

PART B. POLICY REVIEW FOR RE-ZONING and LAND USE CHANGE



↑ ABOVE 509 12TH STREET SHOWN IN RED

EXISTING ZONING: PUD agreement for an 8-storey residential condominium building (Agreement attached as Appendix C)

EXISTING LAND USE: High-density residential

PROPOSED USE: B5B by agreement. See Part A - Design Development Report for more details and information on the proposed building.

BYLAW 8770 REVIEW

Re-zoning and land-use change is planned for overall compliance to bylaw 8770 or as per final agreement. The sections below were reviewed specifically to the drawings in Appendix B.

Section 6.0 - Parking

6.2

- (e) minimum dimensions complied as per drawings
- (f) 6.0m minimum aisle and driveways provided in drawings
- (h) driveway leading to public lane has sufficient length to accommodate 1 vehicle waiting for entry/exit as per drawings submitted
- (i) minimum/maximum ramp slopes complied with. Max 4.0% for 6.5m from lane for above grade ramp and max. 2.0% for grade parking garage.

6.3.3 Parking and Loading Requirements for Commercial Districts

- (4) One loading space required and shown on plans as an exterior space
- (6) 1 space for 50m² of gross leaseable floor area is provided as majority is planned as "Offices and office buildings" use. This is also one of the more stringent requirements for uses.

6.3.7 Parking and Loading Requirements for Integrated Commercial Mixed Use District

Note: Requirements reviewed and similar to 6.3.3 (above) for applicable items.

6.6 Parking Structures

- (1) Parking structure will be screened with architectural treatments
- (2) Main floor of development complies with providing minimum 50% active frontage and commercial ready uses.

6.8 Bicycle Parking

Bicycle Parking will be provided in compliance with this section:

- Two short-term bicycle parking racks will be located within 15m of the principal entrance.
- 3 long-term bicycle parking spaces within the above-grade parking structure area.

Section 7.0 - Landscaping Provisions

- (3) Garbage pick up area is indoor
- (7) The side and rear yards have zero set back requirements, there is a 3.0m easement at the rear that will be landscaped in accordance with Section 7.0
 - (b) the adjacent boulevard includes landscaping already installed
 - (c) Although this is a zero setback site raised planter beds are being created to provide a more active frontage and green space.

Section 10.8A B5B Broadway Commercial District

- Allow permitted uses as per .2
- .4 1 - 4 proposed as per drawings and Broadway360 report from initial consultation with neighbourhood
- .5 proposed to comply
- .6 proposed to comply as noted above in Parking review
- .7 proposed as per bylaw
- .8 is not applicable
- .9 proposed indoor garbage room from initial consultation with neighbourhood (changed from outdoor).

COMPARABLE BUILDINGS AND USES OFF BROADWAY AVENUE

210 MAIN STREET



LOCATION: Similar in that this office building is adjacent and directly abutting to Broadway Avenue properties.

NEIGHBOURS: Similar as well this property has a high-density multifamily development as it's direct neighbour on the side further away from Broadway Avenue.

USE: Main floor retail, office use on levels 2-6.

SIZE AND HEIGHT: 6 levels above grade, approximately 15,000 square feet on each floor. The total leasable office and retail area is approximately 90,000 square feet.

ZONING AND LAND USE: This property is located within the City Centre area of the Official Community Plan. On the east side of Broadway Avenue, the City Centre map area extends one block off Broadway. However, on the west side of Broadway Avenue where the proposed development is located the map area boundary is located to include only the properties on Broadway Avenue.

CONCLUSION: This comparable property is a newer infill development to the area. It is fully occupied with professional service firms that are an important dynamic supporting the community along with the shops, stores and many businesses along Broadway Avenue. The proposed development at 509 12th Street has less than half the leasable area compared to this building.

OFFICE BUILDING CONTEMPLATED BY THE ORIGINAL PUD ZONING

LOCATION: Same

NEIGHBOURS: Same, residential and commercial uses

USE: Main floor restaurant, office use on levels 1-4.

SIZE AND HEIGHT: 4 levels above grade. (Similar height above the parkade)

ZONING AND LAND USE: Commercial and restaurant. Total leasable area of approximately 75,000 square feet.

CONCLUSION: The original PUD zoning agreement included an office building. Due to the financial difficulties of the original development company, and the property line adjustment that was required to be made, the second residential building could not be reasonably constructed as per the zoning agreement. The decision of the new property owner and approval by city council was to re-zoning the parcel where the office building was to be located to a high-density residential use.

The proposed development at 509 12th Street completes the entire development very close to what was originally intended and proposed by the 1988 PUD agreement.

Building	509 12TH Street	210 Main Street	510 Saskatchewan Cres PUD office building
Leasable Area (SF)	~44,000	~90,000	~75,000

The leasable area of the proposed development is much smaller than the comparable office building off Broadway and that considered in the original PUD zoning. This size respects the residential neighbours while providing the Nutana area an important mixed-use infill for the work, live, play dynamic.

POLICY AND REGULATORY REVIEW OF OFFICIAL COMMUNITY PLAN (JUNE 2020)

The project site is 13,727 square feet. The parcel of land is located within the Saskatoon City Centre. As shown in the above graphic from the Official Community Plan.

In the intervening years since 1988, the City has updated the Official Community Plan based on the 2016 Growth Plan. The Growth Plan is a major shift in development policy which emphasizes more sustainable growth and development focused on intensification along new Bus Rapid Transit routes and stations.

To meet the objectives of the new Official Community Plan, the proposed development offers the opportunity to increase employment uses along the BRT (Broadway) route which will enhance and complement the existing cultural institutions and neighboring residences and businesses. It will also increase ridership as employees can reach this site using the BRT conveniently from any part of the city. The site is proposed to be developed as a mixed-use site consisting of no less than three uses, including, Office, Residential, and small, complementary retail units serving the local Broadway area. . Site development includes indoor structured parking.

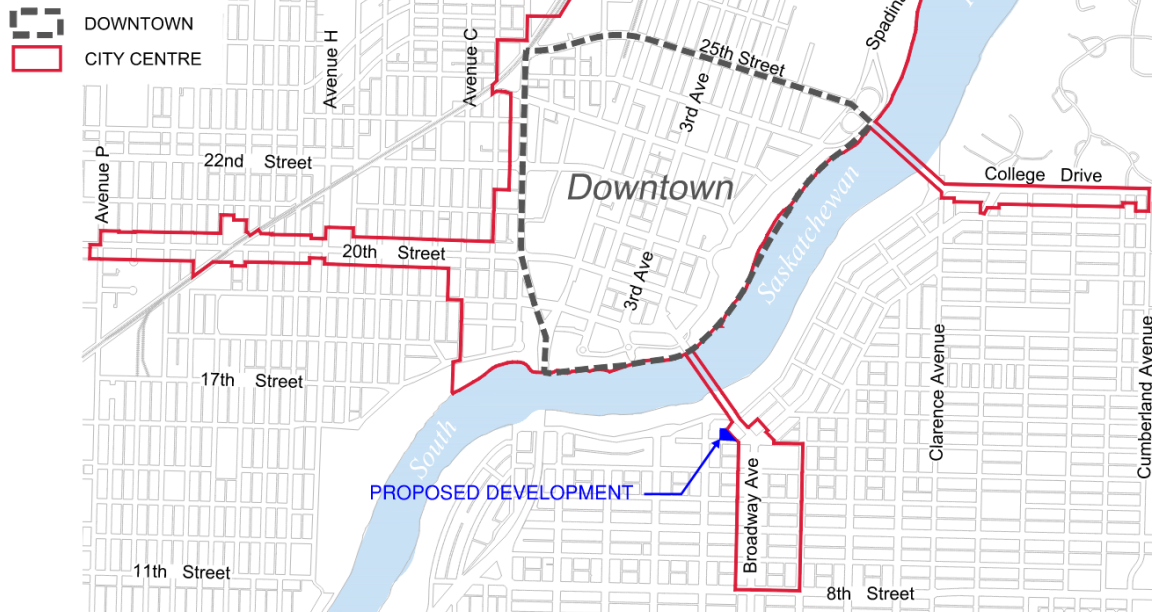
Section 1.1 of the Official Community Plan – Downtown and City Centre

Section 1.1 defines the purpose and overall goals to enhance the development potential of the Downtown and City Centre. It states, “*(t)his area fulfils many functions, with high density residential, office, retail, and services providing unique amenities for Saskatoon and surrounding region*”.

