determine if our existing and planned employment areas can support employment growth to a population of 500,000, and
- 2) To evaluate whether our current plans and policies for facilitating employment growth will achieve the goals for employment areas.

1.2 Context

Planning for population growth also means planning for corresponding employment growth. The relationship between where people live and work can have significant impacts on land use and transportation patterns and can greatly influence the number of automobile, pedestrian, cycling and transit trips. The most predictable trips are those to and from work. Locating employment areas closer to where people live and considering their design and accessibility to all modes of transportation can have positive impacts on our civic infrastructure and the quality of life of Saskatoon residents. A long-term goal of the City has been to direct a significant portion of

employment growth to the City Centre so that it remains the heart and centre of commerce in the city and region as Saskatoon grows.

For the purposes of this study, employment areas are defined as:

- Areas of the city where employment is a defining characteristic of the land use,
- A broad category that includes commercial, industrial and office/institutional lands, as well as some special use areas, such as the University of Saskatchewan.

City of Saskatoon Strategic Plan 2013-2023 (Strategic Plan)

The Strategic Plan outlines a corporate vision to describe Saskatoon 20-30 years from now. Informed by the community vision developed through Saskatoon Speaks, the Strategic Plan serves as a road map to achieve the vision of what our city will look like in the decades to come. Seven Strategic Goals were identified to realize this vision.

The Employment Areas Study is specifically identified as a four-year priority under the Strategic Goal of Sustainable Growth, forming an integral part of the City's Growth Plan. Creating new employment areas adjacent to existing residential areas is identified as a long-term strategy under the Strategic Goal of Economic Diversity and Prosperity.



33rd Street

Growth Plan

This Study is a related component of the City's Growth Plan, paying particular attention to the characteristics of employment in our city today, what it may look like in the future and how we ensure that existing and future employment areas contribute to making Saskatoon a healthier, more sustainable, attractive and accessible place to live.

How we design and locate employment areas affects how people get to their jobs, how they move around within employment areas, and whether or not they are able to access the services and amenities they may want or need while at work.

Considering these factors is integral in:

- supporting growth along major corridors;
- coordinating investments in transit and roadway infrastructure;
- managing demands for new river crossings; and
- enhancing active transportation opportunities.



Figure 1: Growth Plan Themes

2.0 Employment Today

To effectively plan for employment growth it is important to understand current employment characteristics as they relate to population, commuting trends, industry sectors and geographic distribution across the city. This baseline data represents a snapshot of employment in Saskatoon today, providing valuable data to project employment trends and understand how current policies and plans will affect employment growth and associated land and infrastructure needs. Unless otherwise noted, population and employment figures used and projected in this study are based on 2011 data in order to align with the Federal Census. Job count figures used throughout this report were obtained from the City of Saskatoon Business License Program which collects data from all commercial, industrial and institutional businesses in Saskatoon.

2.1 Current Employment Trends

Saskatoon's forecasted population in July of 2015 was 260,900 with yearly growth averaging 3.0% since 2010.

Between 2010 and 2014 population growth in Saskatoon has outpaced other major western Canadian cities such as Calgary, Edmonton and Winnipeg.ⁱ This population growth has been matched by employment growth with an estimated 133,635 jobs in 2014.ⁱⁱ

According to a recent study conducted by the Conference Board of Canada, the cost of doing business in Saskatoon remains lower than other Western Canadian cities making Saskatoon an attractive place to do business.ⁱⁱⁱ Key sectors in Saskatoon's economy include mining, construction, wholesale trade, and professional services. Jobs in the manufacturing sector decreased by 12 percent^{iv} between 2006 and 2011 and are not expected to see significant gains in the future.^v During the same time period jobs in the construction and mining, oil and gas sectors grew by 99 percent and 80 percent respectively.^{vi} Industries most important to Saskatoon's growth include: mining, education and health services, and construction.^{vii}

Downtown office vacancy rates have risen in recent years reaching a 10 year high of nearly 15 percent at

the end of 2015 and are expected to remain high into 2016.^{viii} The contraction of the resource sector and increasing competition from new suburban areas are cited as the main reasons for the reduction in downtown office tenants.^{ix} As Saskatoon continues to grow it is important to ensure that the downtown remains the heart of commerce in the city and region.

Business Characteristics

Small businesses constitute a significant portion of the overall employment in Saskatoon with over 70 percent of businesses employing less than 10 people. Saskatoon's economy is primarily comprised of businesses in the services producing sector (77 percent) highlighting its role as a regional service centre. Business growth was highest in the mining, oil and gas, and construction industries.^x

Home based businesses are becoming an increasing source of employment and entrepreneurship in Saskatoon. Home based businesses constitute 41 percent of all licensed businesses in Saskatoon. Between

ⁱ Population Growth and Rate of Change, Performance Dashboard, City of Saskatoon, https://www.saskatoon.ca/sites/default/files/documents/corporate-performance/pip/population_growth_and_rate_of_change.pdf.

ⁱⁱ City of Saskatoon Business License Program, 2014.

ⁱⁱⁱ Butler, Erin and Natalie Ward. Growing Saskatoon: Saskatoon's Regional Economic Map. Ottawa: The Conference Board of Canada, 2014.

^{iv} Saskatoon Employment Trends Employment Profile, City of Saskatoon, 2013.

^v Butler, Erin and Natalie Ward. Growing Saskatoon: Saskatoon's Regional Economic Map. Ottawa: The Conference Board of Canada, 2014.

^{vi} Saskatoon Employment Trends Employment Profile, City of Saskatoon, 2013.

^{vii} Butler, Erin and Natalie Ward. Growing Saskatoon: Saskatoon's Regional Economic Map. Ottawa: The Conference Board of Canada, 2014.

^{viii} 2016 Commercial Real Estate – Review and Forecast, Colliers International.

^{ix} Ibid.

^x Saskatoon Employment Trends Employment Profile, City of Saskatoon, 2013.

2006 and 2011 home based businesses increased by 74 percent, with the majority of new businesses focused on the construction industry.^{xi} Home based businesses are an important component of overall employment in Saskatoon, providing opportunities for people to work where they live.

2.2 Current Employment Distribution

One of the goals of this study is to achieve a balanced distribution of employment throughout Saskatoon that provides more opportunities for people to work closer to where they live. The distribution of employment in relation to where people live can significantly impact the demands on local infrastructure, such as arterial roads and bridges that move people to and from work each day. The amount of time spent commuting to and from work can have an impact on the quality of life of Saskatoon's residents. While it is important to create opportunities for people to work closer to where they live, this must be balanced with the need to retain a strong City Centre that is a destination for corporate head offices, storefront retail and cultural amenities.

Figure 2 shows the general distribution of jobs in Saskatoon. Jobs are generally well dispersed with three notable concentrations.

Core Neighbourhood Area

Presently, the Core Neighbourhood Area (CNA) is Saskatoon's largest employment area accounting for 27.5 percent of jobs in the city. This employment area includes the Central Business District (CBD) and the neighbourhoods of Pleasant Hill, Caswell Hill, Westmount, King George, Riversdale, City Park,

Nutana and Varsity View. Though the CBD is the major employment generator, the surrounding residential neighbourhoods contain notable amounts of employment that is concentrated along the major corridors leading to the City Centre such as 2nd Avenue, Broadway Avenue, 20th Street, College Drive and Idylwyld Drive.

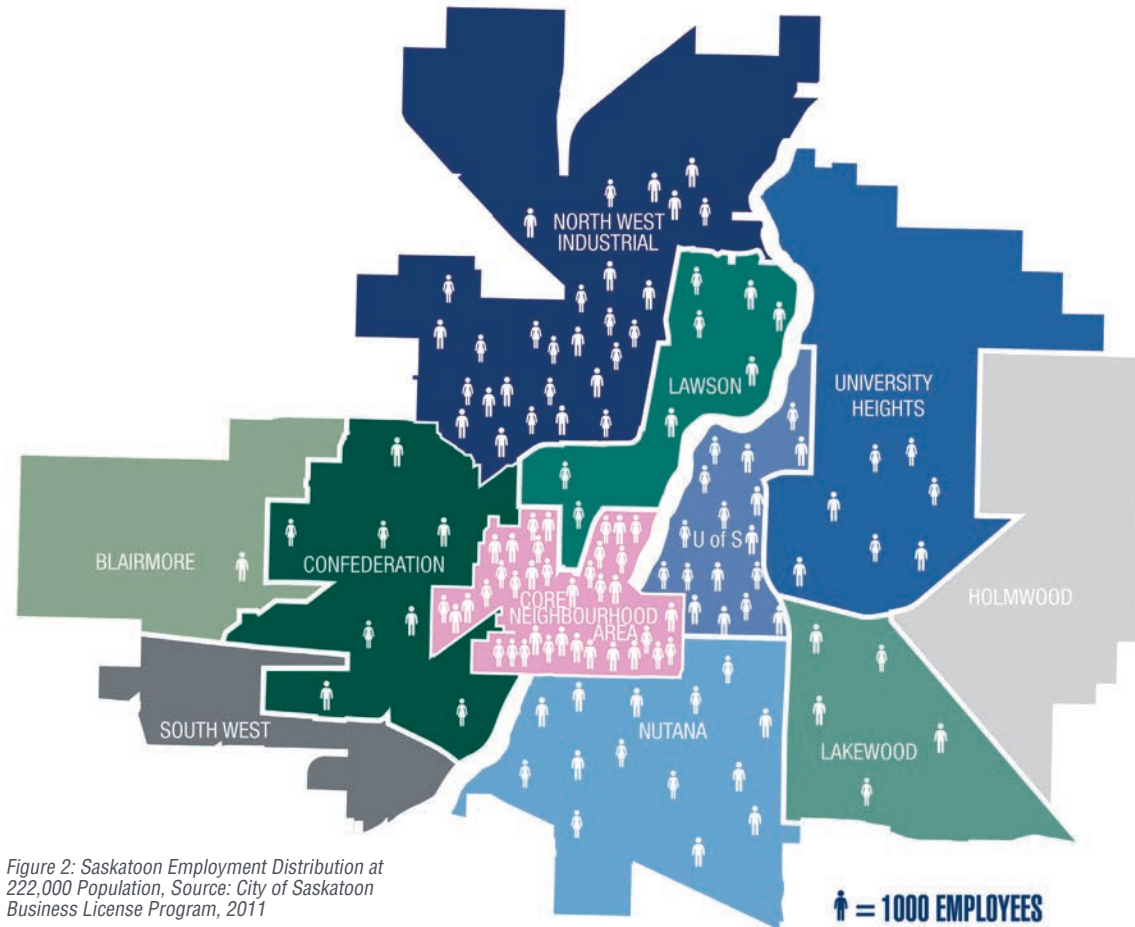


Figure 2: Saskatoon Employment Distribution at 222,000 Population, Source: City of Saskatoon Business License Program, 2011

xi Ibid



The CNA has some of the highest development densities in the city and follows a grid-like street pattern that allows multiple connections for motorized and non-motorized travel. Furthermore, this area is highly accessible for transit as all routes travel through the CBD. The CBD is the heart of commerce in Saskatoon and is the predominant office employment area representing nearly 50 percent of city-wide office development containing most of Saskatoon’s largest office buildings.^{xii} Notable office developments are also located along some of the major corridors leading into the CBD.

The City Centre Plan, focused on the CBD and the major corridors leading to it, is one of several initiatives undertaken by the City of Saskatoon to enhance the City Centre and ensure that a portion of residential and business growth is encouraged here.

North West Industrial Area

The Official Community Plan directs that the majority of heavy industrial development occur in the northwest area of Saskatoon, which provides easy access to rail,

air and highways 11, 12 and 16. Due, at least in part, to this policy direction, the North West Industrial Area contains 75 percent of all industrial zoned lands in Saskatoon and accounts for 23.5 percent of city-wide jobs. Furthermore, the recently adopted North Sector Plan provides a broad framework for the expansion of the North West Industrial Area. The North Sector Plan identifies approximately 1984 hectares (4903 acres) of land primarily for light and heavy industrial uses with a few arterial commercial nodes located at key intersections within the sector.



Industrial employment areas typically require large parcels of land, convenient access to rail and highway infrastructure, and adequate separation distances from residential uses to reduce conflicts. The North West Industrial Area is generally segregated from residential areas and follows a dispersed pattern of low density light and heavy industrial development. Typical of many industrial areas, Saskatoon’s North West Industrial Area offers limited sidewalks and pedestrian amenities, and transit service that is infrequent with limited coverage.

As such, opportunities for active transportation or the use of transit as a viable commuting option is limited making it difficult for people to commute to this area of Saskatoon without the use of a private vehicle. The completion of the North Commuter Parkway bridge project will improve connections to the North West Industrial Area for growing residential neighbourhoods in the northeast.

University of Saskatchewan (U of S) Area

This area is the third largest employment area in Saskatoon in terms of total jobs. It includes the Royal University Hospital, the University of Saskatchewan core campus and Innovation Place, and accounts for 13.6 percent of city-wide employment. The U of S employment area is located in close proximity to the City Centre and several residential neighbourhoods on both sides of the South Saskatchewan River. The area is well served by transit and is located adjacent to the Growth Plan’s proposed east-west bus rapid transit corridor that will be accommodated on College Drive and Preston Avenue.



^{xii} City of Saskatoon Assessment Data, 2014

The U of S employment area contains a significant amount of undeveloped land that represents a significant infill opportunity for residential and employment uses adjacent to Saskatoon's Core Neighbourhood Area. The University of Saskatchewan Vision 2057 Plan (Vision 2057) has identified 401 hectares (991 acres) of land for potential mixed-use development over the next 50 years. The first phase of Vision 2057, the College Quarter Concept Plan, is a detailed plan for an academic mixed-use development on 59 hectares (146 acres) of land located directly south of the main campus adjacent to College Drive.

Remaining Employment Areas

The three largest concentrations of employment described above account for approximately 65 percent of jobs in Saskatoon. The remaining 35 percent is dispersed throughout the city in smaller concentrations. Specifically, the remaining jobs tend to be concentrated in industrial areas, large-scale institutional lands, along major arterial roadways and at larger commercial nodes such as suburban centres. Typically, there are few jobs within residential neighbourhoods, except home base



businesses and where there are nodes of commercial and/or institutional activities such as schools or hospitals present in neighbourhoods. This dispersed employment complements the three major employment areas by creating additional opportunities for people to work closer to where they live.

2.3 Commuting Patterns

Transportation Mode Share to Work

Best practices in urban planning suggest it is important to encourage new and existing employment areas to be designed and located such that opportunities for non-motorized travel and use of public transit are enhanced. Currently, of the total labour force that lives and works in Saskatoon excluding those that worked at home, approximately 7.5 percent of residents cycle or walk to work, while 5.1 percent use public transit. Figure 3 illustrates the transportation mode share to work for the city and within and outside of Circle Drive.

There is significant variation in transportation mode choice to work throughout Saskatoon. The most apparent difference in mode choice is between those living within and those living outside of Circle Drive. Within Circle Drive, approximately 13.9 percent of residents walked or cycled to work compared to 3.2 percent of those living outside of Circle Drive. Transit usage within Circle Drive was 6.2 percent, compared to 4.3 percent beyond Circle Drive.

The higher percentages of travel by transit and non-motorized means within Circle Drive can be attributed to the proximity of significant and relatively high density residential development to major employment areas

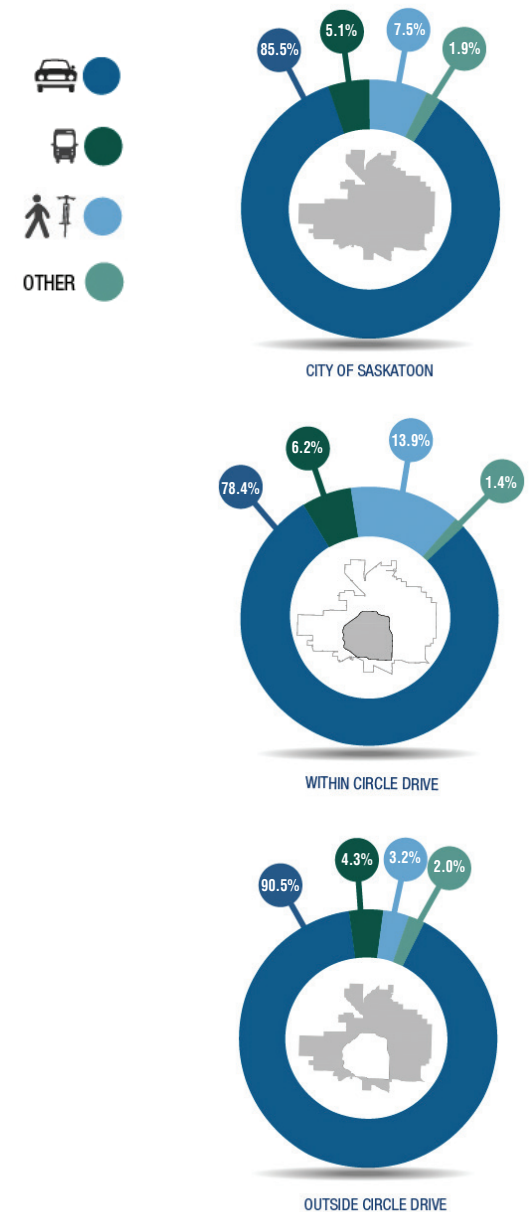


Figure 3: Transportation Mode to Work, City of Saskatoon, 2011, Source: Statistics Canada, National Household Survey 2011

such as the Core Neighbourhood and U of S areas. Additionally, development patterns within Circle Drive consist of many streets with frequent connections between them providing multiple routes and direct connections for walking and cycling. Conversely, urban development outside of Circle Drive tends to be much more segregated by land use than inside Circle Drive, with longer distances between places of residence and places of work. These areas have few arterial roads, spaced relatively far apart, and focused on moving large volumes of traffic. Despite reasonable connectivity within neighbourhoods and provision for occasional trails and connections for non-motorized modes of transportation, these areas of the city generally limit access and include significant barriers between neighbourhoods and to other areas of the city.

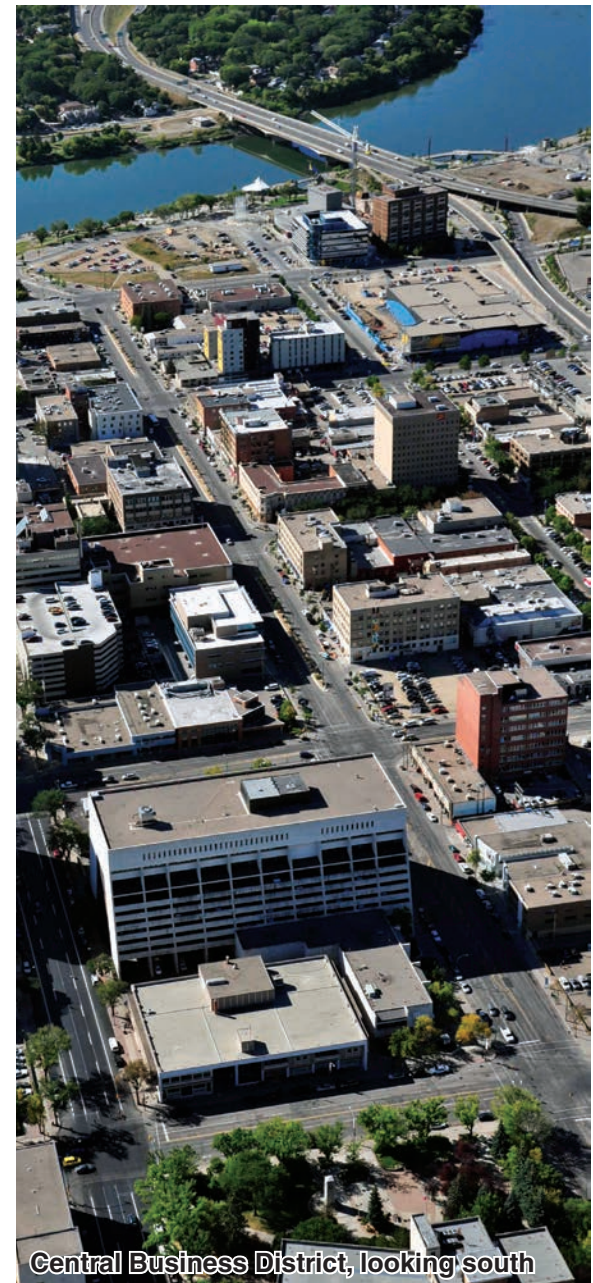
Trips by personal motor vehicles represent a significant amount of the overall transportation mode share to work in Saskatoon. This is expected to continue into the future. However, encouraging the development of employment areas close to where people live and even within neighbourhoods (in well-designed, mixed-use communities) can help mitigate overall travel demand by reducing distances travelled to work. This reduces the overall impact of each vehicle on the transportation system.

