

The background of the cover is a photograph of a modern house with large, floor-to-ceiling glass doors framed in light wood. The house is set in a lush green garden with various plants and a lawn. A blue semi-transparent rectangle is overlaid on the upper portion of the image, containing the title and date.

City of Saskatoon

# Neighbourhood Level Infill Development Strategy

November 2013







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## Disclaimer

The opinions expressed in the report are those of the authors, Brook McIlroy, and are not to be construed as being the adopted policy of the City of Saskatoon.

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# 1.0

# Introduction

## 1.1 Overview

### 1.1.1 What Is Infill Development?

Infill development refers to the insertion of additional housing units into an established neighbourhood. Infill can occur in many ways including a secondary unit within a house, a garden or garage suite, or site redevelopment that converts a lot from a single unit to multiple units. Infill can be accommodated within an existing lot or through lot subdivision, consolidation, or line adjustments.

Infill development allows a greater number of people to live within a given area. It encourages walking; may provide a wider range of affordability; establishes opportunities for supplementary rental housing income; allows diversification of the housing stock; makes better use of existing infrastructure; and contributes to neighbourhood renewal which if undertaken appropriately can improve the quality and character of established neighbourhoods.

### 1.1.2 Purpose of the Study

The Neighbourhood Level Infill Development Strategy addresses infill development for individual residential lots in established neighbourhoods throughout the City of Saskatoon, including the Pre- and Post-War Neighbourhoods identified in Section 1.1.5 Study Area.

The study recommends design qualities, guidelines and regulations to ensure new infill development complements the character of established neighbourhoods. Consideration is given to development standards such as height, massing, setbacks and site coverage; parking provisions; architectural guidelines; site servicing; and design guidelines specific to garage and garden suites.

### 1.1.3 Application of the Guidelines

The document is intended to assist City Staff, land owners, developers, and the public by providing clear tools to guide the design of neighbourhood level infill development projects within the City's established neighbourhoods.

The document outlines best urban design practices in neighbourhood level infill development, and includes guidelines that may be implemented through future revisions to the Official Community Plan By-Law and Zoning By-Law. As the best practices outlined in this document become common practice, they will evolve. The illustrative examples shown in this document provide examples of how the guidelines can be applied, and are not intended to exclude other standards that meet the intent of the guidelines.

Through the Zoning By-Law review process, updates and recommendations will be made that have the opportunity to influence or supersede these guidelines.

### 1.1.4 Document Structure

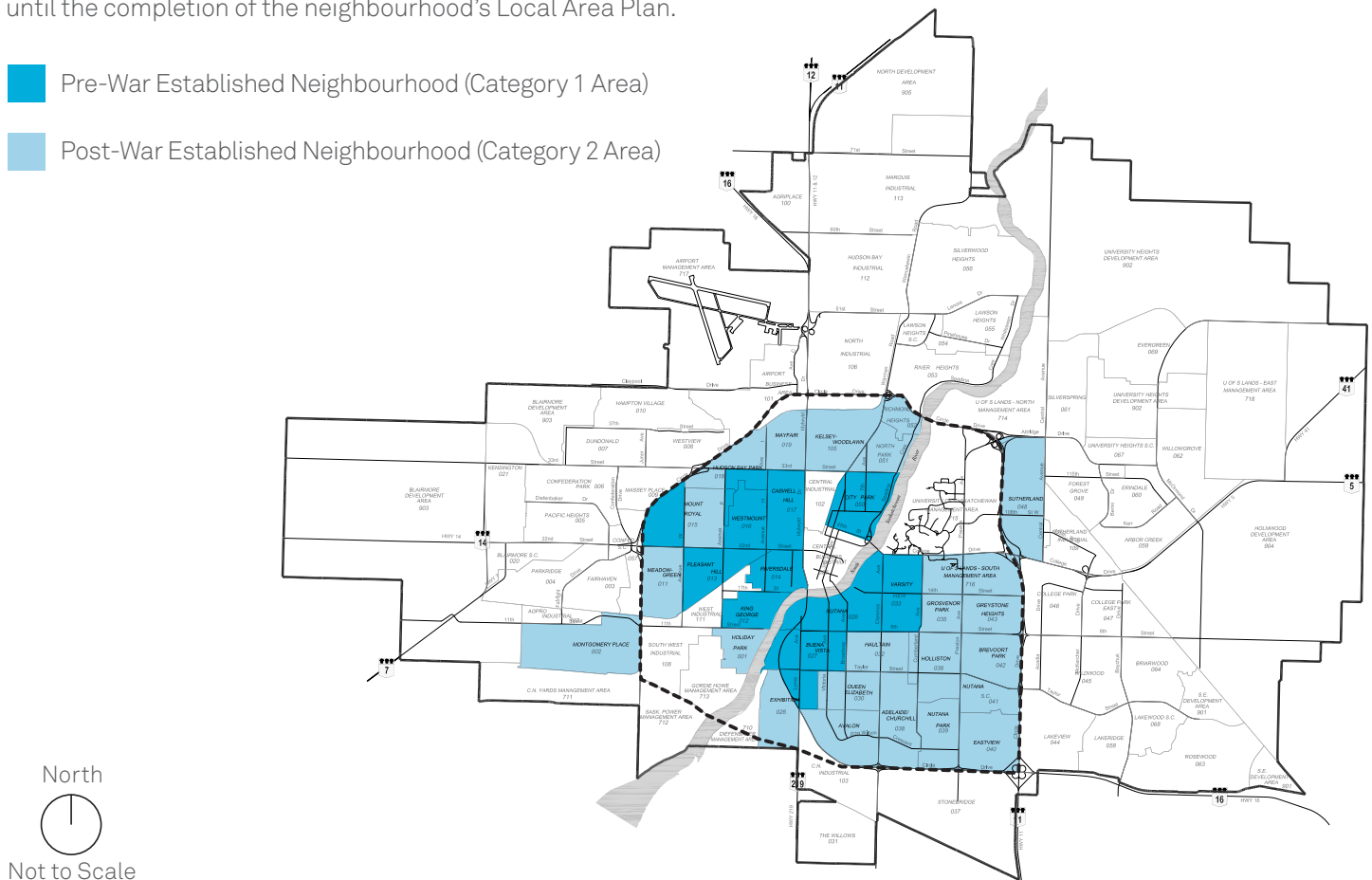
The City of Saskatoon Infill and Garden Suite Development manual is comprised of five sections, including 1.0 Introduction; 2.0 Background; 3.0 Primary Dwellings; 4.0 Garden and Garage Suites; and 5.0 Implementation Strategy.



## 1.1.5 Study Area

The Neighbourhood Level Infill Development Strategy addresses residential infill opportunities within Saskatoon's established residential neighbourhoods. These include both pre- and post-war neighbourhoods. For the purpose of this study, pre-war established neighbourhoods are referred to as Category 1 Areas, and post-war established neighbourhoods are referred to as Category 2 Areas. Some neighbourhoods have been split between Category 1 and 2 Areas on the map below to reflect built form conditions. Within any given neighbourhood, a particular street, block, or segment may be treated as a particular category, based on the existing form of development, regardless of the overall categorization of that neighbourhood. It should be noted that changes are not recommended to occur within the Montgomery Place neighbourhood until the completion of the neighbourhood's Local Area Plan.

- Pre-War Established Neighbourhood (Category 1 Area)
- Post-War Established Neighbourhood (Category 2 Area)



## 1.2 Vision and Guiding Principles

### 1.2.1 Vision

The City of Saskatoon's established neighbourhoods will be protected and enhanced through reinvestment, and improved housing choice. Infill development will be low rise, high quality, and context sensitive - reinforcing the attributes of Saskatoon's beautiful residential districts.

### 1.2.2 Guiding Principles

1. Preserve and enhance the unique character and quality of established neighbourhoods, ensuring context appropriate development;
2. Promote enhanced character in evolving neighbourhoods;
3. Promote high quality design and best practices;
4. Allow for a variety of housing types and designs, ensuring flexibility;
5. Encourage neighbourly exchange, while ensuring privacy;
6. Prioritize pedestrian-oriented streetscapes with rear lane & on-street parking;
7. Ensure safe, walkable, accessible neighbourhoods;
8. Promote affordability;
9. Protect and expand the tree canopy and ensure its longevity and regeneration;
10. Incorporate environmental innovation and sustainable building practices.



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*Saskatoon's established neighbourhoods will be protected and enhanced through reinvestment, and improved housing choice.*



## 2.0

# Background

## 2.1 Background Documents

### 2.1.1 Policy Documents

Throughout the study process, the consultant team reviewed a number of policy documents which influence development within established neighbourhoods in the City of Saskatoon. Many of these policy documents are study-oriented and have been used to assist in the formulation of neighbourhood level infill development policies, while others including the Zoning By-Law may be used as implementation tools. Referenced documents include:

- The Planning and Development Act (2007);
- Statement of Provincial Interest (2012);
- Official Community Plan By-Law No. 8769 (2011);
- Zoning By-Law No. 8770 (2012);
- The Strategic Plan (2012-2022);
- The Integrated Growth Plan;
- Local Area Plans;
- By-Law No. 4785 - Private Crossings and the Private Crossing Guidelines; and
- Vacant Lot and Adaptive Re-Use Strategy.

Please refer to Appendix A for a complete summary of relevant policy documents.

### 2.1.2 Precedent Studies and Reports

Throughout the study process, the consultant team reviewed a number of precedent studies and reports which provide case study examples of infill development typologies in cities across Canada and the United States. Referenced documents include:

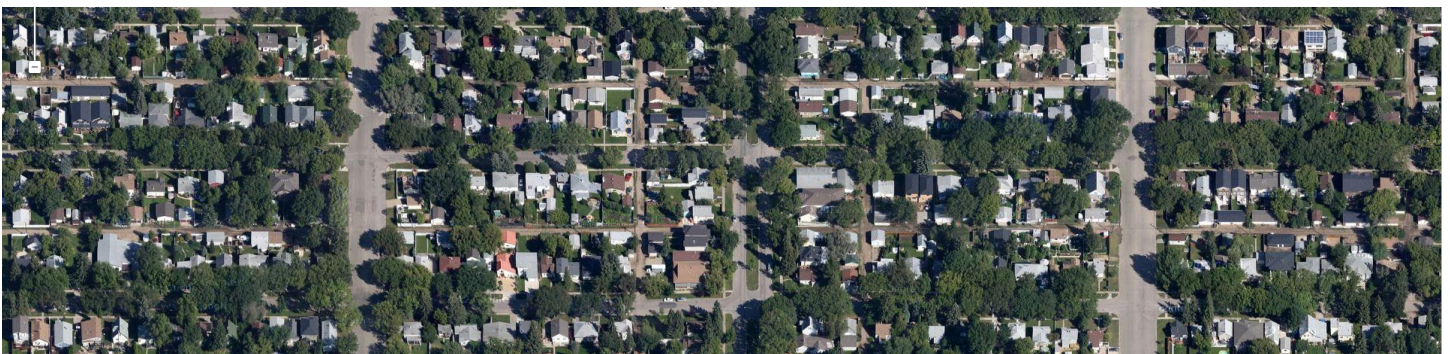
1. Winnipeg Residential Infill Tax Credit Program;
2. Ottawa Urban Design Guidelines for Low-Medium Density
3. Edmonton Residential Infill Guidelines;
4. Calgary Low Density Residential Housing Guidelines for Established Communities;
5. Vancouver Eco-Density;
6. Portland Infill Design Project;
7. Norfolk Pattern Book; and
8. Ontario Development Permit System.

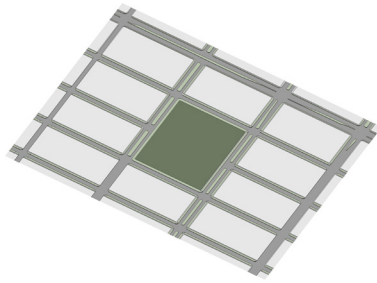
## 2.2 Development Patterns in Saskatoon

### 2.2.1 Category 1 - Pre-War Established Neighbourhoods

Saskatoon's pre-war neighbourhoods are characterized by:

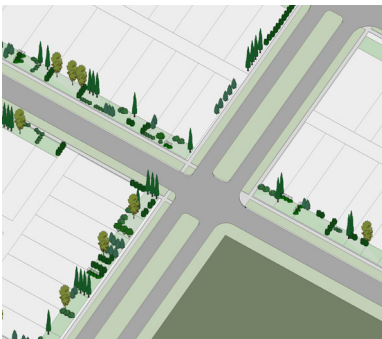
- Gridded, narrow residential streets with tree-lined grass boulevards separating the roadway from adjacent sidewalks.
- The spectacular over-arching tree canopy that envelopes most streets is a hallmark of Saskatoon's neighbourhoods and reflects the fact that parking is either on-street or accessed from the rear lane network. The absence of front driveways preserves this asset.
- Lots incorporate a variety of dimensions, varying width between 7.5 and 15 metres, and in depth between 30 and 40 metres.
- Front setbacks vary, but are generally between 6 and 12 metres, depending on the street.
- Dwellings are typically characterized by front porches, with wooden handrails and front steps.
- Roofs are sloped with up to 12:12 pitches. Cottage roofs and gable ends are common.
- Dwellings generally incorporate wood siding with wide window trim / fascia. Living rooms are generally oriented toward the street with large front windows. Dwellings are serviced by adjacent rear lanes, with rear driveways and detached garages.
- Dwellings incorporate a full range of colours.
- Front entry lights and yard lighting, as well as short perimeter fencing, are also common.
- Generally pre-war neighbourhoods are served by rear lanes with lots that range from approximately 7.5 to 18 metres in width and depths of approximately 30 to 42 metres.
- Primary dwelling heights range from 1 to 3 storeys.





### Neighbourhood in the City

Saskatoon's established pre-war neighbourhoods are characterized by a highly porous and rigid grid of tree-lined streets, with many connections. Such neighbourhoods provide a wide variety of architectural styles, housing typologies and lot sizes. Despite these differences, Saskatoon's established pre-war neighbourhoods share a fundamental physical structure.



### Private Landscaping

Private landscaping generally plays a role that is secondary to that of public landscaping, as pre-war neighbourhoods have relatively shallow setbacks, and the public right-of-way is characterized by wide boulevards and mature street trees. Landscaping patterns can range from the formal to the informal, including brick edging, brick walls, trimmed hedges, naturalistic gardens of low ground cover, medium height shrubs and taller trees.



### Public Landscaping

Public street landscaping, including grass lawns and street trees, provide a visual edge and a buffer between the street and the front lawn. In Saskatoon's pre-war established neighbourhoods, trees have grown quite large and beautiful, creating a continuous street canopy.



### Streets and Blocks

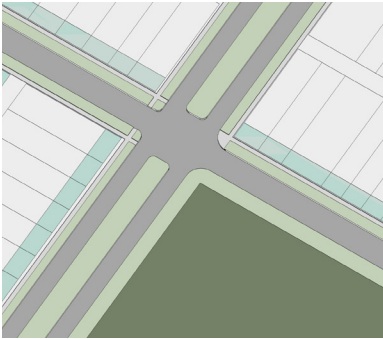
The physical structure of a neighbourhood is defined by its network of public streets, rear lanes, blocks, parks and open spaces. Throughout Saskatoon's pre-war established neighbourhoods, street patterns can vary, but generally include a small scale rigid grid of interconnected streets with rear lanes, unless interrupted by topographic conditions. Typical blocks measure approximately 180 x 90 metres, with an area of approximately 4 acres. While some rear lanes are well utilized, others are not as a preference exists for on-street parking.



### Rear Lanes

A key defining feature of Saskatoon's pre-war established neighbourhoods are its continuous and inter-connected system of rear lanes. Such lanes provide necessary vehicular access from the rear of the property, allowing for continuous street tree planting and uninterrupted pedestrian access along the length of adjacent local streets.





### Building Setbacks

Saskatoon's pre-war established neighbourhoods generally have a fairly uniform house setback on a given street. The setbacks vary significantly depending on the era of the neighbourhood, and the street treatment being achieved. Such setbacks generally range between 6 and 12 metres, versus the 6 to 9 metre setbacks typically found in post-war neighbourhoods. Larger setbacks produce significant landscaped boulevards, and large front lawn areas, which are often used to characterize collector streets and gateways into pre-war neighbourhoods.



### Houses on Lots

Setbacks vary slightly on any given street to provide visual relief and to allow for porches, existing trees and other landscape elements. Typical lot widths vary between 7.5 and 15 metres, and typical lot depths vary between 30 and 40 metres. Garages are generally detached and located at the rear of the property with vehicular access from the adjacent rear lane, reserving the front of the house for habitable space.



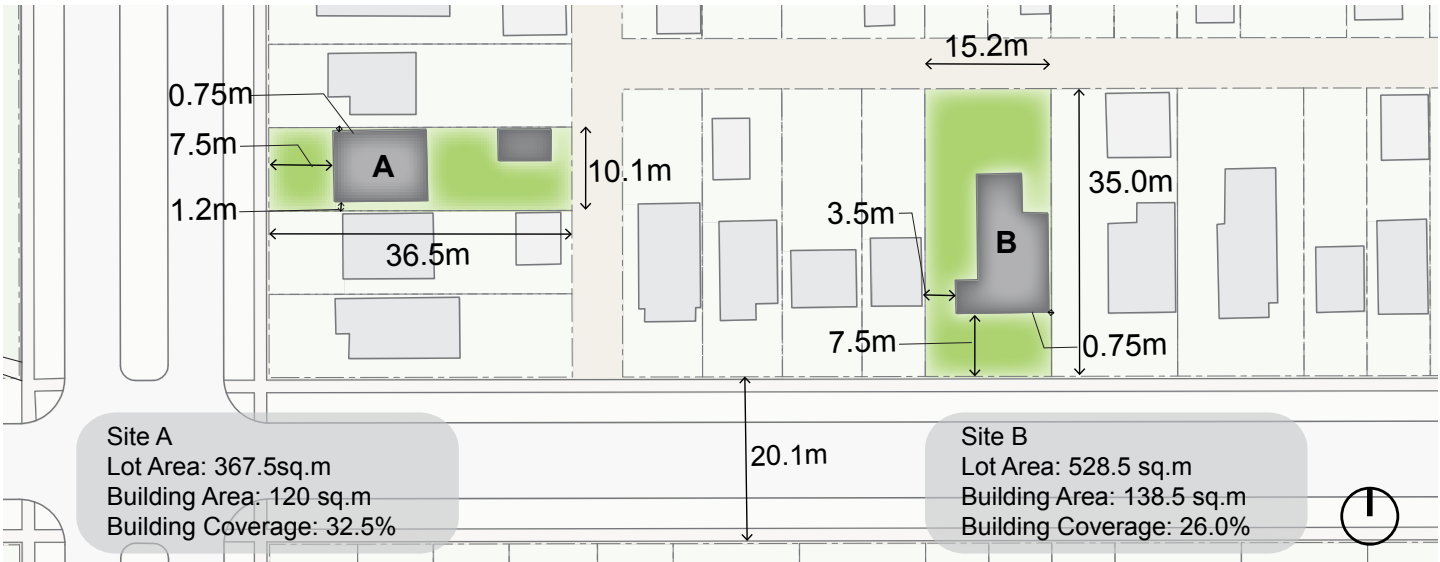
### Housing Variety and Large Rear Yards

Dwellings are typically characterized by front porches, with wooden handrails and front steps. Building heights range between 1 and 2.5 storeys. Roofs are sloped with up to 12:12 pitches. Cottage roofs and gable ends are common. Dwellings incorporate a full range of colours and materials. Front entry lights and yard lighting, as well as short perimeter fencing, are also common. Pre-war neighbourhoods are also characterized by large and deep landscaped rear yards, which contribute to an expansive tree canopy, providing space for large gardens, and adequate space for accessory rear dwellings (i.e. garden and garage suites).



