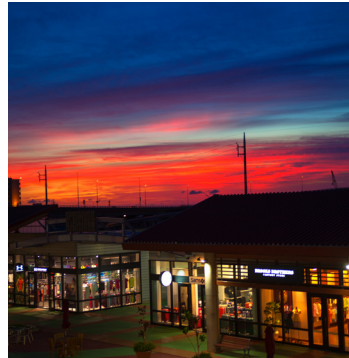


COMMERCIAL & MIXED-USE LAND FOR SALE



EVERGREEN





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3	COMMERCIAL & MIXED-USE LAND FOR SALE Parcels TT & UU
3	PURCHASE OPTIONS Sale Agreement & Option to Purchase Agreement
5	CONSISTENCY WITH DESIGN GUIDELINES Intent and process
5	SERVICES Utilities and grading
6	ZONING AND PARKING CREDITS B4A & B4MX Districts
6	REPRESENTATION, WARRANTIES & ENVIRONMENTAL CONDITION Phase 1 ESA
6	TRAFFIC RESTRICTIONS Site Access and crossings
7	EASEMENTS Existing Utility Easements
8	TERMS AND CONDITIONS Payment, Agreements and Possession
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FIGURES

1	District Village Sales Map	5	District Village Lot Grades
2	Off-Street Parking Credits	6	Design Contours
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4	Registered Plan of Survey		

ATTACHMENTS

1	Evergreen Commercial & Institutional Design Guidelines
2	B4A District
3	B4MX District

COMMERCIAL & MIXED-USE LAND FOR SALE

1	Civic Address	To be determined
	Zoning District	B4A District
	Legal Description	Parcel TT, Plan No. 102209307
	ISC Parcel	203202919
	Reserve Bid	\$5,900,500 (sold as a pair with Parcel UU)
	Site Area	3.66 acres
2	Civic Address	To be determined
	Zoning District	B4MX District
	Legal Description	Parcel UU, Plan No. 102209307
	ISC Parcel	203202908
	Reserve Bid	\$5,900,500 (sold as a pair with Parcel TT)
	Site Area	1.63 acres

PURCHASE OPTIONS - SALE AGREEMENT

- a) 10% non-refundable deposit is required.
- b) 18 week allowance for Architectural Evaluation Approval.
- c) Final Payment due within 30 days of Architectural Approval.

The purchaser will have up to 18 weeks to gain final approval for architectural plans for the site from Saskatoon Land. The first submission of plans must be received by Saskatoon Land within 8 weeks of the deposit. Final payment is due 30 days from plan approval.

PURCHASE OPTIONS - OPTION TO PURCHASE AGREEMENT

a) 2% (plus GST) option will give prospective purchasers six months to determine if they wish to purchase a parcel. In the event an option is exercised within the option period, the option fee shall be credited to the purchase price of the lot. If the option is not exercised the option fee is forfeited.

b) The option may be exercised by notice in writing and accompanied by a Further Payment sufficient to bring the total amount submitted to 10% of the purchase price. At this time, the Architectural Evaluation process begins.

The purchaser will have up to 18 weeks to gain final approval of architectural plans for the site from Saskatoon land. The first submission of plans must be received by Saskatoon Land within 8 weeks of the further payment. Final payment is due 30 days from plan approval.



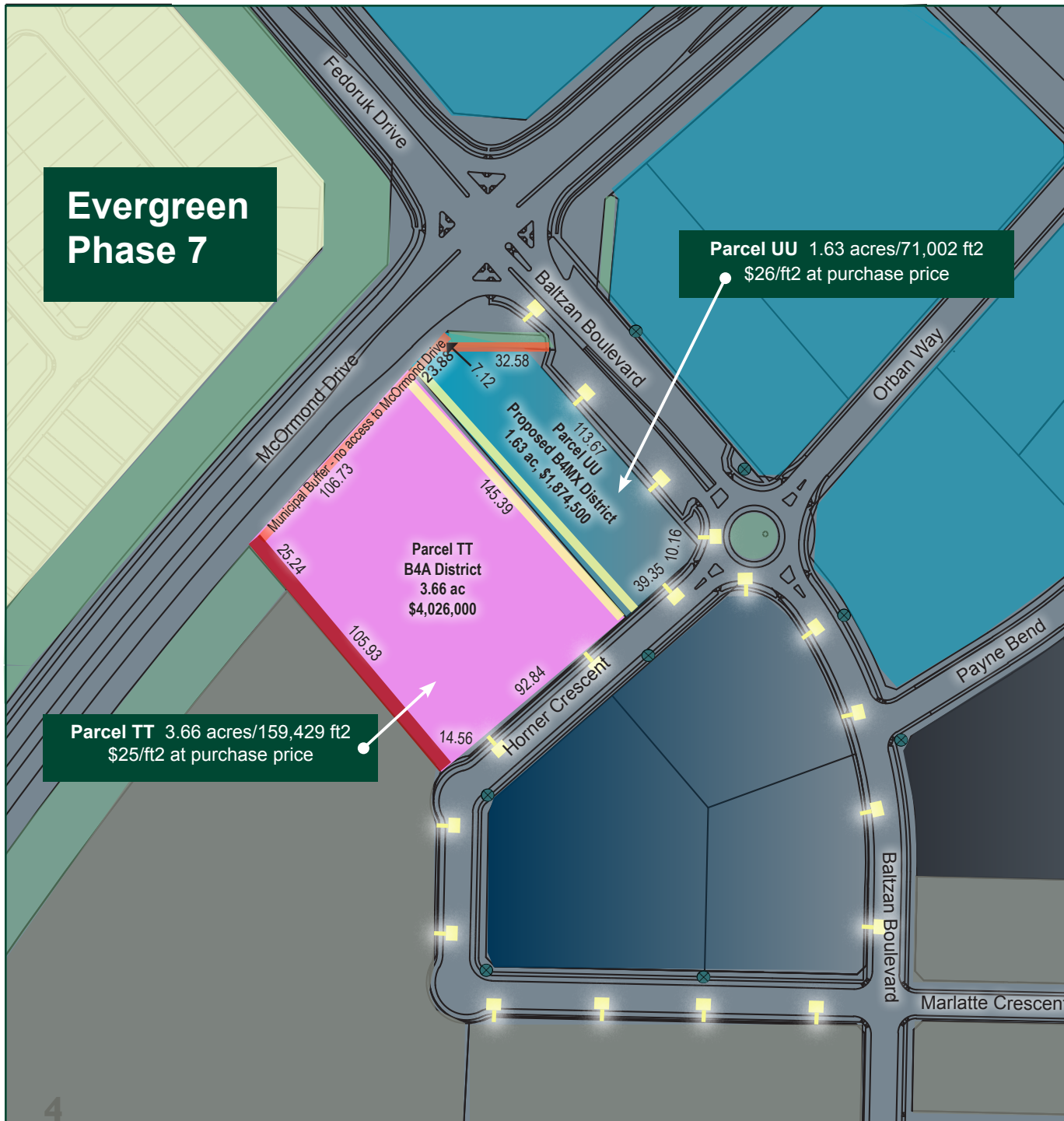


Figure I



EVERGREEN

DISTRICT VILLAGE SALES MAP

- 7 metre easement
- 5 metre easement
- 3 metre easement
- Mixed-use commercial
- Group/street townhouse
- Multi-family apartment
- Commercial
- Institutional
- Buffer/berm
- Street Light
- Fire Hydrant
- Previous Evergreen Phasing



Saskatoon Land does not guarantee the accuracy of this plan. This plan is not to scale. Please refer to the registered plan of survey. Lot dimensions and the locations of other features are compiled from available information and are subject to change without notice. For verification, please contact the appropriate authority

CONSISTENCY WITH THE EVERGREEN COMMERCIAL AND INSTITUTIONAL DESIGN GUIDELINES

Building plans for Parcels TT and UU will be reviewed for consistency with the Evergreen Commercial and Institutional Design Guidelines (attachment 1). The purchaser will not be able to apply for a building permit until receiving final approval from Saskatoon Land. Once the Architectural Evaluation is completed, the purchaser may apply for a Building Permit by providing the Building Standards Division with a copy of the Sale Agreement and building plans. These plans will be cross checked to the plans which were submitted to and approved by Saskatoon Land. If the builder makes changes to its plans following approval from Saskatoon Land, a second approval will be required in order to ensure that the design still meets all architectural controls.