The proposal for an office development at this location conforms to the goals and objectives as defined in Section 1.1 of the OCP.

MAP 1 - DOWNTOWN AND CITY CENTRE

The City Centre includes the Downtown and it's connected, neighbourhood commercial districts of Nutana and Riversdale, City Park south of Queen Street, and portion of College Drive that interfaces with the University of Saskatchewan.



The following sections have been reviewed through Saskatoon's Official Community Plan (OCP) Rezoning and Land use for the proposed development.

SECTION F URBAN FORM AND STRUCTURE

OFFICIAL COMMUNITY PLAN	PROPOSED DEVELOPMENT
<p>(1) Objectives</p> <p>(a) To build a fiscally, socially and environmentally sustainable community by:</p> <ul style="list-style-type: none"> (i) supporting the efficient use of land and civic infrastructure; (ii) maintaining a rational and effective system to manage urban growth; (iii) providing community facilities and services throughout the city; (iv) integrating transportation with land use plans to provide year-round transportation choices for residents; and (v) providing civic infrastructure in a cost effective manner. 	<p><i>Proposed development is facilitating infill development in a site which has been vacant for over 30 years. It is located directly adjacent and bordering the City Centre and Downtown areas. The proposed supports these objectives and will use infrastructure in an “as is” condition providing cost effective growth for the City and is environmentally sustainable by using work in place.</i></p>
<p>(2) Policies</p> <p>(a) General</p> <ul style="list-style-type: none"> (i) <u>Compact City Form</u> The development of a compact and efficient urban form shall be encouraged by setting overall density guidelines for new residential neighbourhoods, facilitating infill development in existing residential, commercial, industrial, strategic infill areas and corridors, and gradually increasing the overall density of the City. 	<p><i>The proposed development provides infill development to support this policy. The development is creating commercial growth in the areas indicated by the plan.</i></p>
<p>(ii) <u>Concentrated Activities</u> Significant commercial, multiple-unit residential and community facilities will be situated in or along designated nodes</p> <p>and corridors in order to maximize the use of existing community infrastructure and encourage the use of the transit and active transportation networks.</p>	<p><i>The proposed development provides commercial facilities situated along corridors in order to maximize existing infrastructure.</i></p>

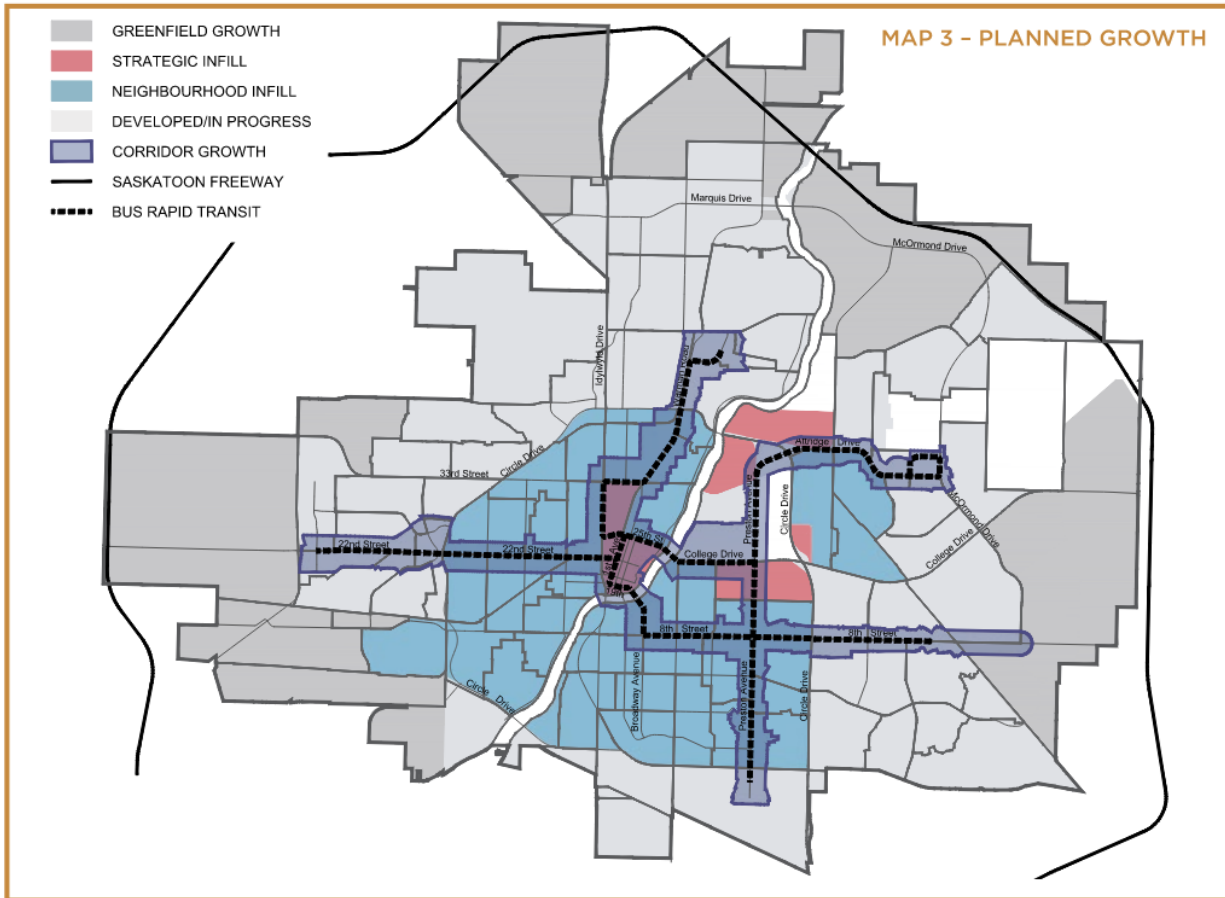
SECTION G SUSTAINABLE GROWTH

<p>(1) <i>Objectives</i></p> <p>(a) Ensure the Downtown is an attractive, functional, vibrant place that is the centre of financial, administrative, cultural, and commercial activities of the city and region.</p>	<p><i>Proposed Development is adjacent to Downtown and City Centre boundaries. It will provide commercial activities that support area businesses in the Downtown and mainly on Broadway Avenue to create a more vibrant, attractive area.</i></p>
<p>(b) Encourage a significant share of the city's overall housing development to take place within the Downtown and City Centre.</p>	<p><i>The commercial office use attracts high density housing in the Downtown and City Centre. Workers will be attracted to live and work in the same area.</i></p>
<p>(f) <u>City Centre Housing</u></p> <p>(i) Within the City Centre, support new residential development and the conversion of commercial, heritage, and industrial buildings into residential buildings through a variety of means, including bonusing provisions, consideration of rezoning applications, provision of residential amenities, and ongoing upgrading of municipal infrastructure.</p> <p>(ii) Assist in the assembly of land for housing projects in the City Centre.</p> <p>(iii) Support the development of a variety of building sizes, types, and ages in the City Centre to provide a diversity of development and meet the needs of residents.</p> <p>(iv) To protect significant heritage buildings within the City Centre, encourage their conservation, reuse, and conversion into residential uses.</p>	<p><i>Although this land is designated high density residential, it's shape and size are not efficient for a high density residential, or any residential development. The current landowner has built significant high density residential developments in this city and would have built this out if it was deemed economical.</i></p> <p><i>There is an approved new 17 storey condo development immediately adjacent to this property.</i></p>