### Neighbourhood Character

Saskatoon's pre-war established neighbourhoods are characterized by beautiful tree lined streets with continuous pedestrian access, active building frontages, narrow and deep lots, rear lanes with consolidated rear yard vehicular access, detached garages, and large rear yards. Such character-defining elements establish the basis by which the urban design guidelines have been developed, providing recommendations specific to these unique conditions, which focus on allowing for sensitive infill development through the incorporation of garden and garage suites, and context-sensitive redevelopments.



Sample property dimensions, setbacks and site coverages for pre-war established neighbourhoods.

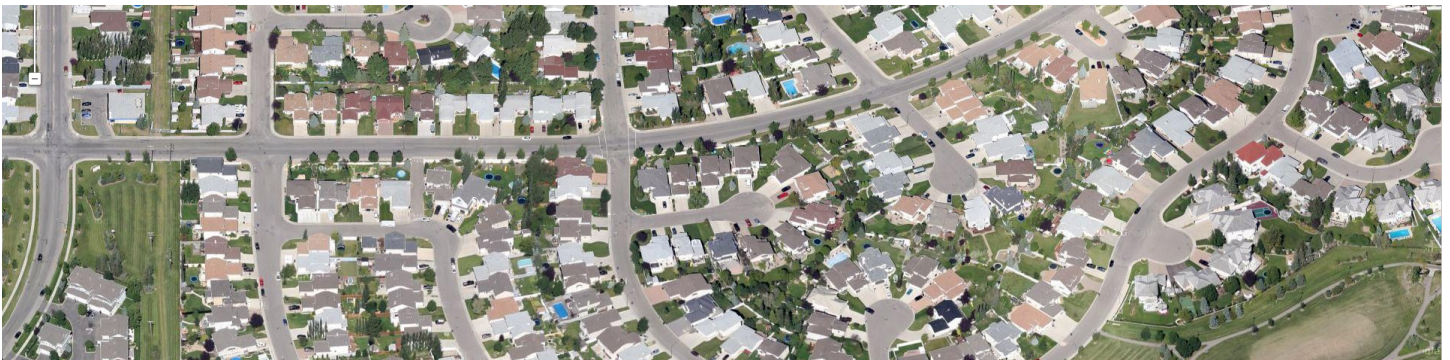




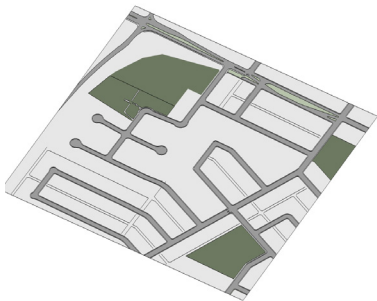
## 2.2.2 Category 2 - Post-War Established Neighbourhoods

Saskatoon's post-war neighbourhoods are characterized by:

- Crescents and cul-de-sacs, wide residential streets with sidewalks directly adjacent to the curb with few street trees present.
- Numerous curb cuts, which provide access to front driveways limits the number of street trees.
- Lots incorporate a variety of dimensions, ranging in width between 8 to 10 metres for semi-detached dwellings, and between 15 to 18 metres for single family detached dwellings, and ranging in depth between 30 and 40 metres.
- Front setbacks vary, but are generally between 6 and 9 metres, depending on the street.
- Dwellings are typically characterized by front steps and individual front walks, without porches.
- Roofs are sloped with up to 3:12 and 4:12 pitches and cottage roofs.
- Dwellings generally incorporate wide vinyl siding with minimal trim.
- Garages are typically oriented toward the street, with limited opportunities for habitable space at the front of the house, except on wider lots.
- Dwellings incorporate muted colours.
- Front entry lights and yard lighting is also common.
- Rear lanes are either under-utilized or absent.
- Generally post-war neighbourhoods have some blocks served by rear lanes and others without.
- Lots are generally much wider and often larger than pre-war neighbourhoods.
- Primary dwelling heights are often single storey or split-level.







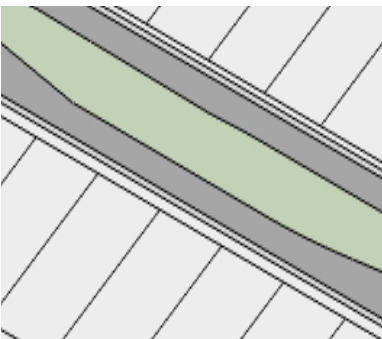
### Neighbourhood in the City

Saskatoon's post-war established neighbourhoods are characterized by a variety of conditions. While some neighbourhoods incorporate some of the elements commonly found within pre-war neighbourhoods, including a rigid or modified grid network of streets, others demonstrate a more curvilinear model of suburban development, incorporating a limited number of collector streets, servicing a network of crescents and cul-de-sacs. Such neighbourhoods provide a wide variety of architectural styles, housing typologies and lot sizes.



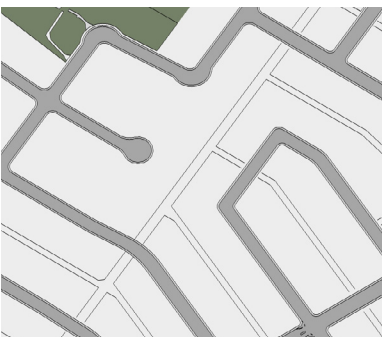
### Private Landscaping

Private landscaping generally constitutes the majority of landscaping within post-war established neighbourhoods, as front yard setbacks provide adequate space for tree plantings and vegetation. Planting is typically found in central locations within the landscaped portion of the front lawn, adjacent to the front driveways. This is significant as the landscaped portion of the street right-of-way is generally limited. Landscaping patterns can range from the formal to the informal, including brick edging, brick walls, trimmed hedges, naturalistic gardens and low ground cover, medium height shrubs and taller trees.



### Public Landscaping

Public landscaping, including grass lawns and street trees, provide a visual edge and buffer between the front lawn. In Saskatoon's post-war established neighbourhoods, public landscaping is generally limited, as right-of-way conditions are characterized by wide asphalt surfaces, with narrow sidewalks directly adjacent to the curb, and a narrow landscape strip which varies in width between neighbourhoods, occasionally supporting publicly planted street trees.



### Streets and Blocks

Streets and blocks are characterized by a variety of conditions, as the composition of post-war established neighbourhoods varies throughout the City. However, blocks are generally less porous with fewer connections than in pre-war established neighbourhoods. The rigid grid pattern of streets in pre-war neighbourhoods is generally either modified or substituted with more traditional forms of suburban development, including crescents and cul-de-sacs. Similarly, while some streets and blocks are characterized by rear lanes, others are not. Where rear lanes are provided, they are generally under-utilized.



### Building Setbacks

Saskatoon's post-war established neighbourhoods generally have a fairly uniform house setback on a given street. The setbacks vary slightly depending on the neighbourhood. Such setbacks generally range between 6 and 9 metres, versus the 6 to 12 metres typically found in post-war neighbourhoods. Smaller setbacks, combined with larger asphalt widths, produce limited opportunities for landscaping.



### Houses on Lots

Setbacks vary slightly on any given street to provide visual relief. Typical lot widths vary between 8 to 10 metres for semi-detached dwellings and 15 to 18 metres for detached dwellings, with lot depths varying between 30 and 40 metres. Garages are generally attached and located at the front of the property, unless a rear lane exists.



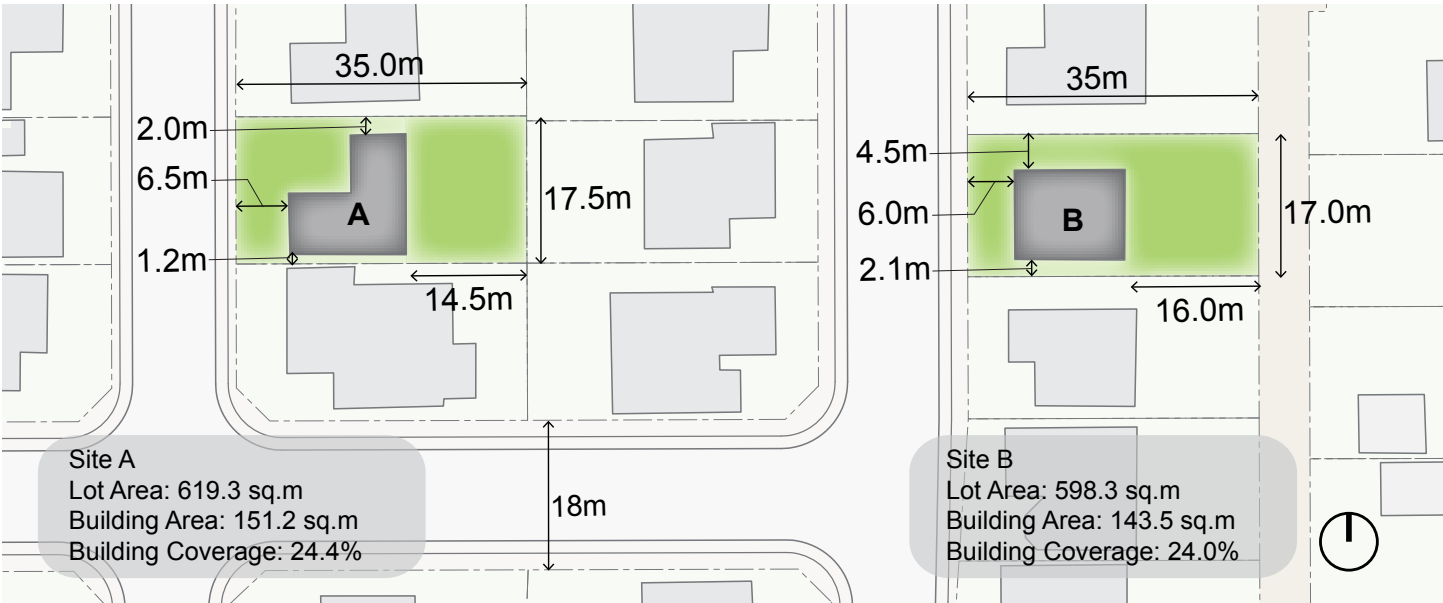
### Housing Variety

Houses are generally characterized by front steps and individual front walks, without porches, with wrought iron handrails and guardrails. Building heights range between 1 and 2.5 storeys. Roofs are sloped with up to 3:12 and 4:12 pitches and cottage roofs. Dwellings generally incorporate wide vinyl siding with minimal trim. Garages are generally oriented toward the street, limiting opportunities for habitable space at the front of the house, except on wider lots. Dwellings incorporate muted colours. Front entry lights and yard lighting is common.

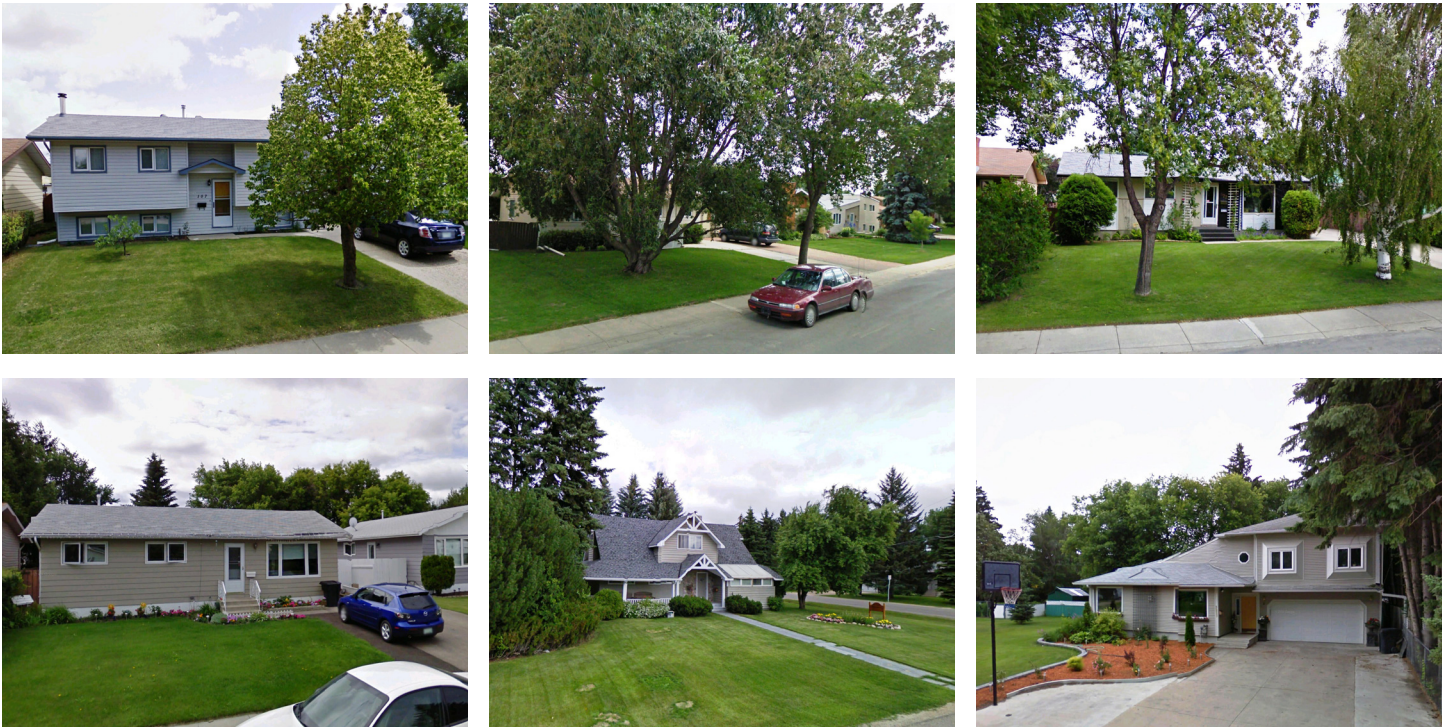


### Neighbourhood Character

Saskatoon's post-war established neighbourhoods are characterized by limited landscaping, fewer mature trees than pre-war neighbourhoods, wider lots with attached garages and wide front yard driveways that are accessed from the adjacent street, limited room for habitable space within the front of the house except on wider lots, and under-utilized or vacant rear lanes. Such character-defining elements establish the basis by which the urban design guidelines have been developed, providing recommendations specific to these unique conditions, which focus on encouraging lot subdivision and redevelopment.



Sample property dimensions, setbacks and site coverages for post-war established neighbourhoods.





## 2.3 Neighbourhood Character Preservation

In Saskatoon's established neighbourhoods there are many streets that have strong and well-defined characteristics. Saskatoon clearly has some of the best residential neighbourhoods in the country but there are also streets that lack definition or coherence. These guidelines are designed to ensure that where infill occurs it does not compromise the positive characteristics and quality of life of these neighbourhoods.

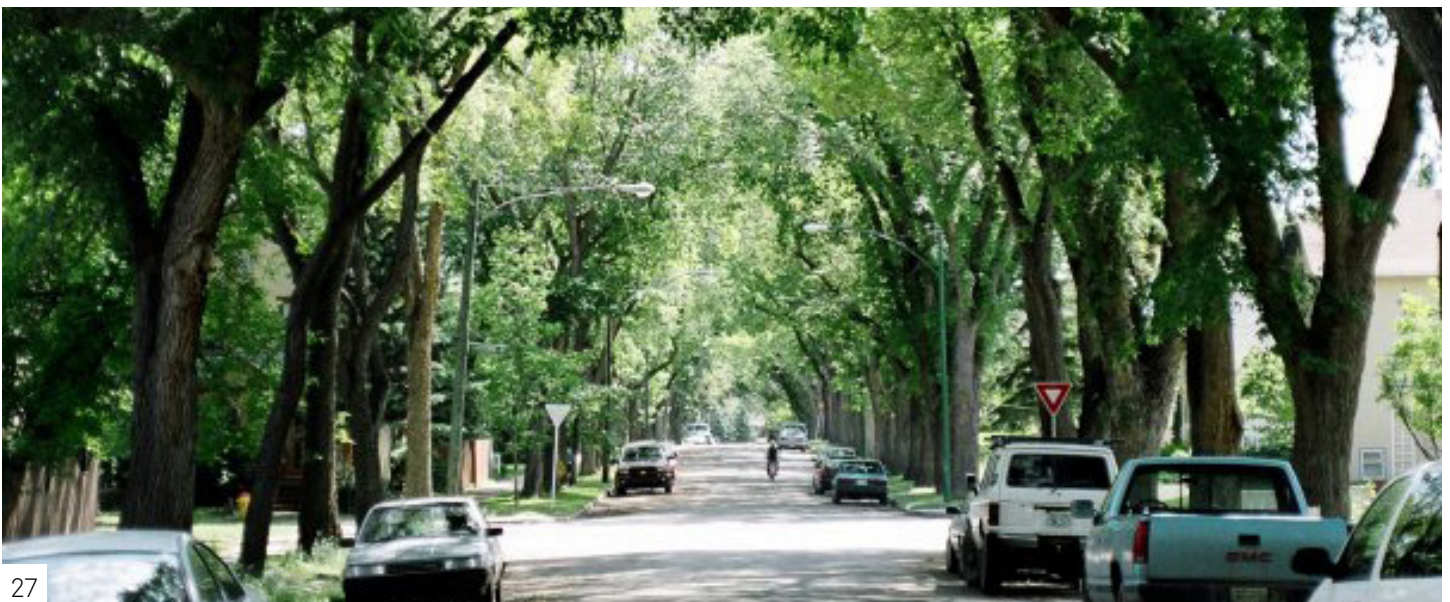
The physical characteristics of a neighbourhood are established by the quality and type of housing stock, the quality of streetscape components, topography, the era of development, the size of lots, circulation patterns and the nature of neighbourhood amenities.

The implementation of infill development guidelines must be sensitive to diversity across and within Saskatoon's neighbourhoods. It is most significantly a result of the era of development of individual streets and lots. There are areas within individual neighbourhoods that were developed several decades apart and as a result vary in character significantly.

The most significant distinction in established neighbourhoods within Circle Drive can be characterized by the era of development, pre-war (WWII) or post-war. These eras saw the largest changes in street layout, lot sizes and housing construction materials and techniques. Within these broad categories there are locations that possess finer grain distinctions that should be recognized and differentiated. The Veterans' Land Act development of Montgomery Place has distinctively large lots, drainage swales and few paved sidewalks. Saskatchewan Crescent has homes backing onto the river, some of the only private waterfront property in Saskatoon. Although the vast majority of streets have rear lanes, there are a few within Circle Drive that do not, such as in Avalon south of Glasgow Street.

In recognition of the significant difference in housing patterns, two categories of proposed zoning standards and guidelines have been recommended: Category 1 which pertains generally to pre-war neighbourhoods and Category 2 which reflects standards for post-war neighbourhoods.





