



Saskatoon North Downtown

Executive Committee May 2014



Master Planning Process

Baseline Conditions

Dec-Feb 2013

Community Conversation #1
Opportunities

Jan. 26, 2013

Community Conversation #2
Two Concepts

March 23, 2013

Concepts

Mar-Jun 2013

Draft Plan

Jul-Aug 2013

Community Conversation #3
Hybrid Concept

June 20, 2013

We're here!



Final Plan

Sept. 2013-
Aug. 2014

Final Master Plan Report

Community Conversation #4
Final Plan

June 12, 2014

Fall 2014
Final Presentation to Council and Public



Option 1



Option 2



Hybrid

Site Context:

- 24th Street to 33rd Street, and Idylwyld Drive to 1st Avenue.
- City Yards
- CN and CP rail lines
- Saskatoon Police Services
Police site area: 6.23 acres
- John Deere site area: 1.5 acres
- SIAST
- Commercial & Industrial uses
- City-owned and privately owned land

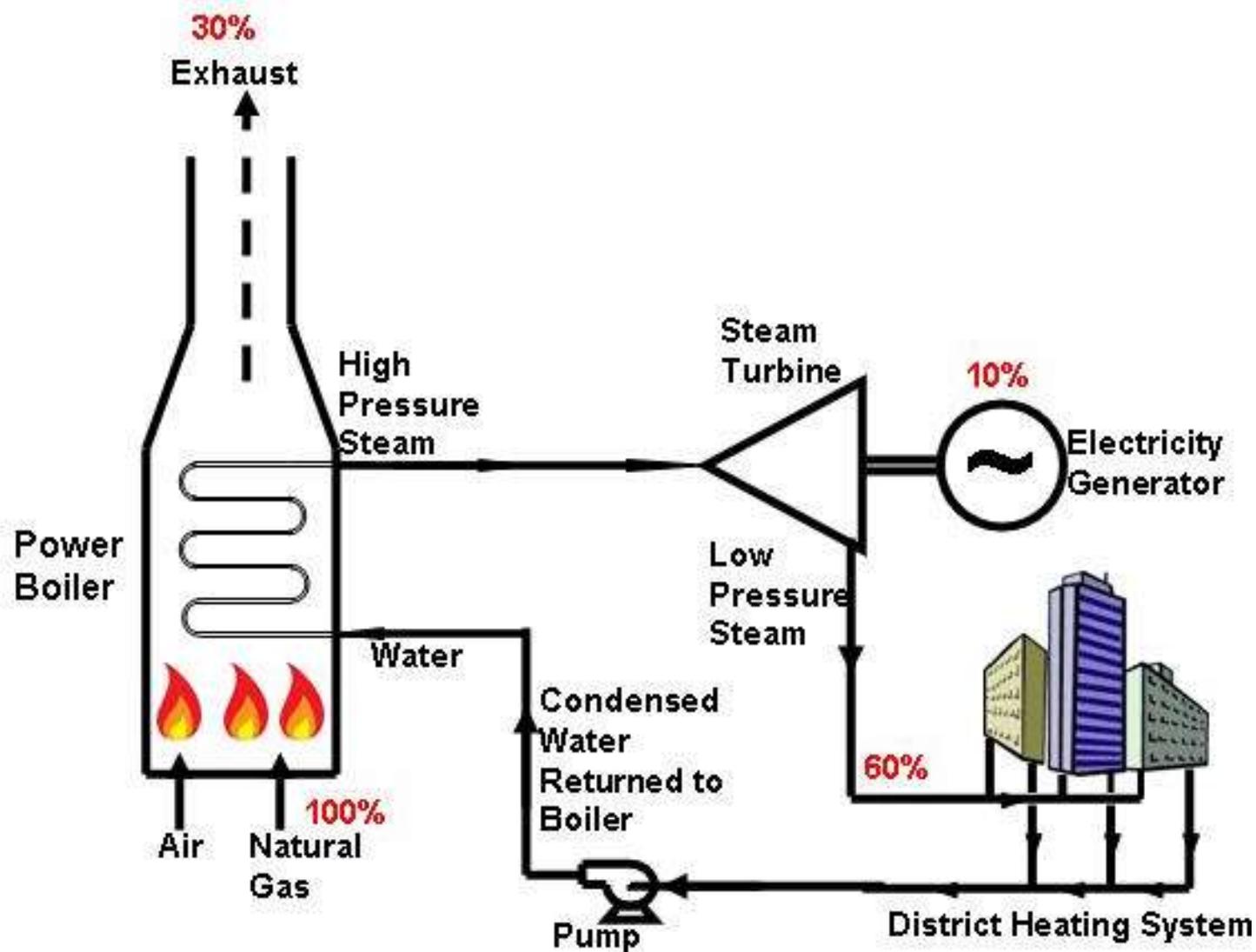


City Building Context: Recent Civic Initiatives

- 25th Street Extension
- Police Services Headquarters
- City Centre Plan
- Warehouse District Local Area Plan

The 25th Street extension with the Saskatoon Police Services Headquarters under construction

City Building Context: District Energy Study



Key Ingredients for Growth Near Major Corridors

The City will explore opportunities for complete, vibrant communities along major corridors with attractive transit services. The design of these communities will promote people friendly environments and improve access via walking, cycling, and transit.

Key ingredients include:

- **Scale** of land use to accommodate more people, jobs, and visitors
- **Density** of residential and employment land uses in close proximity to road and transit
- **Design** that builds on existing character and creates places for people to come together
- **Mixture** of land uses that create interest, provide choice and multiple reasons to experience the place
- **Structure and Form** of urban areas that promote accessibility, walkability and public transit
- **Continuity** of built form to foster interconnectivity and accessibility throughout the entire city





Sustainable City Building

Economics, Equality and Social Equity – The *Triple Bottom Line* Approach



Students from Queen Elizabeth School. Teacher: Corrine Bubnick





Robin
Hood

The CN Spur Line





View from SIAST visitor parking toward the Ramada Golf Dome

First Principles

Marketability



Employment and Vitality



Cohesive City



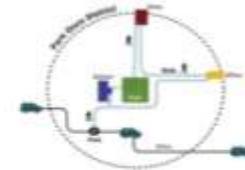
Connect to Transit



Green Network



Manage the Car



A Recognizable Place on Day One



Heritage and Identity



Embrace the Winter City



Sustainable Systems



Market and Financial Analysis:

Development Site Land Values – Preliminary Estimates and Implications

| Use | Average Finished Project Value | Land Value psf of Site |
|-----------------------------|--------------------------------|------------------------------|
| Office | \$30 per square foot net | \$40 to \$75 per square foot |
| Rowhouse | \$280 per square foot | \$20 to \$25 per square foot |
| Lowrise Apartment | \$325 per square foot | \$30 to \$40 per square foot |
| Concrete Highrise Apartment | \$420 per square foot or less | none |

1. Mainly multifamily
 - Connections, public realm, open space, amenities
 - Plan for supermarket, possibly east of Police Services
2. Development will span decades so focus on lands east of CPR
3. Multifamily on City owned land and vacant parcels
4. Include lowrise apartment and rowhouse sites in initial phases
5. Office at south end of study area, possibly along 1st Avenue
6. Office density constrained by cost of parking
7. Provide convenient parking for commercial uses
8. Substantial investment required, but modest land value so consider staged capital expenditures

Local Developer's Feedback

- Investment in the public realm is key to success
- Mixed use is a challenge
- Keep standards high with design controls
- Make the area a destination
- Concrete high rise construction is not feasible
- Consider a variety of housing – row houses, apartments and condominiums.