City of Saskatoon Transportation Mode Share Targets

The City of Saskatoon monitors several indicators in order to measure our progress and performance in furthering the strategic goals set out in the City’s Strategic Plan. Under the Strategic Goal of Moving Around the City monitors the proportion of residents using transit, walking, and cycling to get to work with a long-term combined target of 20 percent. City-wide this target is not met; however within Circle Drive the transit, walking and cycling mode share is 20 percent.

Mobility Considerations

When planning for future employment areas or redeveloping/intensifying existing ones it is important to consider the implications of how people commute between their place of residence and their place of work. There are several natural and man-made factors that can impact mobility in Saskatoon, including work trips. Major transportation infrastructure such as rail lines, airports and freeways typically offer few crossings with limited connections between the areas that they bisect. Major geographical features such as the river and swales, as well as large undeveloped parcels such as the University of Saskatchewan agricultural lands, can limit access to certain areas to a few crossings and major roadways. While many of these factors will not change, consideration should be given on how to improve connectivity around these areas when planning for employment areas.



Central Business District, looking south

2.4 Regional Considerations

Saskatoon is a regional service centre and provides employment opportunities to people who live outside of the city. The Saskatoon Census Metropolis Area (CMA) has experienced significant population growth in recent years, outpacing population growth in Saskatoon. This trend is expected to continue and as such, more jobs in Saskatoon will be filled by non-residents. According to the most recent census data available from 2011, approximately 16,740 workers commuted to Saskatoon from outside the city for employment. The neighbouring communities of Warman, Martensville and the Rural Municipality of Corman Park account for 47.5 percent of inbound commuters to Saskatoon. Given the pace of growth in the region since 2011 it is anticipated that the 2016 census data will show a marked increase in workers commuting to Saskatoon for employment.

Though many residents from the region fill jobs in Saskatoon, notable employment opportunities can be found outside of Saskatoon. 2011 census data indicates that 6,645 Saskatoon residents are employed outside of the city. The Rural Municipalities of Corman Park and Vanscoy accommodate the largest share of Saskatoon's labour export which is likely attributed to the Cory and Agrium potash mines, and the Biz Hub and East Cory Industrial Parks situated within these municipalities.

To coordinate growth in the region the Saskatoon North Partnership for Growth Regional Plan is currently under development to outline a land use and servicing strategy for areas surrounding Saskatoon and includes the Rural Municipality of Corman Park, the cities of Warman, Martensville and Saskatoon, and the Town of Osler. Though the scope of the Employment Areas Study does not include the region, it is important to recognize the

contributions the region makes to Saskatoon's workforce and the employment opportunities provided to residents of Saskatoon when planning for employment growth.



East Cory Industrial Park, looking south

3.0 Employment Tomorrow

In order to determine the future land requirements needed to support a growing population it is important to note the pace of population growth so that the appropriate land and infrastructure is available when needed. The same is true for employment growth. While we need to plan for where people will live we also need to consider where future residents will work and how this impacts transportation and land use patterns in order to grow in an efficient and sustainable manner. The concept of ‘complete communities’ is founded on the basis of creating places where people can live, work, shop, and play. Considering employment and population growth together is a step towards achieving more complete communities in Saskatoon. Furthermore, the relationship between where people live and where they work has a significant impact on the number of automobile, pedestrian, cycling and transit trips and the infrastructure needed to support these trips.

A key goal of this study is to ensure that there is an adequate supply of employment land available to support new businesses and a growing workforce. This section of the report describes the methodology behind the employment projection, key findings and the projected future distribution of employment at a population of 500,000.

3.1 Methodology

3.1.1 Employment Projection

To evaluate the need for employment lands at a 500,000 population as well as a number of intermediate population horizons, it was first necessary to project

population growth. The population projection uses the 2011 Census population for Saskatoon (222,189) as a base, applying an annual compounding growth rate of 2.5 percent to the population. This growth rate is consistent with the “Medium” scenario used in the City of Saskatoon & Saskatoon Census Metropolitan Area

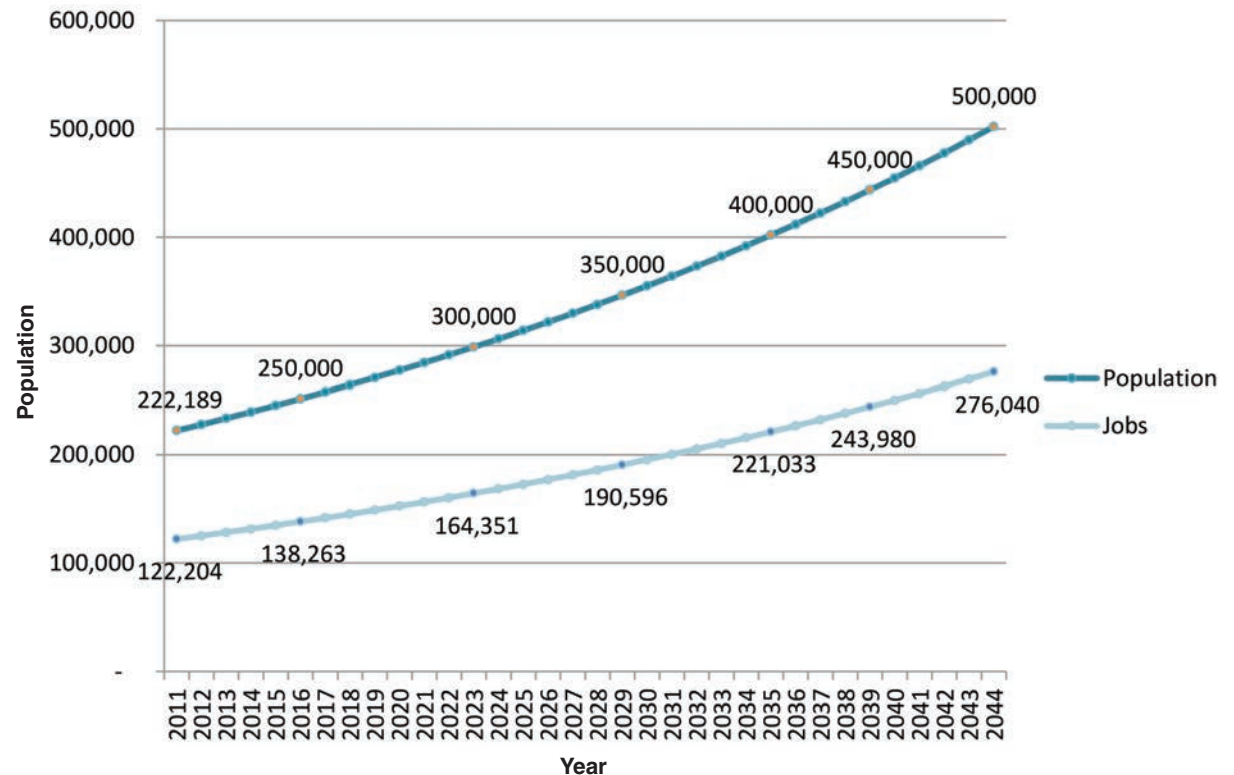


Figure 4: Population and Job Projection Based on a 2.5 Percent Growth Rate

Population Projection 2012-2032. The City has adopted this Medium growth scenario (2.5 percent) in the Growth Plan.

To determine the number of jobs in Saskatoon at any population horizon, job data from the City of Saskatoon’s Business License database (2011-2012)¹ was compared to the 2011 Census data. The result was a jobs/population ratio of 0.550. Figure 4 is a chart that shows the forecast population and job count within Saskatoon based on a 2.5 percent annual growth rate. Based on this projection, Saskatoon can be expected to reach a population of 500,000 by 2044 at which point there are projected to be approximately 276,000 jobs within the city.

Recent indications are that Saskatoon’s pace of growth may have moderated since 2014. It is too early to predict whether the growth rate has fallen below the 2.5 percent projection. If it has, the length of time it may remain below this level is uncertain. In all cases, this does not present any significant problems for the job growth projection or job distribution modelling as these focus on projecting the count and distribution of jobs at any population level. The rate of population growth only affects the timing.

Regional impacts on employment are factored into the projection implicitly. The projection is based on the assumption that jobs in the city are directly related to population and that this relationship will remain the same in the future. Thus, it is assumed that the net effect of regional employment (i.e. city residents working outside and outside residents working in) is constant over time.

This is a modest oversimplification of the actual trend which shows regional population growth occurring faster than city growth (likely meaning a larger share will be commuting into the city in the future than do currently). However, the effect of this oversimplification on the overall job projection (± 2.85 percent) is not considered to be significant given the timeframe of the projection.

3.1.2 Job Distribution Model

The job distribution model allocates the projected job growth across the city for each population horizon (300,000, 400,000 and 500,000) based on the City’s approved and in-progress growth plans and assumptions about job growth in existing built up areas of the city. In all cases, these allocations should be considered as “best guess” estimates based on the available information at the time of this study and reasonable assumptions made about likely future development. A

high degree of accuracy at this scale, given the multi-decade timeframe, is not possible. However, this modelling exercise provides a reasonable methodology to predict future employment land needs and the general distribution of jobs around the city. The results of the job distribution model indicate that there is sufficient land available within current city boundaries to accommodate employment growth to 500,000 people. Table 1 provides a summary of the job distribution model. A more detailed methodology for each of the allocation areas summarized in Table 1, including an overview of the process and key assumptions, can be found in Appendix A.

3.2 Future Employment Distribution

The allocation of jobs at 500,000 was based on employment lands identified in existing approved and in-progress sector plans. The job distribution model described in section 3.1.2 is illustrated in Figure 5.

Population Horizon	222,189	300,000	400,000	500,000
Allocation Area				
Central Business District	20,322	22,222	25,188	31,139
U of S Lands	16,665	20,067	24,478	27,690
Existing Industrial	39,513	45,865	55,714	61,467
Existing Neighbourhoods	34,042	34,592	35,643	37,857
Existing Suburban Centres	7,851	8,460	8,774	8,774
Future Growth Areas	2,929	32,731	68,860	105,988
Existing Management and Residual Areas	950	1,154	1,466	2,025
Projected Job Count (projection-based)	122,272	165,092	220,123	275,153

Table 1: Job Distribution Model Summary

¹ Business License Job Count is preferred over 2011 Census employment data because the Business License data represents jobs within the city and can be linked directly to specific site and land use requirements whereas the Census counts employed persons which may or may not work more than one job either inside or outside the city

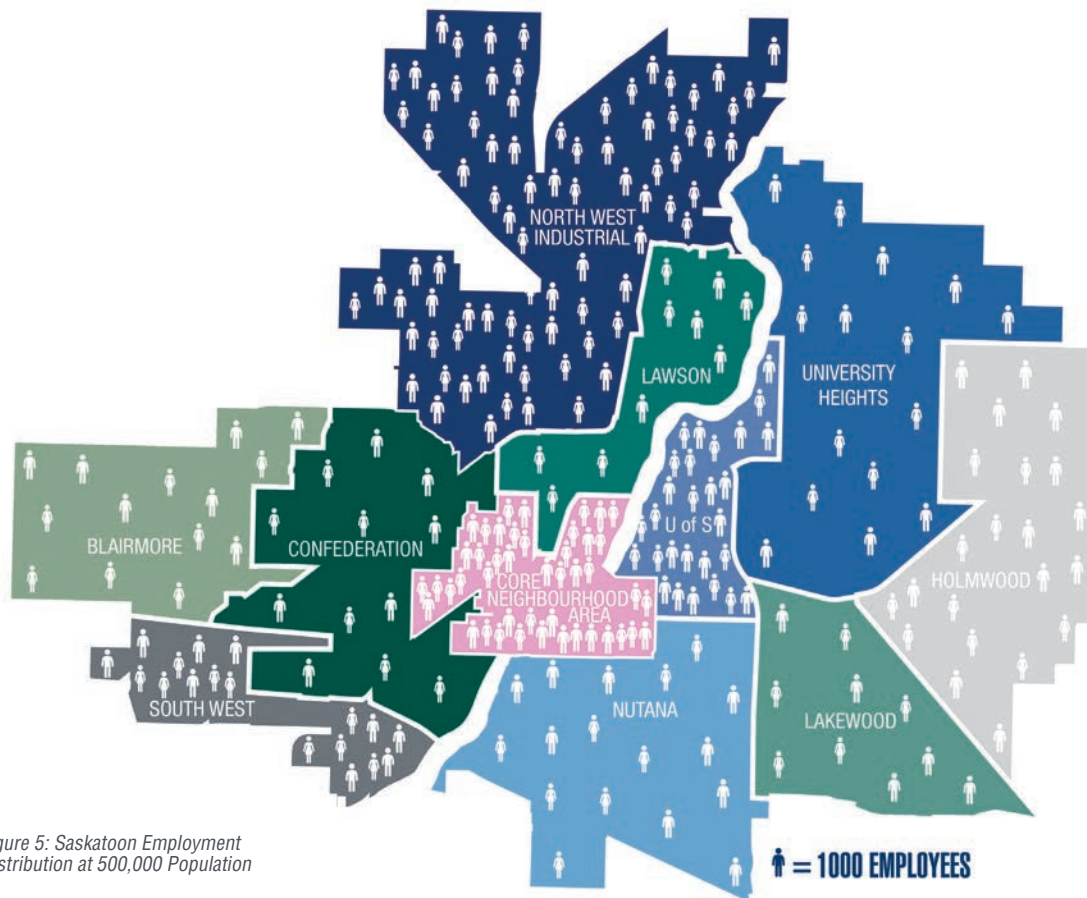


Figure 5: Saskatoon Employment Distribution at 500,000 Population

Major Employment Areas

The employment projection indicates that the three major employment areas today will remain the top three employment areas when Saskatoon's population reaches 500,000; however their combined share of city-wide jobs will decrease from 65 percent to 56.6 percent. Though today's major employment areas will remain prominent as Saskatoon grows there will be a shift in order of dominance. Presently, the Core Neighbourhood Area (CNA), which includes the Central Business

District (CBD), is the largest employment area representing 27.5 percent of city-wide jobs. As Saskatoon's population doubles the CNA share of employment will decrease to 16.7 percent and the North West Industrial Area will become the largest employment area representing 29.9 percent of city-wide jobs, up from 23.5 percent today. It is anticipated that the U of S employment area will continue to be an important employment area with a 10 percent share of jobs at 500,000 population.

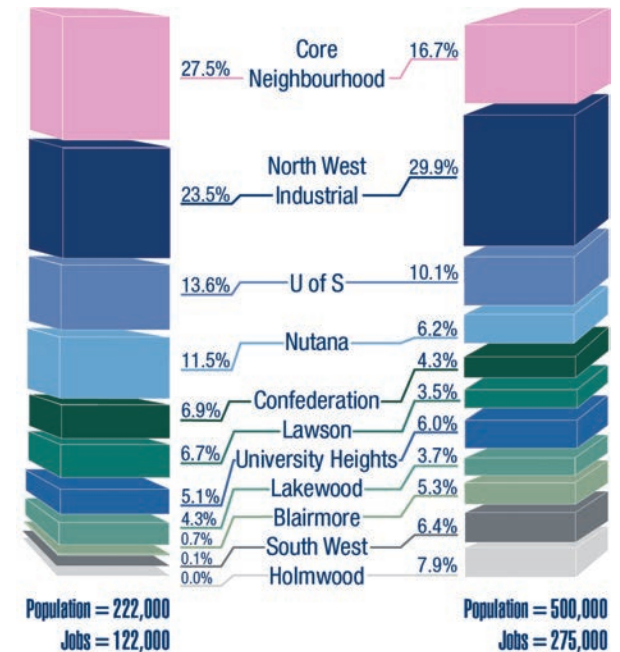


Figure 6: Saskatoon Employment Distribution at 222,000 and 500,000 Population Horizons

Though the overall share of city-wide employment decreases in the CNA, the employment projection indicates that approximately 12,300 additional jobs will be added to this employment area at a population horizon of 500,000. This represents 7 percent of overall employment growth over the time horizon of this study. Job growth in the CNA is primarily attributed to incremental redevelopment of individual properties while factoring some planned major redevelopment projects in the North Downtown and River Landing that serve to increase the overall density of the area. The CNA and CBD in particular, are expected to see significant employment intensification (an increase of 50 percent for the CBD or 10,800 jobs) as the city grows to 500,000. However, given that the CNA is constrained in area and

adding employees requires incremental redevelopment, it is assumed that employment will grow at a slower rate than the other major employment areas which have significant amounts of undeveloped land to accommodate new employment growth.

U of S Area

Vision 2057, the University of Saskatchewan’s long-term vision for the redevelopment of their core lands, was the basis for the employment allocation in this area. This project is a significant opportunity for the University and the City and has been identified as “Strategic Infill”. While some significant employment growth is expected as part of the long-term vision, the nature of this project as a mixed-use development means that the projected growth in jobs is not as high as it might be were this a single-use employment area.

North West Industrial Area

Employment growth in the North West Industrial Area is primarily attributed to new greenfield development, However, some modest intensification of existing industrial lands in some areas was included to account for full build out and maturation of recently-developed industrial employment land over time.

Core Neighbourhood Area

Job growth in the CNA represents significant intensification within an already-existing area and thus a gradual change in character over time. Job growth on the U of S lands and the North West Industrial Area means urban expansion into rural/undeveloped areas. The character of already-developed land in these areas is therefore not expected to change significantly.

Remaining Employment Areas

As population growth and urban development continue, employment in Saskatoon will become more dispersed. Today jobs outside of the three major employment areas account for 35 percent of the city-wide share. At 500,000 people this figure is projected to reach 44.4 percent. In order to create opportunities for employment closer to where people live, current Official Community Plan policies require that significant employment areas be identified in Suburban Development Areas (SDAs). As a result of this policy direction sector plans for new areas

have identified significant amounts of land to support employment growth in SDAs which will result in more dispersed employment in Saskatoon. The effect of this policy is apparent in the significant increase in share of total employment seen in the Blairmore and Holmwood SDAs in the 500,000 projection. Growth along major corridors resulting from the Growth Plan is beyond what is projected in this job distribution model and is expected to increase employment densities along major streets such as 8th and 22nd Streets to support investments in bus rapid transit.