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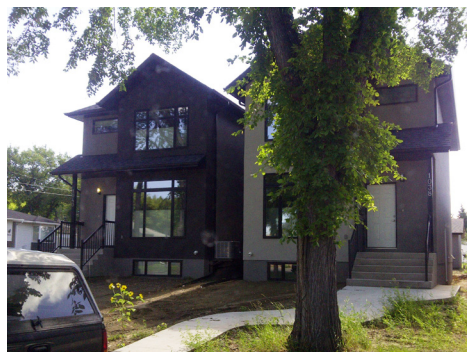
*There are many streets that have strong and well-defined characteristics in Saskatoon's established neighbourhoods. They will be enhanced through reinvestment, and improved housing choice.*



## 2.4 Recent Development Examples

### 2.4.1 Recent Developments in Saskatoon

The established neighbourhoods of the City of Saskatoon are undergoing moderate change and intensification through infill development. This includes everything from the conversion of basements and second storeys into secondary suites, and the demolition, subdivision and redevelopment of larger residential lots for new one unit, two unit, or semi-detached developments. The following are examples of recent infill developments from the City of Saskatoon.





## 2.4.2 Best Practices Throughout North America

Throughout North America, cities are experiencing rejuvenation and moderate intensification through various forms of infill development. Such developments contribute to the evolving character of neighbourhoods, add a human element to laneways, provide “eyes on the street”, and make better use of existing infrastructure by allowing a greater number of people to live within a given area. Each city possesses unique physical and policy contexts, which can be addressed in a variety of ways. The following represent some best practice examples found throughout North America. These include garden and garage suites.





## 3.0

# Primary Dwellings

## 3.1 Site Design Guidelines – Primary Dwellings

Infill development should balance contemporary housing needs with the successful built-form characteristics of Saskatoon's established neighbourhoods. Buildings should promote a continuous street edge and a strong public face. They should be well proportioned and designed, and oriented toward adjacent streets, open spaces, or rear lanes. Consideration should be given to the organization of the site with respect to front, side and rear-yard setbacks; parking and access; landscaping and drainage; and internal pathways and lighting. The following pages outline key site design guidelines for infill development in Saskatoon's established neighbourhoods.

### 3.1.1 Lot Subdivision

Presently Zoning By-Law No. 8770 permits the subdivision of lots for one unit, two unit and semi-detached dwellings, provided minimum lot widths are maintained.. A provision of the by-law seeks to control the character of new development in established neighbourhoods by regulating the required width of sites based on the existing pattern of lot widths in the same block. The zoning by-law states that in the R2 district: "site width for the construction of new one-unit dwellings in established neighbourhoods shall be at least 70% of the average site width for one and two unit dwelling sites fronting on the subject block face and the opposite block face". This issue especially pertains to the subdivision of 15.2 metre lots into two 7.6 metre lots. The unintended consequence of this rule is that it prevents the subdivision, and subsequent development of a single-family detached home on many sites and results in a proliferation of semi-detached dwellings being constructed instead. This has resulted in a residential character that is starkly different than the character of the existing neighbourhood counter to the by-law provision's intent.

Infill development based on the subdivision of sites into two single-family detached homes on 7.6 metre wide lots, designed in tandem with the guidelines contained in this document, can address the objective of appropriate fit in most existing established neighbourhoods.

However there are areas where the pattern of wide lots is fundamental to the character of the neighbourhood. In these areas subdivision of lots should be regulated by a minimum lot width. It is recommended that the Planning and Development Division undertake further study to designate those areas where a minimum lot width provision could be utilized.

It is recommended that, until this further assessment is completed, the 70% provision contained in Zoning By-Law No. 8770, be adjusted to 65%. This will help to reduce the number of sites being developed with semi-detached dwellings.

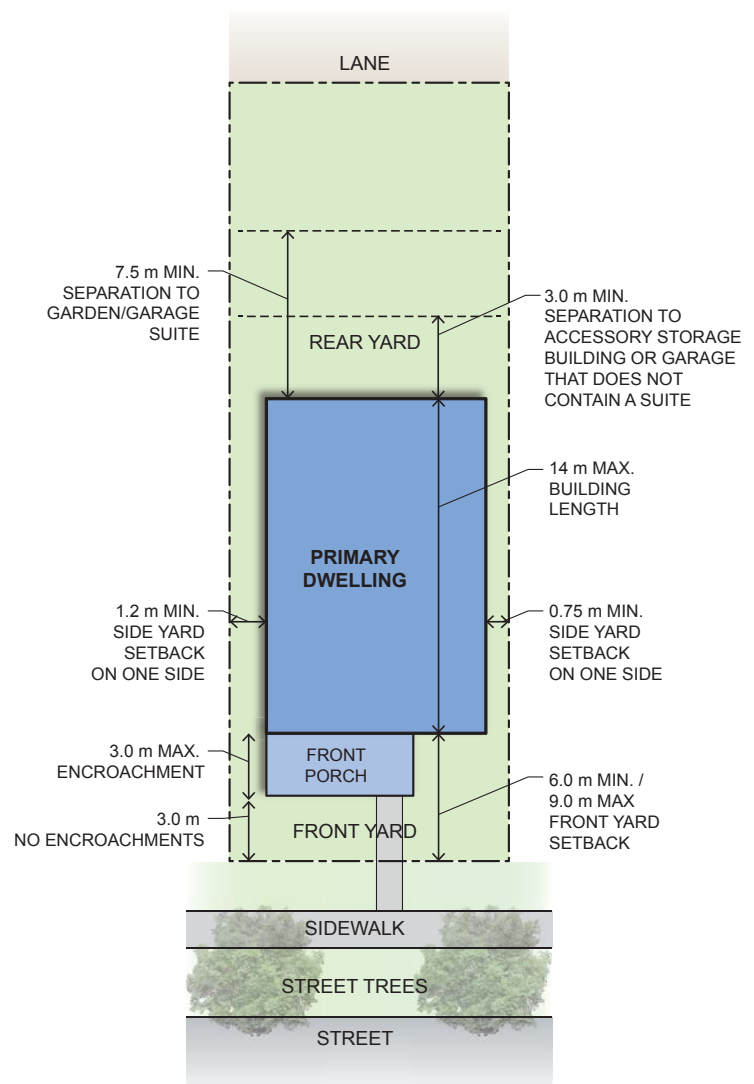
## 3.1.2 Setbacks

### Front Yard Setbacks

- The front yard setback for primary dwellings in established neighbourhoods should not vary by more than 3.0 metres from the average front yard setback of the houses on the adjacent flanking sites.
- Generally, front yard setbacks should be a minimum of 6 metres in both Category 1 and 2 areas and a maximum of 9 metres in Category 1 areas and a maximum of 12 metres in Category 2 areas.
- In Category 1 areas, a minimum of 3 metres of the front yard setback should be free of encroachments and dedicated to landscaping. Building projections (e.g. porches, steps, roof elements, etc.) may encroach into the front yard setback for a maximum of 3 metres provided a minimum 3 metre no-encroachment zone is provided.
- In Category 2 areas, a minimum of 6 metres of the 6 to 12 metre front yard setback should be free of encroachments and dedicated to landscaping. Building projections (e.g. porches, steps, roof elements, etc.) may encroach into the front yard setback a maximum of 3 metres provided a minimum 6 metre no-encroachment zone is provided.
- Alterations to existing heritage properties should match the pre-established front yard setback of adjacent buildings to ensure a continuous street wall.

### Side Yard Setbacks

- For primary dwellings with lot widths greater than or equal to 7.6 metres, development should incorporate a minimum 0.75 metre setback on one side of the lot, and a minimum 1.2 metre setback on the other side of the lot to allow for



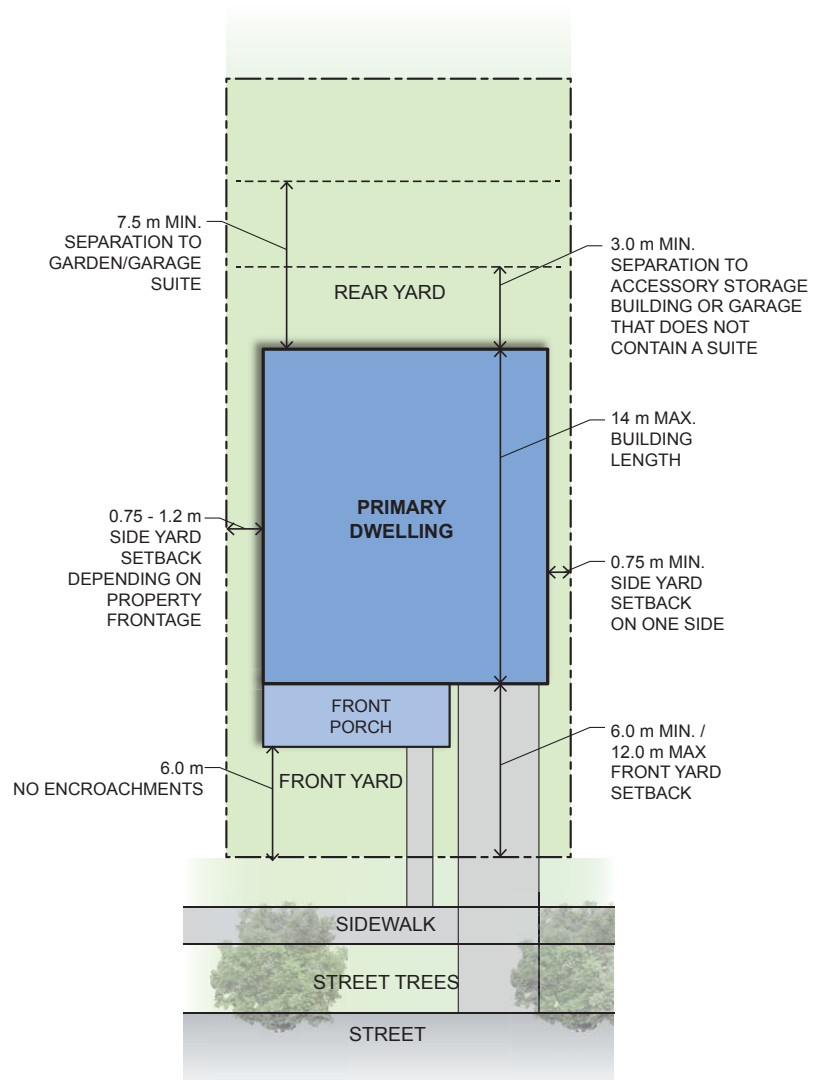
Front and side yard setback guidelines for primary dwellings in Category 1 Areas.

continuous pedestrian access to garden or garage suites and garages at the rear of the lot.

- For primary dwellings with lot widths less than 7.6 metres, development should incorporate a minimum 0.75 metre setbacks on either side of the lot, unless a secondary suite is provided, in which case a minimum 1.2 metre setback should be provided on one side.
- The minimum 1.2 metre side yard setback is required to accommodate below-grade services to a garden or garage suite.

### Rear Yard Setbacks

- A minimum rear yard setback of 7.5 metres should be provided.
- Where garden or garage suites exist, a minimum separation distance of 7.5 metres between the principal dwelling and the garden or garage suite should be provided.
- A minimum 3 metre separation distance should be provided between the principal dwelling and an accessory storage building or detached garage that does not contain a secondary suite.
- Rear yard decks and porches, attached to the principal dwelling should be permitted provided that minimum rear yard setbacks, separation distances, and necessary site access and parking areas are provided.



Front and side yard setback guidelines for primary dwellings in Category 2 Areas.



### 3.1.3 Site Dimensions, Area, Location and Coverage

#### Site Dimensions

- In Category 1 Areas, residential lots must provide minimum lot widths of 7.5 metres for single unit detached dwellings and semi-detached dwellings.
- In Category 2 Areas, residential lots must provide minimum lot widths of 12 metres for single unit detached dwellings and 8 metres for semi-detached dwellings.

#### Site Coverage

- In both Category 1 and Category 2 Areas, the maximum site coverage should be no more than 40% based on the aggregate of the primary dwelling and all accessory buildings, including a detached garage, garden or garage suite, and any other accessory buildings.
- In Category 1 Areas, site coverage may be expanded to 50% to accommodate a front porch.
- One unit dwellings are restricted to a maximum of one secondary suite, either internal to the primary dwelling, or established as a garden or garage suite.
- Secondary suites (including garden or garage suites) are not permitted in conjunction with 2 unit dwellings, or semi-detached dwellings.



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Residential lots in Category 1 areas must provide a minimum site width of 7.5 metres for single unit detached dwellings and semi-detached dwellings.

### 3.1.4 Parking and Site Access

- Where a property is being redeveloped with a new primary dwelling or secondary suite, including a garden or garage suite, one on-site parking space should be provided for each unit on the lot. For instance, a primary dwelling with a secondary suite or a garden or garage suite would require 2 on-site parking space on a lot. While on-street parking spaces provide additional parking choice, they will not provide sufficient capacity to accommodate parking demand as infill development occurs.
- In Category 1 Areas with rear lanes, on-site parking should be provided in the rear and accessed from the rear lane. Where rear lanes exist, front yard parking and front driveways should not be permitted.
- In Category 1 Areas, no new front yard driveways or curb cuts should be permitted and where a property contains an existing front yard parking area or curb cut, they should not be expanded.
- In Category 2 Areas, on-site parking may be provided in the front yard, side yard or rear yard.
- In Category 2 Areas, where rear lanes do not exist, front driveways should be limited to a double curb cut with a maximum width of 6 metres.
- Where no rear lanes exist in Category 2 Areas, all on-site parking should be provided in the front yard or side yard or with a side driveway accessing rear yard parking to a maximum of 4 spaces.
- Where both existing front yard parking and rear lanes exist in Category 2 Areas, on-site parking may be provided in the front yard or side yard to a maximum of 2 spaces and all additional parking may be provided in the rear yard accessed from the rear lane.



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*In Category 2 Areas, where rear lanes do not exist, front driveways should be limited to a double curb cut with a maximum width of 6 metres.*

## 3.1.5 Drainage and Lot Grading Requirements

### Lot Grading Plans

It is recommended that Lot Grading Plans are required for all infill developments and must be prepared by a Saskatchewan Land Surveyor, Professional Engineer or Architect and approved by a City of Saskatoon Drainage Inspector. Lot Grading Plans must be designed according to the City Drainage Plan or designed to meet existing grades and lot drainage types on adjacent lots, City roads, lanes or right of ways in areas that do not have a Drainage Plan. Lot Grading Plans must display the following information:

- Certification by a Saskatchewan Land Surveyor, Professional Engineer or Architect.
- Owner and developer contact information.
- Property information: legal description and municipal address.
- Compliance to the lot grading requirements.
- Geodetic design elevations and drainage arrows with grades in percentages to indicate the direction of flow.
- Existing geodetic spot elevations along adjacent property lines.
- Location of structure.
- Location and elevation of garage pad (attached or detached) and driveway elevation.
- Location and elevation of walkways and patios.
- Location of foundation drainage sump discharge and roof downspouts.
- Location and elevations of basement windows and entrances.

- Location and top elevation of window wells if required.
- Location and top elevation of retaining walls if required.
- Location and elevation of drainage swales or other engineered drainage structures.

### Lot Grading Requirements

- Lot grading completion before building occupancy.
- Compliance to the approved lot grading plan.
- Minimum 200 millimeter wide drainage path along the rear and side property lines.
- Minimum 3 metre wide 5% slope or 150 millimeter drop away from the perimeter of a structure.
- Minimum 2% slope from the back of the sidewalk and rear property line elevations to the structure
- Minimum 100 millimeter clearance below all basement windows and doors or window wells required.
- Roof Downspouts and Sump Discharges are extended a minimum 2 metre away from the structure and not directed at neighbouring properties.
- Lot grading coordination with adjacent neighbours along property lines to ensure existing drainage problems are resolved and proper drainage is maintained during construction.

### Retaining Walls

If it is not possible to meet the existing grades and lot drainage types of neighbouring properties then retaining walls are required and must be shown on the Lot Grading Plan including top of retaining wall elevations.



- Retaining walls may be constructed of wood, steel, concrete, masonry, stone or plastic.
  - Retaining walls must have drainage swales to prevent drainage over the wall onto existing properties and graded to drain to the front or rear property line.
  - Retaining walls must be 50 millimeter higher than the adjacent grade.
  - Retaining walls must be designed by a structural engineer if they are higher than 0.6 metres.
7. A City Drainage Inspector reviews the Lot Grading As-Built Plan and conducts a site inspection to verify that the lot is graded in accordance to the approved Lot grading Plan.
  8. If deficiencies exist the owner is notified and must correct the deficiencies and notify the Drainage Inspector. The Inspector may request a resurvey and re-submission of the Lot Grading As-Built Plan to verify that the deficiencies were corrected.
  9. Owner is notified of lot grading approval.

### Approval Process

1. The owner has the lot surveyed by a Saskatchewan Land Surveyor, Professional Engineer or Architect who prepares a Lot Grading Plan.
2. The Lot Grading Plan is submitted prior to development to the City of Saskatoon Building Standards Department for approval by a City Drainage Inspector.
3. Owner is notified of required revisions and Lot Grading Plan approval.
4. Complete lot grading in accordance to the approved Lot Grading Plan.
5. Owner has the lot resurveyed by a Saskatchewan Land Surveyor, Professional Engineer or Architect who prepares a Lot Grading As-Built Plan.
6. The Lot Grading As-Built Plan is submitted to the City of Saskatoon Building Standards Department for approval by a City Drainage Inspector.



*Well-drained snow storage areas should be provided on site in locations that enable melting snow to enter a filtration feature.*

## 3.1.6 Internal Pathways and Lighting

### Internal Pathways

- All accessible areas, including sidewalks and internal pathways, should be barrier-free and constructed of materials chosen for their functionality as well as their maintenance efficiency.
- The preferred surface treatment is brushed concrete.
- Internal pathways should have a minimum width of 1.2 metres to facilitate barrier-free access and should integrate seamlessly with the adjacent sidewalk, on-site surface parking areas, main and secondary dwelling entrances, garage entrances, porches, decks, and other access points between primary and accessory dwellings.
- Access structures such as ramps should be designed as integrated components of infill development.
- Trees, landscaping, mechanical units and site furnishings should not obstruct the path of travel.

### Lighting

- Internal pathways should incorporate pedestrian-scaled lighting at key locations including main and secondary dwelling entrances.
- Pedestrian-scaled lighting may be free-standing or wall-mounted depending on the desired application.
- Pedestrian-scaled lighting should be down lit to avoid light pollution.
- Pedestrian-scaled lighting should be provided adjacent to rear lanes to enhance the perception of safety.



*All publicly accessible areas, including sidewalks and internal pathways, should be barrier-free.*



### 3.1.7 Amenity Space and Landscaping

#### Amenity Space

- 3 metres of the minimum 6 metre front yard setback should be free of encroachments and dedicated to front yard landscaping.
- Private outdoor amenity space should be provided in the rear yard.

#### Landscaping

- Existing significant trees, tree stands, and vegetation should be protected and incorporated into infill development as much as possible.
- New trees should be planted to contribute to the existing tree canopy of the neighbourhood.
- Where appropriate, retaining walls should be incorporated into the overall landscaping plan for the site. They should be low in profile and should be designed in a manner which is compatible with the streetscape.
- The design of private outdoor amenity spaces and site landscaping features should incorporate sustainable site design principles. Please see section 3.1.7 Sustainable Site Design for more information.
- Boulevard trees should not be removed or disturbed as a result of new development.
- All development specifications should include drawings that illustrate the boulevard at the front of the lot (and side for a corner lot) and locate existing trees including caliper and species.
- Tree protection measures, including fencing and root disturbance protection should be required as a condition of building permit.



