



REVISED PUBLIC AGENDA MUNICIPAL PLANNING COMMISSION

Tuesday, February 23, 2016, 12:00 p.m.
Committee Room E, Ground Floor, City Hall
Members:

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

| | Pages |
|---|--------|
| 1. CALL TO ORDER | |
| 2. CONFIRMATION OF AGENDA | 4 - 15 |
| <i>Recommendation</i> | |
| 1. That attachment 5 be included with item 7.1; | |
| 2. That attachment 8 be included with item 7.3; and | |
| 3. That the agenda be approved as amended. | |
| 3. DECLARATION OF CONFLICT OF INTEREST | |
| 4. ADOPTION OF MINUTES | |
| <i>Recommendation</i> | |
| That the minutes of Regular Meeting of the Municipal Planning Commission held on January 26, 2016 be adopted. | |
| 5. UNFINISHED BUSINESS | |
| 6. COMMUNICATIONS | |

6.1 Growth Plan Summit [File No. CK. 4110-2] 16 - 19

A memo from Project Manager, Growing Forward! Shaping Saskatoon Lesley Anderson is provided for the Commission's information.

Recommendation

That the information be received.

7. REPORTS FROM ADMINISTRATION

7.1 Discretionary Use Application – Tavern (Brew Pub) – 229 20th Street West [File No. CK. 4355-016-001 and PL. 4355 D16/15] 20 - 31

Recommendation

That a copy of this report be forwarded to City Council recommending that at the time of the public hearing, the application submitted by 9 Mile Legacy Brewing requesting permission to operate a tavern at 229 20th Street West be approved, subject to the following conditions:

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

7.2 Zoning Bylaw Text Amendment - Gross Floor Area of Garage Suites [File No. CK. 4350-63 and PL. 4350-Z12/16] 32 - 46

Recommendation

That a copy of this report be forwarded to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation to amend the garden and garage suite regulations contained in Zoning Bylaw No. 8770, as outlined in this report.

7.3 Proposed Amendments to Brighton Neighbourhood Concept Plan [File No. CK. 4110-46 and PL. 4131-40-1] 47 - 73

Recommendation

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

7.4 Land Use Applications Received for the Period December 16, 2015, to January 20, 2016 [File No. CK. 4000-5, PL. 4350-1, PL. 4132, PL. 4355-D, PL. 4350, and PL. 4300] 74 - 96

Recommendation

That the information be received.

8. REPORTS FROM COMMISSION

9. ADJOURNMENT



December 10, 2015

Daniel McLaren, Planning and Development
City of Saskatoon, Community Services Department
City Hall
222 3rd Avenue North
Saskatoon, SK S7K 0J5

RE: 9 MILE LEGACY BREWING COMPANY DISCRETIONARY USE APPLICATION

Dear Mr. McLaren:

This timely application by 9 Mile Legacy Brewing Co. to locate to a permanent location on 20th Street West in the Riversdale Business Improvement District (RBID) meets several criteria as established by the RBID Board of Management and several planning documents supported by the City of Saskatoon.

The RBID Board of Management discussed this application at its meeting December 9, 2015 and unanimously passed a motion endorsing 9 Mile Legacy Brewing Co..

The RBID would respectfully ask for City Council's support for this application in consideration of the following points:

- The property will house an **owner-occupied business** joining several others in this area.
- The building itself **was to be demolished**. While not an imposing heritage-designated property, it **does maintain the architectural language and scale of the street**, has housed many businesses over the years, and will appear inviting when completed as opposed to barren and periodically occupied.
- The 9 Mile Legacy Brewing Co. will be an **example of the success from the RBID initiative to establish a business incubator in 2007 which generates start up businesses that graduate to this area.**
- **It meets the strategy objectives of the RBID Board of Management Strategic Plan.**



- **9 Mile Legacy Brewing Co. already exists and is currently serving the District and expanding its network from this area and has become a community partner and good corporate citizen.**
- **The synergy and plan for the District fits within the goals of the City Centre Plan.**
- **The adaptive re-use of this property will permit a recognition of the many previous businesses once located here and allow for it to be a true Historic Commercial Area.**
- **An addition of this type of niche-market business, suits the distinctive brand of the District that is beginning to emerge.**
- **River Landing will benefit with the proximity of this business located here.**
- **The City of Saskatoon Planning Department and RBID have closely worked together to create Zoning Policy for a viable applicant to emerge and demonstrate compliance. 9 Mile Legacy does.**

Attachments to this letter identify points of reference supporting the RBID Board's decision.

As Executive Director for the RBID, this is a pleasure to support an application created within existing bylaws, zoning requirements, and regulatory framework which have been carefully drafted over many years, that allow this type of quality establishment to consider locating here. I look forward to continually growing the mix of businesses that attract and serve residents and tourists, and rightfully take our place among other successful Downtowns offering such unique experiences.

On behalf of the RBID Board of Management

A handwritten signature in black ink that reads 'Randy Pshebylo'.

Randy Pshebylo BDM
Executive Director
Riversdale Business Improvement District

-2-



Points of Reference

The Riversdale Local Area Plan, May 2008 has items which have contributed in some ways to the success of Riversdale today.

Many of the recommendations that were identified at the time needed to be completed to attract business and investment here, in order for Council to consider such an application at this time with 9 Mile Legacy's timely Discretionary Use Application. The plan is unfolding and working as it should.

The Riversdale Business Development and Revitalization Plan, November 2012, while falling short of a comprehensive list of recommendations and strategies, correctly published the RBID concepts and realities at that time:

"Building Stock Condition: The physical condition of the building stock in the District is extremely distressed due to a lack of investment and the enforcement of property standards and tenant protection by City officials. The dilapidated condition of the building stock in the area may render private investment risky." (p.16)

7.3.7 Suggestions for Moving Forward

"Strengthening the connection among businesses to support each other." (p.69)

8.3.3 Opportunities

"Riversdale is forming a unique identity among the different neighbourhoods in the city" (p.72)

8.3.1 Strengths

"There are a growing number of owner-occupied businesses and residences in the area" (p.72)

The Riversdale Business Improvement District Board of Management Strategic Plan and Work Plan, June 2013 cites:

1) Develop a targeted business attraction Strategy;

1a) Identify list of *targeted businesses that would complement existing businesses* and are successful in comparative areas

1d) Target development of a pub *to extend traffic into the evening*



The City of Saskatoon Official Community Plan (Bylaw 8769) touches on precisely what 9 Mile Legacy is proposing to do with this application.

6.4 Special Area Commercial Areas

6.4.1 Policies:

Special Area Commercial a) The Special Area Commercial designation is intended for commercial areas that, **because of unique attributes such as location, type of use, or development history**, do not readily fit into the normal hierarchy of commercial land use designations.

The underlying zoning pattern may vary according to the existing or proposed land use for the area.

Land Allocation b) The amount of land allocated to the Special Area Commercial designation shall be determined by the anticipated need for retail and commercial space on a City-wide basis, the potential effect on the viability of retail and commercial activity in the downtown, **the compatibility with surrounding uses of land**, and the ability of the area to be served by transportation, public transit, and public utilities.

Historic Commercial Areas

c) The Special Area Commercial designation has been applied to certain commercial lands along 20th Street, 33rd Street, Central Avenue and Broadway Avenue, primarily due to their long and unique development history. In general, **these areas contain a built form which is oriented to pedestrians**, with limited front or side yard setbacks, and with a relatively high density of development. As a consequence, **the Zoning Bylaw shall prescribe development standards for these areas which reflect their unique character**, while also promoting compatibility with surrounding residential land use.

Specific local area plans or design studies may also be undertaken in these areas to further define future land use patterns and design and development standards.

College Drive Classification

Recommendation

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

Topic and Purpose

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

Report Highlights

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

Strategic Goals

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

Background

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

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

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

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

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

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

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

Report

Transportation Planning Approach

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

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

Intersection Analysis Results

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

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

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

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

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

¹ The LOS shown represents the entire intersection

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

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

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

Intersection Control Technology

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

College Drive Classification

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

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

Interchange Configuration

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

Funding Plan

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

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

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

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

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

Options to the Recommendation

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

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

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

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

Public and/or Stakeholder Involvement

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

Communication Plan

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

Financial Implications

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

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

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

Public Notice

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

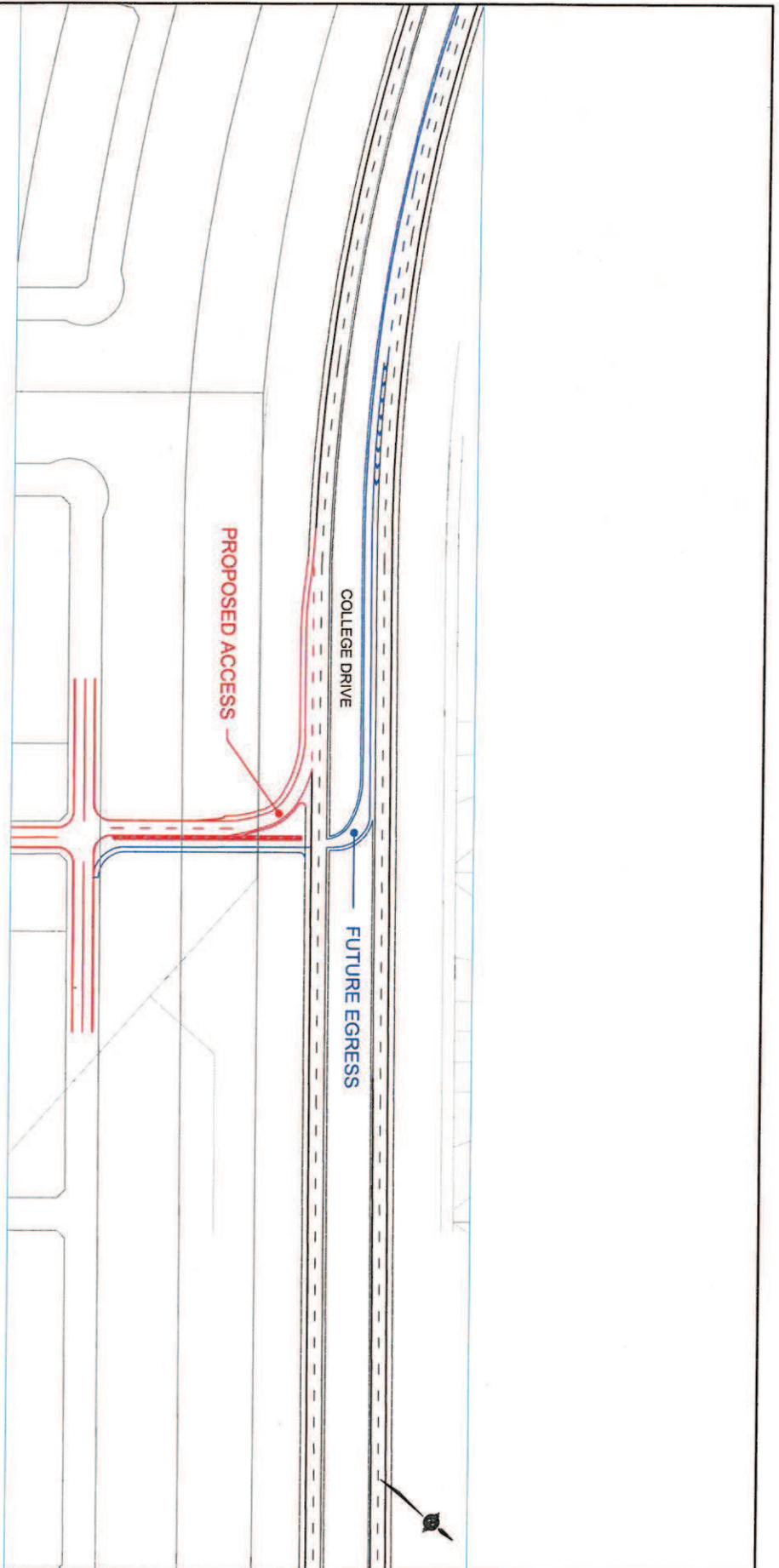
Attachments

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

Report Approval

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

TRANS JM – College Drive Classification.docx



| PLAN DESCRIPTION/REVISIONS | |
|----------------------------|--|
| 4 | |
| 3 | |
| 2 | |
| 1 | |

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



City of Saskatoon
 Transportation & Utilities Department

**BRIGHTON INTERSECTION
 CONCEPT GEOMETRICS**

APPROVED

DIRECTOR

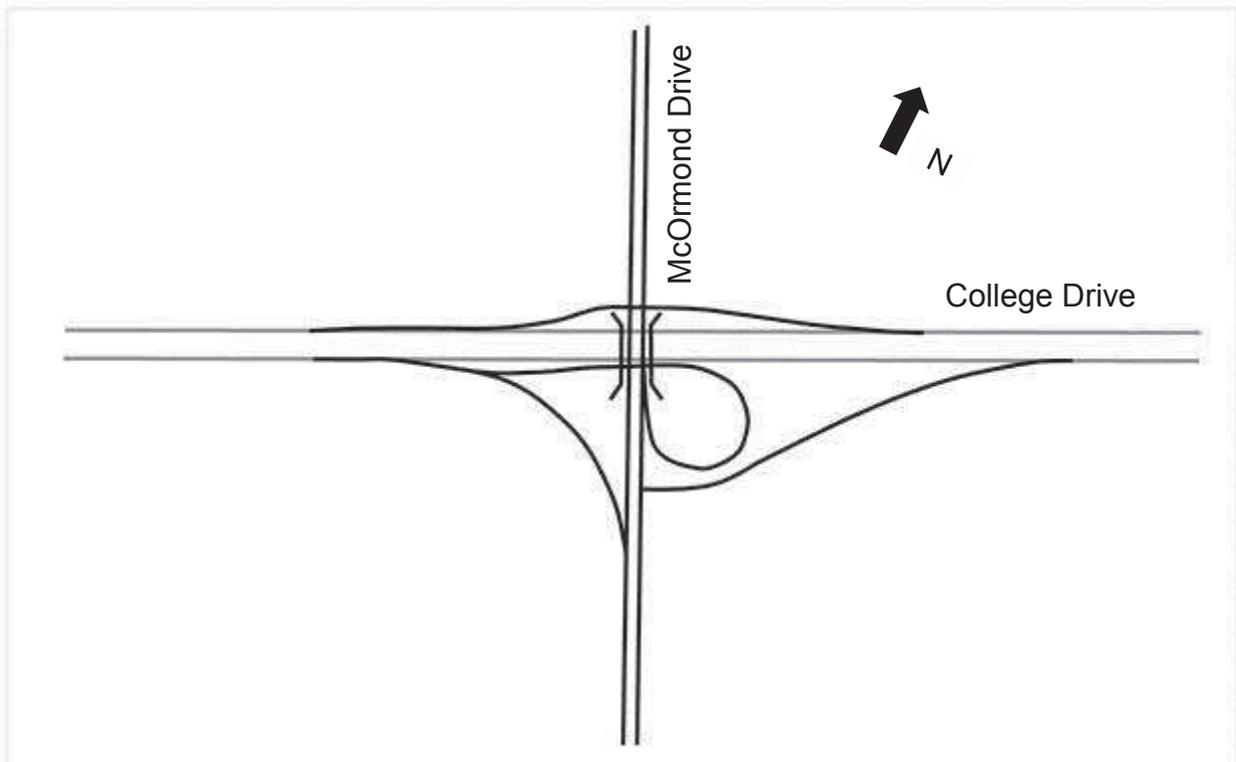
ENGINEER

ENGINEER

PLAN NO.

249-0063-114r001

McOrmond Drive and College Drive Interchange Configuration



Community Services Department

To: Municipal Planning Commission Members Date: February 2, 2016

From: Lesley Anderson, Project Manager Phone: 306-975-2650
Growing Forward! Shaping Saskatoon

Our File: PL 4110-12-7

Re: Growth Plan Summit

Background

The Growth Plan to Half a Million (Growth Plan) was born out of the Saskatoon Speaks visioning process and is a key initiative to meet the goals and objectives laid out in the City of Saskatoon's (City) Strategic Plan in the areas of Sustainable Growth and Moving Around.

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

Four rounds of major public engagement have occurred during the development of the Growth Plan. The feedback received throughout the engagement process from members of the public and stakeholders has been used alongside technical evaluations to help shape the final recommendations contained in the Growth Plan.

Growth Plan Summit

In advance of requesting final consideration of the Growth Plan, the Administration will be presenting the key directions of the Growth Plan's major initiatives in a Growth Plan Summit event. Along with presentations from the Administration on the major initiatives, this event will also include a presentation by Mr. Jarrett Walker, author of the book Human Transit, regarding transit planning principles and the recommendations for Saskatoon Transit included in the Growth Plan. Following these topics, stakeholders and members of the public will be invited to provide comments to Committee on the Growth Plan.

The Growth Plan Summit will be held at the regularly scheduled March 14, 2016 meeting of the Governance and Priorities Committee. See Attachment 1 for the draft agenda. The format will be based on separate administrative reports to Committee on major initiatives of the Growth Plan and questions from Committee to the Administration. Following the presentations, time will be allowed for consideration of speakers from the public and written submissions.

An invitation to the Growth Plan Summit for all members of the Municipal Planning Commission is attached to this memo (see Attachment 2).

Final Growth Plan Package

Following the Summit, an update report will be brought to the Municipal Planning Commission at the March 29 meeting.

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

Attachments

1. Draft Growth Plan Summit Agenda
2. Growth Plan Summit Invitation

LA:ks

cc: Alan Wallace, Director, Planning and Development

Growth Plan Summit Agenda

Monday, March 14, 2016

Governance and Priorities Committee – Special Agenda

2 p.m. to 11 p.m.

| Time | Phase 6 Growth Plan - Event Agenda | Representative |
|--------------------------------|--|--------------------------------|
| 1:00 – 2:00 | Regular Committee Agenda | |
| 2:00 – 2:20 | Overall Context for the Growth Plan (20 minutes) <ul style="list-style-type: none"> • What's at Stake? • Framework for Growth | Alan Wallace John Steiner |
| 2:20 – 3:00 | Transportation Presentation (40 minutes) <ul style="list-style-type: none"> • Transportation Network Priorities • Future River Crossing Capacity Question and Answer | Angela Gardiner |
| 3:00 - 3:15 | Break (15 minutes) | |
| 3:15 – 3:55 | Active Transportation Presentation (40 minutes) <ul style="list-style-type: none"> • Principles of the Active Transportation Plan • Draft Recommendations • Implementation Question and Answer | Alan Wallace |
| 3:55 – 4:35 | Corridor Growth Presentation (40 minutes) <ul style="list-style-type: none"> • Zoning- and Transit-Oriented Development Guidelines • Principles and Engagement Process Question and Answer | Lesley Anderson |
| 4:35 – 5:55 | Transit Presentation (1 hour, 20 minutes) <ul style="list-style-type: none"> • Introduction • Jarrett Walker Presentation and Questions (1 hour) • Long-Term Transit Plan Question and Answer | Jim McDonald Jarrett Walker |
| 5:55 – 6:30 | Supper Break (35 minutes) | |
| 6:30 – 6:40 | Summary of Discussion (10 minutes) | Alan Wallace |
| 6:40 – 11:00 (as necessary) | Public Comment | |

GROWTH PLAN SUMMIT

at Governance and Priorities Committee

Monday, March 14, 2016
City Council Chambers, City Hall
222 3rd Avenue North

The development of the City of Saskatoon's ***Growth Plan to Half a Million (Growth Plan)*** is nearing completion!

In advance of requesting a final decision on the *Growth Plan*, the Administration will be presenting the key directions of the plan in a public Growth Plan Summit event as part of City Council's Governance and Priorities Committee meeting on Monday, March 14, 2016. Along with presentations from the Administration, the Summit will also include a presentation by Mr. Jarrett Walker, author of the book *Human Transit*, regarding transit planning principles and the recommendations for Saskatoon Transit included in the *Growth Plan*.

Following these topics, stakeholders and members of the public will be invited to provide comments on the *Growth Plan* to Committee. It's important for members of City Council and the Administration to hear your perspective. Formal requests to speak at Committee can be made via the City's website at www.saskatoon.ca/write-letter-councilcommittees.

AGENDA

| | | | |
|------------------|--|-------------------|---|
| 2:00 - 2:20 p.m. | Overall Context for the <i>Growth Plan</i> | 4:35 – 5:55 p.m. | Transit Presentation - including Jarret Walker, author of the book <i>Human Transit</i> |
| 2:20 – 3:00 p.m. | Transportation Presentation | 5:55 – 6:30 p.m. | Supper Break |
| 3:00 – 3:15 p.m. | Break | 6:30 – 6:40 p.m. | Summary of Discussion |
| 3:15 – 3:55 p.m. | <i>Active Transportation Plan</i> Presentation | 6:40 – 11:00 p.m. | Formal Requests to Speak (via City's website) |
| 3:55 – 4:35 p.m. | Corridor and Strategic Growth Presentation | | Open Public Comment (without prior request) |



The Summit will be broadcast live on the City's website at www.saskatoon.ca/city-hall/city-council-boards-committees/council/live-video.



PHOTO: TOURISM SASKATOON

Discretionary Use Application – Tavern (Brew Pub) – 229 20th Street West

Recommendation

That a copy of this report be forwarded to City Council recommending that at the time of the public hearing, the application submitted by 9 Mile Legacy Brewing requesting permission to operate a tavern at 229 20th Street West be approved, subject to the following conditions:

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

Topic and Purpose

The purpose of this report is to consider a Discretionary Use Application from 9 Mile Legacy Brewing to operate a tavern at 229 20th Street West. The tavern will be operated as a brew pub that will manufacture and serve alcohol in accordance with the Alcohol Control Regulations under the Saskatchewan Liquor and Gaming Authority.

Report Highlights

1. The tavern (brew pub), proposed at 229 20th Street West, meets all relevant Zoning Bylaw No. 8770 (Zoning Bylaw) requirements.
2. The proposal is not anticipated to significantly impact the surrounding land uses.

Strategic Goal

This application supports the City of Saskatoon's (City) Strategic Goal of Economic Diversity and Prosperity as it provides an opportunity for business growth in an existing commercial building.