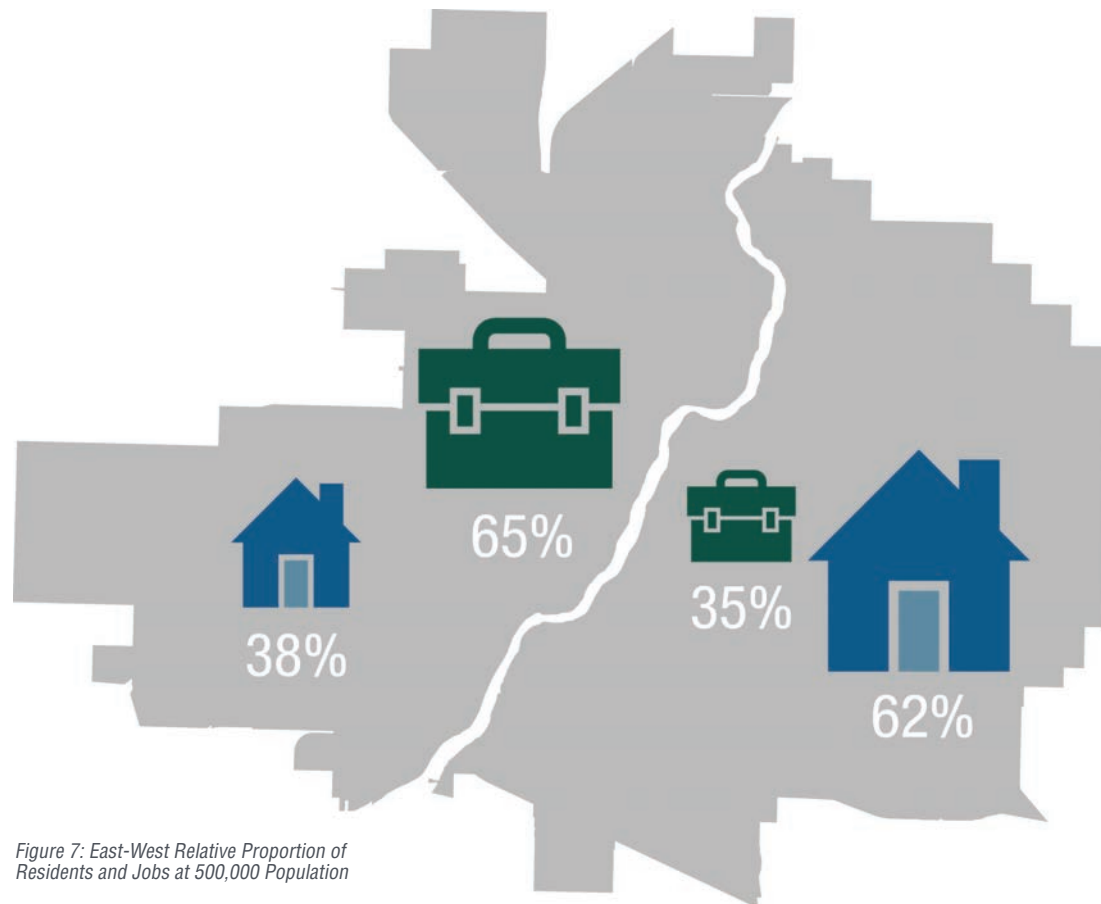


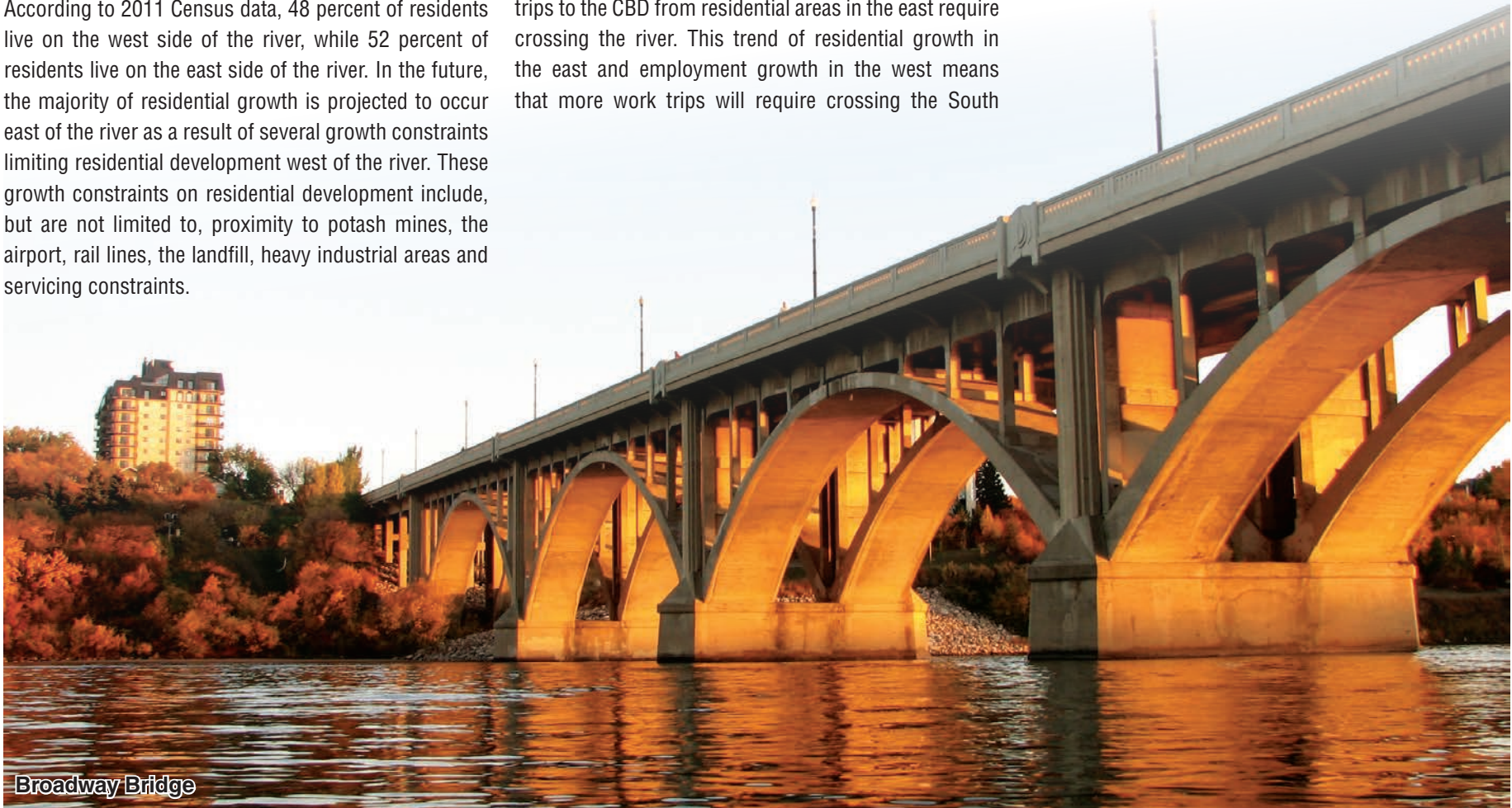
Figure 7: East-West Relative Proportion of Residents and Jobs at 500,000 Population

The River and Balancing Growth

Saskatoon is bisected by the South Saskatchewan River which limits east-west movement throughout the city to five vehicular crossings. The location of residential areas in relationship to employment areas is especially important when work trips require crossing the river. Presently, Saskatoon's residential population has a relatively well balanced east-west distribution. According to 2011 Census data, 48 percent of residents live on the west side of the river, while 52 percent of residents live on the east side of the river. In the future, the majority of residential growth is projected to occur east of the river as a result of several growth constraints limiting residential development west of the river. These growth constraints on residential development include, but are not limited to, proximity to potash mines, the airport, rail lines, the landfill, heavy industrial areas and servicing constraints.

As illustrated in Figure 7, when Saskatoon's population reaches 500,000, the growth model projects that 62 percent of residents will live on the east side of the river, up from 52 percent today. At the same time, employment on the west side of the river is projected to reach 65 percent. This figure includes the Central Business District (CBD), which accounts for 11.3 percent of total employment west of the river. Though centrally located, trips to the CBD from residential areas in the east require crossing the river. This trend of residential growth in the east and employment growth in the west means that more work trips will require crossing the South

Saskatchewan River, placing added pressure on existing river crossings and potentially resulting in a need for additional river crossings. Considering work trips when planning for future residential and employment areas is integral in ensuring our infrastructure is used to its fullest potential and will help to reduce the need for premature upgrades and/or construction of new infrastructure.



Broadway Bridge



South Saskatchewan River, looking south at Silverwood Heights and the North West Industrial Employment Area

4.0 Planning For Employment Areas Today

The purpose of this section is to review how we currently plan for employment areas and determine if our current policies and practices guide us in achieving employment areas that are well-designed, accessible to multiple transportation modes, and located closer to where people live. There are a number of plans and policies that shape employment growth in Saskatoon today. These were reviewed to identify any gaps or inconsistencies in our current planning practices that may limit us from achieving the goals for future employment areas as outlined at the beginning of this report. The following is a brief summary of some of the key documents that guide the growth and development of employment areas in Saskatoon.

City of Saskatoon Official Community Plan Bylaw No. 8769

The Official Community Plan (OCP) shapes the overall growth of the city as a whole. Established under the provisions of the Planning and Development Act, the OCP is intended to guide the growth of Saskatoon to 500,000 people. Policies in the OCP provide general guidance for the location, distribution and design of existing and future employment areas – contributing to the overall form and shape of Saskatoon as the population doubles.

Sector Plans and Concept Plans

In accordance with the policies of the OCP, the size and location of future employment areas are identified through the sector plan process to ensure employment areas are provided in proximity to residential areas. Sector plans are developed for each Suburban Development Area (SDA) and provide a broad, comprehensive framework for future urban development, including the size and location of future neighbourhoods, arterial road alignments, employment areas, parks and significant natural areas. Civic services, concept plans, land use and zoning redesignations are undertaken in accordance with the framework set out in a sector plan.

Concept plans provide a detailed framework for a defined area within a sector plan which includes: land use patterns, lotting arrangements, open spaces and other relevant design features. Concept plans can be required for a neighbourhood, suburban centre, industrial area or similar area; however until recently concept plans have only been undertaken for new neighbourhoods, suburban centres and some special use areas such as College Quarter and the Aerogreen Business Park.

City of Saskatoon Zoning Bylaw No. 8770

The Zoning Bylaw is a statutory plan established under the provisions of the Planning and Development Act and contains specific regulations controlling the use and

development of land in accordance with the policies established in the OCP. The City is divided into a number of different zoning districts each with their own set of land use and site development requirements.

City Centre Plan and North Downtown Master Plan

These plans are focused on the redevelopment and revitalization of Saskatoon's core areas, with a strong focus on encouraging more people to live and work in the City Centre area. The City Centre Plan, which was adopted by City Council in the fall of 2013, is a comprehensive plan for the downtown and the major corridors leading into the core. The Plan is focused on improving the City Centre by creating market demand for residential, office and business uses so that the City Centre continues to be the cultural and entertainment hub for the region with employment, corporate offices, and store-front retail.

The North Downtown Master Plan will create a vision for an integrated community which is compact, diverse and walkable on an underutilized site directly north of Saskatoon's City Centre.

The following sections provide a detailed review of existing policies and plans that guide the growth of employment areas in Saskatoon and how they align with the goals for employment areas outlined in this Study.

4.1 The City Centre

4.1.1 Goal

“To retain the City Centre as the primary destination for corporate head offices, store-front retail and cultural amenities for the City and Region.”

4.1.2 Applicable Policies, Plans and Programs

City of Saskatoon Official Community Plan Bylaw No. 8769 (OCP)

Policies state that the downtown shall remain the centre and heart of financial, administrative, cultural and commercial uses with the highest development densities in the city. Specific policies are in place to encourage store-front retail and pedestrian amenities in the core. Furthermore, the long term viability of retail and commercial in the downtown is to be a key consideration in the review of major retail and commercial developments occurring throughout Saskatoon. Office development is identified as a desired use in the downtown; however policies do not contemplate the impact of major office development locating in areas outside of the City Centre.



The City Centre

Sector Plans

New suburban development areas are intended to accommodate up to 70,000 people and OCP policies require sector plans to include significant employment lands in these new development areas to ensure opportunities are available for employment closer to where people live. As such, recently adopted sector plans have identified significant amounts of land for future employment outside of the City Centre. As growth continues, a careful balance is needed to ensure that these new employment areas meet projected demand for future jobs, while limiting negative impacts to the long-term viability of the City Centre.

Zoning Bylaw No. 8770

The Zoning Bylaw contains zoning districts that are specifically applied to the downtown and the corridors leading to it. These districts allow the highest densities in the city and permit a variety of commercial, institutional and residential uses. Recent amendments were made to the B6 – Downtown Commercial District to allow a building height bonus when a community benefit, such as a green roof or structured parking, is incorporated into the development.

In order to limit negative impacts to the City Centre and established commercial areas, the size of retail uses is limited in industrial districts. Office developments, which are a critical component of a healthy downtown, are listed as a permitted use in most commercial, industrial and institutional zoning districts and have no specific size limitations beyond the minimum development standards of the district. The flexibility of these districts and standards, and the pace of new growth, has resulted in major offices locating outside of the City Centre.

City Centre Plan

The City Centre Plan proposes several policy changes and initiatives that are intended to enhance the downtown experience and promote residential and employment growth in the core. Some of these recommendations include:

- Structured or underground parking requirement for buildings above 40m in height and greater than 5000 square metres in area,
- Surface parking lots as a primary use on a lot will not be a permitted use within the B6 zoning district, and
- Requirement that ground floors contain retail uses and have facades that comply with proposed architectural guidelines to enhance the City Centre streetscape and pedestrian realm.

Phase IV of the City Centre Plan includes the creation of a detailed Civic Precinct Master Plan that will serve to enhance the downtown experience.

Vacant Lot & Adaptive Re-Use Incentive Program

The Vacant Lot & Adaptive Re-use (VLAR) incentive program was initiated in 2011 to promote development on chronically vacant and/or brownfield sites and the adaptive re-use of vacant buildings within Saskatoon's established neighborhood's, including the City Centre. Applicants are given the choice of a grant or five-year tax abatement for eligible infill and adaptive reuse projects. The program is available to developers of residential, commercial, industrial and mixed-use sites provided they have been vacant for a minimum of 48 months. The maximum grant for commercial, industrial and mixed-use projects is \$200,000.

In 2014, as part of the City Centre Plan implementation, amendments were made to the VLAR program to add incentives to further promote Office and Structured Parking development in the downtown. These amendments include:

- Waiver of the 48 month vacancy requirements for office buildings and parking structures in the downtown,
- The expansion of office space within a downtown office building is now eligible for the grants and/or a tax abatement under the program,
- Any office or parking structure proposed in the downtown that does not otherwise meet the criteria of the VLAR program is eligible for a five year tax abatement equal to the incentive amount if a one-time grant were offered.

4.1.3 Summary

The OCP has several policies that support the goal of maintaining the City Centre as the focal point for administrative, cultural and retail activities within the city and region. Furthermore, the City of Saskatoon has undertaken several initiatives to maintain and enhance the prominence of the City Centre as the heart and centre of the city. The City Centre Plan has several short, medium and long term projects to realize the vision of Saskatoon's Downtown as a destination for the region and a premier location to live, grow innovative business, and enjoy the benefits of a strong community. As part of the City Centre Plan short term implementation priorities, amendments were made to the VLAR incentive program to promote the development of new office buildings and

the expansion of existing offices, development of surface parking lots and investments in parking structures. Other City Centre initiatives currently underway include a Comprehensive Parking Strategy and a Civic Precinct Master Plan that will contribute to the overall quality of the downtown environment.

Significant investments have been made in the City Centre to attract a portion of business and residential growth. Though it is important to create a balanced distribution of employment areas in proximity to residential areas, it is also important to maintain a strong City Centre that is the focal point of commerce for the city and region by continuing to promote growth in the city's core. However, because of the increasingly dispersed employment as the city grows, City Centre employment is not expected to grow at the same pace as population. Trends and developments within the City Centre and throughout Saskatoon should be continually monitored to ensure that the core remains a prominent employment area.

Key Findings

- It is important to maintain a strong City Centre that is the focal point of commerce for the city and region by continuing to promote growth in the city's core.
- As growth continues, a careful balance is needed to ensure that new employment areas meet projected demand for future jobs, while minimizing negative impacts to the long-term viability of the City Centre.
- Office development is a critical component of overall employment in the City Centre, particularly large offices.

- Flexible zoning districts and the recent pace of growth have created many opportunities for large office developments to locate outside of the City Centre in suburban and industrial areas.
- Trends and developments within the City Centre and throughout Saskatoon should be continually monitored to ensure that the core remains a prominent employment area as the city grows.

4.2 Balanced Distribution of Employment Areas

4.2.1 Goal

"To achieve a balanced distribution of employment areas throughout Saskatoon, supporting the efficient use of existing and planned transportation infrastructure and providing employment options closer to where people live"

4.2.2 Applicable Policies and Plans

City of Saskatoon Official Community Plan Bylaw No. 8769 (OCP)

Policies guiding the overall form and structure of Saskatoon support this goal by stating that the proximity of residential development to the downtown and other major areas of employment should be the goal in determining the overall form of the city. Furthermore, policies encourage significant commercial, multi-unit residential and community facilities to locate in or along major nodes and corridors to support the efficient use of infrastructure and encourage the use of public transit.



Hudson Bay Industrial Area

The OCP guides the location of commercial, mixed-use and institutional development areas throughout the city based on a hierarchy of population and area served. This has resulted in a relatively well balanced distribution of these types of employment uses throughout Saskatoon that are located in close proximity to where people live. Office development is primarily concentrated in the City Centre; however notable shares of office development can be found in City Park, Innovation Place, Stonebridge, Airport Business Area, and the North and Southwest Industrial areas.

Industrial employment areas typically require large parcels of land, convenient access to rail and highway infrastructure, and adequate separation distances from residential uses to minimize conflicts. Due in part to these factors, OCP land use policies direct the majority of new heavy industrial development to concentrate in a small number of separate locations, primarily in the north industrial area which provides easy access to rail, air and Highways 11, 12 and 16. As a result of this policy direction, the majority of industrial land is concentrated in the North West Industrial Area. Though the OCP does

not contain a similar policy directing light industrial development to concentrate in the city's northwest, light industrial development has clustered adjacent to the heavy industrial development in the northwest. Approximately 75 percent of all existing industrial zoned

land is located in Saskatoon's North West Industrial Area making it Saskatoon's second largest employment area today, by number of jobs. Figure 8 highlights the existing industrial areas in Saskatoon.

