



*City of*  
**Saskatoon**  
Office of the City Clerk

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July 15, 2014

Ms. Janice Braden, Chair  
Mr. Karl Martens, Vice-Chair  
Mr. Al Douma  
Mr. John McAuliffe  
Ms. Sydney Smith  
Mr. Shaun Betker  
Councillor Charlie Clark

Mr. Andy Yuen  
Mr. Stan Laba  
Ms. Colleen Christensen  
Ms. Kathy Weber  
Mr. James Yachyshen  
Mr. Jeff Jackson

Dear Commission Members:

**NOTICE OF MEETING  
MUNICIPAL PLANNING COMMISSION**

Please take note of the following meeting of the above-noted Commission.

**DATE:            Tuesday, July 22, 2014**  
**TIME:            12:00 noon**  
**PLACE:           Committee Room E, Ground Floor, South Wing, City Hall**

A copy of the agenda is attached.

Please notify the City Clerk's Office two days in advance of the meeting if you are unable to attend.

Yours truly,

**Elaine Long, Secretary**  
Municipal Planning Commission

EL:aam

Attachment

cc:    City Manager  
      City Solicitor  
      General Manager, Community Services  
      Director of Saskatoon Land  
      Director of Planning and Development  
      Councillor T. Davies  
      Councillor R. Donauer  
      Councillor D. Hill

Mayor D. Atchison  
Councillor A. Iwanchuk  
Councillor Z. Jeffries  
Councillor M. Loewen  
Councillor P. Lorje  
Councillor E. Olauson  
Councillor T. Paulsen

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**A G E N D A**

**(OPEN TO THE PUBLIC)**

**MUNICIPAL PLANNING COMMISSION**

**TUESDAY, JULY 22, 2014, AT 12:00 NOON, COMMITTEE ROOM E**

**GROUND FLOOR, SOUTH WING, CITY HALL**

1. Minutes - of meeting held on June 24, 2014.
  
2. Official Community Plan Bylaw No. 8769 Phasing Map Amendment  
Marquis Industrial – Phase II to Phase 1  
(Files CK. 4350-1 and PL. 4115 – OCP 30/13)

**RECOMMENDATION:** that a report be submitted to City Council at the time of the public hearing recommending that the proposed amendment to Official Community Plan Bylaw No. 8769 – Phasing Map, phasing designation of 105 71<sup>st</sup> Street (Blocks A and B, Plan No. FP6240, and Block E, Plan No. 63S08144) and 3950 Idylwyld Drive North (Block C, Plan No. 61S06857) from Phase II to Phase 1, be approved.

Attached is a report of the Community Services Department, dated July 22, 2014, regarding an application from FFUN Enterprises requesting an amendment to Official Community Plan Bylaw No. 8769, to change the phasing designation of 105 71<sup>st</sup> Street from Phase II to Phase I.

3. Proposed Official Community Plan – Pleasant Hill Land Use Map Amendment  
and  
Proposed Rezoning from R2 to RM3 – 101, 103, and 105 Avenue O South  
(Files CK. 4350-1 and PL. 4350 – Z33/13 X PL. 4115 – OCP32/13)

**RECOMMENDATION:** that a report be submitted to City Council at the time of the public hearing recommending:

- 1) that the proposed amendment to Official Community Plan Bylaw No. 8769 – Pleasant Hill Land Use Policy Map to re-designate 101, 103, and 105 Avenue O South from “Low-Density Residential” to “Medium-Density Residential,” be approved; and

- 2) that the proposed amendment to Zoning Bylaw No. 8770 to rezone 101, 103, and 105 Avenue O South from an R2 – One and Two-Unit Residential District to an RM3 – Medium-Density Multiple-Unit Dwelling Residential District, be approved.

Attached is a report of the Community Services Department, dated July 22, 2014, regarding an application from Sadiqur Rahman, requesting to rezone 101, 103, and 105 Avenue O South from R2 – One and Two-Unit Residential District to an RM3 – Medium-Density Multiple-Unit Dwelling District and to change the land use from Low-Density Residential to Medium-Density Residential in order to facilitate construction of a four-storey residential building.

4. Proposed Stonebridge Neighbourhood Concept Plan Amendment  
(Files CK. 4351-014-014 and PL. 4131-6-7-3)

RECOMMENDATION: that a report be submitted to City Council at the time of the public hearing recommending that the proposed amendment to the Stonebridge Neighbourhood Concept Plan as outlined in the report of the Community Services Department, dated July 22, 2014, be approved.

Attached is a report of the Community Services Department, dated July 22, 2014, regarding a proposed amendment to the Stonebridge Neighbourhood Concept Plan to realign the proposed school sites and adjacent street to provide a site that will accommodate the new joint-use elementary school.

5. Proposed Zoning Bylaw No. 8770 Amendment  
School Drop-Off Parking  
(Files CK. 4350-1 and PL. 4350 – Z34/14)

RECOMMENDATION: 1) that a report be submitted to the SPC – Planning, Development and Community Services recommending:

- a) that the advertising respecting the proposal to amend Zoning Bylaw No. 8770, as outlined in the report of the Community Services Department, dated July 22, 2014, be approved;
  - b) that the General Manager, Community Services Department, be requested to prepare the required notice for advertising the proposed amendment;
  - c) that the City Solicitor be requested to prepare the required bylaw to amend Zoning Bylaw No. 8770; and
- 2) that a report be submitted to City Council at the time of the public hearing recommending that City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770, as outlined in the report of the Community Services Department, dated July 22, 2014, be approved.

Attached is a report of the Community Services Department, dated July 22, 2014, regarding a proposed amendment to Zoning Bylaw No. 8770 to provide flexibility in the number and location of required passenger drop-off spaces on new school sites.

6. Publication – *planning + design*  
(File No. CK. 175-16)

RECOMMENDATION: that the information be received.

Attached, for information, is a copy of the City of Saskatoon's semi-annual publication, *planning + design*.

7. Changes to 2014 Meeting Dates  
Municipal Planning Commission  
(File No. CK. 175-16)

- RECOMMENDATION:
- 1) that the August 19, 2014 meeting be moved to August 26, 2014; and
  - 2) that the December 9, 2014 meeting be moved from 12:00 noon to 11:00 a.m.

Due to recent changes to Council Committees, a couple of the 2014 Municipal Planning Commission's meeting dates conflict with other meetings. The following changes are; therefore, suggested:

- August 19 – move to August 26; and
- December 9 – move from 12:00 noon to 11:00 a.m.

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## Official Community Plan Bylaw No. 8769 Phasing Map Amendment – Marquis Industrial – Phase II to Phase I

### Recommendation

1. that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to the Official Community Plan Bylaw No. 8769 – Phasing Map, phasing designation of 105 71st Street (Block A and B, Plan No. FP6240, and Block E, Plan No. 63S08144), and 3950 Idylwyld Drive North (Block C, Plan No. 61S06857), from Phase II to Phase I, be approved.

### Topic and Purpose

An application has been submitted by FFUN Enterprises requesting an amendment to the Official Community Plan (OCP) Bylaw No. 8769 phasing designation of 105 71<sup>st</sup> Street from Phase II to Phase I. It is also proposed that the adjacent parcel at 3950 Idylwyld Drive be included in this amendment. The area affected by the amendments is included as Attachment 1.

### Report Highlights

1. This portion of Marquis Industrial is currently designated as Phase II on the OCP Phasing Map. As servicing and development of this area is suitable within the next five years, an amendment to the OCP Phasing Map to change the phasing designation from Phase II to Phase I is appropriate.

### Strategic Goal

Under the Strategic Goal of Sustainable Growth, this report supports the long-term strategy of an integrated approach to growth related to transportation, servicing, and land use.

### Background

The OCP provides policy direction with respect to phasing for the servicing and development of urban land in the City of Saskatoon (City). The OCP Phasing Map indicates Phase I areas that are considered to be suitable for development within the next five years and Phase II areas which are suitable for development beyond five years.

The subject lands were annexed by the City in 1991 and are part of Marquis Industrial. They were designated as Phase II on the OCP Phasing Map, as well as having the

## **Official Community Plan Bylaw No. 8769 Phasing Map Amendment – Marquis Industrial – Phase II to Phase I**

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“H” Holding Symbol applied shortly thereafter as there were no subdivision and servicing plans in place. This area identified in Attachment 1 is the remaining area currently designated as Phase II in Marquis Industrial.

The phasing amendment area is zoned IL1(H), and the underlying IL1 District would permit a range of light industrial activities and related businesses that do not create land use conflicts or nuisance conditions. A rezoning to remove the “H” Holding Symbol will be required prior to any development proceeding.

### **Report**

#### OCP – Phasing Map Amendment

An application to amend the phasing map was received from FFUN Enterprises for 105 71<sup>st</sup> Street. The applicant has established a servicing plan for the area that is acceptable to the Transportation and Utilities Department.

FFUN Enterprises has also applied to the Planning and Development Division for a zoning bylaw amendment to remove the “H” Holding Designation on this site and for a discretionary use for a retail complex (shopping centre) that will consist of motor and recreational vehicles. These applications will be addressed under separate reports in the Fall of 2014.

The adjacent lands, which comprise 3950 Idylwyld Drive, are also designated as Phase II. A Phasing Map amendment for this site has also been included, as City services have extended to the boundary of this parcel.

#### OCP Bylaw No. 8769

The sites are identified as Light Industrial on the OCP Land Use Policy Map. The proposed changes identified in this application remain consistent with that designation.

#### Comments from Transportation and Utilities Department

Approval of the future rezoning of this area will be subject to a servicing agreement.

### **Options to the Recommendation**

City Council could deny the applications. This option would not allow the development to occur.

### **Public and/or Stakeholder Involvement**

No public or stakeholder involvement was conducted. This use is compatible with other uses in adjacent areas.

# **Official Community Plan Bylaw No. 8769 Phasing Map Amendment – Marquis Industrial – Phase II to Phase I**

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## **Communication Plan**

Public hearing notices will be advertised two weeks prior to City Council's meeting date.

## **Other Considerations/Implications**

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

## **Due Date for Follow-up and/or Project Completion**

Applications to remove the "H" Holding Designation and the discretionary use for the shopping centre will be addressed by separate reports in Fall 2014.

## **Public Notice**

Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set.