The following information is required for the Architectural Evaluation:

- 1) A site plan to scale, showing buildings, roads, parking, loading, fences, and the landscaping concept;
- 2) Floor plans of all floors for each building to scale;
- 3) All exterior elevations of each building to scale indicating location of materials and colours;
- 4) Building section of each building to scale indicating building height, roof slopes, and features; and
- 5) Specifications and colours for all exterior building materials of each building and for site development.

There will be no appeal process for purchasers who wish to challenge the decision of Saskatoon Land in its interpretation of the architectural controls.

SERVICES

The purchase price includes the sum required to prepay services. These services include curb, sidewalk, boulevard, street paving, street lighting, street signing, water mains, sanitary sewer mains, trunk sewer levies and primary water main levies. Services are provided adjacent to the site and are typically located in adjacent rights of way. Any costs associated with service connections or private crossings are not included in the price and are the responsibility of the successful purchaser.



Final site grading is the responsibility of the purchaser and must be approved by the City of Saskatoon, Transportation & Utilities Department. The purchaser is also responsible for the topsoil, seeding, irrigating and maintenance of boulevards adjacent to their property to the edge of the sidewalk and between the sidewalk and the curb.

ZONING AND PARKING CREDITS

Parcel TT is zoned B4A (Special Suburban Centre and Arterial Commercial District) and Parcel UU is zoned B4MX (Integrated Commercial Mixed-Use District) in City of Saskatoon Bylaw No. 8770 (Zoning Bylaw). Refer to Attachments 2 and 3 for further information. Interested purchasers are advised to consult with the Planning and Development Division at 306-975-2645 as to permitted uses and other details regarding applicable zoning provisions.

Parcel UU benefits from the location of approximately 33 angled on-street parking spaces. The number of off-street parking spaces required for development on this site may be reduced by the street parking spaces at the discretion of the development officer. The determination of the number of on-street parking spaces to be credited towards development on Parcel UU will also be at the discretion of the development officer.

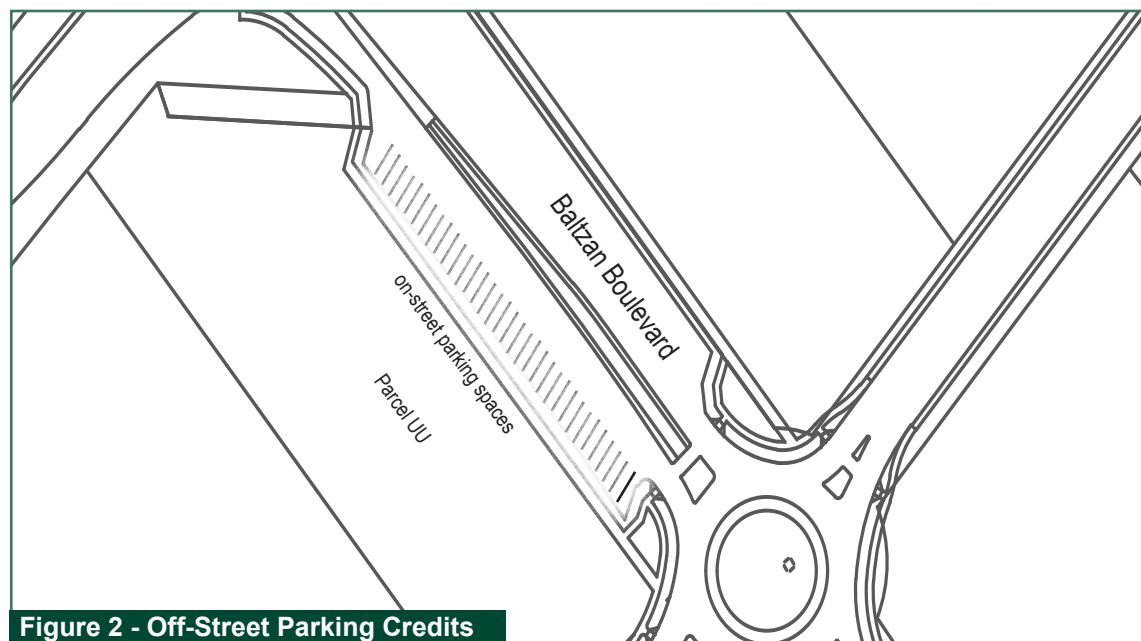


Figure 2 - Off-Street Parking Credits

REPRESENTATIONS, WARRANTIES & ENVIRONMENTAL CONDITION

The properties are being sold “as is”. A Phase 1 Environmental Assessment report will be supplied to the purchaser. Any further subsurface environmental investigations to evaluate for soil conditions on the site will be at the expense of the purchaser.

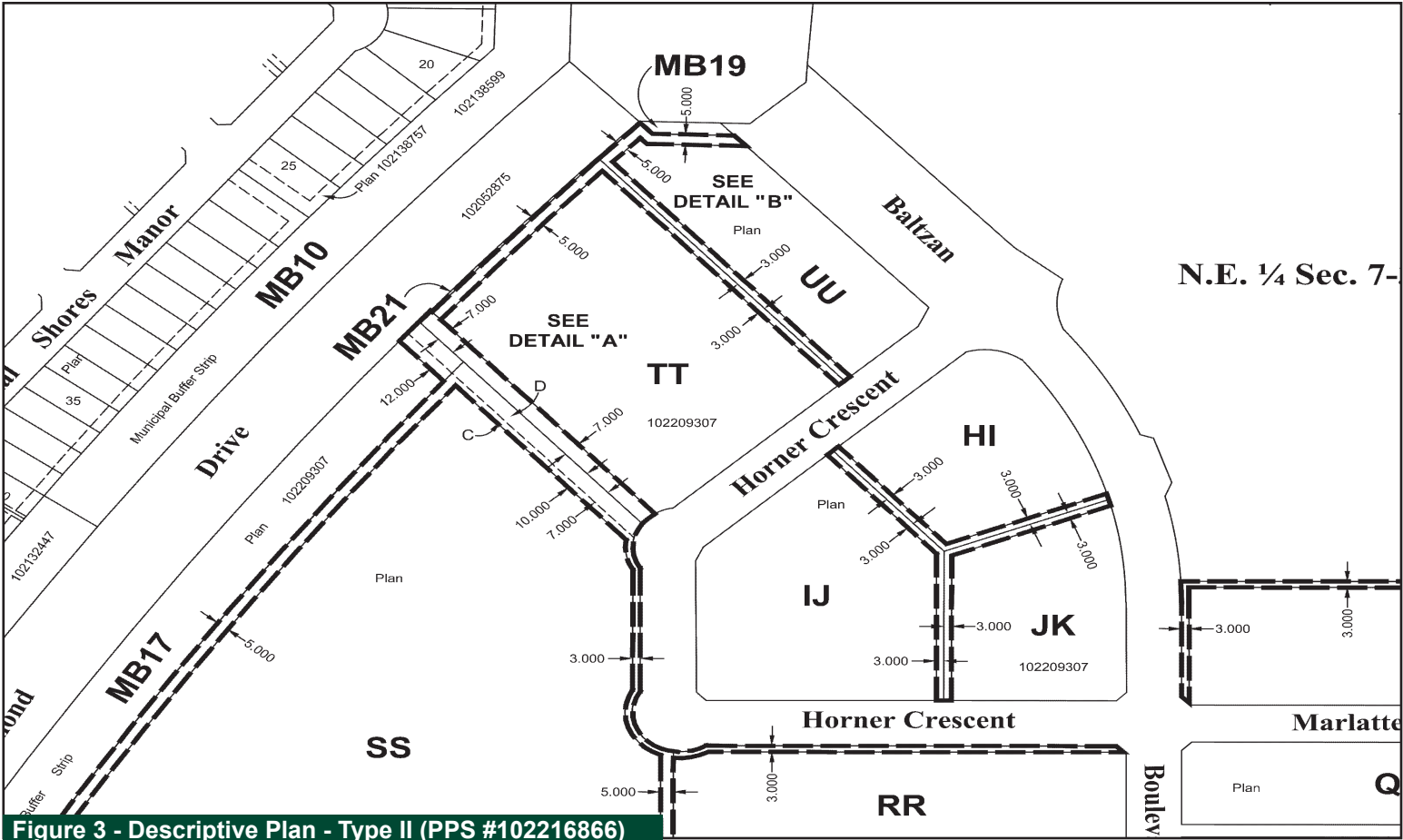
TRAFFIC RESTRICTIONS

For Parcels TT and UU, there will be no direct vehicle access to either site from McOrmond Drive. A municipal buffer strip has been registered adjacent to the northwest property line of these sites for the purpose of restricting access. Proposed vehicle crossings off of Baltzan Boulevard will be reviewed by the Transportation Division based on site layout.