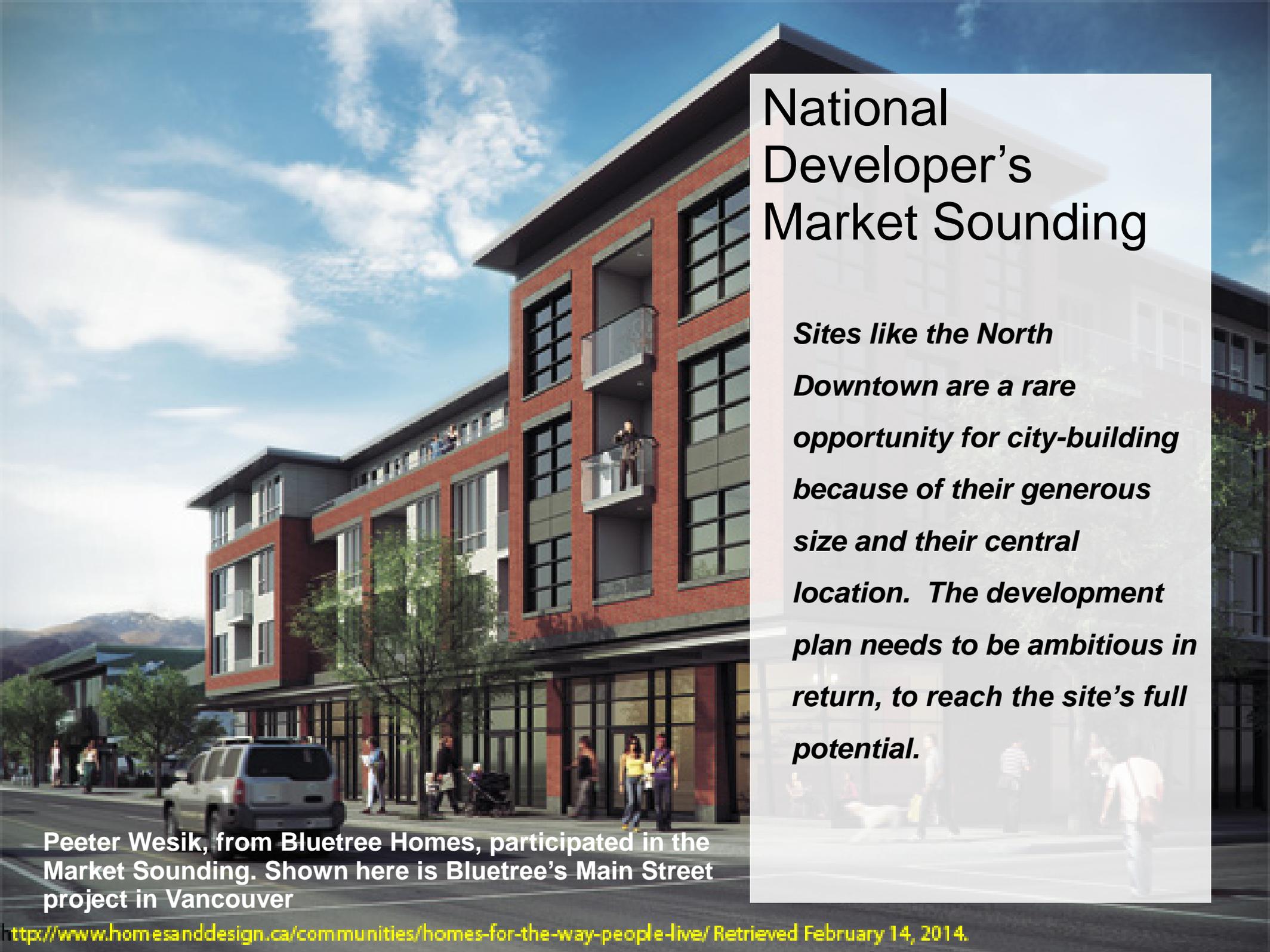
Southeast False Creek, Vancouver

National Developer's Market Sounding

- A new neighbourhood requires social capital & community hub
 - Schools / daycare
 - Seniors centre
 - Food Store
 - Ethnic amenities
 - Pet amenities
 - Coffee shop, restaurant, pub
- Liveable density uses amenities to replace personal space – yards, etc.
- Plan phases with parcels and amenities hand in hand
- Connectivity across rail essential
- Connect to Downtown amenities
- Look to TIF and private partnerships for financing



Developer Gordon Harris, from Simon Fraser's UniverCity, participated in the Market Sounding



National Developer's Market Sounding

Sites like the North Downtown are a rare opportunity for city-building because of their generous size and their central location. The development plan needs to be ambitious in return, to reach the site's full potential.

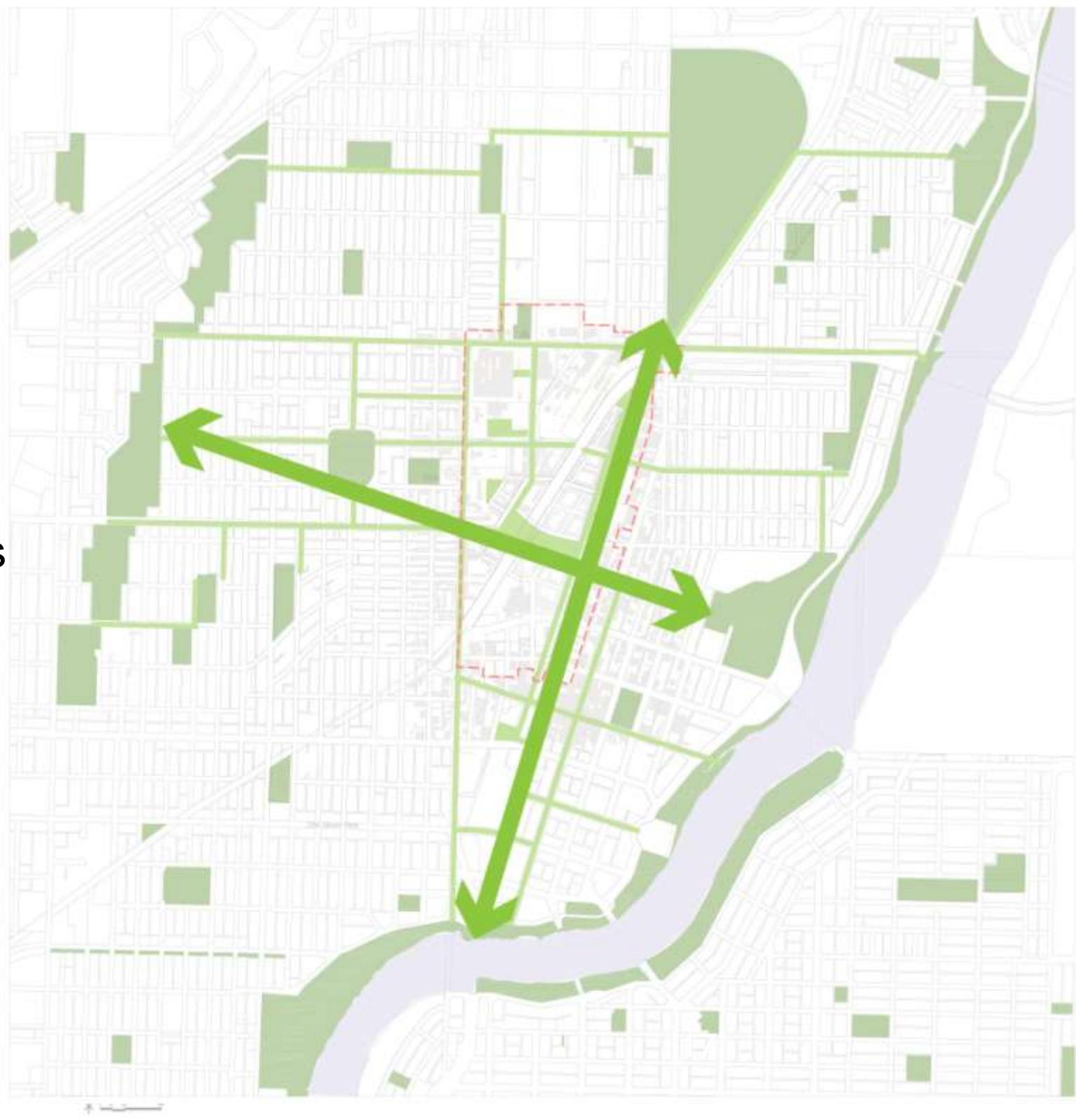
Peeter Wesik, from Bluetree Homes, participated in the Market Sounding. Shown here is Bluetree's Main Street project in Vancouver

An aerial photograph of Saskatoon, Saskatchewan, showing the city's layout and the Saskatchewan River. A thick green line runs horizontally across the city, representing a connectivity corridor. Three large, semi-transparent yellow arrows originate from this line: one points upwards towards the city center, one points downwards towards a residential area, and one points to the left towards the river. A white semi-transparent box is overlaid on the center of the image, containing the text 'Cohesive city: connect to the city and river'.

Cohesive city: connect to the city and river

Green Network

Create a more cohesive open space network using the site as a catalyst to connect key green open spaces