<p>(m) <u>Active Frontages</u> Buildings in the Downtown should be developed to incorporate elements of an active frontage to help add animation, vibrancy, and interest as well as an element of comfort to the public realm. This could include incorporating the following principles:</p> <ul style="list-style-type: none"> (i) frequent door and transparent window openings; (ii) no blank walls, continuous garage doors or high fences; (iii) interesting building facades along street frontages; (iv) building facades that vary along the block face; (v) building facades may be articulated or contain projections, including but not limited to bays and porches, to provide visual interest; (vi) locate public uses on ground floor; and (vii) internal uses should be visible from the sidewalk or may continue onto the sidewalk. 	<p><i>The proposed development main floor will feature the office lobby that is planned to have a 2-storey frameless glass facade that creates an inviting entrance to provide a memorable, active, inviting building facade. There will also be commercial retail on the main floor that will be clad with frameless glazing. The glazing will also be articulated and set in from storeys above to provide visual interest and be more inviting to pedestrians. The set-in glazing will also lighten the mass of the building felt by pedestrians and traffic on grade.</i></p>
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PART 1.3 INFILL GROWTH

As shown in MAP 3, the proposed development is located within the “Corridor Growth” area and directly adjacent to the “Bus Rapid Transit”.



<p>(I) Objectives</p> <p>(a) Support the City's goal of accommodating 50% of long-term growth as infill.</p>	<p><i>The proposed development supports the objective of long-term growth as infill. It will utilize a long-standing vacant site and bring more vibrancy to both the Broadway and Downtown.</i></p>
<p>(b) Support and encourage a variety of building types and sizes in existing areas, while improving access to employment opportunities, commercial businesses, and services.</p>	<p><i>The proposed development represents a variety of building types and sizes in the area. The proposed building height is between the neighbouring existing building and newly proposed High Point development on the other side. The office use provides a desirable live, work, play vibrant community that will increase support of area shops and businesses.</i></p>

<p>(c) Create public spaces that are inviting, active, and memorable, while improving mobility options along major corridors and around the city.</p>	<p><i>The office lobby is planned to have a 2 storey, all glass inviting entrance to provide a memorable, active, inviting building facade.</i></p>
<p>(e) Promote the redevelopment of brownfields in the city.</p>	<p><i>This site was formerly used and is therefore a brownfield site; therefore, development directly promotes this objective.</i></p>
<p>(b) Infill development should be supported and complemented by appropriately located and sized open spaces, improved streetscapes, and other community amenities.</p>	<p><i>The proposed development scale and massing will closely match the building on the existing zoning with the exception of being higher. The request for a higher building meets the objectives of complementing the area by tapering the building scale with the proposed new development High Point to the North East. Although the existing zoning agreement allows zero setbacks, the proposed development is set back above the parkade levels in accordance with local area architectural guidelines.</i></p>
<p>(c) Facilitate and promote the development or redevelopment of infill sites by addressing regulatory barriers and through the use of incentives and partnerships.</p>	<p><i>This site has significant constraints which are barriers to redevelopment. We are proposing an innovative, sensitive development which will utilize this vacant site.</i></p>
<p>(d) Facilitate and promote the remediation and redevelopment of brownfields by:</p> <ul style="list-style-type: none"> (i) reducing barriers to infill development; (ii) establishing partnerships, programs, and incentives; (iii) establishing criteria for interim use of brownfields; and (iv) providing educational material on brownfields. 	<p><i>The City of Saskatoon can help facilitate and promote the development of this brownfield site by helping to plan another location for the existing community garden on the site. The current landowner has graciously provided this area to the community to use. It has become a very desirable amenity and assistance to relocate in a park would be very helpful to facilitate the development.</i></p>
<p>(3) Objectives – Corridor Growth Areas</p> <p>(a) Support the City's goal of accommodating 15% of total growth within Corridor Growth Areas.</p>	<p><i>Supports growth plan by development of a brownfield site within the Corridor Growth Area. The lead tenant is growing and adding jobs in the Saskatoon market.</i></p>

<p>(4) Policies – Corridor Growth Areas</p> <p>(a) Support the development or redevelopment of lands along identified corridors to incorporate:</p> <ul style="list-style-type: none"> (i) an appropriate mix of low to medium density residential, commercial, and institutional development; (ii) transit-oriented development; and 	<p><i>The development provides for a mix in the Broadway area. Adding office jobs supports local businesses and shops during the day. Development promotes people to work and live in the Broadway Area. Residential growth is important, as well as employment and commercial growth along BRT lines.</i></p> <p><i>The development is abutting and adjacent to the bus rapid transit (blue) line which helps to meet objectives by providing a transit-oriented development for people commuting from other neighbourhoods.</i></p>
<p>(5) Objectives – Strategic Infill Areas</p> <p>(a) Support the City’s goal of accommodating 25% of total growth within Strategic Infill Areas.</p> <p>(b) Facilitate the development or redevelopment of Strategic Infill Areas to accommodate a range of densities and a mix of residential, commercial, institutional, and community uses that incorporate transit-oriented development principles.</p>	<p><i>The proposed development supports the objective of Strategic Infill Areas. This is one of very few vacant sites in the neighbourhood so development on it represents infinite growth of the site and represents a large portion of the 25% goal.</i></p>
<p>(6) Policies – Strategic Infill Areas</p> <p>(a) Strategic Infill Areas will provide a mix of residential, commercial, institutional, and community uses, as well as interconnected open spaces (including parks and trails).</p> <p>(b) Design Strategic Infill Areas to support high-frequency transit by focussing higher density development within or adjacent to community focal points and identified transit corridors.</p>	<p><i>The proposed development adds to the mix by providing commercial/office use to the area. Adding office jobs supports local businesses and shops during the day. Development promotes people to work and live in the Broadway Area.</i></p> <p><i>The adjacent proximity to Broadway Avenue, the City Centre Area and the growth corridor situate it within and adjacent to the Areas for Strategic Infill.</i></p> <p><i>This development is 39 metres from the Broadway Roastery and only 75 metres from the Broadway commercial corridor and BRT line.</i></p>

PART 2 PUBLIC UTILITIES AND SERVICING

2.2 Provision of Services

How land is developed affects the City's ability to achieve its objective of a fiscally, socially and environmentally sustainable community. Managing their development through appropriate secondary planning processes helps achieve these objectives by ensuring their construction occurs in a balanced, compact, and contiguous manner.

(1) Objectives

- (a) Provide services in a rational and efficient manner that promotes sustainable growth.

(2) Policies

- (a) In general, subdivision and development of land will not be permitted without the provision of full services and utilities. These services include:
 - (i) sanitary sewage disposal facilities;
 - (ii) water supply facilities;
 - (iii) storm water management;
 - (iv) electrical and natural gas facilities;
 - (v) telecommunication network; and
 - (vi) transportation network.

The proposed development is similar to the density of the existing land use and zoning. Being an infill site, this provides for efficient and rational use of the noted infrastructure items in the "as is" conditions.