EASEMENTS

The purchaser is required to agree to grant the utility agencies any further easements, which may be required at no cost. Existing easements are denoted in Figure 3.



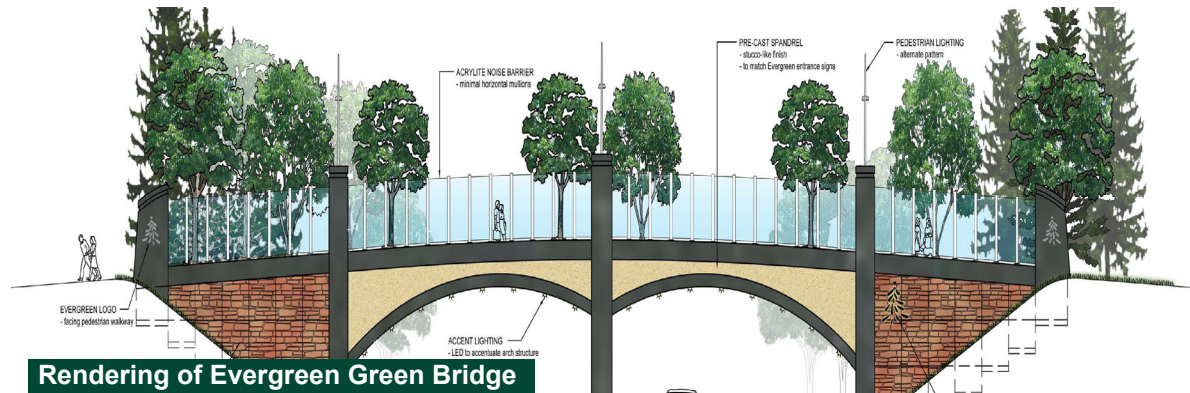
TERMS AND CONDITIONS

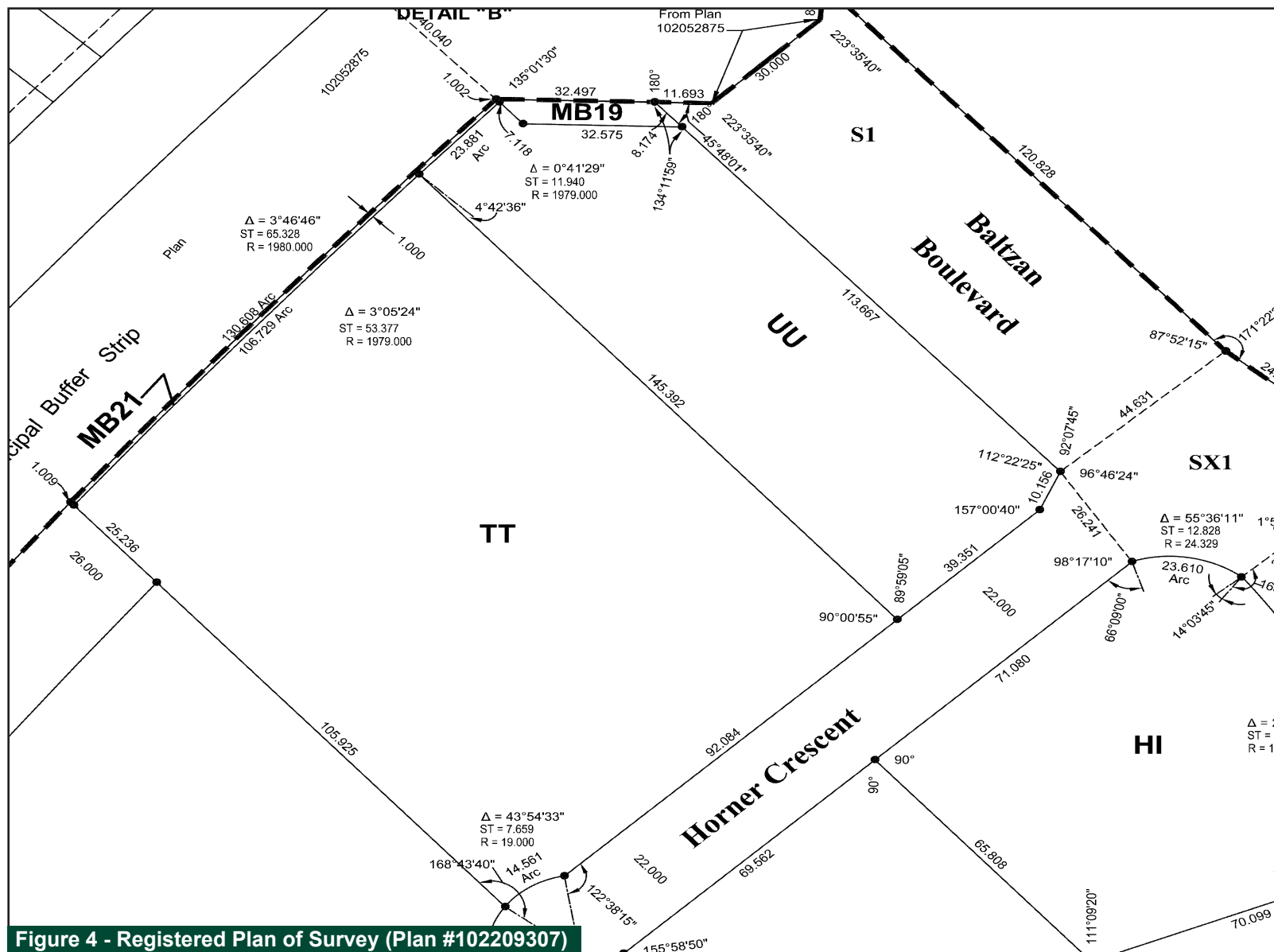
Possession of the site will not be granted until completion of the architectural evaluation. The purchaser will be granted possession of the property after payment in full has been received. Payment in full must be secured no later than 30 days after architectural plans have been approved. The following outlines the conditions of possession:

1. On or before the possession date, the purchaser will deliver to the City of Saskatoon, Saskatoon Land the following:
 - a. A certified cheque, bank draft or solicitor's trust cheque for the balance of the purchase price;
 - b. A written statement acknowledging acceptance of the environmental condition of the property; and
 - c. Properly executed and sealed copies of the Sale Agreement.
2. Property taxes will be adjusted at the possession date.
3. Purchaser is responsible for fees to transfer Title. The Purchaser must provide the name of their solicitor who will undertake to register the Transfer Authorization on their behalf. The City of Saskatoon will provide a Transfer Authorization to the purchaser's solicitor upon receipt of the balance of the purchase price.

COMMISSIONS

The City will pay real estate fees to a third party licensed realtor in accordance with Council Policy C09-015, Real Estate Commissions. For this type of land, real estate fees to be paid will be based on 3% of the land portion only of the selling price. In this instance the maximum real estate fees would be \$100,000 plus taxes.





