

## 400 Block Clarence Ave S Rezoning Application Information

The Planning and Development Department has received an application from aodbt architecture + interior design on behalf of Westcliff Developments to rezone the 400 block of Clarence Ave S subject to a Zoning Agreement to accommodate a six-storey / 21 metre multiple-unit dwelling with 163 dwelling units and a basement parkade, and a total of and 167 vehicle parking spaces and 78 bicycle parking spaces on site.

This document provides information about the technical review and addresses frequently asked questions about the proposal.

### Background

All property in the City of Saskatoon is assigned a zoning designation. Within each zone, different land uses are either permitted, discretionary, or prohibited and are subject to certain development standards. Applications to change the zoning of a property are evaluated on a case-by-case basis where both the subject site and the surrounding neighbourhood are considered in the review. The application process includes a technical review, community engagement, reporting to the Municipal Planning Commission, and reporting to City Council. The final decision on a rezoning application is made by City Council during a Public Hearing. There is no opportunity to appeal this decision.

In some instances, a regulatory tool called a Zoning Agreement is used when a specific development is proposed as part of a rezoning application. A Zoning Agreement is a binding legal agreement that, if approved by City Council, is tied to the land and ensures that only the proposal put forward by the applicant can be constructed on the property. The Zoning Agreement may specify permitted uses of the land and standards respecting building form, site layout, and other considerations.

### Planning Policy

The subject land is designated Medium Density Residential in the Official Community Plan. Lands with this designation have the potential for a range of residential building types (such as dwelling groups, stacked townhouses, low-rise and mid-rise multiple-unit dwellings) and community uses. These sites are typically served by collector or arterial streets and are in proximity to Community Focal Points and/or within the Corridor Growth Area.

The subject land is within the Transit Development Area, which includes land that is approximately 800 metres or a ten-minute walk from Bus Rapid Transit stations. It is supported by all modes of transportation with access to areas of employment and recreation. Within the Transit Development Area, a maximum building height of four storeys / 15 metres has been established for multiple-unit dwellings.

The site is identified for Neighbourhood Infill development, meaning it is intended to complement the existing character of established neighbourhoods while gradually increasing residential density and providing additional housing options to current and future residents.

## Zoning Comparison

The following table compares the development standards for a multiple-unit dwelling under the current zoning district and the Zoning Agreement terms proposed by the developer.

<b>Development Standard*</b>	<b>RM3 District</b>	<b>Proposed Zoning</b>
Maximum Building Height	15 metres / 4 storeys	21 metres / 6 storeys
Maximum Site Coverage	60%	50%
Minimum Front Yard Setback	6 metres	6 metres
Minimum Side Yard Setback	1.5 metres	3 metres
Minimum Rear Yard Setback	4.5 metres	4.5 metres
Required Vehicle Parking	4 accessible spaces 16 visitor spaces 1 loading space	167 spaces, including 4 accessible spaces 14 visitor spaces 1 loading space
Required Bicycle Parking	8 short-term spaces 82 long-term spaces	78 spaces
Landscaping Strip	Front: 4.5 metres Side: 1.5 metres	Front: 4.5 metres Side: 3 metres
Amenity Space	9 square metres per unit	5 square metres per unit

\* Partial list of development standards for multiple-unit dwellings.

## Infrastructure Capacity

The City of Saskatoon maintains detailed water and sewer models for all areas of the city. The impact of each proposed new development is tested using these models, and where applicable, additional monitors are installed to verify remaining system capacities.

Saskatoon Water indicated that the water, sanitary sewer, and storm sewer systems have capacity for the proposed development and did not identify any concerns with the physical condition of the infrastructure on the block. If the rezoning application is approved and development proceeds, the multiple-unit dwelling would be required to have an internal storm water management system that allows for on-site storage and direct connection to the storm sewer.

## Traffic

The City of Saskatoon Transportation Department required developer to submit an estimate of anticipated vehicle trips generated by this development proposal from an engineering consultant. Generated trips were estimated in accordance with the Institute of Transportation Engineers *Trip Generation Manual 11<sup>th</sup> Edition*. The analysis noted that a maximum of 60 trips were expected over a one-hour period during the peak hour for traffic activity on weekday mornings (14 entering the site; 46 exiting the site), and 64 trips were predicted during weekday afternoons at peak hour (39 entering the site; 25 exiting the site). These numbers did not initially trigger the requirements for an in-depth study known as a Traffic Impact Assessment, but based on response from the community, additional study will be requested from the developer.

If the rezoning application is approved and development proceeds, the developer would be required to pave the lane between 13<sup>th</sup> Street and 14<sup>th</sup> Street and construct a sidewalk on 14<sup>th</sup> Street between the lane and Clarence Avenue.