*3 metres of the minimum 6 metre front yard setback should be free of encroachments and dedicated to front yard landscaping.*



*Private outdoor amenity space should be provided in the rear yard.*

### 3.1.8 Sustainable Site Design

- Recommended landscape materials should include non-invasive, non-cultivar species that are native to the City of Saskatoon to support sustainable urban biodiversity.
- Species that are generally drought resistant and require minimal maintenance are also encouraged.
- Landscape design should incorporate strategies to minimize water consumption (i.e. use of mulches and compost, alternatives to grass and rainwater collection systems).
- Site design should reduce impervious hard surfaces wherever possible, and grading should direct storm water away from paved areas and impervious surfaces.
- Porous pavement, and landscaped areas with adequate size and soil conditions, should be used where possible to capture roof drainage and surface runoff within parking areas and adjacent internal pathways and to increase the total amount of absorbed run-off infiltration.
- Drainage swales and planters planted with salt tolerant shrubs and grasses should be considered adjacent to rear yard surface parking areas, driveways and access points to filter storm water before it enters the ground.
- Snow storage locations should be provided within rear yard surface parking areas and adjacent to existing rear lanes.
- Storm water runoff should be evenly distributed to adjacent on-site landscaped areas through the provision of multiple downspouts.



*Landscape design should incorporate strategies to increase the total amount of absorbed run-off infiltration.*



*Porous pavement, and landscaped areas with adequate size and soil conditions, should be maximized to capture roof drainage and increase the total amount of absorbed run-off infiltration.*



## 3.2 Building Design Guidelines – Primary Dwellings

Infill development should achieve a high quality of architectural design in order to enhance the quality of the neighbourhood. The height and massing of new buildings should not overwhelm the character of adjacent existing dwellings and the established neighbourhood. Infill developments should contribute to an attractive, animated and safe streetscape and should not produce negative impacts on adjacent existing dwellings. Consideration should be given to orientation and privacy; form, height and massing; building access and entrances; facades; windows; roofs, gables, dormers and chimneys; building projections; materials; and sustainable building design.

### 3.2.1 Height, Depth and Massing

#### Height

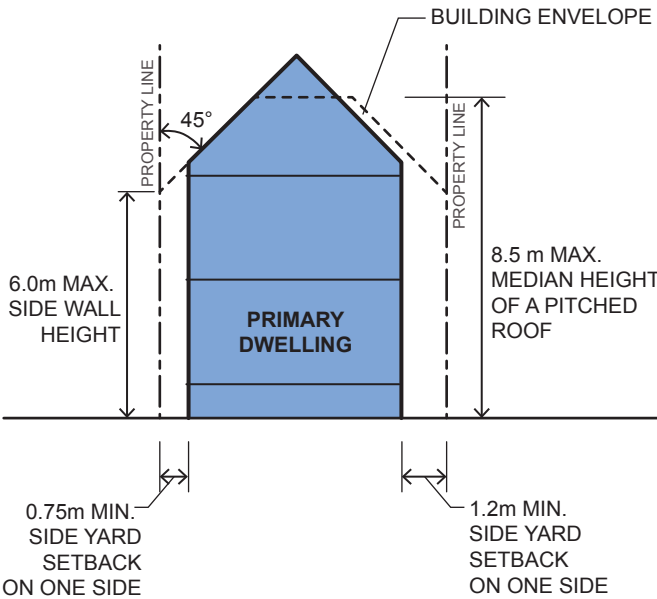
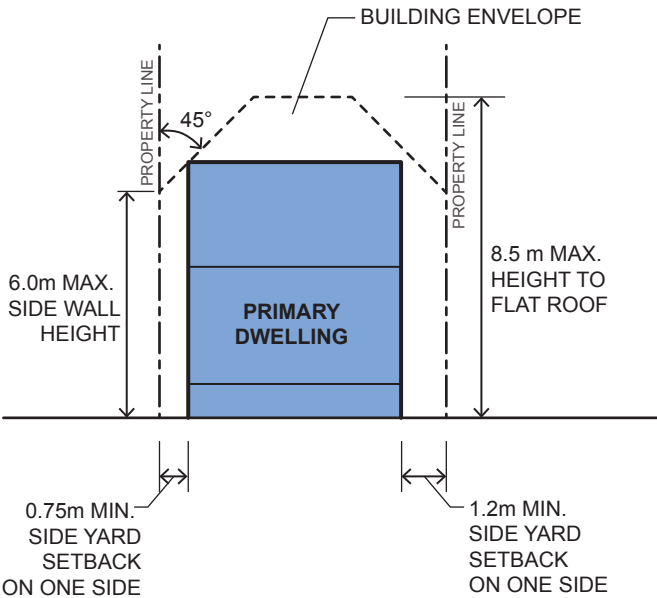
- The height of the primary dwelling should be sensitive to that of adjacent existing dwellings, and the context of the street.
- The height of the primary dwelling should be no more than 8.5 metres above finished grade, where finished grade is defined by the geodetic elevation (elevation relative to sea level) from points outside the perimeter of the subject property. The height limit should apply to the ultimate height of a flat roof or the median height of a pitched roof.
- The massing of a primary dwelling should be contained within a 45 degree angular plane, measured from a height of 6 metres, projecting vertically from the side property lines.
- The exterior sidewall of primary dwellings should not exceed 6 metres.
- The height of the main floor of new dwellings should have a maximum finished ground floor height or front door elevation threshold of 0.9 metres above finished grade.

#### Depth

- To maintain privacy of neighbouring rear yards, the depth of primary dwellings should respect that of existing adjacent dwellings, but should be no greater than 14 metres.

#### Massing

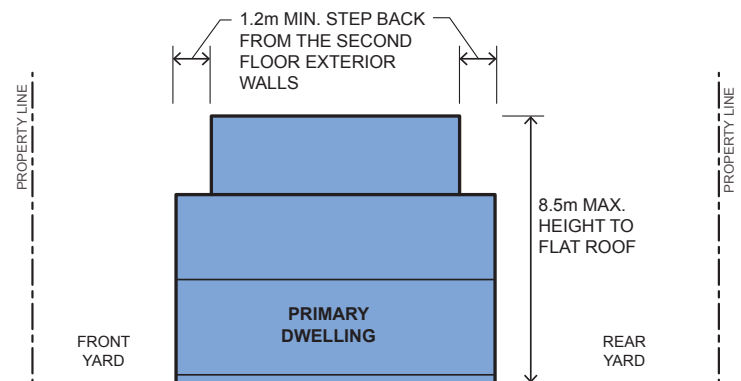
- Where a third storey is provided in a primary dwelling it should have a gross floor area no greater than 50% of the first storey.
- Semi-detached dwellings should be massed to respect the existing street pattern and should be designed to resemble a single detached dwellings.
- New buildings and renovations to existing heritage properties should have a complementary scale, massing, and height.
- Heritage properties should generally be limited to their existing height, not including the cornice or parapet, to encourage the retention of these key features.
- On blocks with significant heritage frontages, new buildings should have a height-to-width ratio that is similar to existing buildings.



Height and massing guidelines for primary dwellings with flat or pitched roofs.

### 3.2.2 Upper Storey Stepbacks

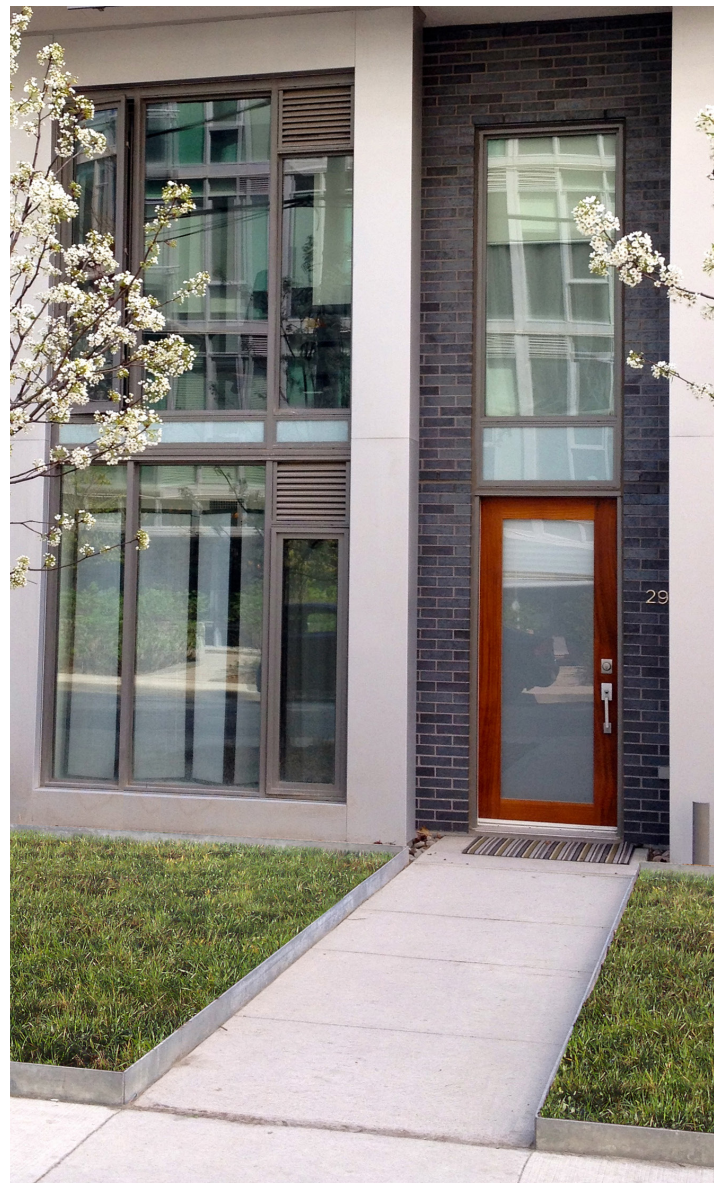
- For flat roof or low slope roof buildings with a third floor, the front and rear exterior walls of the third floor should step back a minimum of 1.2 metres from the second floor exterior walls.



Side profile illustrating stepbacks required for the third floor of a flat or low slope roof dwelling.

### 3.2.3 Entrances

- Main entrances should face the street, be clearly visible, and be directly accessible from public sidewalk.
- Main entrances should generally be one storey in height, with sufficient cover and integration into the overall building design. Entrances expressed through the use of double-height columns or arches are discouraged.
- Main entrances should be designed to provide weather protection, and can include features such as recessed entries, front porches and verandas.
- Where the main entry of the principal dwelling cannot be accommodated in the front yard, based on site-specific constraints, the main entry can be located in the side yard, provided the front yard facade is designed to create a strong sense of entry from the front yard.
- Side yard entrances should be located close to grade to protect the privacy of neighbouring properties.
- Multi-unit buildings should provide individual unit entrances visible from adjacent sidewalks to create an safe streetscape.
- Secondary entrances should not be dominant, but should be easily accessible and convenient to access via adjacent parking areas.
- The design and location of building entrances should adhere to the principles of Crime Prevention Through Environmental Design.



*Main entrances should face the street, be clearly visible, and be directly accessible from the public sidewalk.*



### 3.2.4 Facades

- Despite a mix of architectural styles throughout established neighbourhoods in the City of Saskatoon, design and construction quality should reflect a high level of craftsmanship.
- Consistent rhythms of similar details and architectural elements should be used to reinforce the continuity of the street and create a strong neighbourhood character.
- Buildings should use a variety of materials and architectural details, both vertical and horizontal, to break up the facade. Such articulation should include three-dimensional depth and composition, which can be achieved by varying the massing of the facade through the use of bays, recesses, reveals, substantial trim and secondary building elements including porches, verandahs, balconies and bay windows.
- Facade renovations should be in keeping with the original building articulation, using those elements that are intact and replacing those that are missing or damaged.
- Additions or renovations to heritage properties should reintegrate key aspects of heritage design that have been lost through degradation or previous renovation.



*Buildings should not have blank facades. Flanking facades should have a design and material standard equal to the primary facade.*

### 3.2.5 Doors and Windows

- To maintain privacy of neighbouring properties, the location of doors and windows within the side yard should not be aligned with doors and windows of neighbouring properties.
- Windows should be arranged to enhance views, and provide natural ventilation and light, without sacrificing privacy to the primary or adjacent dwellings.
- Skylights should be coordinated with other roof and building elements and located behind the roof ridge away from public view.
- Clerestory windows should be detailed to provide a structure and coordinated connection between the building and the roof.



*Buildings facing a street, open space or lane should provide a generous amount of window openings to encourage strong visual connections.*

## 3.2.6 Roofs and Dormers

### Roofs

- A variety of roof-lines and shapes should occur within each residential block, but new dwellings, and additions to existing dwellings, should maintain a consistent scale and height with existing adjacent dwellings.
- Roof materials and colours should complement the building materials and the overall building design.
- Roofs covering secondary or subordinate portions of the dwelling should generally match the slope and proportion of the primary roof and should be designed as an integral component of the overall building design.
- Porch roofs should be no greater than 1 storey in height.

### Dormers

- Dormers and secondary roof components should be positioned and proportioned to remain secondary to the primary roof form.
- Dormers on upper storeys should remain relatively small in order to maintain appropriate building and roof proportions.



*A variety of roof-lines and shapes should occur within each residential block.*



### 3.2.7 Balconies, Porches and Decks

- Building projections (i.e. balconies, porches, decks and stairs) are encouraged as transitional elements that provide access, amenity space and weather protection.

#### Balconies

- To maintain privacy of neighbouring rear yards, balconies provided above the ground floor of primary dwellings in the rear yard should be inset within the rear facade of the dwelling and should be designed as integral parts of the building.

#### Porches and Decks

- The depth of porches should provide adequate space for active use and should generally range from 2.4 to 4 metres in depth provided they do not encroach into the no encroachment zone of 3 metres for Category 1 areas and 6 metres for Category 2 areas.
- The minimum depth of a front porch should be 2.4 metres.
- For lots greater than or equal to 9.2 metres (31') in width, the width of the front porch should be no greater than 75% of the principal facade width.
- For lots equal to or less than 9.1 metres (30') in width, the front porch may occupy up to 100% of the principal facade width.
- Porch roofs should be no greater than 3.2 metres in height above the finished floor elevation of the ground floor.

- Porches may be enclosed as additional interior area provided an unenclosed portion with a minimum width of 1.2 metres is placed in front of the main entrance of the primary facade.
- Enclosed porches may be used as extensions of common living areas and cannot be used as bedrooms or storage areas.
- A minimum of 50% of the enclosed portion of a front porch should be glazed.



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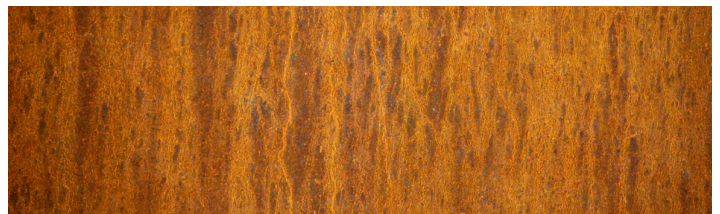
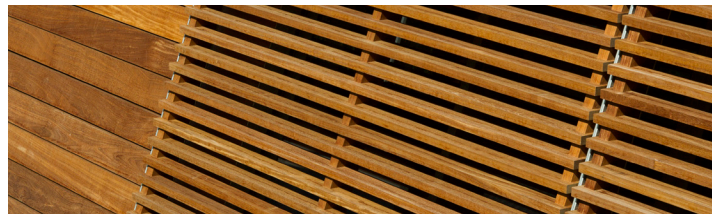
*Building projections are encouraged as transitional elements that provide access, amenity space and weather protection.*



Diagrams illustrating appropriate Category 1 condition front porch encroachment and height.

### 3.2.8 Materials

- Finish materials should extend to all sides of the building, including building projections.
- Building materials should be chosen for their functionality and aesthetic quality as well as their energy and maintenance efficiency.
- Additions or renovations to heritage properties should use materials that match or enhance the original structure.
- Renovations and alterations to heritage properties should involve a heritage professional in order to ensure the most appropriate renovation materials and techniques are employed.



*Building materials should be chosen for their functionality and aesthetic quality as well as their energy and maintenance efficiency.*



### 3.2.9 Utilities and Waste Storage

- Hydro meters and gas metres should be placed in discrete locations and/or screened from public view.
- All garbage and recycling bins should be stored on-site in designated locations, screened from public view.
- Garbage and recycling storage areas should be integrated into the design of the principal dwelling or Garden/Garage Suite and screened from public view, where feasible.



*Utilities should be incorporated into building and site design, or placed in discrete locations where they can be screened from public view and will not interfere with pedestrian movement and transit stops.*

## 3.2.10 Sustainable Building Design

### Waste Water

- Waste management, water use reduction and wastewater technologies should be explored where possible.
- Rain barrels or cisterns can be designed into new buildings to accommodate grey water irrigation.

### Passive Solar Design

- Factors including temperature, precipitation, wind conditions, cloud cover, air quality and solar loss and gain should be considered when designing buildings and private outdoor amenity spaces.
- Trees and vegetation, operable windows, treated glass, roof coverings and other building elements should be selected to take advantage of natural means of regulating interior temperature, lighting and other environmental variables.
- Indirect natural light should be maximized.

### Energy Efficiency

- Life cycle cost analysis should be used to evaluate mechanical, electrical and plumbing systems as well as to evaluate design options for occupiable spaces.
- Buildings and windows should be oriented and designed such that natural means of heating, cooling, ventilating and lighting interior spaces are maximized.
- Outdoor lighting systems should incorporate LED technology to reduce energy and maintenance demand.



*Buildings and windows should be oriented and designed such that natural means of heating, cooling, ventilating and lighting interior space are maximized.*



- New developments are encouraged to explore the potential use of geothermal technology to reduce grid energy dependency.
- Adaptive re-use is encouraged to reduce dependence on new materials. The energy efficiency of existing buildings should be carefully considered when assessing their potential for re-use.

### Material Efficiency

- Although locally sourced materials are preferred, foreign products made with quickly replenishing raw materials, such as bamboo, are also desired and encouraged.

### Roof Tops

- Unplanted rooftop areas should be finished with cool or light coloured materials that remain cool by reflecting the sun's rays or have a high insulation value.



*Green roof elements are encouraged along flat roofs, where feasible.*



*New buildings should seek Leadership in Energy and Environmental Design (LEED) certification, or an equivalent design standard.*



## 3.3 Recommendations for Corner Lots

Corner Infill development should strive to balance modern housing needs and trends with the successful built-form characteristics of Saskatoon's established neighbourhoods. Corner lot buildings are characterized by their exposure to two street frontages, which permits a variety of main entry and garage access configurations. Buildings should promote a continuous street edge and a strong public face. They should have building elements and structures which address both street frontages. Consideration should be given to the organization of the site with respect to front, side, rear and flankage yard setbacks; parking and access; landscaping and drainage; and internal pathways and lighting. The following pages outline key site design guidelines for Corner Lot infill development in Saskatoon's established neighbourhoods.

Corner lots offer unique development opportunities. Many corner lots are wide, often 15.2 metre (50 feet) or more. Corner lot multi-unit dwellings, to a maximum of 4 units, and lot subdivision projects could increase density and provide affordable homes in established neighbourhoods, and are recommended subject to site suitability, location, and servicing capacity.