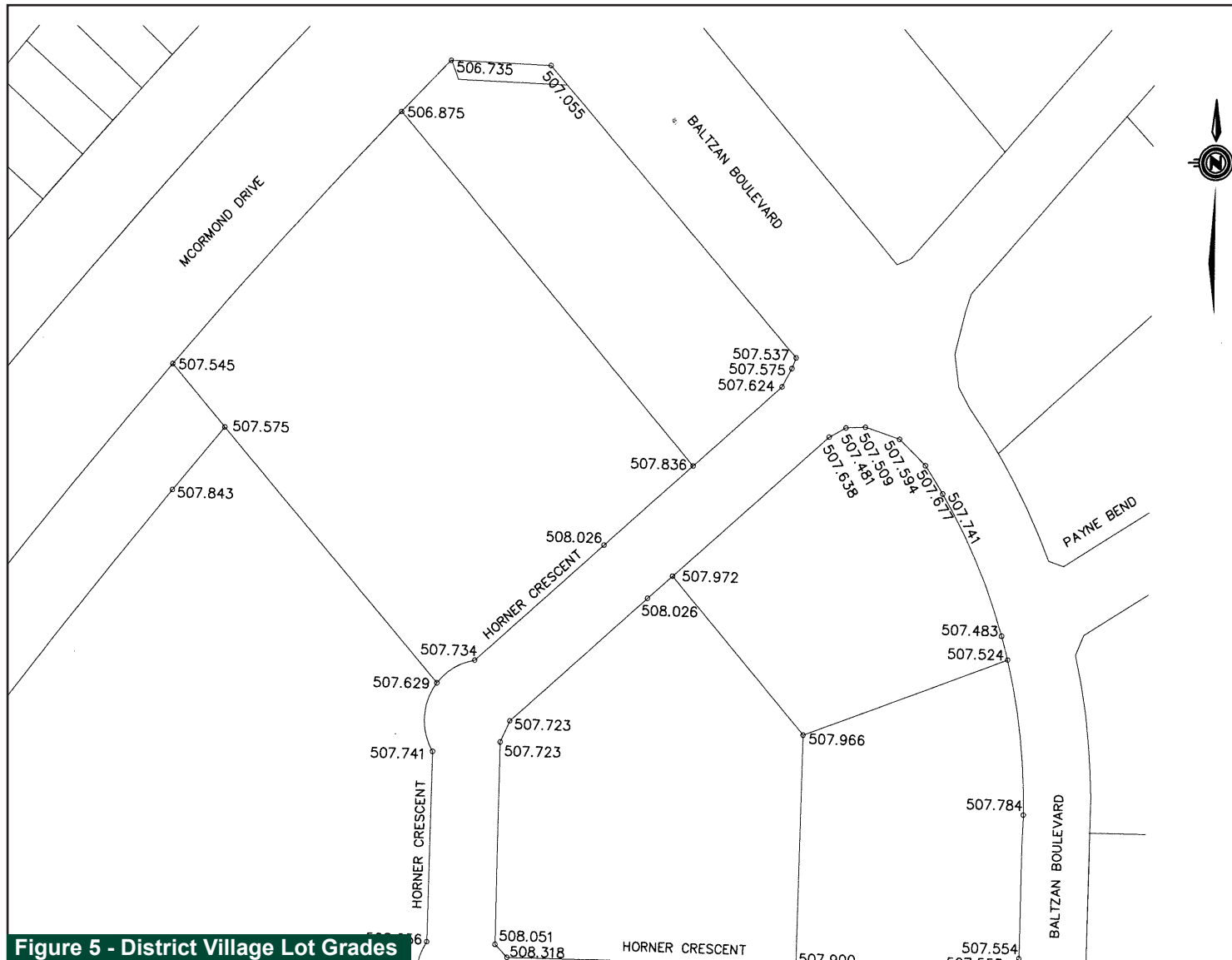


Figure 5 - District Village Lot Grades



Figure 6 - District Village Design Contours

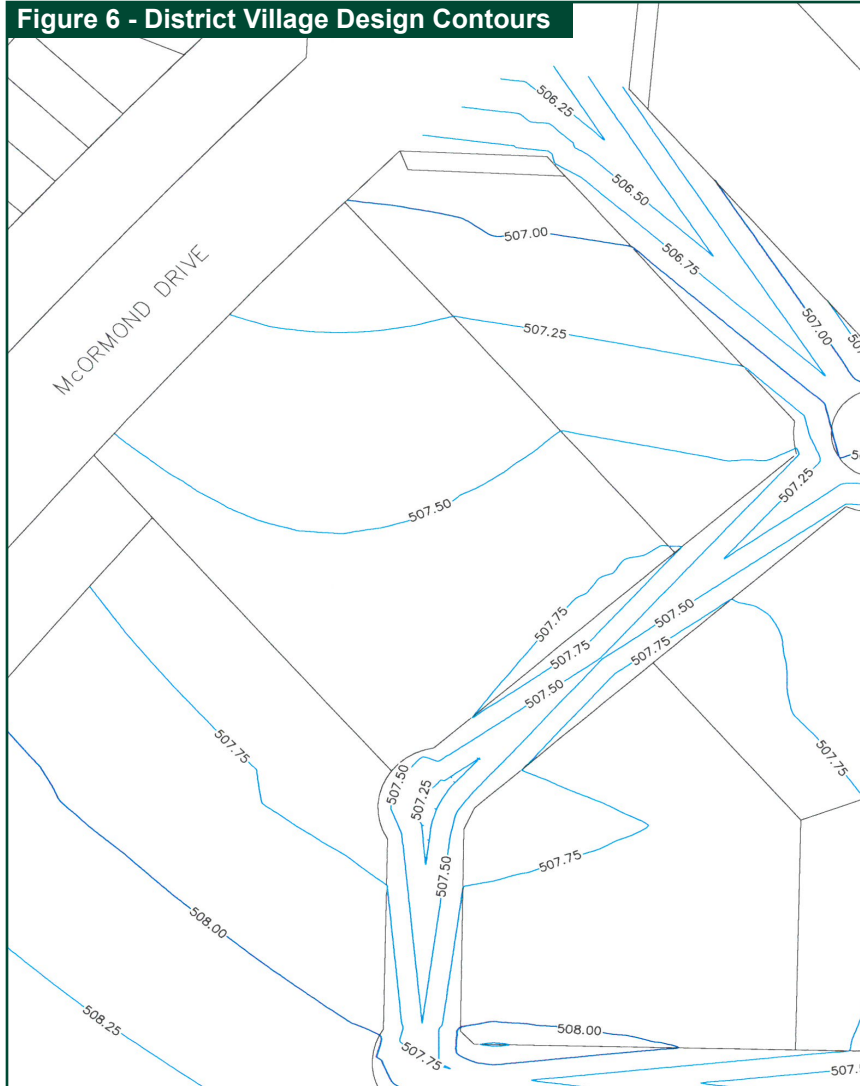
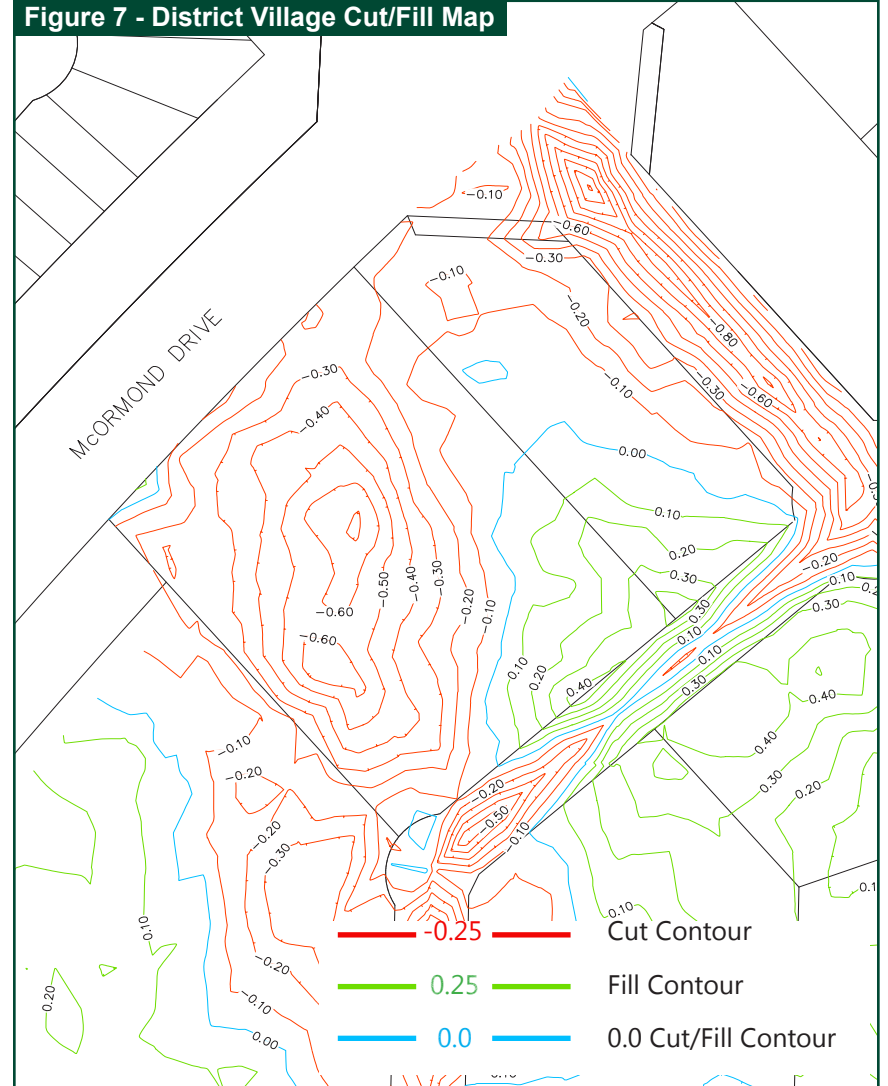


Figure 7 - District Village Cut/Fill Map





For more information, contact Saskatoon Land at 306-975-3278.

saskatoonland.ca



Evergreen Commercial & Institutional Design Guidelines



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1.0 Introduction

Saskatoon Land's Evergreen Commercial and Institutional Design Guidelines are intended to provide a guiding document to facilitate an enhanced level of commercial and institutional development in the Evergreen District Village Area. These guidelines shall be used to assist in forming the basis of detailed site planning, building design and landscaping for Parcels TT and UU and non-residential development on Parcels HI, IJ and JK. These guidelines will help achieve Saskatoon Land's objectives for the Evergreen District Village which are outlined below:

- Creating a high-quality commercial amenity for residents of Evergreen and surrounding neighbourhoods.
- Creating an enhanced pedestrian environment both within the development sites and within the surrounding streets, which provides safe and comfortable pedestrian movement to the site and within it.
- Facilitating the development of a vibrant commercial focal point within the Evergreen District Village Area.