## **Attachment**

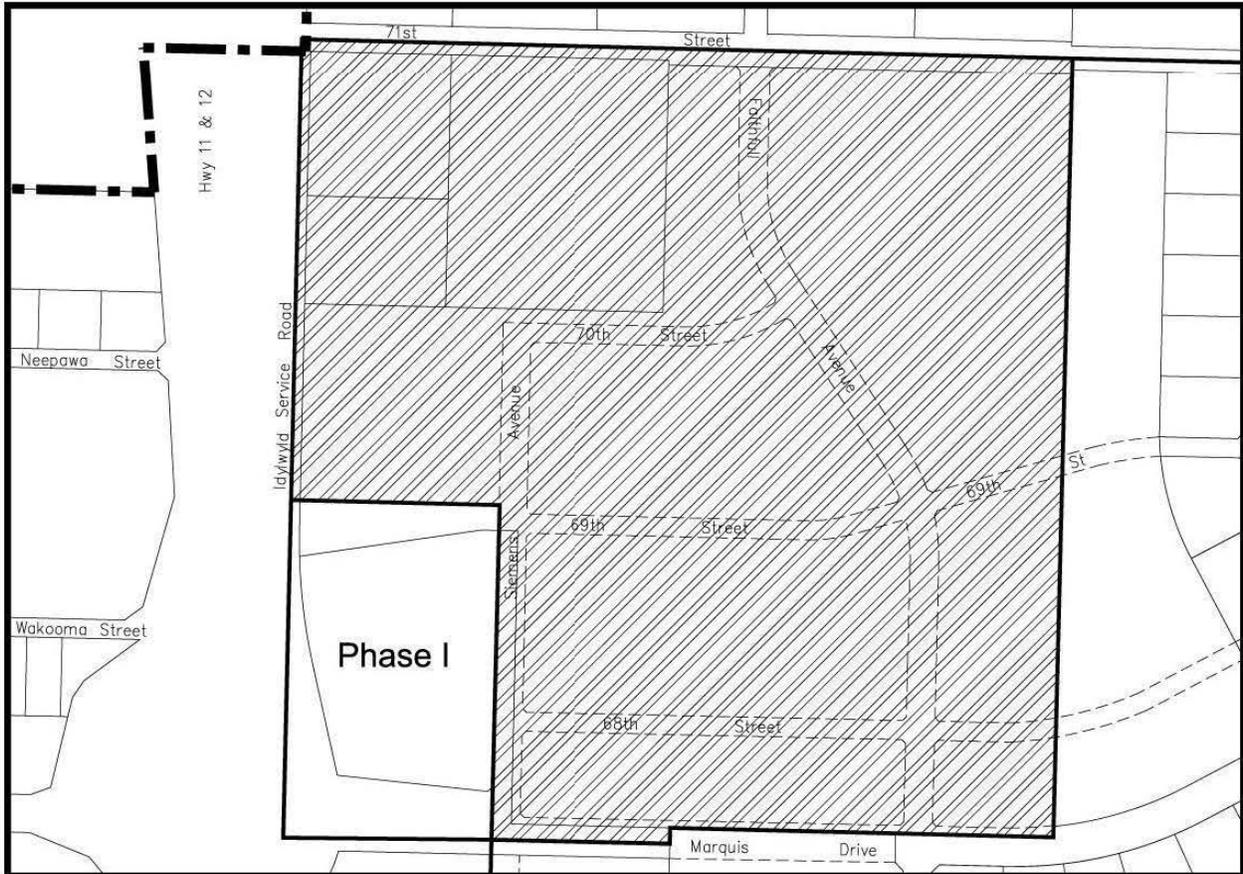
1. Location Plan

## **Report Approval**

Written by: Paula Kotasek-Toth, Senior Planner  
Reviewed by: Darryl Dawson, Acting Director of Planning and Development  
Approved by: Randy Grauer, General Manager, Community Services Department  
Approved by: Murray Totland, City Manager

S/Reports/DS/2014/MPC – OCP Bylaw No. 8769 Phasing Map Amendment – Marquis Industrial – Phase II to Phase I/ks

Location Plan



PROPOSED OFFICIAL COMMUNITY PLAN AMENDMENT  
PHASING MAP

From Phase II to Phase I



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## Proposed Official Community Plan Pleasant Hill Land Use Map Amendment and Proposed Rezoning from R2 to RM3 – 101, 103, and 105 Avenue O South

### Recommendation

- 1) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to the Official Community Plan Bylaw No. 8769 – Pleasant Hill Land Use Policy Map to re-designate 101, 103, and 105 Avenue O South from "Low-Density Residential" to "Medium-Density Residential," be approved; and
- 2) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone 101, 103, and 105 Avenue O South from an R2 – One- and Two-Unit Residential District to an RM3 – Medium-Density Multiple-Unit Dwelling Residential District, be approved.

### Topic and Purpose

An application has been submitted by Sadiqur Rahman requesting to rezone 101, 103, and 105 Avenue O South from R2 – One- and Two-Unit Residential District to an RM3 – Medium-Density Multiple-Unit Dwelling District. An Official Community Plan (OCP) Land Use Map amendment has also been requested to change the land use designation from "Low-Density Residential" to "Medium-Density Residential", to reflect the proposed higher density residential land use (see Attachment 1). This proposal would facilitate the construction of a four-storey residential building, containing approximately 31 dwelling units with surface and underground parking (see Attachment 2).

### Report Highlights

1. The proposed infill development utilizes existing infrastructure in the Pleasant Hill neighbourhood.
2. This proposal complies with all relevant municipal requirements.
3. The application meets on-site parking requirements.
4. The proposal will achieve compatible redevelopment in the neighbourhood, and complement the goals of Growing Forward by providing higher densities along arterial roadways to support transit.

### Strategic Goal

Under the Strategic Goal of Sustainable Growth, this report supports the long-term strategy of encouraging infill development to balance growth and establish increased densities.

# Proposed Official Community Plan Pleasant Hill Land Use Map Amendment and Proposed Rezoning from R2 to RM3 – 101, 103, and 105 Avenue O South

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## Background

The current land use of 101, 103, and 105 Avenue O South is residential, with one-unit dwellings located on each site.

## Report

### OCP Bylaw No. 8769

The sites located at 101, 103, and 105 Avenue O South are identified as Low-Density Residential on the Pleasant Hill Land Use Policy Map. This application requires an amendment of the land use designation from Low-Density Residential to Medium-Density Residential to accommodate the proposed higher density residential land use (see Attachment 1).

### Pleasant Hill Local Area Plan

The subject sites in the Pleasant Hill neighbourhood are currently designated as Low-Density Residential Policy District. To accommodate the proposed multiple-unit dwelling on the subject sites, a change to the land use designation is required to Medium-Density Residential.

The proposed development would meet the following two Residential Land Use goals identified in the Pleasant Hill Local Area Plan:

- to achieve compatible redevelopment in the neighbourhood; and
- to encourage land development that accommodates the housing needs of all residents.

### Zoning Bylaw Amendment

The proposed rezoning of 101, 103, and 105 Avenue O South to a RM3 District will replace three single family homes with a new multiple-unit residential development.

### Parking Requirements

The parking and loading requirements for multiple-unit dwellings in the RM3 District is 1.5 spaces per unit, plus 0.125 visitor spaces per dwelling unit. For units with a floor area of 56 square metres (602.8 square feet) or less, 1.0 space per unit is required. Parking requirements will be met on-site, based on the total number of dwelling units.

### Comments from Other Divisions

No concerns were identified through the administrative referral process. Please refer to Attachment 3 for complete comments.

### Conclusion

The proposed multiple-unit residential building will be compatible with the adjacent land uses. The proposed development will also complement the goals of Growing Forward by providing higher densities along arterial roadways to support transit, as well as

## **Proposed Official Community Plan Pleasant Hill Land Use Map Amendment and Proposed Rezoning from R2 to RM3 – 101, 103, and 105 Avenue O South**

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supporting the Housing Business Plan by providing new attainable rental options in Saskatoon.

### **Options to the Recommendation**

City Council could choose to deny this application. This option is not recommended, as this proposal is consistent with the goals of Growing Forward.

### **Public and/or Stakeholder Involvement**

A public information meeting was held on June 4, 2014, to provide neighbouring residents the opportunity to hear the details of the proposal and allow the applicant to obtain public input on this matter. The City was also in attendance to provide details and clarification of the rezoning process.

Public notices were distributed to all property owners within a 75 metre (246 feet) buffer of the proposed site, with a total of 19 notices mailed out to notify residents of the public information meeting. No residents attended the meeting. The Community Engagement Summary can be reviewed in Attachment 4.

### **Communication Plan**

Public hearing notices will be mailed to all property owners within 75 metres (246 feet) of the subject sites for notification of the public hearing date. Aside from this, no further consultation is planned beyond the stakeholder involvement noted above.

### **Safety/Crime Prevention Through Environmental Design (CPTED)**

This is a privately initiated application; therefore, the CPTED review process does not apply.

### **Other Considerations/Implications**

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

### **Due Date for Follow-up and/or Project Completion**

No follow-up is required.

### **Public Notice**

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

## **Proposed Official Community Plan Pleasant Hill Land Use Map Amendment and Proposed Rezoning from R2 to RM3 – 101, 103, and 105 Avenue O South**

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with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify all property owners within a 75 metre (246 feet) buffer of the proposed site of the public hearing date by letter. A notice will be placed in The StarPhoenix two weeks prior to the public hearing. Notice boards will be placed on the site. The property owners affected by this rezoning will also be notified in writing.

### **Attachments**

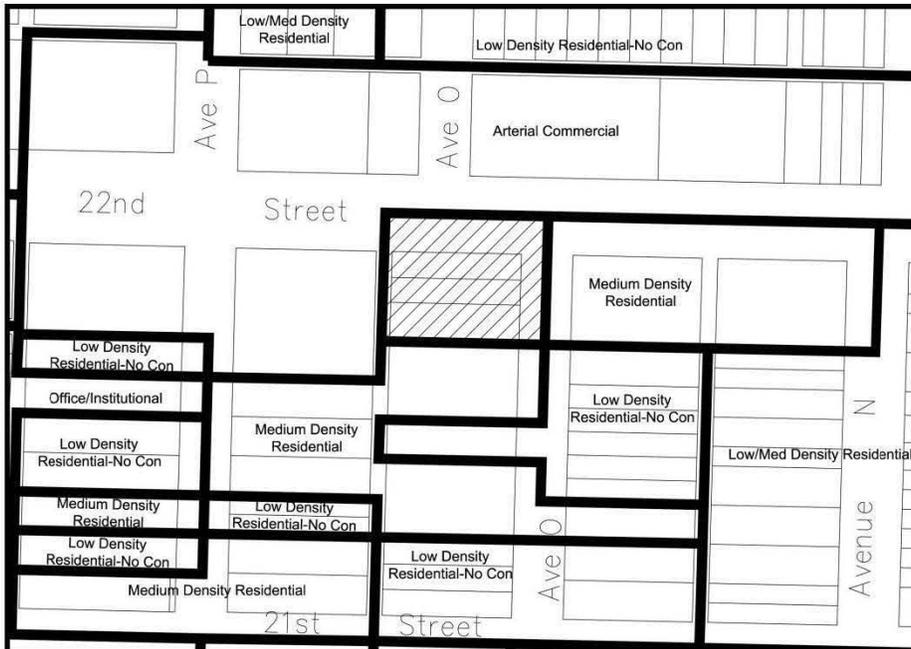
1. Location Maps
2. Proposed Site Plan
3. Comments from Other Divisions
4. Community Engagement Summary