Background

The property located at 229 20th Street West is a commercial building located in the Riversdale neighbourhood and is zoned B5C – Riversdale Commercial District under the Zoning Bylaw (see Attachment 1). A tavern (brew pub) is considered a discretionary use in the B5C District. 9 Mile Legacy Brewing has submitted an application requesting City Council's approval to develop a tavern (brew pub) in an existing commercial building.

Report

Zoning Bylaw Requirements

The Zoning Bylaw defines a tavern as an establishment, or portion thereof, where the primary business is the sale of alcohol for consumption on the premises, with or without food, and where no live entertainment or dance floor is permitted. A brew pub may be considered a tavern if alcohol is manufactured and consumed onsite under a valid manufacturer's permit, in accordance with Alcohol Control Regulations.

Discretionary Use Application – Tavern (Brew Pub) – 229 20th Street West

This brew pub intends to operate as a microbrewery with retail sales of beer manufactured on site and a public assembly area for patrons. The approximate space for retail and public assembly area will be 95 m² (1,023 ft²), and space for the brewery and production will be approximately 75 m² (807 ft²).

This property is zoned B5C – Riversdale Commercial District under the Zoning Bylaw. Surrounding properties consist of neighbourhood commercial uses that include retail, restaurants, and a commercial parking lot. There are no approved taverns or night clubs within the immediate area of this application. The nearest property that is zoned residential is approximately 100 m away and contains one-, two-, and multiple-unit dwellings.

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

9 Mile Legacy Brewing has been operating from Ideas Inc. (business incubator). This application will facilitate a move to a larger location where a tavern can be developed in conjunction with the microbrewery.

Conclusion

The proposed brew pub at 229 20th Street West meets all relevant Zoning Bylaw provisions and is not anticipated to have any significant impact on surrounding land uses.

Comments from Other Divisions

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

Options to the Recommendation

City Council could deny this Discretionary Use Application. This option is not recommended, as the proposal complies with all relevant Zoning Bylaw requirements and has been evaluated as a discretionary use, subject to the provisions of Section 4.7 of the Zoning Bylaw.

Public and/or Stakeholder Involvement

Notices to property owners within a 75 m radius of the site, the Riversdale Community Association (RCA), and Riversdale Business Improvement District (RBID), were mailed out in November 2015 to solicit feedback on the proposal. To date, all responses received have been supportive of this proposal.

A public information meeting was held at Princess Alexandra School on January 6, 2016. The meeting was attended by approximately 25 people, including the Ward 2 Councillor, representatives from the RCA and the RBID. 9 Mile Legacy Brewing made a short presentation and responded to questions. Discussion included questions about the number of employees, number of deliveries, and business operation. No major concerns about the proposal were identified at the meeting. See Attachment 4 for a full summary of the meeting.

Discretionary Use Application – Tavern (Brew Pub) – 229 20th Street West

Communication Plan

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

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

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

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

Attachments

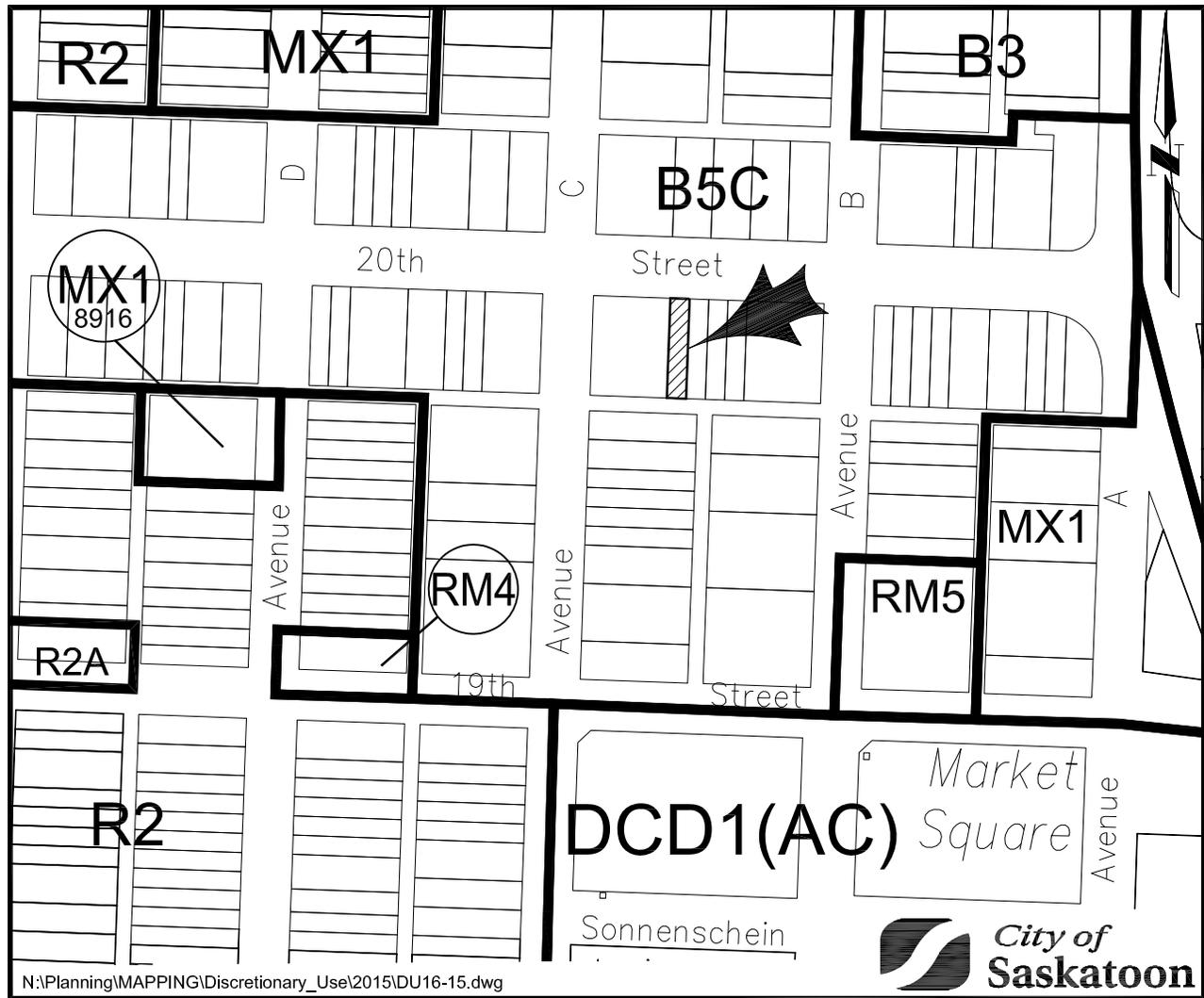
1. Location Plan – 229 20th Street West
2. Floor and Site Plan – 229 20th Street West
3. Comments from Other Divisions
4. Community Engagement Summary

Report Approval

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

S/Reports/2016/PD/MPC – Discretionary Use Application – Tavern (Brew Pub) – 229 20th St W/kb

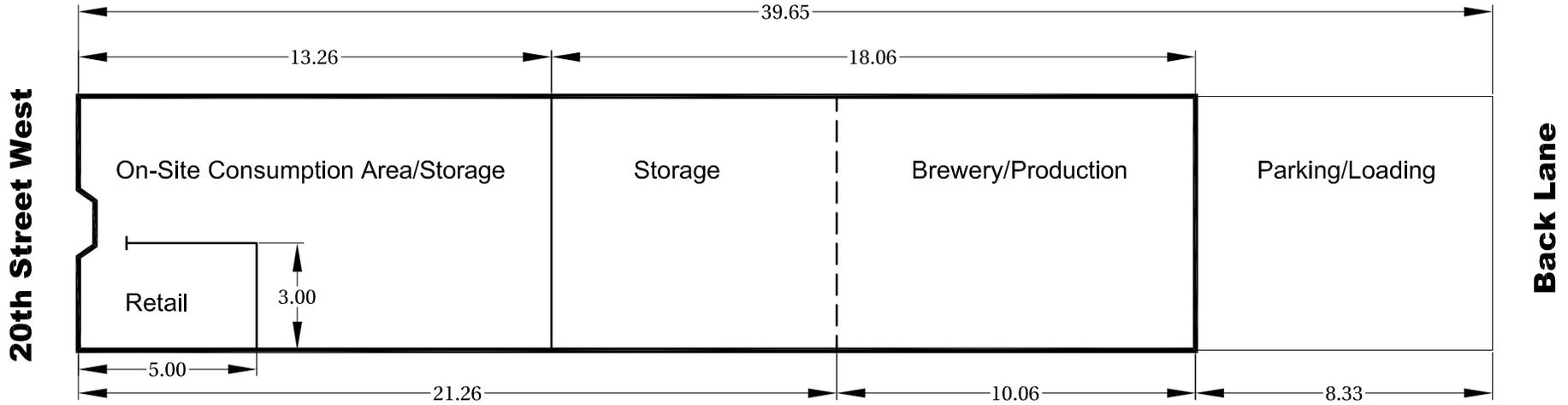
Location Plan - 229 20th Street West



Floor and Site Plan - 229 20th Street West

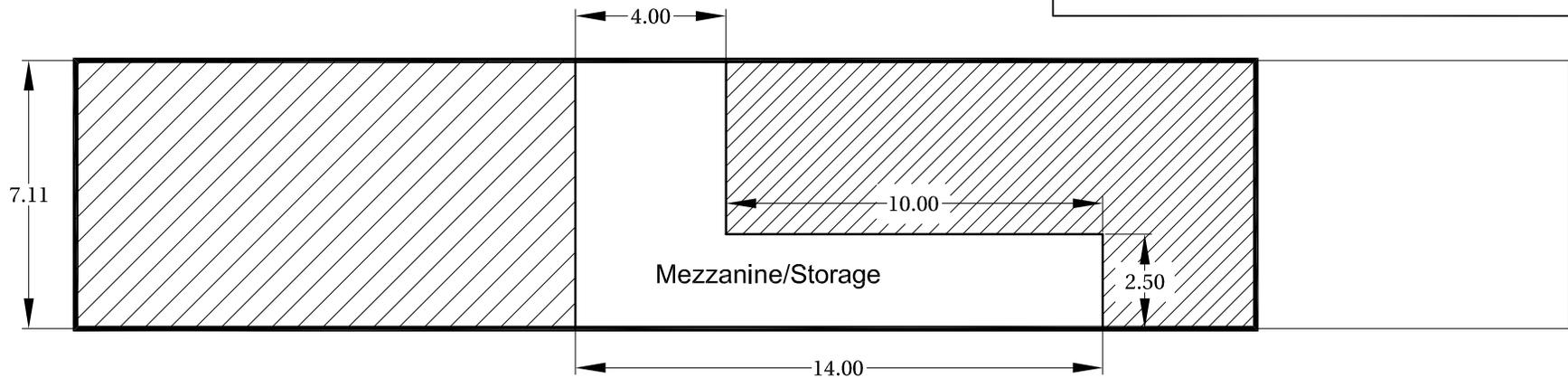


Fig 1: Main Floor



On-site Consumption Area/Retail/Storage: 204.6m²
 Brewery/Production: 71.53m²
 Total: (Main Floor & 2nd Level): 276.13m²

Fig 2: 2nd Level - Mezzanine



Comments From Other Divisions

1. **Transportation and Utilities Department Comments**

The proposed Discretionary Use Application is acceptable to the Transportation and Utilities Department. Following are requirements after discretionary use approval and prior to Building Permit approval:

- The minimum required fire flow for this zoning district is 220 L/s and our water distribution model shows that the available fire flow at the hydrant close to this site is only 149 L/s. Therefore, it is required that a professional engineer calculate the actual required fire flows based on the acceptable fire codes to determine if the available fire flow is adequate.
- The adjacent storm sewer does not have additional capacity. Therefore, if the applicant intends to change the site grading or imperviousness of the site, then onsite storage would be required for any increase in the imperviousness of the site.

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

The Building Standards Division of the Community Services Department has no objection to the proposed Discretionary Use Application provided that a building permit is obtained to convert the existing mercantile occupancy (retail) tenant space into a brewpub space. The tenant space shall meet the 2010 National Building Code of Canada requirements.

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

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



Shaping Saskatoon

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



Community Engagement Summary Public Information Meeting for Proposed Discretionary Use 229 20th Street West to be Used for a Brewpub

Project Description

A public information meeting was held regarding a proposed brew pub, located at 229 20th Street West. The meeting provided property owners in Riversdale, specifically those within 75 metres of the subject site, the opportunity to learn more about the proposed development and the discretionary use process, and to have the opportunity to comment on the proposal and ask any questions that they may have.

The meeting was held at Princess Alexandra School on January 6, 2016, at 7 p.m.

Community Engagement Strategy

Notice to property owners within a 75 metre radius of the subject site were sent out on December 7, 2015. Letters, along with the public meeting notice, were also sent to the Riversdale Community Association, Riversdale Business Improvement District, the Ward Councillor, and the Community Consultant.

The purpose of the meeting was to inform, and consult with, the nearby residents and commercial business owners. Interested or concerned individuals were provided with an opportunity to learn more about the proposal and to provide perspective and comments for consideration.

The public information meeting provided an opportunity to listen to a presentation by the applicant and create a dialogue between the applicant and nearby community members. City of Saskatoon (City) staff were also available to answer questions regarding the discretionary use process and general zoning regulations.

Summary of Community Engagement Feedback

The meeting was attended by about 25 people including the Ward Councillor, representatives from the Riversdale Community Association and from the Riversdale Business Improvement District. 9 Mile Legacy Brewing provided a brief summary of their operation plan and then opened up the floor for questions. The following is a summary of the questions and responses:

- Question regarding the number of deliveries and the size of trucks
Response: Deliveries would be done during regular business hours, with more at the onset of operation than once the business is running normally. A local farmer will also pickup 'spent barley'.
- Will a smell or odour be emitted from the brewing facility?
Response: The smell emitted during brewing is similar to baking bread or cooking porridge. Many people do not notice a smell, and the brewing will be done over a few hours during the day.
- Will the product continue to be sold in growlers?
Response: Patrons will be able to purchase beer in growlers. Some small batches may be bottled.



- How many seats will the tavern have?

Response: The design has not been finalized, the estimated number of seats is 30-50. Snacks will be served but patrons will be allowed to bring in food from other restaurants. The brewpub likely won't be operated past 10 pm.

- What will be the number of employees?

Response: We currently have 4 employees. We hope to grow to more than 20 at this location.

- Will there be tours of the facility and beer nights?

Response: The tours will be for small groups and last about an hour and a half. There is no plan to host beer nights similar to larger breweries.

Next Steps

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

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

| ACTION | ANTICIPATED TIMING |
|--|------------------------------|
| Planning and Development Division prepares and presents to Municipal Planning Commission (MPC). MPC reviews proposal and recommends approval or denial to City Council. | February 23, 2016 |
| Public Notice - Community Consultant, Ward Councillor, and all participants that attended the Public Information Meeting, will be provided with direct notice of the Public Hearing, as well as all residents who were notified previously. A notification poster sign will be placed on site. | February 23 – March 21, 2016 |
| Public Hearing – Public Hearing conducted by City Council, with an opportunity provided to interested persons or groups to present. Proposal considered together with the reports of the Planning and Development Division, Municipal Planning Commission, and any written or verbal submissions received by City Council. | March 21, 2016 |
| Council Decision - may approve or deny proposal. | March 21, 2016 |

Prepared by:
Daniel McLaren, Planner
Planning and Development
January 18, 2015



December 10, 2015

Daniel McLaren, Planning and Development
City of Saskatoon, Community Services Department
City Hall
222 3rd Avenue North
Saskatoon, SK S7K 0J5

RE: 9 MILE LEGACY BREWING COMPANY DISCRETIONARY USE APPLICATION

Dear Mr. McLaren:

This timely application by 9 Mile Legacy Brewing Co. to locate to a permanent location on 20th Street West in the Riversdale Business Improvement District (RBID) meets several criteria as established by the RBID Board of Management and several planning documents supported by the City of Saskatoon.

The RBID Board of Management discussed this application at its meeting December 9, 2015 and unanimously passed a motion endorsing 9 Mile Legacy Brewing Co..

The RBID would respectfully ask for City Council's support for this application in consideration of the following points:

- The property will house an **owner-occupied business** joining several others in this area.
- The building itself **was to be demolished**. While not an imposing heritage-designated property, it **does maintain the architectural language and scale of the street**, has housed many businesses over the years, and will appear inviting when completed as opposed to barren and periodically occupied.
- The 9 Mile Legacy Brewing Co. will be an **example of the success from the RBID initiative to establish a business incubator in 2007 which generates start up businesses that graduate to this area.**
- **It meets the strategy objectives of the RBID Board of Management Strategic Plan.**



- **9 Mile Legacy Brewing Co. already exists and is currently serving the District and expanding its network from this area and has become a community partner and good corporate citizen.**
- **The synergy and plan for the District fits within the goals of the City Centre Plan.**
- **The adaptive re-use of this property will permit a recognition of the many previous businesses once located here and allow for it to be a true Historic Commercial Area.**
- **An addition of this type of niche-market business, suits the distinctive brand of the District that is beginning to emerge.**
- **River Landing will benefit with the proximity of this business located here.**
- **The City of Saskatoon Planning Department and RBID have closely worked together to create Zoning Policy for a viable applicant to emerge and demonstrate compliance. 9 Mile Legacy does.**

Attachments to this letter identify points of reference supporting the RBID Board's decision.

As Executive Director for the RBID, this is a pleasure to support an application created within existing bylaws, zoning requirements, and regulatory framework which have been carefully drafted over many years, that allow this type of quality establishment to consider locating here. I look forward to continually growing the mix of businesses that attract and serve residents and tourists, and rightfully take our place among other successful Downtowns offering such unique experiences.

On behalf of the RBID Board of Management

A handwritten signature in black ink that reads 'Randy Pshebylo'.

Randy Pshebylo BDM
Executive Director
Riversdale Business Improvement District

-2-



Points of Reference

The Riversdale Local Area Plan, May 2008 has items which have contributed in some ways to the success of Riversdale today.

Many of the recommendations that were identified at the time needed to be completed to attract business and investment here, in order for Council to consider such an application at this time with 9 Mile Legacy's timely Discretionary Use Application. The plan is unfolding and working as it should.

The Riversdale Business Development and Revitalization Plan, November 2012, while falling short of a comprehensive list of recommendations and strategies, correctly published the RBID concepts and realities at that time:

"Building Stock Condition: The physical condition of the building stock in the District is extremely distressed due to a lack of investment and the enforcement of property standards and tenant protection by City officials. The dilapidated condition of the building stock in the area may render private investment risky." (p.16)

7.3.7 Suggestions for Moving Forward

"Strengthening the connection among businesses to support each other." (p.69)

8.3.3 Opportunities

"Riversdale is forming a unique identity among the different neighbourhoods in the city" (p.72)

8.3.1 Strengths

"There are a growing number of owner-occupied businesses and residences in the area" (p.72)

The Riversdale Business Improvement District Board of Management Strategic Plan and Work Plan, June 2013 cites:

1) Develop a targeted business attraction Strategy;

1a) Identify list of *targeted businesses that would complement existing businesses* and are successful in comparative areas

1d) Target development of a pub *to extend traffic into the evening*



The City of Saskatoon Official Community Plan (Bylaw 8769) touches on precisely what 9 Mile Legacy is proposing to do with this application.

6.4 Special Area Commercial Areas

6.4.1 Policies:

Special Area Commercial a) The Special Area Commercial designation is intended for commercial areas that, **because of unique attributes such as location, type of use, or development history**, do not readily fit into the normal hierarchy of commercial land use designations.

The underlying zoning pattern may vary according to the existing or proposed land use for the area.

Land Allocation b) The amount of land allocated to the Special Area Commercial designation shall be determined by the anticipated need for retail and commercial space on a City-wide basis, the potential effect on the viability of retail and commercial activity in the downtown, **the compatibility with surrounding uses of land**, and the ability of the area to be served by transportation, public transit, and public utilities.

Historic Commercial Areas

c) The Special Area Commercial designation has been applied to certain commercial lands along 20th Street, 33rd Street, Central Avenue and Broadway Avenue, primarily due to their long and unique development history. In general, **these areas contain a built form which is oriented to pedestrians**, with limited front or side yard setbacks, and with a relatively high density of development. As a consequence, **the Zoning Bylaw shall prescribe development standards for these areas which reflect their unique character**, while also promoting compatibility with surrounding residential land use.

Specific local area plans or design studies may also be undertaken in these areas to further define future land use patterns and design and development standards.

Zoning Bylaw Text Amendment - Gross Floor Area of Garage Suites

Recommendation

That a copy of this report be forwarded to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation to amend the garden and garage suite regulations contained in Zoning Bylaw No. 8770, as outlined in this report.

Topic and Purpose

The purpose of this report is to consider an amendment to Zoning Bylaw No. 8770 regarding the maximum gross floor area of garage suites.

Report Highlights

1. A concern was expressed in regard to the circumstance where a small dwelling is located on site, creating limited options for homeowners seeking to develop a garage suite.
2. The Administration is providing data regarding the effect the area of a dwelling has on the area of a garden or garage suite, including examples of potential configurations for a garden or garage suite on a site.
3. The Administration is recommending an amendment to Zoning Bylaw No. 8770 (Zoning Bylaw) to provide for a minimum allowable gross floor area for garage suites of 80 m² (861 ft²).

Strategic Goal

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

Background

At its May 5, 2014 meeting, City Council approved amendments to the Zoning Bylaw to allow for an alternate form of secondary suite, the garden and garage suite, when accessory to a one-unit dwelling. The Zoning Bylaw provides for garden and garage suites as a discretionary use in residential zoning districts city-wide, with discretionary use approval delegated to the Administration.

At its December 14, 2015 meeting, City Council approved amendments to the Zoning Bylaw to clarify regulations that ensure garden and garage suites are an accessory use to principal dwellings. The amendments included new definitions for garden and garage suites, clarification that the gross floor area of a garden or garage suite may not exceed that of the one-unit dwelling, and how the regulations are applied.

At this meeting, concerns were expressed that the garage area is included in the total size permitted for a garage suite. It was noted that this amendment would prohibit many properties from being able to construct a garage suite, particularly those properties with smaller houses, as the permitted size of the suite would not be practical or feasible when included with a garage.