PART 4 EMPLOYMENT AREAS

<p>4.1 Employment Areas Design and Development</p> <p>The design and development of Employment Areas must be comprehensively planned to ensure they are strategically located throughout the city, at a variety of scales, and any compatibility issues with surrounding land uses can be addressed. Employment Areas should include clusters of development that are efficient to service and accessible by all modes of transportation.</p> <p>(1) Objectives</p> <p>(a) To comprehensively plan Employment Areas that maximize infrastructure investment and facilitate all modes of transportation, including high-frequency transit service, where possible.</p> <p>(b) Achieve a balanced distribution of Employment Areas throughout Saskatoon, supporting the efficient use of transportation infrastructure and providing employment options closer to where people live.</p> <p>(c) Retain Downtown and the City Centre as the primary destination for office, retail, entertainment, and cultural amenities for the city and region.</p>	<p><i>The proposed development being on the border and directly adjacent to the City Centre and Downtown retains it as the primary destination.</i></p>
<p>(c) Employment Areas should include design elements such as:</p> <ul style="list-style-type: none"> (i) clustering of complementary development; (ii) compatibility with adjacent land use; and (iii) site and building design that supports sustainability and the establishment of a comfortable and attractive environment. 	<p><i>The development is directly adjacent and neighbouring the City Centre and Downtown Areas. It provides an important cluster of commercial/office to the Broadway area to support a vibrant community and local area shops and restaurants during the day.</i></p> <p><i>The proposed building design includes terrace and balconies to make it blend into the adjacent high density residential area. The development will be designed and built equal or greater to the latest environment standards and accreditation.</i></p> <p><i>Special attention has been provided into the building design to create privacy to neighbouring homes. That privacy would not be available if the development were a residential use because more windows would be required along neighbour property sides. The shielding wall design would also not be efficient or acceptable in residential floor plan layout.</i></p>

<p>(e) When locating new or redeveloping existing Employment Areas, consideration should be given to impacts on mode share and commuting patterns, including:</p> <ul style="list-style-type: none"> (i) investing in improved levels of service for all modes of transportation to Employment Areas from nearby residential and mixed use areas; (ii) encouraging a form and density that supports walking, cycling, and transit and discourages large areas of surface parking; and 	<p><i>The development is adjacent to the new BRT corridor so this would provide a positive impact and greater use of the BRT line.</i></p> <p><i>The infill development will lead to increases in pedestrian and cycling traffic for workers that currently live in the area and will be attracted to live and work in the near neighbourhood.</i></p> <p><i>Street parking is a concern in the area and neighbourhood. The development will include indoor parking to neutralize any parking impact on the community. The parking structure will form part of the building and will not be distinguishable as a parking lot to the exterior.</i></p>
<p>(f) Support the strategic redevelopment of Employment Areas where land use conflict can be reduced or eliminated and existing infrastructure can be optimized.</p>	<p><i>The proposed development is abutting and adjacent to the City Centre and Downtown areas. The neighbouring zoning does not have any conflicting use to the proposed development. Since existing infrastructure is being utilized in the "as is" condition the proposed development supports the objective.</i></p>
<p>(3) Commercial</p> <p>(a) <u>Objectives</u></p> <ul style="list-style-type: none"> (i) Maintain a hierarchy of planned commercial focal points throughout the community, including a strong and appropriate allocation of commercial activity in key nodes and corridors based on defined trade area requirements and locational policies. 	<p><i>The proposed development is abutting and adjacent to the City Centre and Downtown areas. This location will lead to increased strength of these areas and the surrounding community, business, shops and restaurants.</i></p>

<p>4.2 Office Development</p> <p>Office development supports high levels of employment density and can result in intensively used areas, which can both attract more people and development and result in challenges with people accessing these areas. They are considered employee intensive uses as they typically have a higher number of workers per square metre than most other employment uses. As such, depending on the scale of the office, there is potential for high concentrations of people on the site. This can have a significant impact on transportation patterns as these areas typically generate a substantial number of trips to and from the area for workers and customers.</p> <p>In order to support a high quality, high-frequency transit system, employee intensive uses (e.g. large offices) should be located in the Downtown or other areas in close proximity to transit routes. Further, large office developments should be located such that they can connect with active transportation networks to provide additional transportation options for workers and customers.</p>	<p><i>The proposed development is bordering/adjacent to the City Centre and Downtown areas. Although the proposed development height seems to present a high scale, due to the irregular shape and size of the site, the development's office floor plate is quite small compared to other office buildings.</i></p> <p><i>This mixed-use development is located 75 metres from the Broadway corridor and BRT blue line.</i></p> <p><i>Although large offices are desired in the Downtown, this development of 40,000ft² is not considered a large office development, and is located directly adjacent to Broadway and Downtown. It connects directly to the riverbank trail system for active transportation use.</i></p>
<p>(1) Objectives</p> <p>(a) Support the Downtown as the primary location for office development in the city.</p> <p>(b) Facilitate office development in strategic locations throughout the city.</p>	<p><i>The proposed development is directly bordering/adjacent to the City Centre and Downtown areas and therefore supports this objective.</i></p>
<p>(2) Policies</p> <p>(a) Preserve the Downtown as the primary location for office development in the city by actively supporting high quality office development within its boundaries.</p> <p>(b) Office development should be located in areas with reasonable access to active transportation and public transit, primarily in the Downtown and Community Focal Points, but also be located in proximity to high-frequency transit service.</p> <p>(c) Limit development of offices in Industrial Areas and Business Parks to those required to meet the needs of businesses in those areas and as provided for in Sector Plans.</p> <p>(d) Provide opportunities for retail and service functions to locate on the ground floor of office buildings to encourage a walkable, active street front.</p>	<p><i>The proposed development is directly bordering/adjacent to the City Centre and Downtown areas and therefore supports these policies.</i></p> <p><i>It is directly adjacent to the BRT line, therefore, supports that service.</i></p> <p><i>The proposed development main floor will feature the office lobby that is planned to have a frameless glass facade that creates an inviting entrance to provide a memorable, active, inviting building facade. There will also be commercial retail on the main floor that will be clad with frameless glazing. The glazing will also be articulated and set in from storeys above to provide visual interest and be more inviting to pedestrians. The set-in glazing will also lighten the mass of the building felt by pedestrians and traffic on grade.</i></p>

	<p><i>We understand the need to promote office development in the downtown. Certainly, this location should be considered advantageous to both Broadway and the Downtown and that a reasonable interpretation would be made to encourage a development at this location which has advantages to BRT, existing Broadway businesses, the Downtown and surrounding areas.</i></p>
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PART 6 REGIONAL GROWTH

<p>6.1 General</p> <p>How growth is funded is an important element of a sustainable community. It can impact cost of living and the long-term financial sustainability of a community. To manage this, the City considers and pursues opportunities to maximize existing infrastructure and services, manage development costs, and source funds through partnerships or other means.</p>	<p><i>The proposed development is on an infill site. This provides for efficient and rational use of the existing infrastructure items in the “as is” conditions. This maximizes the opportunity of fully utilizing existing infrastructures and services to reduce the City’s requirement to fund growth with this development.</i></p>
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SECTION H MOVING AROUND