These guidelines are intended to supplement the City of Saskatoon's (City) Zoning Bylaw. All developments will be governed by the City's zoning regulations. In the event that there are contradictions between these two documents, the Zoning Bylaw shall take precedence.

1.1 Site Context

All five development sites are located in the northeast portion of Evergreen, forming part of the Evergreen District Village Area. Site locations are identified in Figure 1.

1.2 Parcel TT

Parcel TT is 3.66 acres in size and is zoned B4A District (Special Suburban Centre and Arterial Commercial District) in the City's Zoning Bylaw. This site fronts onto Horner Crescent and backs onto McOrmond Drive. Primary vehicle access to Parcel TT is via Horner Crescent.

1.3 Parcel UU

Parcel UU is 1.63 acres in size and is zoned B4MX District (Integrated Commercial - Mixed-Use District) in the City's Zoning Bylaw. This site fronts onto Baltzan Boulevard, flanking both McOrmond Drive and Horner Crescent. Development on this site is envisioned as a pedestrian-oriented retail development that fosters a vibrant streetscape, with options for mixed-use development.

1.4 Parcels HI, IJ, and JK

Parcels HI, IJ and JK are all zoned M3 District (General Institutional Services District) in the City's Zoning Bylaw and range in size from 1.5 to 2.3 acres. Access to these sites is via Horner Crescent and Baltzan Boulevard. Potential land uses include high-density residential, offices, financial institutions, medical clinics and personal service trades.

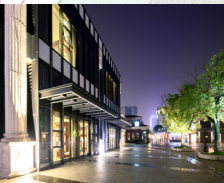
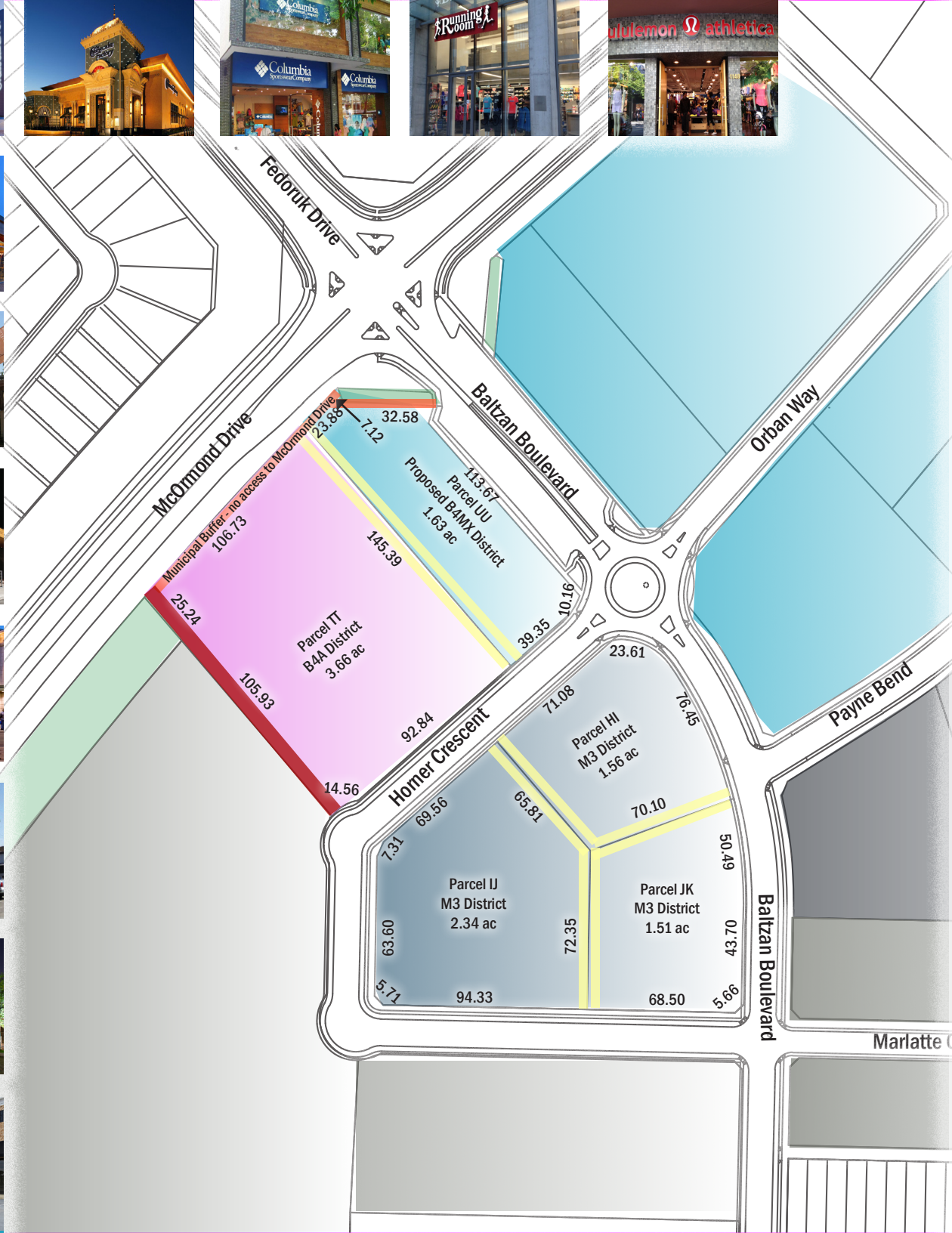


Figure 1

Evergreen

District Village Sales Map

- 7 metre easement
- 5 metre easement
- 3 metre easement
- mixed-use commercial
- group/street townhouse
- multi-family apartment
- commercial
- institutional
- buffer/berm



Saskatoon Land

Saskatoon Land does not guarantee the accuracy of this plan. This plan is not to scale. Please refer to the registered plan of survey. Lot dimensions and the locations of other features are compiled from available information and are subject to change without notice. For verification, please contact the appropriate authority



2.0 Evergreen at a Glance

Evergreen, located in northeast Saskatoon, is one of the newest and most sought after neighbourhoods in the City. It contains a range of housing forms and a variety of amenities, including the Village Square Park and Green Bridge. At full build-out, it is anticipated to be one of the densest neighbourhoods in the City.



Evergreen Village Square Render



Evergreen Village Centre Aria Condos by Meridian

2.1 Evergreen District Village

The Evergreen District Village is envisioned as a vibrant mixed-use area which includes medium to high-density residential uses, institutional uses and a mix of commercial lands geared towards both pedestrian and auto-oriented retail. At build-out, the District Village Area will have the highest density in the neighbourhood, enabling a high number of residents to be within walking distance of these commercial amenities.

2.2 North Commuter Parkway Bridge

Both commercial sites will be highly visible, resulting from the anticipated traffic volumes associated with the North Commuter Parkway Bridge. Completion of the bridge has been set for late 2018. Traffic volumes on opening day are expected to range from 14,600 to 21,700 vehicles per day.



3.0 Benefiting Enhancements

The Evergreen District Village Area includes several improvements which add value to and contribute towards enhancing the character and vibrancy of the area.

3.1 Baltzan Boulevard Streetscaping

Baltzan Boulevard will include a landscaped median and roundabout, consisting of a mix of soft and hard landscaping and planters. These enhancements will reinforce the District Village as a unique place, while adding to the pedestrian and visual appeal of the area. Median and roundabout streetscaping is anticipated to be constructed in 2017-2018.