### **Report Approval**

Written by: Melissa Austin, Planner  
Reviewed by: Darryl Dawson, Acting Director of Planning and Development  
Approved by: Randy Grauer, General Manager, Community Services Department

Proposed Official Community Plan Pleasant Hill Land Use Map Amendment and Proposed Rezoning from R2 to RM3 – 101, 103, and 105 Avenue P South/ks

**Location Maps**

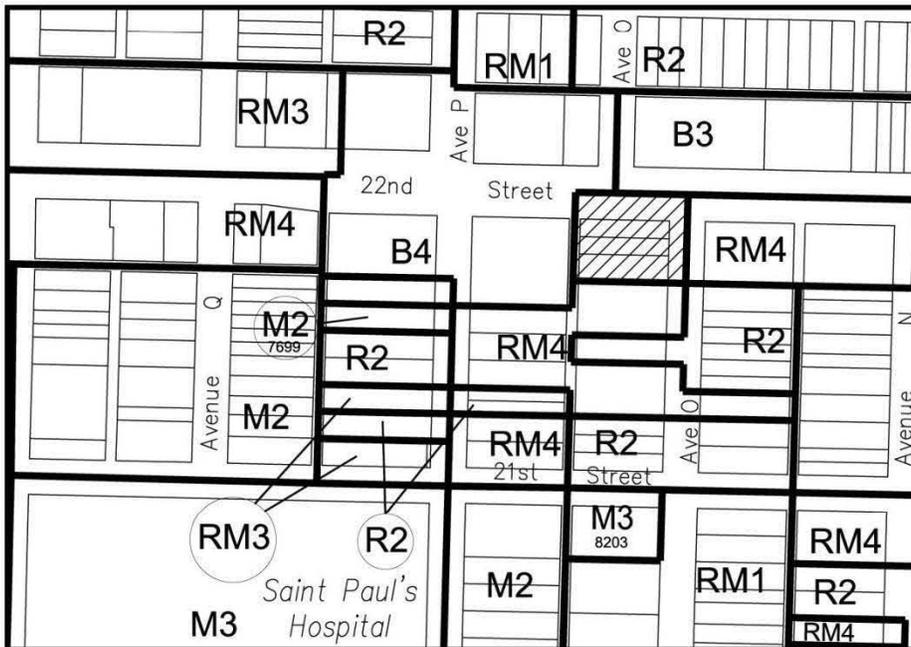


**PROPOSED AMENDMENT TO THE OFFICIAL COMMUNITY PLAN - PLEASANT HILL LAND USE MAP**

From Low Density Residential - No Conversions to Medium Density Residential



File No. OCP32-2013

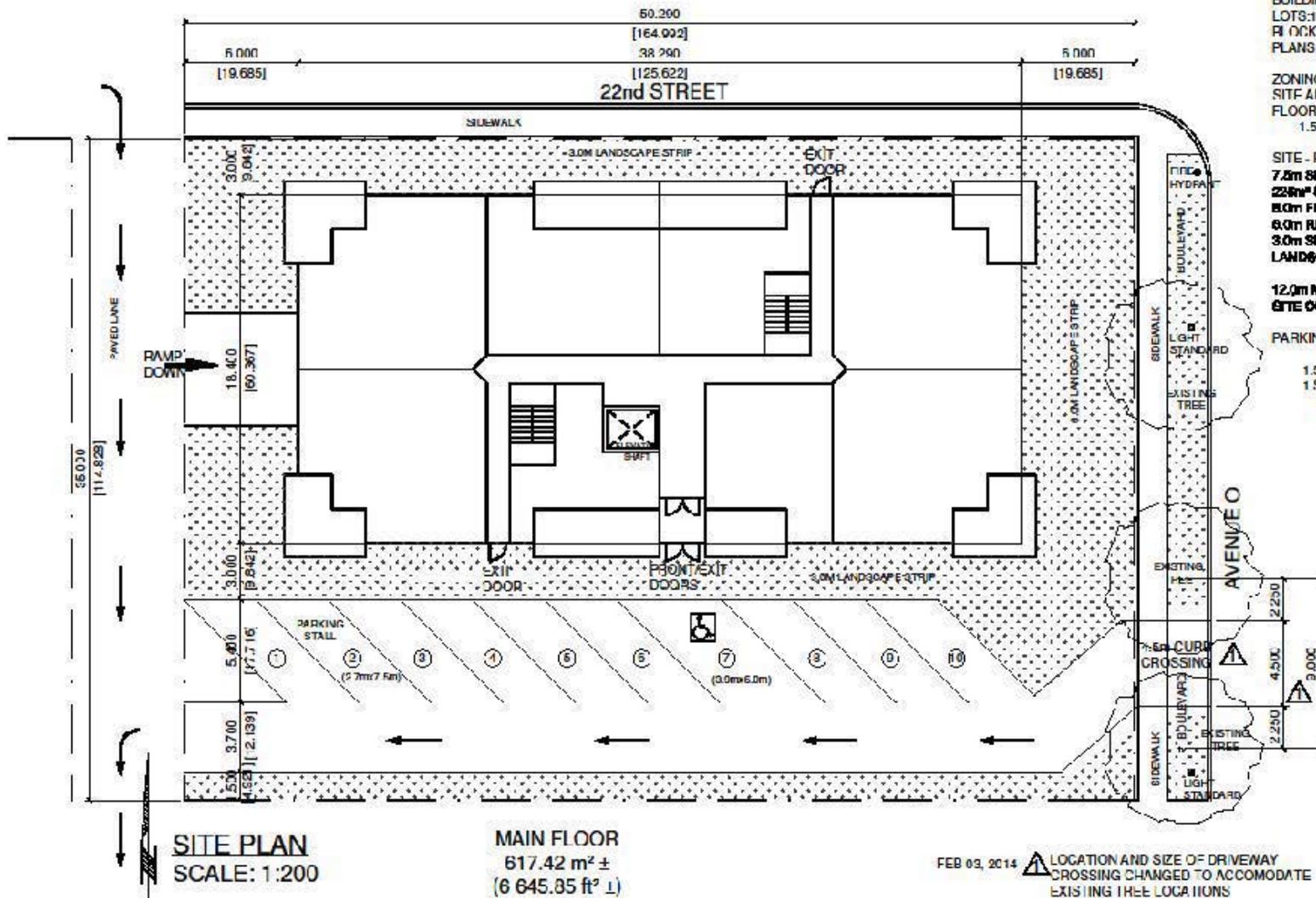


**PROPOSED REZONING**

From R2 to RM3



File No. RZ33-2013



**SITE PLAN**  
SCALE: 1:200

**MAIN FLOOR**  
617.42 m<sup>2</sup> ±  
(6 645.85 ft<sup>2</sup> ±)

FEB 03, 2014 LOCATION AND SIZE OF DRIVEWAY CROSSING CHANGED TO ACCOMMODATE EXISTING TREE LOCATIONS

**BUILDING ANALYSIS**  
LOTS: 19, 1, 2  
BLOCK: 27  
PLANS: G3978 & 101 367 553

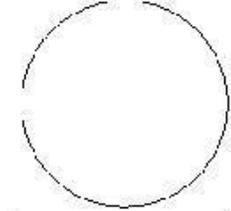
**ZONING: RMs**  
SITE AREA - 50.20 x 35 = 1760.15 M<sup>2</sup>  
FLOOR SPACE RATIO - 1.5 to 1  
1.5 x 1760.15 = 2640.2 M<sup>2</sup>

**SITE - RMs**  
7.0m SITE WIDTH ✓  
220m<sup>2</sup> SITE AREA ✓  
8.0m FRONT SETBACK ✓  
8.0m REAR YARD ✓  
3.0m SIDEYARD ✓  
LANDSCAPE - 4.5m FRONT YARD ✓  
- 3.0m FLANKING STREET ✓  
12.0m MAXIMUM BLDG. HEIGHT ✓  
SITE COVERAGE 40% - 704.05 M<sup>2</sup> ✓

**PARKING: MULTIPLE UNIT DWELLINGS:**  
1.5 STALL/UNIT + .125 VISITOR  
1 STALL/UNIT IF FLOOR AREA  
50m<sup>2</sup> or LESS

JIM ZIMMER  
ARCHITECT

SASKATOON, SASKATCHEWAN



PROPOSED  
RETAIL/HOTEL

AVENUE O & 22ND STREET  
PROXIMATELY, SASKATCHEWAN

TITLE: CONCEPTUAL MAIN FLOOR  
SITE PLAN

DATE: 1/10

DRAWN: STK  
DATE: 02/02/2014  
JOB NO: SHEET  
C1.1

Proposed Site Plan

ATTACHMENT 2

## **Comments From Other Divisions**

### **Transportation and Utilities Department**

The proposed Zoning Bylaw No. 8770 amendment, as noted above, is acceptable to the Transportation and Utilities Department with the following comments:

If condominium status is requested for this property in the future, offsite levies will be charged as per the rates approved by City Council at the time of subdivision application. By way of illustration only, an estimate of the cost based on the current rates, including an allowance for an increase in the 2014 rates, is \$64,450.31.

All driveway crossings require an application and permit.

### **Transit Services Division**

Saskatoon Transit has no requirements regarding the referenced property.



## COMMUNITY ENGAGEMENT SUMMARY

### PUBLIC INFORMATION MEETING FOR PROPOSED REZONING & OCP AMENDMENT OF 101, 103 and 105 Avenue O South

**Applicant:** Sadiqur Rahman  
**File:** PL 4350 – Z33/13; PL 4115 – OCP32/13

#### **Project Description**

A public information meeting was held regarding a proposed rezoning of 101, 103 and 105 Avenue O South (Pleasant Hill neighbourhood), from an R2 – One and Two-Unit Residential District to an RM3 – Medium Density Multiple-Unit Dwelling District. An Official Community Plan Land Use Map amendment was also reviewed for the proposed change to the land use designation to reflect the proposed higher density residential. This proposed rezoning and Official Community Plan Land Use Map amendment would facilitate the construction of a four storey residential building, containing approximately 31 dwelling units and underground parking.

The meeting was held at Station 20 West on Wednesday, June 4, 2014 at 7 PM.

#### **Community Engagement Strategy**

##### Purpose:

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

##### Form of community engagement used:

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

##### Level of input or decision making required from the public:

Comments and opinions were sought from the public.