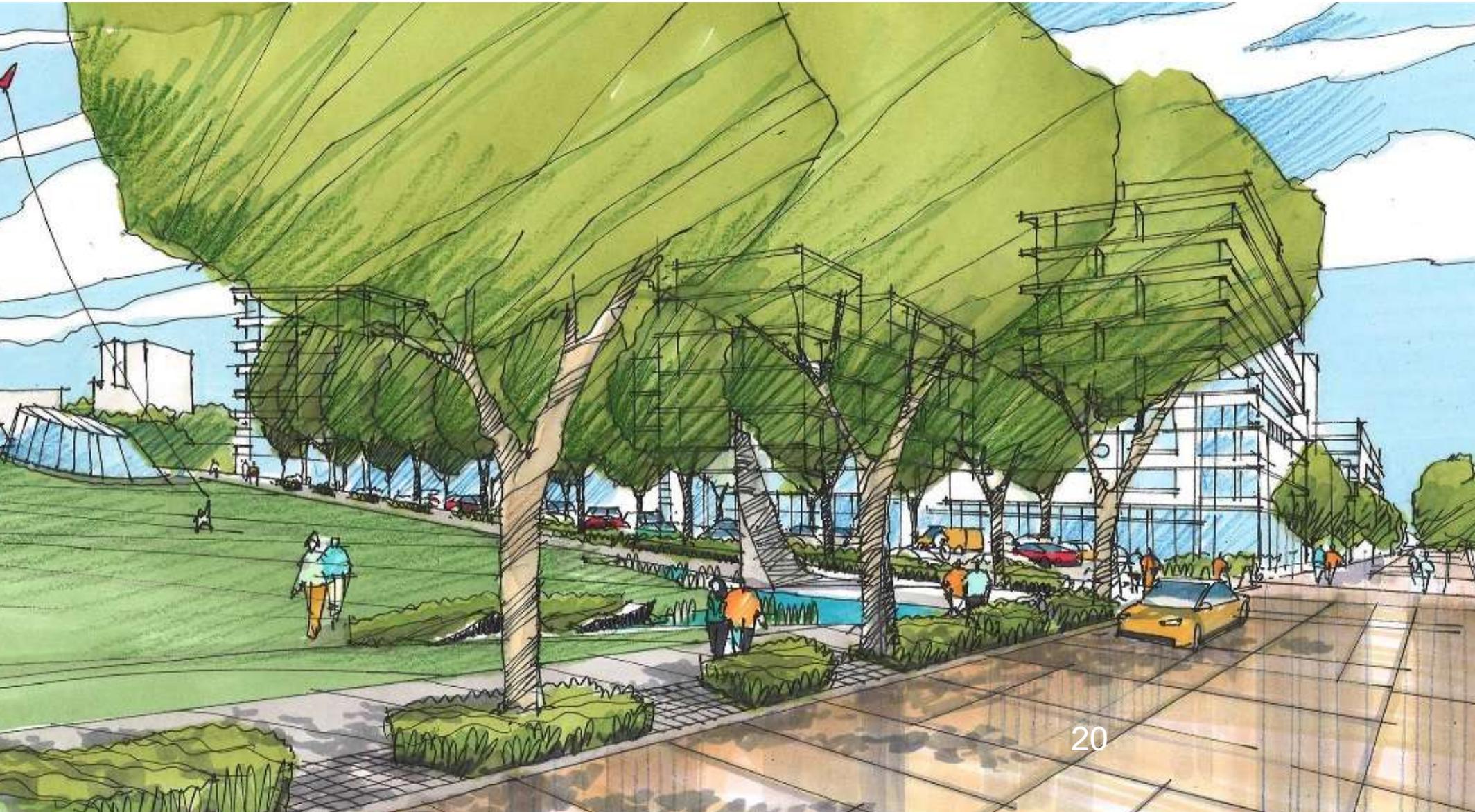
A Bridge Park connecting east & west, spanning the rail tracks



A central park sets the stage for livable density



The tallest buildings connect directly to the large open space



Reviving the old rail line as a Greenway

Tower at Midtown



Complete Network

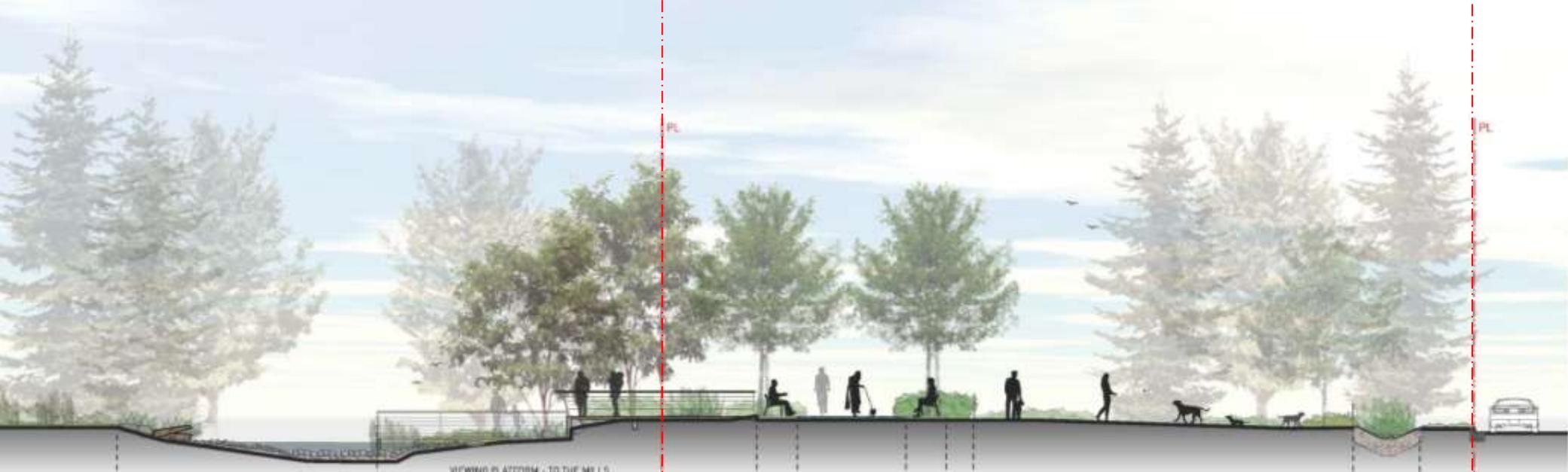
- LEGEND**
- Study Area Boundary
 - New Building
 - Public Open Space
 - Private Open Space
 - Potential Open Space Connection
 - Potential New Plaza by TCU
- PARKS AND OPEN SPACE**
- ① Landbridge Park
 - ② Greenway Park / Rail Promenade
 - ③ SIAST Green
 - ④ Harry Bailey Park
 - ⑤ Park
- PLAZAS AND NODES**
- PLAZA
 - Node