Following discussion, City Council resolved:

“that the matter of section 5.43(14) of The Zoning Bylaw regarding the maximum gross floor area of the garage and its impact on the gross floor area calculation be referred to Administration to report to the Municipal Planning Commission and that the matter be brought back to the Council meeting to be held on March 23, 2016.”

Report

The regulations for garden and garage suites have been developed to ensure that, when developed, the suites are subordinate in area, extent, and purpose to a principal dwelling.

The area and form of garden and garage suites are also regulated by: building wall length, maximum gross floor area, building height, side wall height, step-back of second floor where permitted, on-site parking requirements, and building setbacks. The site dimensions and size of the principal dwelling also affect the form and size of garden or garage suite that can be built.

Data on Median Dwelling Size and Examples of Garden and Garage Suites in Relation to Dwelling Size

As a garden or garage suite must be smaller in size than the principal dwelling in which it is accessory to, it is important to look at the size of homes in Saskatoon. From analysis of assessment data, it was determined that the median size for a one-unit dwelling in Saskatoon is 106 m² (1,146 ft²). For pre-war neighbourhoods where a two-storey garden or garage suite is permitted, the median size for a principal dwelling is 89 m² (962 ft²). This size does not include an attached garage. It should be noted that for the purposes of garden and garage suites, an attached garage is included in the gross floor area of the principal dwelling. Data on the size of homes throughout Saskatoon is included in Table 1 in Attachment 2. Table 3 in Attachment 3 contains the distribution of the size of homes throughout Saskatoon.

As the calculation for the area permitted for a garage suite is based on the total area of the garage and suite, the size of the garage or suite will be limited by the size of the principal dwelling, including an attached garage. Examples of options for a garden and garage suite on a median site that is 12 m by 38 m (40 ft by 125 ft) containing a median dwelling size of 89 m² (962 ft²) are outlined in Table 2 in Attachment 2 and illustrated in Figure 1a, 1b, 1c, and 1d in Attachment 2.

Amendment to Permit a Minimum Size of Garage Suite

The circumstance causing concern is where a small dwelling is located on a larger site. Based on the dwelling size and site size, there may be limited options for homeowners seeking to develop a garden or garage suite. Based on the size of one-unit dwellings derived from assessment data, half of the sites in Category 1 neighbourhoods would be able to develop a garden suite to the maximum of 77 m² (828 ft²) or a garage suite of at least 86 m² (960 ft²). Twenty-two percent (2,368) of all one-unit dwelling sites in Category 1 neighbourhoods have a floor area of less than 69.8 m² (750 ft²), which would restrict the size of garden or garage suite.

Recognizing that there are limitations to the size of any accessory building on a residential site, including garden and garage suites based on the size of the principal dwelling and other site characteristics, the Administration is recommending providing for a minimum allowable size of garage suite, provided the development meets all other regulations. The Administration is recommending a minimum total garage suite size of 80 m² (861 ft²).

For illustrative and comparison purposes, a dwelling size of 69.8 m² (750 ft²) has been selected to illustrate a small house. A minimum size of 80 m² (861 ft²) would provide for a garage of 45 m² (484 ft²) with dimensions of 6.7 m by 6.7 m (22 ft by 22 ft) and a suite of 33 m² (360 ft²) with dimensions of 5.5 m by 6.0 m (18 ft by 20 ft) (see Figures 3a and 3b in Attachment 2).

The Zoning Bylaw already provides a similar regulation for detached garages. A detached garage shall have a guaranteed minimum floor area of 54 m² (581 ft²) and shall be no larger than 87 m² (936 ft²).

Best Practices from Other Western Canadian Cities

Attachment 3 provides a summary of garden and garage suite regulations and approaches from nine Western Canadian cities. The regulations differ amongst the cities; however, all regulate the size of the suite through either a maximum floor area or as a proportion of the area of the dwelling. The size of the accessory building is typically regulated by site coverage. There are a variety of approaches used among the cities surveyed, which are detailed in Attachment 3.

Summary of Current Applications

Since May 5, 2014, 15 garden and garage suite applications have been received, with 9 being approved, 4 being denied or withdrawn, and 1 currently under review. Of those applications approved, 2 are currently under construction.

Conclusion

The proposed amendment will address the concern about homeowners with a small principal dwelling being unable to have a garage suite. There is precedent for this, as the Zoning Bylaw already provides for a minimum size of detached garage, regardless of the size of the principal dwelling.

Options to the Recommendation

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

Public and/or Stakeholder Involvement

Staff consulted with a prominent local designer with experience in garden and garage suite design regarding this report.

Communication Plan

If approved, the Zoning Bylaw amendment for garden and garage suites will be circulated to the Saskatchewan and Region Home Builders Association and proponents of garden and garage suites. Information on garden and garage suites is communicated through an information brochure available on the City's website and in hard copy. A copy of the final report will be forwarded to interested stakeholders prior to the Municipal Planning Commission (MPC) meeting. Stakeholders will also be notified of meeting dates when this matter will be considered by the MPC, the Standing Policy Committee on Planning, Development and Community Services, and City Council.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

A full review of all of the regulations regarding garden and garage suites will be completed in January 2017. This will determine if further Zoning Bylaw amendments will be required.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Public Notice Policy No. C01-021. A notice will be placed in The StarPhoenix two weeks prior to the public hearing.

Attachments

1. Existing General Provisions for Garden and Garage Suites
2. Data on Median Dwelling Size and Examples of Garden and Garage Suites in Relation to Dwelling Size
3. Summary of Zoning Bylaw Provisions for Garden and Garage Suites

Report Approval

Written by: Paula Kotasek-Toth, Senior Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2016/PD/MPC – Zoning Bylaw Text Amendment - Gross Floor Area of Garage Suites/lc
BF 101-15

Existing General Provisions for Garden and Garage Suites

Zoning Bylaw No. 8770

5.43 Garden and Garage Suites

The previous subsection (14) stated:

“The maximum size of a garden or garage suite shall be 77 m².”

This regulation was amended on December 14, 2015, as follows:

“The gross floor area of a garden suite shall not exceed 77 m² and, in the case of a garage suite, the garden suite shall not exceed 77 m² while the gross floor area of the area used as a private garage shall not exceed 87 m². The following factors are to be considered in calculating the gross floor area of a garden or garage suite:

- (a) the gross floor area of a garden or garage suite shall not exceed the gross floor area of the principal dwelling;
- (b) the gross floor area of a one-unit dwelling includes all areas above grade, including an attached garage;
- (c) the gross floor area of a garden or garage suite includes all areas above grade;
- (d) where a detached accessory building exists, the gross floor area of the existing detached accessory building need not be considered in the gross floor area calculation where:
 - (i) the depth of site is greater than 60 metres; and
 - (ii) the existing detached accessory building is located entirely within 25 metres of the rear wall of the principal dwelling.”

Data on Median Dwelling Size and Examples of Garden and Garage Suites in Relation to Dwelling Size

Table 1 - Median Dwelling Size and Site Size in the Established Neighbourhoods

| | Dwelling Size* (GFA) | Site Area | Site Frontage | Site Length | % of Sites 25 ft or Less in Width | % of Sites 50 ft or Greater Less in Width | Number of Sites |
|--|--|--|-------------------|----------------------|-----------------------------------|---|-----------------|
| Category 1 Established Neighbourhoods | 89.4 m ² (962 ft ²) | 461.0 m ² (4,962 ft ²) | 12.0 m (39 ft) | 38.0 m (129 ft) | 15.0% | 36.0% | 10,715 |
| Category 2 Established Neighbourhoods | 98.0 m ² (1,060 ft ²) | 599.0 m ² (6,447 ft ²) | 16.0 m (52 ft) | 37.0 m (121 ft) | 1.7% | 86.0% | 16,449 |
| Category 2 All Other Neighbourhoods | 118.3 m ² (1,273 ft ²) | 556.3 m ² (5,988 ft ²) | 15.5 m (51 ft) | 34.9 m (114.5 ft) | 0.3% | 66% | 31,444 |
| City Wide | 106.0 m ² (1,146 ft ²) | 561.0 m ² (6,039 ft ²) | 15.0 m (49 ft) | 36.0 m (118 ft) | 3.3% | 63.0% | 58,607 |

*does not include the area of an attached garage

Source: 2015 Assessment Data, Assessment and Taxation Division City of Saskatoon

Table 2 - Garden and Garage Suite Options for a Dwelling of 89 m² (960 ft²)

| | Suite Area Main Floor (ft ²) | Suite Area Upper Floor (ft ²) | Garage Area |
|---|---|---|---|
| Garage Suite (Two-car garage on lower level, suite on upper level) | 0.0 m ² | 40.8 m ² (440 ft ²) | 48.3 m ² (520 ft ²) |
| Garage Suite (Larger suite with single garage) | 22.3 m ² (240 ft ²) | 40.8 m ² (440 ft ²) | 26.0 m ² (280 ft ²) |
| Garden Suite (Two-storey structure) | 48.3 m ² (520 ft ²) | 27.9 m ² (300 ft ²) | 0.0 m ² |

Table 3 - Distribution of Dwelling Size

Category 1 Established Neighbourhoods

| Median Size = 962 ft² | Number of Dwellings | % |
|--|----------------------------|----------|
| Less than 500 ft ² | 212 | 2% |
| 501 ft ² to Median Size | 5,152 | 48% |
| Median Size to 1,500 ft ² | 3,773 | 35% |
| 1,501 ft ² to 2,000 ft ² | 1,008 | 9% |
| 2,001 ft ² to 2,500 ft ² | 342 | 3% |
| Over 2,501 ft ² | 228 | 2% |
| Total | 10,715 | |

Category 2 Established/Other Neighbourhoods

| | Established | | All Other | |
|--|-----------------------------|----------|-----------------------------|----------|
| Median Size = | 1,060 ft² | | 1,273 ft² | |
| | Number of Dwellings | % | Number of Dwellings | % |
| Less than 500 ft ² | 98 | 1% | 0 | 0% |
| 501 ft ² to Median Size | 8,175 | 50% | 15,728 | 50% |
| Median Size to 1,500 ft ² | 6,378 | 39% | 5,795 | 18% |
| 1,501 ft ² to 2,000 ft ² | 1,311 | 8% | 6,690 | 21% |
| 2,001 ft ² to 2,500 ft ² | 345 | 2% | 2,400 | 8% |
| Over 2,501 ft ² | 142 | 1% | 829 | 3% |
| Total | 16,449 | | 31,444 | |

City Wide

| Median Size = 1,146 ft² | Number of Dwellings | % |
|--|----------------------------|----------|
| Less than 500 ft ² | 310 | 1% |
| 501 ft ² to Median Size | 29,055 | 50% |
| Median Size to 1,500 ft ² | 15,948 | 27% |
| 1,501 ft ² to 2,000 ft ² | 9,009 | 15% |
| 2,001 ft ² to 2,500 ft ² | 3,087 | 5% |
| Over 2,501 ft ² | 1,199 | 2% |
| Total | 58,608 | |

Figure 1a – Two-Storey Garage Suite

| | | |
|--------------------|-----------------------|-----------------------|
| Site Width | 40 ft | 12.12 m |
| Site Length | 125 ft | 38.10 m |
| Site Area | 5,000 ft ² | 464.50 m ² |
| Dwelling GFA | 962 ft ² | 89.30 m ² |
| Suite GFA | 440 ft ² | 40.90 m ² |
| Garage GFA | 520 ft ² | 48.30 m ² |
| Garage Suite GFA | 960 ft ² | 89.10 m ² |
| Rear Yard Coverage | 18% | |
| Site Coverage | 30% | |

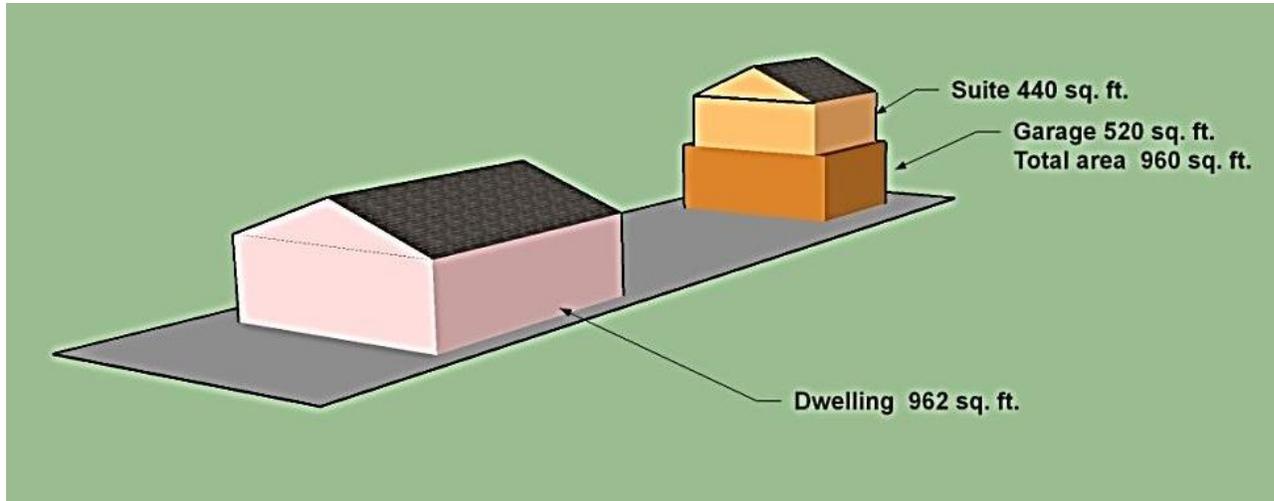


Figure 1b – Two-Storey Garage Suite - Large Suite Size with Single Garage

| | | |
|--------------------|-----------------------|-----------------------|
| Site Width | 40 ft | 12.12 m |
| Site Length | 125 ft | 38.10 m |
| Site Area | 5,000 ft ² | 464.50 m ² |
| Dwelling GFA | 962 ft ² | 89.30 m ² |
| Suite GFA | 720 ft ² | 66.90 m ² |
| Garage GFA | 240 ft ² | 22.30 m ² |
| Garage Suite GFA | 960 ft ² | 89.10 m ² |
| Rear Yard Coverage | 18% | |
| Site Coverage | 30% | |

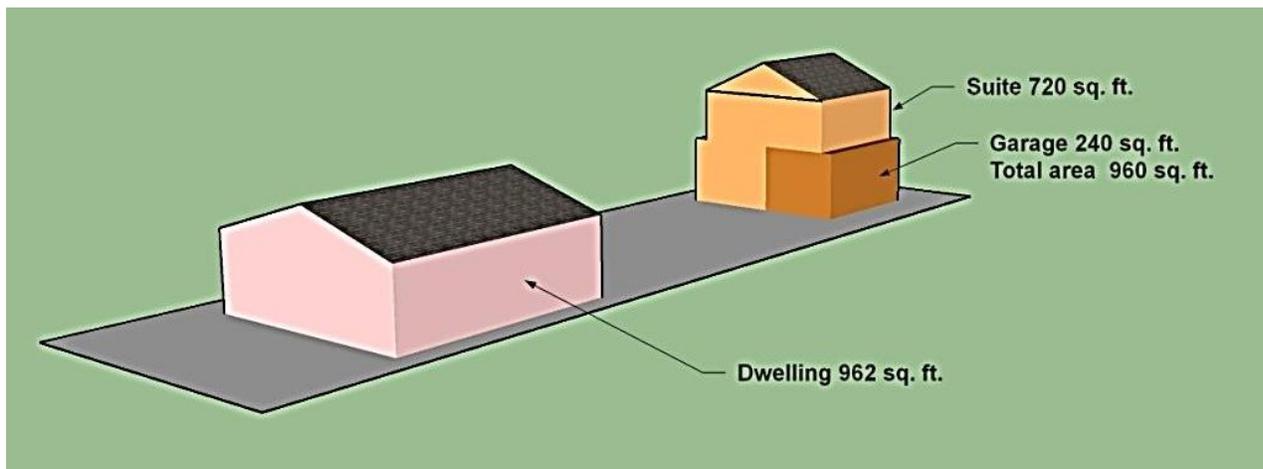


Figure 1c - Two-Storey Garden Suite

| | | |
|--------------------|-----------------------|-----------------------|
| Site Width | 40 ft | 12.12 m |
| Site Length | 125 ft | 38.10 m |
| Site Area | 5,000 ft ² | 464.50 m ² |
| Dwelling GFA | 962 ft ² | 89.30 m ² |
| Garage GFA | 0 ft ² | 0.00 m ² |
| Suite GFA | 820 ft ² | 76.20 m ² |
| Rear Yard Coverage | 18% | |
| Site Coverage | 30% | |

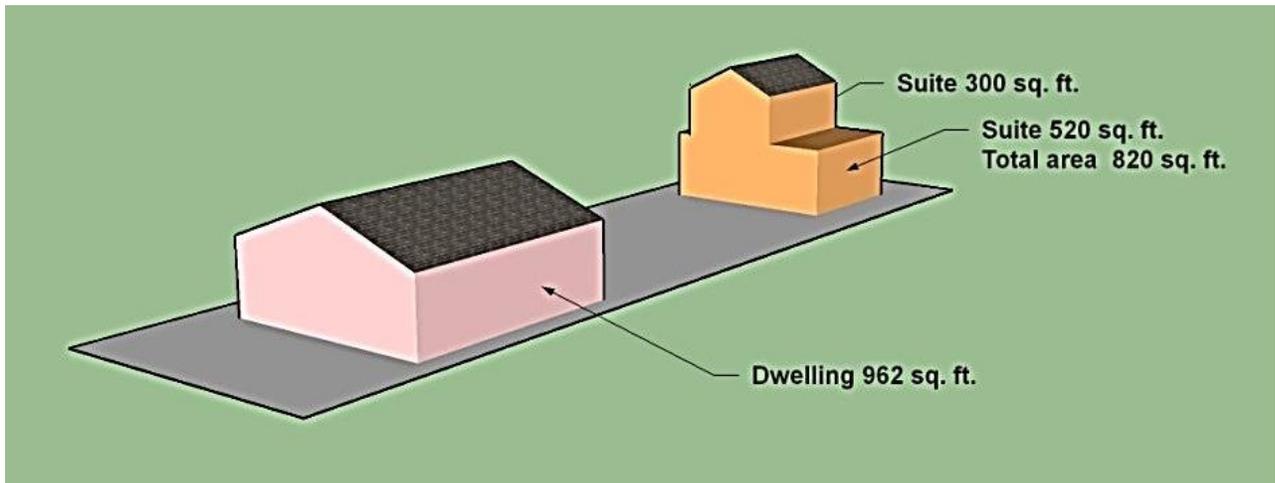


Figure 1d - One-Storey Garage Suite

| | | |
|--------------------|-----------------------|-----------------------|
| Site Width | 40 ft | 12.12 m |
| Site Length | 125 ft | 38.10 m |
| Site Area | 5,000 ft ² | 464.50 m ² |
| Dwelling GFA | 962 ft ² | 89.30 m ² |
| Garage GFA | 448 ft ² | 41.62 m ² |
| Suite GFA | 448 ft ² | 41.62 m ² |
| Garage Suite GFA | 896 ft ² | 83.24 m ² |
| Rear Yard Coverage | 31% | |
| Site Coverage | 37% | |

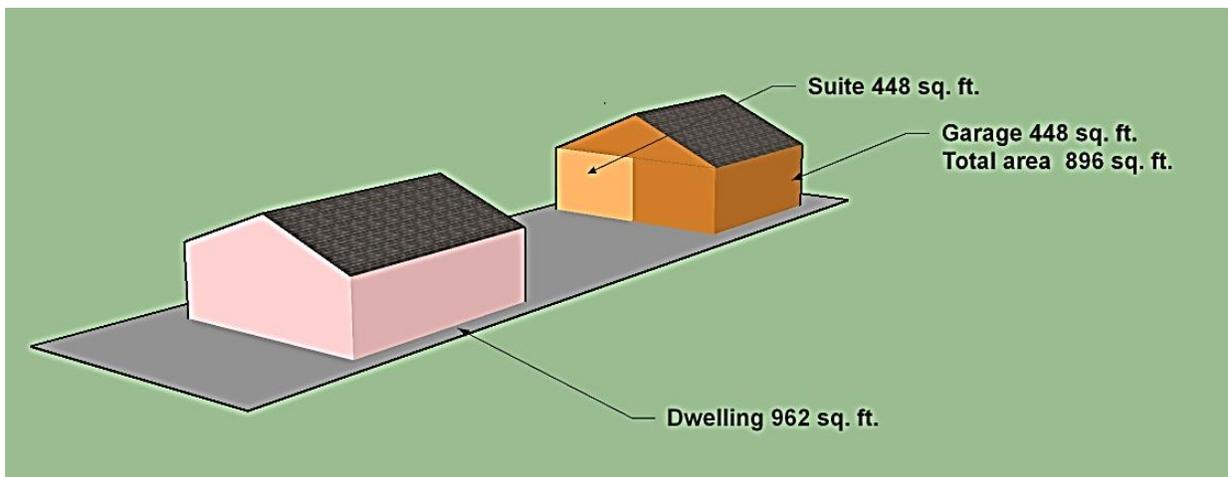


Figure 2 - Garage Suite - Maximum Size when Not Limited by Size of Dwelling

| | | |
|--------------------|-----------------------|-----------------------|
| Site Width | 40 ft | 12.12 m |
| Site Length | 125 ft | 38.10 m |
| Site Area | 5,000 ft ² | 464.50 m ² |
| Dwelling GFA | 962 ft ² | 89.30 m ² |
| Suite GFA | 784 ft ² | 72.90 m ² |
| Garage GFA | 896 ft ² | 83.20 m ² |
| Garage Suite GFA | 1,680 ft ² | 156.00 m ² |
| Rear Yard Coverage | 31% | |
| Site Coverage | 37% | |