##### Who was involved:

- Internal stakeholders: The standard referral process was implemented. Internal Departments were contacted for comments; Transportation & Utilities Department, Parks Division and the Transit Division. Councillor Lorje was also contacted.
- External stakeholders: Public Notices (attached) were sent to property owners within a 75 metre radius of the subject site – a total of 19 Public Notices were sent out on May 14, 2014. The meeting was not attended by any residents or property owners. The Ward Councillor was in attendance at the meeting.



## Summary of Community Engagement Feedback

This community engagement initiative would have provided interested & concerned individuals with an opportunity to learn more about the proposed use and to provide perspective and comments, which would have been considered by both the proponent and municipal staff in further analysis of this proposal. Since no one attended the meeting, it is believed that there is no opposition to this proposal.

## Next Steps

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.	July 22, 2014 or August 19, 2014
Public Notice - Community Consultant, Ward Councillor as well as all participants that attended the Public Information Meeting will be provided with direct notice of the Public Hearing, as well as all residents who were notified previously. A notification poster sign will be placed on site. Advertisements prepared and placed in the Star Phoenix, City Page (as per the City's Public Notice Policy).	August 2 - 9, 2014 or September 13 - 20, 2014
Public Hearing – Public Hearing conducted by City Council, with opportunity provided to interested persons or groups to present. Proposal considered together with the reports of the Planning and Development Division, Municipal Planning Commission, and any written or verbal submissions received by City Council.	August 21, 2014 or September 29, 2014
Council Decision - may approve or deny proposal.	August 21, 2014 or September 29, 2014

### Prepared by:

Melissa Austin, Planner  
 Planning and Development Division  
 June 23, 2014

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## Proposed Stonebridge Neighbourhood Concept Plan Amendment

### Recommendation

That a copy of this report be submitted to City Council recommending:

- 1) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to the Stonebridge Neighbourhood Concept Plan, as outlined in this report, be approved.

### Topic and Purpose

The purpose of this report is to consider an amendment to the Stonebridge Neighbourhood Concept Plan (Concept Plan) to realign the proposed school sites and adjacent street to provide a site that will accommodate the new joint-use elementary school.

### Report Highlights

1. The proposed Concept Plan amendment will provide a site that will accommodate the new joint-use elementary school in the Stonebridge neighbourhood. The proposed amendment also provides for a through street with a lay-by in front of the reconfigured school site.
2. Appropriate school zone signage and pedestrian crosswalks will be provided near the school site as per Reduced Speed Zones for Schools Policy No. C07-015.
3. The proposed Concept Plan amendment will result in no net loss of Municipal Reserve (MR); however, the MR has been reconfigured to accommodate the proposal.

### Strategic Goal

Under the Strategic Goal of Sustainable Growth, this report supports the creation of complete communities in new neighbourhoods.

### Background

In 2005, City Council approved the Concept Plan, which included a designated site for possible elementary schools. In October 2013, the Province of Saskatchewan announced that the Stonebridge neighbourhood was selected for a new joint-use elementary school.

# Proposed Stonebridge Neighbourhood Concept Plan Amendment

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## Report

### Proposed Concept Plan Amendment

To accommodate the Province of Saskatchewan's requirements for a joint-use elementary school site, an amendment to the Concept Plan is required. The amendment, as outlined in Attachment 1, will provide for a 7.1 acre rectangular joint-use school site.

The proposed amendment will also provide for a realignment of the street to create a through road in front of the proposed school site. In addition, a lay-by will be constructed in the right-of-way in front of the proposed school site to provide a pick-up and drop-off zone for the schools.

A Transportation Impact Study will be required to be completed prior to development of the school site.

### Pedestrian Movement

Reduced Speed Zones for Schools Policy No. C07-015 establishes the criteria for the application of reduced speed limits on streets near schools. School zones are typically placed in front of a school or adjacent to school property and include important crossing locations. Details regarding the location and nature of the school zones and pedestrian crossings for the Stonebridge neighbourhood will be determined in conjunction with school site design.

The intersection of Preston Avenue and Stonebridge Common will be a three-way stop with an enhanced pedestrian crosswalk. Details of the requirements for this intersection will be determined through the detail design of the intersection.

### MR

The net MR in the amendment area is unchanged; however, due to the reconfiguration of the school sites, the arrangement of the MR within the amendment area has been changed.

## Options to the Recommendation

City Council could deny the proposed amendment. This option would preclude the construction of a school in the Stonebridge neighbourhood in line with the Province of Saskatchewan's requirements.

## Public and/or Stakeholder Involvement

### Comments from Other Divisions and Agencies

Comments noted by other divisions or agencies, with respect to the proposed amendment, are included in Attachment 2.

## **Proposed Stonebridge Neighbourhood Concept Plan Amendment**

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### Public Engagement

A public open house was held on May 1, 2014, for residents and property owners within the Stonebridge neighbourhood. A total of 3,251 public notices were distributed to residents within the Stonebridge neighbourhood. The Stonebridge Community Association was also notified. The Ward Councillor was in attendance and 34 people attended the public open house. Some of the key themes from the public open house were:

- a) concerns about street width and parking along Stonebridge Common and Gordon Road;
- b) ensuring student safety when crossing Gordon Road;
- c) general questions about traffic in the Stonebridge neighbourhood; and
- d) ensuring adequate pick-up/drop-off zones.

The Community Engagement Project Summary has been included in Attachment 3.

### **Communication Plan**

Public hearing notices will be advertised one week prior to City Council's meeting date. No further consultation is planned beyond the stakeholder involvement noted above.

### **Financial Implications**

Financial implications incurred, as a result of the reconfigured school site, are as follows:

- a) the relocation of a SaskEnergy utility line will be required at a cost of approximately \$10,000; and
- b) a subdivision, including the required road closure and other associated costs, will be required.

A funding source has not been identified. The Administration is having ongoing discussions with the developer and the school boards about these costs.

### **Safety/Crime Prevention Through Environmental Design (CPTED)**

A CPTED review was conducted as part of the Concept Plan administrative review process. Comments and concerns identified in that review were addressed and mitigated before moving the Concept Plan amendment forward for City Council's approval.

### **Other Considerations/Implications**

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

## Proposed Stonebridge Neighbourhood Concept Plan Amendment

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### Due Date for Follow-up and/or Project Completion

No additional follow up is required or anticipated.

### Public Notice

Public Notice is required for consideration of this matter, pursuant to Section 3 Public Notice Policy No. C01-021. A notice will be placed in The StarPhoenix one week prior to the public hearing.

### Attachments

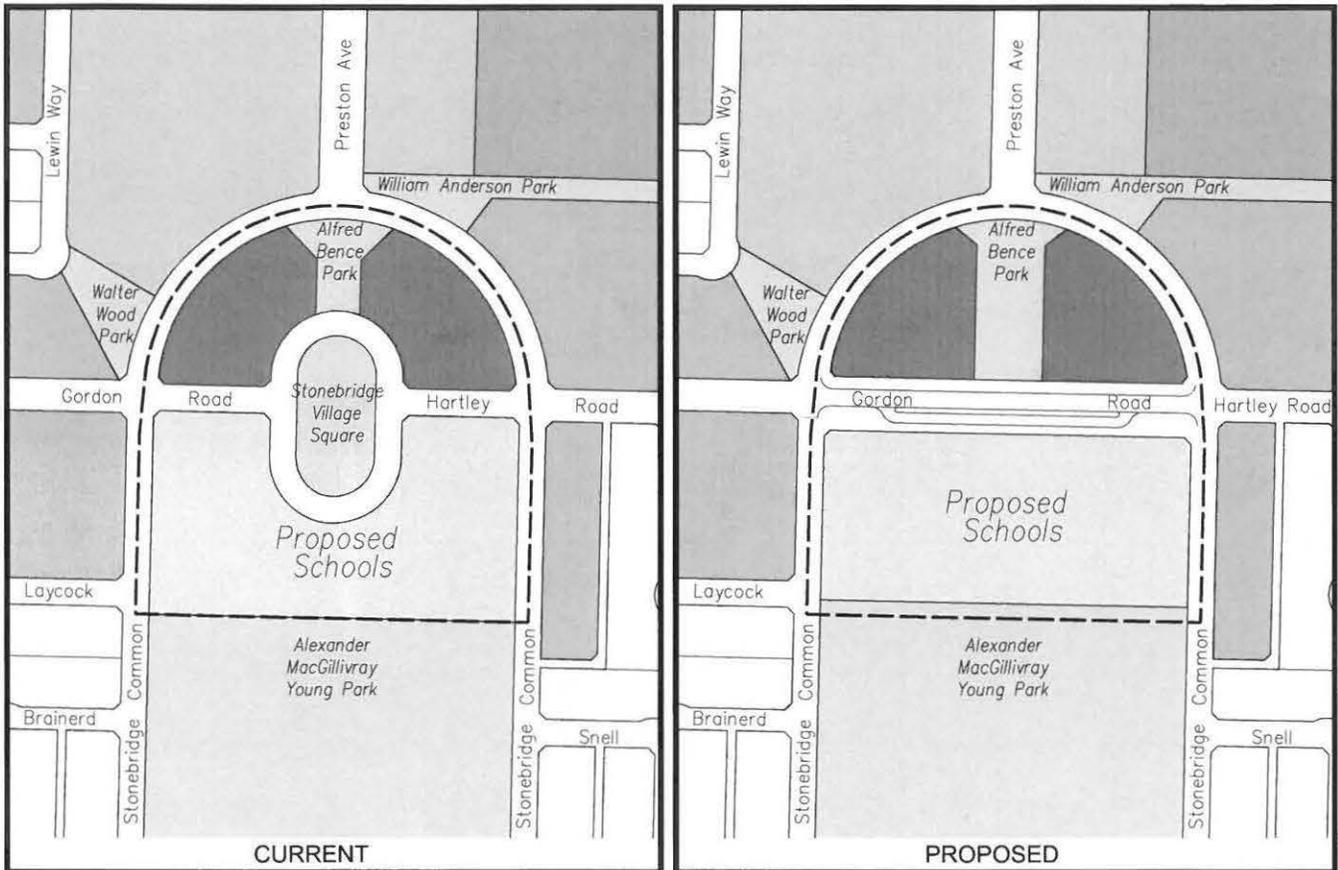
1. Proposed Stonebridge Concept Plan Amendment
2. Comments by Other Divisions and Agencies
3. Community Engagement Summary

### Report Approval

Written by: Christine Gutmann, Planner, Planning and Development  
Reviewed by: Darryl Dawson, Acting Director of Planning and Development  
Approved by: Randy Grauer, General Manager, Community Services

S:\Reports\DS\2014\MPC – Proposed Stonebridge Neighbourhood Concept Plan Amendment\kt