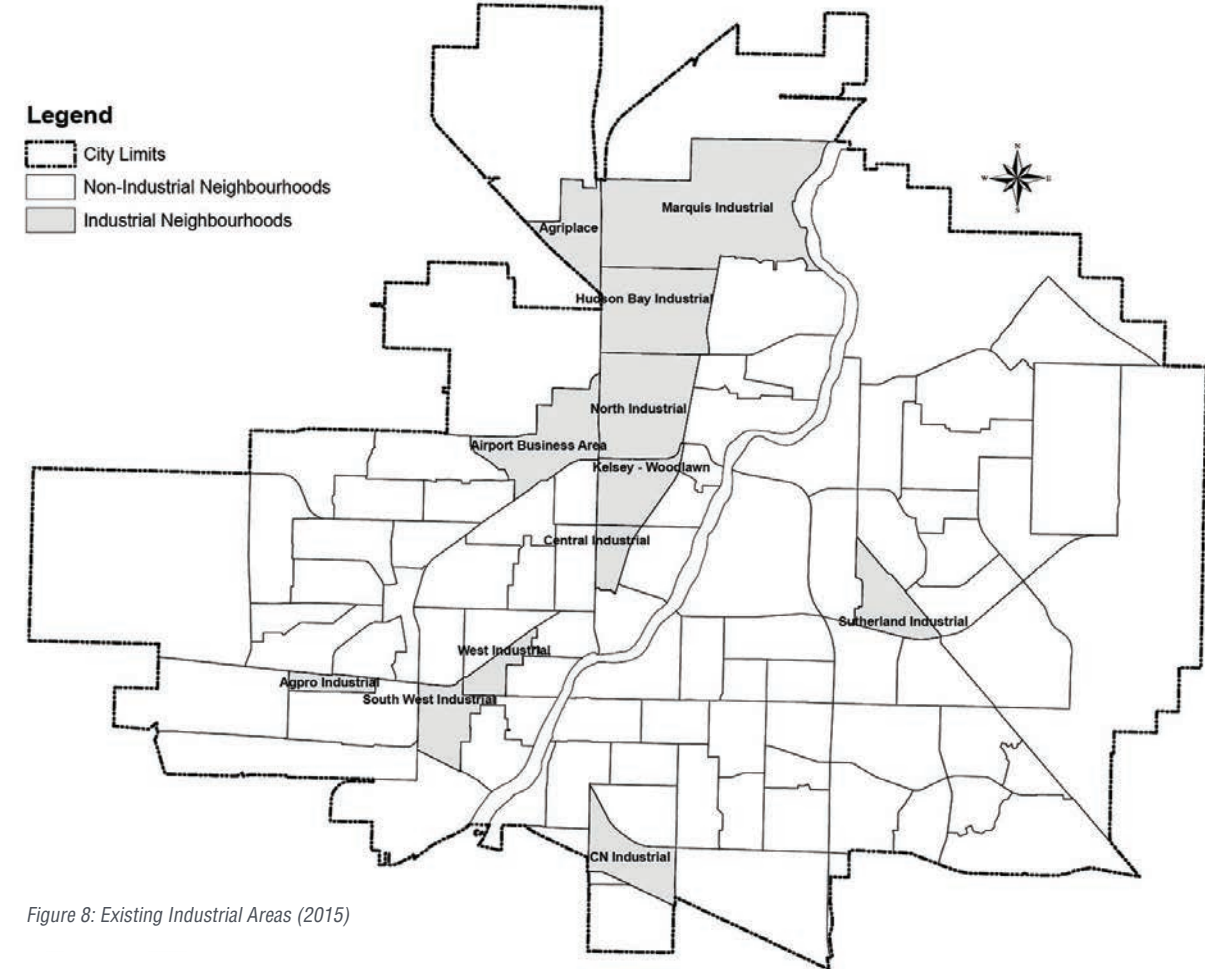


Figure 8: Existing Industrial Areas (2015)

Sector Plans

Sector plans are the primary tool used in planning for employment areas at a city-wide scale. In accordance with the policies of the OCP, sector plans for residential SDA's are required to identify the general location of future employment areas to ensure opportunities for employment are provided in proximity to where people live. In support of these policies, recently-adopted residential sector plans have identified some form of large commercial and/or industrial employment lands within their respective land use plans in addition to residential neighbourhoods. The recently adopted North Sector Plan and the forthcoming Southwest Sector Plan are centered on creating industrial employment areas and do not include a residential component.

Conducted in 2011, the *Commercial and Industrial Development Study* identifies the future amount of commercial and industrial lands to support Saskatoon's population to 325,000. The information in this report is used to help guide the amount and location of employment lands in the development of sector plans and subsequent planning work.

The North Sector plan includes an additional 1984 hectares (4903 acres) of land that is intended to accommodate primarily light and heavy industrial development. This supports the current OCP policies that direct the majority of heavy industrial growth to occur in the northwest. Concentrating industrial uses in the northwest has served Saskatoon well as the area is well served by rail, highways and air and, in many cases due to existing land use patterns, may not suitable for residential development. The employment projection, which is based on existing and in-progress plans and

policies including the North Sector Plan, has confirmed that a sufficient amount of land is available to support employment growth to 500,000 people.

City Centre and North Downtown Master Plan

These plans support the goal of creating opportunities for people to live closer to where they work, supporting the efficient use of existing infrastructure. A key objective of the City Centre Plan is to direct a portion of residential and business growth to the City's core while the North Downtown Masterplan will guide the development of a new residential and mixed-use neighbourhood adjacent to the City Centre.

University of Saskatchewan Lands

The University of Saskatchewan has significant land holdings within Circle Drive and in close proximity to the City Centre. The University, through its Vision 2057 planning process, has designated 401 hectares (991 acres) of endowment lands for potential mixed-use development over the next 50 years. These lands represent a significant opportunity to bring more residences in closer proximity to two of the city's largest employment areas, the Core Neighbourhood Area and the U of S. Based on data from the Vision 2057 document, these endowment lands have the potential to accommodate 40,000 new residents to the area, as well as significant commercial, recreational and institutional uses.

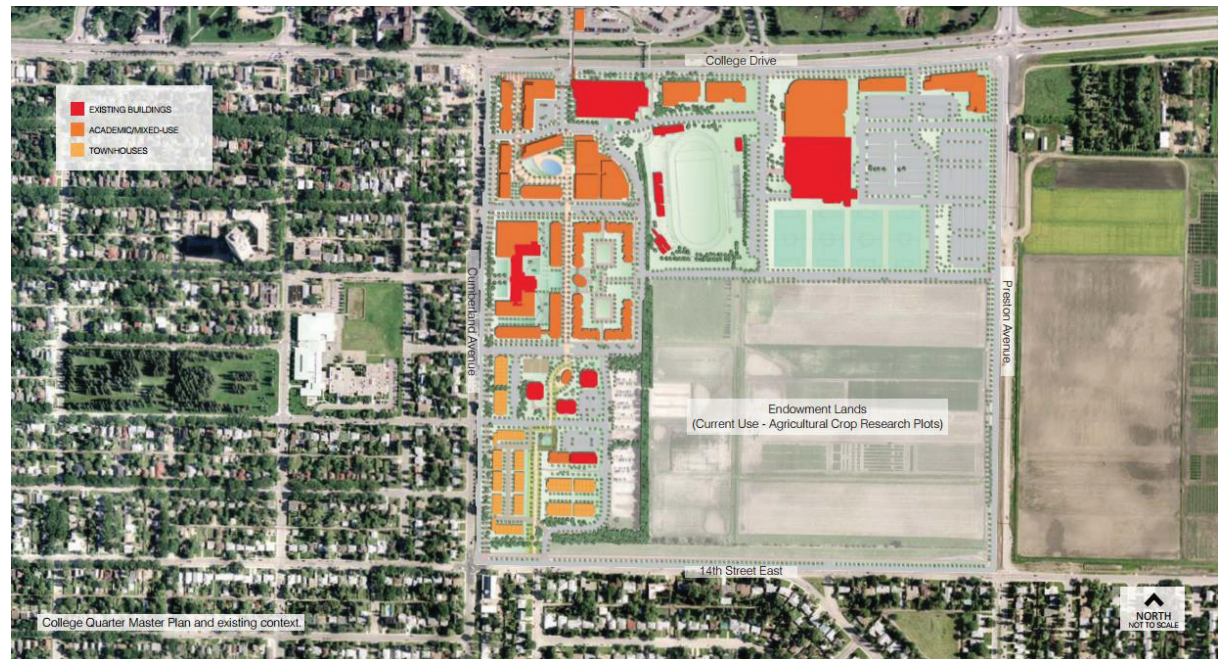


Figure 9: College Quarter Master Plan Concept, Source: College Quarter Master Plan Report, University of Saskatchewan, 2010

Located directly south of the main campus adjacent to College Drive the College Quarter Concept Plan is the first phase of Vision 2057, and includes 59 hectares (146 acres) of land. This site will be developed into a mixed-use site focused primarily, but not exclusively, on academics. It will accommodate a variety of commercial, institutional and residential uses that will serve the university and the surrounding community. This mixed-use development will create more employment opportunities in the university area and enable more people to live in the area.

4.2.3 Summary

Overall, Saskatoon's policies and plans affecting employment growth support the goal to create a balanced distribution of employment areas that support the efficient use of existing infrastructure and enable opportunities for people to live closer to where they work. Commercial, mixed-use and institutional uses are encouraged to locate throughout the city to serve the residential population and Suburban Developments Areas include a significant employment component. The University of Saskatchewan's long term plan for mixed-use development of its endowment lands will establish a strong population base close to the City Centre. Redevelopment of existing industrial areas such as the CN, Sutherland, South West and West industrial areas represents a significant opportunity to utilize existing infrastructure in areas that are already in close proximity to where people live.

The current policy direction to concentrate the majority of industrial development in the northwest has served the City well and has supported the identification of

sufficient lands to support employment growth to a population of 500,000. In the long term, policies and plans guiding the location of industrial areas should be reviewed to encourage a more balanced distribution of major industrial employment areas that support the efficient use of transportation infrastructure and consider the proximity to existing and planned residential areas.

Key Findings

- Commercial, mixed-use and institutional development is relatively well distributed throughout the city, located in close proximity to residences.
- The majority of industrial land is concentrated in the North West Industrial Area which accounts for 75 percent of all industrial zoned lands in the city. This is largely a result of the OCP policy that encourages the majority of heavy industrial land to concentrate in the North West.
- In the long term, policies and plans guiding the location of industrial areas should be reviewed to encourage a more balanced distribution of major industrial employment areas that support the efficient use of transportation infrastructure and consider the proximity to existing and planned residential areas.
- The potential mixed-use development of the University of Saskatchewan's endowment lands over the next 50 years, and development plans for the College Quarter area represent a significant opportunity to bring more residents in proximity to the city's largest employment areas, the Core Neighbourhood and the U of S areas.
- Redevelopment of existing industrial areas such as the CN, Sutherland, South West and West industrial areas represents a significant opportunity to utilize existing infrastructure in areas that are already in close proximity to where people live.

4.3 Travel by All Transportation Modes

4.3.1 Goal

"To ensure that existing and planned employment areas are well-designed, facilitate travel by all transportation modes (walking, cycling, automobiles, public transit) and support convenient and higher frequency transit service"

4.3.2 Applicable Policies and Plans

City of Saskatoon Official Community Plan Bylaw No. 8769 (OCP)

As detailed in section 4.2.2, the OCP contains policies that encourage an overall development pattern that is supportive of facilitating travel by all transportation modes. Transportation policies are centered on the objective to develop an urban form and settlement pattern that will enhance the efficiency of the transportation system and encourage a variety of transportation options to promote a balanced transportation system. Residential, commercial and employment infill development are encouraged as a means to support a variety of transportation options. The downtown is identified as the focal point of the transit system with transit routes provided within walking distance of most residential areas. Cycling policies promote design features for safe and convenient cycling to support the objective to facilitate cycling as an integral form of transportation within a balanced transportation system. Standards for bike parking facilities are encouraged to be included in the Zoning Bylaw. Pedestrian-oriented design is encouraged in new residential, institutional and commercial development areas. However, there is no such provision for pedestrian-oriented design in industrial areas which are

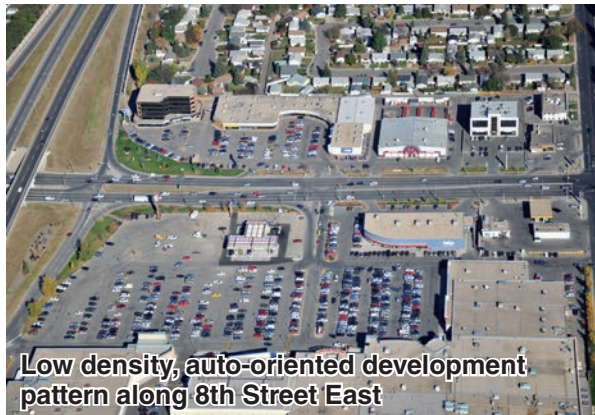
a major source of employment in Saskatoon, accounting for nearly one-third of city-wide employment.

The OCP includes a firm requirement that a concept plan be submitted and approved by Council prior to subdivision and development within any new neighbourhood. There is no explicit requirement for submission of a concept plan for non-residential development areas. As such, the development of large commercial or industrial areas has typically been piecemeal with subdivision and zoning possible with no more than an approved sector plan for the area. This means that there has typically been no comprehensive area plan with sufficient detail to guide a cohesive and integrated development pattern.

Zoning Bylaw No. 8770

Development standards in the zoning bylaw are primarily focused on parking and access requirements for private vehicles only. There are no standards specific to pedestrian and cycling facilities, including bike parking.

Most zoning districts enable a low density development pattern where buildings are set back from the street with parking in the front of the building along the



Low density, auto-oriented development pattern along 8th Street East

principal street. Furthermore, development along major arterials is typically segregated between individual sites often with physical barriers that force people and motorists to use the public street to access adjacent developments. These development patterns are car-oriented and do not support walking, cycling or transit usage. One of the key components of the Growth Plan is to encourage a development pattern that supports all modes of transportation including walking, cycling, transit and driving.

To enable a development pattern that supports transportation choice, the B4MX – Integrated Commercial Mixed-Use District has been added to the zoning bylaw. The B4MX district promotes a compact pedestrian-oriented built form that supports a variety of transportation options, street-oriented buildings and active uses at grade level. This new zoning district is intended to be applied to arterial roadways in new neighbourhoods and to existing arterial roadways as they are redeveloped into more urban, pedestrian and transit-oriented streets. As the Growth Plan is implemented, it is anticipated that new zoning districts and/or standards will be created to achieve a built environment that supports the use of a variety of transportation options.

Recent amendments to the OCP and zoning bylaw have allowed for site plan control on regional commercial sites. Site plan control provides the approving authority with the ability to require enhancements to site design that address traffic calming, pedestrian access between buildings, parking areas, internal and external sidewalks and transit stops to promote safety on the site. The application of site plan control allows the Development Officer some ability to improve pedestrian and transit access to and within a particular site. Without site plan

control civic administration has limited ability, beyond the minimum standards established in the Zoning Bylaw, to require enhancements to site design to improve safety and connectivity for all modes.

Sector Plans

Recently adopted sector plans have placed high importance on the need to consider all transportation modes when undertaking more detailed design work for residential and employment areas. The University Heights, Holmwood, Blairmore and North Sector plans require that any Traffic Impact Assessments address pedestrian, cycling and automobile transportation. Furthermore, in the absence of city-wide design guidelines these sector plans also include general design guidelines and principles for their respective employment areas.

Though the OCP does not explicitly require concept plans for non-residential areas, recently adopted sector plans have included the requirement for concept plans to be submitted for commercial and industrial employment areas within the sector. Through the concept plan process a comprehensive plan for individual employment areas is created which enables the needs of all transportation modes to be better integrated into the overall design of the development area.

Roadway Design Standards

Standards for roadway design can have a significant impact on the built environment in employment areas and can affect the ability to fully achieve the policies in the OCP and a goal of this study to support the use of all transportation modes as a means to get to work.

The City of Saskatoon Roadway Design Standards provide detailed specifications and drawings for the various roadway classifications in Saskatoon, including requirements for pedestrian and cycling facilities. According to these standards, sidewalks are not required on industrial roadways and are only required on one side of arterial streets.

University of Saskatchewan Lands

Vision 2057 and the College Quarter Master Plan have identified over 404 hectares (1000 acres) of University lands for future mixed-use urban development. The development of these lands will result in more people living closer to the Core Neighbourhood and U of S employment areas thereby enhancing opportunities for greater use of alternative transportation modes to work. Furthermore, the intent to develop these lands into a mixed-use community that includes opportunities for commercial, institutional and residential development promotes greater use of all transportation modes. Increasing the residential and employment population on the University lands will support greater use of public transit as more people will be living and working close to the proposed bus rapid transit route along Preston Avenue and College Drive.

Active Transportation Plan

The ATP is another integral component of the overall Growth Plan. Currently under development, this plan will look at ways to increase opportunities for safe and easy walking to daily activities, including to areas of employment. The final plan will recommend improvements to active transportation facilities, policies

and programs that will help provide more safe and convenient transportation choices for moving around Saskatoon. Recommendations from the ATP will support the enhancement of walking, biking and other modes of active transportation in new and existing employment areas, residential areas, along future bus rapid transit corridors, transit hubs and on core area bridges.

Bus Rapid Transit (BRT)

A key component of the Growth Plan is the development of a long-term transit plan that includes an enhanced customer experience, improved transit services and facilities as well as the provision of BRT. BRT will complement the overall transit system and serve as the spine of the transit network. The proposed BRT system will enhance opportunities for residents to use transit as a means to get to work.

Figure 10 shows the recommended east-west and north-south BRT corridors. The proposed BRT network will serve existing, new and growing employment areas. The Downtown, U of S and Core Neighbourhood employment areas will benefit from more frequent and direct transit service. The proposed red and blue BRT lines will support employment growth along major corridors and will enhance connections to new and growing employment areas in the north and in two new suburban centres located in Blairmore and Holmwood.

4.3.3 Summary

To enable more opportunities for alternative transportation modes the OCP encourages new residential development to be located in proximity to the downtown and other major employment areas. Significant commercial, multi-

unit residential and community facilities are encouraged to concentrate along designated nodes and corridors to support greater use of public transit. The development of the University of Saskatchewan lands will greatly enhance opportunities for alternative transportation modes adjacent to the Core Neighbourhood employment area and the proposed east-west bus rapid transit route.

The OCP contains policies that encourage development to provide facilities for walking, cycling and transit. However, the lack of a firm policy requirement for commercial and industrial area concept plans makes it difficult to achieve an integrated and connected development pattern that supports a variety of transportation options in these areas. Furthermore, the OCP does not contain policies requiring incorporation of facilities for cyclists, pedestrians and transit in industrial areas and the City's Roadway Design Standards do not require sidewalks on industrial roadways. This lack of policy direction to accommodate non-motorized travel modes in industrial areas has resulted in a development pattern in these areas that favours use of private automobiles.

The implementation of site plan control on regional commercial sites provides civic administration with the ability to enhance the design of these sites to better accommodate all transportation modes. At this time, regional commercial sites are the only type of employment area where site plan control can be applied.