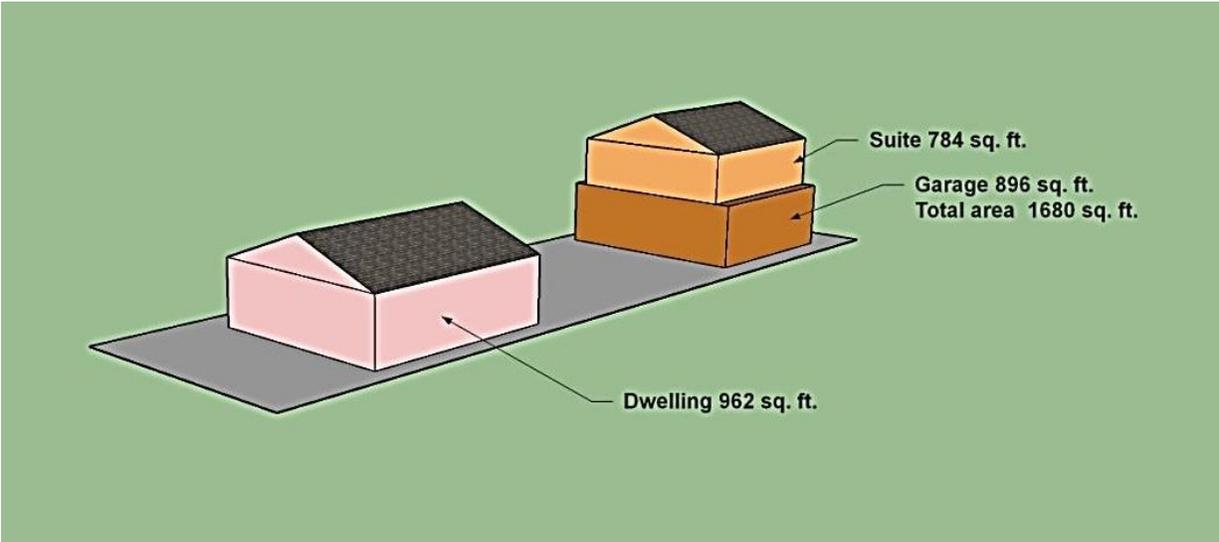


Figure 3a – Two-Storey Garage Suite - Small Dwelling - Option to Allow for a Minimum Garage Suite with a Gross Floor Area of 80 m² (861 ft²)

| | | |
|--------------------|-----------------------|-----------------------|
| Site Width | 40 ft | 12.12 m |
| Site Length | 125 ft | 38.10 m |
| Site Area | 5,000 ft ² | 464.50 m ² |
| Dwelling GFA | 750 ft ² | 69.70 m ² |
| Suite GFA | 360 ft ² | 33.45 m ² |
| Garage GFA | 484 ft ² | 44.97 m ² |
| Garage Suite GFA | 844 ft ² | 78.40 m ² |
| Rear Yard Coverage | 11% | |
| Site Coverage | 21% | |

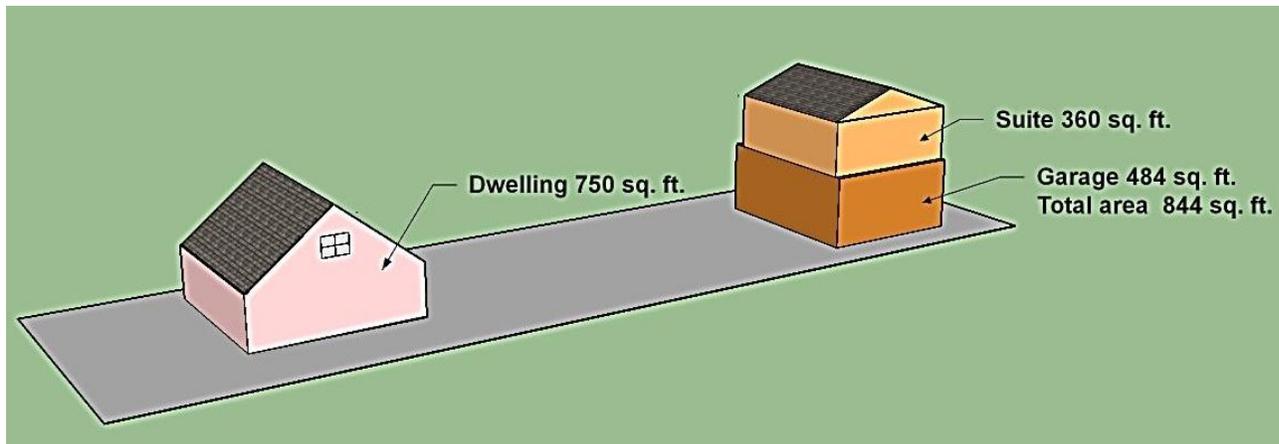


Figure 3b – One-Storey Garage Suite - Small Dwelling - Option to Allow for a Minimum Garage Suite with a Gross Floor Area of 80 m² (861 ft²)

| | | |
|--------------------|-----------------------|-----------------------|
| Site Width | 40 ft | 12.12 m |
| Site Length | 125 ft | 38.10 m |
| Site Area | 5,000 ft ² | 464.50 m ² |
| Dwelling GFA | 750 ft ² | 69.70 m ² |
| Suite GFA | 420 ft ² | 39.00 m ² |
| Garage GFA | 420 ft ² | 39.00 m ² |
| Garage Suite GFA | 840 ft ² | 78.03 m ² |
| Rear Yard Coverage | 19% | |
| Site Coverage | 28% | |

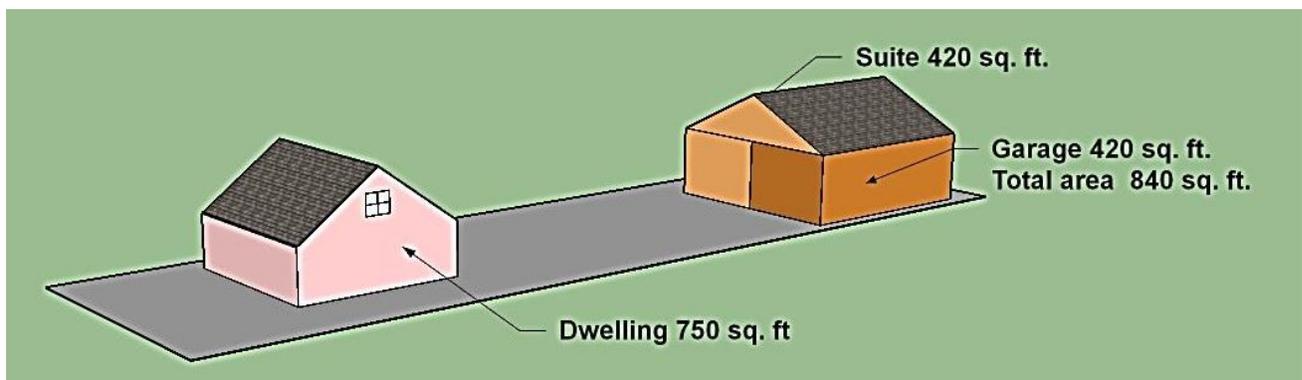
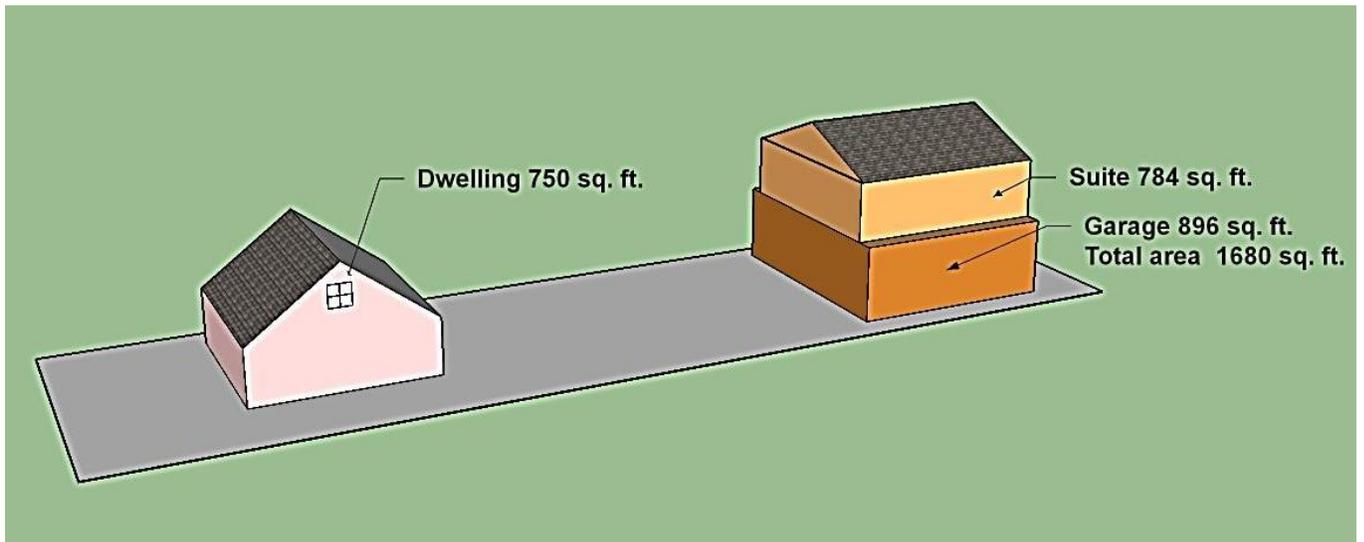


Figure 3c - Garage Suite - Small Dwelling – Maximum Size when Not Restricted by Size of Dwelling

| | | |
|--------------------|-----------------------|-----------------------|
| Site Width | 40 ft | 12.12 m |
| Site Length | 125 ft | 38.10 m |
| Site Area | 5,000 ft ² | 464.50 m ² |
| Dwelling GFA | 750 ft ² | 69.70 m ² |
| Suite GFA | 784 ft ² | 72.90 m ² |
| Garage GFA | 896 ft ² | 83.20 m ² |
| Garage Suite GFA | 1,680 ft ² | 156.00 m ² |
| Rear Yard Coverage | 20% | |
| Site Coverage | 29% | |



Summary of Zoning Bylaw Provisions for Garden and Garage Suites from Western Canadian Cities

| City | Permitted or Discretionary | Height | Site Coverage | Suite Size | On-Site Parking Required | Minimum Site Size that Allows for Garden or Garage Suite |
|--------------------------|---|---|---|---|--|--|
| Saskatoon | Discretionary | <u>Category 1</u> <u>Flat roof</u> 5.8 m <u>Peaked Roof</u> 6.0 m <u>Category 2</u> 3.5 m | 50% or rear yard Garage area can be a maximum of 87 m ² | 77 m ² Gross floor area must be less than the gross floor area of the primary dwelling | Two spaces | 225 m ² |
| Lethbridge | Discretionary* | 4.5 m | Accessory building can cover a maximum of 14% | | The suite requires one space | None |
| Regina | Currently a pilot project Will become a discretionary use when they are widely allowed | <u>One-storey building</u> 3.5 m <u>One-and-a-half-storey building</u> 5.8 m | 50 % maximum site coverage for all buildings | Maximum gross floor area Lesser of 80 m ² (excluding garage) or 80% of the primary dwelling | Two spaces (one for the suite and one for the dwelling unit) | None |
| Strathcona County | Permitted in urban areas Discretionary* in rural areas | Ceiling height is a minimum of 1.95 m in the suite | 40% for all buildings Maximum combined floor area for all accessory buildings is 94 m ² | Maximum area of the garden suite 40 % of the GFA (includes basement but not mechanical in basement) or 100 m ² | Two per dwelling unit plus the suite requires one space | None |

| City | Permitted or Discretionary | Height | Site Coverage | Suite Size | On-site parking required | Minimum Site Size that Allows for Garden or Garage Suite |
|-----------------|--|--|--|---|--|--|
| Lacombe | Discretionary* | 9 m when a suite is located above a garage, and shall not exceed the height of the main building | Maximum size of the accessory building (containing the suite) may be up to 60% site coverage for the dwelling up to a maximum of 70 m ² The mass of the accessory building shall not exceed the mass of the principal building | 75 m ² or a maximum of 40% of the total area of the dwelling (including basement) whichever is less | Yes One space for suites less than 60 m ² Two spaces for suites between 60 m ² and 75 m ² | None |
| Winnipeg | Conditional Use – requires a public hearing at the Board of Adjustment | 4.58 m (15 ft) for a garden suite 7.62 m (25 ft) for a garage suite | Maximum site coverage is 40 to 45% depending on site size Maximum size of a detached garage 82.1 m ² | Minimum suite size 32.50 m ² (350 ft ²) 55.74 m ² (600 ft ²) | Total two spaces | 325 m ² (3,500 ft ²) |

| City | Permitted or Discretionary | Height | Site Coverage | Suite Size | On-Site Parking Required | Minimum Site Size that Allows for Garden or Garage Suite |
|-----------------|--|---|---|--|---|---|
| Edmonton | Discretionary* | <p><u>Garage suite with a peaked roof</u> 6.5 m or up to 1.5 m greater than the height of the principal dwelling whichever is less</p> <p><u>Garage suite with a flat roof</u> 5.5 m or up to 1.5 m greater than the height of the principal dwelling whichever is less</p> | Site coverage of all accessory areas shall not exceed 12% | <p>60 m² garage suite (above grade)</p> <p>50 m² garden suite (at grade)</p> | One parking space per two sleeping units in addition to two spaces for primary dwelling | For most zoning districts the minimum site size is 400 m ² |
| Brandon | Conditional Use | 6.5 m or the height of the dwelling whichever is less | Maximum site coverage is 60% for all buildings | 70 m ² or 60% of the floor area of the dwelling whichever is less | One for each dwelling unit | 367 m ² |
| Red Deer | Garage suites (carriage houses) are permitted only one zoning district | Two storeys with a max of 10.0 m | Maximum site coverage is 60% for all buildings | Maximum 40% of the principle dwelling | Two for the dwelling and one for the suite (total of three) | 384 m ² |
| Calgary | Does not allow | | | | | |

*In Alberta, the planning legislation allows for the relaxation or altering of development standards for discretionary use approvals.

Proposed Amendments to Brighton Neighbourhood Concept Plan

Recommendation

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

Topic and Purpose

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

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

Report Highlights

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

Strategic Goal

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

Background

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

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

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

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

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

Report

Proposed Concept Plan Amendments

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

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

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

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

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

Impacts

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

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

Comments from Divisions and Agencies

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

Options to the Recommendation

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

Public and/or Stakeholder Involvement

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

Financial Implications

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

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

Safety/Crime Prevention Through Environmental Design (CPTED)

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

Other Considerations/Implications

There are no policy, environmental, or privacy implications or considerations; a communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Public Notice Policy No. C01-021. Once this application has been considered by the Municipal Planning Commission, a notice will be placed in The StarPhoenix one week prior to the public hearing, in accordance with Public Notice Policy No. C01-021.

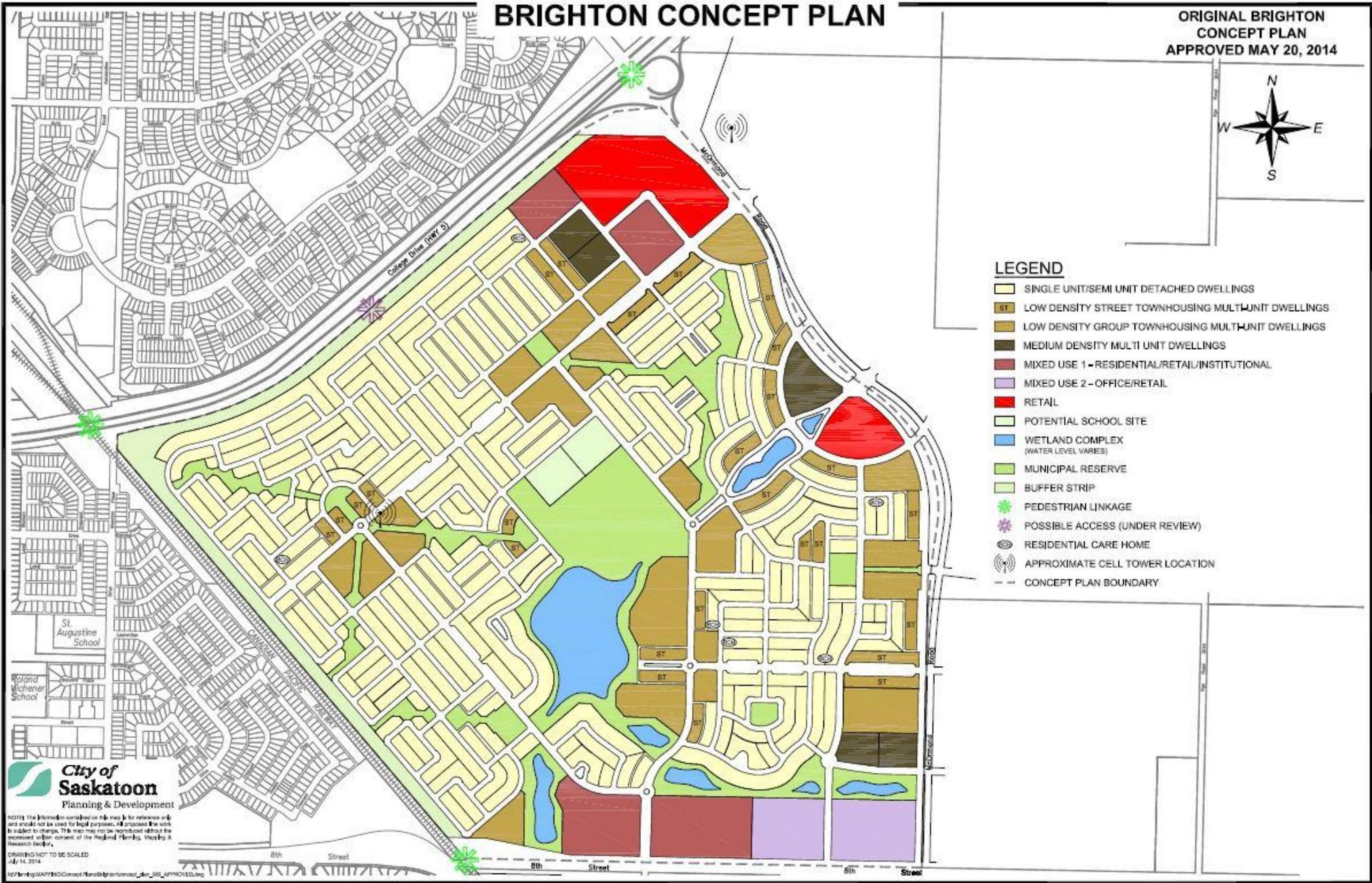
Attachments

1. Brighton Concept Plan
2. Proposed New Concept Plan
3. Changes to Concept Plan
4. Existing Roadway Classifications
5. Proposed Roadway Classifications
6. Written Submission from Proponent
7. Comments from Other Divisions and Agencies

Report Approval

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

S/Reports/2016/PD/MPC - Proposed Amendments to Brighton Neighbourhood Concept Plan/lc



Proposed New Concept Plan



Legend:

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

BOYCHUCK DRIVE

COLLEGE DRIVE (HIGHWAY 5)