<p>PART 1 TRANSPORTATION PLANNING</p> <p>1.4 Site Design</p> <p>How a site is designed, the orientation of the buildings, and on larger sites, the internal circulation and points of access to the transportation network have a significant influence on how people use those sites and the surrounding area. When combined with their surrounding sites, the design of a site can contribute to the overall vision for the site area and how it links with the vision for the city as a whole.</p> <p>(1) Objectives</p> <p>(a) To provide safe and orderly access to sites and public streets.</p> <p>(b) To provide safe and orderly movement within a site.</p>	<p><i>The proposed development has been designed to provide safe and orderly vehicle access by the lane instead of the street. This provides for safer pedestrian and vehicular traffic patterns.</i></p>
<p>PART 3 PARKING MANAGEMENT</p>	<p><i>The proposed development has been designed to provide accessibility to workers, visitors and clients.</i></p> <p><i>The lane access for all vehicular traffic provides a safer traffic pattern by eliminating a crossing on the sidewalk.</i></p>

<p>(1) Objectives</p> <p>(a) To manage the City's parking resources and support the mobility needs of residents and visitors to Saskatoon.</p> <p>(b) To provide adequate parking opportunities throughout the city, including the appropriate location and design of parking facilities as part of an efficient and functional transportation network.</p>	<p><i>The proposed development will also offer enclosed parking for all residents, workers and visitors as to have a neutral parking impact on the neighbourhood.</i></p>
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SECTION I

ECONOMIC DIVERSITY AND PROSPERITY

<p>1.1 Coordinate and Facilitate Business Growth among Regional Partners</p> <p>The strong, vibrant economy of Saskatoon and the surrounding region has been a key driver of economic prosperity in Saskatchewan. A coordinated approach to economic development with regional partners, First Nations and Métis communities, Indigenous organizations, and economic development organizations and other agencies, will support current activities and prepare the region for future economic opportunities.</p> <p>(1) Objective</p> <p>(a) Support economic development and business growth within the region.</p>	<p><i>The lead tenant of the proposed development is growing and needs increased space. They are an international company with a Saskatoon head office. They have selected the location of the proposed development based on their wants and needs. Failing a re-zoning and land use change will risk Saskatoon losing out on this growth, as they can easily add jobs to their other North American and European offices.</i></p>
<p>(2) Policies</p> <p>(a) Work with regional partners to coordinate economic development planning and opportunities.</p>	<p><i>This development is an opportunity for Saskatoon to add great paying jobs into the core of our community.</i></p>
<p>(b) Work with regional partners to coordinate land use and development policies to attract, retain, and promote business growth in the region.</p>	<p><i>The City of Saskatoon can facilitate this opportunity by establishing clear timelines to the re-zoning and land use change process so we can attract this growth to our community.</i></p>
<p>2.2 Increase Downtown Commercial and Residential Growth</p> <p>A vibrant Downtown, one that boasts a variety of uses and employment opportunities, is the hub of any economically strong city. New Downtown commercial development, low office and retail vacancy rates, and a growing Downtown residential population are key to growing the City's economy.</p>	<p><i>The proposed development is directly bordering/adjacent to the City Centre and Downtown areas and therefore supports these policies. We very much regard this development as another key part of the growth of City Centre.</i></p>
<p>(1) Objective</p> <p>(a) To maintain the Downtown as an active, attractive place for businesses, residents, and visitors.</p>	<p><i>The proposed developments lead tenant's international business operations supports the objective of maintaining the City Centre as an attractive place for business and visitors.</i></p>

<p>(2) Policies</p> <p>(a) Maintain and implement a city centre plan as the primary document for guiding development in the City Centre.</p> <p>(b) Maintain and develop incentives and regulations to encourage Downtown development and infill development.</p> <p>(c) Work with the Downtown Business Improvement District to maintain the Downtown as an active, attractive place for residents and visitors.</p>	<p><i>The allowed land use change and rezoning to support the proposed development would be policy to support this objective.</i></p>
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PART 3 COLLABORATION AND PARTNERSHIPS

<p>3.1 Foster Relationships with Existing Partners</p> <p>Strong relationships with local businesses and business groups helps focus support for Saskatoon's economy.</p> <p>(1) Objective</p> <p>(a) Foster existing partnerships to encourage strong relationships with organizations that are important in maintaining a strong economy.</p>	<p><i>The proposed developments lead tenants head office is located in Saskatoon. They have grown to conduct large business and have offices internationally. We are hoping the City of Saskatoon can foster a relationship by providing opportunities for them to continue to grow in Saskatoon versus adding jobs in their other North American and European offices.</i></p>
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CORRIDOR TRANSFORMATION PLAN

Corridor Transformation Plan

The City has commenced with Corridor Studies and will consider land use applications which meet the adopted Corridor Mixed-Use principles. The City has commenced with these corridor studies with College Drive being the first. In the meantime, the City has indicated they will entertain land use and zoning amendments for the rapid transit corridors, as long as they meet the principles which have been adopted for corridor development within the Corridor Transformation Plan.

Corridor Growth Areas are defined in the OCP:

Corridor Growth Areas are intended to provide infill development opportunities along the city's major corridors and Bus Rapid Transit (BRT) routes in order to achieve infill development targets outlined in the Growth Plan to Half a Million. Corridor Growth Areas are high-priority locations for a mix of medium density residential, commercial, and institutional uses and activities designed to support an attractive, high-frequency transit service.

Within these areas, development should incorporate Transit Oriented Development principles, be oriented toward the street, and be at a pedestrian scale, with active building frontages. Corridor Growth Areas will have higher densities at specific nodes focused around key transit locations, and support a pedestrian-oriented urban form. All local contexts are not the same, and varying scales of development opportunity, mix of uses, and levels of transit service will be needed to achieve city-wide objectives in a manner sensitive to the surrounding local neighbourhood(s). Proposals for mixed use, transit-oriented development along the entire length of the high-frequency transit corridor are encouraged.

The proposed development will serve to further the City's objectives for Corridor Growth as defined in the OCP. In particular, it will contain a pedestrian urban form, with an active building frontage and increase the employment along a key BRT route along Broadway.