Landscaping of the boulevard between Parcel UU's front property line and the street curbing will be required as a condition of sale.

Maintenance of the boulevard landscaping will be the responsibility of the successful purchaser.

3.2 Baltzan Boulevard On-street Parking

The west blockface of Baltzan Boulevard includes 33 angled on-street parking spaces. These parking may be credited towards the off-street parking requirement of Parcel UU based on the off-street parking rate requirements in Section 6 of the City's Zoning Bylaw. The determination of the number of on-street parking spaces to be credited on the subject property shall be at the discretion of the Development Officer.



Evergreen Boulevard Landscaping



Figure 2 - Baltzan Boulevard Street Parking



4.0 Site Planning and Setbacks

This section contains site planning and setback guidelines specific to each site.

4.1 Parcels TT, HI, IJ, and JK - Site Planning and Setbacks

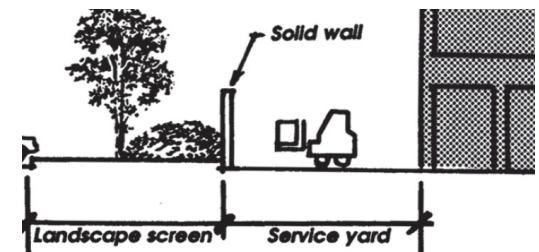
- Building placement on these sites should be planned cognizant of the surrounding residential community to achieve more of a human scale along the street edge, while helping to buffer the view of the internal parking areas.
- For Parcel TT, the southwest side yard setbacks should be established to prevent negative impacts on the adjacent townhouse site with respect to sun/shadow and site lines.
- For Parcel TT, the placement of back-to-back units and Commercial Retail Unit (CRU) clusters are encouraged to better screen loading areas and create a more attractive, walkable site.
- Front building placement at the Zoning Bylaw's minimum front yard setback is encouraged. Buildings may be pushed back further from the front property line, though a limit of two rows of off-street parking between the front property line and closest building wall is encouraged.
- For Parcel TT, anchor stores should be located towards the rear of the site, backing onto McOrmond Drive, unless the front elevation contains significant architectural detailing and is designed in a manner sensitive to the residential nature of the area.
- Loading and garbage areas must be screened from surrounding properties and public streets through mechanisms such as fencing and/or more intensive landscaping.
- Site signage should be selected and designed cognizant of the area's residential context. In general, wall-mounted signage is encouraged over free-standing signage.



Large format store with significant front elevation detail



Good example of large format store with significant front elevation detail



Example of screened loading area



4.2 Parcel UU - Site Planning and Setbacks

- To take advantage of on-street parking, buildings are encouraged to be street-oriented and generally be no more than 3 metres from the front property line.
- All off-street parking should be provided at the rear of the building(s). Off-street parking located along the side wall of a building may be permitted, provided that the parking area is appropriately buffered from the fronting street.
- A mixture of retail and service-based land uses are recommended at grade level to facilitate a vibrant pedestrian-oriented street and to create a 'main street' feel that is attractive and comfortable for pedestrians.
- Provisions for active transportation facilities including strong linkages with transit facilities and bicycle storage.
- The use of proactive site planning and building layouts that can adapt and retail that facilitates pedestrian amenity areas and an animated public realm, through the use of sidewalk patios, seating areas, etc.



Bicycle storage to encourage active transportation



Allowances for sidewalk patios through proactive site planning



Pedestrian-oriented streetscape with angled street parking



Building-lined streets with angled on-street parking



5.0 Site Landscaping and Pedestrian Circulation

This section contains guidelines for landscaping and pedestrian circulation specific to Parcels TT, HI, IJ, JK, and UU.

5.1 Parcels TT, HI, IJ, and JK - Site Landscaping and Pedestrian Circulation

- A high degree of internal landscaping should be provided to help with pedestrian wayfinding and to provide an enhanced level of safety and comfort along internal walkways.
- Green spaces or amenity spaces should be provided at walkway edges which serve the buildings.
- Use of boulevard-style landscaping within parking lot islands and linear green spaces which align with internal site pathways.
- Establishment of a strong tree canopy along the major pedestrian and vehicle traffic (routes).
- Use of curbed landscaped islands at the end of each parking aisle.
- Changes in parking lot paving treatment to help delineate pedestrian routes or other forms of traffic calming including bulbing and raised or textured cross-walks.
- Changes in walkway entrance paving treatment to add visual appeal.



Green space at walkway CRU corner



Internal parking lot landscaped islands



Linear green spaces aligned with pedestrian pathway



Storefront walkway treatment change



Figures 3 and 5 provide examples of appropriate building entrance treatments and parking lot configuration, relative to Parcels TT, HI, IJ, and JK.

Figure 3 - Desirable Building Entrance

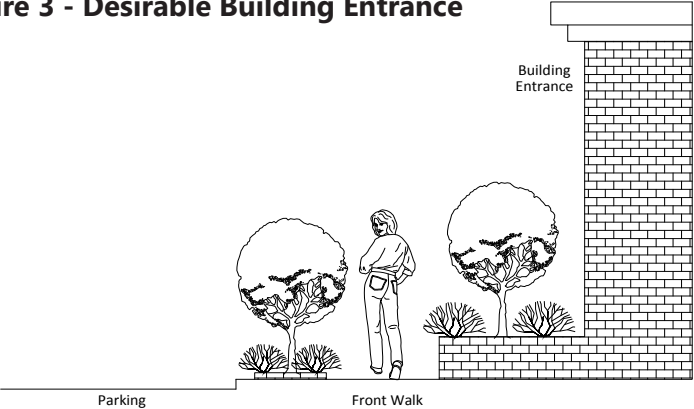


Figure 4 - Undesirable Building Entrance

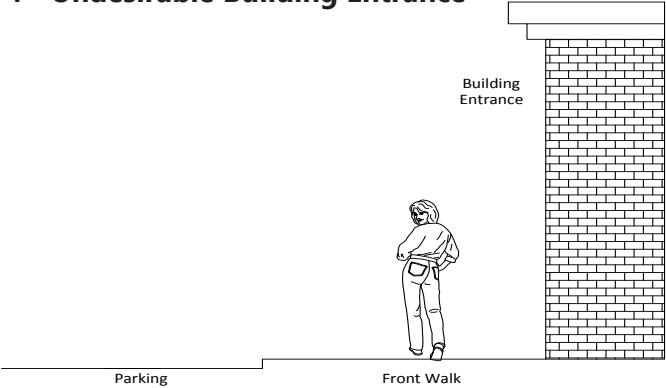


Figure 5 - Desirable Parking Lot Layout

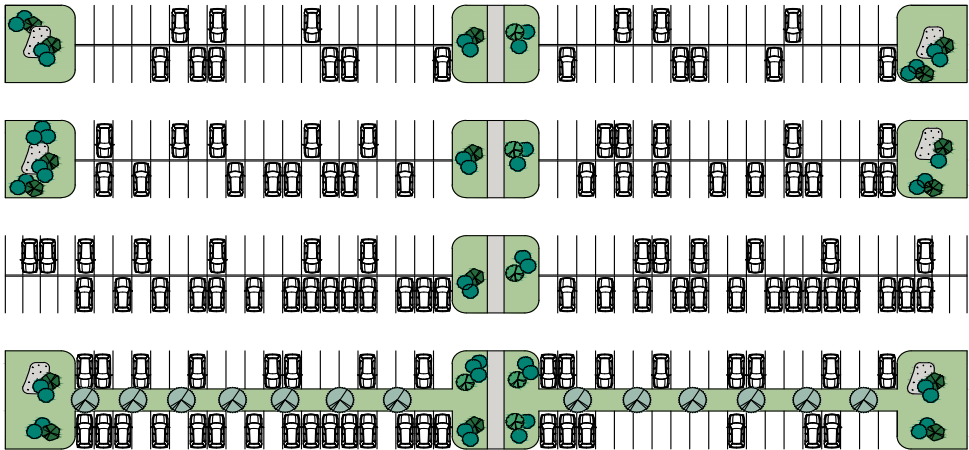
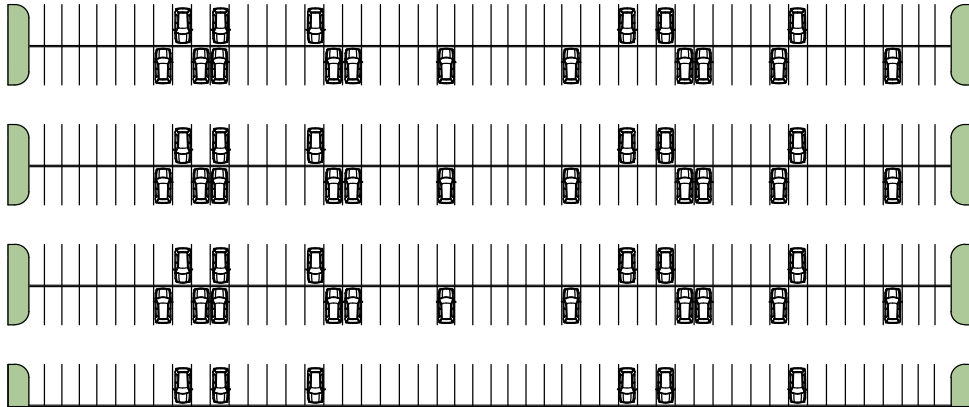