MCCORMOND DRIVE

8TH STREET E 53

Changes to Concept Plan

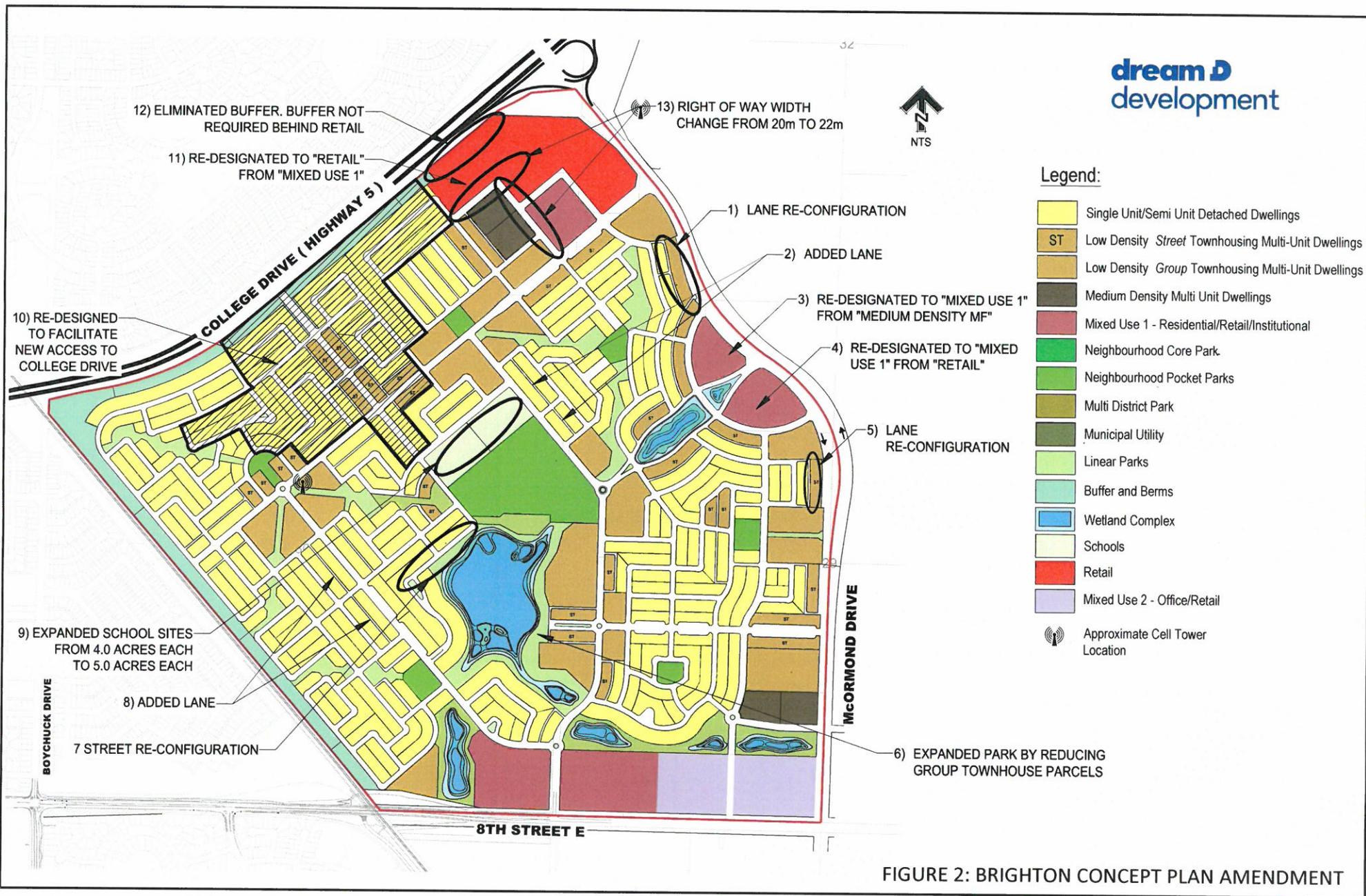
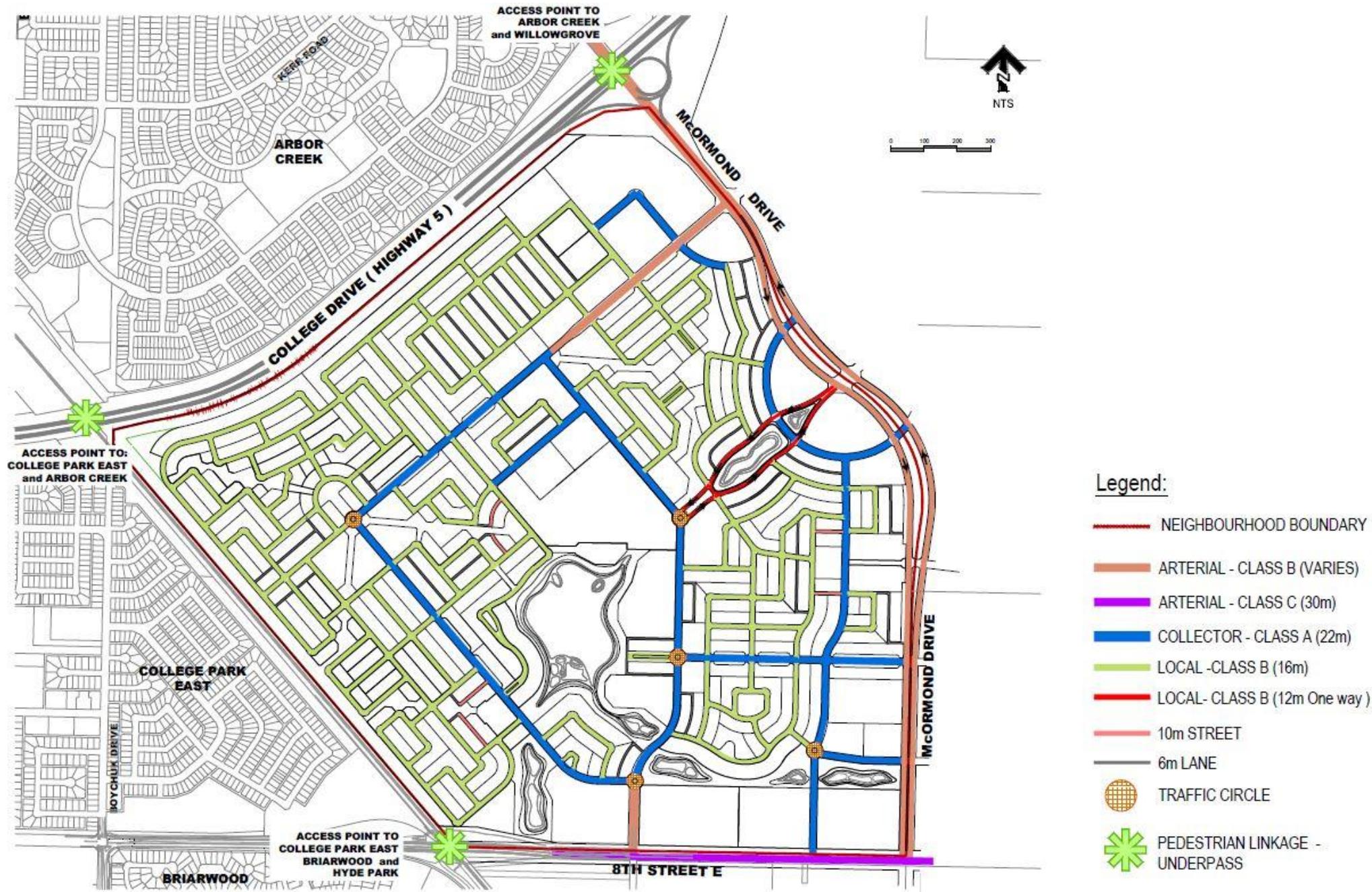


FIGURE 2: BRIGHTON CONCEPT PLAN AMENDMENT

Existing Roadway Classifications



Written Submission from Proponent



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

November 27, 2015
File: 113155028

Attention: Brad Zurevinski, Land Development Manager, Dream Development

Dear Brad,

Reference: Brighton Concept Plan Amendment

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

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

1) Lane Re-Configuration

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

2) Added Lane

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

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

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



Reference: Brighton Concept Plan Amendment

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

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

5) Lane Re-Configuration

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

6) Expanded park by reducing group townhouse parcels

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

7) Street Re-configuration

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

8) Added Lane

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

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

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

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

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



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

Reference: Brighton Concept Plan Amendment

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

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

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

12) Eliminated buffer which is not required behind retail.

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

Please contact the undersigned should you have any questions.

Regards,

STANTEC CONSULTING LTD.

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

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

c. Jayden Schmiess (Stantec) via Email



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

Reference: Brighton Concept Plan Amendment

Table 1.0 Brighton Land Use Statistics

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

Comments From Other Divisions and Agencies

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

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

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

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

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

College Drive Classification

Recommendation

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

Topic and Purpose

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

Report Highlights

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

Strategic Goals

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

Background

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

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

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

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

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

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

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

Report

Transportation Planning Approach

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

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

Intersection Analysis Results

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

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

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

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

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

¹ The LOS shown represents the entire intersection

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

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

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

Intersection Control Technology

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

College Drive Classification

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

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

Interchange Configuration

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

Funding Plan

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

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

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

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

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

Options to the Recommendation

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

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

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

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

Public and/or Stakeholder Involvement

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

Communication Plan

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

Financial Implications

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

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

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

Public Notice

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

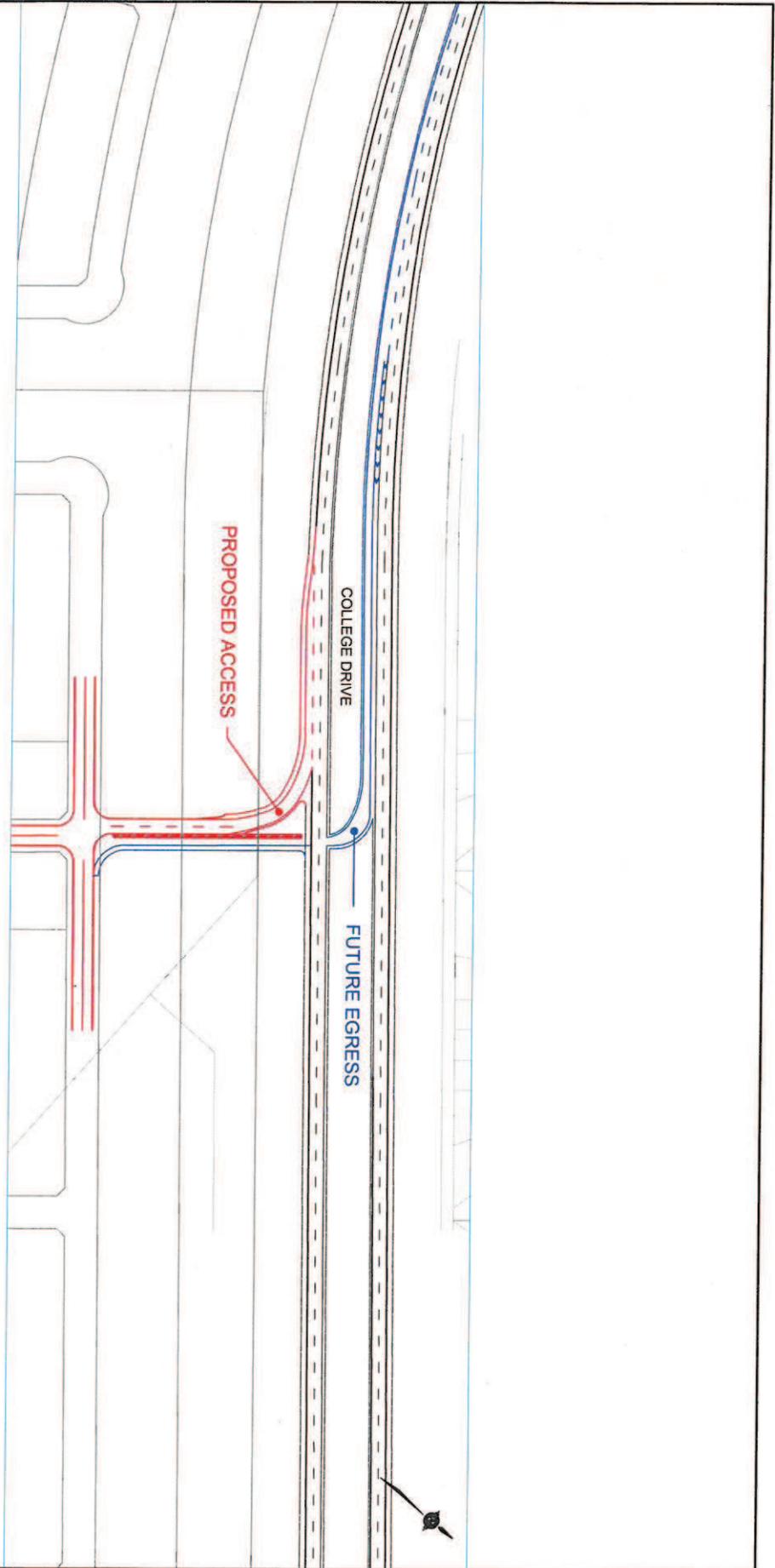
Attachments

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

Report Approval

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

TRANS JM – College Drive Classification.docx



| PLAN DESCRIPTION/REVISIONS | |
|----------------------------|--|
| 4 | |
| 3 | |
| 2 | |
| 1 | |

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



City of Saskatoon
 Transportation & Utilities Department

**BRIGHTON INTERSECTION
 CONCEPT GEOMETRICS**

APPROVED

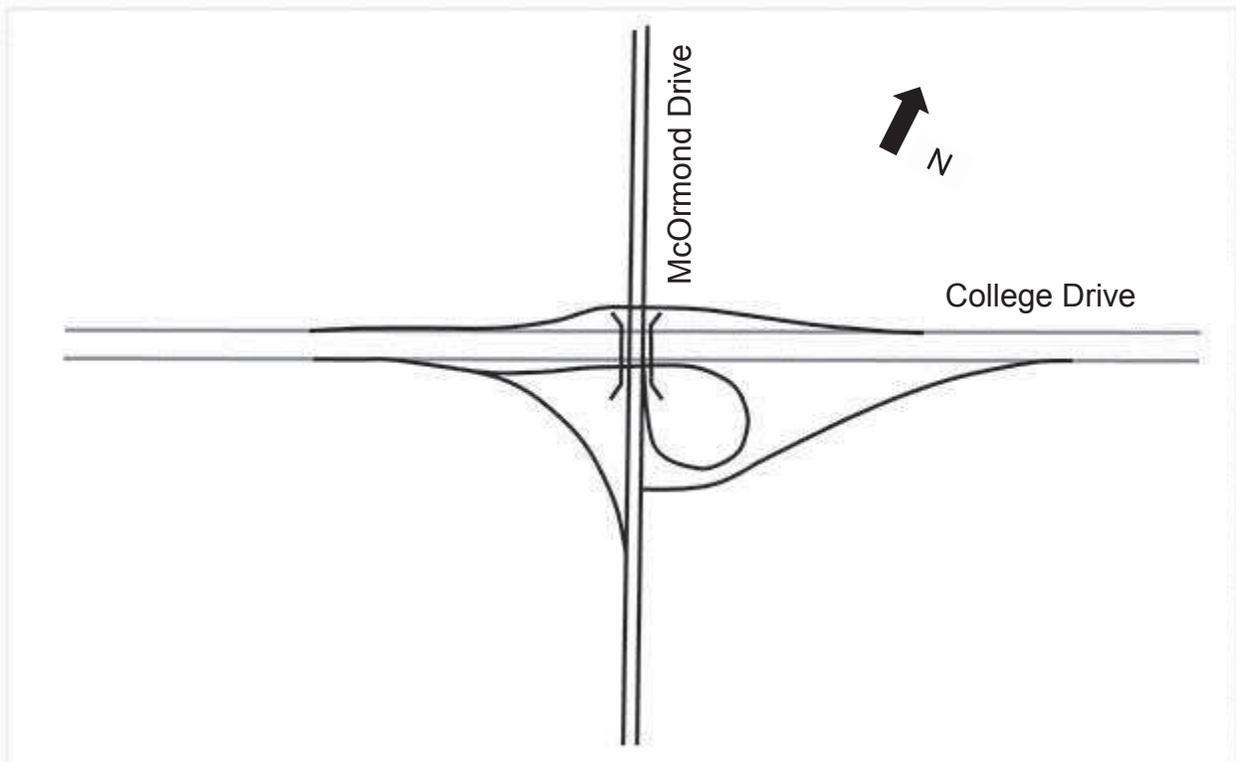
DIRECTOR _____

ENGINEER _____

ENGINEER _____

PLAN NO. 249-0063-114r001

McOrmond Drive and College Drive Interchange Configuration



Land Use Applications Received for the Period December 16, 2015, to January 20, 2016

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to provide detailed information on land use applications received by the Community Services Department for the period December 16, 2015, to January 20, 2016.

Report

Each month, land use applications are received and processed by the Community Services Department; see Attachment 1 for a detailed description of these applications.

Public Notice

Public notice, pursuant to Section 3 of Public Notice Policy No. C01-02, is not required.

Attachment

1. Land Use Applications

Report Approval

Reviewed by: Alan Wallace, Director of Planning and Development

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

S/Reports/2016/PD/Land Use Apps/PDCS – Land Use Apps – Feb 8, 2016/ks

Land Use Applications Received by the Community Services Department For the Period Between December 16, 2015, to January 20, 2016

The following applications have been received and are being processed:

Condominium

- | | |
|--------------------------|---|
| • Application No. 21/15: | 550 4 th Avenue North (94 New Units) |
| Applicant: | Webb Surveys for North Prairie Developments Ltd. |
| Legal Description: | Lots 71 to 73, Block 183, Plan No. 99SA24455 and Lot 23, Block 183, Plan No. F4928 |
| Proposed Use: | Residential Condominium Units |
| Current Zoning: | RM5 |
| Neighbourhood: | City Park |
| Date Received: | December 15, 2015 |

- | | |
|-------------------------|---|
| • Application No. 1/16: | 3718 8 th Street East |
| Applicant: | Larson Surveys Ltd. for Providence Developments Ltd. |
| Legal Description: | Parcel AA, Plan No. 101317485 |
| Proposed Use: | Creation of 53 Residential Units |
| Current Zoning: | RM3 |
| Neighbourhood: | Wildwood |
| Date Received: | January 15, 2016 |

Discretionary Use

- | | |
|---------------------------|--------------------------------------|
| • Application No. D19/15: | 2915 37 th Street West |
| Applicant: | Vilma Caryabyab |
| Legal Description: | Lot 44, Block 453, Plan No. 87S10852 |
| Proposed Use: | Type II Care Home |
| Current Zoning: | R1A |
| Neighbourhood: | Westview |
| Date Received: | December 18, 2015 |

- | | |
|---------------------------|---------------------------------------|
| • Application No. D20/15: | 702 Evergreen Boulevard |
| Applicant: | Sunlight Development Ltd. |
| Legal Description: | Lot 11, Block 633, Plan No. 102088953 |
| Proposed Use: | Type II Care Home |
| Current Zoning: | R1A |
| Neighbourhood: | Evergreen |
| Date Received: | December 31, 2015 |

Discretionary Use

- Application No. D1/16: 2325 Preston Avenue South
Applicant: Fishman Holdings North America Inc.
Legal Description: Parcel A, Plan No. 90S04043
Proposed Use: Shopping Centre and Multiple-Unit Dwelling
Current Zoning: B4
Neighbourhood: Nutana Suburban Centre
Date Received: January 19, 2016

Rezoning

- Application No. Z36/15: 204 – 216 Avenue O South
Applicant: Jim Siemens, Oxbow Architects
Legal Description: Lots 29 to 31, Block 26, Plan F5554;
Lots 33 and 39, Block 26, Plan No. 101367288;
Lot 35, Block 26, Plan No. 101367323
Proposed Use: Dwelling Group up to 26 Units
Current Zoning: RM1
Proposed Zoning: RM2 by Agreement
Neighbourhood: Pleasant Hill
Date Received: December 16, 2015
- Application No. Z37/15: 3035 Preston Avenue South
Applicant: Circle Drive Senior Citizens Home
Legal Description: Parcel F, Plan No. 78S27733
Proposed Use:
Current Zoning: R1A
Proposed Zoning: M3
Neighbourhood: Stonebridge
Date Received: December 23, 2015
- Application No. Z1/16: Annexed Lands
Applicant: City of Saskatoon Planning and Development
Legal Description: Various
Proposed Use: Residential Development
Current Zoning: Various Rural Municipalities and Saskatoon
Planning District Zoning Designations
Proposed Zoning: FUD
Neighbourhood: Holmwood, University Heights, North and
Northwest Development Areas, and Marquis
Industrial
Date Received: January 6, 2016

Rezoning

- Application No. Z2/16: 2325 Preston Avenue
Applicant: Fishman Holdings North America Inc.
Legal Description: Parcel A, Plan No. 90S09043
Proposed Use:
Current Zoning: B4
Proposed Zoning: B4A
Neighbourhood: Nutana Suburban Centre
Date Received: January 7, 2016
- Application No. Z3/16: 2950 McClocklin Road
Applicant: Saskatoon Land
Legal Description: Lot 28, Block 1, Plan No. 102064025
Proposed Use: Additional Commercial Development
Current Zoning: RM3
Proposed Zoning: B2
Neighbourhood: Hampton Village
Date Received: January 15, 2016

Subdivision

- Application No. 81/15: 315 - 351 Rajput Way
Applicant: Webb Surveys for Riverbend Developments Ltd.
Legal Description: Parcel Z, Plan No. 102135024
Proposed Use: Create 19 Townhouse-Style Condominium Units
Current Zoning: RMTN
Neighbourhood: Evergreen
Date Received: December 15, 2015
- Application No. 82/15: 415 Wellman Avenue
Applicant: Webb Surveys for Canwest Commercial and Land Corporation
Legal Description: Lot 4, Block 202, Plan No. 102089796
Proposed Use: Create Two New Commercial Lots
Current Zoning: IB
Neighbourhood: Stonebridge
Date Received: December 16, 2015

Subdivision

- Application No. 1/16 a) and b): Western Development Museum and Diefenbaker Park
Applicant: George, Nicholson, Franko and Associates for City of Saskatoon and Circle Drive Alliance Church
Legal Description: Parcel C, Plan No. 72S03709; Part of Parcel A, Plan No. 101325620; and Parcel B, Plan No. 101411200;
Part of NE and NW ¼ 17-36-5 W3M
Proposed Use: To Provide Right-of-Way for Circle Drive South
Current Zoning: AG
Neighbourhood: Diefenbaker Park Management Area
Date Received: January 4, 2016
- Application No. 2/16: Dundonald Avenue/11th Street
Applicant: George, Nicholson, Franko and Associates for City of Saskatoon
Legal Description: Lots 1 and 28, Block 1, Plan No. G792; Lot 29, Block 1, Plan No. 101344698; and Surface Consolidation of Lots 1, 27, and 28; Block 1; Plan No. G792 and Lot 29, Block 1, Plan No. 101344698
Proposed Use: To Dedicate Portions of the Lots as Dundonald Avenue and Consoliate the Remainders into Viable Residential Lots
Current Zoning: R2 and B2
Neighbourhood: Montgomery Place
Date Received: January 4, 2016
- Application No. 3/16: 1515 Grosvenor Avenue
Applicant: Webb Surveys for Jiangeng Shi and Wenhui Chen
Legal Description: Lot 14, Block 266, Plan No. G897
Proposed Use: To Create Separate Titles for Each Side of an Existing Two-Unit Dwelling
Current Zoning: R2
Neighbourhood: Holliston
Date Received: January 13, 2016
- Application No. 4/16: 1305 Central Avenue
Applicant: Meridian Surveys for Tri-Investors Holding Corp.
Legal Description: Parcel B, Plan No. 69S26385
Proposed Use: To Create Two Separate Titles for an Existing Commercial Development
Current Zoning: IL1
Neighbourhood: Sutherland
Date Received: January 13, 2016