Though commercial and industrial concept plans are not an explicit requirement in the OCP, sector plans now include a requirement for a detailed area concept plan to be submitted for the commercial and industrial employment areas identified within the sector. Also, recently adopted

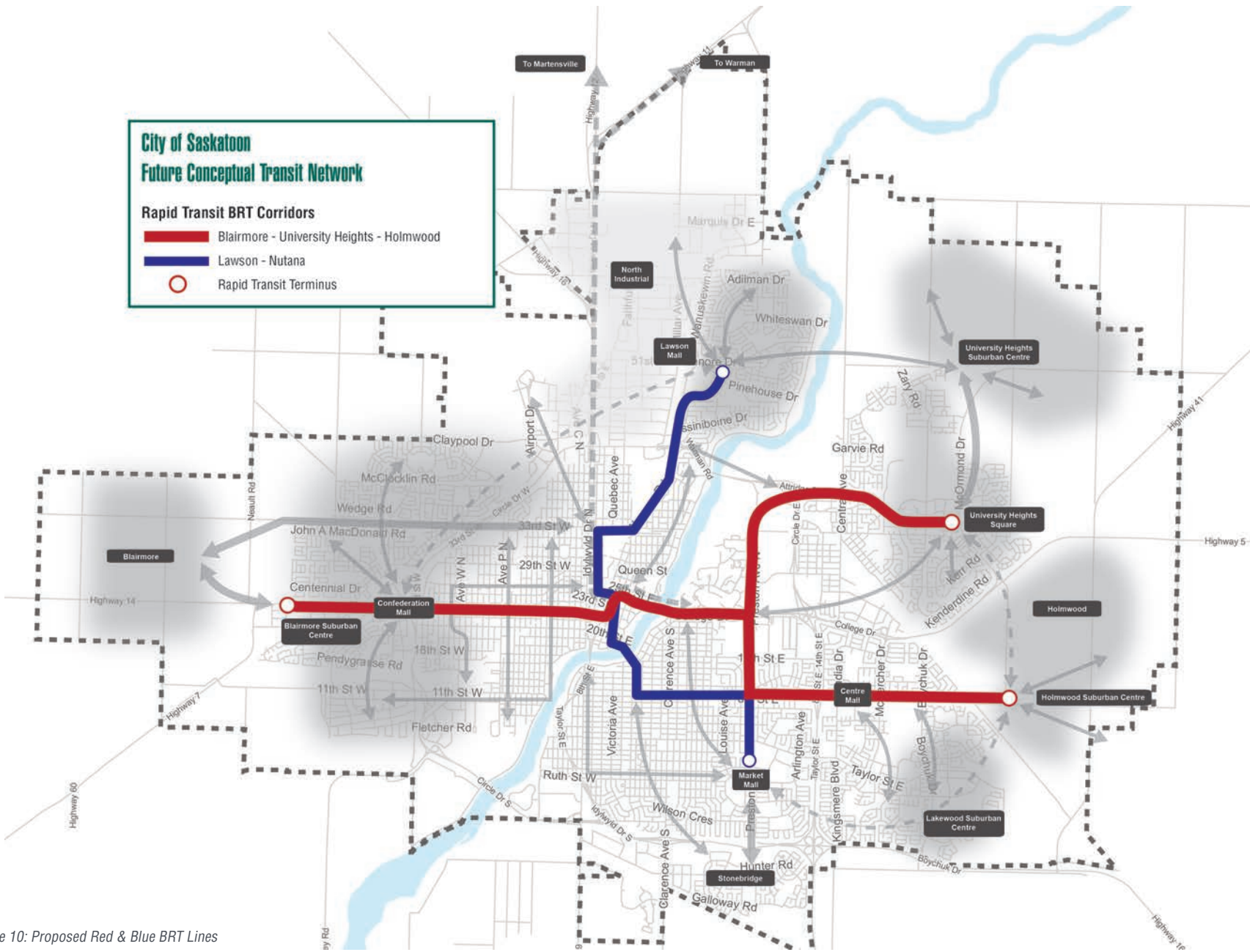


Figure 10: Proposed Red & Blue BRT Lines

sector plans such as Holmwood, University Heights and the North Sector have included general employment area design guidelines and principles to achieve a high quality urban environment. There is a policy gap when it comes to area concept plan requirements and design guidance for non-residential areas.

The Growth Plan will support transportation choice in new and existing employment areas. The proposed BRT system will enhance opportunities for transit use to new and existing employment areas and will support employment growth along the rapid transit corridors. The Active Transportation Plan will support the enhancement of alternative transportation modes, such as walking and cycling, in all employment areas.

Key Findings

- Most zoning districts enable a low density development pattern that favours the use of private automobiles over other transportation modes such as walking, cycling and transit.
- The OCP lacks explicit requirements for non-residential concept plans. As a result, development in these areas is often piecemeal, making it difficult to achieve an integrated and well-designed employment area that is supportive of all transportation modes.
- The lack of OCP direction to accommodate non-motorized travel modes in industrial areas coupled with roadway design standards that do not require sidewalks on industrial roadways, has resulted in a development pattern in these areas that favours the use of private automobiles.
- In the absence of city-wide design guidelines, recently adopted sector plans have included general design guidelines and principles for their respective employment areas.
- There is a policy gap when it comes to area concept plan requirements and design guidance for non-residential areas.
- Site plan control has been implemented on regional commercial sites; however no other employment areas have been identified as areas where site plan control can be applied.
- The proposed BRT system will enhance opportunities for transit use to new and existing employment areas and will support employment growth along the rapid transit corridors.
- The development of the University of Saskatchewan lands will greatly enhance opportunities for alternative transportation modes adjacent to the Core Neighbourhood employment area and the proposed east-west BRT route.

Auto-oriented development pattern at Preston Crossing

5.0 Recommended Policy Directions

Through the policy review, detailed in Section 4.0, a number of recommended policy directions have been identified to enable full achievement of this study's goals for employment areas.

5.1 Employment Areas as Comprehensively Planned Units

A critical first step in achieving employment areas that are well-designed and accessible to all transportation modes is to consider employment areas as comprehensively planned units rather than the current practice of considering them as generally undefined areas featuring one or two “blanket” land uses. The Official Community Plan has well-defined policies regarding the design and development of neighbourhoods. However, this same level of policy direction is not provided for employment areas. Policies related to employment areas are limited to the individual lands uses that make up an employment area. The absence of overarching policies to guide the detailed design and development of an employment area makes it difficult to achieve a high quality of urban design that is supportive of a mixture of amenities and all transportation modes. The result is employment areas that are developed in a piecemeal manner, lacking a cohesive and connected development pattern.

The following recommendations provide direction for future policy development to achieve comprehensively planned employment areas that are well-designed and accessible to all modes of transportation.

5.1.1 Official Community Plan Amendments

Amendment #1: New Employment Areas Section

In order to begin planning for employment areas as a whole, rather than the individual land uses that comprise such areas a new “Employment Areas Design and Development” section should be added to the OCP. This section could be structured similar to the existing “Neighbourhood Design and Development” section in the OCP containing an objective statement and policies that would guide the development of detailed area concept plans for employment areas. Establishing policy that considers employment areas as a whole will provide decision makers with the framework necessary to encourage existing and new employment areas to achieve a higher quality of design that is well-integrated with surrounding areas and supportive of all transportation modes. To further support the OCP direction to encourage opportunities to live and work in close proximity, this section could provide guidance as to when it may be suitable to incorporate residential uses into areas intended primarily for employment.

Amendment #2: Clearly define when Non-Residential Area Concept Plans are required

The area concept plan process is an important tool to implement the policies of the OCP and ensure a coordinated development pattern with a high quality of urban design. The OCP is explicit in its requirement that an area concept plan be approved by Council prior to a neighbourhood being subdivided or developed; however this same requirement is not explicit for non-residential development areas. Though not an explicit requirement in the OCP, the recently approved North Sector plan requires that industrial area concept plans be undertaken to ensure growth occurs in a compact and contiguous manner by comprehensively addressing key land use, transportation and servicing components. To align with current practice and ensure that employment areas achieve a high quality of design and are planned in a comprehensive manner, the OCP should be amended to clearly state that an area concept plan should be required for non-residential development areas prior to being subdivided or developed.

Amendment #3: Expand areas where Site Plan Control can be applied

Site plan control is intended to be used in areas with high traffic volumes where there are potential public safety concerns, including conflicts between pedestrians

and vehicles. It provides civic administration with some ability to require a higher quality of site design that takes into account site access/egress, pedestrian circulation and safety, landscaping, and placement of buildings. At this time, site plan control can only be utilized on regional commercial sites. To achieve more comprehensively planned employment areas, the OCP and Zoning Bylaw should be amended to identify additional commercial and industrial areas where site plan control can be applied.

5.1.2 Review Non-Residential Zoning Regulations

Zoning regulations are an important tool to implement the policies of the OCP and the overall land use plan set out in area sector and area concept plans. It is through the zoning and development permit process that proposed developments on each parcel within an employment area are approved and constructed. It is critical that suitable zoning districts are available, with appropriate land uses and development standards, to ensure that development on the ground aligns with the overall vision and land use plan adopted in area sector and area concept plans.

Industrial zoning districts, in particular, tend to be more permissive than most zoning districts in terms of the variety of land uses permitted. While this flexibility is an intentional benefit of industrial zoned land, it can lead to ad hoc development patterns that could undermine the intent of employment area sector and concept plans. For instance, the North Sector Plan identifies specific areas within the sector where commercial nodes should be located. It may not be possible to achieve these nodes as viable commercial locations if significant retail development is permitted throughout the sector. In this circumstance, a review of the industrial zoning districts

should be conducted to ensure that they are able to remain flexible while maintaining a character of primarily industrial land use.

As new area sector and area concept plans for employment areas are brought forward, non-residential zoning regulations should be reviewed periodically to ensure that the overall vision and land use plan for these plans is realized as development occurs.

5.1.3 Employment Area Design Guidelines

One of the key goals of this study is to achieve employment areas that are well-designed and accessible to all transportation modes. Establishing OCP policies that consider employment areas at the same level as neighbourhoods and adding clear and consistent requirements for area concept plans is a critical first step in achieving a higher quality of urban design and a more coordinated development pattern. The creation of urban design guidelines for employment areas would support this by establishing a greater degree of clarity on how to achieve the desired outcomes for employment areas as outlined in the OCP.

Employment area design guidelines would outline the City's expectations regarding the comprehensive design of the entire employment area and individual parcels within the area. This would provide property owners, developers and civic administration with a common understanding and clear expectations on how to achieve well-designed employment areas that support all modes of transportation. It is envisioned that these design guidelines would be used to evaluate area concept plans, redevelopment plans and individual development proposals to encourage a higher quality of site and

building design that supports the policies and objectives in the OCP. These guidelines would provide direction on site and building design addressing matters such as, but not limited to:

- Transit orientation,
- Building placement and orientation,
- Access and circulation for all transportation modes,
- Parking design,
- Landscaping,
- Outdoor Storage,
- Signage, and
- Architectural design features.

The creation of these design guidelines will require alignment and/or integration with other policies, such as roadway design standards, signage regulations, park development guidelines, etc.

5.2 Future Industrial Land

The City's Official Community Plan directs that the majority of heavy industrial development be concentrated in the city's northwest. As a result of this policy direction the majority of existing and planned industrial development is focused in the North West Industrial Area. Concentrating industrial development in the northwest has served the city well as the area is well served by major roadways, rail and air and is not suitable for residential development. The employment projection, which includes future industrial lands identified in the North and South West Sector Plans, indicates that this area will accommodate nearly 30 percent of city-wide

employment when the city reaches a population of 500,000. Also, within that same timeframe, 62 percent of residents are expected to live on the east side of the South Saskatchewan River.

Given the significant concentration of existing and proposed industrial lands in the North West Industrial Area, it is recommended that the current OCP policy that encourages the majority of heavy industrial development to be concentrated in the city's northwest be removed. Policies that guide the location of future industrial land should be more general and include consideration of matters such as:

- Balanced distribution of employment areas,
- Impacts to existing and planned infrastructure,
- Commuting patterns,
- Proximity to existing and future residents, and
- Results of environmental screenings.

Residential sectors plans should continue to incorporate one or more significant industrial employment areas, where feasible. New employment-only sector plans, such

as the South West, should be considered at locations other than the northwest for the possible establishment of major new employment growth areas. Also, in future planning work, consideration should be given to emerging best practices relating to mixing employment with residential and other types of uses.

5.3 City Centre Office Development

Retaining the City Centre as the heart of commerce in Saskatoon and the region is a key goal of this Study. Furthermore, several initiatives have been completed or are underway that are focused on enhancing the City Centre to ensure that a portion of residential and employment growth is directed there.

The employment projection, based on current plans and policies, indicates that the Core Neighbourhood Area (includes the City Centre) will no longer be the largest employment area as Saskatoon reaches 500,000 people. Within the Core Neighbourhood Area (CNA) the city-wide share of employment in the Central Business District (CBD) is projected to decrease to 11.3 percent from

the current 16.6 percent. Though the overall share of employment decreases in the CBD it is important to note that 10,800 employees will be added to the downtown area. Lands within the CBD are constrained by geography and are fully serviced meaning that any additional employment in this area is a result of redevelopment and/or intensification of existing properties.

In addition to supporting growth in the City Centre, OCP policies encourage significant employment opportunities to be provided for within suburban development areas. This policy direction has resulted in several employment areas being proposed in new suburban development areas creating opportunities for businesses to locate or relocate to an area outside of the City Centre. Specifically, office development is a major employment generator in the City Centre. To ensure that the City Centre continues to be the preferred location for major office developments, a supplementary report has been prepared with a key focus on identifying options to ensure that the City Centre remains the pre-dominant office employment area in Saskatoon.



South Saskatchewan River, looking north

6.0 Conclusion

This Study has two main components: an employment projection and a policy review. The intent of the employment projection was to determine if enough land will be available to support employment at a population of 500,000. The policy review focused on reviewing existing policies and plans that shape employment growth in Saskatoon to determine if our current direction for employment growth will guide us in achieving employment areas that are well-designed, accessible to all modes of transportation, and located closer to where people live, while maintaining a strong City Centre.

The employment projection which is summarized in Section 3.0 indicates that there is sufficient land available to support employment growth to a population of 500,000 people. The recommended policy directions in Section 5.0 provide suggestions for future policy development so that growth in new and existing employment areas supports the goals for employment areas outlined in this Study.



Office park example

Appendix A: Job Distribution Model Methodology

Job Distribution Model

The job distribution model allocates the projected job growth across the city for each population horizon (300,000, 400,000 and 500,000) based on the City's approved and in-progress growth plans and assumptions about job growth in existing built up areas of the city. In all cases, these allocations should be considered as "best guess" estimates based on the available information at the time of the study and reasonable assumptions made about likely future development. A high degree of accuracy at this scale, given the multi-decade timeframe, is not possible. However, this modelling exercise provides a reasonable methodology to predict future employment land needs and the general distribution of jobs around the city. Table 1 provides a summary of the job distribution model.

Population Horizon	222,189	300,000	400,000	500,000
Allocation Area				
Central Business District	20,322	22,222	25,188	31,139
U of S Lands	16,665	20,067	24,478	27,690
Existing Industrial	39,513	45,865	55,714	61,467
Existing Neighbourhoods	34,042	34,592	35,643	37,857
Existing Suburban Centres	7,851	8,460	8,774	8,774
Future Growth Areas	2,929	32,731	68,860	105,988
Existing Management and Residual Areas	950	1,154	1,466	2,025
Projected Job Count (projection-based)	122,272	165,092	220,123	275,153

Table 1: Job Distribution Model Summary

Central Business District

The job allocation for downtown was extrapolated from projection work completed by MXD Development Strategists in the *2011 City of Saskatoon Commercial & Industrial Development Study*. This study projected the demand for growth in floor area for retail, office and hotel uses in the downtown from a then population of approximately 230,000 to a city population of 325,000. The projected growth in floor area to 325,000 population was scaled to obtain floor area projections for 300,000, 400,000 and 500,000 population horizons. Jobs at each horizon were then allocated to the downtown based on current data relating the number of jobs to floor area and use. Intermediate job projections (350,000 and 450,000 populations) reflect the trend lines between the major population horizons.

University of Saskatchewan (U of S) Lands

The job allocation for the U of S lands was based on the land uses and phasing described in the University's Vision 2057 report. Job yields for each land use type and area were estimated by applying land area-based job yield ratios derived from existing land uses in the city, adjusted where necessary for land use types, land use mixes and built forms not currently present in Saskatoon. It is necessary to qualify the job allocation for U of S lands given the very conceptual nature of Vision 2057 and the significant assumptions made about likely yields for each area. As more detailed planning for the U of S lands occurs, it is expected to provide more precise estimates of likely employment.

Projections for areas outside of Vision 2057's scope include the Preston Crossing expansion and the hospital area (Saskatchewan Children's Hospital). Job allocation for these areas was calculated using floor area-based job yields for each land use type and assumptions about likely floor area based on the best available knowledge about each project.



Existing Industrial Areas

The job allocation for existing industrial areas was based on a number of assumptions that were generally applied on an area-wide basis. To determine target¹ job densities by area, three classes of industrial areas were established with a corresponding job density assumption assigned to each type (see Table 2).

These job densities were based on observed values in existing industrial areas that were considered to be typical of each type at maturity. All existing industrial areas were then classified according to these types and the corresponding future job count was determined by applying the area-based target.

In general, it was assumed that there is a transition in the characteristics of industrial areas over time with less intense uses giving way to more intense uses as areas mature and land values increase. The model therefore assumes that industrial areas with job densities below a certain range will develop or redevelop such that the job density at the 500,000 population horizon is reflective of the target associated with each area's type.

Existing Neighbourhoods

In general, job growth in existing neighbourhoods is assumed to be very modest (approximately 10.9 percent over the timeframe from the present to a population of 500,000). This is assumed to account for an increase in jobs due to gradual neighbourhood maturation and continued growth of home based businesses. While it must be acknowledged that circumstances may change over the course of three to four decades, and redevelopment may cause a more significant increase in jobs in specific areas, there are contradicting factors such as the closure of schools and other existing institutions that may mean a loss of jobs in others. Given the difficulty in predicting such occurrences and the relatively low proportion of overall jobs present in most neighbourhoods the “constant, gradual change” assumption is deemed to be reasonable for a city-wide model.

For certain unique neighbourhoods, such as core neighbourhoods, Local Area Plan neighbourhoods and other areas where significant redevelopment is expected

or already occurring, some reasonable assumptions were made about likely increases in job counts over time, using the current job counts as benchmarks. Because of their mixed-use nature, proximity to downtown and other employment/commercial districts, and already-significant counts of employment, it is assumed that these areas will add more jobs over time than typical residential neighbourhoods. Examples where such assumptions were made include Riversdale, Pleasant Hill, City Park, etc.

Existing Suburban Centres

For existing suburban centres, (deemed to be Nutana, Lakewood, University Heights, Confederation and Lawson), the assumption was made that jobs will remain constant over the model timeframe. With the exception of Lakewood and University Heights, existing suburban centres were deemed to be fully built out meaning that there is no change in job allocation over the model timeframe. For the Lakewood and University Heights Suburban Centres, jobs were allocated until each achieved an employment density of 21.2 jobs per hectare (assumed to be typical based on job density in Nutana Suburban Centre, excluding the B4-zoned area). Given the degree to which these two suburban centres are already built out, it was assumed that all of the job growth occurs in the timeframe from the current population to 300,000.

Type	Target Jobs/Hectare	Typical Example(s) (current)	Future Examples (assumed; in addition to current)
Standard Industrial	22	North Industrial, Hudson Bay Industrial, Sutherland Industrial	Many, including: Marquis Industrial, Agriplace, CN Industrial, South West Industrial
Employee-Intensive Industrial	36	Kelsey-Woodlawn (industrial area only)	Airport Business Area, Central Industrial
Outdoor Industrial	3	Agro Industrial	none

Table 2: Industrial Area Types

¹ “Target” is used throughout this explanation of the model to refer to maximum assumed density and/or total number of jobs at maximum build-out within the job distribution model. It is not intended to suggest that the City has established (or should establish) job density targets as a matter of policy.

Future Growth Areas (sector plans and neighbourhoods in development)

The job allocation and timing for the University Heights, Holmwood, North and South West sector plan areas was based on the estimates and phasing plan included in each respective sector plan. In some cases these values were drafted as the North and South West Sector Plans were not finalized at the time of modelling. In the case of Blairmore, the job allocation was based on the jobs/hectare estimates from Holmwood (Blairmore Sector Plan did not include job yield estimates) but was based on the phasing plan from Blairmore.