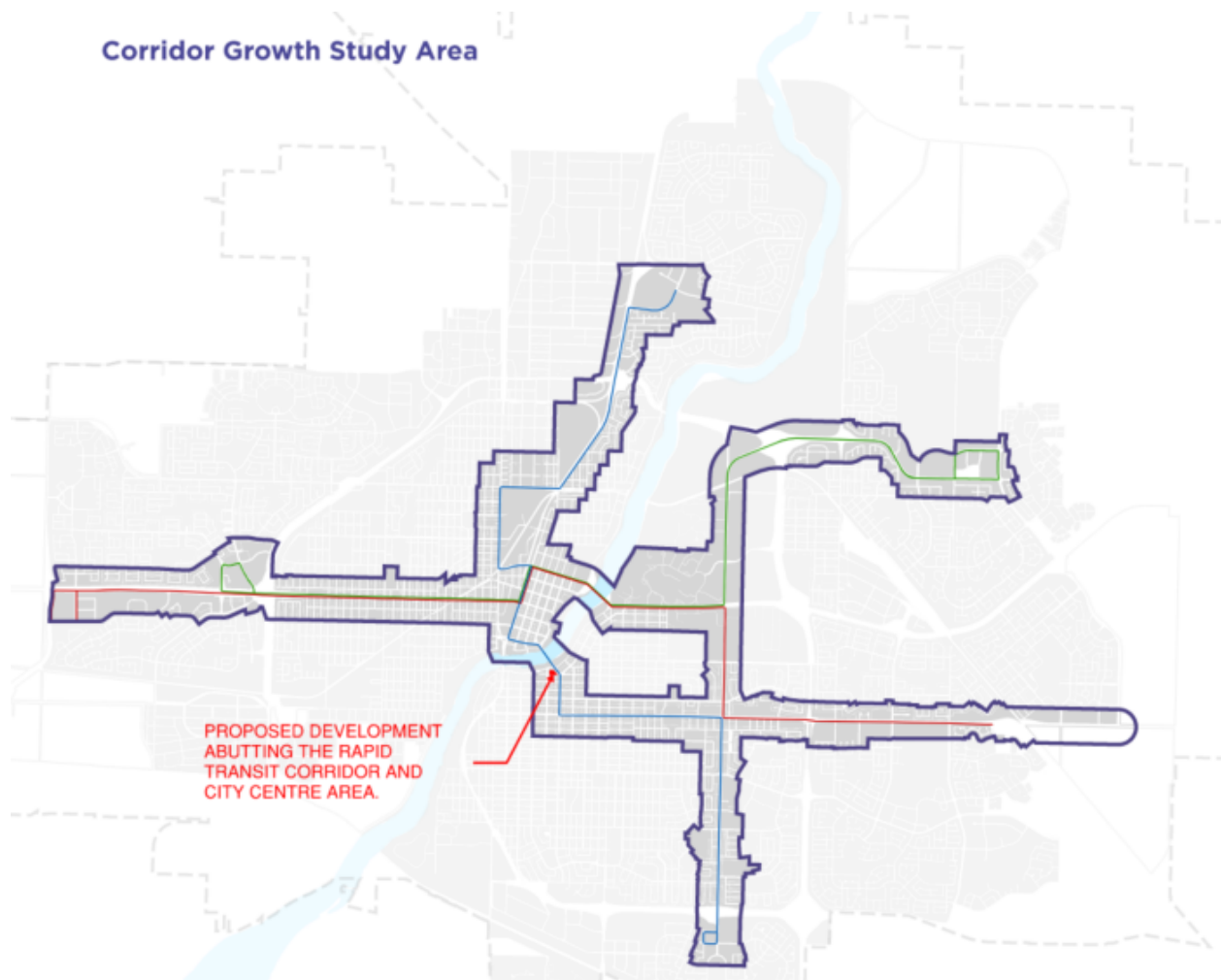
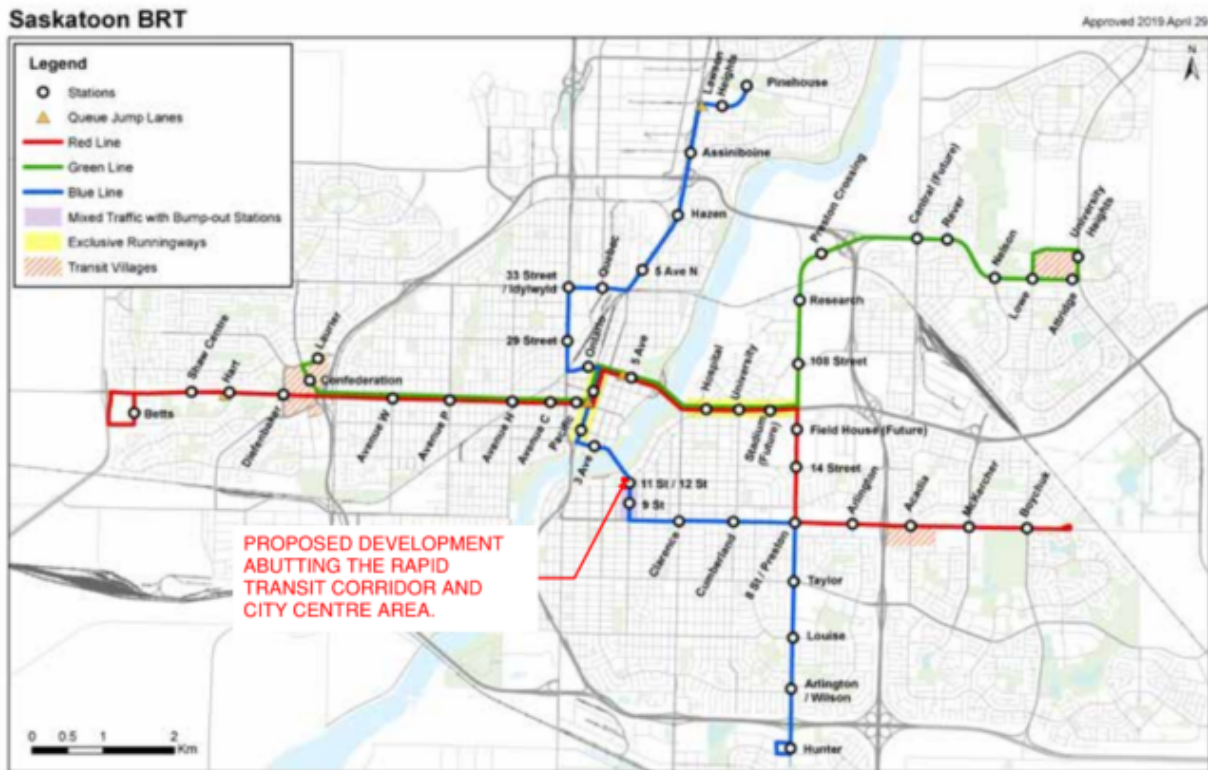


Fig. 5 Final BRT Routing and Transit Village Location Map



1.3. Corridor Growth


The Corridor Planning Program has been established to implement the Corridor Growth goals of the Growth Plan. Each individual Corridor Plan will be prepared through a collaborative and consultative process with land owners, neighbourhood residents, local business owners and community and stakeholder groups.

The vision for Corridor Planning is:

Corridors are more than just city streets that get you from point A to B – they are enjoyable and productive destinations themselves, where thousands of people work, live, and play. They connect neighbourhoods and neighbours together. They're places for people – whether you're walking, riding, driving, or spending time with your family and friends.

The proposed development meets the Corridor Growth vision by providing a place for the community members to work. This is the foundation to a vibrant community as it attracts workers to live nearby and supports shops and businesses that provide pleasure to community members.

<p>ii. CPP Policy Objectives:</p> <ul style="list-style-type: none"> • To provide a mix of land uses that provide a balance of employment opportunities along major corridors to address city-wide and adjacent residential neighbourhood employment needs. • To provide a mix of land uses and densities that support and encourage the use of the Bus Rapid Transit service and multi-modal transportation options. • To guide the development and evolution of the corridor in a way that incorporates transit-oriented development principles for streetscape, pedestrian, and building design components to create a built form and pedestrian environment that is visually appealing, physically comfortable, safe, universally accessible, and livable on a year-round basis. • To maximize the use of existing infrastructure and to provide new infrastructure and servicing in a cost effective, sustainable, and efficient manner. 	<p><i>The proposed development will provide office space for professional, high paying jobs that will give a great mix to the adjacent neighbourhood employment needs.</i></p> <p><i>Abutting the City Centre area and the rapid transit corridor the proposed development is situated to support and encourage different transportation options for workers.</i></p> <p><i>The main floor set back provides a street friendly pedestrian experience. Quick access to cyclist parking in the parkade promotes a multitude of transit methods for users.</i></p> <p><i>The site is situated in a location where existing site services are capable of handling the development without upgrades.</i></p>
<p>iii. Station Mixed Use:</p> <p>Station Mixed Use areas are located along the CGA corridors, typically within 50 metres of a BRT station and are intended to provide a broad mix of uses in medium-density buildings that incorporate Transit Oriented Development principles, to serve both transit users and residents in adjacent neighbourhoods.</p> <p>The objectives of Station Mixed Use areas are:</p> <ul style="list-style-type: none"> • To provide employment, commercial services, residential, community services, institutional services and/or other opportunities that serve the traveling public and the adjoining neighbourhoods; • To function as hubs of activity that serve as community connection points: <ul style="list-style-type: none"> ◦ between at least two and often up to four adjoining neighbourhoods; and ◦ to other parts of the city by way of the BRT stations, which are prominent elements of the streetscape and a clear reason for high activity in the area; and • To provide ground-floor commercial and/or community services that support and are supported by the traveling public and residents of nearby neighbourhoods. 	<p><i>The proposed development is located within the Station Mixed Use area.</i></p> <p><i>The proposed development meets all the objectives of the Station Mixed Use areas;</i></p> <ul style="list-style-type: none"> <i>-provides employment, commercial services,</i> <i>-promotes the area being a hub of activity by providing different commercial space and uses,</i> <i>-provides ground floor commercial space that can be filled with business to support the travelling public, residents and other community members.</i>