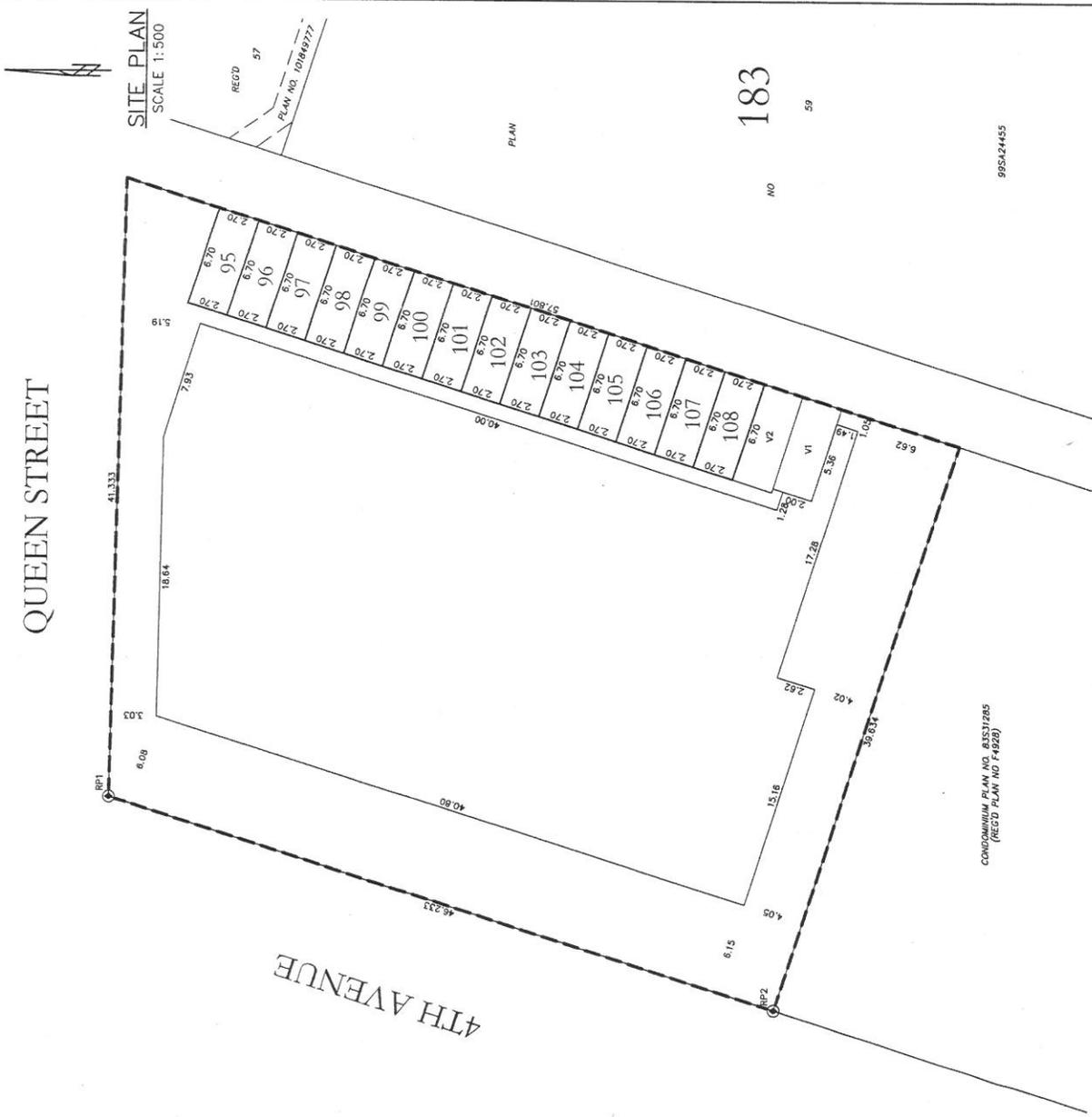
Attachments

1. Plan of Proposed Condominium No. 21/15
2. Plan of Proposed Condominium No. 1/16
3. Plan of Proposed Discretionary Use No. D19/15
4. Plan of Proposed Discretionary Use No. D20/15
5. Plan of Proposed Discretionary Use No. D1/16
6. Plan of Proposed Rezoning No. Z36/15
7. Plan of Proposed Rezoning No. Z37/15
8. Plan of Proposed Rezoning No. Z1/16
9. Plan of Proposed Rezoning No. Z2/16
10. Plan of Proposed Rezoning No. Z3/16
11. Plan of Proposed Subdivision No. 81/15
12. Plan of Proposed Subdivision No. 82/15
13. Plan of Proposed Subdivision No. 1/16 a) and b)
14. Plan of Proposed Subdivision No. 2/16
15. Plan of Proposed Subdivision No. 3/16
16. Plan of Proposed Subdivision No. 4/16

SHEET NUMBER 1 OF 5
 SITE PLAN & LEGEND

PLAN OF SURVEY SHOWING SURFACE BUILDING CONDOMINIUM FOR LOTS 71-73 inclusive, BLOCK 183 REG'D PLAN NO. 99SA24455 & LOT 23, BLOCK 183 REG'D PLAN NO. F4928 S.E. 1/4 OF SEC. 33 TWP. 36, RGE. 5, W. 3rd MER. SASKATOON, SASKATCHEWAN BY: T.R. WEBB, S.L.S. DATE: SEPTEMBER - NOVEMBER 2015 SCALE: AS SHOWN

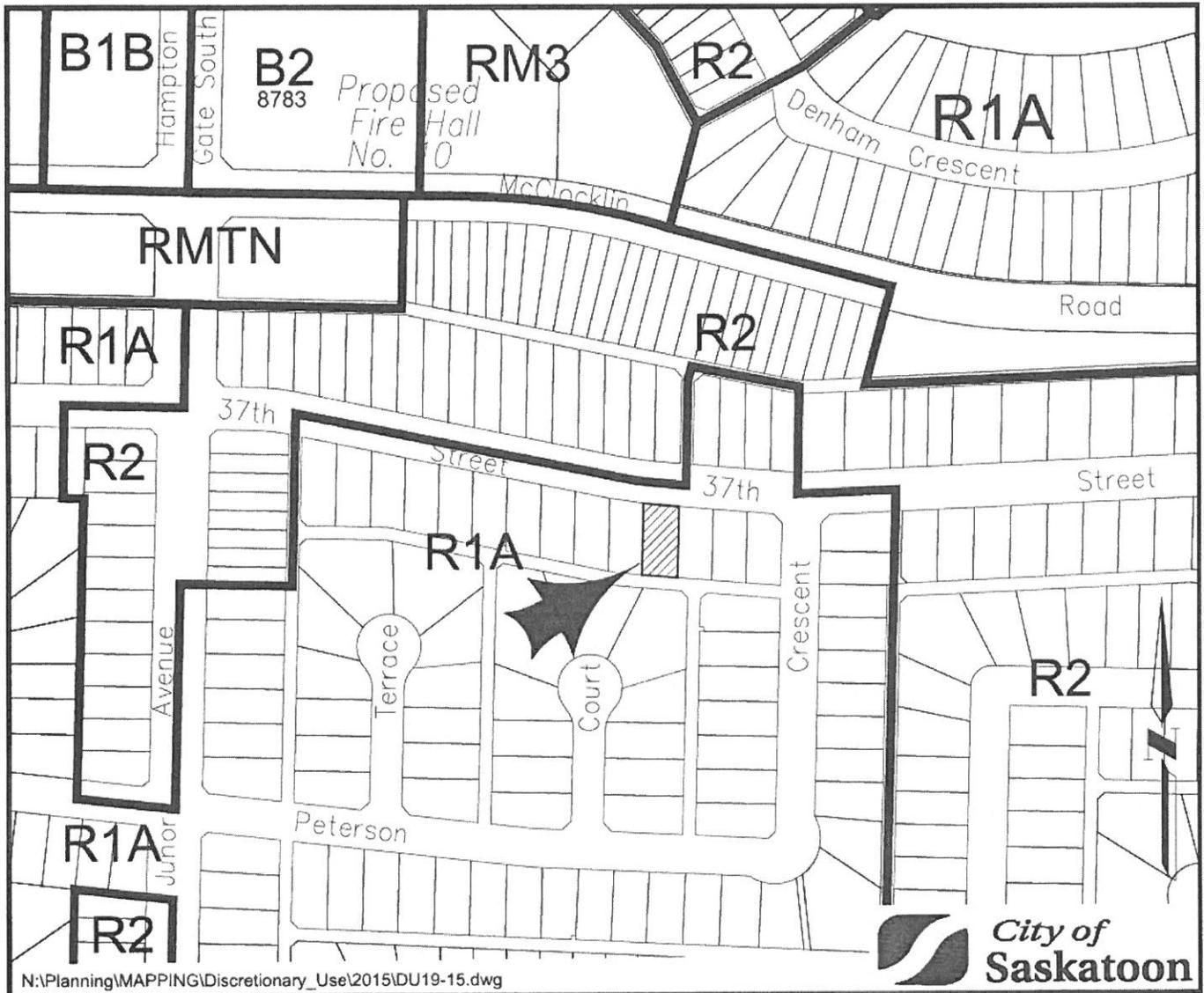
- LEGEND
- Measurements are in metres and decimals thereof.
 - Measurements indicating the position of the building in relation to the outer boundaries of the parcel are taken to the concrete foundation at ground level.
 - Residential unit numbers are shown as 1, 2, 3, etc. on sheets 3, 4 & 5.
 - Regular residential unit boundaries are shown on Sheets 3, 4 & 5 by a heavy solid line and are defined as follows:
 - the exterior surface of any interior finishing material that forms the surface of any common and exterior wall, floor, or ceiling.
 - All exterior surfaces are common property.
 - The owner of each regular residential unit shall have exclusive use of that balcony to which that unit has sole access.
 - Parking units are in accordance with Section 11(1)(b) of The Condominium Property Act.
 - Parking units shown as 95, 96, 97, etc. on Sheets 1 & 2.
 - Vehicle parking spaces shown on Sheets 1 & 2 are designated as V1 and V2.
 - All parking units have interior angles of 90° unless otherwise shown.
 - All areas not designated with a unit number are common property.
 - Area to be approved is outlined by a heavy dashed line.
 - The parcel within the line of approval has an Extension 0.
 - Standard iron posts found are shown thus...○RP1○RP2
 - Reference Points are shown thus...○RP1○RP2
 - The Datum used: MAD83 (CSRS88)
 - The Projection used: UTM Zone13N extended
 - Geo-referenced points were derived from GNSS and post processed from the Precise Positioning Service from Natural Resources Canada
 - RP Coordinates are derived as of November 9, 2015



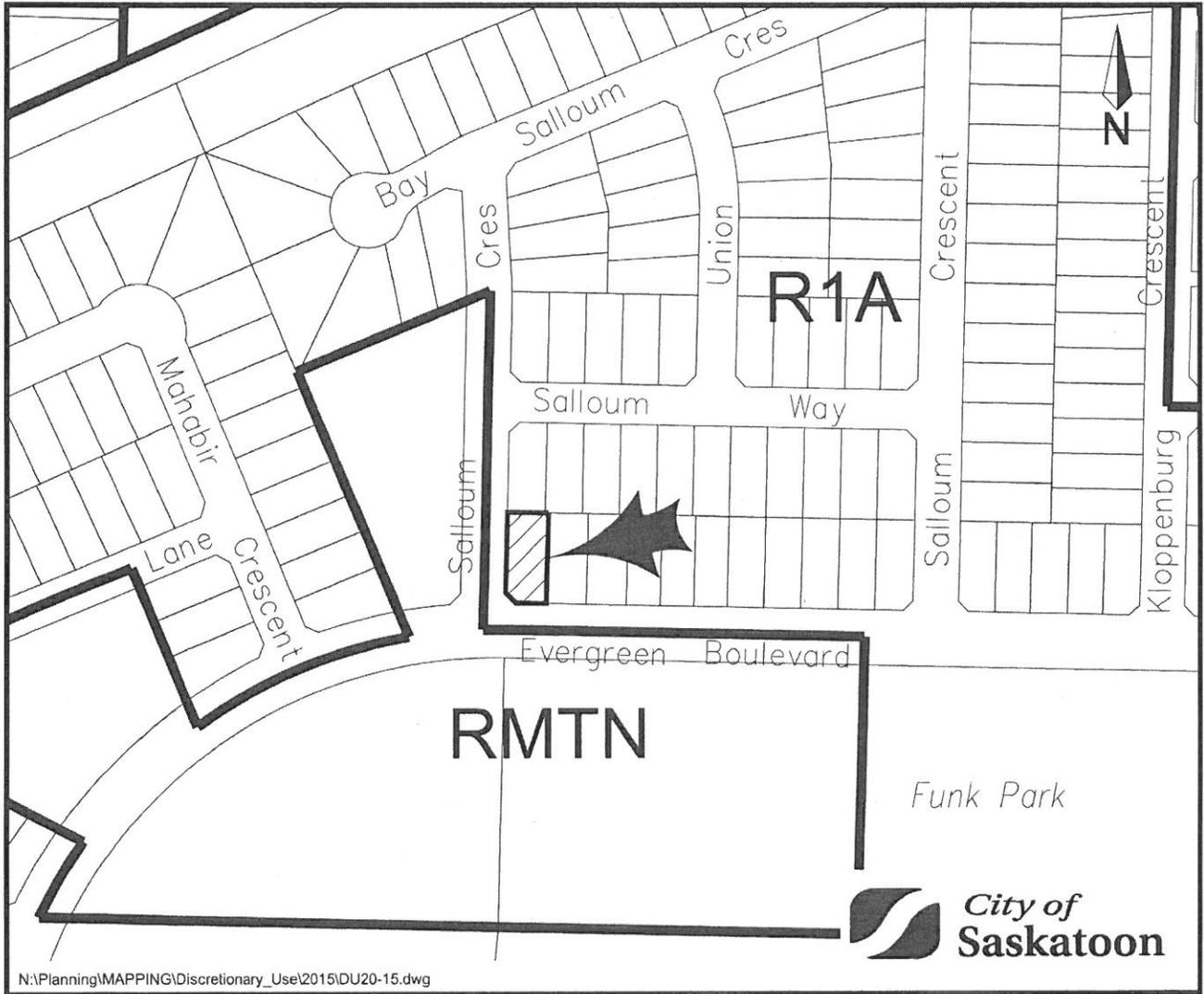
Prepared by

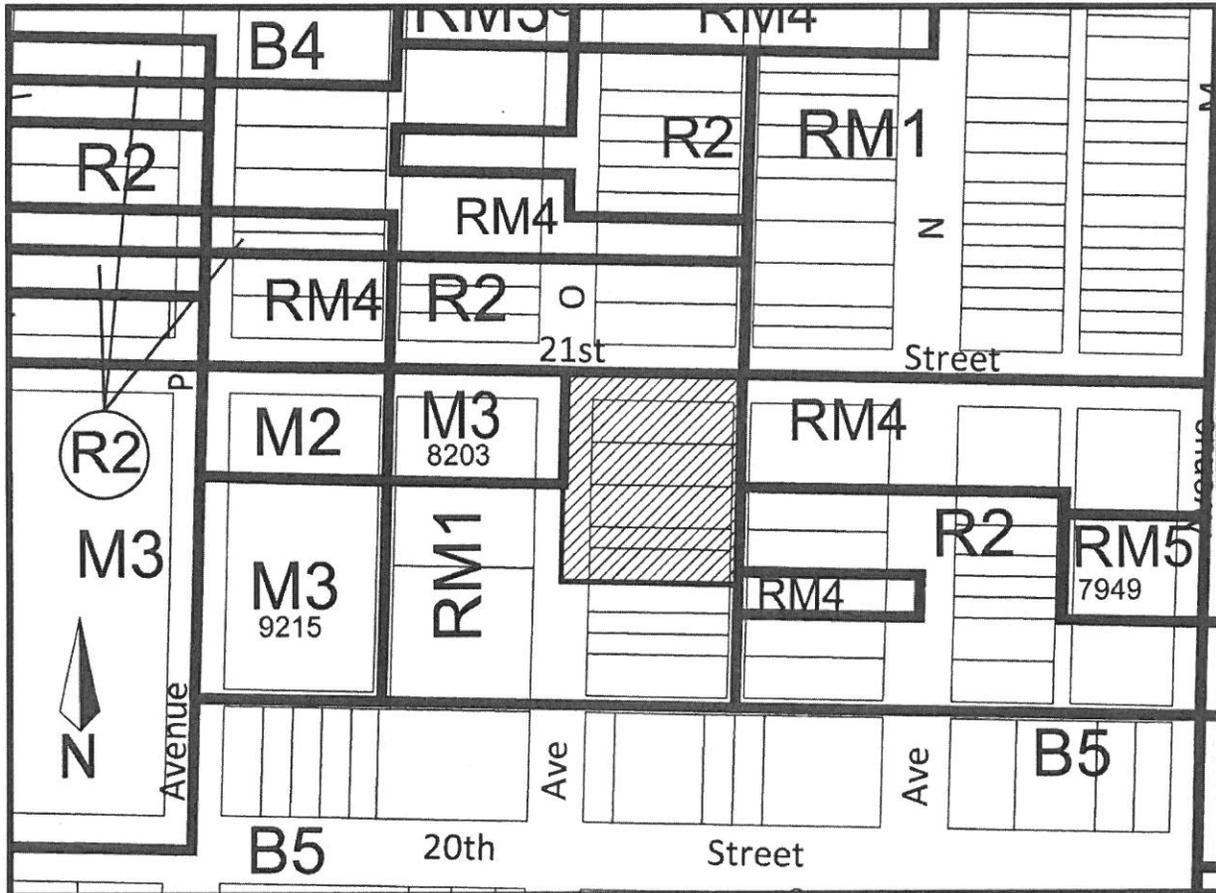
 13-25-09an
 B.F.