In all cases, developing neighbourhoods outside of the above sector plan areas (i.e. Hampton Village, Stonebridge and Rosewood), did not include estimates of job yields. In each case, target job density was set based on comparison with job densities in established and planned neighbourhoods assumed to have a similar land use mix and density. Existing jobs in these areas were subtracted from the projected future allocation to determine the anticipated job growth, which was assumed to occur within the present population-to-300,000 timeframe.

Existing Management and Residual Areas

For the most part, existing management areas (e.g. Gordie Howe Management Area, Sask Power Management Area, etc.) and other residual areas not identified for city growth were assumed to retain, but not increase, their current job count.

The exception is the Airport Management Area where employment was assumed to be related to passenger traffic. The measured job count was used to calculate a ratio between these values. Recent historic trends in passenger growth (calculated to be 4.56 percent since 2010) were assumed to moderate over time to ultimately reflect the assumed city growth rate of 2.5 percent. The job/passenger ratio was then applied to calculate employment for each time horizon.



Kelsey-Woodlawn Industrial Area



Land Use Applications Received for the Period Between February 18, 2016, to March 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 February 18, 2016, to March 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 by: Alan Wallace, Director of Planning and Development

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

S/Reports/2016/PD/Land Use Apps/PDCS – Land Use Apps – April 4, 2016/ks

**Land Use Applications Received by the
Community Services Department For the Period
Between February 18, 2016, to March 17, 2016**

The following applications have been received and are being processed:

Condominium

- Application No. 3/16: 223 Evergreen Square (72 Units)
Applicant: Webb Surveys for
Sequoia Square Development Corp.
Legal Description: Parcel V, Plan No. 102064294
Proposed Use: Residential Condominium
Current Zoning: RM3
Neighbourhood: Evergreen
Date Received: March 2, 2016
- Application No. 4/16: 123 Avenue B South (13 Units)
Applicant: Altus Geomatics for
123 Avenue B Developments Ltd.
Legal Description: Lots 45 and 46, Block 2, Plan No. 00SA15145
Proposed Use: Commercial Condominium Units
Current Zoning: B5C
Neighbourhood: Riversdale
Date Received: March 9, 2016
- Application No. 5/16: 770 Childers Crescent (84 Units)
Applicant: Webb Surveys for
Dream 360 Kensington Ventures Group Inc.
Legal Description: Parcel CC, Plan No. 102164475
Proposed Use: Residential Condominium Units
Current Zoning: RM3
Neighbourhood: Kensington
Date Received: March 14, 2016

Discretionary Use

- Application No. D4/16: 614 Pezer Crescent
Applicant: Strata Development Corporation
Legal Description: Lot 61, Block 369, Plan No. 97S32469
Proposed Use: Bed and Breakfast
Current Zoning: R1A
Neighbourhood: Silverspring
Date Received: February 23, 2016

Discretionary Use

- Application No. D5/16: 202 Stromberg Court
Applicant: Thuu Nguyen
Legal Description: Lot 1, Block 111, Plan No. 102141032
Proposed Use: Type II Care Home
Current Zoning: R1A
Neighbourhood: Kensington
Date Received: March 3, 2016
- Application No. D6/16: 2223 Coy Avenue
Applicant: Garnet Lindsay
Legal Description: Lot 45, Block 18, Plan No. 101495097, Ext. 37
Proposed Use: Garden Suite
Current Zoning: R2
Neighbourhood: Exhibition
Date Received: March 10, 2016

Official Community Plan

- Amendment No. OCP 7/16: 2702 Lorne Avenue
Applicant: Saskatoon Land
Legal Description: Parcel E in Plan Showing Parcel C, Plan No. 72S03709; Part Parcel A, Plan No. 101325620; Parcel B, Plan No. 101411200 and Part NE and NW ¼ 17-36-5 W3M
Proposed Use: To provide for development opportunities under the light industrial zoning district, consistent with the zoning pattern in the area
Current Land Use Designation: Agricultural
Proposed Land Use Designation: Industrial
Neighbourhood: Exhibition
Date Received: January 22, 2016

Rezoning

- Application No. Z8/16: 2702 Lorne Avenue
Applicant: Saskatoon Land
Legal Description: Parcel E in plan showing Parcel C, Plan No. 72S03709; Part Parcel A, Plan No. 101325620; Parcel B, Plan No. 101411200 and Part NE and NW ¼ 17-36-5 W3M
Proposed Use: To provide for development opportunities under the light industrial zoning district, consistent with the zoning pattern in the area
Current Zoning: AG
Proposed Zoning: IL1
Neighbourhood: Exhibition
Date Received: January 22, 2016

Subdivision

- Application No. 17/16-1, 17/16-2: Jasper Avenue/Portage Avenue/Circle Drive
Applicant: George, Nicholson, Franko & Associates for Saskatoon Land and the Crown
Legal Description: Lot 1, Block 532, Plan No. 66S18566; Parcel XXX, Plan No. 101940375; Lot 1, Block 533, Plan No. 66S18566; Part of Jasper Avenue, Plan No. 66S18566; Part of Portage Avenue, Plan No. 66S18566, Part of New Road (Circle Drive), Plan No. 65S24296; Part of MB3, Plan No.101876283
Proposed Use: To dedicate right-of-way in accordance with the Circle Drive South project and create saleable industrial land from residual parcels
Current Zoning: IL1
Neighbourhood: CN Industrial
Date Received: February 28, 2016
- Application No. 18/16: Evergreen District Village – Phase II
Applicant: Altus Geomatics for City of Saskatoon
Legal Description: Parcel A, Plan No. 68S18392; Part of Road Allowance North of NE ¼ Sec. 7; Part NE ¼ Sec. 7 and SE ¼ 18-37-4 W3M
Proposed Use: To create parcels for commercial and residential development in accordance with the Evergreen Neighborhood Concept Plan
Current Zoning: FUD
Neighbourhood: Evergreen
Date Received: March 7, 2016
- Application No. 19/16: 1534 Alexandra Avenue
Applicant: Larson Surveys Ltd. for Tim Kelleher
Legal Description: Lot 11, Block 6, Plan No. I196
Proposed Use: To create lots for residential infill development
Current Zoning: R2
Neighbourhood: North Park
Date Received: March 7, 2016
- Application No. 20 /16: 3134 8th Street East
Applicant: Webster Surveys for Westfield Circle 8 Centre Ltd.
Legal Description: Parcel CC, Plan No. 101861063
Proposed Use: To obtain municipal consent to the registration of a leasehold interest for an existing commercial business
Current Zoning: B4
Neighbourhood: Brevoort Park
Date Received: March 7, 2016

Attachments

1. Plan of Proposed Condominium No. 3/16
2. Plan of Proposed Condominium No. 4/16
3. Plan of Proposed Condominium No. 5/16
4. Plan of Proposed Discretionary Use No. D4/16
5. Plan of Proposed Discretionary Use No. D5/16
6. Plan of Proposed Discretionary Use No. D6/16
7. Plan of Proposed Official Community Plan Amendment No. OCP 7/16
8. Plan of Proposed Rezoning No. Z8/16
9. Plan of Proposed Subdivision No. 17/16-1, 17/16-2
10. Plan of Proposed Subdivision No. 18/16
11. Plan of Proposed Subdivision No. 19/16
12. Plan of Proposed Subdivision No. 20/16

PLAN OF SURVEY SHOWING SURFACE BUILDING CONDOMINIUM FOR PARCEL V
 PLAN NO. 102064294
 W. 1/2 OF SEC. 7
 TWP. 37, RGE. 4, W. 3rd MER.
 SASKATOON, SASKATCHEWAN
 BY: T.R. WEBB, S.L.S.
 DATE: OCTOBER - NOVEMBER 2015
 SCALE: AS SHOWN

RECEIVED
 MAR 03 2015
 Planning Department

- LEGEND:**
- Measurements are in metres and decimals thereof.
 - Measurements indicating the position of the building in relation to the outer boundaries of the parcel are taken to the concrete foundation at ground level.
 - Residential unit numbers are shown as 1, 2, 3, etc. on sheets 3, 4 & 5.
 - Regular residential unit boundaries are shown on Sheets 3, 4 & 5 by a heavy solid line and are defined as follows:
 - the exterior surface of any interior finishing material that forms the surface of any common and exterior wall, floor, or ceiling.
 - The doors and windows form part of the regular residential units.
 - All exterior surfaces are common property.
 - The owner of each regular residential unit shall have exclusive use of that balcony to which that unit has sole access.
 - Parking spaces are in accordance with Section 11(1)(a) of The Condominium Property Act.
 - Parking spaces shown on Sheets 1 & 2 are designated P1, P2, P3, etc.
 - Visitor parking spaces shown on Sheet 1 are designated as V1, V2, V3 etc.
 - All areas not designated with a unit number are common property.
 - Area to be approved is outlined by a heavy dashed line.
 - The parcel within the line of approval has an Extension 0.
 - Standards from posts found are shown, thus unless otherwise shown.....
 - Reference Points are shown thus...○ RP1 ○ RP2
 - The Datum used: NAD83 (GRS98)
 - The Projection used: UTM Zone 13N extended
 - Geo-referenced points were derived from GNSS and post processed from the Prec Positioning Service from Natural Resources Canada
 - RP Coordinates are derived as of February 28, 2015

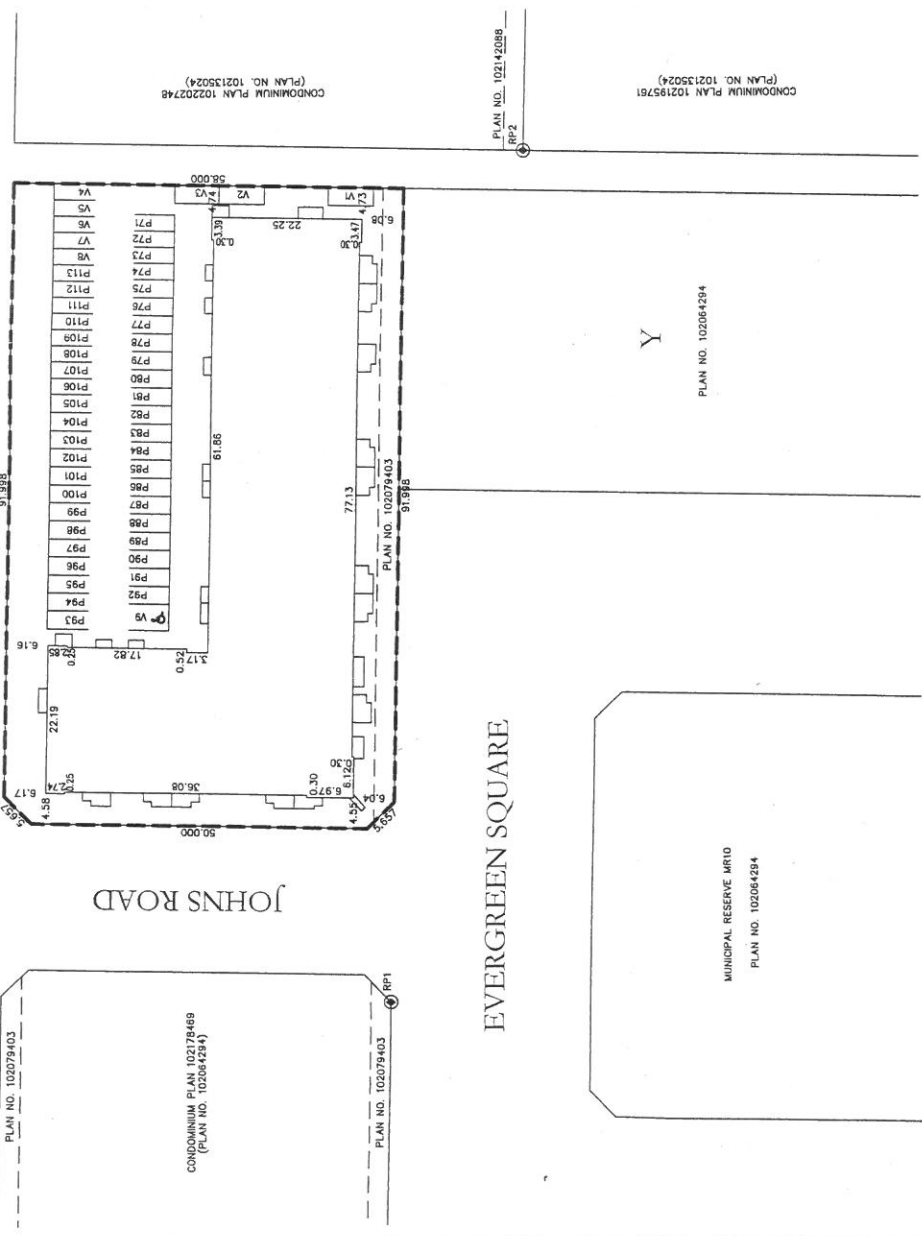


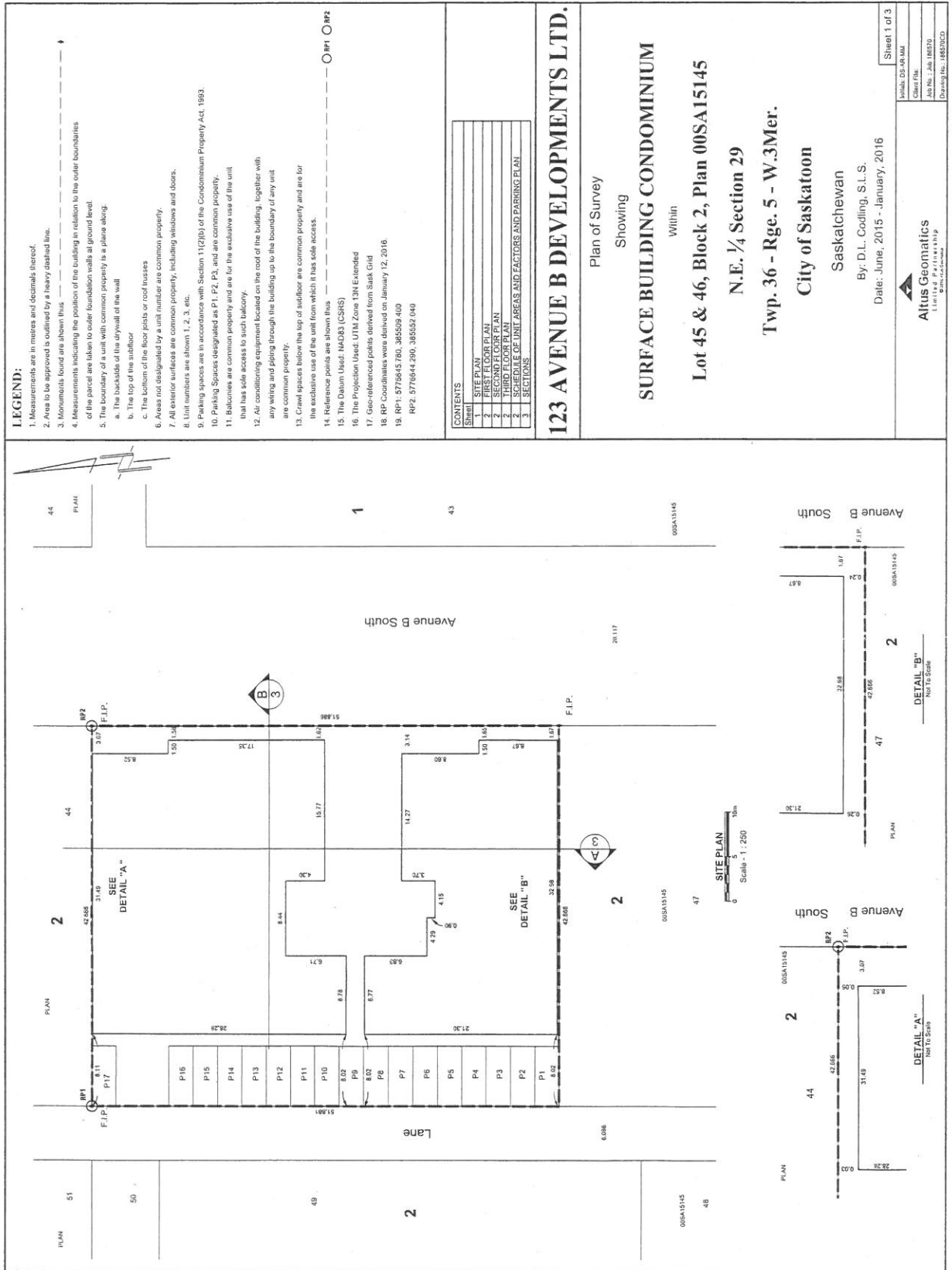
SITE PLAN
 SCALE 1:500

MANINGAS BEND

EVERGREEN SQUARE

JOHNS ROAD





LEGEND:

1. Measurements are in metres and decimals thereof.
2. Area to be approved is outlined by a heavy dashed line.
3. Measurements found are shown thus: ---
4. Measurements indicating the position of the building in relation to the outer boundaries of the parcel are taken to outer foundation walls at ground level.
5. The boundary of a unit with common property is a plane along:
 - a. The backside of the utility wall of the wall
 - b. The top of the subfloor
 - c. The bottom of the floor joists or roof trusses
6. Areas not designated by a unit number are common property.
7. All exterior surfaces are common property, including windows and doors.
8. Unit numbers are shown 1, 2, 3, etc.
9. Parking spaces are in accordance with Section 11(2)(D) of the Condominium Property Act, 1993.
10. Parking Spaces designated as P1, P2, P3, and are common property.
11. Balconies are common property and are for the exclusive use of the unit that has sole access to such balcony.
12. Air conditioning equipment located on the roof of the building, together with any piping and piping through the building up to the boundary of any unit are common property.
13. Crawlspace below the top of subfloor are common property and are for the exclusive use of the unit from which it has sole access.
14. Reference points are shown thus: ○ RP1 ○ RP2
15. The Datum Used: NAD83 (CSRS)
16. The Projection Used: UTM Zone 13N Extended
17. Geo-referenced points derived from Sask Grid
18. RP Coordinates were derived on January 12, 2016
19. RP1: 5778645 150, 365509 400
20. RP2: 5778644 200, 365502 040

CONTENTS	
Sheet	
1	SITE PLAN
2	FIRST FLOOR PLAN
3	SECOND FLOOR PLAN
4	THIRD FLOOR PLAN
5	SCHEDULE OF UNIT AREAS AND FACTORS AND PARKING PLAN
6	SECTIONS

123 AVENUE B DEVELOPMENTS LTD.

Plan of Survey
Showing
Within
SURFACE BUILDING CONDOMINIUM
Lot 45 & 46, Block 2, Plan 00SA15145
N.E. 1/4 Section 29
Twp. 36 - Rge. 5 - W.3Mer.
City of Saskatoon
Saskatchewan
By: D.L. Cudling, S.L.S.
Date: June, 2015 - January, 2016

Sheet 1 of 3
Title: 00SA15145
Client File: 00SA15145
Job No.: 150103
Drawing No.: 180912D