One path, multiple activities
Play areas, community gardens

People, bikes, dogs, rainwater gardens

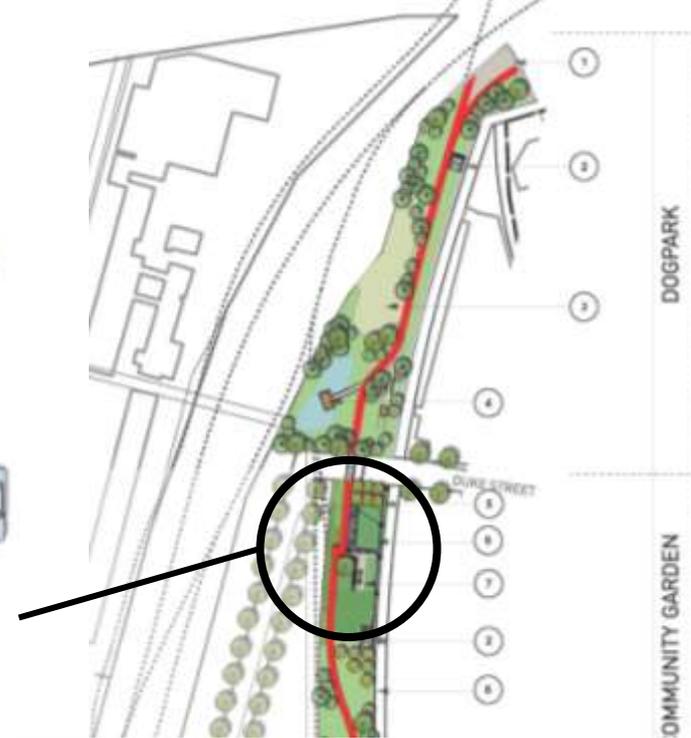


30 metres

Housing,
Cafés,
Live-work



Greenway: Community Garden



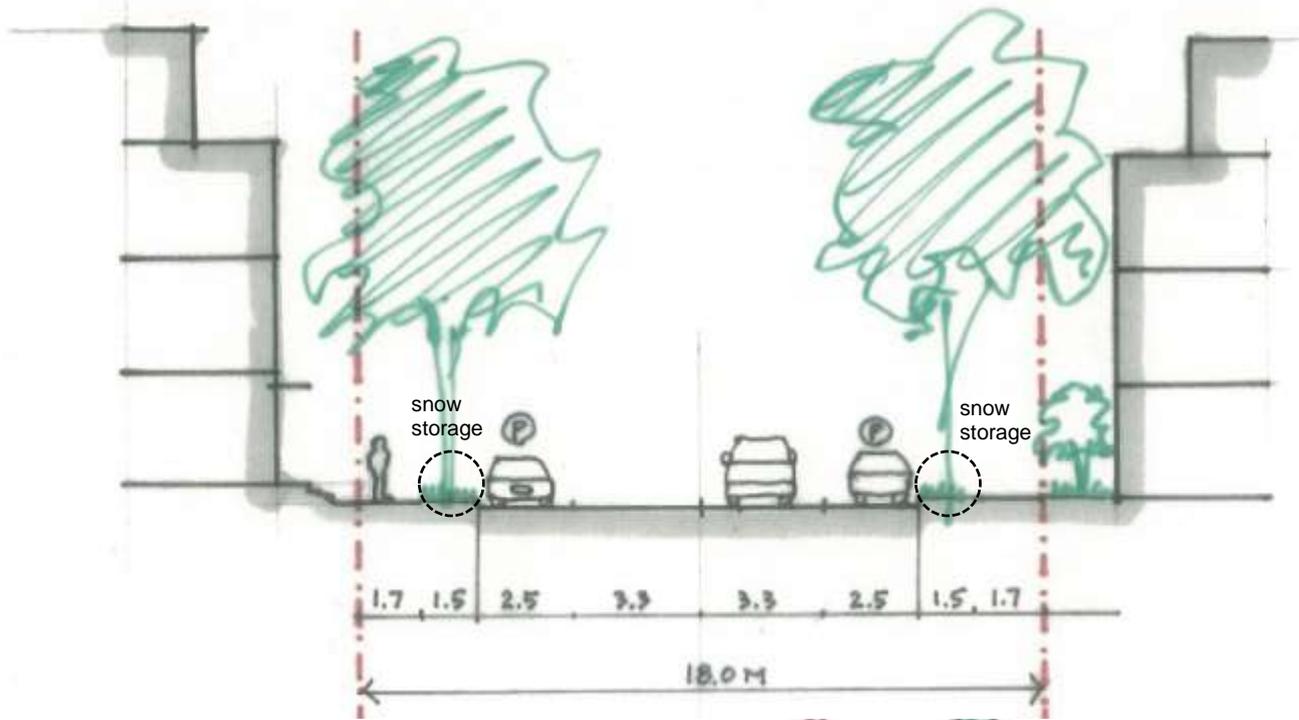
Streets and Movement



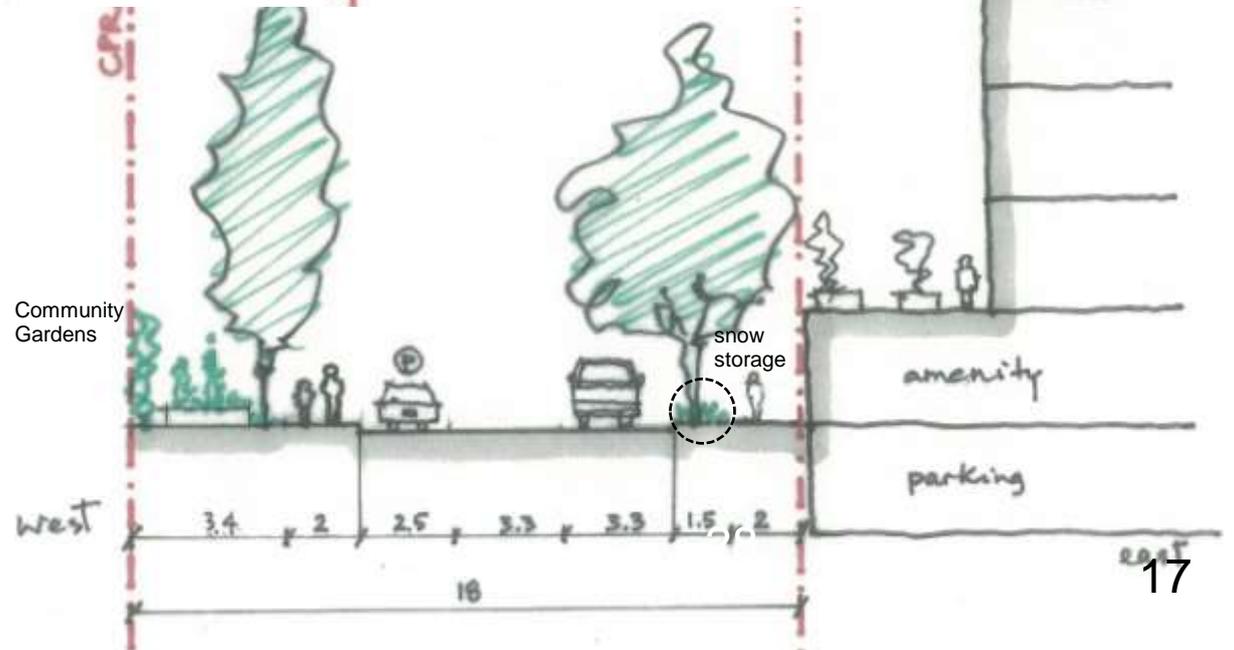
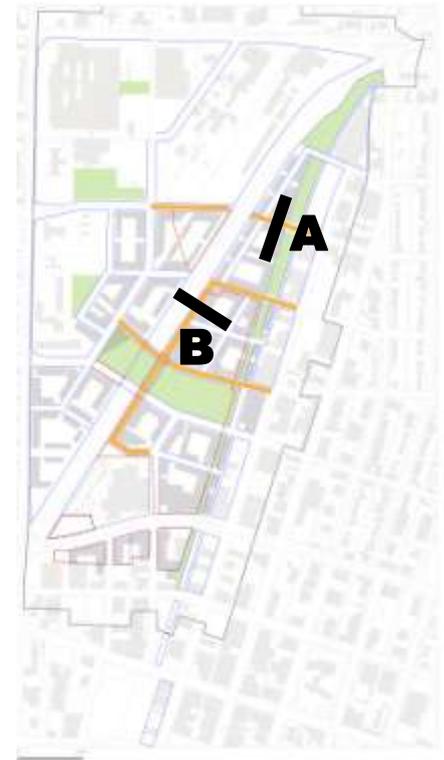
Family of Streets



Local Streets

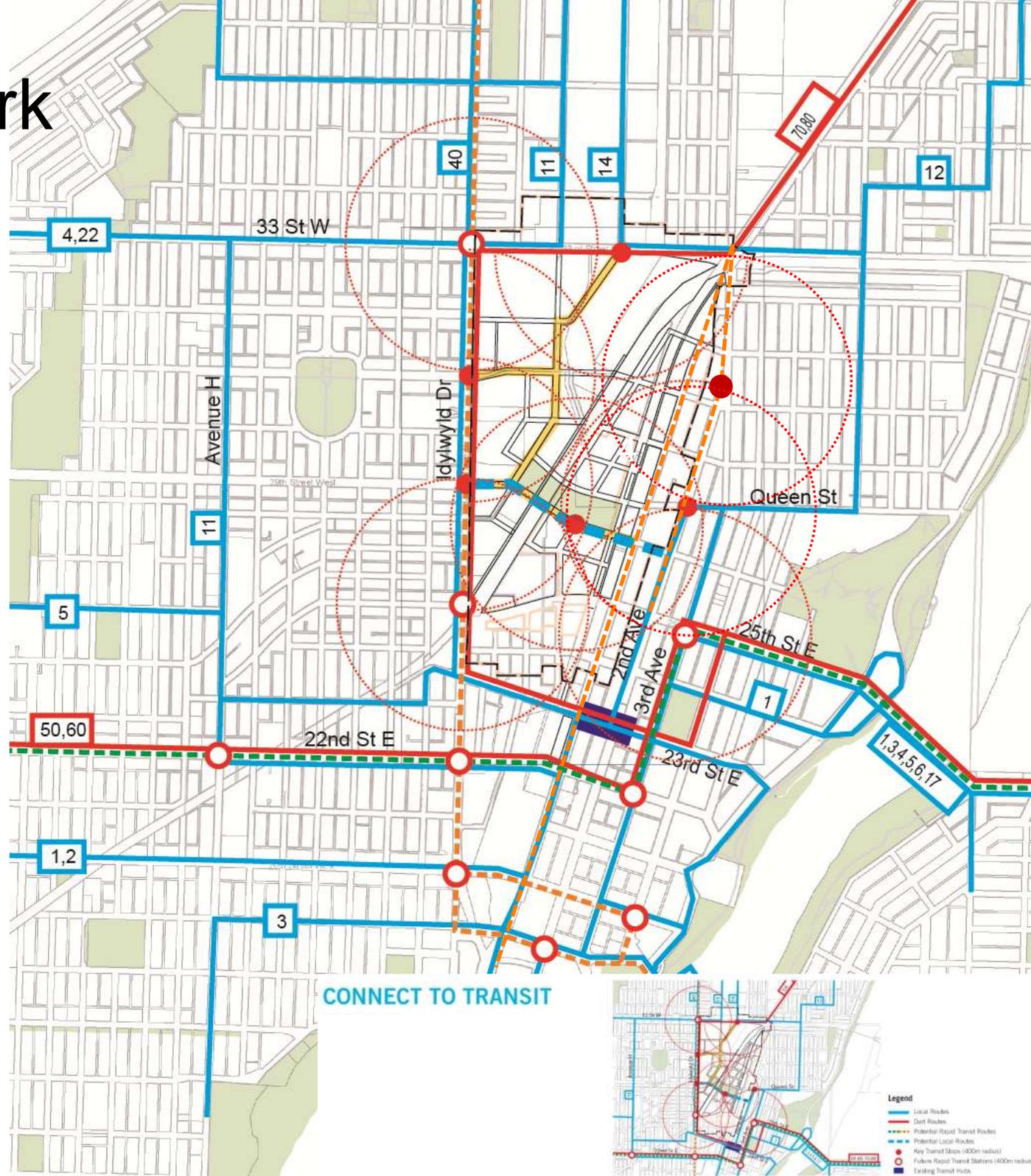


Typical cross-section (A)



Cross-section along CPR (B)

Transit Network



Legend

- Local Routes
- Dart Routes
- Potential Rapid Transit Routes
- Potential Local Routes
- Connector Street (transit supportive)
- Key Transit Stops (400m radius)
- Future Rapid Transit Stations (400m radius)
- Existing Transit Hubs