The following guidelines pertain to lots within Category 1 and Category 2 Areas, where corner lots are 15 metres or more in width.

### 3.3.1 Setbacks

#### Front Yard Setbacks

See 3.1.1 Front Yard Setbacks of Site Design Guidelines - Primary Dwellings.

#### Interior Side Yard Setbacks

- The side yard setback adjacent to the interior lot should be 1.2 metre to allow for continuous pedestrian access between the front yard and rear yard.
- For additional dwellings on the rear side of subdivided lots and dwelling units facing the flankage street, development should incorporate a minimum 6.0 metre setback from the interior side property line to the wall/window of occupiable space.

- Landscaping should be provided along the rear property line of flanking corner dwellings to buffer the rear yards of such properties from the side yards of neighbouring properties.

#### Separation Distances

- For a corner lot subdivided into 2 lots with detached dwellings, a minimum separation distance of 5 metres between the dwellings should be provided.

### Flankage Yard Setbacks

- For dwelling units fronting onto the principal street, flankage yard setbacks should be a minimum of 6 metres and a maximum of 9 metres, ensuring consistency with existing adjacent buildings. 3 metres of the minimum 6 metre front yard setback should be free of encroachments and dedicated to landscaping. Up to 3 metres of the remaining setback, may contain non-habitable building projections (e.g. porches, steps, roof elements, etc.).
- For multi-dwellings units along the flankage street, flankage yard setbacks should be a minimum of 2.0 metres, 1.0 metres of the minimum 2.0 metre front yard setback should be free of encroachments and dedicated to landscaping. Up to 1.0 metres of the remaining setback, may contain non-habitable building projections (e.g. porches, steps, roof elements, etc.).



*On a corner lot condition, dual frontage should be incorporated through the use of wrap-around porches, sun rooms, bay windows, and secondary side yard entrances.*

### 3.3.2 Site Dimensions, Area, Location and Coverage

#### Site Dimensions

- Corner lot candidates for multi-dwelling developments or lot subdivision should maintain a minimum site width of 15 metres and a minimum site depth of 38 metres prior to subdivision.

#### Site Area

- Residential lots must maintain a minimum site area of 570 square metres for multi-dwelling developments.

#### Site Coverage

See 3.1.2 Site Dimensions, Area, Location and Coverage of Site Design Guidelines - Primary Dwellings.

### 3.3.3 Parking and Site Access

- One off-street parking space per unit should be provided.
- For multi-dwelling developments, where rear lanes exist, all parking should be accessed from the rear lane, and no new front yard driveways should be provided.
- One single driveway may be provided from the flankage street.
- No parking should be provided within the front yard, where the corner lot has access to a rear lane. Parking should be permitted within the yard facing a flanking side street if it is accessible from the rear lane and is setback a minimum of 2 metres from the property line.

### 3.3.4 Internal Pathways and Lighting

See 3.1.5 Internal Pathways and Lighting of Site Design Guidelines - Primary Dwellings.

### 3.3.5 Amenity Space, Landscaping and Drainage

#### Amenity Space

- 3 metres of the minimum 6 metre front yard setback should be free of encroachments and dedicated to front yard landscaping.

#### Landscaping

See 3.1.6 Amenity Space and Landscaping of Site Design Guidelines - Primary Dwellings.

#### Drainage and Lot Grading Requirements

See 3.1.4 Drainage and Lot Grading Requirements of Site Design Guidelines - Primary Dwellings.

### 3.3.6 Sustainable Site Design

See 3.1.7 Sustainable Site Design of Site Design Guidelines - Primary Dwellings.

### 3.3.7 Orientation, Layout and Privacy

- On a corner lot, dual frontage should be incorporated through the use of wrap-around porches, sun rooms, bay windows, and secondary side yard entrances within the principal dwelling.



### 3.3.8 Height, Depth and Massing

See 3.2.1 Height, Depth and Massing of Building Design Guidelines - Primary Dwellings.

### 3.3.9 Upper Storey Stepbacks

See 3.2.2 Upper Storey Setbacks of Building Design Guidelines - Primary Dwellings.

### 3.3.10 Balconies, Porches and Decks

See 3.2.7 Balconies, Porches and Decks of Building Design Guidelines - Primary Dwellings.

### 3.3.11 Entrances

- The main entrances of each unit should face the front street or the side street and be directly accessible from public sidewalks.
- Where the main entry of the dwelling closest to the front street cannot be accommodated in the front yard, based on site-specific constraints, the main entry can be located in the side yard, provided the front yard facade is designed to create a strong sense of entry from the front yard.
- On the ground floor, multi-dwellings should provide individual unit entrances to create an active streetscape.
- Front porches should be inset within the main building face.

See 3.2.3 Entrances of Building Design Guidelines - Primary Dwellings.



*A minimum of 3 metres of the 6 metre setback should be free of encroachments and dedicated to front yard landscaping.*

### 3.3.12 Facades

- Buildings should not have blank facades. Flanking facades should have a design and material standard equal to the primary facade.
- On smaller sites, side elevations facing a flanking street facades should be treated with windows and projections similar to the front facade.
- On larger lots, one-storey building elements may be introduced to articulate the flanking street facade.

See 3.2.4 Facades of Building Design Guidelines - Primary Dwellings.

### 3.3.13 Doors and Windows

- Buildings facing or flanking a street, open space or lane should provide a generous amount of window openings to encourage strong visual connections between the dwelling and the public interface.

See 3.2.5 Doors and Windows of Building Design Guidelines - Primary Dwellings.

### 3.3.14 Roofs and Dormers

See 3.2.6 Roofs and Dormers of Building Design Guidelines - Primary Dwellings.

### 3.3.15 Materials

See 3.2.8 Materials of Building Design Guidelines - Primary Dwellings.

### 3.3.16 Utilities and Waste Storage

See 3.2.9 Utilities and Waste Storage of Building Design Guidelines - Primary Dwellings.

### 3.3.17 Sustainable Building Design

See 3.2.10 Sustainable Building Design of Building Design Guidelines - Primary Dwellings.



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Where the main entry of the dwelling closest to the front street can not accommodate a front yard, the main entry can be located in the side yard.

### 3.3.18 Corner Lots

# Illustrative Examples

The following pages diagrammatically illustrate examples of development opportunities for corner lots, within Saskatoon's established neighbourhoods. Each example depicts how the relevant guidelines criteria (i.e. setbacks, orientation and layout, entrances, parking, etc.) are addressed.

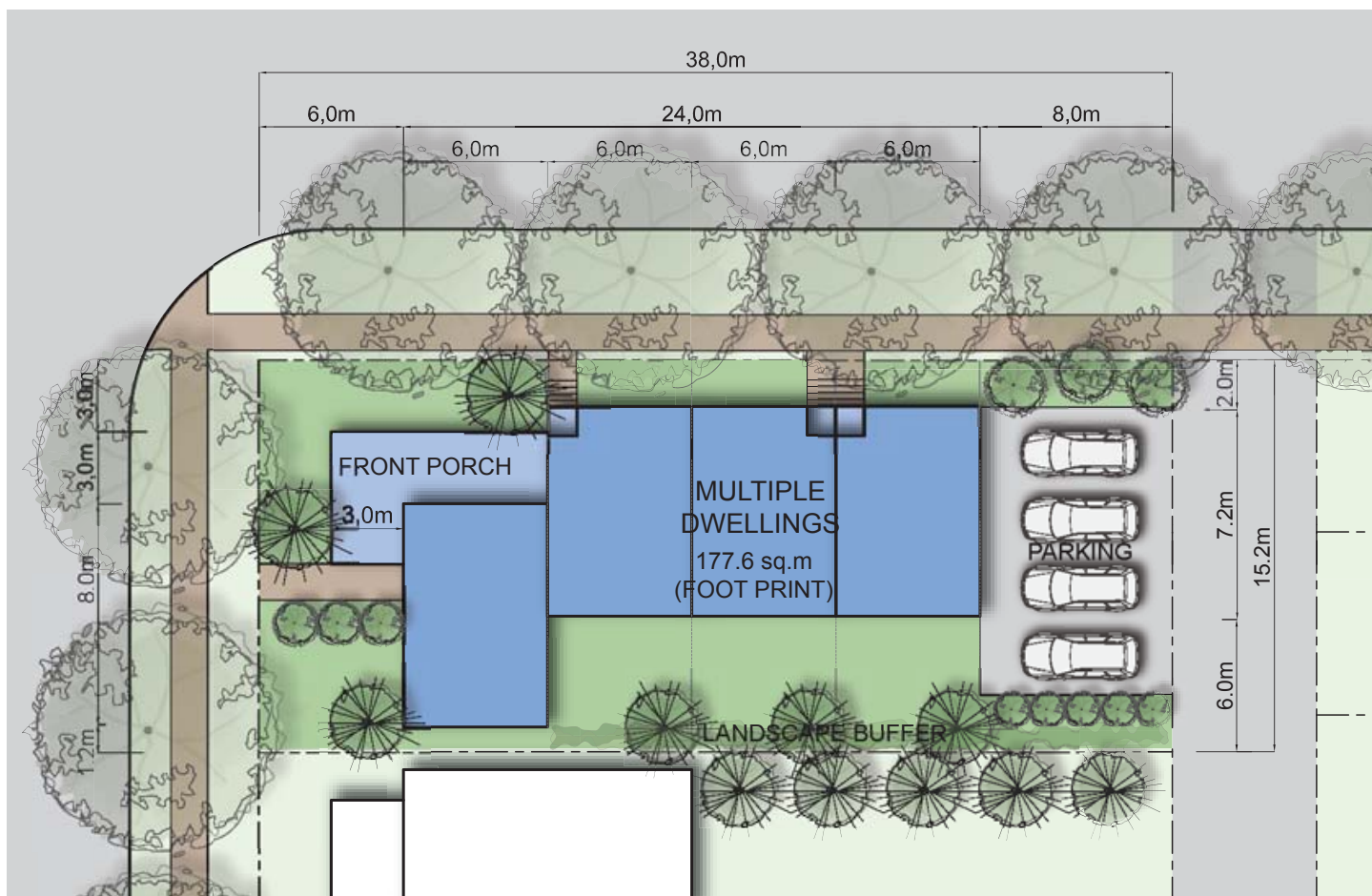
Please note that the examples provided on the following pages represent examples of how corner lots could be developed to meet the criteria of the guidelines. They are not intended to exclude other solutions that meet the intent of the guidelines.



## 50' (15.2m) Wide Lot: Multiple Dwelling

4 units, 177.5 m<sup>2</sup> (footprint)

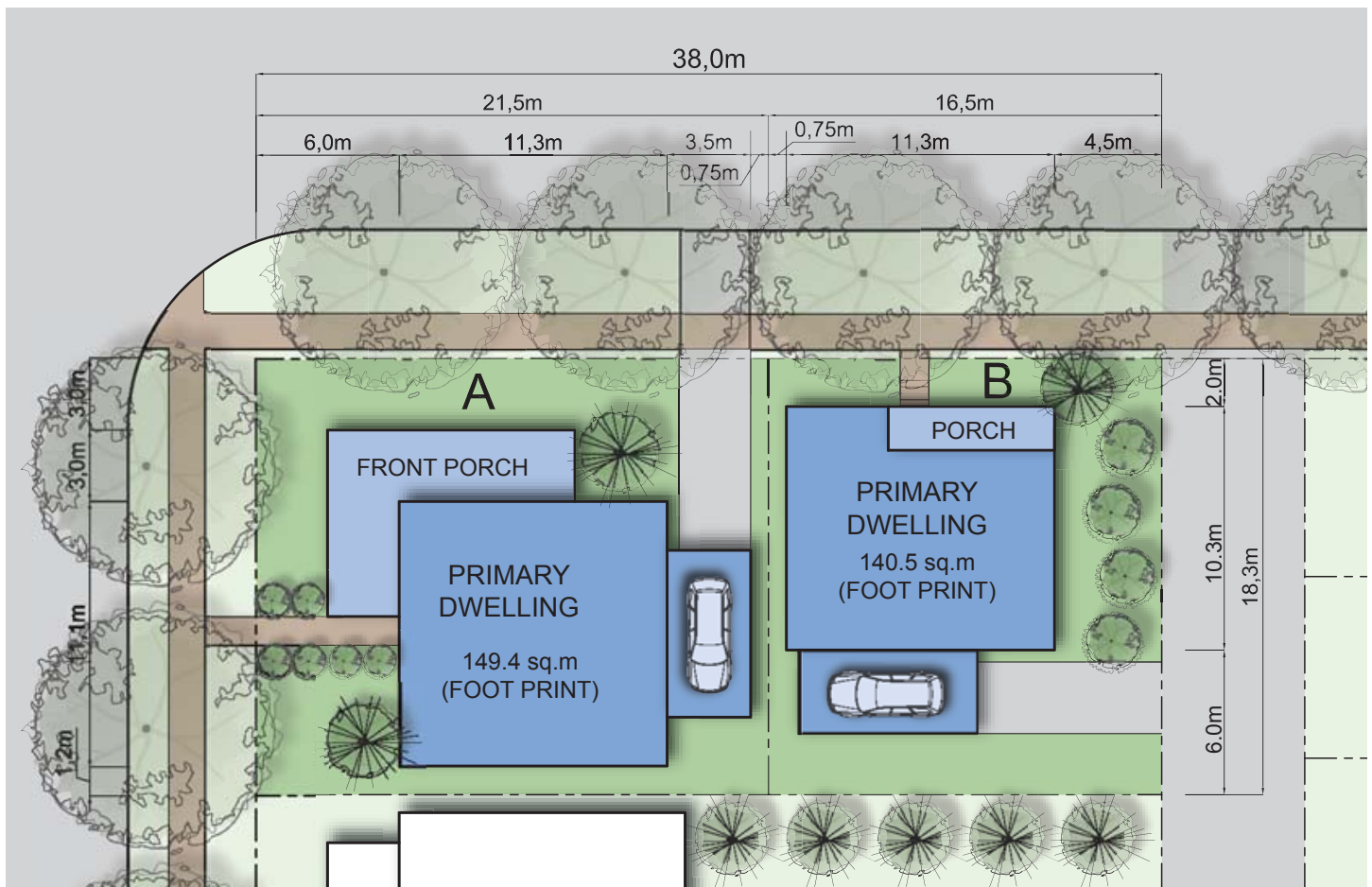
4 exterior parking spaces



## 60' (18.3m) Wide Lot: Lot Subdivision

Dwelling A: 149.4 m<sup>2</sup> (footprint), 1 garage

Dwelling B: 1140.5 m<sup>2</sup> (footprint), 1 garage



# 4.0

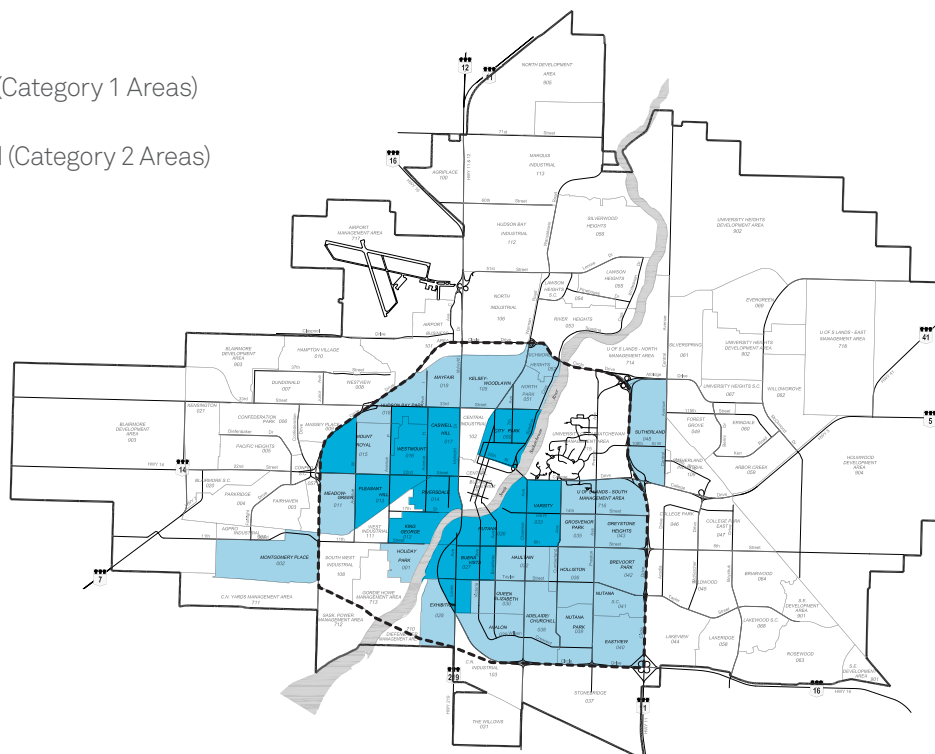
# Garden and Garage Suites

## 4.1 Recommendations for Garden and Garage Suites

It is recommended that garage and garden suites be permitted on a discretionary basis as an accessory use to one unit dwellings, and that criteria used to determine those areas or neighbourhood blocks appropriate for garden or garage suites take into account factors such as site suitability, location, and the capacity for municipal services.

For the purpose of this study, pre-war established neighbourhoods are referred to as Category 1 Areas, and post-war established neighbourhoods are referred to as Category 2 Areas. Some neighbourhoods have been split between Category 1 and 2 Areas on the map below to reflect predominant built form conditions. Within any given neighbourhood, a particular street, block, or segment may be treated as a particular Category Area, based on the existing form of development, regardless of the overall categorization of that neighbourhood. In all cases, garden and garage suites should be designed to reflect the varying character of neighbourhood fabric, lot configurations and housing typologies in Saskatoon's pre- and post-war established neighbourhoods. It should be noted that changes are not recommended to occur within the Montgomery Place neighbourhood until the completion of the neighbourhood's Local Area Plan.

- Pre-War Established Neighbourhood (Category 1 Areas)
- Post-War Established Neighbourhood (Category 2 Areas)



North  
Not to Scale



## 4.2 Site Design Guidelines – Garden and Garage Suites

New garage and garden suites should strive to balance contemporary housing needs with the successful built-form characteristics of Saskatoon's established neighbourhoods. They should be well proportioned and designed, and oriented toward rear lanes. Consideration should be given to the organization of the site with respect to front, side and rear-yard setbacks; parking and access; landscaping and drainage; and internal pathways and lighting. The following pages outline key site design guidelines for Saskatoon's Garden and Garage Suites.

### 4.2.1 Site Location and Coverage

- No more than one garden or garage suite can be accommodated on a residential lot.
- Only one secondary suite is permitted on a residential lot, therefore where a secondary suite is already provided on a lot, a garden or garage suite is not permitted.
- Maximum site coverage should be 40% based on the aggregate of the primary dwelling, a garden or garage suite, a garage and any other accessory building.
- Maximum site coverage, including the front porch should be 50% in Category 1 areas and 40% in Category 2 areas based on the aggregate of the primary dwelling, a secondary suite, or garden or garage suite, a garage, any other accessory buildings and porches.



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*It is recommended that garden and garage suites be permitted on a discretionary basis throughout Saskatoon's established neighbourhoods.*

## 4.2.2 Parking and Site Access

Where rear lanes exist, all required parking should be accessed from the adjacent rear lane.