Figure 6 - Undesirable Parking Lot Layout





5.2 Parcel UU - Site Landscaping and Pedestrian Circulation

- Front yard landscaping should include a mixture of soft and hard landscaping and be landscaped up to the Baltzan Boulevard and Horner Crescent curb faces, providing opportunities for possible patio or outdoor extension of retail uses.
- Select clusters of more intensive landscaping at various points along the block face are encouraged to facilitate pedestrian focal points, including the use of benches and other forms of street furniture.
- A combination of sidewalk textures should be used to enhance the visual character of the street.
- Intensive tree/shrubbery plantings should be used to help buffer the impacts of Baltzan Boulevard vehicle traffic.
- A well lit, safe and clearly demarcated pedestrian access way must be provided to and from any rear yard off-street parking area.
- A well lit, safe and clearly demarcated pedestrian connection between Parcels TT and UU.
- Planting of species suitable for winter climate.



Good Example of sidewalk texture changes



Good Example of intensive landscaping clusters along the streetscape to foster pedestrian amenity areas



6.0 General Architectural Design Guidelines

The following information includes general architectural design guidelines which apply to Parcels TT and UU and non-residential development on Parcels HI, IJ and JK.

- Front building elevations should include changes in wall plane to provide relief and encourage development at a pedestrian scale.
- Building massing should avoid long, continuous, blank wall surfaces throughout the development.
- Building massing should create visual interest by using varied roof lines, heights and pitches.
- Building frontages should be constructed to define the edges of any public street or pedestrian-oriented area.
- Architectural elements should be incorporated into front building elevations including canopies, window projections, awnings, recessed entry ways, specialty signs, etc.
- The use of a variety of different exterior building materials and exterior building material colours are encouraged throughout the site to facilitate a vibrant pedestrian-oriented streetscape.
- The use of a consistent fenestration pattern along building elevations.
- Lighting on any site and on/in any portion of a building shall be arranged and shielded such that it does not become a hazard, annoyance or compromise the function of adjacent properties.



Changes in wall plane and the use of a variety of canopies and awnings along the front elevation



Example of the use of multiple colours



A good example of varied roof heights



A good example of a consistent fenestration pattern

10.7 B4A – Special Suburban Centre and Arterial Commercial District

10.7.1 Purpose

The purpose of the B4A District is to facilitate suburban centre and arterial commercial development, including mixed-use commercial/multiple-unit residential development, where appropriate.

10.7.2 Permitted Uses

The Permitted Uses and Minimum Development Standards in a B4A District are set out in the following chart:

B4A District	Minimum Development Standards (in Metres)					
	Site Width	Site Area (m ²)	Front Yard	Side Yard	Rear Yard	Building Height (Max.)
10.7.2 Permitted Uses						
(1) Retail stores	15	450	9	3	7.5	17
(2) Shopping centres	22.5	675	9	3	7.5	17
(3) Personal service trades and health clubs	15	450	9	3	7.5	17
(4) Duplicating or copying centres	15	450	9	3	7.5	17
(5) Offices and office buildings	15	450	9	3	7.5	17
(6) Financial institutions	15	450	9	3	7.5	17
(7) Medical clinics	15	450	9	3	7.5	17
(8) Medical, dental and optical laboratories	15	450	9	3	7.5	17
(9) Restaurants and lounges	15	450	9	3	7.5	17
(10) Indoor commercial recreation uses	15	450	9	3	7.5	17
(11) Repair services restricted to the repair of household goods and appliances	15	450	9	3	7.5	17
(12) Private clubs	22.5	675	9	3	7.5	17
(13) Photography studios	15	450	9	3	7.5	17
(14) Service stations	30	900	9	3	7.5	17
(15) Neighbourhood recycling and collection depots	15	450	9	3	7.5	17
(16) Banquet halls	22.5	675	9	3	7.5	17
(17) Catering halls and catering kitchens	22.5	675	9	3	7.5	17
(18) Community centres	22.5	675	9	3	7.5	17
(19) Hotels or motels	30	900	9	3	7.5	17
(20) Public garages	22.5	675	9	3	7.5	17
(21) Funeral and wedding establishments	22.5	675	9	3	7.5	17
(22) Funeral homes	22.5	675	9	3	7.5	17
(23) Radio or television studios	15	450	9	3	7.5	17
(24) Motion picture or recording studios	15	450	9	3	7.5	17
(25) Bakeries	15	450	9	3	7.5	17
(26) Veterinary clinics	15	450	9	3	7.5	17

B4A District	Minimum Development Standards (in Metres)					
	Site Width	Site Area (m²)	Front Yard	Side Yard	Rear Yard	Building Height (Max.)
10.7.2 Permitted Uses (continued)						
(27) Dry cleaners	15	450	9	3	7.5	17
(28) Private schools	15	450	9	3	7.5	17
(29) Car washes	30	900	9	3	7.5	17
(30) Small animal grooming	15	450	9	3	7.5	17
(31) Accessory building and uses	-	-	9	1.5 ₁	1.5 ₁	5

(Revised – Bylaw No. 9129 – November 4, 2013)

10.7.3 Discretionary Uses

The Discretionary Uses and Minimum Development Standards in a B4A District are set out in the following chart:

B4A District	Minimum Development Standards (in Metres)					
	Site Width	Site Area (m²)	Front Yard	Side Yard	Rear Yard	Building Height (Max.)
10.7.3 Discretionary Uses						
(1) Parking stations	7.5	225	9	Refer to Section 6.0		
(2) Child care centres and pre-schools	15	450	9	3	7.5	17
(3) Adult day care centres - Type I & II	15	450	9	3	7.5	17
(4) Night clubs and taverns	15	450	9	3	7.5	17
(5) Multiple-unit dwellings, boarding apartments and special care homes, in conjunction with any other permitted use			9	3	7.5	37
(6) Theatres	22.5	650	9	3	7.5	17

10.7.4 Notes to Development Standards

1 Accessory buildings and uses are subject to the following provisions:

- (a) No accessory building shall be located closer than 1.5 metres to any side or rear property line if the site is located adjacent to an R District without the intervention of a street or lane.
- (b) No accessory building erected on a corner site shall be nearer than 1.5 metres to the flanking street or lane.

10.7.5 Signs

The regulations governing signs in a B4A District are contained in **Appendix A - Sign Regulations**.

10.7.6 Parking

The regulations governing parking and loading in a B4A District are:

- (a) for residential uses, the regulations applicable to a B5 District as set out in **Section 6.0**; and
- (b) for all other uses, the regulations applicable to a B4 District as set out in **Section 6.0**.

10.7.7 Gross Floor Space Ratio

- (1) The gross floor space ratio for non-residential uses shall not exceed 0.5:1.
- (2) Except as provided in clause (1) the gross floor space ratio for mixed-use developments including multiple unit dwellings, boarding apartments or special care homes in conjunction with any other permitted use shall not exceed 2:1, however, the Development Officer may permit a ratio of up to 5:1 on sites primarily devoted to residential use.

10.7.8 Landscaping

- (1) A landscaped strip of not less than 3 metres in width throughout lying parallel to and abutting the front site line shall be provided on every site.
- (2) On corner lots, in addition to the landscaping required in the front yard, a landscaped strip of not less than 1.5 metres in width throughout lying parallel to and abutting the flanking street shall be provided.
- (3) Where a site abuts any R District without an intervening lane, there shall be a strip of land adjacent to the abutting site line of not less than 1.5 metres throughout, which shall not be used for any purpose except landscaping.