 <h3>Station Areas</h3> <ul style="list-style-type: none"> • 3–6 storeys generally • 7 or more storeys at strategic or prominent locations that can support greater density • Mixed-use buildings (commercial uses on main floor, office and residential above) • Highest quality public space • Buildings engage with sidewalk <h3>Station Mixed Use</h3> <ul style="list-style-type: none"> • Typically 3–6 storeys • Mixed-use buildings (commercial uses on main floor, office and residential above) • Highest quality public space • Buildings engage with sidewalk (active frontages) 	<p><i>The proposed development is in a strategic and prominent location due to its location abutting the City Centre area, very near the Downtown area. This supports land use and density greater than 7 storeys as outlined in Figure 10 Character Area Transition into Land Uses from the policy.</i></p>
<h2>2. CORRIDOR GROWTH GUIDING PRINCIPLES</h2> <p>The following series of Guiding Principles have been prepared to help future growth and development adhere to the intentions of Corridor Growth, while enabling a degree of flexibility and responsiveness to the real estate market to occur. These Principles will serve as the foundation for future Corridor Plans and used to guide and evaluate development proposals within the Corridor Growth Area where a Corridor Plan has not yet been prepared.</p> <p>The Guiding Principles have been organized into the following categories:</p> <ol style="list-style-type: none"> 1: Transit Oriented Development Principles 2: Corridor Growth Land Use Principles 3: Transit Villages Principles 4: Public Realm Principles 	
<p>2. Corridor Growth Guiding Principles</p>	<p><i>Principle 2: The development adds to providing a</i></p>

1. Streets are to be designed to be welcoming for all users and include universally accessible components and accommodate a variety of transportation modes.
2. Compact, mixed use areas should be established by providing a mixture of commercial, residential, office, and institutional uses and provide amenities close to transit for residents and local workers.
3. Fine-grained, walkable neighbourhoods should be established by enabling development parcel sizes that provide block lengths that are walkable and respond to real estate market needs.
4. Pedestrian-friendly buildings and sites should be created by requiring developments to face the street and incorporate active frontage elements into building facades to engage with the public realm and enhance the overall quality of the streetscape.
5. A high-quality, accessible public realm should be established by creating destinations for pedestrians to gather and linger through the use of landscaping, lighting, and street furniture.
6. Parking supply should be managed by ensuring that supply and demand are balanced in a reasonable manner and by including landscaping, lighting and other components that help reduce the negative impacts of large surface parking areas can have on achieving walkable streets.

compact, mixed use Station area by providing commercial and office uses abutting the transit corridor.

Principle 4: The proposed development main floor will feature the office lobby that is planned to have a frameless glass facade that creates an inviting entrance to provide a memorable, active, inviting building facade. There will also be commercial retail on the main floor that will be clad with frameless glazing. The glazing will also be articulated and set in from storeys above to provide visual interest and be more inviting to pedestrians. The set-in glazing will also lighten the mass of the building felt by pedestrians and traffic on grade.

Principle 5: The development helps create a high quality destination for the Station area. The inset main floor creates raised planter areas with built in seating creating a destination for pedestrians and building occupants to gather and linger outside the building and on the city sidewalk.

Principle 6: The proposed development provides for more off-street parking than is required by the zoning bylaw. This creates a positive impact on street traffic and parking in the area and creates more walking friendly streets and sidewalks.

2.2. Corridor Growth Land Use Principles

The OCP policy objectives outlined in Chapter 1 provide direction for the future land use mix within the Corridor Growth Area (Figure 4). Much of this currently contains a general mix of commercial, office and institutional uses with opportunities to expand residential uses and local employment opportunities in several areas. An increase of residential units is among the most important objectives of the Corridor Planning Program, in order to achieve the corridor infill growth target of 15 per cent, or 22,000 new dwelling units over the long-term.

The following Land Use Principles will direct the review of future development proposals within the CGA and be incorporated into future activities:

1. A diversity of residential dwelling unit sizes, building forms and tenures are a central component of the CGA.
2. A balanced mix of employment opportunities that address both city-wide and local employment needs is necessary, while recognizing that the Downtown is the primary location for corporate offices, major employment centres and destination retail facilities.
3. Land uses should serve users of the Bus Rapid Transit system, multi-modal transportation options and residents of adjacent neighbourhoods.
4. New development should contribute to the creation of a built environment and public realm that is visually appealing, physically comfortable, safe, universally accessible and livable on a year-round basis.
5. Existing large parking areas, or portions thereof, should be redeveloped to new uses that contribute to a balanced mix of land uses and that work toward achieving the residential infill targets outlined in the Growth Plan.
6. New developments should make effective use of the existing infrastructure and capacities and when required provide for infrastructure and servicing needs in a cost-effective, sustainable and efficient manner promoting storm water infiltration, to assist in the long-term maintenance of the City's waste management infrastructure and facilities.
7. The use of renewable energy sources, sustainable building technologies, materials and practices to help reduce energy consumption and greenhouse gas emissions is encouraged for new development within the CGA.

The proposed development provides an important mixed-use component for a healthy vibrant live, work, play Station Area. The office, commercial use building will help create a Station Area that attracts greater residential density where residents want to work and live.

Principle 2: While Downtown is established as the primary location for corporate offices. The proposed development is located abutting the City Centre area and provides important mixed use to the Nutana area and Station Area on Broadway.

Principle 3: The proposed developments location in the Station Area will serve residents of adjacent neighbourhoods to utilize the bus transit corridor to commute to work.

Principle 4: The proposed development is an attractive, visually appealing building that will complete the street development.

Principle 6: The proposed development utilizes existing City infrastructure in place without upgrading or modifications.

Principle 7: The latest sustainable building technologies and practices will be utilized in the construction and operation of the new development.

2.4 Public Realm Principles

The public realm is the everyday space that is accessible to all. It is a critical component of creating vibrant urban environments along the corridors that are visually appealing, physically comfortable, safe, universally accessible and livable on a year-round basis. The public realm is built through a combination of furniture, paving materials, plantings, lighting, signage and public art that combine to create a sense of identity and local ownership of place.

The following Principles will guide the development of the public realm within the CGA. They will be incorporated into the Corridor Planning Program to identify opportunities to integrate local identities into the design components of the public realm:

1. Create attractive, comfortable and safe public corridors and places that contribute to the vitality and livability of the Corridor Growth Area.
2. Encourage buildings with active frontages to support and animate the public realm at key locations within the Corridor Growth Area.
3. Seek opportunities to enhance local access and connectivity throughout the CGA and into adjacent neighbourhoods.
4. Seek opportunities for new open space and park locations throughout the CGA to support the anticipated increase in residential population and employment opportunities by providing spaces to accommodate a range of uses and recreational activities.
5. Incorporate design elements that recognize the unique characteristics of Saskatoon's neighbourhoods by including public realm design elements and motifs that are reflective of local neighbourhood characteristics, culture and history and that also incorporate Reconciliation actions into the planning and design of public spaces.
6. Create a high-quality public realm by:
 - a. Incorporating a range of building materials, that are high quality and low-maintenance;
 - b. Incorporating native and other drought-tolerant trees and other plant species that are low-maintenance and adapted to Saskatoon's climate; and,
 - c. Integrating four-season design elements and strategies into the placement of new buildings that contribute to an enhanced public realm.