CONNECT TO TRANSIT



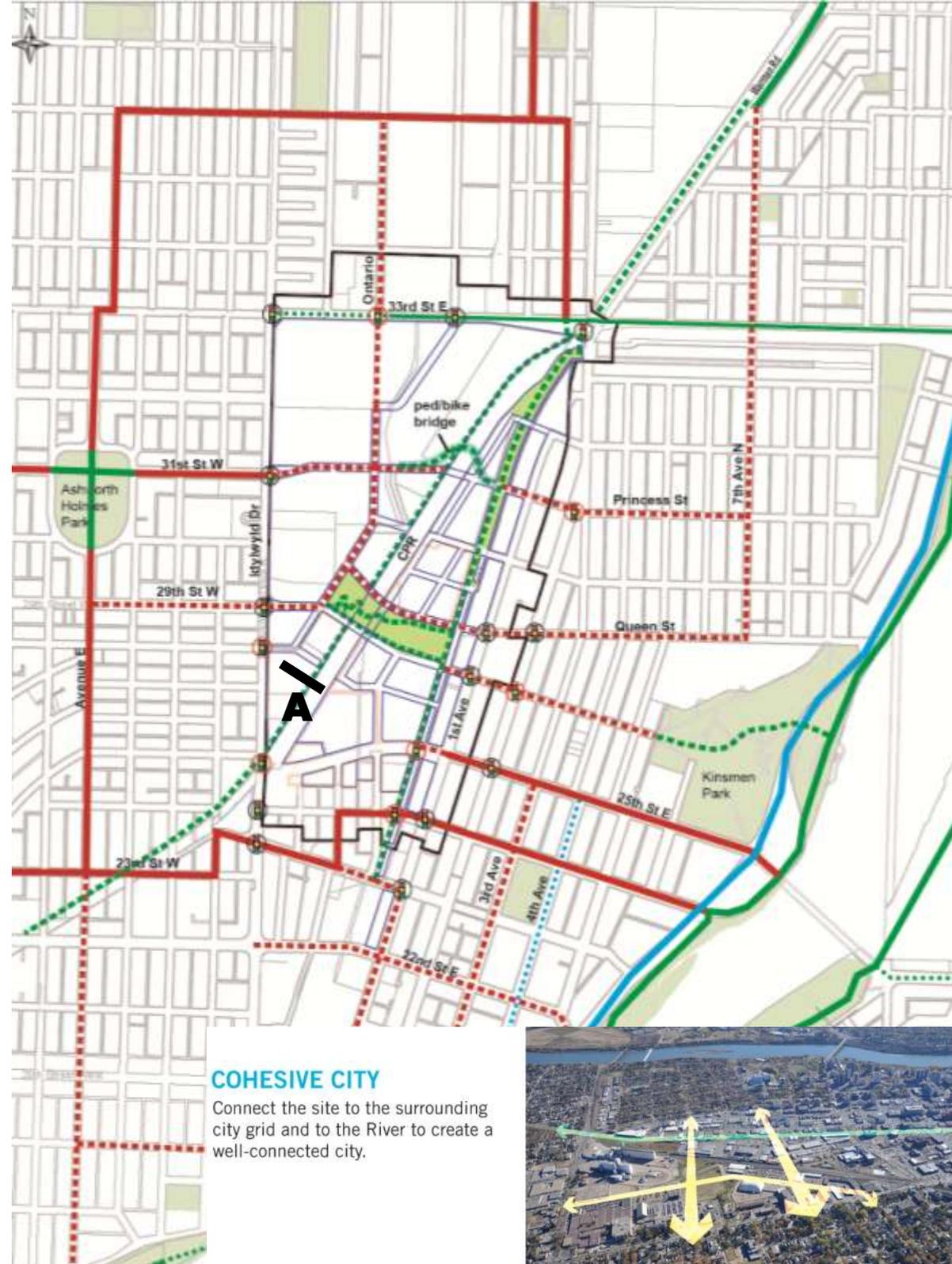
Cycling Network



Typical cross-section of Multi-use Path along CPR (A)

Legend

- Existing Shared Street
- Existing Bike Lane
- Existing Multi-Use Path (Off-Road)
- Proposed Shared Street
- Proposed Bike Lane
- Proposed Multi-Use Path (Off-Road)
- Signalized Intersection
- Pedestrian Signal



COHESIVE CITY

Connect the site to the surrounding city grid and to the River to create a well-connected city.



Land Use and Built Form: A New Kind of Urban Neighbourhood



Density

Low – Medium (1-2 FAR)



Medium – High (2-4 FAR)



High (4-6 FAR)



EMPLOYMENT + VITALITY

Build on existing industries/
businesses to introduce a new mix
of uses that weaves industry with
commercial and live/work.



Land Use & Districts

LEGEND:

-  Study Area Boundary
-  City-Owned Land

BUILDING TYPE

-  Townhouses
-  Mid-rise
-  High-rise
-  Mixed-use with Housing or Office ab
-  Commercial
-  Community/Civic
-  Public Utility

District Energy Plant (DE) Sub-Station (SS)



A Livable -Density Neighbourhood



Built Form Strategy: CP Rail Interface



Figure 6.1 - Cross-Section Key Plan



Figure 6.4 - Condition A cross-section

Built Form Strategy



Figure 6.2 - Perspective view of interface between built form, rail line and twin crossing at Condition A

Phasing and Financial Analysis



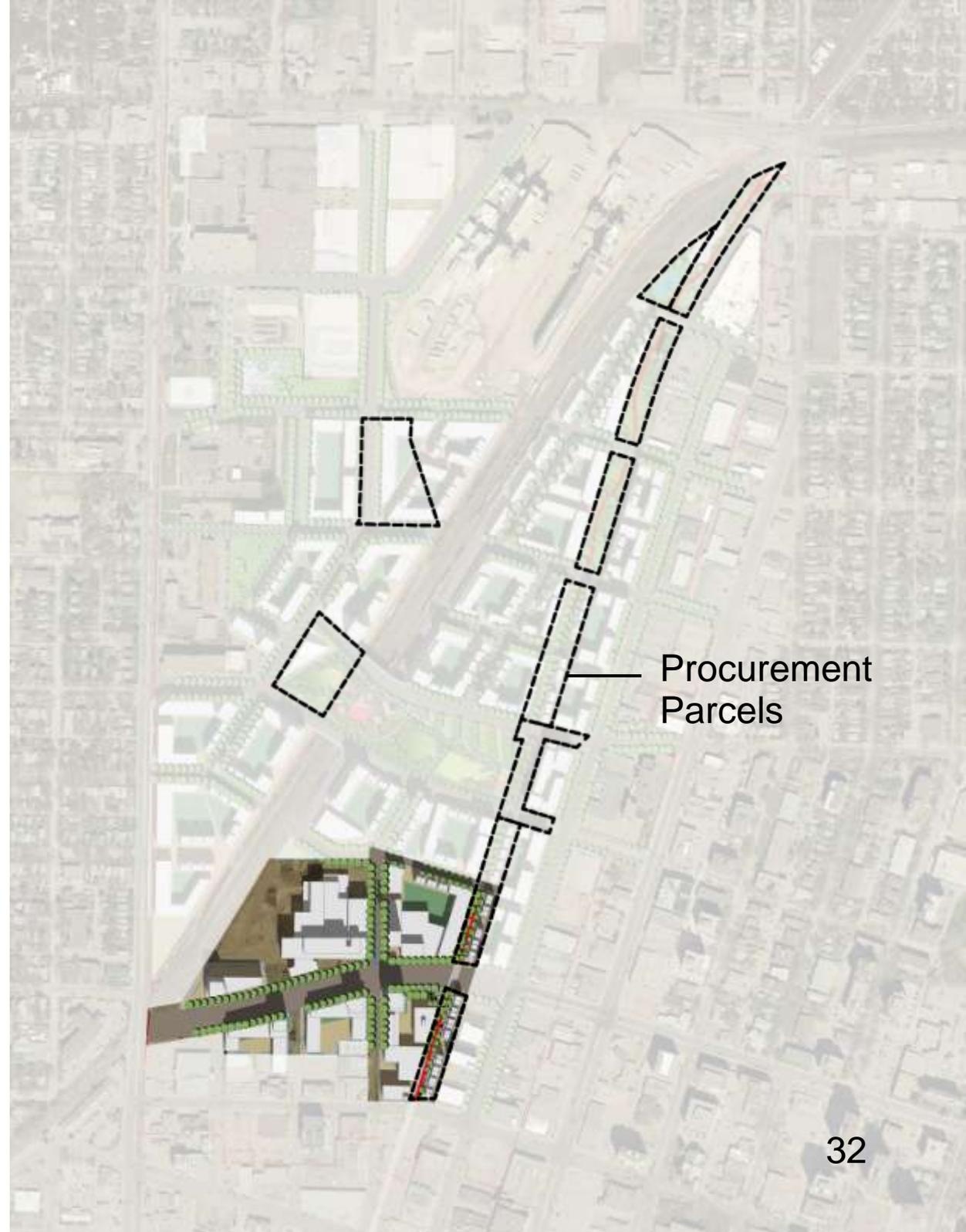
Phasing: Short Term

- Grocery Store
- Partial park and greenway
- Five Development Blocks



Sobeys, Edmonton

Source: Perkins+Will



Phasing: Mid Term

- Build East Park and Greenway
- City Yards Redevelopment
- 25th Street Frontage



Phasing: Long Term

- Complete Park and Bridges
- Complete Greenway
- Develop City-Owned Parcel by SIAST
- Extend 29th Street to SIAST