ATTACHMENT 1 - PROPOSED STONEBRIDGE CONCEPT PLAN AMENDMENT



---	AMENDMENT BOUNDARY	---	PROPOSED ROADWAY ALIGNMENT
□	PROPOSED SCHOOLS & COMMUNITY CENTRE	■	LOW DENSITY MULTI-UNIT RESIDENTIAL
□	MUNICIPAL RESERVE	■	MIXED USE 1
■	MEDIUM DENSITY RESIDENTIAL	□	LOW DENSITY RESIDENTIAL


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**COMMENTS BY OTHER DIVISIONS AND AGENCIES**

**ATTACHMENT 2**

<b>Agency</b>	<b>Comment</b>	<b>Response</b>
Community Development / Recreation and Sport	No comments. The changes to the configuration of the school parcel and the adjustment to the Village Square seems to work well.	No response required.
Parks	No issue with the proposal.	No response required.
SaskPower	SaskPower will request suitable easements for routing new distribution lines and for installing and maintaining facilities to the school sites, prior to the titles being transferred from the City of Saskatoon.	Comment acknowledged.
SaskEnergy	SaskEnergy approves the proposal on condition that a new easement is permitted and costs are remunerated to alter the main to the new parcel boundaries.	Comments acknowledged. Costs will be remunerated (see report).
SaskTel	No objection. There are existing underground structures within the proposed school area however we do not anticipate these will be affected by the amendment.	Comments acknowledged.
Saskatoon Light and Power	The proposed amendment to the Stonebridge Neighbourhood is not within the area where SL&P provides the electrical distribution and services. No easements will be requested. SL&P will continue to provide the roadway lighting in this neighbourhood as per the standard previously established. The amendment will not affect the existing permanent lighting on Gordon Road, Hartley Road or Preston Avenues.	No response required.
Shaw Cable	No objections.	No response required.
Canada Post	No comment or easement requirements.	No response required.
Fire	No concerns.	No response required.
Police	Precise design of school zone and pedestrian crosswalks will be necessary to maximize safety in this area. SPS will provide further comments when additional details are available.	Appropriate cross walk and school signage will be incorporated as per City standards.
CPTED	All CPTED comments and concerns have been addressed.	No response required.
Saskatoon Public Schools	SPS supports the amendment.	No response required.
Greater Saskatoon Catholic Schools	GSCS is supportive of the proposed change. We appreciate the City's willingness to adapt the plan to better suit the construction of our joint school project.	No response required.

Agency	Comment	Response
Transportation and Utilities	<ul style="list-style-type: none"> <li>• A cross section of the new roadway is required.</li> <li>• The lay-by design must be submitted for approval.</li> <li>• Pedestrian crossings at Stonebridge comments and Preston require corner bulbs and textured crosswalks.</li> <li>• A road closure is required.</li> <li>• A Traffic Impact Study for school sites is required.</li> </ul>	<p>Dream Developments has acknowledged the requirements.</p> <p>The Traffic Impact Study will be provided.</p>



**Project Name:** Amendments to the Stonebridge Neighbourhood Concept Plan

**Applicant:** Dundee Developments  
**File:** PL 4131-6-7-3

## Community Engagement Summary

### Project Description

A public open house was held for the proposed Stonebridge Concept Plan Amendment. Information about the proposed Concept Plan Amendment was also posted on the Shaping Saskatoon online engagement tool (Shaping Saskatoon). Information was also provided at the meeting about a Zoning Bylaw Amendment in and around the proposed Concept Plan Amendment area.

The Concept Plan Amendment will provide for a rectangular school site to accommodate the Province of Saskatchewan's requirements for a joint-use elementary school.

The open house was held in the Fireside Lounge of the Circle Drive Alliance Church on May 1, 2014 from 5pm to 8pm. The Ward Councillor was in attendance and 34 people attended the open house.

### Community Engagement Strategy

Purpose	To inform and consult. Participants were provided an overview of the proposal and an opportunity to ask questions of both City staff and the developer. Written comments were accepted at the open house and on Shaping Saskatoon.
How will the information be used	Comments gathered from the open house and on Shaping Saskatoon will be used to inform the decision making process.
Tools used	Information boards about the proposed Concept Plan amendment were presented at the public open house and were posted on Shaping Saskatoon. Participants were given the opportunity to discuss the proposal with City staff and the developer. Comment sheets were provided at the open house. Comments could also be provided on Shaping Saskatoon for one week before and after the open house. Individuals could also provide comments to the Planning and Development Division directly (contact information was included on the public notices and on Shaping Saskatoon).
Notification	3,251 public open house notices outlining the details of the proposal were sent to Stonebridge residents using Canada Post Admail. The Stonebridge Community Association was also notified.



## Summary of Community Engagement Feedback

Public Open House Attendees: 34 signed in

Written comments received at the Open House and on Shaping Saskatoon:

- Concerned with heavy through traffic E-W in front of the school. Do parents drop off children in front of the school where the bus turn out is currently shown? Having students run from cars through buses is not acceptable.
- How do students get from the N-S green space (access from the school) across the street?
- Medium density multi-family housing directly across from the school will only increase the traffic problems in this area. Also where will those residents exit their homes from? Directly onto that busy street where parents stop and buses unload.
- It is unfortunate that the green spaces do not connect except across busy streets. These would be most used by students when traffic is at its busiest.
- It seems that keeping the arrangement of land parcels is more important than a truly creative look at how this space might be better designed. Be creative – think real use rather than balance or what is easy and will do. Think flow of students.
- Proposed bus/parent drop off lane-in any other school where this has been proposed it has been turned into a bus drop off only due to student safety reasons. It is **IMPERATIVE** to have adequate parent parking /drop off near the school.
- Make Gordon Road wide enough for parking or have parking lots available for parents.
- Parking needs to be lots near the school sites.
- Victor Road should be open before closing streets into Stonebridge – before closing Hunter or Preston.
- We are concerned with the narrow width of Stonebridge Common and the problems with two way traffic there presently. We feel this will only worsen as the area fully develops and the schools are built as people drive to the schools.
- Stonebridge Common should either be widened or parking should be restricted so no parking is allowed on the park side of the street.



## Next Steps

Action	Anticipated Timing
Planning and Development Report prepared and presented to Municipal Planning Commission (MPC). MPC reviews the proposal and recommends approval or denial to City Council.	June 24 <sup>th</sup>
Public Notice – report prepared and Public Hearing date set. The Stonebridge Community Association, community consultant, and the Ward Councillor will be provided with direct notice of the Public Hearing.	August 9 <sup>th</sup>
Public Hearing – Public Hearing conducted by City Council, with the opportunity provided for interested persons or groups to present. The proposal is considered together with the reports of the Planning and Development Division, MPC and any written or verbal submissions received by City Council.	August 21 <sup>st</sup>
Council Decision – may approve or deny the proposal.	August 21 <sup>st</sup>

Prepared by:

Christine Gutmann, Senior Planner  
Planning and Development Division  
May 2, 2014

## **Attachments**

1. Notice of Public Open House



## PUBLIC OPEN HOUSE

### Amendment to the Stonebridge Neighbourhood Concept Plan Amendment to the Zoning Bylaw

Thursday, May 1, 2014

5:00 PM to 8:00 PM (Come-and-Go)

Circle Drive Alliance Church (Fireside Lounge) – 3035 Preston Avenue S

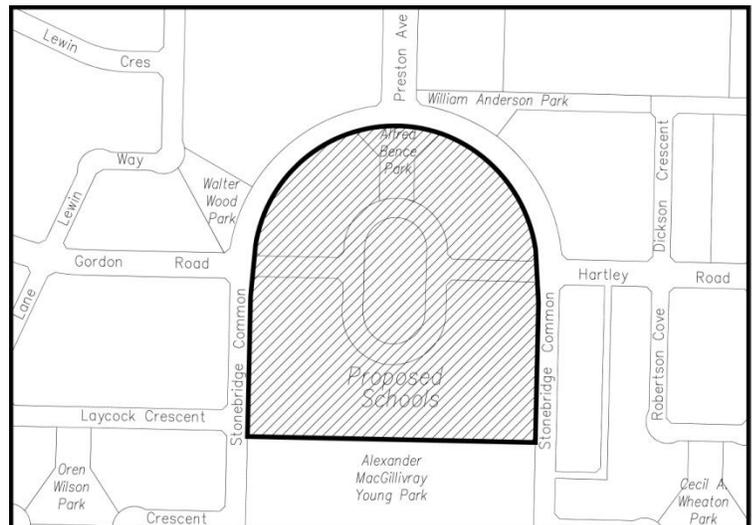
#### Proposed Concept Plan Amendment

The City of Saskatoon, in collaboration with Dundee Developments, is proposing an amendment to the Stonebridge Neighbourhood Concept Plan. The proposed amendment will provide for a rectangular school site in order to meet the Province of Saskatchewan's new joint school model requirements. In addition, the proposed concept plan amendment will help to improve traffic circulation.

Please note that details on the design and construction timeline of the school facilities will not be available at this open house.

#### Proposed Zoning Bylaw Amendment

Dundee Developments is proposing amendments to the City's Zoning Bylaw (No. 8770) for lands located in and around the Concept Plan amendment area. These amendments are consistent with the land uses identified for the area by the currently approved Stonebridge Neighbourhood Concept Plan.



#### PROPOSED AMENDMENT TO THE STONEBRIDGE CONCEPT PLAN

 Amendment Area



The open house will provide an opportunity to view the proposals and to ask questions to City of Saskatoon staff and development partners.

**Can't make the open house?** Visit [www.shapingsaskatoon.ca/discussions](http://www.shapingsaskatoon.ca/discussions) to view details of the concept plan amendment and to share your thoughts. Details of the proposal will be made available online approximately one week prior to the open house.

**For more information, please contact:**

Christine Gutmann, Senior Planner

Planning & Development Division, Community Services Department, City of Saskatoon

222-3<sup>rd</sup> Avenue North Saskatoon, S7K 0J5

Email: [christine.gutmann@saskatoon.ca](mailto:christine.gutmann@saskatoon.ca) PH: (306) 975-2993 Fax: (306) 975-7712

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**Proposed Zoning Bylaw No. 8770 Amendment – School Drop-Off Parking****Recommendation**

- 1) that a copy of this report be submitted to the Planning, Development and Community Services Committee recommending:
  - i) that the advertising respecting the proposal to amend Zoning Bylaw No. 8770, as outlined in this report, be approved;
  - ii) that the General Manager, Community Services Department, be requested to prepare the required notice for advertising the proposed amendment; and
  - iii) that the City Solicitor be requested to prepare the required bylaw to amend Zoning Bylaw No. 8770.
- 2) that a copy of this report be submitted to City Council recommending:
  - i) at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770, as outlined in this report, be approved.