Plan of Proposed Discretionary Use No. D19/15



Proposed Discretionary Use D. 20/15

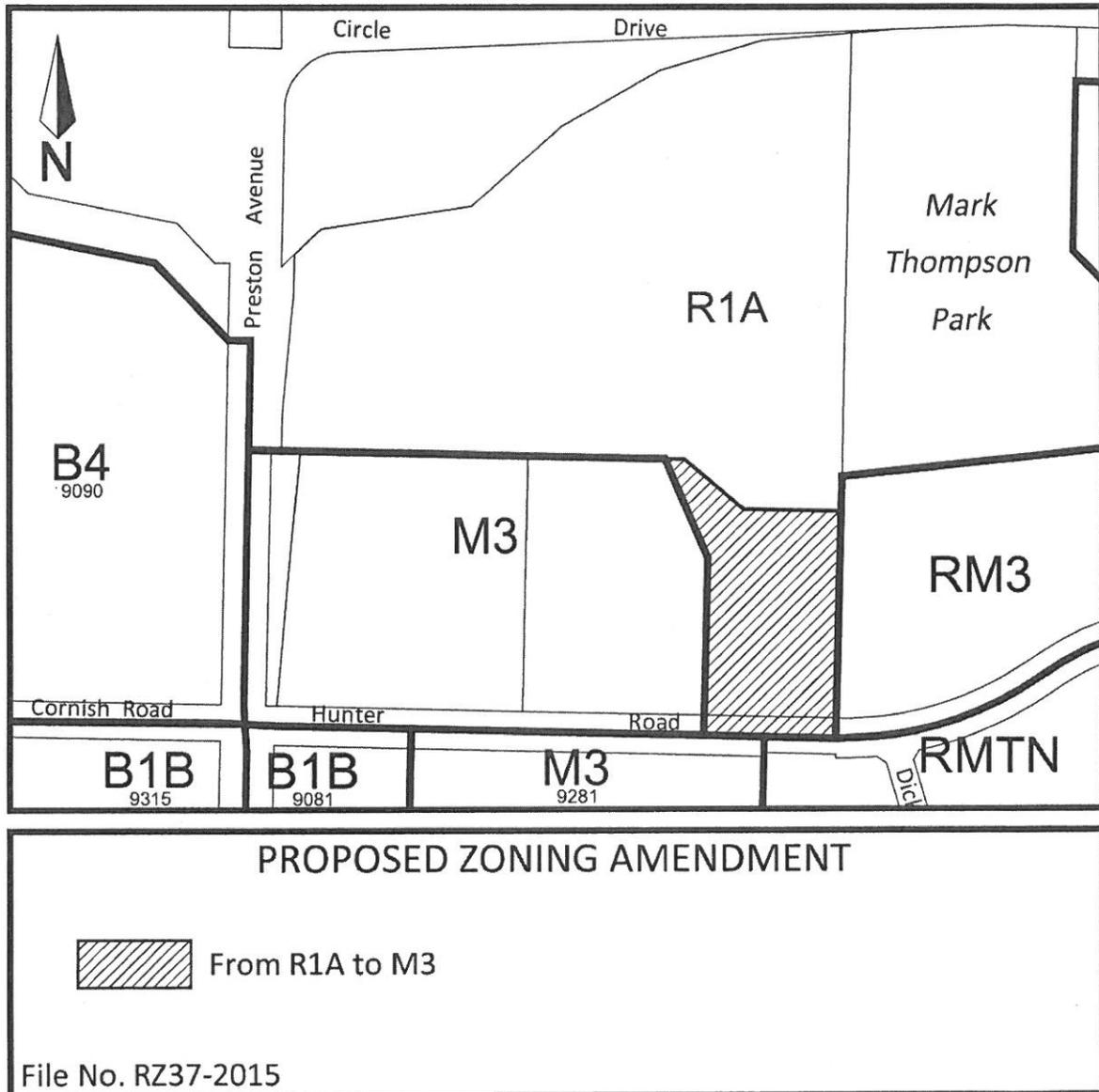




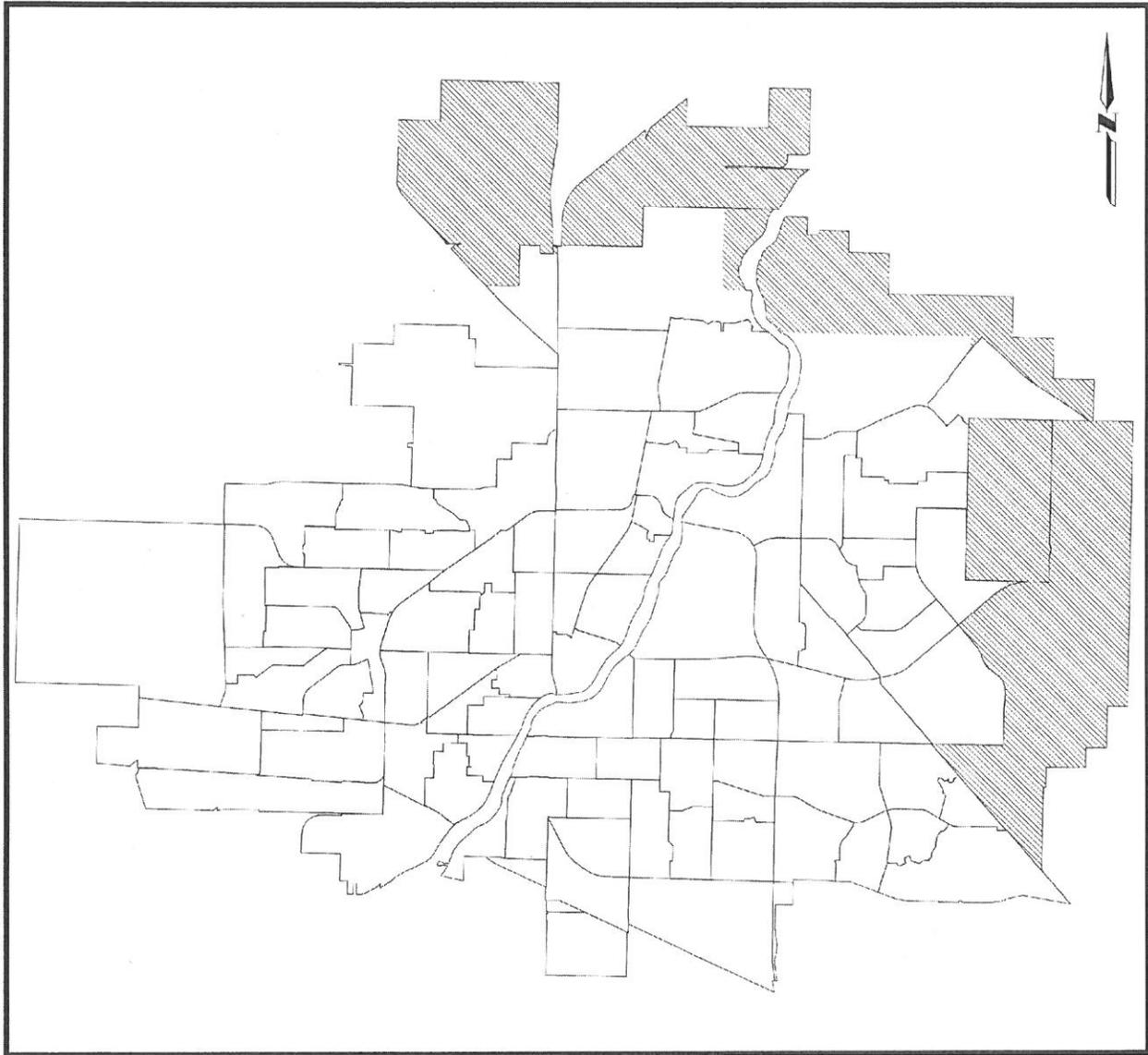
PROPOSED ZONING AMENDMENT

 From RM1 to RM2 by Agreement

File No. RZ36-2015



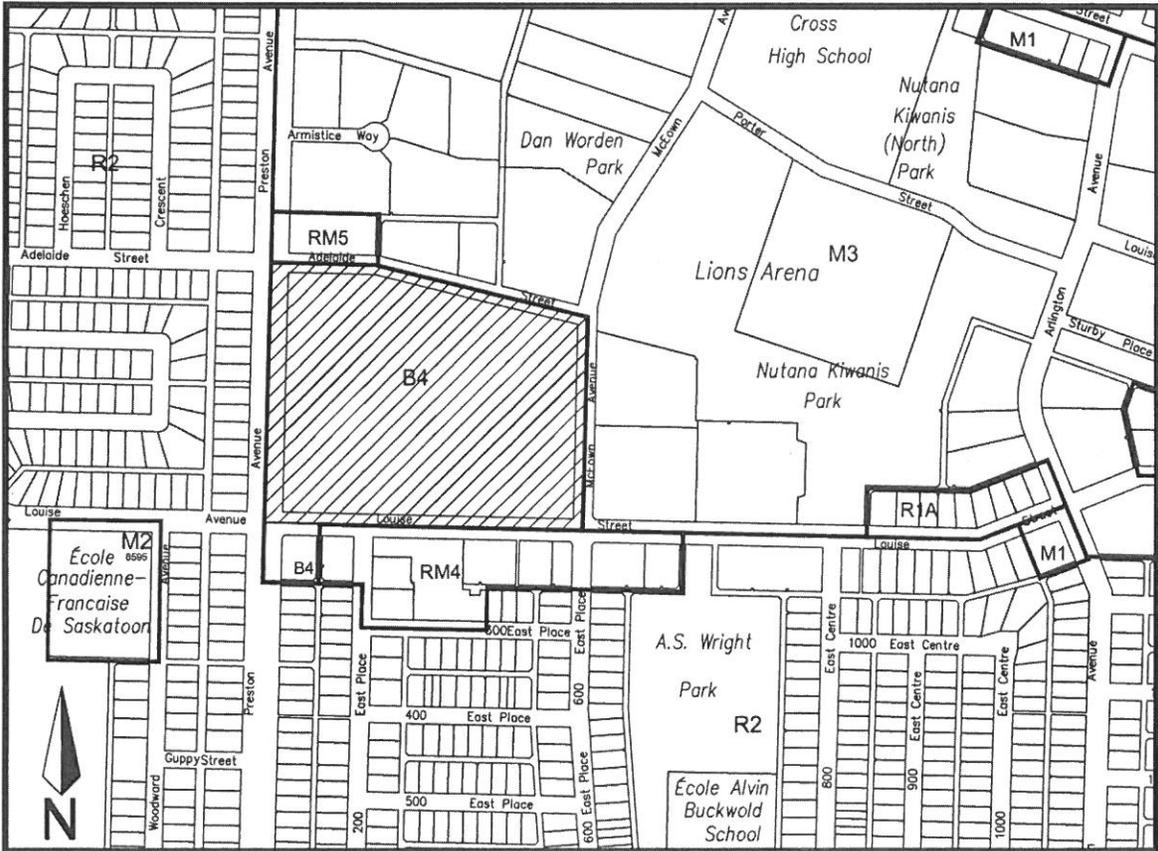
Plan of Proposed Rezoning No. Z1/16



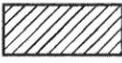
ZONING AMENDMENT



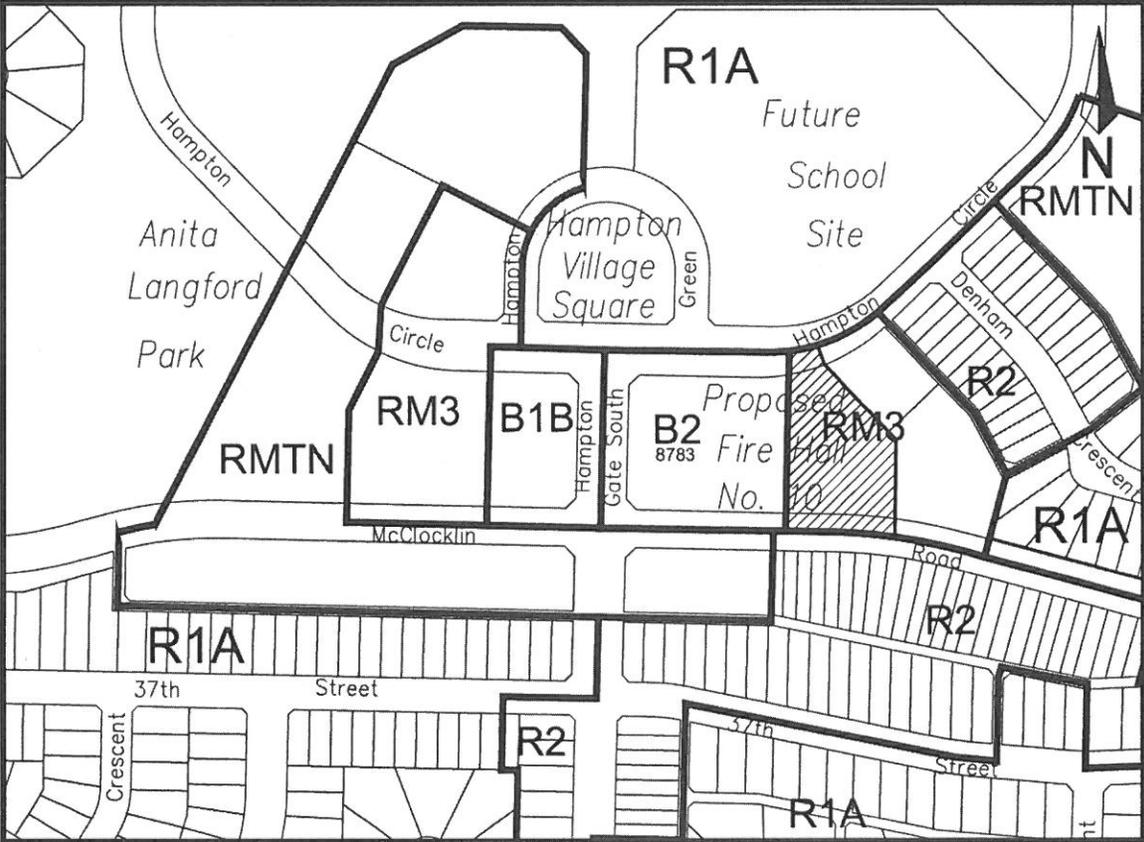
Proposed Zoning Amendments



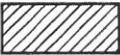
PROPOSED ZONING AMENDMENT

 From B4 to B4A

File No. RZ02-2016



PROPOSED ZONING AMENDMENT

 From RM3 to B2

File No. RZ03-2016

PLAN OF PROPOSED
 SURFACE BARE LAND
 CONDOMINIUM FOR
 PARCEL Z,
 PLAN NO. 102135024
 N.W. 1/4 SEC. 7
 TWP. 37, RGE. 4, W. 3RD MER.
 315-351 RAJPUT WAY
 SASKATOON, SASKATCHEWAN
 BY T.R. WEBB, S.L.S.
 SCALE 1:500

Dimensions shown are in metres and decimals thereof.
 Constructed buildings are wholly within the proposed unit boundaries as shown.
 Portion of this plan to be approved is outlined in red with a bold, dashed line and contains 0.52± ha (1.29± ac.).
 Distances shown are approximate and may vary from the final plan of survey by ± 1.0m.

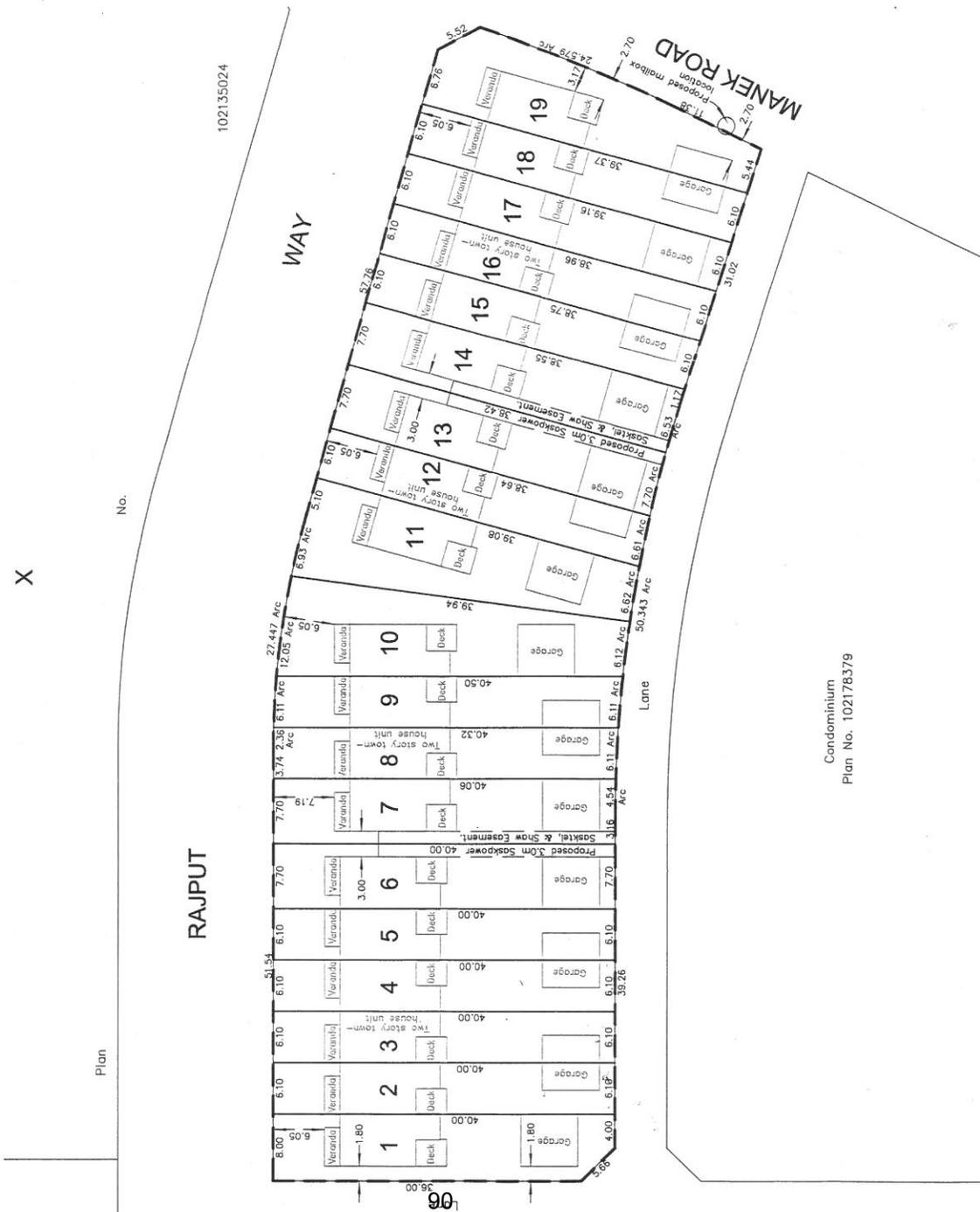
Approved under the provisions of
 Bylaw No. 6537 of the
 City of Saskatoon

Date _____
 Community Services Department

T.R. Webb December 17th, 2015
 Saskatchewan Land Surveyor

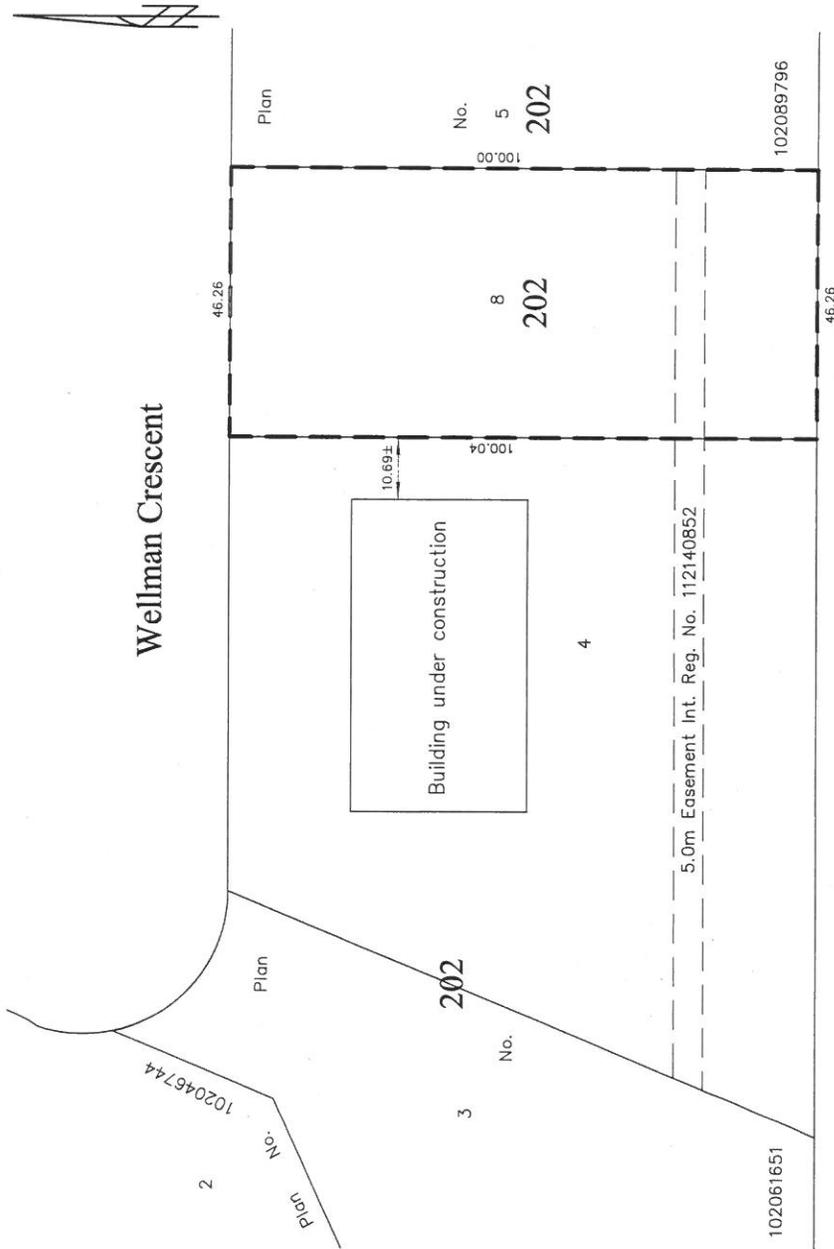
Prepare

 T.R. Webb © 2011
 14-2664sr



Condominium
 Plan No. 102178379

PLAN OF PROPOSED
 SUBDIVISION OF PART OF
 LOT 4, BLOCK 202
 PLAN NO. 102089796
 NW 1/4 SEC 10,
 TWP 36, RGE 5, W. 3 MER.
 415 WELLMAN CRESCENT
 SASKATOON, SASKATCHEWAN
 BY B.J. LUEY, S.L.S.
 SCALE 1:1000



Dimensions shown are in metres and decimals thereof.
 Portion of this plan to be approved is outlined with a bold, dashed line and contains 0.43± ha (1.06± ac.).

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

B.J. Luey
 B.J. Luey (October 2015)
 Saskatchewan Land Surveyor

St

Approved under the provisions of
 Bylaw No. 65.37 of the
 City of Saskatoon

Date _____
 Director of Planning & Development Division

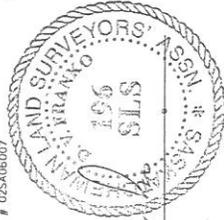
Prepared by

 © 2015
 15-2906sn

Base Map 4 - Circle Drive South
 Plan Showing Proposed
Surface Subdivision
 of all of
Parcel C, Reg'd Plan No. 72S03709;
 and part of
Parcel A, Plan No. 101325620;
Parcel B, Plan No. 101411200;
N.E. 1/4, Sec. 17
Twp. 36 Rge. 5 W3Mer.;
N.W. 1/4, Sec. 17
Twp. 36 Rge. 5 W3Mer.
Saskatoon, Saskatchewan
 By: **D.V. Franko S.L.S.**
 Date: **June 2009 - August 2015**
 Scale: **1:2000**
 Sheet 2 of 2

- > Measurements are in meters and decimals thereof.
- > Area to be subdivided is outlined in a bold dashed line and contains ±20.63 ha. (±50.99 acres)
- > Date of preliminary survey June 17, 2009 to August 18, 2015.
- > Distances on this plan may vary by ±3.0m

N.W. 1/4 Sec. 17 Twp. 36 Rge. 5 W3Mer.



Exemption # 025A06007 to COS

±24.384

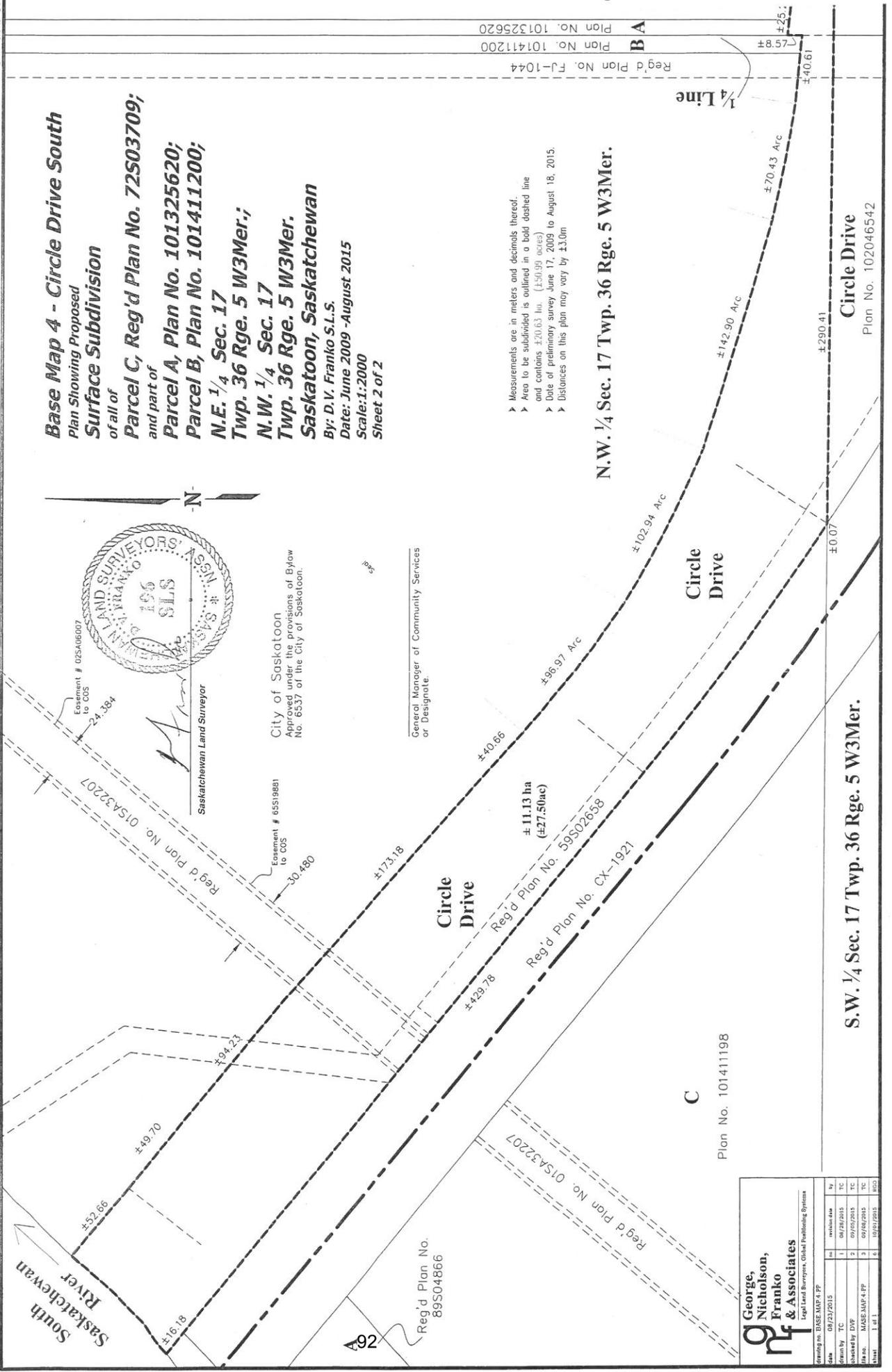
Saskatchewan Land Surveyor

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

Exemption # 65519881 to COS

±30.40

General Manager of Community Services or Designate.



| | | | |
|---------------------------|--------------|-----------------|----|
| Drawing no. BASE MAP # PP | | Date 08/21/2015 | |
| Drawn by TC | 1 08/21/2015 | TC | TC |
| Checked by DVP | 2 09/02/2015 | TC | TC |
| Issue by MASE MAP # PP | 3 09/02/2015 | TC | TC |
| Sheet 1 of 1 | 4 10/01/2015 | TC | TC |

George, Nicholson, Franko & Associates
 Legal Land Surveyors, Official Practising System

S.W. 1/4 Sec. 17 Twp. 36 Rge. 5 W3Mer.