Phasing: Full Build-out



Development Statistics: Full Build-out

Residential Land Area: 31 ac

Mixed Use Land Area: 40 ac

Green Space: 11 ac

Public Utility: 2 ac

Total Number of Dwelling Units: 4,300

Population: 7,650



Comparison with New Greenfield Suburban

North Downtown

Residential Land Area: 31 ac

Total Units: 4300 units

Population: 7650

Raw/Neighbourhood Density: 36 upa

Green Space: 9% of gross land area (11 ac)

Elk Point

Residential Land Area: 290 ac

Total Units: 4400 units

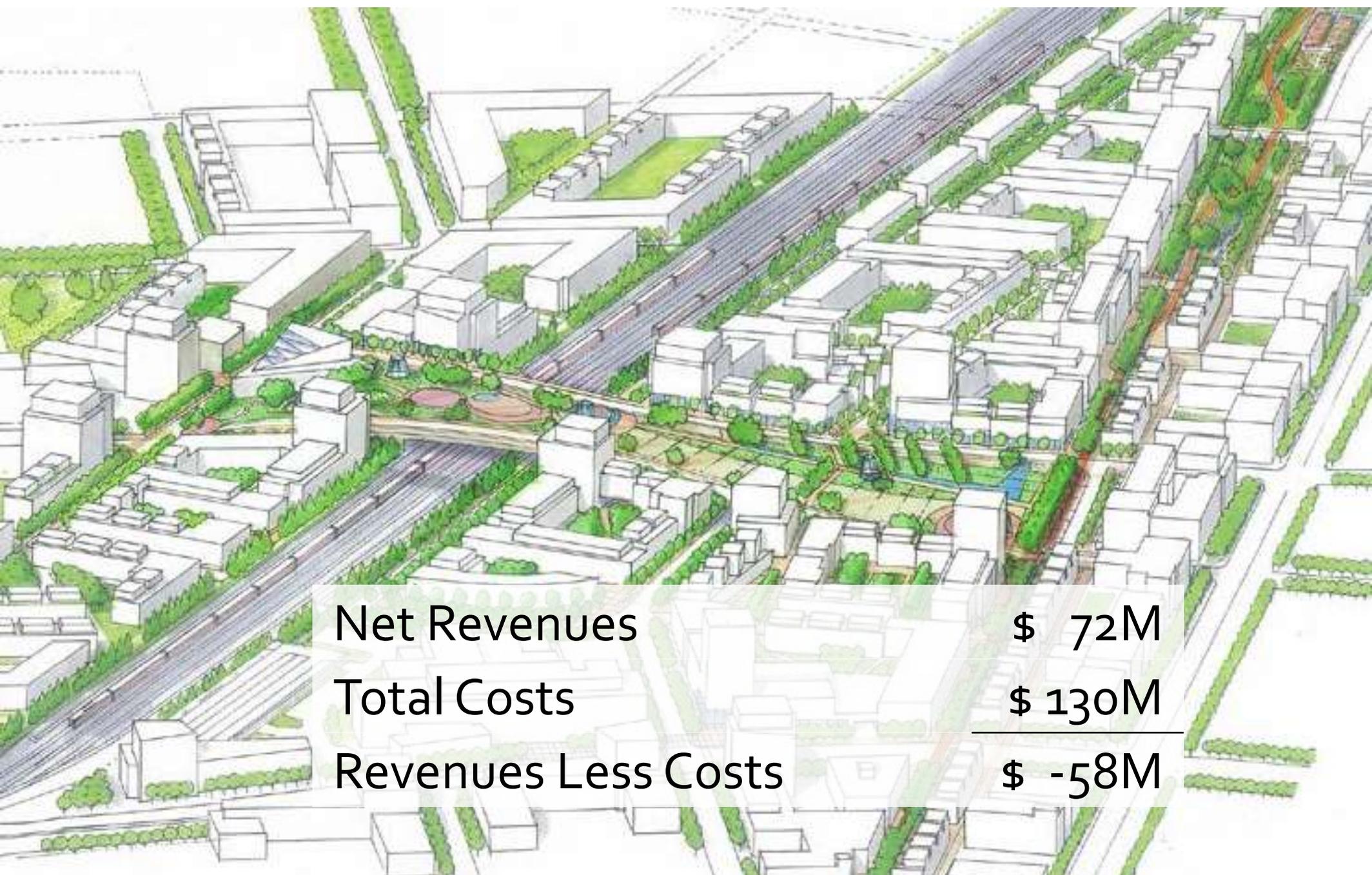
Population: 10,000

Raw/Neighbourhood Density: 8 upa

Green Space: 10% of gross land area (57 ac)

Current Population Estimate for the Central Industrial Area: 210

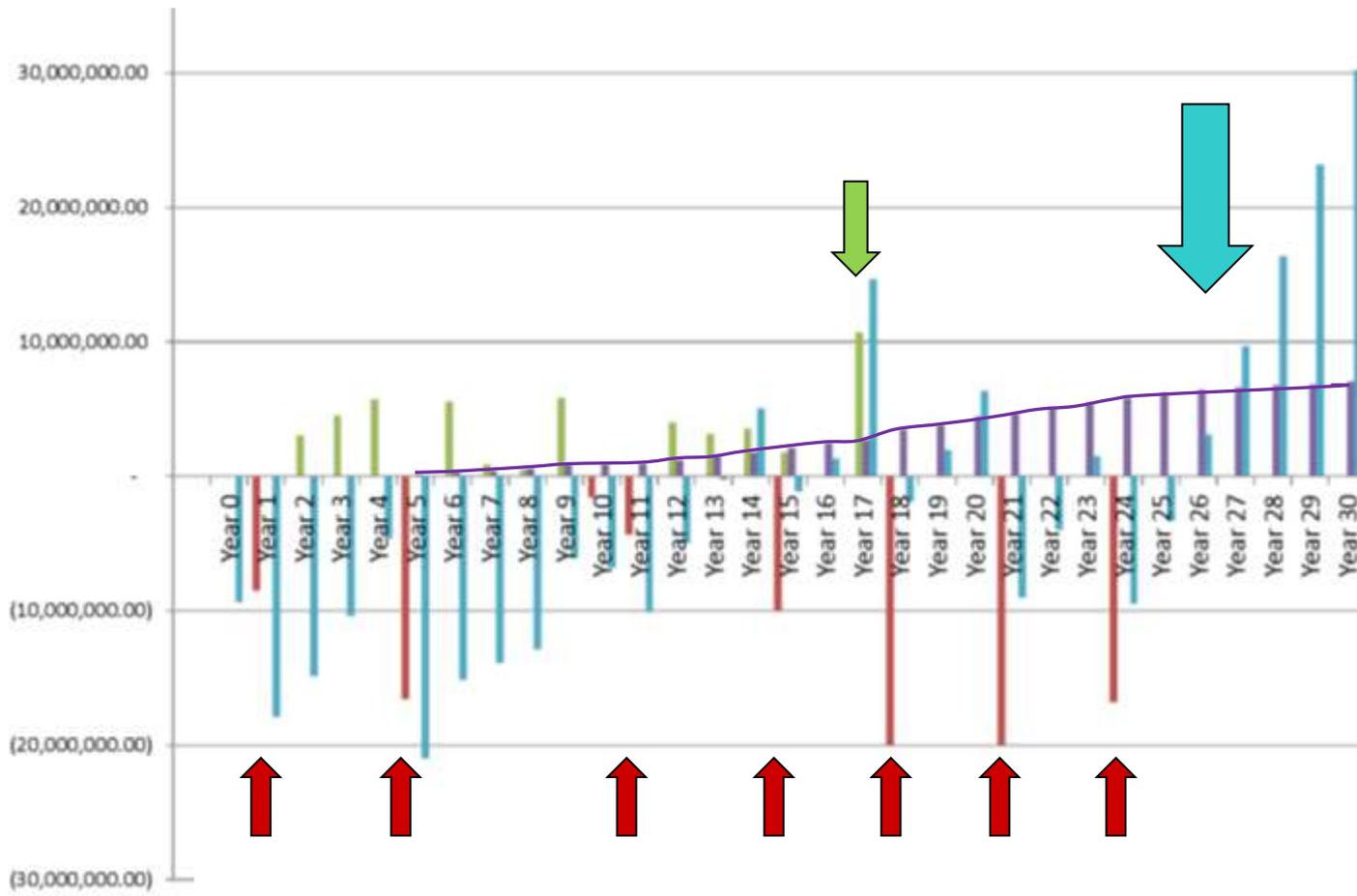
Financial Analysis



| | |
|---------------------|---------|
| Net Revenues | \$ 72M |
| Total Costs | \$ 130M |
| Revenues Less Costs | \$ -58M |

Area Revitalization Program

North Downtown Redevelopment Cash Flow Study with Revitalization Program Revenue



- Land Sales completed before year 20
- Development funds phased to allow for revenue from sales and program
- Program grows steadily, starting in year 3
- Project payback by year 26
- Interest payments, inflation and operating impacts are not included in this preliminary study

■ Negative Cash Flow During Period

■ Positive Cash Flow During Period

■ Revenue

■ Total

Strategic Alignment

The Master Plan Goals

The Strategic Directions

Cohesive City •

Green
Network •

Heritage &
Identity •

Sustainability •

Employment
& Vitality •

Connect to
Transit •

Manage
the Car •

Recognizable
Place from
Day One •

Embrace the
Winter City •

Strategic Alignment

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Asset and Financial Stability

- Funding strategies for new capital expenditures.
- Alternate sources of revenue for operations.
- Increased revenue sources and reduced reliance on property taxes.
- 7 connections

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Environmental Leadership

- New sources of green energy.
- Clean soil.
- Leader in Cold Climate Energy Efficiency.
- Access to ecological systems and spaces.
- Better quality storm water in reduced amounts going into the river.
- No need for a new landfill.
- Conventional energy sources replaced with green energy technologies.