Vacant sites disrupt and interrupt streetscapes. They do not add to vibrancy, safety or economic prosperity.

As mentioned in our design section, this development will enhance the pedestrian and public realm.

We have paid significant attention to the street-facing attributes of our development and want to add to the Broadway area's vibrancy, not detract from it.

This development will be a quality development with design features that attract people to the area to live, work, shop and visit.

NUTANA LOCAL AREA PLAN REPORT REVIEW

The following is a summary of the Nutana Local Area Plan Report - September 24, 2001. Although the report is now 20 years old a review was undertaken based on the goals and visions of the report as those would be unchanged. The proposed development really strengthens the “live, work, play” community of Nutana by providing professional office jobs to support existing local businesses and allow current and new residents to work in their community.

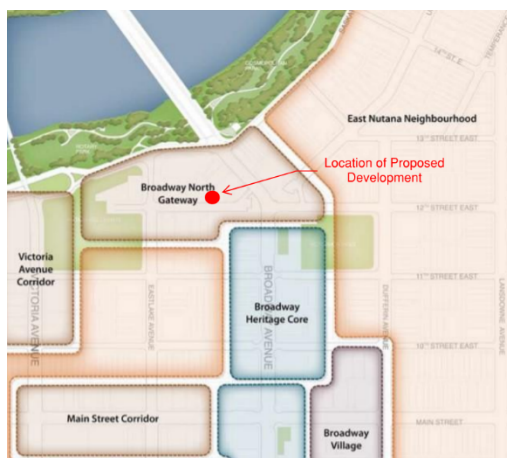
<p>B. The Community of Nutana</p> <p>Nutana’s future grows from its storied past and vibrant present: a strong and diverse residential neighbourhood integrated with a strong Broadway core of local businesses and community services. Nutana strives to preserve and strengthen this neighbourhood where residential quality of life is available to young and old, rich and poor, and supports and is supported by a strong town centre. Nutana strives to maintain a community that lives, works and plays in harmony. The future will see a community that respects and protects its heritage for its direct contribution to our present and future. The community of Nutana will remain a vital, diverse community of residences, businesses, schools, churches, and parks where residents, and visitors can walk without fear. Nutana and Broadway will continue to host visitors from across the city and the world in an atmosphere of mutual respect.</p>	<p><i>The proposed development strengthens the “live, work, play” harmony by providing residents opportunities to work in the community. This provides a positive environmental impact allowing for great pedestrian, cycling and transit commuting. The workers also provide strength to existing stores, shops, salons, and gyms.</i></p>
<p>A strong town centre</p> <ul style="list-style-type: none"> • a diversity and balance of community services; • viable, vibrant and historic schools (Victoria, Nutana and Joe Duquette); • community meeting places; • businesses that supports the everyday needs of its residents and workers; • a safe and unique venue for hosting neighbours and visitors at a reasonable number of events in an atmosphere of mutual respect. 	<p><i>The proposed development is a great addition of creating a stronger town centre. The development provides office space for good high paying jobs that support the surrounding community and events.</i></p>

<p>Broadway Area - Land Use</p> <ul style="list-style-type: none"> • To protect and enhance the mixed use character of the Broadway area; • To protect and enhance housing options in the Broadway Area; • To reduce and control land use conflict between residential and commercial users of the Broadway Area; • To maintain and enhance Broadway as the heart of a historic community; • To protect the human scale of development to promote the street orientation of commercial and residential development; • To foster diversity and the retention of community facilities; • To protect the capability of residential property to deliver basic residential use value; • To manage the festival use of Broadway Area streets to ensure that its street function is not compromised and programmed activities are managed at a level that respects the essential Special Area Commercial and residential character of the area. 	<p><i>The proposed development provides a positive impact on a number of the Land Use Goals identified in the Nutana Local Area Plan.</i></p> <p><i>-Enhances the mixed-use character of the Broadway area by providing professional office jobs to live, work, play.</i></p> <p><i>-Being directly adjacent to the City Centre map area and neighbouring 2 of 3 properties with similar land uses. Attention to privacy of neighbouring residential use lessens conflict.</i></p> <p><i>-Facade is designed in accordance with the Broadway 360 architectural guidelines to timelessly blend into the historic buildings.</i></p> <p><i>-Main floor setbacks with glass and incorporating planters at street level enhance the human scale of the development. They also match the streetscape and landscape of neighbouring properties.</i></p>
<p>Appendix A - Current Residential Land Use Policy Districts</p> <p><u>High Density Policy District</u></p> <p>(a) These Districts are suitable for the development of high-density multiple-unit dwellings and limited commercial uses.</p> <p>(b) High-density development shall be permitted only in such numbers and in areas which will minimize negative impacts on adjacent and surrounding low-density environments.</p> <p>(c) High-density residential uses shall be developed with adequate off-street parking and landscaping provisions, and be located within close proximity to existing or proposed public transit services.</p>	<p><i>The proposed development is limited commercial use being primarily office space. This is compared to the very broad list of commercial uses listed in Appendix C.</i></p> <p><i>For this development to proceed, we are requesting a land use change from High Density Residential to Special Area Commercial.</i></p> <p><i>The land use of the property is currently high density, with all neighbours being high density as well. It is directly adjacent to 2 of 3 properties with M3, PUD, RM3 and B5B zoning allowing for broad commercial, office and residential use. Off-street parking requirements will be met and the development is directly adjacent to the proposed new rapid transit line.</i></p>
<p>Appendix C - Proposed Parking Requirements:</p> <p>1 space per 50m² of gross leasable floor space OR one space per dwelling.</p>	<p><i>Proposed development significantly exceeds the required parking.</i></p>

BROADWAY 360

The Broadway 360 Plan was developed 13 years ago in 2009. The City's 2016 Growth Plan and new OCP have eclipsed some of the policy directions outlined in the report. There are now strategic city-wide objectives described in the Growth Plan and OCP which have been addressed in the sections above. However, there are still many attributes of the 360 plan which are relevant when it comes to building design, height and site development characteristics. These were mainly to preserve the existing character of the Broadway area.

Overall, the location of the proposed mix-use development within the Nutana district of Saskatoon is seen as a positive factor in achieving the diversity of uses envisioned in the Broadway 360 Report and The Official Community Plan. The development intends to provide a mixed-use project that will densify many local users into the area, as well as visitors.



The Broadway Area was divided into five Character Areas. The subject site is located within the Broadway North Character Area. This character area is intended to provide a gateway function by recognizing that the Broadway corridor benefits from the mixed-uses along its corridor and flankages. The 2009 objectives did not envisage a Rapid Transit route or Corridor Transformation. Therefore, some of the land use policy direction is of limited value in today's context.

Office development will add a number of professions of people to the area. These users are anticipated to have a positive and substantial impact on local businesses, the cultural institutions, the riverbank and the city centre area. The effect of adding diverse uses will be to animate the area and generate a day and night use cycle that will be continuous throughout the year. To further accentuate this positive effect, it is proposed that the ground floor levels of the build include commercial space. Amenities would be those allowed by B5B uses and might include shops, restaurants, amenity space, cafes and lobby functions.

Development is subject to an Architectural Control Overlay District and must conform to the guidelines contained in the Broadway 360 Plan.