Altus Geomatics
Limited Partnership
900-900-9000



SHEET NUMBER 1 OF 5
SITE PLAN & LEGEND

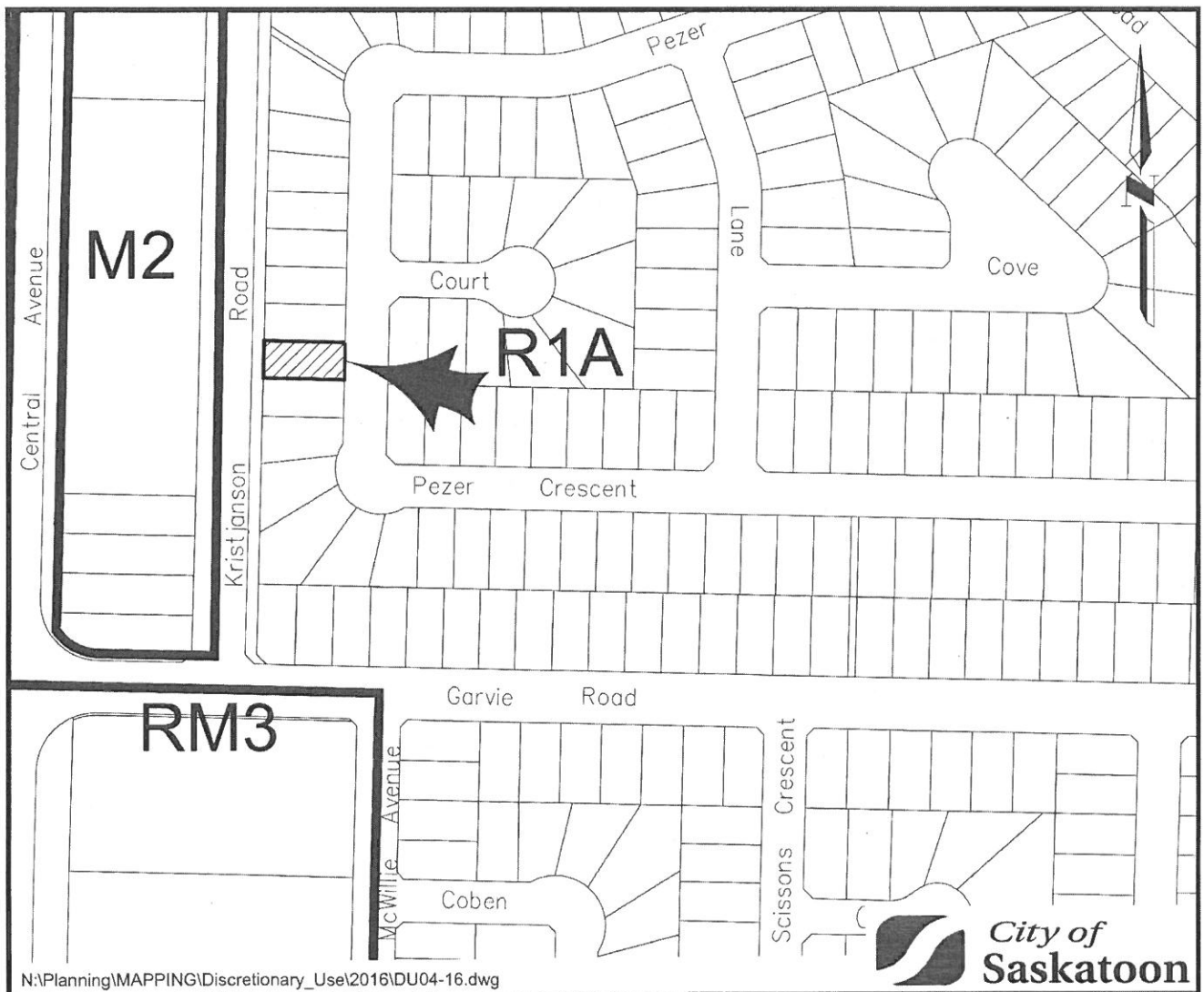
PLAN OF SURVEY SHOWING SURFACE BUILDING CONDOMINIUM FOR PARCEL CC,
PLAN NO. 102164475
S.W. 1/4 OF SEC. 35
TWP. 36, RGE. 6, W. 3rd MER.
SASKATOON, SASKATCHEWAN
BY: T.R. WEBB, S.L.S.
DATE: JANUARY - FEBRUARY 2016
SCALE: AS SHOWN

LEGEND

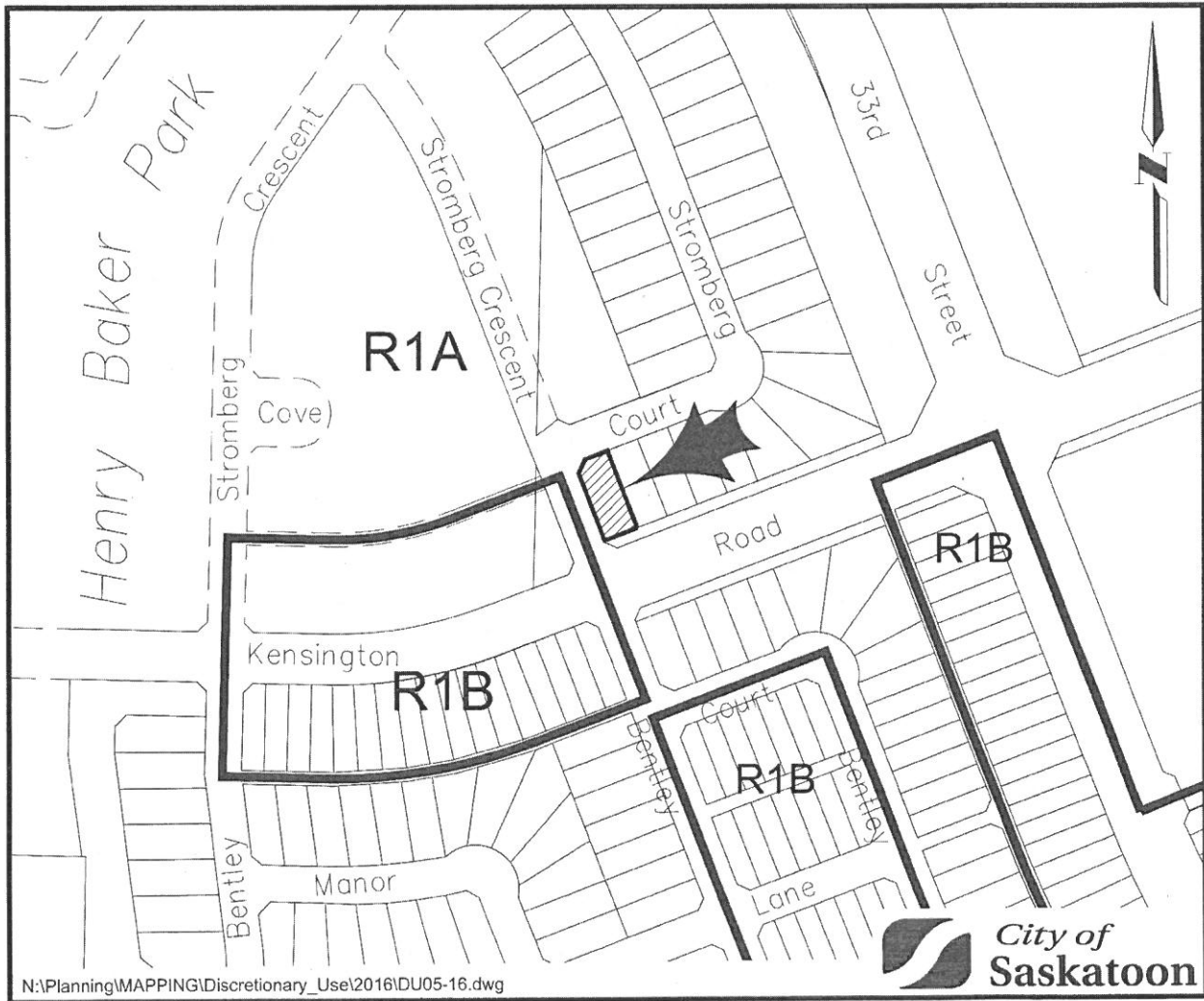
1. Measurements are in metres and decimals thereof.
2. Measurements indicating the position of the building in relation to the outer boundaries of the parcel are taken to the concrete foundation at ground level.
3. Residential unit numbers are shown as 1, 2, 3, etc. on sheets 2 - 5
4. Regular residential unit boundaries are shown on Sheets 2 - 5 by a heavy solid line and are defined as follows:
 - the exterior surfaces of any exterior finishing material that forms the surface of any common and exterior wall, floor, or ceiling.
5. The doors and windows form part of the regular residential units.
6. All exterior surfaces are common property.
7. The owner of each regular residential unit shall have exclusive use of that balcony in that unit has sole access.
8. Parking spaces are in accordance with Section 11(1)(c) of The Condominium Property Act
9. Parking spaces shown on Sheets 1, 2 & 4 are designated P1, P2, P3, etc.
10. Visitor parking spaces shown on Sheet 1 are designated as V1, V2, V3 etc.
11. All areas not designated with a unit number are common property.
12. Areas to be approved is outlined by a heavy dashed line.
13. The parcel within the line of approval has on Extension 0.
14. Standard form posts found are shown thus... RP1 ○ RP2
15. Reference Points are shown thus... RP1 ○ RP2
16. The Datum used: NAD83 (CGRS93)
17. The Projection used: UTM Zone13N extended
18. Geo-referenced points were derived from GNSS and post processed from the Precise Positioning Service from Natural Resources Canada
19. RP Coordinates are derived as of January 27, 2016



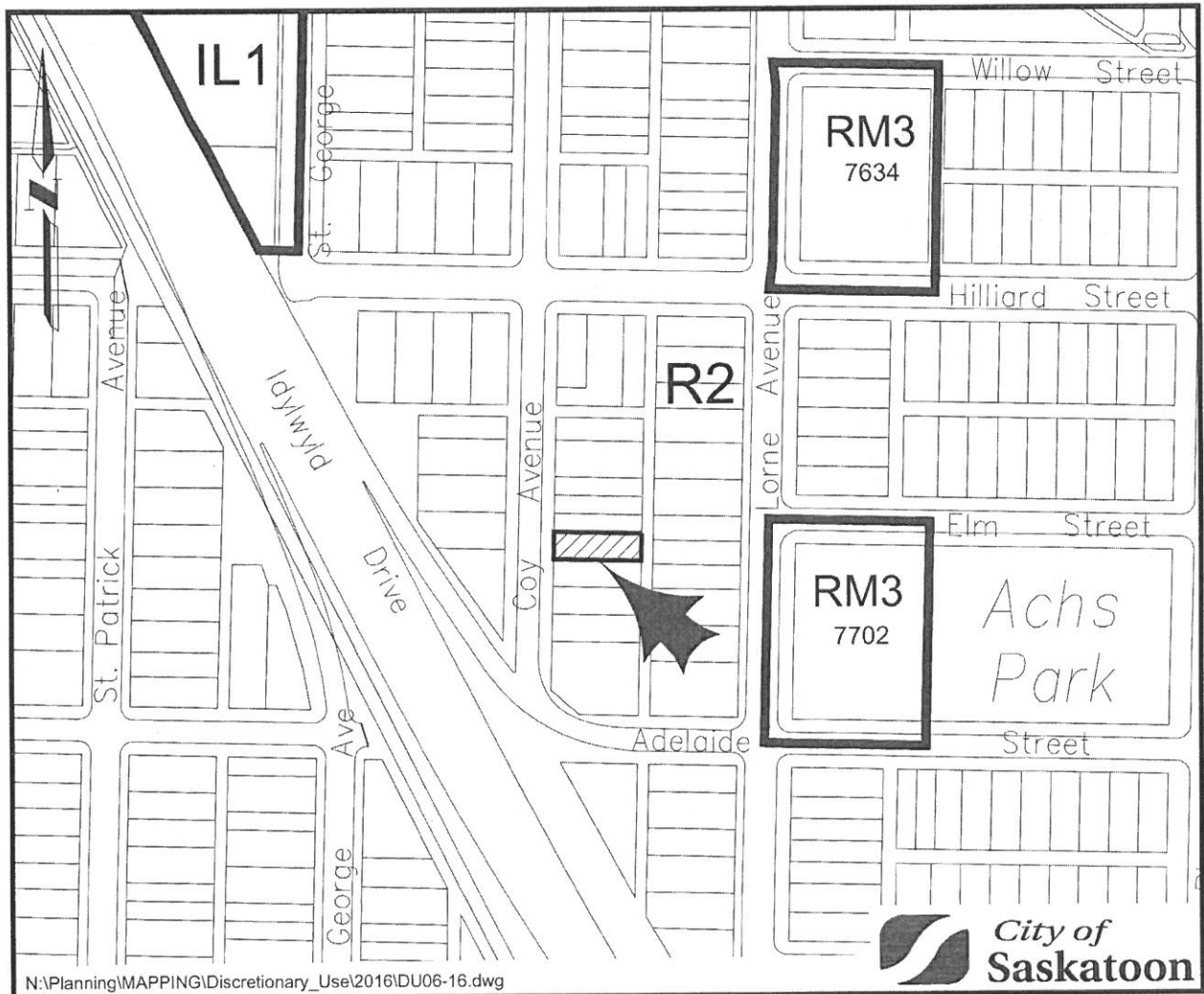
Proposed Discretionary Use No. D4/16



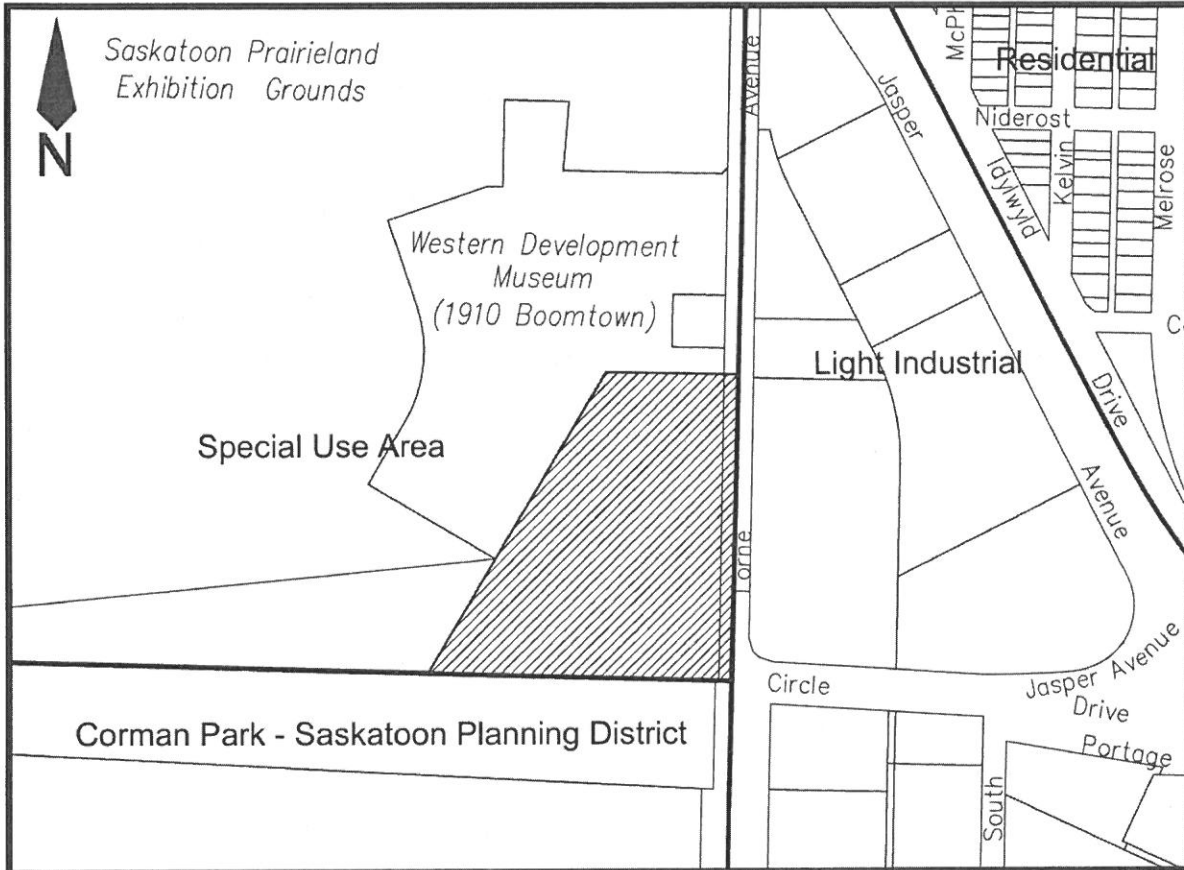
Proposed Discretionary Use No. D5/16



Proposed Discretionary Use No. D6/16



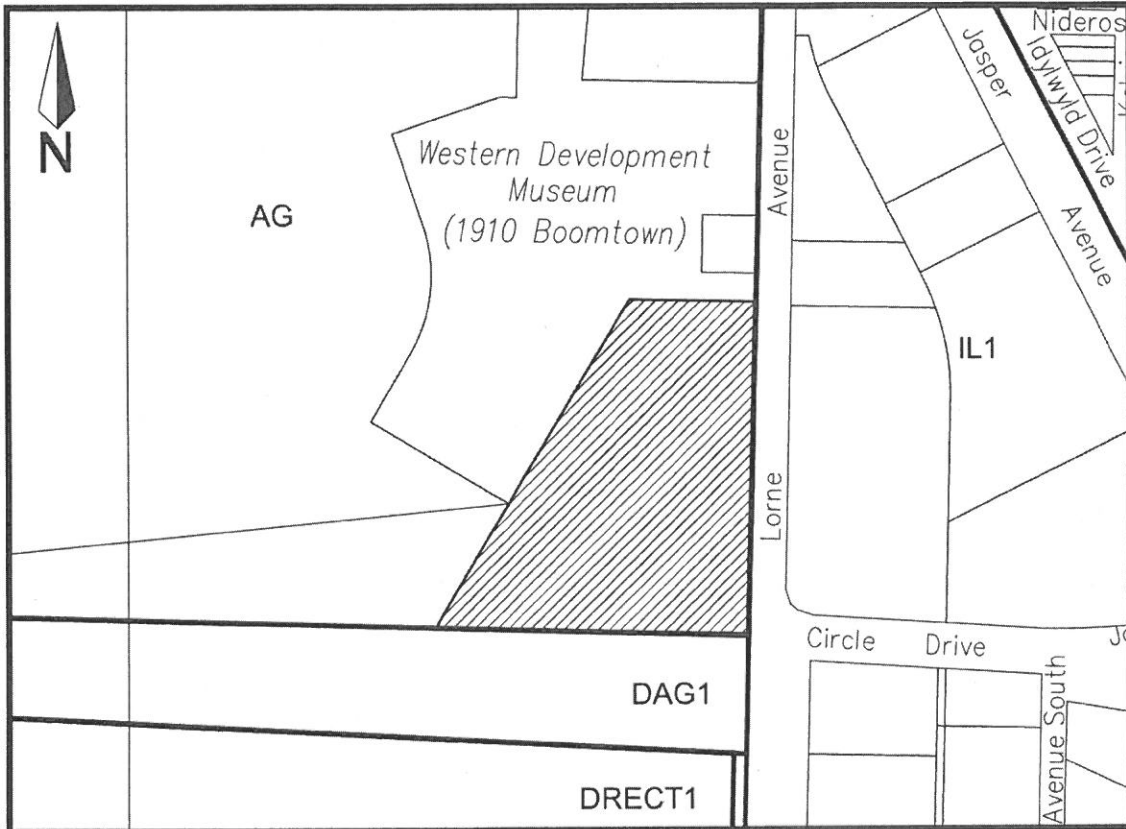
Proposed Official Community Plan Amendment No.OCP7/16