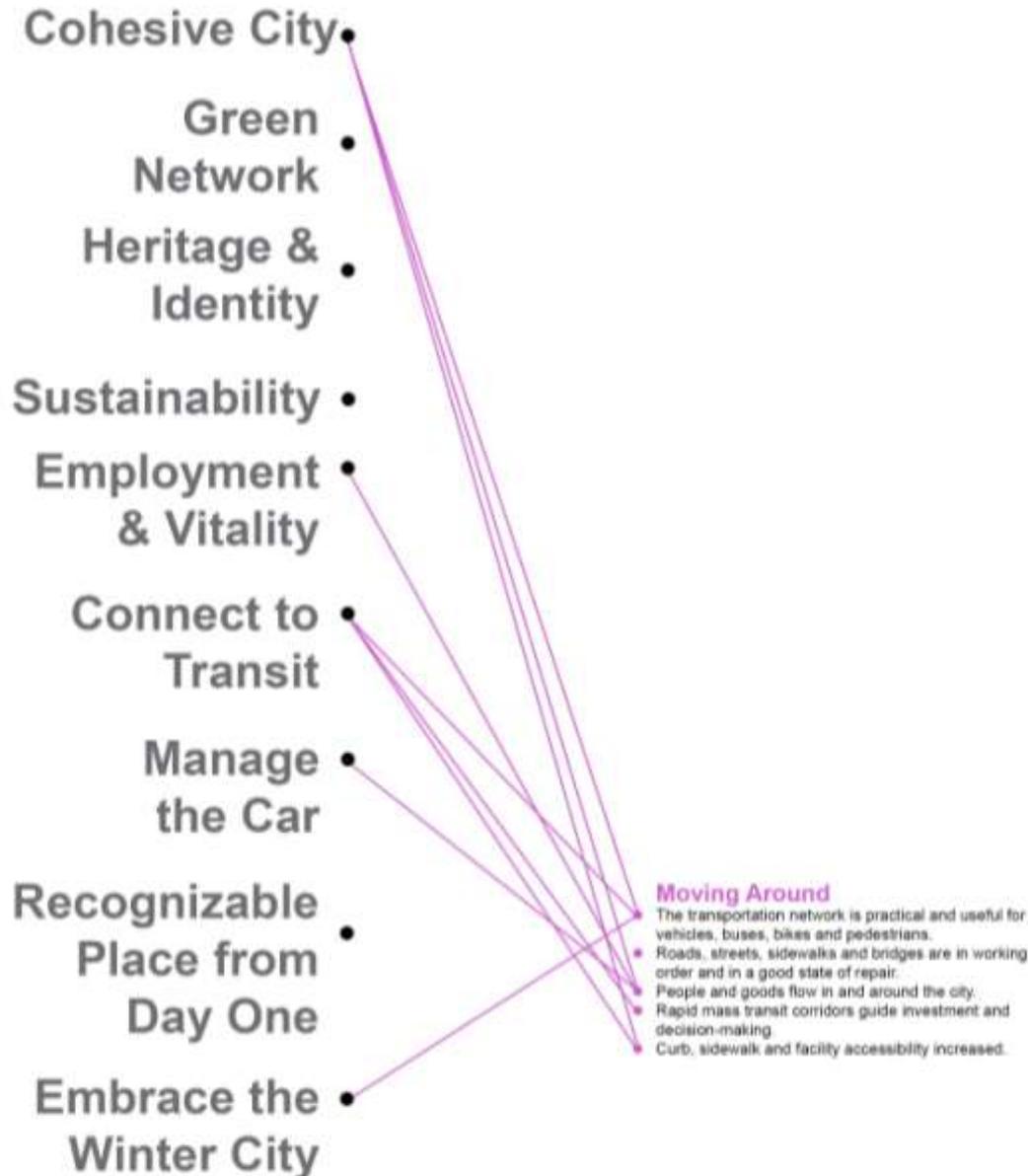
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- 9 connections

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Moving Around

- The transportation network is practical and useful for vehicles, buses, bikes and pedestrians.
- People and goods flow in and around the city.
- Rapid mass transit corridors guide investment and decision-making.
- Curb, sidewalk and facility accessibility increased.
- 9 connections

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Economic Diversity

- A business-friendly environment where the economy is diverse.
- Investment in infrastructure to attract new businesses and workers to the city.
- Corporate offices and other major developments/projects in the city.
- 9 connections

Economic Diversity

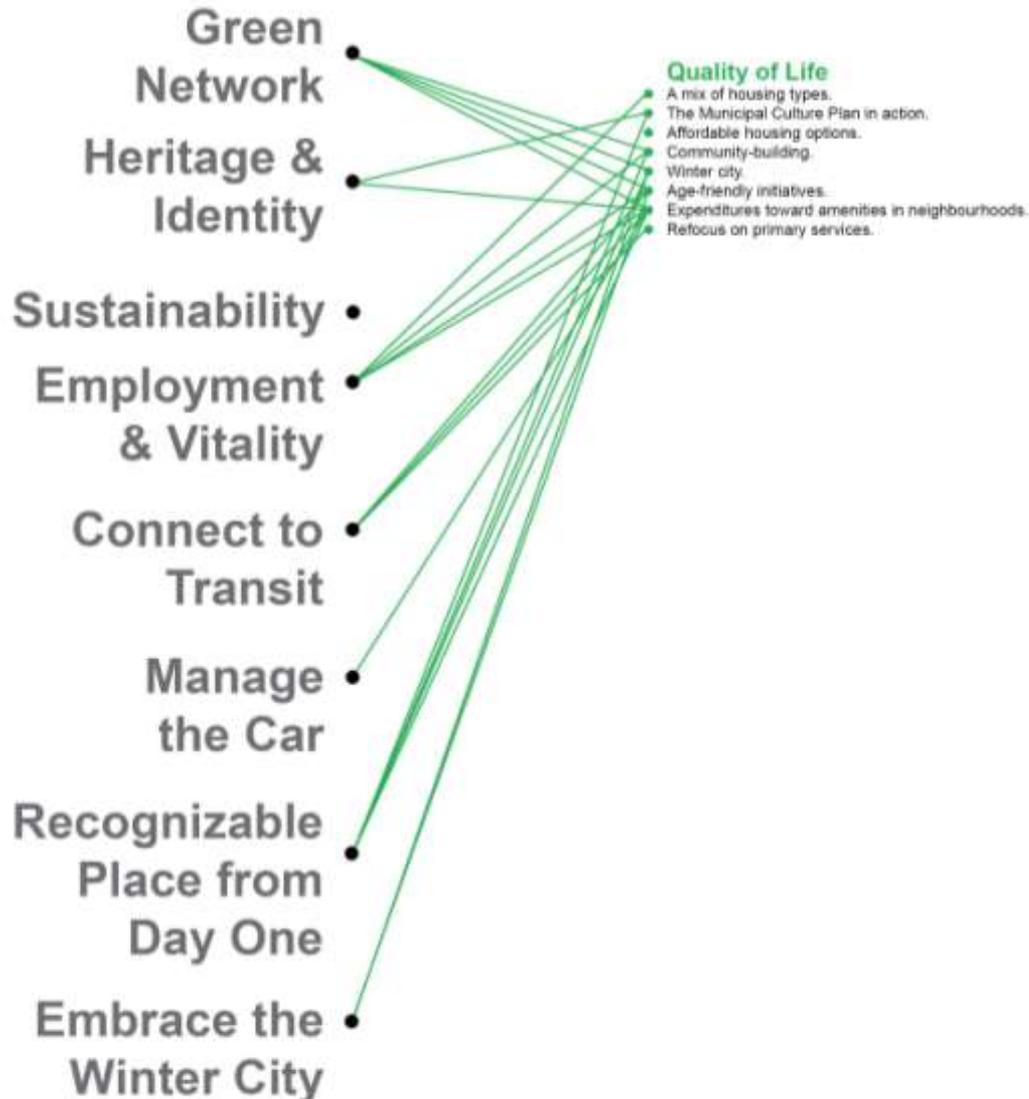
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Cohesive City•