- A minimum of one parking space per unit must be provided on-site. A secondary suite, including a garden and garage suite, requires one on-site parking space in addition to the one on-site parking space required for the principal dwelling.
- In Category 1 areas with rear lanes, required on-site parking shall be provided in the rear and accessed from the rear lane. In Category 2 areas, required on-site parking may be provided in the front yard, side yard or rear yard.
- In Category 1 areas, where rear lanes exist, all required on-site parking must be accessed from the rear lane, and no front yard parking or front driveways will be permitted.
- In Category 1 areas, no new front yard driveways or curb cuts shall be permitted and where a property contains an existing front yard parking area or curb cut, they shall not be expanded.
- In Category 2 areas, where rear lanes do not exist, front driveways should be limited to a double curb cut with a maximum width of 6 metres.
- Where no rear lanes exist in Category 2 areas, all on-site parking shall be provided in the front yard or side yard or with a side driveway accessing rear yard parking to a maximum of 4 spaces.
- Where both existing front yard parking and rear lanes exist in Category 2 areas, all on-site parking should be provided in the front yard or side yard to a maximum of 2 spaces and all additional parking shall be provided in the rear yard accessed from the rear lane.



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*Where rear lanes exist, all parking should be accessed from the adjacent rear lane.*

## 4.2.3 Setbacks

### Side Yard Setbacks

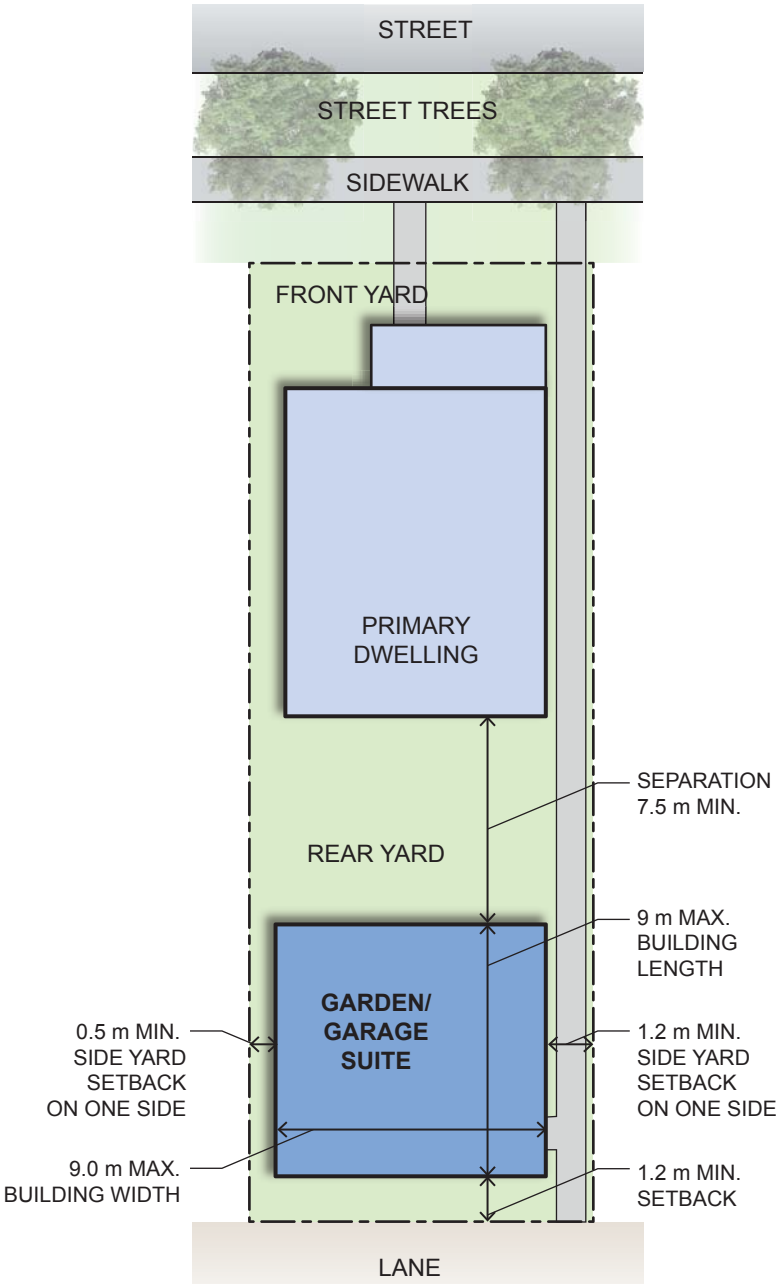
- In Category 1 Areas, garden or garage suites should be setback a minimum of 0.5 metres on one side and a minimum of 1.2 metres on the other side to maintain sufficient space for a pathway and space for below-grade utilities that are required to service garden and garage suites.
- In Category 2 areas, garden suites should be setback a minimum of 3 metres on both sides.
- In Category 2 Areas, garage suites should be setback a minimum of 1.2 metres from the side property line to the wall of garage and minimum of 3 metres from the side property line to the wall of an occupiable space.

### Rear Yard Setbacks

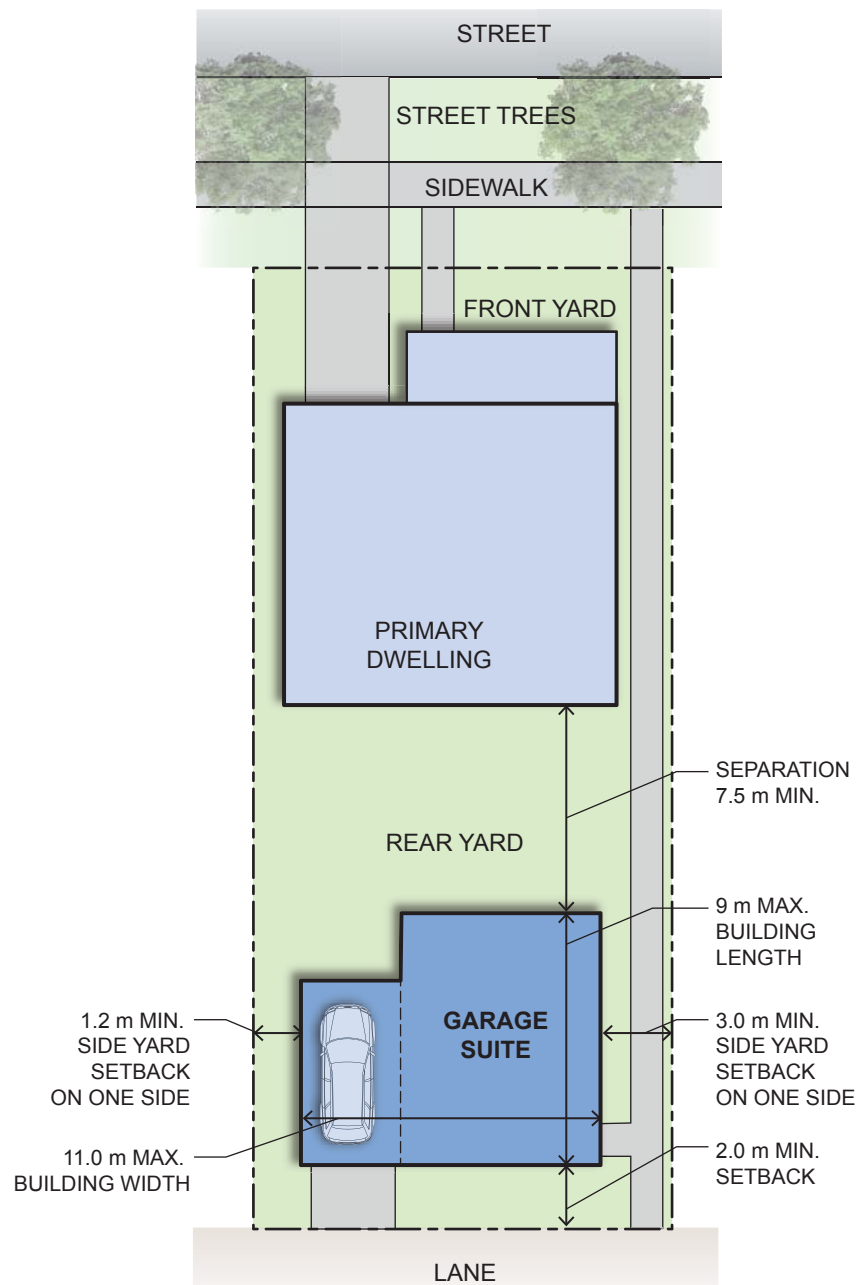
- A minimum separation distance of 7.5 metres between the principal dwelling and the garden or garage suite should be provided.

- Where rear lanes exist, and vehicular access and parking is provided between the suite and the adjacent rear lane, a minimum rear yard setback of 6.5 metres, between the lane-facing wall of the garden suite and the rear property line, should be provided to facilitate site access, parking, landscaping, and snow storage.
- Rear yard decks and porches, attached to a garden or garage suite, should be permitted provided minimum rear yard setbacks, separation distances, and necessary site access and parking areas are provided.
- In Category 1 Areas, where rear lanes exist, a minimum rear yard setback of 1.2 metres, between the lane-facing wall of the garage suite and the rear property line, should be provided to facilitate site access and to accommodate landscaping and snow storage. Where garden or garage suites exist without a rear lane, a minimum rear yard setback of 1 metre should be provided.
- In Category 2 Areas, where rear lanes exist, the minimum setback should be 2 metres, between the lane-facing wall of the garage suite and the rear property line, should be provided to facilitate site access and to accommodate landscaping and snow storage. Where garden or garage suites exist without a rear lane, a minimum rear yard setback of 2 metres should be provided.

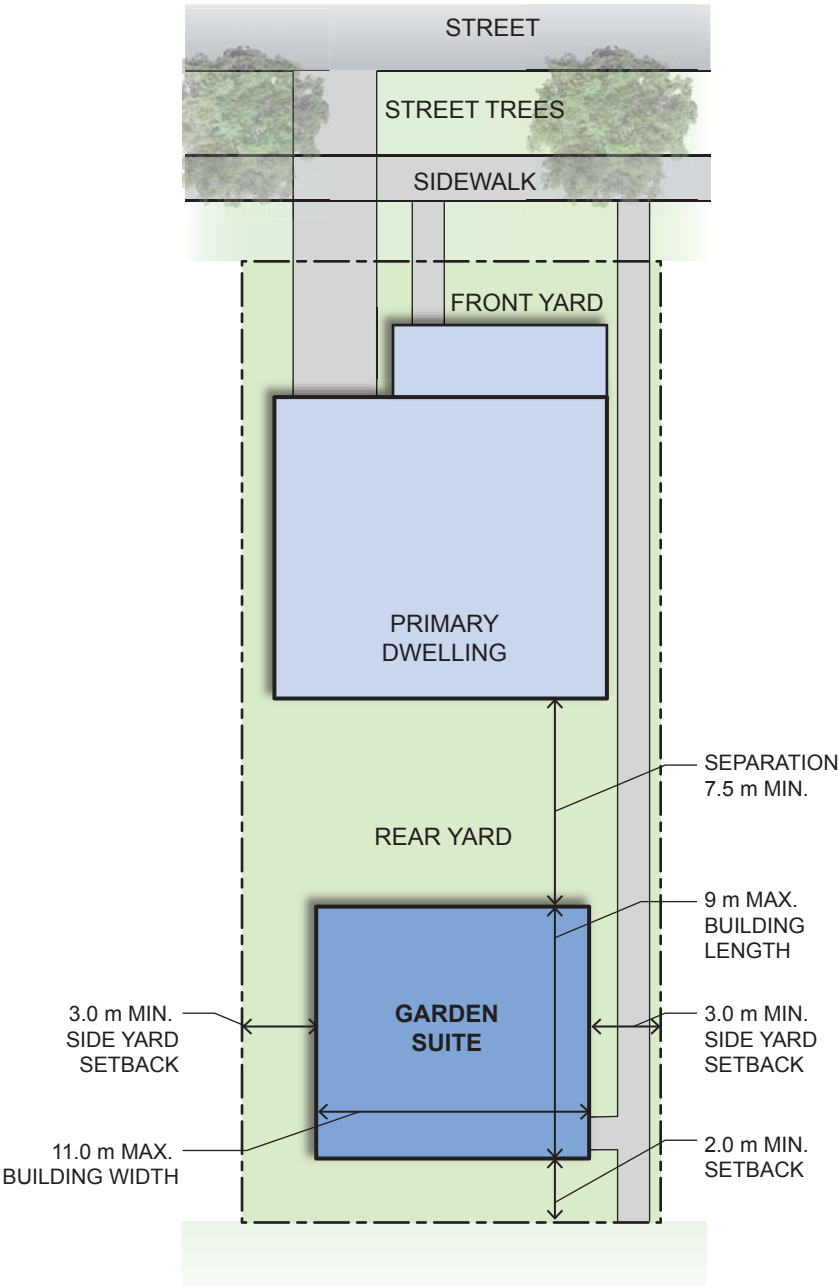




Side and rear yard setback guidelines for Category 1 Area garden and garage suites.



Side and rear yard setback guidelines for Category 2 Area garage suites.



Side and rear yard setback guidelines for Category 2 Area garden suites.



## 4.2.4 Drainage and Lot Grading Requirements

### Lot Grading Plans

It is recommended that Lot Grading Plans are required for all infill developments and must be prepared by a Saskatchewan Land Surveyor, Professional Engineer or Architect and approved by a City of Saskatoon Drainage Inspector. Lot Grading Plans must be designed according to the City Drainage Plan or designed to meet existing grades and lot drainage types on adjacent lots, City roads, lanes or right of ways in areas that do not have a Drainage Plan. Lot Grading Plans must display the following information:

- Certification by a Saskatchewan Land Surveyor, Professional Engineer or Architect.
- Owner and developer contact information.
- Property information: legal description and municipal address.
- Compliance to the lot grading requirements.
- Geodetic design elevations and drainage arrows with grades in percentages to indicate the direction of flow.
- Existing geodetic spot elevations along adjacent property lines.
- Location of structure.
- Location and elevation of garage pad (attached or detached) and driveway elevation.
- Location and elevation of walkways and patios.
- Location of foundation drainage sump discharge and roof downspouts.
- Location and elevations of basement windows and entrances.
- Location and top elevation of window wells if required.
- Location and top elevation of retaining walls if required.
- Location and elevation of drainage swales or other engineered drainage structures.

### Lot Grading Requirements

- Lot grading completion before building occupancy.
- Compliance to the approved lot grading plan.
- Minimum 200 millimeter wide drainage path along the rear and side property lines.
- Minimum 3 metre wide 5% slope or 150 millimeter drop away from the perimeter of a structure.
- Minimum 2% slope from the back of the sidewalk and rear property line elevations to the structure
- Minimum 100 millimeter clearance below all basement windows and doors or window wells required.
- Roof Downspouts and Sump Discharges are extended a minimum 2 metre away from the structure and not directed at neighbouring properties.
- Lot grading coordination with adjacent neighbours along property lines to ensure existing drainage problems are resolved and proper drainage is maintained during construction.

### Retaining Walls

If it is not possible to meet the existing grades and lot drainage types of neighbouring properties then retaining walls are required and must be shown on the Lot Grading Plan including top of retaining wall elevations.

- Retaining walls may be constructed of wood, steel, concrete, masonry, stone or plastic.
  - Retaining walls must have drainage swales to prevent drainage over the wall onto existing properties and graded to drain to the front or rear property line.
  - Retaining walls must be 50 millimeter higher than the adjacent grade.
  - Retaining walls must be designed by a structural engineer if they are higher than 0.6 metres.
7. A City Drainage Inspector reviews the Lot Grading As-Built Plan and conducts a site inspection to verify that the lot is graded in accordance to the approved Lot grading Plan.
  8. If deficiencies exist the owner is notified and must correct the deficiencies and notify the Drainage Inspector. The Inspector may request a resurvey and re-submission of the Lot Grading As-Built Plan to verify that the deficiencies were corrected.
  9. Owner is notified of lot grading approval.

### Approval Process

1. The owner has the lot surveyed by a Saskatchewan Land Surveyor, Professional Engineer or Architect who prepares a Lot Grading Plan.
2. The Lot Grading Plan is submitted prior to development to the City of Saskatoon Building Standards Department for approval by a City Drainage Inspector.
3. Owner is notified of required revisions and Lot Grading Plan approval.
4. Complete lot grading in accordance to the approved Lot Grading Plan.
5. Owner has the lot resurveyed by a Saskatchewan Land Surveyor, Professional Engineer or Architect who prepares a Lot Grading As-Built Plan.
6. The Lot Grading As-Built Plan is submitted to the City of Saskatoon Building Standards Department for approval by a City Drainage Inspector.

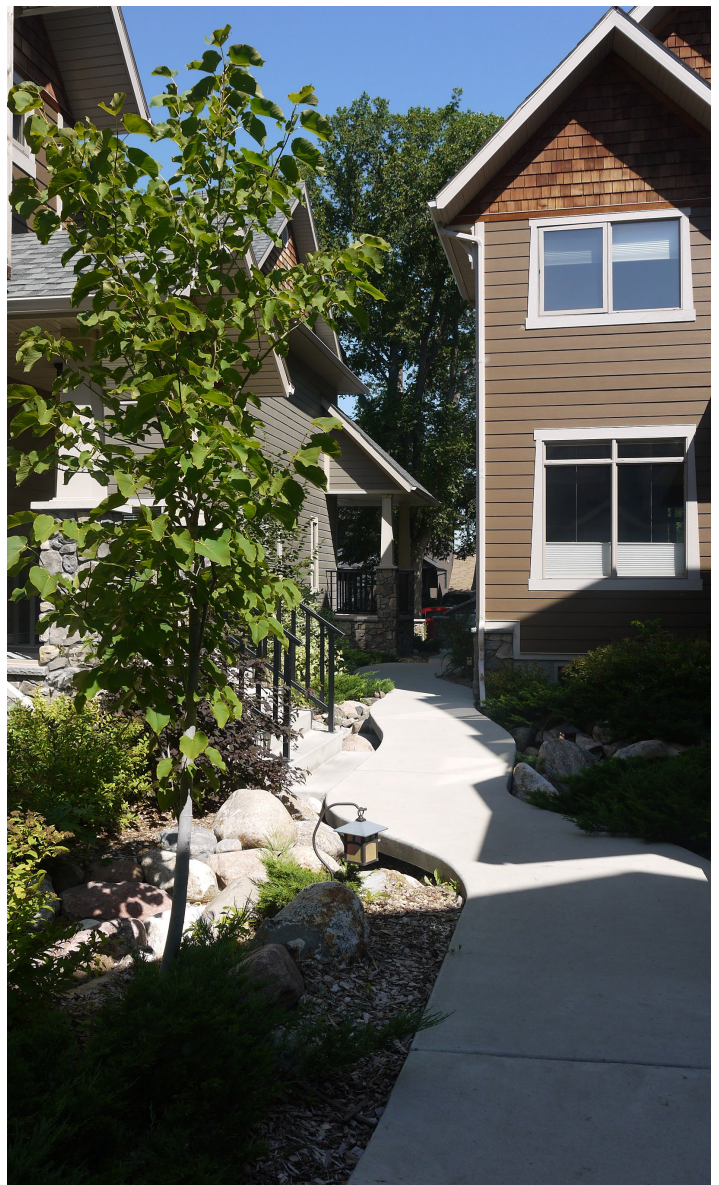
## 4.2.5 Internal Pathways and Lighting

### Internal Pathways

- All publicly accessible areas, including sidewalks and internal pathways, should be barrier-free and constructed of materials chosen for their functionality as well as their maintenance efficiency.
- The preferred surface treatment is brushed concrete.
- Internal pathways should have a minimum width of 1.2 metres to facilitate barrier-free access and should integrate seamlessly with the adjacent sidewalk, on-site surface parking areas, main and secondary dwelling entrances, garage entrances, porches, decks, and other access points between primary and accessory dwellings.
- Garden or garage suites should be connected to adjacent streets and laneways, through the site, via an internal pathway.
- Access structures such as ramps should be designed as integrated components of infill development.
- Trees, landscaping and site furnishings should not obstruct the path of travel.