PROPOSED OFFICIAL COMMUNITY PLAN AMENDMENT
LAND USE MAP

 From Special Use Area to Light Industrial

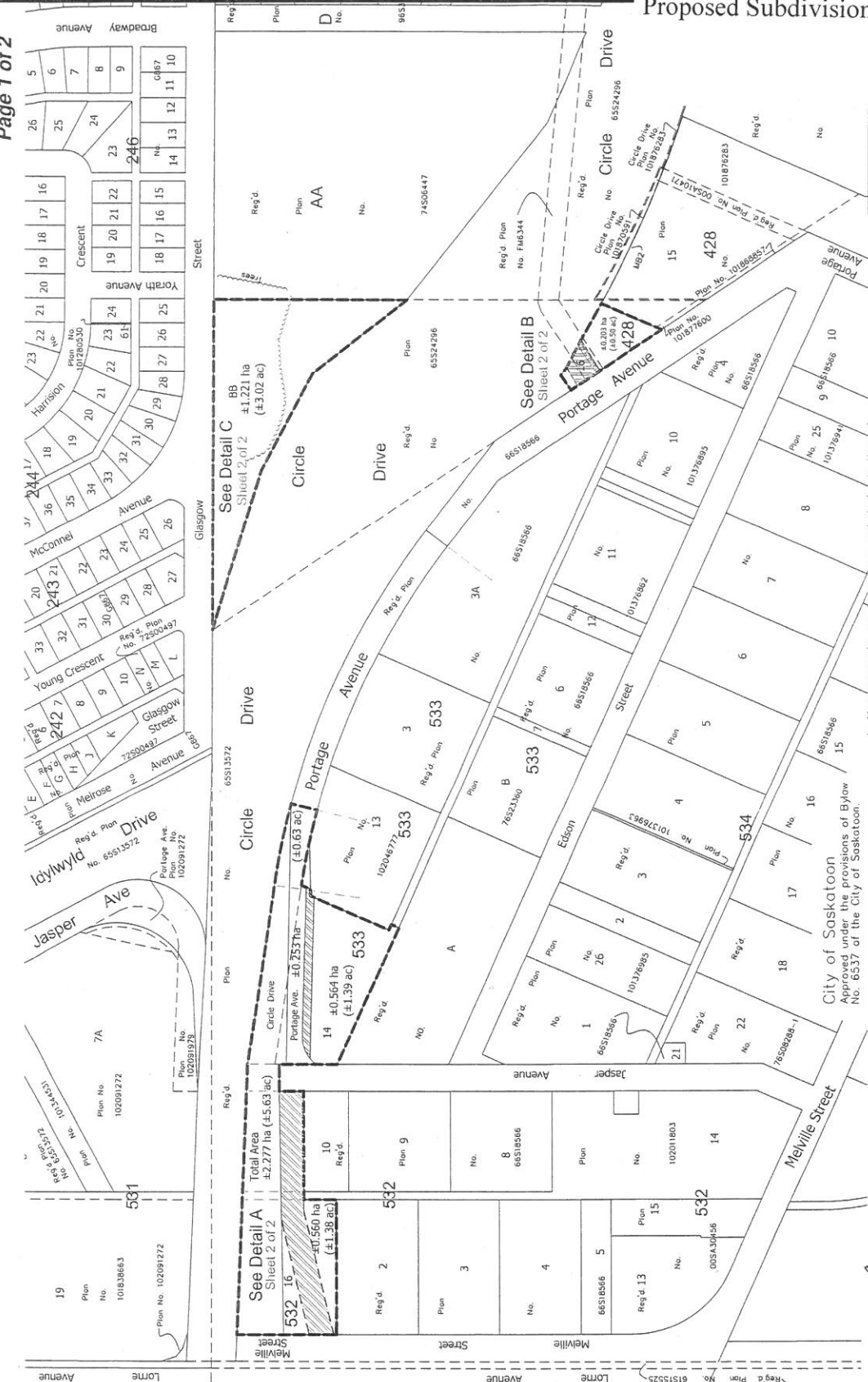
File No. OCP07-2016



PROPOSED ZONING AMENDMENT

 From AG to IL1

File No. RZ08-2016



George Nichols Franko & Asso
 Registered Professional Surveyors
 S.L.S. No. 196
 Saskatoon, Saskatchewan
 Phone: (306) 244-1111
 Fax: (306) 244-1112
 Email: info@gnfa.com

- Measurements are in metres and decimals thereof.
 - Area to be subdivided is outlined in a bold dashed line and contains 4.3676 ha. (4.908 acres)
 - Measurements on this Plan may vary by ± 5.0m
- Required Easements:
- 6m Joint use to SaskEnergy, S'toon Light & Power, COS Transportation & Utilities Dept. & Show Cable.
 - 3m Easement for SaskEnergy
 - 18m Trans Gas Easement

Area 9
Circle Drive South
Plan Showing
Proposed Surface
Subdivision
 of all or
Lot 1 Blk. 532 Reg'd
Plan No. 66S18566;
 all or Parcel XXX
Plan No. 101940375;
 all of Lot 1 Blk. 533
Reg'd Plan No.
66S18566;
 part of Jasper Ave Reg'd
Plan No. 66S18566;
 part of Portage Ave Reg'd
Plan No. 66S18566;
 of New Road
(Circle Drive) Reg'd
Plan No. 65S24296;
 and part of Municipal Buffer
Strip MB3 Plan
No. 101876283
 all in S.W. 1/4 Sec. 16
 Twp. 36 Rge. 5 W3Mer.
Saskatoon,
Saskatchewan
 By: D.V. Franko S.L.S.
 January 2013 - May 2015
 Scale 1:3000



D.V. Franko

Saskatchewan Land Surveyor

General Manager of Community Services
 or Designate.

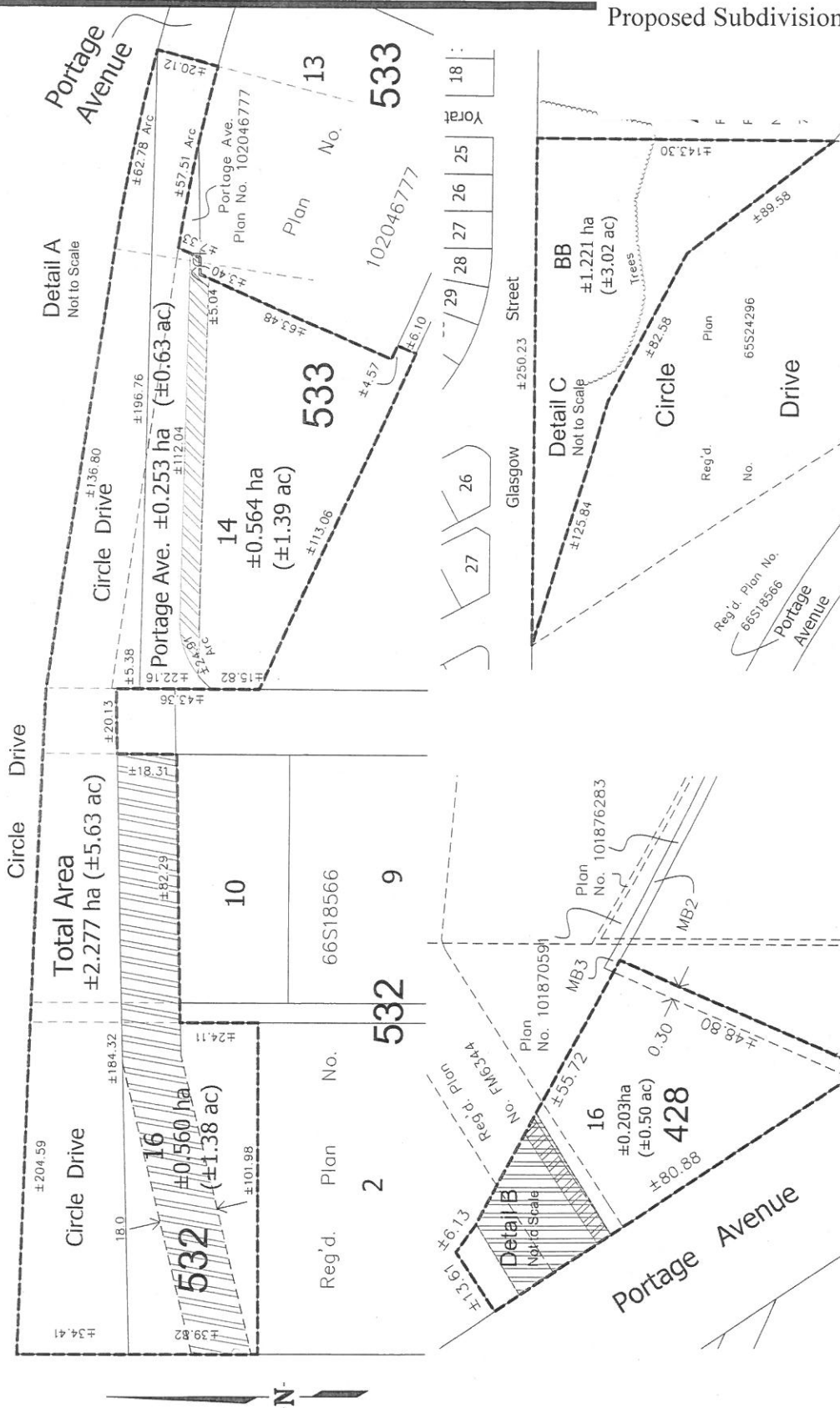
City of Saskatoon
 Approved under the provisions of Bylaw
 No. 6537 of the City of Saskatoon.

Area 9
Circle Drive South
Plan Showing
Proposed Surface
Subdivision
 of all of
Lot 1 Blk. 532 Reg'd
Plan No. 66S18566;
 all of Parcel XXX
Plan No. 101940375;
 all of Lot 1 Blk. 533
Reg'd Plan No.
66S18566;
 part of **Jasper Ave Reg'd**
Plan No. 66S18566;
 part of **Portage Ave Reg'd**
Plan No. 66S18566;
 all of **New Road**
(Circle Drive) Reg'd
Plan No. 65S24296;
 and part of **Municipal Buffer**
Strip MB3 Plan
No. 101876283
 all in **S.W. 1/4 Sec. 16**
Twp. 36 Rge. 5 W3Mer.
Saskatoon,
Saskatchewan
 By: D.V. Franko S.L.S.
 January 2013 - May 2015



D.V. Franko

Saskatchewan Land Surveyor



Measurements are in metres and decimals thereof.
 Area to be subdivided is outlined in a bold dashed line and contains ± 3.676 ha. (± 9.08 acres)
 Measurements on this Plan may vary by ± 5.0 mm
 Required Easements:
 -6m Joint use to SaskEnergy, S'loon Light & Power,
 COS Transportation & Utilities Dept. & Show Cable.
 -3m Easement for SaskEnergy
 -18m Irons Gas Easement

City of Saskatoon
 Approved under the provisions of Bylaw No. 6537
 of the City of Saskatoon
 General Manager of Community Services or Designate

George Nicholas Franko & Assoc.
 Registered Land Surveyors
 Survey No. AREA 9 CODE LOTS
 Date 07/29/2013
 Drawn by TC
 Checked by DVP
 File No. AREA 9 CODE LOTS

Saskatoon
 Plan of Proposed Subdivision
 of Part of Lot 11, Block 6,
 Reg'd Plan No. 1196
 in the S.W. 1/4 Sec. 3,
 Twp. 37, Rge. 5, W.3 Mer.
 Saskatchewan
 by Howard A. Larson, S.L.S.
 2015

Scale 1:1000

Measurements are in metres
 Area to be subdivided is outlined thus - - - - -

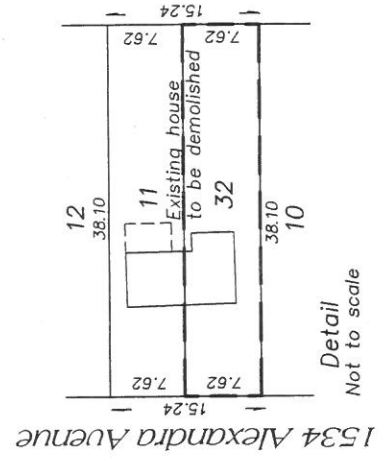
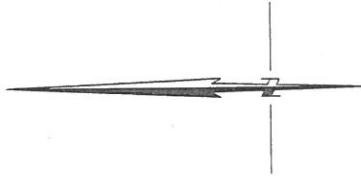
November 26, 2015

Howard Larson
 Saskatchewan Land Surveyor

Approved under the provisions of Bylaw
 number 6537 of the City of Saskatoon.

Community Services Department

Larson Surveys Ltd., Saskat

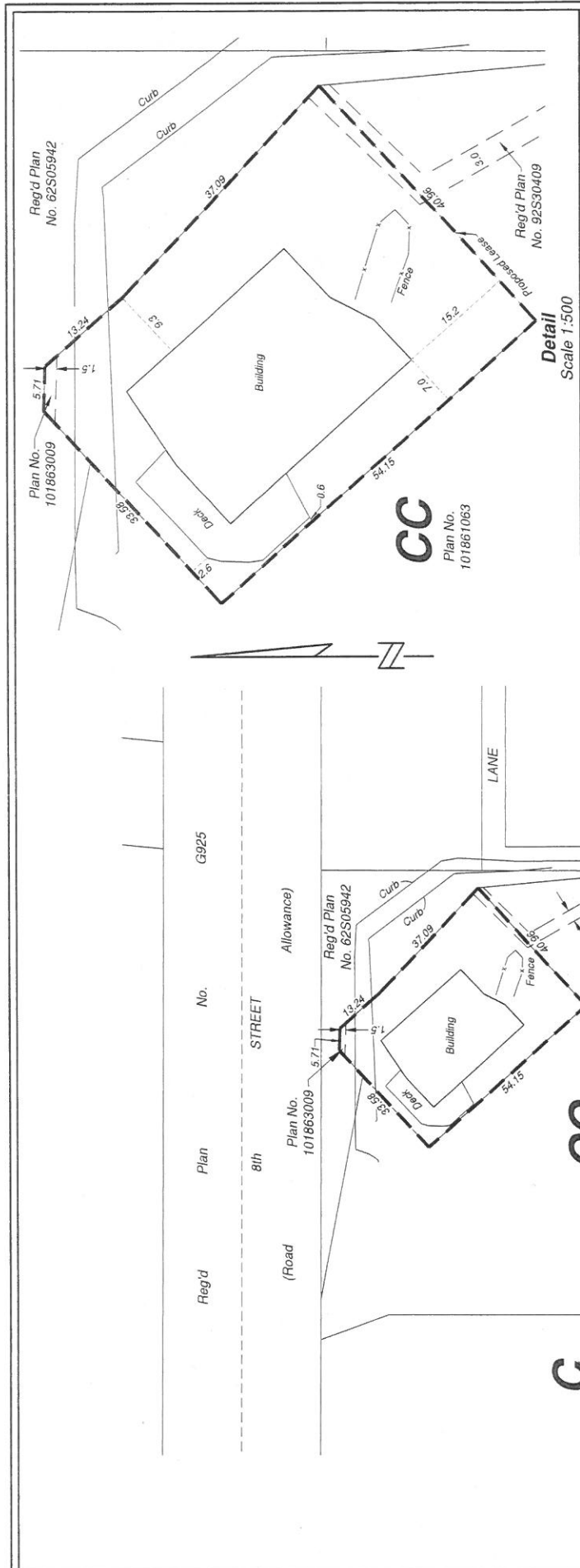


Windsor Street

Prince of Wales Avenue

Reg'd 14	15	Plan
13	16	
12	17	
38.10	30	Plan
11	31	102201512
7.62 7.62	19	
32	20	
38.10	28	Plan
10	29	102168020
9	22	
8	23	
7	24	
6	25	
No. 5	26	1196
Reg'd A Plan	27	
B		
Plan Q 101328409		
No. C G704		

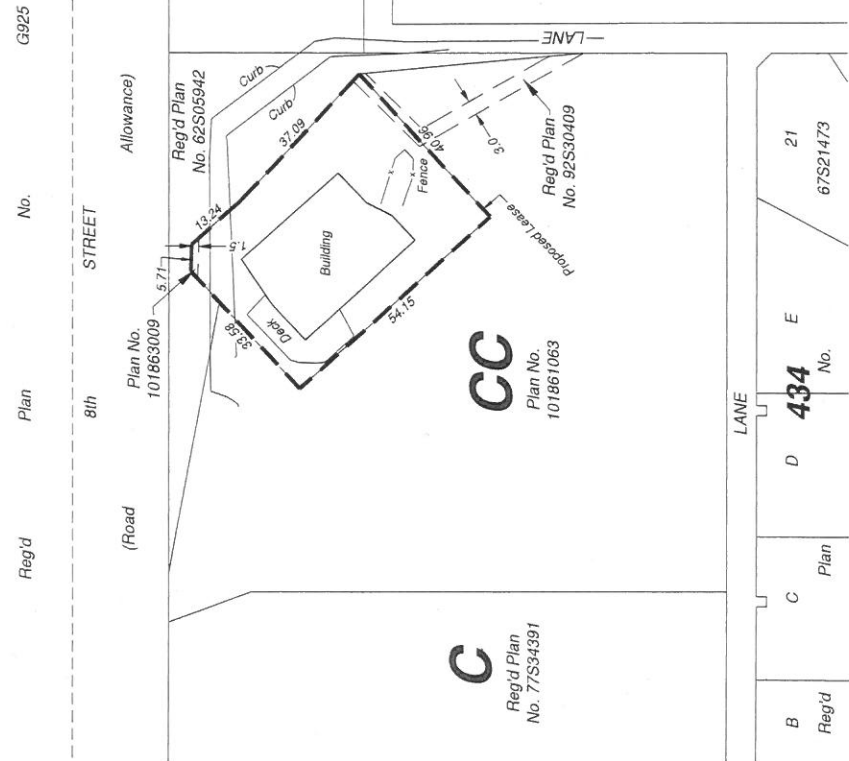
Balmoral Street



- NOTES**
- Measurements are in metres and decimals thereof.
 - Portion to be leased is outlined by a heavy broken line.
 - Distances are approximate.

SKETCH PLAN OF PROPOSED LE.
 in Parcel CC - Plan No. 101861063
 N.E. ¼ Sec. 23 - Twp. 36 - Rge. 5 - W3Mer.
SASKATOON
SASKATCHEWAN
 Scale 1:1000

No.	Date	Revision			
Drawn By:	Checked By:	Date:	File No.	Drawing Name:	Rev.
dde	dpp	January 27, 2016	SW15493	SW15493Sketch.dwg	0



Area of Building = 635 m², 6955 ft²
 Area of Proposed Lease = 2090 m², 22525 ft²

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, April 25, 2016:

- a) Discretionary Use Application – Residential Care Home - Type II - Maximum 11 Residents – 2915 37th Street West
- b) Proposed Amendment to Rezoning Agreement – B2 by Agreement – 227 Pinehouse Drive
- c) Proposed Concept Plan and Delegation of Approval – 200 Spadina Crescent East – Parcel YY – River Landing
- d) Proposed Zoning Bylaw No. 8770 Text Amendments – Direct Control District 1 – Permitted Office Development, Building Setbacks, and Width of Site Access
- e) Zoning Bylaw Text Amendment -Gross Floor Area of Garage Suites
- f) Proposed Rezoning – From FUD, R1A, and B1B to B4MX – Evergreen District Village