**Topic and Purpose**

The purpose of this report is to consider an amendment to Zoning Bylaw No. 8770 (Zoning Bylaw) to provide flexibility in the number and location of required passenger drop-off spaces on new school sites.

**Report Highlights**

1. The proposed Zoning Bylaw amendment will allow the Development Officer, in consultation with the Transportation and Utilities Department and the applicable school boards, flexibility in the number and location of required passenger drop-off spaces for new schools.

**Strategic Goal**

Under the Strategic Goal of Sustainable Growth, this report supports the creation of complete communities in new neighbourhoods.

## **Proposed Zoning Bylaw No. 8770 Amendment – School Drop-Off Parking**

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### **Background**

The Zoning Bylaw requires that for elementary schools, passenger drop-off spaces shall be provided at the rate of at least eight spaces for the first 100 students, and at least two spaces for each additional 100 students. Furthermore, the Zoning Bylaw requires that the passenger drop-off spaces be located:

- a) within 50 metres of a school entrance;
- b) at least three metres from a driveway or a marked crosswalk; and
- c) at least 15 metres from any intersection.

The Zoning Bylaw does allow the Development Officer, in consultation with the Transportation and Utilities Department and the applicable school boards, the flexibility to reduce the number and adjust the location of required passenger drop-off spaces for additions to existing schools where there are demonstrated site constraints, which limits the number and location of spaces that may be provided.

### **Report**

#### Proposed Zoning Bylaw Amendment

In October 2013, the Province of Saskatchewan announced that four new joint-use elementary schools will be built in Saskatoon in the Stonebridge, Hampton Village, Rosewood, and Evergreen neighbourhoods. At maximum capacity, each joint-use school is anticipated to hold 1,400 students.

In order to meet the requirements of the Zoning Bylaw, the new joint-use school sites would be required to provide a total of 34 passenger drop-off spaces in addition to the required parking.

To provide flexibility for design of the new joint-school sites, the Administration is recommending that, consistent with the provisions for additions to existing schools, Section 6.5 (8) of the Zoning Bylaw be amended to provide flexibility in the number and location of required passenger drop-off spaces for new schools.

### **Options to the Recommendation**

City Council could deny the proposed amendment. The new joint-use school sites would be required to accommodate the required number of passenger drop-off spaces in the specified location(s).

### **Public and/or Stakeholder Involvement**

The Transportation and Utilities Department and the school boards were consulted about the proposed amendment. No concerns were noted; however, the school boards did comment about the need to consider adjacent park space, drop-off zones, curb cuts to larger parking lots, and appropriate street widths for the larger joint-use schools.

## **Proposed Zoning Bylaw No. 8770 Amendment – School Drop-Off Parking**

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### **Communication Plan**

Public hearing notices will be advertised two weeks prior to City Council's meeting.

### **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 additional follow up is required or anticipated.

### **Public Notice**

Public Notice is required for consideration of this matter, pursuant to Section 3 of Public Notice Policy No. C01-021. A notice will be placed in The StarPhoenix two weeks prior to the public hearing.

### **Report Approval**

Written by: Christine Gutmann, Planner, Planning and Development  
Reviewed by: Darryl Dawson, Acting Director of Planning and Development  
Approved by: Randy Grauer, General Manager, Community Services Department

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# planning + design



- City Centre Plan
- Garden and Garage Suites
- Growing Forward! Shaping Saskatoon
- Varsity View Local Area Plan
- Shakespeare on the Saskatchewan Banners
- The Junction Improvement Strategy
- Clinkskill's Brass Lettering

# City Centre Plan

**Paul Whitenect, MCIP**  
 Senior Planner  
 Neighbourhood Planning Section  
 (306) 975-7697  
[paul.whitenect@saskatoon.ca](mailto:paul.whitenect@saskatoon.ca)

“The goal of the City Centre Plan is to create an environment where people want to live and work, and to set the stage for market forces to drive development.”

Saskatoon’s Downtown is recognized as the financial, commercial, and cultural centre of the city and the region, rapid growth and recent developments within and outside the Downtown demonstrate that Saskatoon is evolving and that policies need to be re-evaluated. To preserve and enhance the role of the Downtown, a comprehensive City Centre Plan for Saskatoon’s Downtown and the key corridors leading Downtown will re-focus the vision for the city’s centre and serve as the foundation for a sustainable city expected to grow to over 500,000 residents.



The goal of the City Centre Plan is to create an environment where people want to live and work, and to set the stage for market forces to drive development. The Plan does not force development to the Downtown, but instead, sets out to create an urban environment that will attract people to the area and foster the growth of residential, business, and cultural uses. The Plan views policies and recommendations through the lens of the pedestrian and builds out a City Centre that is for all people, for all seasons.

The Plan is divided into three components, “Public Places,” “Moving Around &

Infrastructure,” and “Policy to Enable Development,” which reflect the major considerations in planning for a vibrant and contemporary City Centre. Twelve key strategies represent the goals and objectives of the Plan.

1. A strong and unique retail centre as a destination for the region
2. A new West Downtown
3. A new network of public spaces throughout the city to serve all seasons
4. A broad network of pedestrian-priority streets
5. Improved connections to surrounding neighbourhoods
6. Advancement of arts and culture within the City Centre
7. Stronger existing neighbourhoods
8. Improved transportation, transit, bike, and parking systems
9. Sustainable design
10. City policies to foster private and public investment

11. Residential development as a priority
12. Business development as a priority

## Implementing the City Centre Plan

The Plan will be implemented in phases over the next 15 to 20 years. The Plan divides the projects into Immediate-, Near-, Mid-, and Long-Term projects. The immediate implementation items were presented to City Council in January 2014 and include the following:

1. New Design Guidelines
2. Eliminating the maximum building height Downtown
3. Incentives for Office and Structured Parking Developments
4. Initiating a Comprehensive Parking Study
5. Making Surface Parking Lots a Discretionary Use
6. Formalizing Temporary Parking Patio Guidelines





Some of the larger City Centre Plan improvements include the following:

1. A new public plaza on 21st Street in front of the city's iconic Bessborough Hotel
2. A new public plaza in the vicinity of TCU Place
3. A new linear park along 23rd Street connecting the riverbank to the Downtown
4. Winter city initiatives, including back alley walkways and lighting displays
5. A new West Downtown area along Idylwyld Drive that will connect the Downtown to areas west and south of the City Centre such as Riversdale, Caswell Hill, and River Landing, and will support growth of Midtown Plaza



The next five years will be exciting for the City as the City Centre Plan begins to reshape the Downtown. With numerous streetscaping improvements, new plazas and pedestrian amenities, and significantly more Downtown residents, a more vibrant and sustainable Downtown will flourish as we grow to a population of 500,000.

## Message from the Director

At some point in February 2014, the population of Saskatoon city surpassed 250,000 people. When I started my career 30 years ago, Saskatoon was 154,000 people. Within the span of one career, we grew by 100,000 people. That was with a growth rate of about 1%. Projections are for a sustained growth rate of 2.5% for the next 30 years.

Saskatoon has always striven to be bigger, but we haven't always thought 'big.' Just changing some public policies, regulations, etc., is not going to be enough for Saskatoon to be 'big.' Thinking has to change. The population of Saskatoon is becoming more diverse, with over 3,000 new Canadians entering the city each year. We've talked a lot already about transit, density, and moving-around, and how important these are to our future. But what about other things like public art, urban design, safety, heritage, and creating special places where people like to be. There are so many elements that need to be included in our growth plans to make Saskatoon a city where people want to stay and make their home.

That is where our Urban Design, CPTED and Heritage teams come in. The City has a talented group of urban designers who use creative design and plenty of input from area stakeholders to transform ordinary, often stark, urban streetscapes into attractive, functional 'places' where people want to shop, stroll, view, or just sit in a special place. This year, Central Avenue and 20th Street will both see their streetscapes extended to make the Riversdale and Sutherland business districts even more special.

When it comes to creating special places, it can all be for nothing if people do not feel safe. I recall a statement made during a conference in New York about how the City of New York brought back Union Square. Union Square was a no-man's land during the 60s and 70s. It was described as dangerous, dirty, and unwelcoming. The strategy for change was simple – keep it clean and safe – and today, the area is bustling with people, shops are full, and it is an attractive destination.

Saskatoon is a leader in Crime Prevention Through Environmental Design (CPTED) and has embedded CPTED principles in our Official Community Plan. The City is currently engaged in a pilot project to evaluate a Community Support Program where uniformed civilian officers patrol parts of Broadway, Riversdale and the Downtown to ensure these areas feel safe.

Finally, growing big shouldn't mean growing apart from our past. Saskatoon is learning and understanding the value of incorporating significant historical and heritage features within major redevelopment plans. Saskatoon's new waterfront, River Landing, has incorporated numerous historical and heritage elements into the project. The South Caswell Plan intends to preserve and adaptively re-use significant buildings from the past. A new Heritage Policy has been drafted and will offer more incentives for people to conserve our heritage.

Growing big and thinking big are two things that need to go together. Understanding and learning how successful cities have become big without losing their character, feeling unsafe, and erasing their heritage is a key to growing forward.

**Alan Wallace, MCIP**  
Director of Planning & Development

alan.wallace@saskatoon.ca Twitter: @awallace1961

# Garden and Garage Suites

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Shortly, a new form of development may be popping up in neighbourhoods across Saskatoon.

In December 2013, City Council endorsed the Neighbourhood Level Infill Development Strategy. The Strategy made a number of recommendations regarding infill development in Saskatoon’s established neighbourhoods. The study recommended that a new type of infill development be permitted in the form of garden or garage suites, which in larger centres such as Vancouver is called “laneway housing.”



Credit: Lane Fab Design

A Garden Suite is a small, ground oriented dwelling unit located in the rear yard of a one-unit dwelling. A Garage Suite would include both a dwelling unit and garage space. Both garden and garage suites have cooking, food preparation, sleeping, and sanitary facilities that are separate from those of the one-unit dwelling located on the site.



Credit: Akua Schatz

In May 2014, City Council approved amendments to the City’s Official Community Plan and Zoning Bylaw to allow for garden and garage suites.

The basics for obtaining approval for a garden or garage suite are as follows:

- Only one secondary, garden or garage suite is permitted on a site that contains a one unit dwelling.
- They will be allowed throughout the City on any site that contains a detached one-unit dwelling. Due to the necessary requirements, it may not be possible for some sites to meet the minimum standards for approval to build a garden or garage suite.
- This will be a discretionary use, which means each application will be reviewed in the context of the local area. Comments from neighbours will be among many considerations; however, final approval will be at the discretion of City Administration.
- The application must meet the following criteria:
  - A site plan, building elevations, and floor plans must be provided.