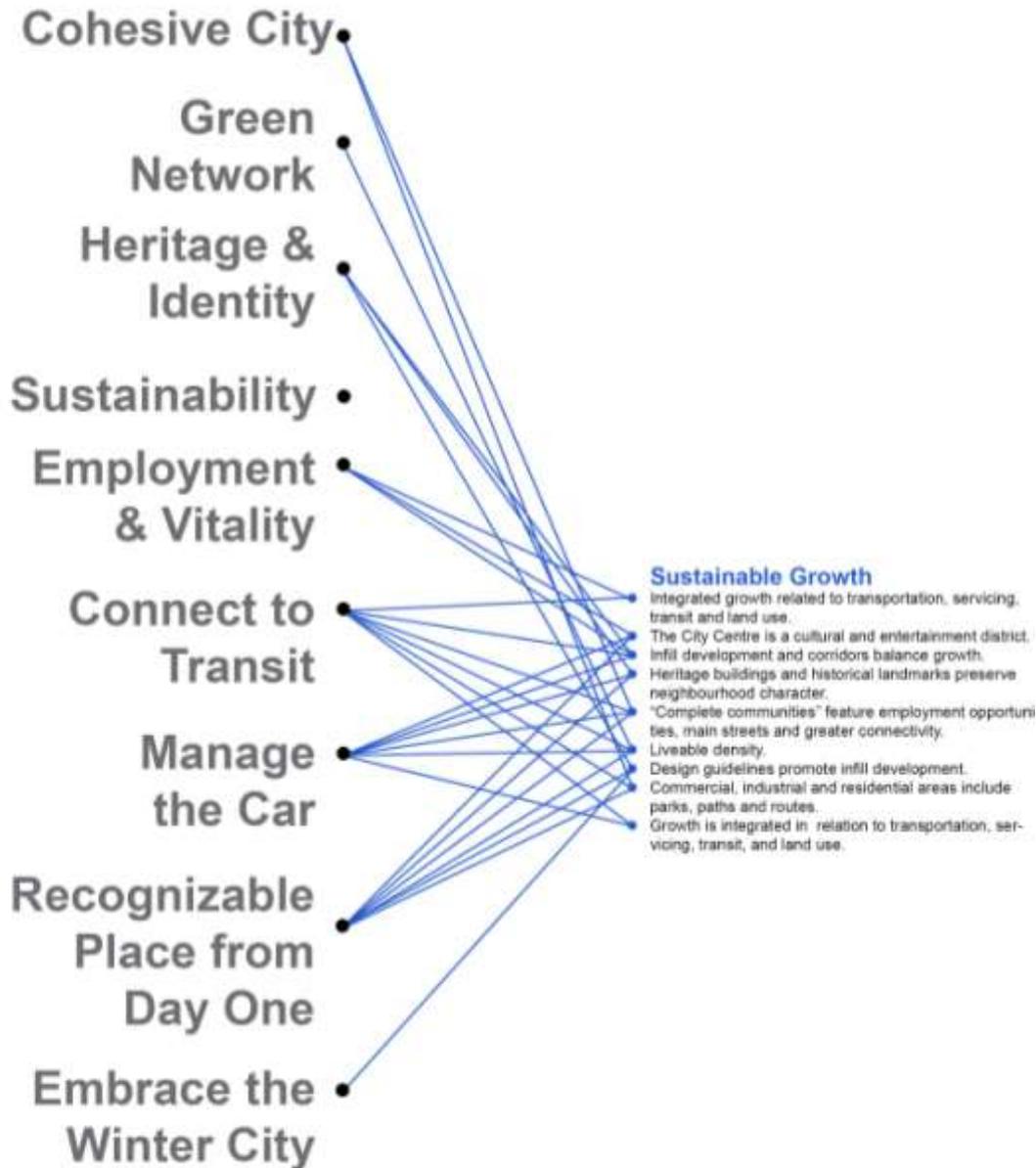
Quality of Life

- A mix of housing types.
- The Municipal Culture Plan in action.
- Affordable housing options.
- Community-building.
- Winter city.
- Age-friendly initiatives.
- Expenditures toward amenities in neighbourhoods.
- Refocus on primary services.
- 20 connections.

Strategic Alignment

The Master Plan Goals

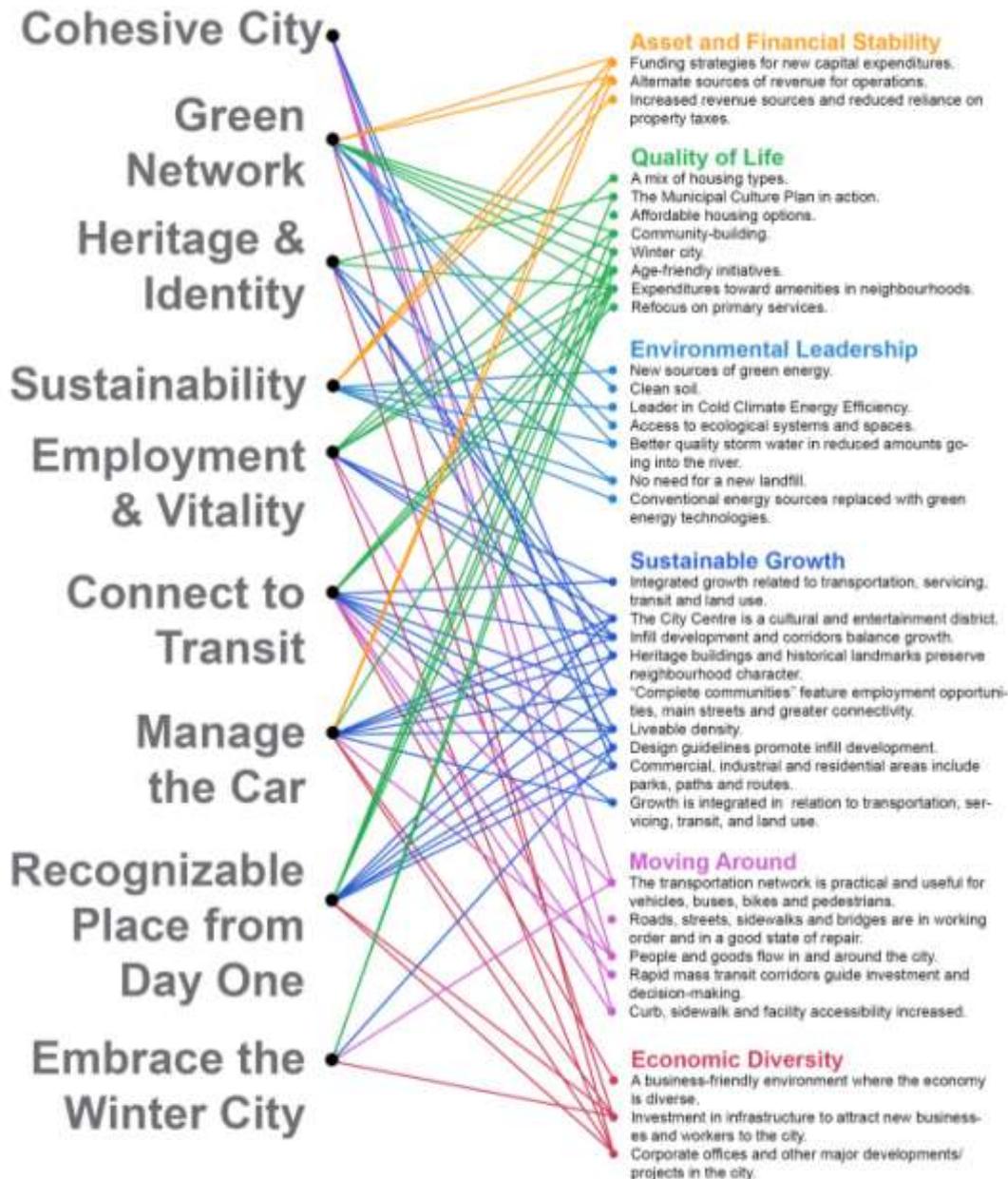
The Strategic Directions



Sustainable Growth

- Integrated growth related to transportation, servicing, transit and land use.
- The City Centre is a cultural and entertainment district.
- Infill development and corridors balance growth.
- Heritage buildings and historical landmarks preserve neighbourhood character.
- “Complete communities” feature employment opportunities, main streets and greater connectivity.
- Liveable density.
- Design guidelines promote infill development.
- Commercial, industrial and residential areas include parks, paths and routes.
- 28 connections

Strategic Alignment



Strategic Alignment



Sustainable Growth: Strategic Plan

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- “Complete communities” feature employment opportunities, main streets and greater connectivity.
 - Commercial, industrial and residential areas include parks, paths and routes
- Integrated growth related to transportation, servicing, transit and land use.

- Critical piece of the Growth Plan to 500,000 people

- North Downtown is a key City-owned site
- Demonstration project

- Potential to generate significant rapid transit ridership
 - East / west along 25th St.
 - North / south along Idylwyld Dr.
 - Potential connection north / south along 1st Avenue