### Lighting

- Internal pathways should incorporate pedestrian-scaled lighting at key locations including main and secondary dwelling entrances.
- Pedestrian-scaled lighting may be free-standing or wall-mounted depending on the desired application.
- Pedestrian-scaled lighting should be down lit to avoid unnecessary light pollution.
- Pedestrian-scaled lighting should be provided adjacent to rear lanes to enhance the perception of safety.



*All publicly accessible areas, including sidewalks and internal pathways, should be barrier-free.*



## 4.2.6 Landscaping

### Landscaping

- Existing significant trees, tree stands, and vegetation should be protected and incorporated into infill development to the extent possible.
- New trees should be planted to contribute to the existing tree canopy of the neighbourhood.
- Where appropriate, retaining walls should be incorporated into the overall landscaping plan for the site. They should be low in profile and should be designed in a manner which is compatible with the streetscape.
- The design of private outdoor amenity spaces and site landscaping features should incorporate sustainable site design principles.



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*All publicly accessible areas, including sidewalks and internal pathways, should be barrier-free.*



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*New trees should be planted to contribute to the existing tree canopy of the neighbourhood.*

## 4.3 Building Design Guidelines – Garden and Garage Suites

Garage and garden suites should achieve a high quality of architectural design in order to complement the main dwelling and to create a pleasant and safe environment for rear lanes where they exist. The height and massing of garden or garage suites should not overwhelm the back yard and should mitigate overlook relationships onto neighbouring properties. Consideration should be given to orientation and privacy; form, height and massing; building access and entrances; facades; windows; roofs, gables, dormers and chimneys; building projections; materials; and sustainable building design.

### 4.3.1 Orientation, Layout and Privacy

- Garden or garage suites should be positioned and oriented to maximize overview of adjacent rear lanes or rear yards, and minimize overview of adjacent properties.
- Garden and garage suites should be directly accessible from the sidewalk or roadway located at the front of the property and also from the rear lane, where rear lanes exist.



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*Garden and garage suites should be positioned and oriented to maximize overview of adjacent rear lanes or rear yards.*

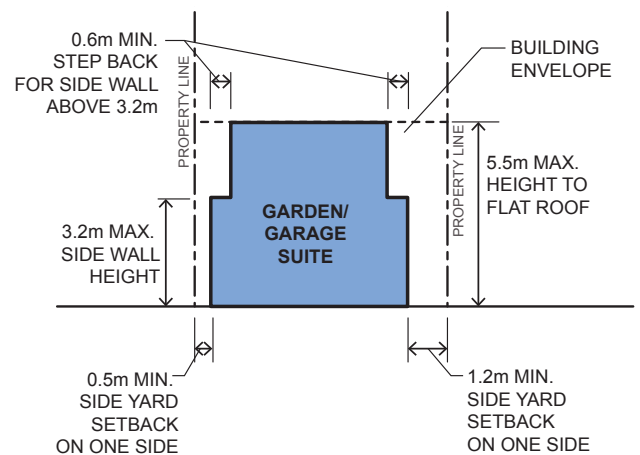
## 4.3.2 Uses, Height, Depth, Massing and Stepbacks

### Uses

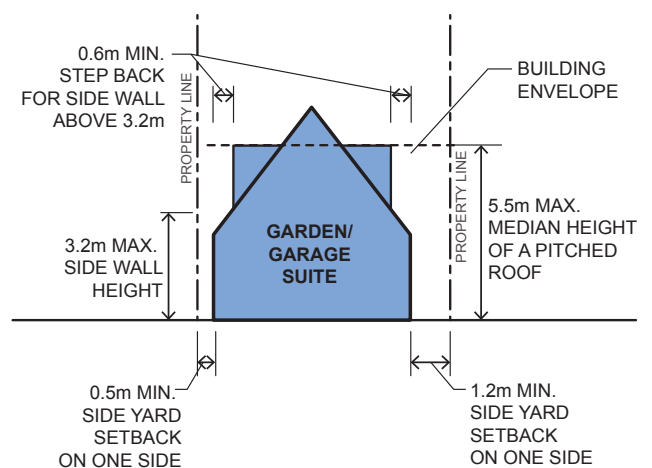
- Garden or garage suites may have a maximum of 2 bedrooms.
- Garden or garage suites should have a minimum of 1 full bathroom.
- Garden or garage suites should have a kitchen.

### Height

- The height of a garden or garage suite should not exceed 5.5 metres above finished grade in Category 1 Areas and 3.2 metres in Category 2 Areas, where finished grade is defined as the geodetic elevation (elevation above sea level) from points outside the perimeter of the subject property.
- The height limit should apply to the ultimate height of a flat roof or the median height of a pitched roof.
- The height of the exterior sidewall should not exceed 3.2 metres.
- Accessory buildings that do not include a secondary unit are subject to existing Zoning regulations, and are limited to one storey.



Height and massing guidelines for Category 1 garden and garage suite with flat roof.



Height and massing guidelines for Category 1 garden and garage suite with pitched roof.

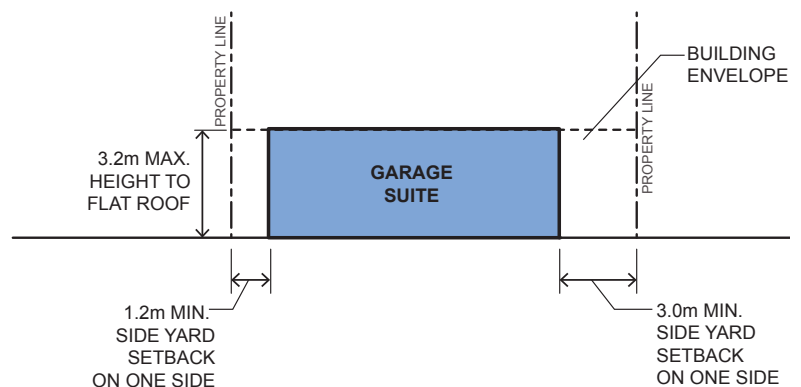


## Depth

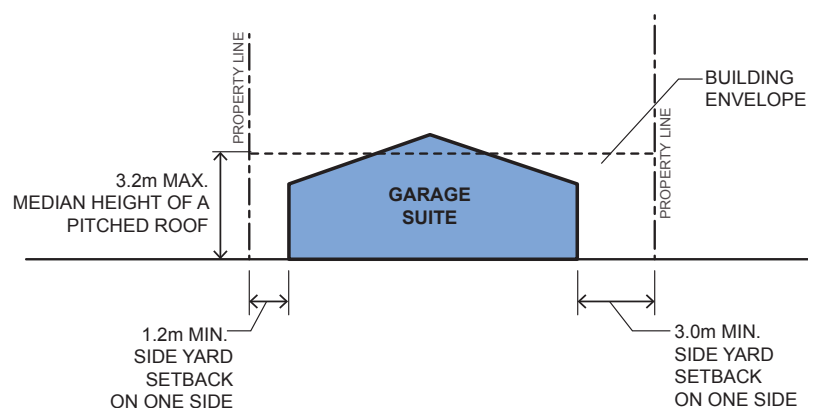
- In Category 1 Areas, the width and depth of exterior building walls for garden or garage suites should be a maximum of 9 metres, inclusive of an integrated garage.
- In Category 2 Areas, the width of a garden or garage suite should not exceed 11.0 metre (inclusive of an attached garage) and the depth should not exceed 9.0 metres.
- The maximum depth can only be achieved provided minimum rear yard setbacks or separation distances (from existing or proposed accessory buildings) can be maintained.

## Massing

- In Category 1 Areas, garage suites may have a gross floor area no greater than 77 square metres not including the area of the garage.
- In Category 2 Areas, garage suites may have a gross floor area no greater than 68 square metres where a single car garage is provided, and no greater than 50 square metres where a double car garage is provided, not including the area of the garage.
- In both Category 1 and Category 2 Areas, garden suites may have a gross floor area no greater than 81 square metres.
- In Category 1 Areas, garden or garage suites should have a maximum building footprint of



*Height and massing guidelines for Category 2 garage suite with flat roof.*



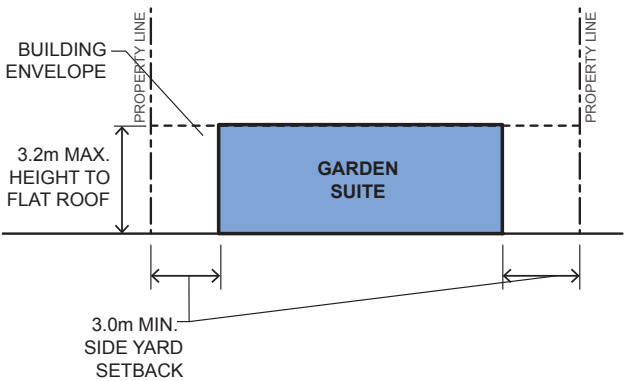
*Height and massing guidelines for Category 2 garage suite with pitched roof.*

63 square metres for lots less than 15.2 metres (50') wide. Lots 15.2 metres or greater may have a building footprint up to 81 square metres.

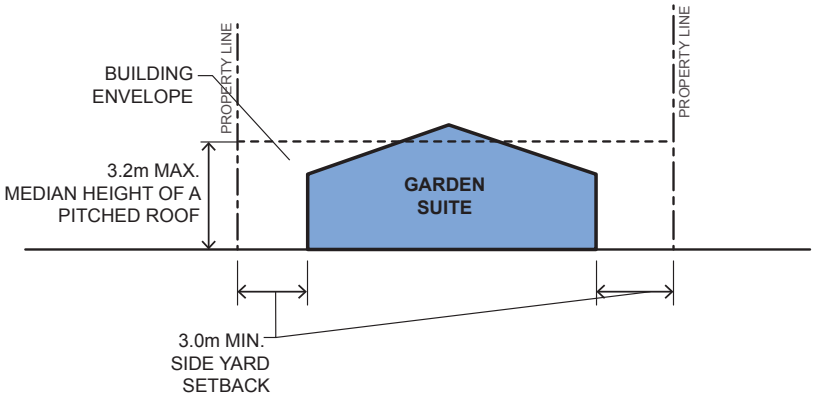
- In Category 2 Areas, garden or garage suites should have a maximum building footprint of 63 square metres for lots less than 15.2 metres (50') wide for a single storey structure only. Lots 15.2 metres wide or greater may have a maximum building footprint up to 81 square metres for a single storey structure only with a maximum height of 3.2 metres from grade to the top of the roof.

Stepbacks

- In Category 1 Areas, a minimum stepback of 0.6 metres is required for sidewalls above 3.2 metres.



Height and massing guidelines for Category 2 garden suite with flat roof.



Height and massing guidelines for Category 2 garden suite with pitched roof.

### 4.3.3 Entrances

- Main entrances should be directly accessible and visible from rear lanes.
- Main entrances should generally be one storey in height, with sufficient cover and integration into the overall building design.
- Main entrances should be designed to provide weather protection, and can include features such as recessed entries, front porches and verandas.
- All entrances should be located at-grade or close to grade, so as to protect the privacy of neighbouring properties and to avoid site overlook.
- Secondary entrances should not be dominant, but should be easily accessible and convenient to access via adjacent parking areas.
- The design and location of building entrances should adhere to the principles of Crime Prevention Through Environmental Design.



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*Main entrances should be directly accessible from public sidewalks, internal pathways and rear lanes and designed to provide weather protection.*



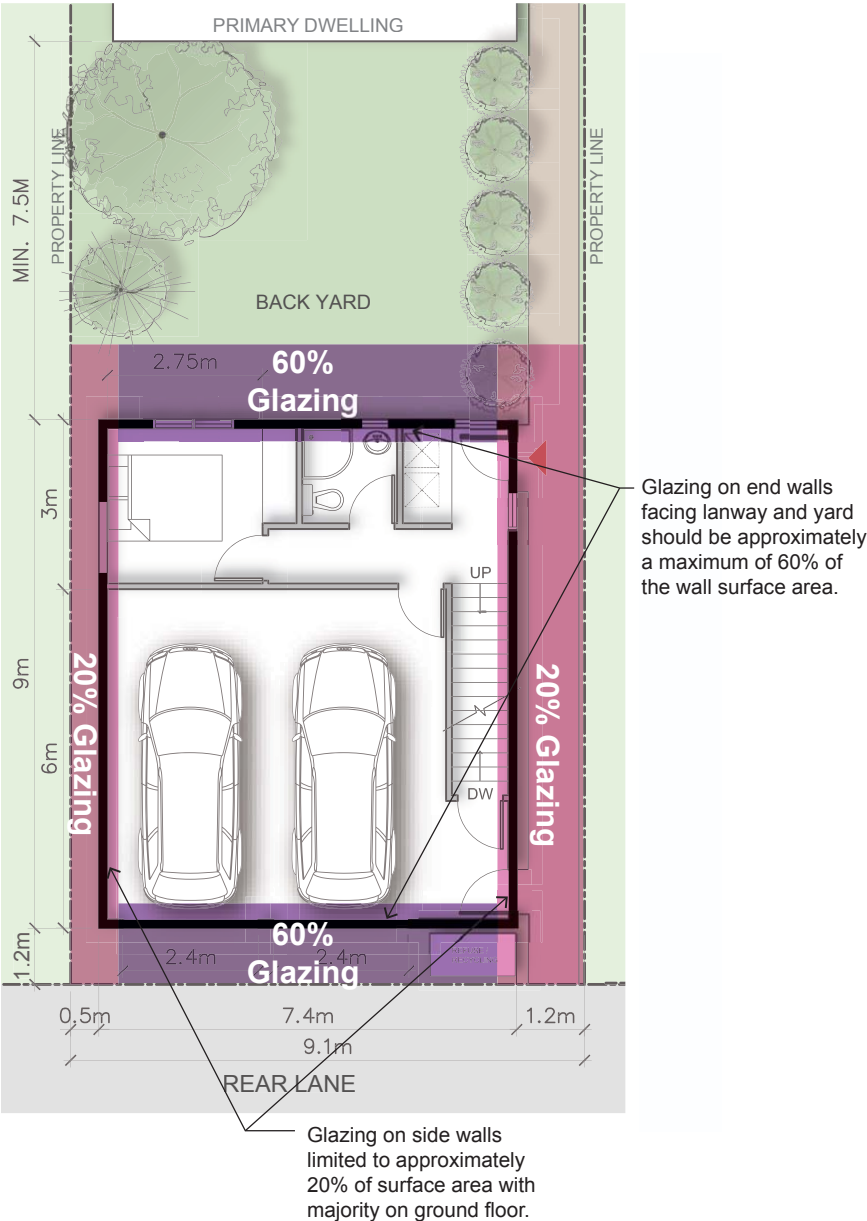
### 4.3.4 Facades

- Buildings should use a variety of materials and architectural details, both vertical and horizontal, to break up the facade. Such articulation should include three-dimensional depth and composition, which can be achieved by varying the massing of the facade through the use of bays, recesses, reveals, substantial trim and secondary building elements including porches, verandahs, balconies and bay windows.
- Buildings should not have blank facades. Flanking facades should have a design and material standard equal to the primary facade.
- The design of garden or garage suites should be complementary in character and quality of detail to the principal dwelling.
- Up to 60% of walls facing rear yards and rear lanes may be glazed.
- Additions or renovations to heritage properties should reintegrate key aspects of heritage design that have been lost through degradation or previous renovation.



### 4.3.5 Doors and Windows

- Restrictions on the placement of windows are recommended for Category 1 garden or garage suites as a means of maintaining the privacy of adjacent properties on either side of the suite.
- Since Category 2 suites are restricted to a single storey and require 3 metre side yard setbacks, the extent of glazing should not be regulated provided that sufficient screening (fencing or landscaping) is present on side property lines to screen the suite from neighbouring rear yards.
- While overlook is an issue for properties on either side of a 2 storey garden or garage suite the rear lane should be considered a public frontage and the garden or garage suite should be permitted to have a high degree of glazing facing the laneway and shared yard between the primary dwelling and the garden or garage suite.
- The following recommendations should be used as a general guide recognizing that the specific conditions of a given property may call for an alternative solution. The requirements for passive solar gain may also dictate solutions which call for greater amounts of glazing and should be permitted while maintaining the privacy of flanking lots.
- In Category 1 Areas, the percentage of glazing on side walls should be limited to 20% of the total side wall surface areas. Generally, the majority of this 20% glazing allocation should be provided on the lower level provided sufficient screening with a fence or landscaping is present on the side property lines. Any side wall glazing on the second storey should be limited and carefully positioned so as not to overlook neighbouring properties.
- In Category 1 Areas, front and rear walls should generally provide a proportion of glazing that is no more than 60% of the total surface area of those walls.
- The location of doors and windows within the side yard should not conflict with that of existing adjacent dwellings.
- Garden or garages suites facing a flanking street or lane should provide a generous amount of window openings to encourage strong visual connections between the suite and the public lane or side street.
- Windows should be arranged to enhance views, and provide natural ventilation and light, without sacrificing privacy to adjacent dwellings.





### 4.3.6 Roofs, Dormers and Chimneys

#### Roofs

- Roof materials and colours should complement the building materials and the overall building design.
- In Category 1 areas only, rooftop terraces should only be permitted on the second storey finished floor level facing a laneway and limited to a zone defined by a 4 metre setback from the rear property line. Any portion of the sides of a terrace overlooking a neighbouring yard shall be visually screened.

#### Dormers

- Dormers and secondary roof components should be positioned and proportioned to remain secondary to the primary roof form.
- Dormers on upper storeys should remain relatively small in order to maintain appropriate building and roof proportions.



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*In Category 1 areas only, any portion of the sides of a terrace overlooking a neighbouring yard shall be visually screened*

### 4.3.7 Balconies

- In Category Areas 1, balconies and terraces may be provided on the second floor of a garden or garage suite facing the rear lane and should be screened to avoid overlook onto side properties.

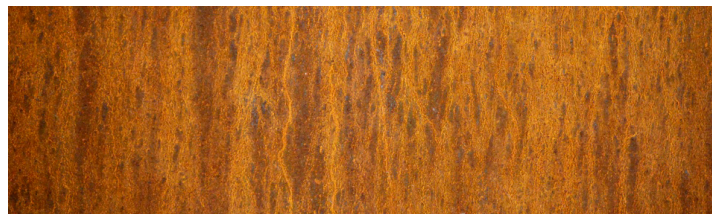
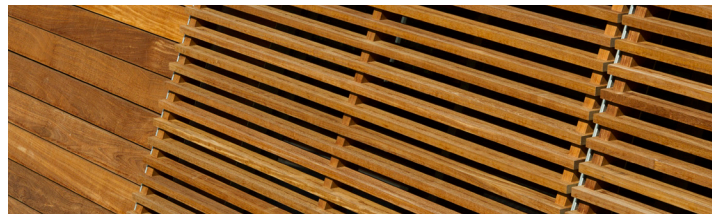


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*In Category 1 Areas balconies and terraces may be provided on the second level of garden or garage suites if they are oriented to the rear lane and provide privacy screening so they do not overlook flanking properties.*

### 4.3.8 Materials

- Finish materials should extend to all sides of the building, including building projections.
- Building materials should be chosen for their functionality and aesthetic quality as well as their energy and maintenance efficiency.