- The site plan must include the connections for water and sewer. In most residential areas, the water and sewer lines are located in the street at the front of the site. It is preferred that the garden or garage suite have separate connections from the front street. The developer must provide an engineering study prepared by and stamped by a Professional Engineer (P. Eng) must be submitted.
- The discretionary use application fee of \$1,500.
- The site plan must include location of off-street parking space. A minimum of two spaces are required (one for the one unit dwelling and one for the suite).
- All city-owned / boulevard trees must be shown on the site plan.

Detailed regulations and requirements can be found at [www.saskatoon.ca](http://www.saskatoon.ca) (look under “I” for Infill Development Strategy).



Credit: Brook McIlroy Inc

# Growing Forward! Shaping Saskatoon

Michelle Grenwich  
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“Current and future land uses influence how, why, where and when people travel.”

Saskatoon’s population is anticipated to double to half a million people over the next 30 to 40 years. This change is happening quickly and it’s how we manage that change that is important.

Growing Forward! Shaping Saskatoon is a public planning initiative that will help guide civic infrastructure investments as Saskatoon grows. It specifically focuses on two of the City’s 10-year Strategic Plan priorities of Sustainable Growth and Moving Around.

The main outcome of Growing Forward! Shaping Saskatoon will be the Growth Plan to Half a Million (Growth Plan). The Growth Plan will help Saskatoon proactively navigate the challenges associated with rapid population growth, as witnessed in some other Western Canadian cities. The plan will look at ways to improve how people move around while making it easier to work, shop and play closer to home. By creating more transportation choices and building places that bring people together, Saskatoon will be a healthier, more sustainable, accessible and attractive place to live.

## What exactly is the Growth Plan to Half a Million?

The Growth Plan is made up of several parts that fit together to form a new growth model for the City of Saskatoon – one that will provide new choices so that residents will have access to a variety of different housing options and attractive transportation alternatives.

- **Shaping Growth:** *How do we encourage sustainable and attractive development in existing areas and along major roads?* This part of the plan will guide growth and redevelopment along major transportation corridors to create community hubs that are renewed and revitalized.

- **Shaping Transit:** *How do we move more people, rather than just more cars, as the city grows to half a million people?* This part of the plan will develop a long-term strategy to make our transit system a more attractive choice for people’s daily travel needs as well as explore the feasibility of rapid transit in Saskatoon.

- **Shaping Bridges:** *How do we manage core bridges so we can accommodate more people moving around as Saskatoon grows?* This part of the plan will look at strategies to efficiently manage the movement of more people, rather than more cars, across Saskatoon’s core bridges (within Circle Drive).

As the Growing Forward! Shaping Saskatoon process evolves, the Growth Plan will incorporate other key initiatives.

- The **Employment Areas Study** will review current and future employment needs to ensure that sufficient and suitable land is available to support a growing population. The objective of this study is to achieve a balanced distribution of employment areas throughout the city that are well designed, accessible to all modes of transportation, and located closer to where people live.

- The **Active Transportation Plan** will focus on making it easier to move around Saskatoon without a car by improving how our transportation network accommodates non-motorized traffic like pedestrians, bicycles and skateboards.

- The **Financing Growth Study** will review the current and future costs of infrastructure and civic services to support growth. This will allow us to develop better options for how we pay for growth to ensure that Saskatoon is an affordable place to live for all residents.



Continued on page 6.

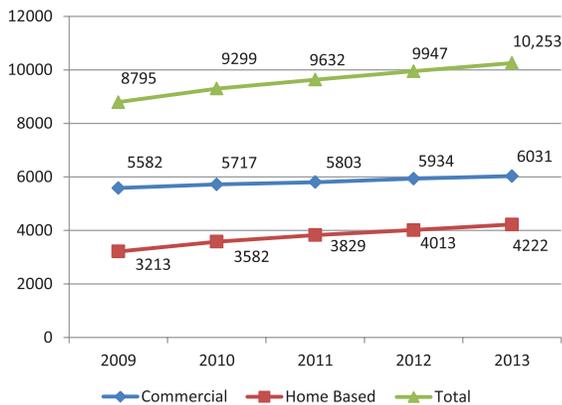


The City of Saskatoon Business License Program licenses all businesses operating from a fixed address within Saskatoon. This includes all home-based businesses as well as businesses operating from commercial and industrial locations.

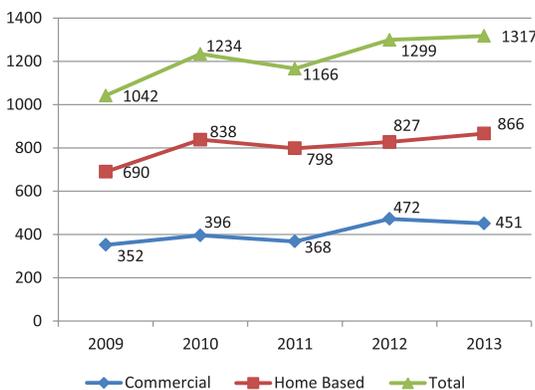
At the end of 2013, there were 10,253 businesses licensed by the Program. Figure 1 illustrates the overall business growth in Saskatoon and identifies the total number of home-based and commercial/industrial business licensed from 2009 to 2013. The total number of businesses has increased by more than 17% since 2009. Figure 2 illustrates the number of new business licenses issued for the years 2009 to 2013. The number of new home-based businesses continues to exceed the number of new commercial/industrial businesses.

For more business license statistics or to view the Business Profile 2013 Annual Report, please visit [www.saskatoon.ca/go/businesslicense](http://www.saskatoon.ca/go/businesslicense).

**Summary of Total Business Activity**



**Summary of New Business Activity**



**Business License Program, Planning and Development**  
 222 – 3rd Avenue North, Saskatoon, SK S7K 0J5  
 Tel: 306-975-2760 Fax: 306-975-7712  
 Email: [business.license@saskatoon.ca](mailto:business.license@saskatoon.ca)

*Growing Forward continued from page 5.*

A Growing Forward! Shaping Saskatoon public event was held on February 25, 2014, to start the discussion about what is important to residents as the city grows to half a million people. The feedback received from this event and other community outreach initiatives is being used to develop specific alternatives for growth near major roads, transit and rapid transit, and core area bridges that will be considered by the public this fall. Opportunities for ongoing information and engagement throughout the Growing Forward! Shaping Saskatoon process will be available online at [www.growingfwd.ca](http://www.growingfwd.ca).



Credit: Urban Systems

### How do other civic programs fit in?

There are other ongoing civic initiatives that will also affect Saskatoon’s growth, such as the North Commuter Parkway Project, North Downtown and City Centre Plans, and Affordable Housing, programs. These initiatives will align with the principles of the *Growth Plan to Half a Million* to ensure that Saskatoon grows in a consistent and integrated manner.

Though the *Growth Plan to Half a Million* will not directly address day-to-day civic operations like recycling, snow clearing and road maintenance, it will set a direction for city growth that will help guide expectations of civic service delivery. The City will continue ongoing delivery of its civic services and will strive for continuous improvement in all areas to meet the needs and expectations of citizens.

For more information on these and other civic initiatives please visit the City’s website at [www.saskatoon.ca](http://www.saskatoon.ca) and search under the alphabetical listing.



Credit: Urban Systems

# Varsity View Local Area Plan

**Mark Emmons, MCIP**  
Senior Planner  
Neighbourhood Planning Section  
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mark.emmons@saskatoon.ca

A Local Area Plan (LAP) is a community-based approach to developing comprehensive neighbourhood plans. The process is led by the Neighbourhood Planning Section of the Planning and Development Division. LAPs allow residents, business owners, property owners, community groups, and other stakeholders direct input into determining the future of their community by discussing issues important to the neighbourhood. Through the community engagement process, a vision and goals are developed, and then participants work together to identify specific recommendations for improvements in the neighbourhood.

The Varsity View LAP process began with a neighbourhood survey and general public meeting to identify issues in the neighbourhood. Neighbourhood stakeholders were asked to participate on the Varsity View LAP Committee, and a series of topic-specific meetings were held. More than 130 local stakeholders contributed to the development of the Varsity View LAP.

The Varsity View LAP contains a total of 31 recommendations related to the following topics: Land Use, Infill and Redevelopment, Parks and Open Space, Municipal Services, Traffic and Circulation, Active Transportation, Heritage and Culture, Campus-Community Relations, and Neighbourhood Safety.



## Summary of Key Varsity View LAP Goals

### 1. Address Neighbourhood Parking Concerns

Due to the proximity of the University of Saskatchewan (U of S) campus and Royal University Hospital (RUH), Varsity View has been negatively impacted by non-residents driving through and parking in the neighbourhood. Numerous changes have been proposed to increase the effectiveness of the Varsity View Residential Parking Permit Program.

### 2. Improve Pedestrian and Cycling Connectivity

The U of S campus and RUH are major destinations to the north, and despite the grid design of the neighbourhood, there is a lack of safe, continuous north-south connections for pedestrians and cyclists. Developing this network will also support healthy and environmentally friendly activity.

### 3. Support and Contribute to the Development of College Quarter

Located on the east side of Cumberland Avenue, across from Varsity View, the development of College Quarter will continue to impact the neighbourhood. Residents of Varsity View have appreciated opportunities to contribute to the College Quarter Plan and look forward to continued involvement in the future. It is anticipated that as College Quarter develops, there will be increased interest from property owners to redevelop the Varsity View side of Cumberland Avenue, north of 14th Street. The LAP Committee recognizes and supports the potential transition of this corridor, while also having a long-term objective of maintaining the stable single family residential land uses in the core of the neighbourhood. The group provided comments on land use/density, design, parking, and interface areas that act as guidelines for future

*Continued on page 8.*

*Varsity View continued from page 7.*

Cumberland Avenue developments and are intended to stabilize the single-family dwelling environment on both sides of adjacent Bottomley Avenue, to the west of Cumberland Avenue.

**4. Assist in Shaping Future Infill Development**

Varsity View is a neighbourhood that has been greatly affected by infill development. Nearly every street has at least one recent infill project. Reinvestment in neighbourhoods is good, but it is important to not lose the existing character that attracted the investors. Many members of the Varsity View LAP Committee participated in the city-wide project to develop the Neighbourhood-Level Infill Development Strategy that was adopted by City Council in 2013.

**5. Recognize the Historical Significance of the Neighbourhood**

Residents of Varsity View have an appreciation for the many historic homes and buildings in the neighbourhood, along with the notable current and former residents who have lived in the area. They want to ensure this rich history is not lost.

**6. Support Opportunities For Community Building**

Opportunities to better utilize neighbourhood facilities and amenities to develop additional community cohesion have been identified.

On April 14, 2014, the Varsity View LAP became the twelfth LAP adopted by City Council since 1999. As with every LAP, the recommendations include a combination of short, medium, and long-term recommendations. While LAPs take many years to fully implement, numerous recommendations related to neighbourhood improvements will occur in the immediate future.