## Parking

The City of Saskatoon Zoning Bylaw does not have general parking requirements for new development, but does require that accessible parking spaces, visitor parking spaces, bicycle parking spaces, and a loading space be provided on site.

Under the Zoning Bylaw, the proposed development would require 4 accessible parking spaces, 16 visitor parking spaces, and 1 loading space. The proposed development includes 167 vehicle parking spaces, including 4 accessible parking spaces, 14 visitor parking spaces, and 1 loading space.

The 400 block of Clarence Ave S is outside of the Residential Parking Program boundary. Within Residential Parking Permit areas, permits are available to residents of one- to four-unit dwellings.

## Parks and Trees

The Parks Department did not identify any concerns or requirements with respect to the nearby parks or city-owned boulevard trees for this proposal. Trees within the boulevard adjacent to the site may not be damaged or removed and are subject to a Tree Protection Bylaw. No public parks would be developed as part of this specific proposal.

## Demolition and Construction

The proposed development may only be constructed if City Council approves the rezoning application and all required permits are obtained. Building demolition and construction are managed through permitting processes where projects are reviewed and inspected by City of Saskatoon staff to ensure development and safety standards

are met. In addition, the Provincial Occupational Health and Safety authority is responsible for supervising, monitoring, and enforcing asbestos abatement work.

During the construction phase, any of the developer's requests for right-of-way closures must be reviewed and approved through a permit process managed by the Transportation Department. This process considers things like access and detours for users of different transportation modes and waste collection.

## **Impact on Property Values**

The City of Saskatoon is not aware of conclusive evidence that establishes a relationship between increased density and lower property values.

## **Safety and Security**

A causal relationship between increased density and increased crime has not been established. Several social and environmental factors contribute to the incidence of crime, not the density of an area alone. It is necessary to consider the context of an area; in the case of Nutana and Varsity View, the fundamentals of a safe and cohesive neighbourhood are strong. The opportunity for crime can be mitigated through thoughtful site design, good management practices, and the social cohesion of a neighbourhood.

## **Development Incentives**

No incentives or tax abatements have been granted for this proposal at this time.

## **Solar Impact**

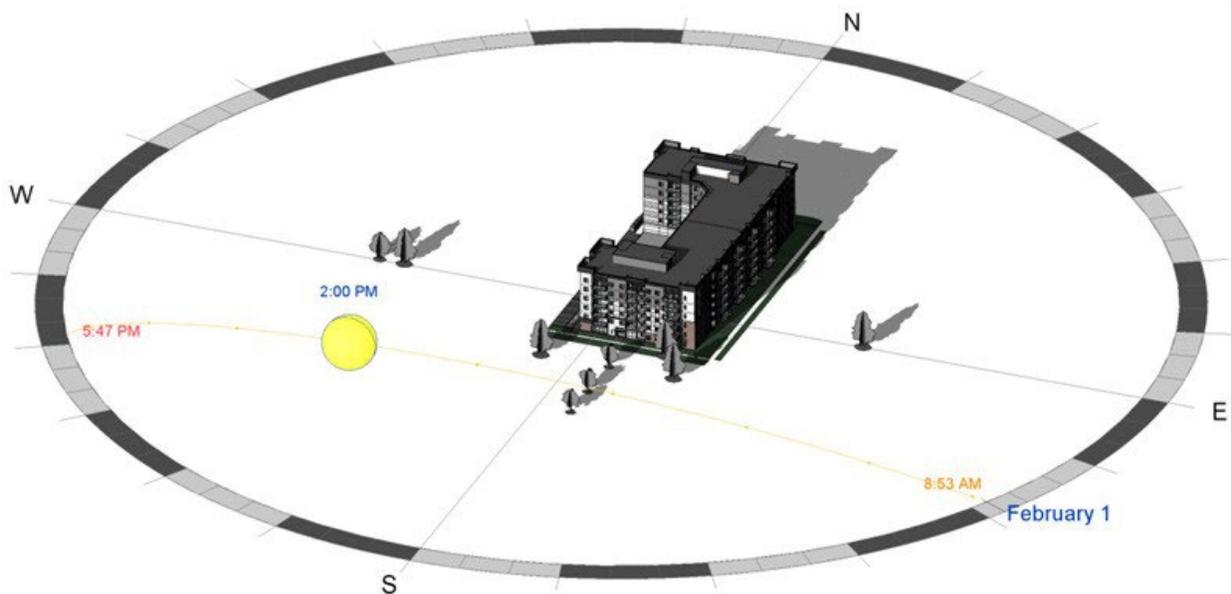
The developer has provided the following solar analysis for the proposed multiple-unit dwelling:

*Sun/Shading diagrams are shown on the site plan that represent 8:00am, 12:00pm, 4:00pm times on the equinox and solstices at the Clarence site in Saskatoon. These images show snapshots in time as a summary of the day from morning to afternoon. An area shown in the shadow within these images may only be within the shadow cast for an hour or two. For example, on the equinox there is a big jump from 8:00am to 9:00am with the shadow cast to the east being reduced by about half.*