10.7.9 Special Provision for Marquees or Canopies

- (1) Any kiosk or enclosure which is located underneath, and is constructed as an integral part of, a canopy structure shall be deemed to be part of the canopy structure.

- (2) A marquee or canopy shall be permitted to project into front and side yards provided however that the outer edges of such marquee or canopy shall not be located closer than 1.5 metres to any front or side site line. A marquee or canopy may be cantilevered out from the building but may not be constructed or supported within such yards by walls or by more than required or normal structural supports.
- (3) Free standing canopies may be erected only at service station sites providing that:
 - (a) such canopies shall not exceed 5.75 metres in height above grade level;
 - (b) such canopies shall not be located closer than 1.5 metres to any front or side site line, however when on one side of a street between two intersecting streets some sites are in an R District and some sites are in a B4A District, the appropriate yard requirements of the adjacent R District shall apply to marquees and canopies;
 - (c) a maximum of 10% of the area underneath such a canopy may be enclosed providing that such enclosure shall not be located closer than 9 metres to the front site line, or 3.6 metres to any side site line.

10.7.10 Garbage Pickup Area

- (1) A space to be used exclusively for garbage storage and pickup, having minimum dimensions of 2.7 metres by 6.0 metres, shall be provided on each site to the satisfaction of the Manager, Utility Services Department.

10.7.11 Outdoor Storage

- (1) No goods, commodities or other form of materials shall be stored outdoors.

10.7.12 Special Provisions for Shopping Centres

- (1) Where shopping centres are erected on sites having a width greater than 90 metres, and a depth greater than 75 metres, and
 - (a) where detached principal uses or structures are to be developed as part of the shopping centre site, even though the detached use or structure may be on its own freehold site, and

- (b) where the distance between the abutting side or rear site line of the detached principal use or structure is not less than 30 metres from the nearest parallel side or rear line of the shopping centre site, no side or rear yard need be provided for the detached principal use or structure on the side or rear of its site abutting the shopping centre site.

10.7.13 Transit Terminals

- (1) Where a transit terminal is located on a shopping centre site, the number of required parking spaces for the shopping centre shall be reduced at the rate of one space for every 20 square metres of site used exclusively for the transit terminal.

10.7A B4MX - Integrated Commercial Mixed-Use District

(Revised – Bylaw No. 9326 – December 14, 2015)

10.7A.1 Purpose

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

10.7A.2 Permitted Uses

The Permitted Uses and Minimum Development Standards in the B4MX District are set out in the following chart:

B4MX District	Minimum Development Standards (in Metres)						
	Site Width	Site Area (m ²)	Front Yard (Max.)	Side Yard	Rear Yard	Building Height (Max.)	Amenity Space Per Unit (m ²)
10.7A.2 Permitted Uses							
(1) Bakeries	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(2) Boarding apartments	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(3) Catering halls, banquet halls and community kitchens	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(4) Child care centres	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(5) Commercial recreation uses	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(6) Community centres	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(7) Financial institutions	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(8) Hotels	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(9) Medical clinics	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(10) Medical, dental and optical laboratories	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(11) Multiple-unit dwellings ₄	15	450	3 ₁	0 ₂	7.5	22 ₅	5
(12) Offices, office buildings and office complexes	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(13) Personal service trades and health clubs	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(14) Pre-schools	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(15) Private Clubs	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(16) Private schools	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(17) Public libraries	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(18) Residential care homes – Type III	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(19) Restaurants and lounges	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(20) Retail stores	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(21) Shopping centres	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(22) Small animal grooming	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(23) Veterinary clinics	15	450	3 ₁	0 ₂	7.5	22 ₅	-
(24) Accessory buildings ₃ and uses	Refer to General Provisions Section 5.7						

10.7A.3 Discretionary Uses

The Discretionary Uses and Minimum Development Standards in a B4MX District are set out in the following chart:

B4MX District	Minimum Development Standards (in Metres)					
	Site Width	Site Area (m ²)	Front Yard (Max)	Side Yard	Rear Yard	Building Height (Max.)
10.7A.3 Discretionary Uses						
(1) Car wash	15	450	3 ₁	0 ₂	7.5	22 ₅
(2) Nightclubs and taverns	15	450	3 ₁	0 ₂	7.5	22 ₅
(3) Gas bars	15	450	3 ₁	0 ₂	7.5	22 ₅
(4) Special care homes	15	450	3 ₁	0 ₂	7.5	22 ₅
(5) Special needs housing	15	450	3 ₁	0 ₂	7.5	22 ₅

10.7A.4 Notes to Development Standards

- 1 For sites containing one or more principal buildings, the 3.0 metre maximum front yard setback shall apply to at least one of the principal buildings. A site plan shall be provided showing potential future phases of development. The site plan is intended to illustrate how future intensification and build out of the site may be accommodated to meet the purpose of the District.
- 2 Where a B4MX District abuts an R District without the intervention of a street or lane, or on a corner site along a flanking street, a side yard shall be provided of a width not less than 3.0 metres for the side yard abutting the R District or flanking street.
- 3 Accessory buildings must be located at least 15.0 metres from the front property line or 1.2 metres behind the rear line of the principal building and shall not be located within a required landscaping strip.
- 4 Dwelling units shall not be located at grade when located in the portion of a principal building adjacent to an arterial street.
- 5 Where the maximum building height is at least 15.0 metres, the building shall contain both a building base and a building cap as follows:
 - (a) *Building Base Height:* shall be a minimum of 10.0 metres and a maximum of 12.0 metres.
 - (b) *Building Cap:* shall be set back a minimum of 2.0 metres from the front façade of the building base.

10.7A.5 Signs

The regulations governing signs in the B4MX District are contained in **Appendix A – Sign Regulations**.

10.7A.6 Parking

- (1) The regulations governing parking and loading spaces in the B4MX District are contained in Section 6.0.
- (2) The number of parking spaces required in the B4MX District may be reduced by the number of parking spaces provided on the street, which will primarily serve the subject property. The determination of the number of on-street parking spaces to be credited on the subject property shall be at the discretion of the Development Officer.
- (3) The number of parking spaces may be reduced in the B4MX District by 0.25 spaces per dwelling unit when a multiple-unit dwelling is located above non-residential uses within the same building.
- (4) Bicycle Parking:
 - (a) A minimum of one bicycle parking space shall be provided for every 250 square metres of gross floor area devoted to non-residential uses.
 - (b) Bicycle parking spaces shall be provided in locations that are readily visible, well lit, and in close proximity to building entrances.

10.7A.7 Gross Floor Space Ratio

- (1) Except as provided in clause (2), the gross floor space ratio shall not exceed 3:1.
- (2) The gross floor space ratio for sites containing residential uses shall not exceed 5:1.

10.7A.8 Landscaping

- (1) A landscaping strip of not less than 4.5 metres in depth throughout, lying parallel to and abutting the front site line, shall be provided on every site for that portion of the site not covered by a building and shall be used for no purpose except landscaping, necessary driveway access, outdoor patios or public seating areas.

- (2) Where a B4MX district abuts an R District without an intervening lane, there shall be a strip of land adjacent to the abutting site line of not less than 3.0 metres throughout, which shall not be used for any purpose except landscaping.
- (3) On corner lots, in addition to the landscaping required in the front yard, the whole of any required side yard abutting the flanking street shall be landscaped and shall be used for no purpose except landscaping, necessary driveway access, and outdoor patios or public seating areas.
- (4) Curbed landscaped islands at the flanking end of every parking row shall be provided for at grade parking areas.
- (5) Interior sidewalks within the parking area shall be provided to link buildings.
- (6) Parking areas shall be adequately screened from the front site line to a height of 1.0 metres by landscaping or fencing.

10.7A.9 Outdoor Storage

- (1) No goods, commodities, or other form of materials shall be stored outdoors.
- (2) An outdoor sales area is permitted when accessory to a retail store or shopping centre provided that the outdoor sales area is fenced or partially enclosed or both.

10.7A.10 Building Orientation and Building Setback

- (1) Buildings located adjacent to a street shall contain elements of an active frontage, which shall create a functional pedestrian-oriented relationship between the building and the street.
- (2) For corner sites, all street facing façades shall incorporate elements of an active building frontage.
- (3) Buildings fronting a street shall incorporate architectural features that provide visual interest along the streetscape and reduce the perceived massing of the building.