The Varsity View LAP Final Report and an accompanying document of excerpts from the full report, the Varsity View LAP Final

Summary Report, are both available online at: [www.saskatoon.ca/go/lap](http://www.saskatoon.ca/go/lap).



## BUSINESS LICENSE ONLINE HAS LAUNCHED!

**Save Time, Go Online.** The City of Saskatoon Business License Program has officially launched Business License Online, a new online tool that provides a convenient method for business owners to apply for, or renew, their Business License. It is safe, easy to use, and accepts payments from major credit cards. Since the availability of this online application in February 2013, 35% of new business license applications have been submitted online, which represents 460 out of 1317 businesses.

While new business license applications have been accepted online for the past year, the opportunity to renew online is now available as well. Instructions on how to access the online renewal option are provided on the renewal notice, which is mailed to business owners approximately two weeks prior to the expiration of their license.

With over 10,000 licensed businesses in Saskatoon, the ability to renew online makes the process much more convenient for many. New business license applications and renewals may also be submitted by mail or in person.

To access Business License Online or to obtain more information please visit [www.saskatoon.ca/go/businesslicenseonline](http://www.saskatoon.ca/go/businesslicenseonline).



# Shakespeare on the Saskatchewan Banners

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In co-operation with Saskatoon Light & Power, Urban Design administers the street banner program, which brings colour and animation to numerous streets in the City and helps community organizations promote themselves and their events. Urban Design accepts applications, reviews graphics for compliance with the City's Banner Policy, and schedules the installation. Saskatoon Light & Power installs, maintains, and removes the banners. In 2013, 449 banners were installed in various locations across the city.



One particularly interesting banner application was received from Shakespeare on the Saskatchewan called the Shakespeare Said banner project. The group requested to install banners designed by Georges Vanier elementary school art students at locations near the festival site by the river. Because there were no available street light pole locations nearby that had the necessary hardware to hang the banners and were not already scheduled to display previously approved banners, Urban Design worked with the group to cost share the purchase and installation of new banner hardware on additional light poles.

Furthermore, the original request of 10 banners expanded to 69 banners resulting in every participating student having the opportunity to see their banner displayed for the summer. At the unveiling media event, the first banners were installed in front of the students, who were dressed in Shakespearean costumes.

Once fully installed, the Shakespeare Said banners were displayed on street light poles from Spadina Crescent at Queen Street to 21st Street, along 21st Street to the Midtown Mall, as well as four additional banners placed at Georges Vanier School. The Georges Vanier Catholic Fine Arts School was awarded a national prize for the Youth Creativity Challenge for the best realized Art Smarts Project in Canada.



# The Junction Improvement Strategy

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The Junction Study Area is bounded by 21st Street to the north, Avenue H to the east, 17th Street to the south, and Avenues P and R to the west. The area's proximity to larger redevelopment projects such as Pleasant Hill Village, Monarch Yards, Station 20 West, and increased interest by the private sector for redevelopment has triggered the need for a comprehensive Strategy for the area. Between 2002 and 2008, Local Area Plans (LAPs) for Pleasant Hill, West Industrial, and Riversdale were adopted, each of which focused on various improvements for their respective neighbourhood. The Strategy is not intended to replace the LAPs, but rather update and connect them together in response to recent investments and changes in the area.

The plan involves nine key strategies, each reflective of stakeholder input and the overall vision for the area. They revolve around public realm improvements, identifying future uses for vacant/contaminated lands, increasing investor confidence, and developing specific recommendations for improvements within the area. Within each of the nine strategies, specific recommendations have been created to help achieve these goals. The Strategy recommendations are intended to facilitate immediate improvements and continue the successful transformation of the area, and each is assigned to a specific City department or division.

In addition, certain areas of The Junction are designated as specific concept areas to identify preferred land uses related to the nine strategic areas:

## 1. Transition Zone

In this area, reuse of existing industrial properties should occur as they become available, transitioning the area from heavy industrial to uses more complementary with the surrounding neighbourhoods.

## 2. Industry and Artistry

By marketing and promoting The Junction as a destination for entrepreneurs and creative industries, a unique and vibrant business area will result.

## 3. Cultural Branding, History, and Heritage

The unique heritage of The Junction should be promoted, conserved, and retained by recognizing heritage properties and historic churches in the area, and through the installation of historical markers and public events.

## 4. The Green Square

This area, bordered by 19th and 20th Streets and Avenues K and M, currently contains vacant and contaminated parcels. It has the potential to produce renewable energy while land is reclaimed and to lead to future reuse and development.

## 5. Growth/Renewal

This concept area of The Junction has the potential to transform into a vibrant pedestrian area with rejuvenated housing. In the long term, this area should serve as a transition, with higher density properties closer to 20th Street transitioning to single-family dwellings towards 19th Street.

The Strategy also recommends broader improvements throughout The Junction regarding connections to other areas, pedestrian improvements on 20th Street, and access to leisure and recreation facilities. By combining specific recommendations with broader strategies and land use goals, the Strategy will set out to achieve the vision identified by area stakeholders.

## Recommendation Priority List

In June 2013, the Neighbourhood Planning Section hosted a public open house to present the draft Strategy and obtain community feedback. Approximately 80 stakeholders attended the open house and participated in an exercise to identify the recommendations they felt were a local priority. The top eight recommendations were:

1. that a plan for banners, garbage receptacles, benches, and art placement be developed for the areas marked in yellow on the concept map;





# Clinkskill's Brass Lettering

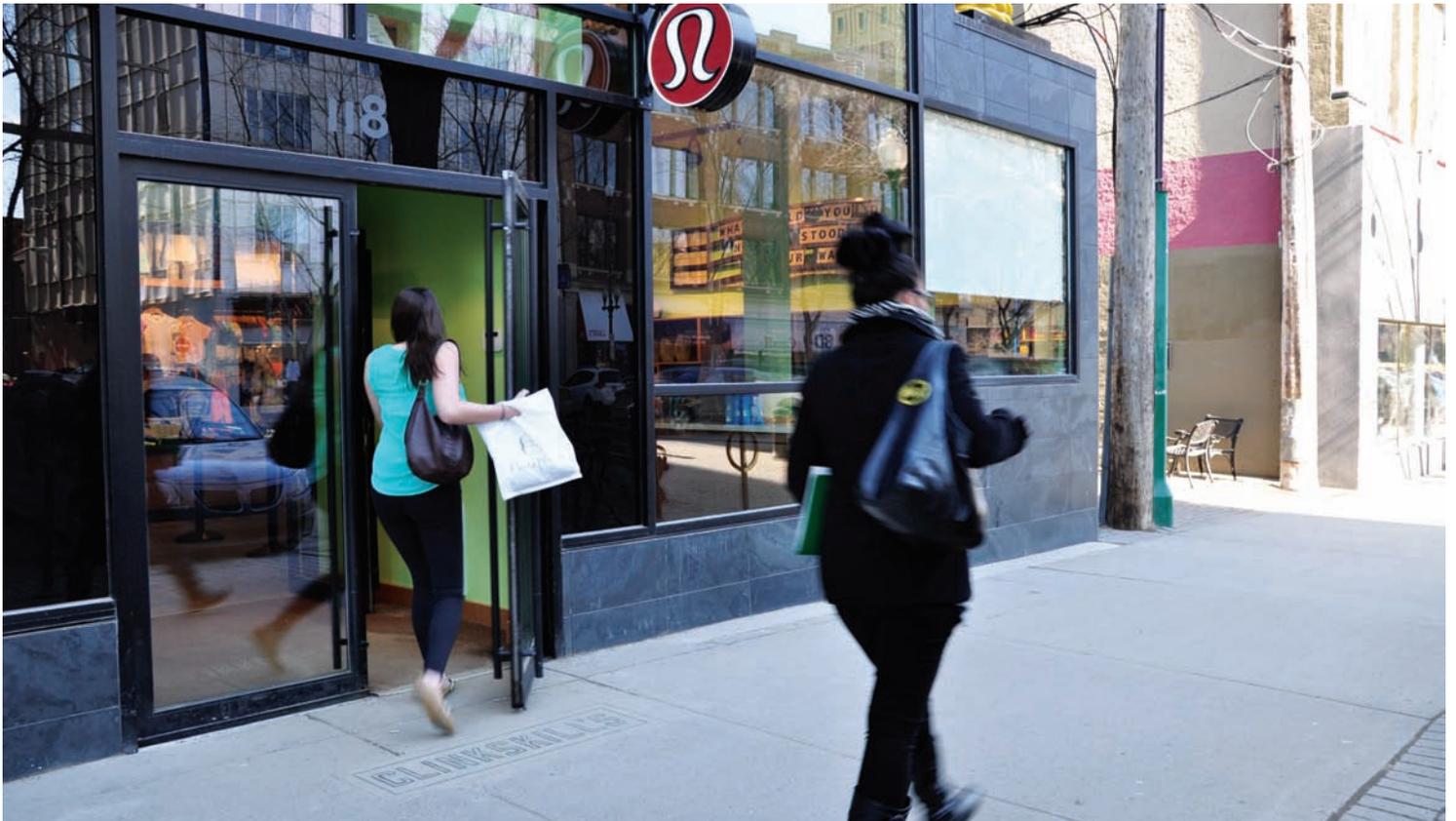
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In 2013, Urban Design was contacted by the great-great-granddaughter of James Clinkskill when construction fencing went up around the Lululemon site at 118 21st Street West. James Clinkskill was the first mayor of the City of Saskatoon, and local merchant who established one of the first stores in the city. Inlaid in the sidewalk in front of the building, "Clinkskill's" was written in brass letters and it was proposed that the lettering should be preserved.



Clinkskill came to Saskatoon in 1899 and his first store was located downtown on First Avenue, south of 20th Street, next to the Queen's Hotel. In Fall 1904, he started making plans for a new store on 21st Street, near the corner at First Avenue. In his memoirs, he notes that work would begin in Spring 1905. While the exact date the new building opened is not known, it was noted in the book *Saskatoon: The First Half Century* that by July 1, 1906, the building had been completed. It is also not known when the brass lettering was placed, but the original sidewalk was wood planking, which means the building would have pre-dated the lettering. Following a series of tenants over the next 80 years, the original building was purchased by the Royal Bank of Canada and demolished in 1986, then rebuilt on the site.

Approximately 27 years later, when work was again occurring at the location, Urban Design contacted the contractor and had the Clinkskill's brass letters safely removed during construction. The brass letters were in good condition, but the steel frame had rusted and needed to be replaced. The sidewalk inlay was refurbished with a new brass frame and reinstalled following the completion of the site's renovation.



The current issue of *Planning + Design* is available for download at [www.saskatoon.ca/go/planning](http://www.saskatoon.ca/go/planning).

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