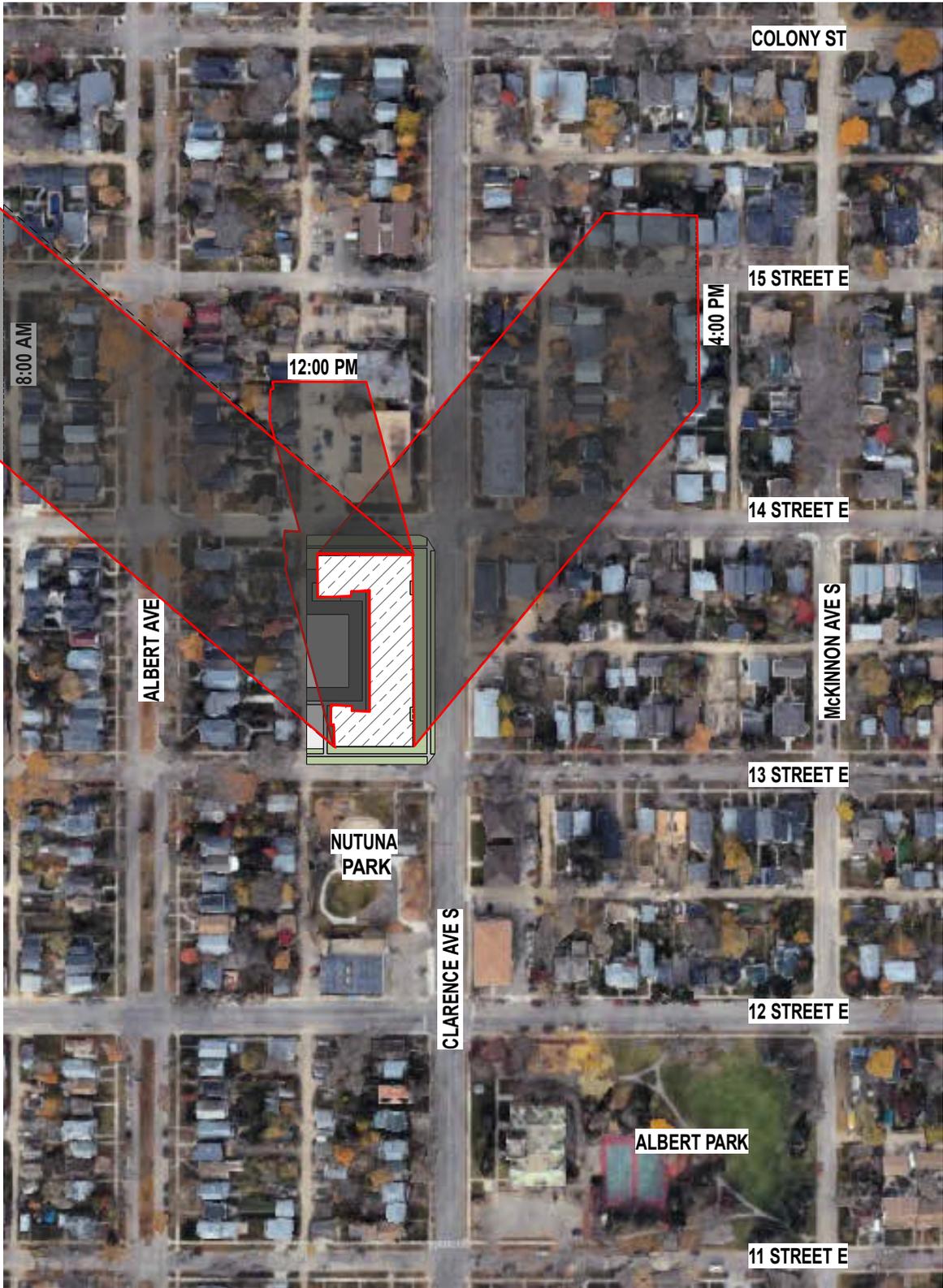
*It is also important to note the extent of shadows on the neighbourhood are exaggerated as the diagram is on a level plane when in reality the ground slopes up to the north once across 14th Street reducing the shadows to the north significantly from what is shown. The model is also placed on an empty plane whereas within a real site context, other buildings and objects are casting their own shadows.*

*Image of the model used:*





1 SITE CONTEXT PLAN - SOLAR STUDY (EQUINOX)  
1:1000



1 SITE CONTEXT PLAN - SOLAR STUDY (WINTER SOLSTICE)  
1:1000



1 SITE CONTEXT PLAN - SOLAR STUDY (SUMMER SOLSTICE)

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