Circle Drive
 Plan No. 102046542

Base Map 4 - Circle Drive South
 Plan Showing Proposed
Surface Subdivision
 of all of

Parcel C, Reg'd Plan No. 72S03709;

and part of
Parcel A, Plan No. 101325620;
Parcel B, Plan No. 101411200;

N.E. 1/4 Sec. 17
Twp. 36 Rge. 5 W3Mer.;

N.W. 1/4 Sec. 17

Twp. 36 Rge. 5 W3Mer.

Saskatoon, Saskatchewan

By: D.V. Franko S.L.S.

Date: June 2009 - August 2015

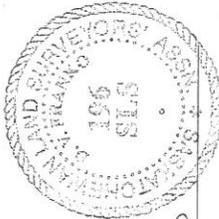
Scale: 1:2000

Sheet 1 of 2

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

See

General Manager of Community Services
 or Designate.



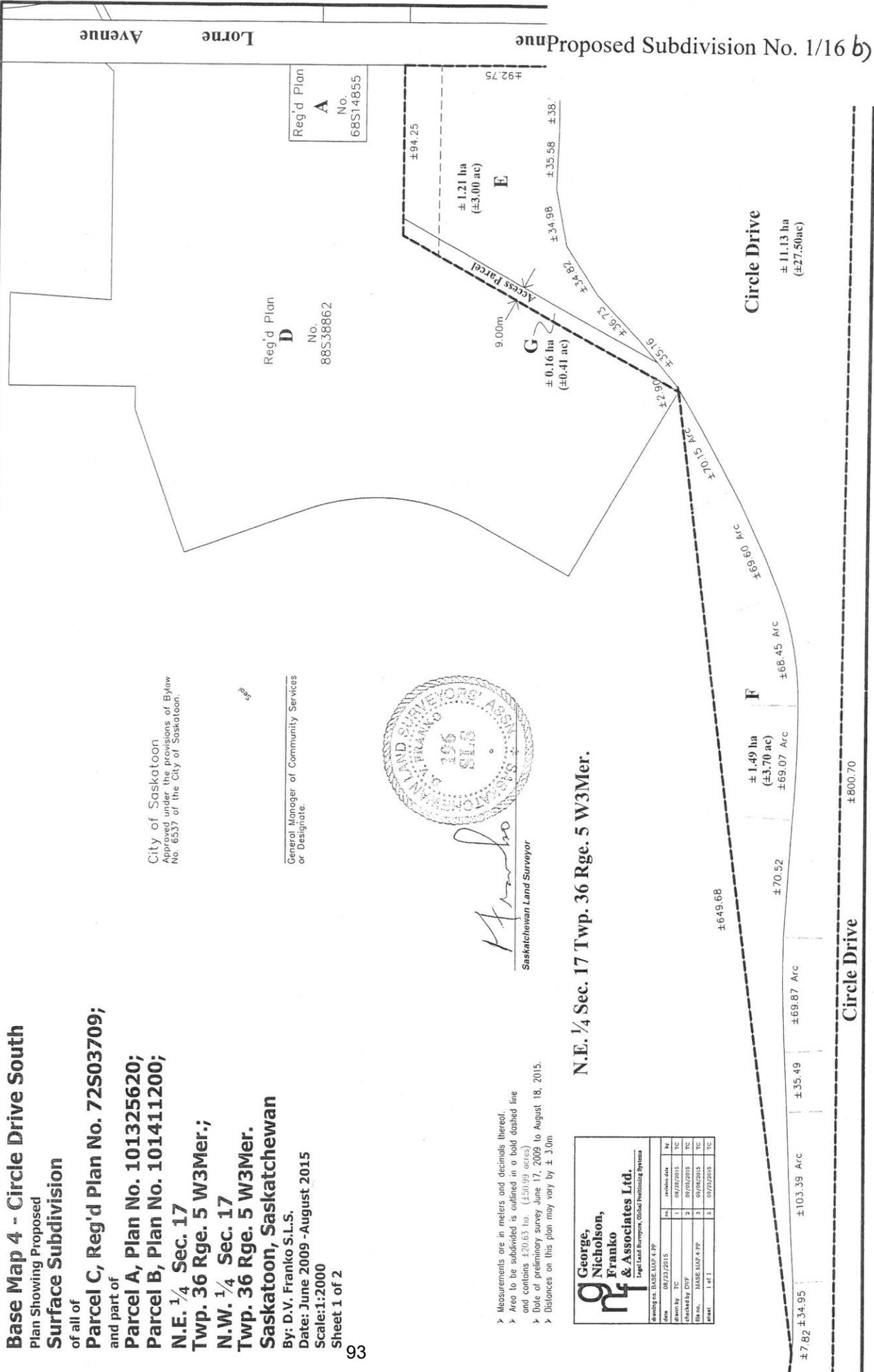
D.V. Franko
 Saskatchewan Land Surveyor

N.E. 1/4 Sec. 17 Twp. 36 Rge. 5 W3Mer.

- > Measurements are in meters and decimals thereof.
- > Area to be subdivided is outlined in a bold dashed line and contains ±20.63 ha. (±50.99 acres)
- > Date of preliminary survey June 17, 2009 to August 18, 2015.
- > Distances on this plan may vary by ± 3.0m

| | |
|--|---------------|
| George, Nicholson, Franko & Associates Ltd. Legal Land Surveyors, Global Positioning Systems | |
| drawing no. | BASE MAP 4-PP |
| date | 08/25/2015 |
| drawn by | TC |
| checked by | DVF |
| file no. | BASE MAP 4-PP |
| sheet | 1 of 1 |

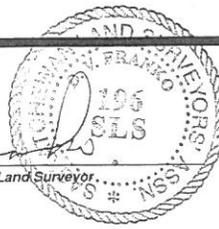
| | | |
|-----|----------------|----|
| no. | revisions date | by |
| 1 | 08/25/2015 | TC |
| 2 | 09/22/2015 | TC |
| 3 | 09/22/2015 | TC |
| 4 | 09/22/2015 | TC |



**George,
Nicholson,
Franko
& Associates**
Legal Land Surveyors, Global Positioning Systems

| | | | |
|-------------|------------------|-----|----------------|
| Drawing no. | SG15357 | | |
| Date | October 13, 2015 | no. | revision date |
| Drawn by | RGO | 1 | 22/10/2015 RGO |
| Checked by | DVF | 2 | 27/11/2015 TC |
| File no. | SG-15357 | 3 | 30/11/2015 TC |
| Sheet | 1 of 1 | 4 | 29/12/2014 TC |

Saskatchewan Land Surveyor



Owner / Agent

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

General Manager of Community Services or Designate

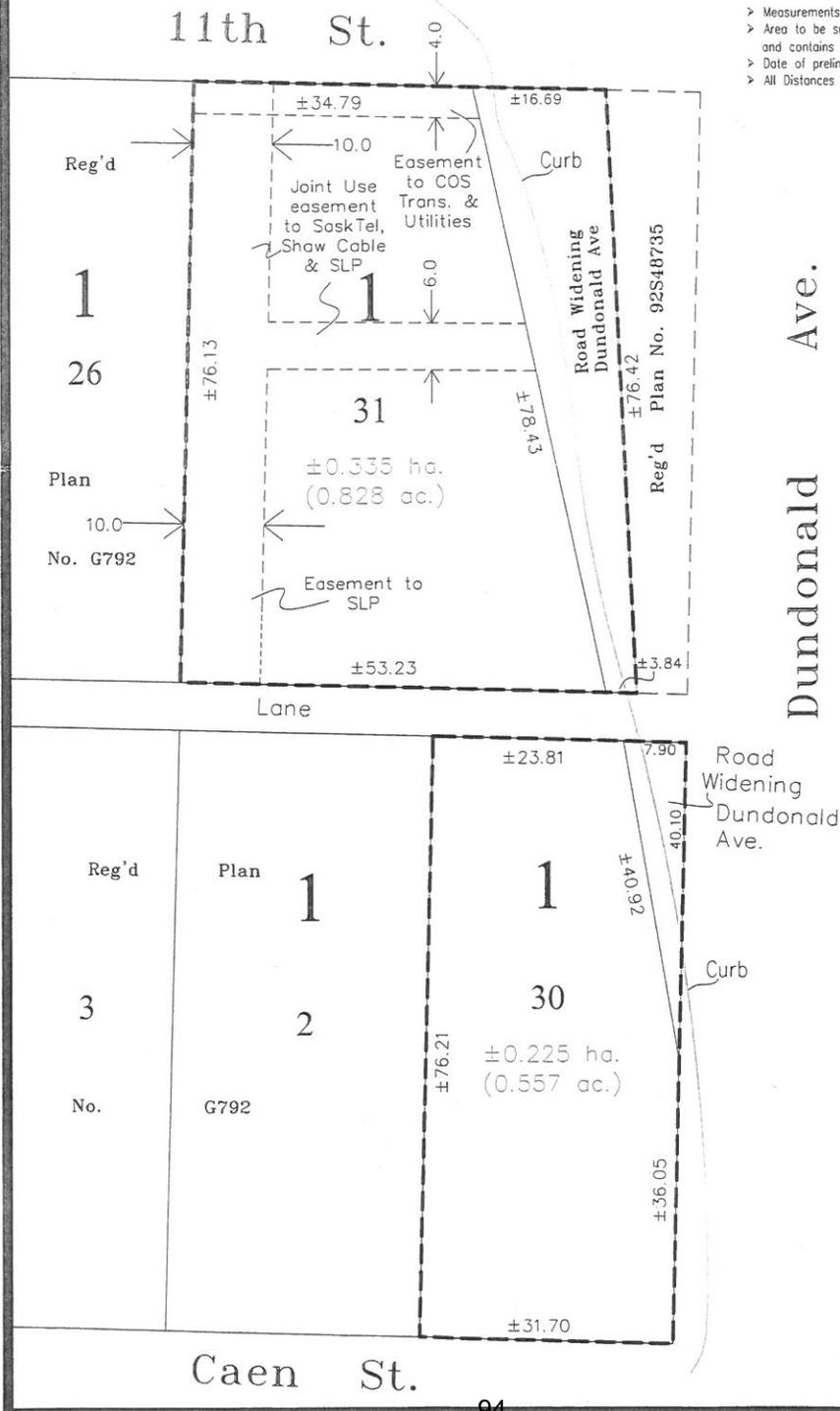
Proposed Subdivision No. 2/16

Reg'd Plan No. G792
and Lot 29 Blk. 1 Plan No. 101344698
and Surface Consolidation
of Lot 1 Blk. 1 Reg'd Plan No. G792
with Lot 29 Blk. 1 Plan No. 101344698
and Lot 27 Blk. 1 Reg'd Plan No. G792
with Lot 28 Blk. 1 Reg'd Plan No. G792
N.E. ¼ Sec.24 Twp.36 Rge.6 W3
Saskatoon
Saskatchewan.

By: D.V. Franko S.L.S.

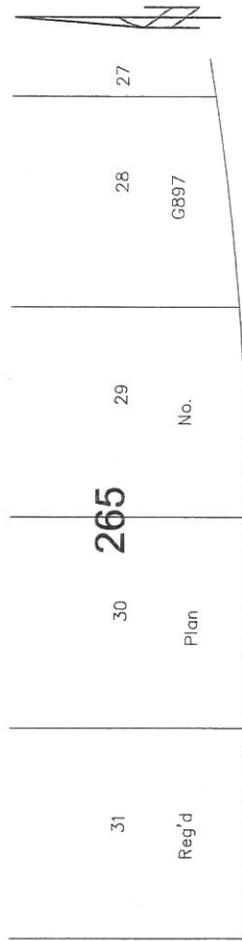
October 2015 Scale 1:600

- > Measurements are in metres and decimals thereof.
- > Area to be subdivided is outlined in a bold dashed line and contains ±0.56 ha. (±1.385 acres)
- > Date of preliminary survey October 9th & 15th, 2015.
- > All Distances are approximated and may vary by ±5.0 m



Dundonald Ave.

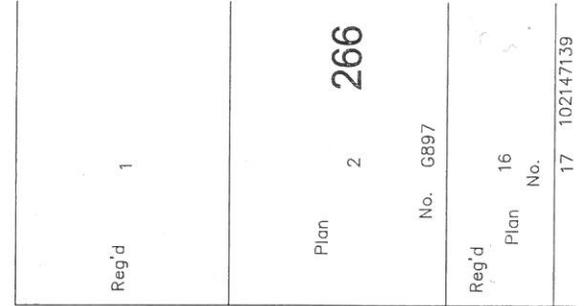
**PLAN OF PROPOSED
SUBDIVISION OF
LOT 14, BLOCK 266
REG'D PLAN NO. G897
N.E. 1/4 SEC. 22
TWP. 36, RGE. 5, W. 3RD M.
1515 GROSVENOR AVENUE
SASKATOON, SASKATCHEWAN
BY Brad J. Luey, S.L.S.
SCALE 1:500**



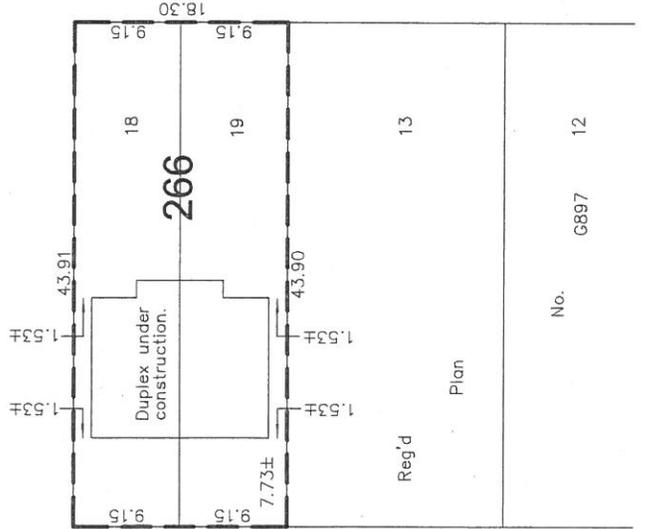
CRESCENT

SHANNON

5th STREET EAST



LANE



Dimensions shown are in metres and decimals thereof.
Portion of this plan to be approved is outlined with a bold, dashed line and contains 0.08± ha (0.20± ac.).
Distances shown are approximate and may vary from the final plan of survey by ± 0.5 m

Brad J. Luey
Brad J. Luey January 12th 2016
Saskatchewan Land Surveyor

Seal

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

Director of Planning & Development Division

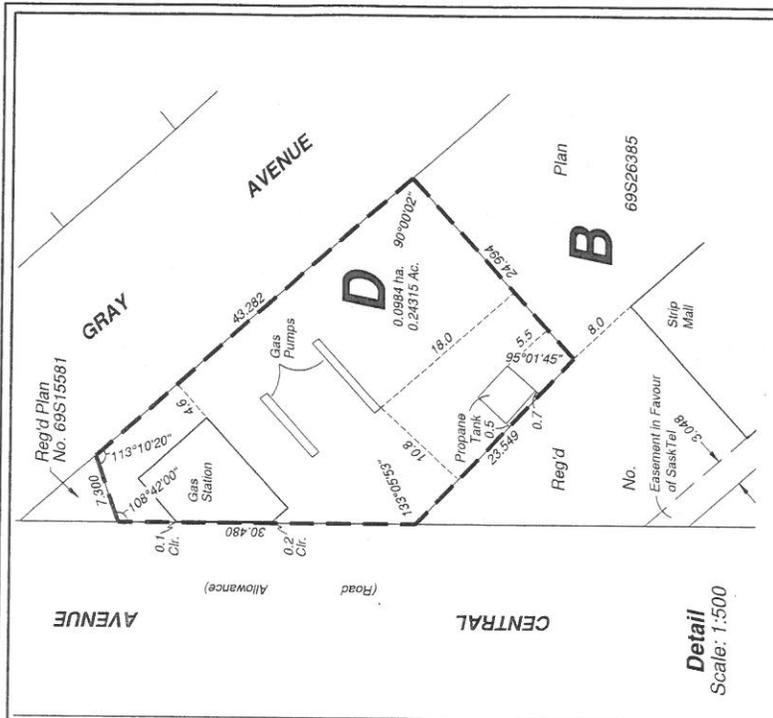
Date

Prepared by
Webb
2016
15-2918ss

Reg'd
Plan
Z
No.
G821

Reg'd
Plan
R
No.
G897

Proposed Subdivision No. 4/16



NOTES

- Measurements are in metres and decimals thereof.
- Standard road allowances shown in this plan are 20.117m in width.
- Portion to be surveyed is outlined by a heavy broken line and contains 0.10 Hectares mo

PLAN OF PROPOSED SUBDIVIS

showing subdivision of part of

Parcel B - Reg'd Plan No. 69S26385 in

N.W. 1/4 Sec. 36 - Twp. 36 - Rge. 5 - W3rdMe,

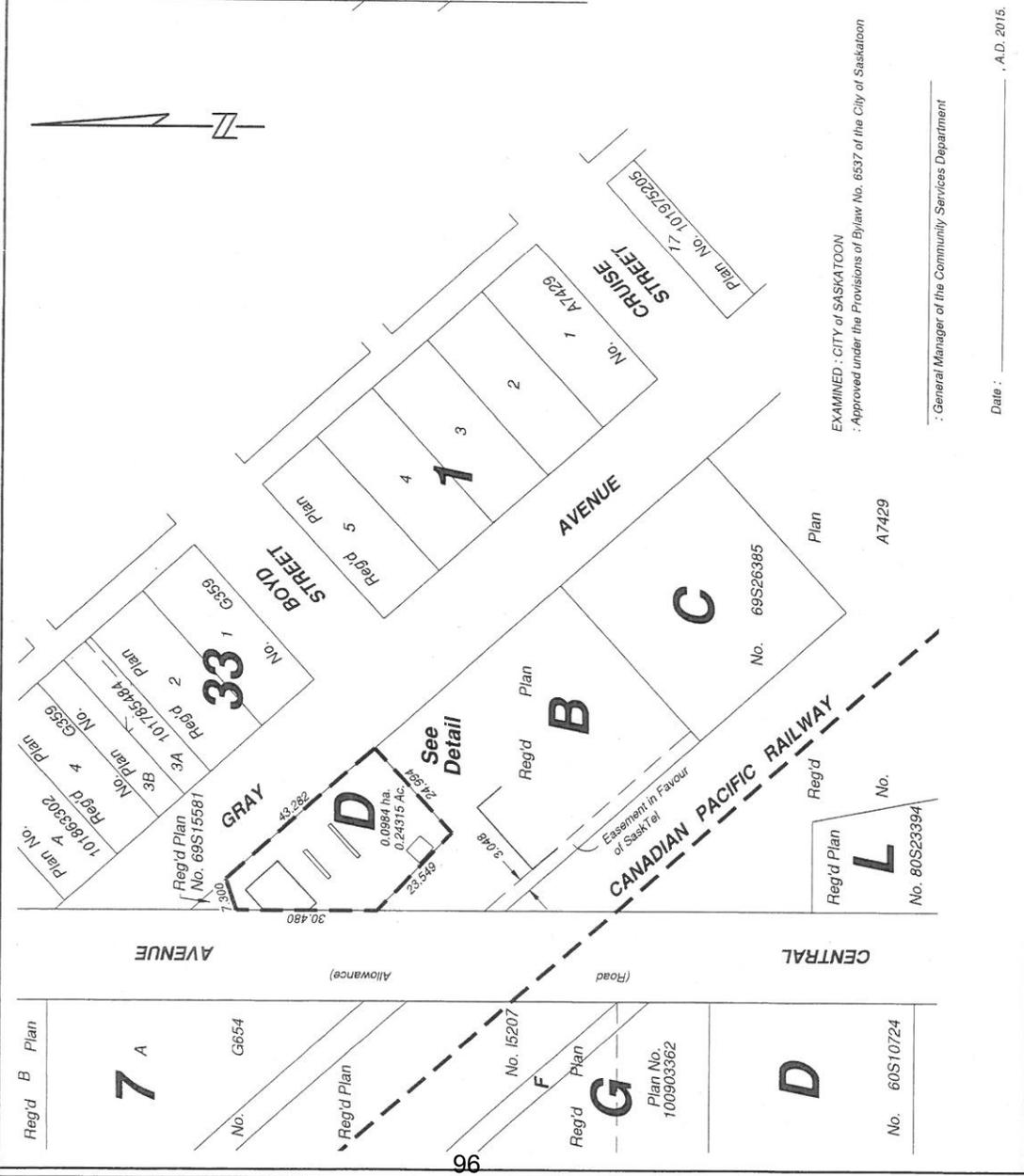
Saskatoon

SASKATCHEWAN

Scale 1:1000

| No. | Date | Revision |
|-----|-----------|-----------------------------|
| 1 | Nov 18/15 | Adjusted new parcel limits. |

| Drawn By: | Checked By: | Date: | File No. | Drawing Name: | Rev. |
|-----------|-------------|---------------|----------|------------------|------|
| mkv | gar | July 27, 2015 | S15198 | S15198Div.R1.dwg | 1 |



EXAMINED: CITY OF SASKATOON

: Approved under the Provisions of Bylaw No. 6537 of the City of Saskatoon

: General Manager of the Community Services Department

Date: _____, A.D. 2015.

Examined and Approved:
TRI-INVESTORS HOLDING CORP.

[Signature]
Representative

[Signature]
Date

By: *[Signature]*
SASKATCHEWAN LAND SURVEYOR