*Building materials should be chosen for their functionality and aesthetic quality as well as their energy and maintenance efficiency.*



### 4.3.9 Utilities and Waste Storage

- All utilities should be buried below grade, typically within the 1.2 metre side yard setback, where feasible.
- Garden and Garage Suites should have a direct sanitary, storm water and potable water connection to the municipal utilities located within the street right of way.
- Service cables including electrical, telephone and television for garden or garage suites should be buried underground within the property.
- Water meters and gas meters should be placed in discrete locations and/or screened from public view.
- All garbage and recycling bins should be stored on-site in designated locations, screened from public view.
- Garbage and recycling storage areas should be integrated into the design of garden or garage suites where feasible.



*Example of a screening element for garbage and recycling storage within a garden and garage suites.*

## 4.3.10 Sustainable Building Design

### Waste Water

- Waste management, water use reduction and wastewater technologies should be explored where possible.
- Rain barrels or cisterns can be designed into new garden or garage suites to accommodate grey water irrigation.

### Passive Solar Design

- Factors including temperature, precipitation, wind conditions, cloud cover, air quality and solar loss and gain should be considered when designing suites and private outdoor amenity spaces.
- Trees and vegetation, operable windows, treated glass, roof coverings and other building elements should be selected to take advantage of natural means of regulating interior temperature, lighting and other environmental variables.
- Indirect natural light should be maximized.

### Energy Efficiency

- Life cycle cost analysis should be used to evaluate mechanical, electrical and plumbing systems as well as to evaluate design options for occupiable spaces.
- Buildings and windows should be oriented and designed such that natural means of heating, cooling, ventilating and lighting interior spaces are maximized.
- Outdoor lighting systems should incorporate LED technology to reduce energy and maintenance demand.
- Garden and garage suite developments are encouraged to explore the potential use of geothermal technology to reduce grid energy dependency.

- Inventories of all plumbing fixtures and equipment, as well as all heating, ventilation and air conditioning systems, should be summarized in building packages as well as a strategy for minimizing water demand.
- Adaptive re-use is encouraged to reduce dependence on new materials. The energy efficiency of existing buildings should be carefully considered when assessing their potential for re-use.

### Material Efficiency

- Although locally sourced materials are preferred, foreign products made with quickly replenishing raw materials, such as bamboo, are also desired and encouraged.

### Roof Tops

- Unplanted rooftop areas should be finished with cool or light coloured materials that remain cool by reflecting the sun's rays or have a high insulation value.



*Buildings and windows should be oriented and designed such that natural means of heating, cooling, ventilating and lighting interior space are maximized.*

## 4.3.11 Garden and Garage Suites

# Illustrative Examples of Category 1 Areas

*(Pre-War Neighbourhoods)*

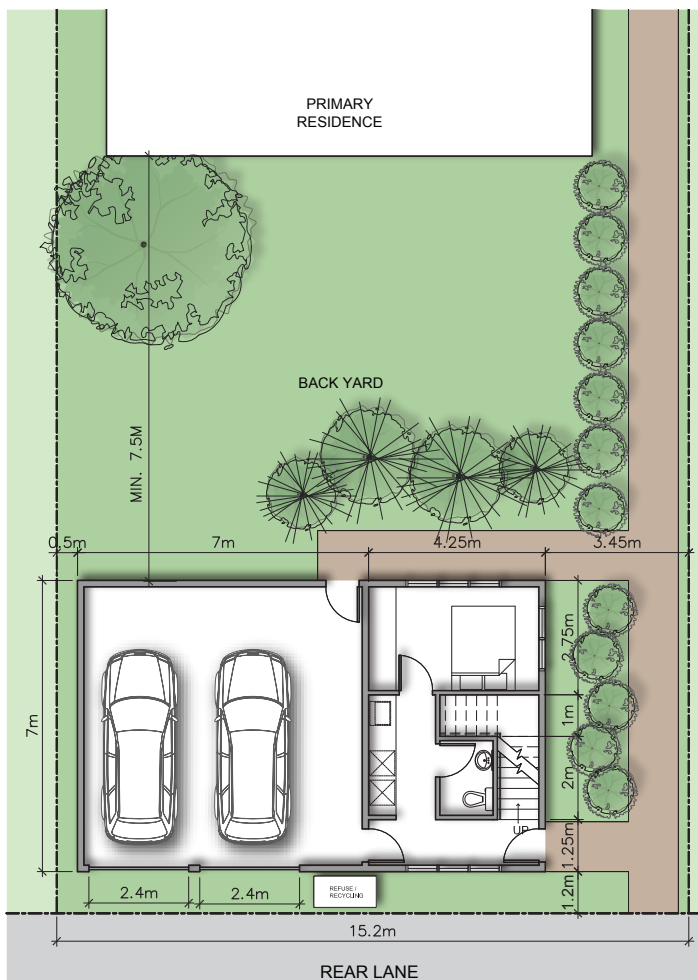
The following pages diagrammatically illustrate a variety of development opportunities for garden or garage suites, within Saskatoon's established neighbourhoods. The demonstrations have been organized by category (i.e. Category 1 or 2), and have been broken down by lot size (i.e. 50', 30', and 25' lot widths). Each diagram depicts how the demonstration meets relevant guideline criteria (i.e. setbacks, orientation and layout, windows and entrances, etc.)

Please note that the diagrams provided on the following pages represent examples of how garden or garage suites could be developed to meet the criteria of the guidelines. They are not intended to exclude other solutions that meet the intent of the guidelines. Further guidance on the design of Garden and Garage Suites is provided in **Sections 4.2 Site Design - Garden and Garage Suites and 4.3 Garden and Garage Building Design Guidelines.**

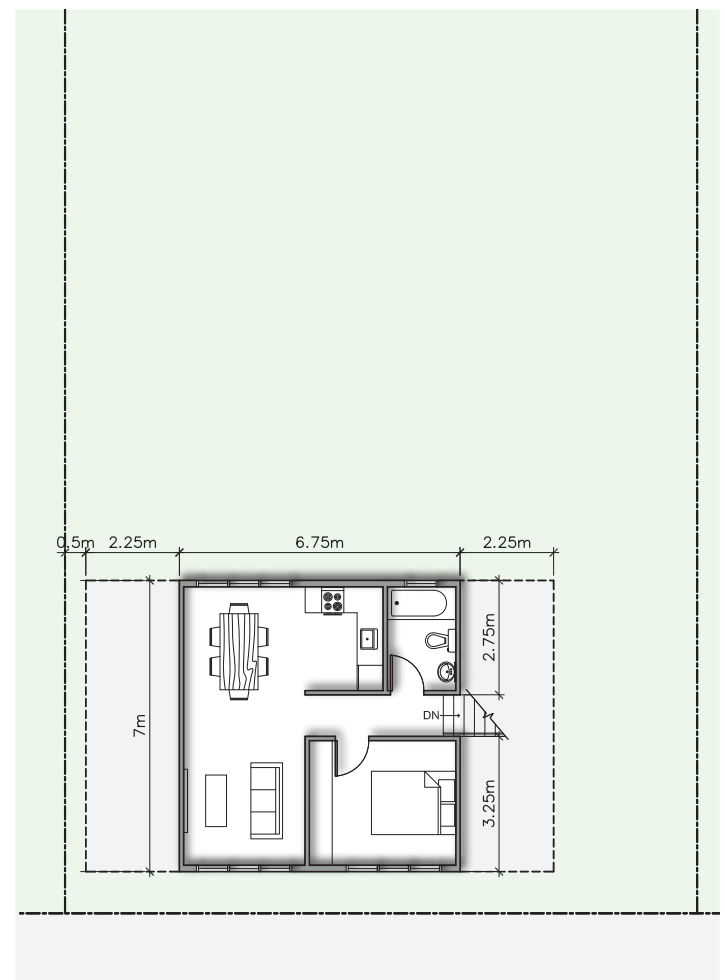


## Category 1: 50' (15.2m) Wide Lot: Detached Garage Suite, 2 Bedroom, 2-Car Garage, 77m<sup>2</sup>

First Storey



Second Storey





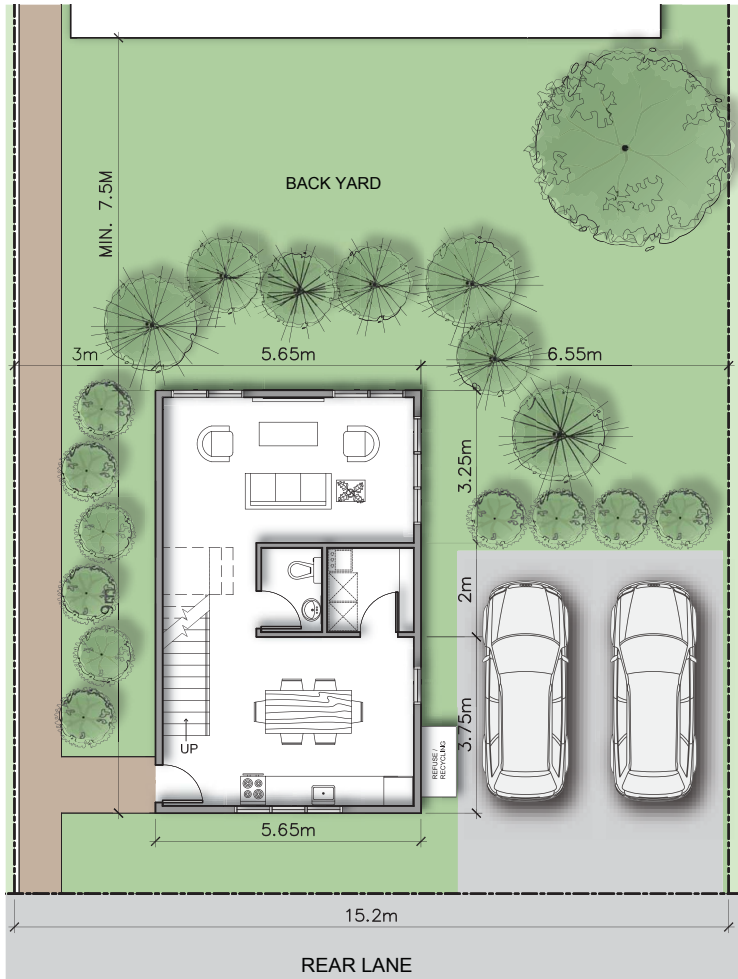
Perspective illustrating contemporary garage suite design on a 50' (15.2m) wide lot.



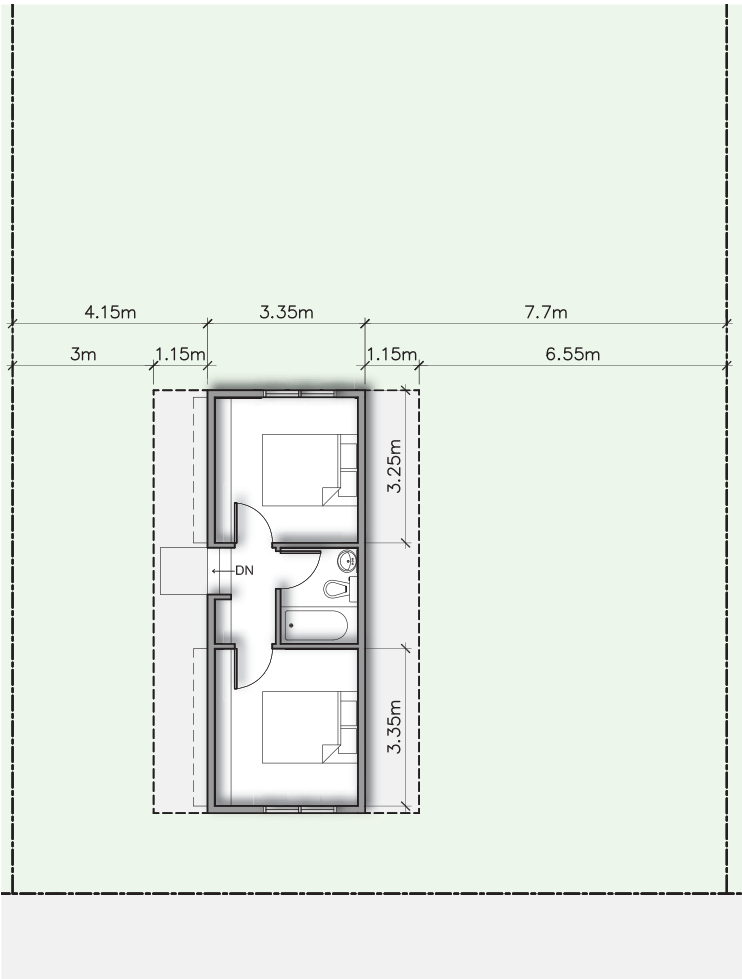
Perspective illustrating traditional garden suite design on a 50' (15.2m) wide lot.

Category 1: 50' (15.2m) Wide Lot: Detached Garden Suite, 2 Bedroom, 81m<sup>2</sup>

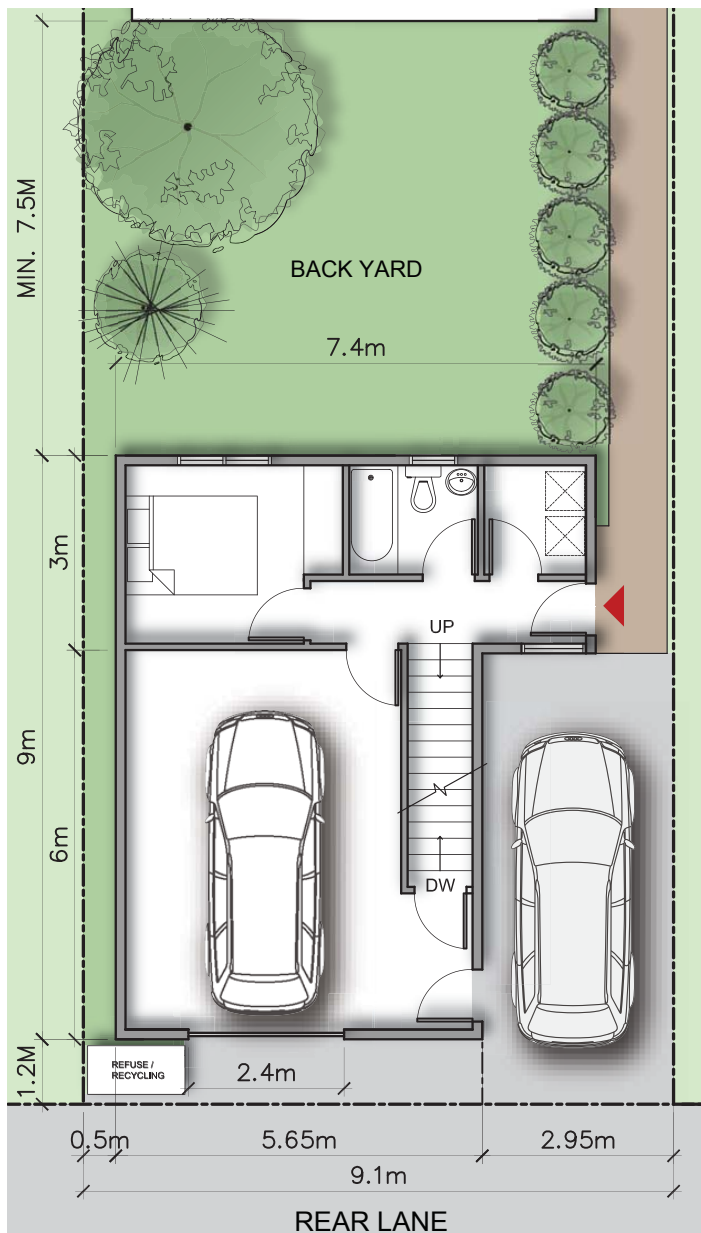
First Storey



Second Storey



## First Storey



The floor plan shows a rectangular apartment with a total area of 100m². The overall dimensions are 10.0m in width (0.5m + 0.6m + 4.0m + 4.0m) and 9.95m in depth (6.75m + 3.25m). The layout includes a living area with a sofa and armchair, a kitchen with a stove and sink, a bathroom with a toilet and shower, a bedroom with a bed, and a dining area with a table and chairs. A staircase labeled 'DN' indicates a downward direction. The plan also shows a balcony area with a table and chairs, and a storage area with a cabinet.





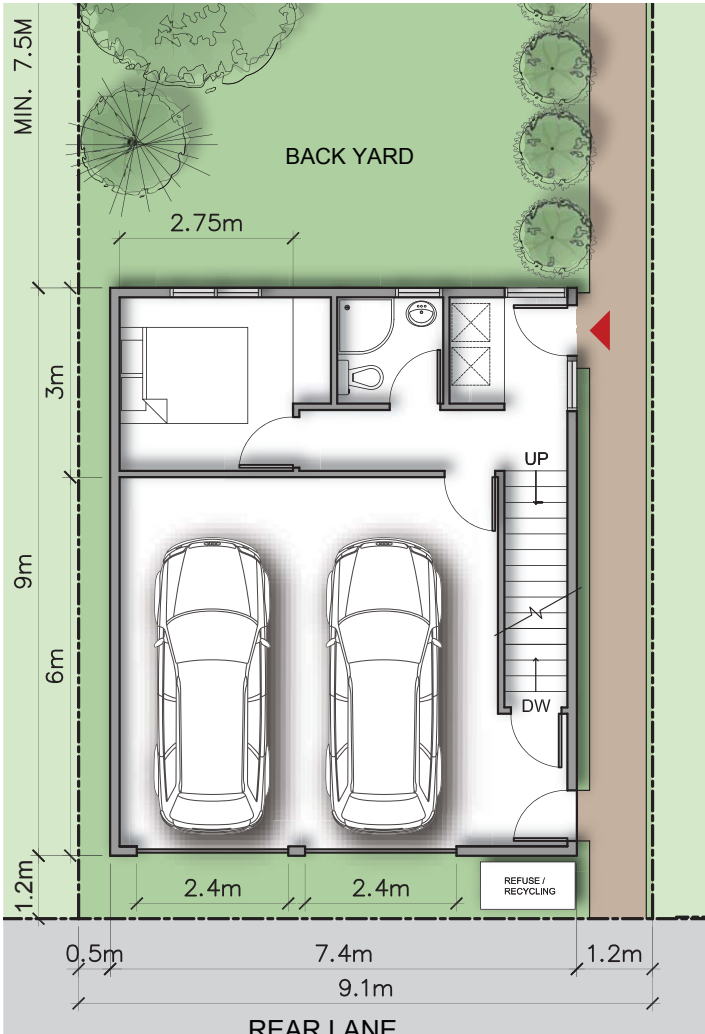
Perspective illustrating contemporary garage suite design on a 30' (9.1m) wide lot.



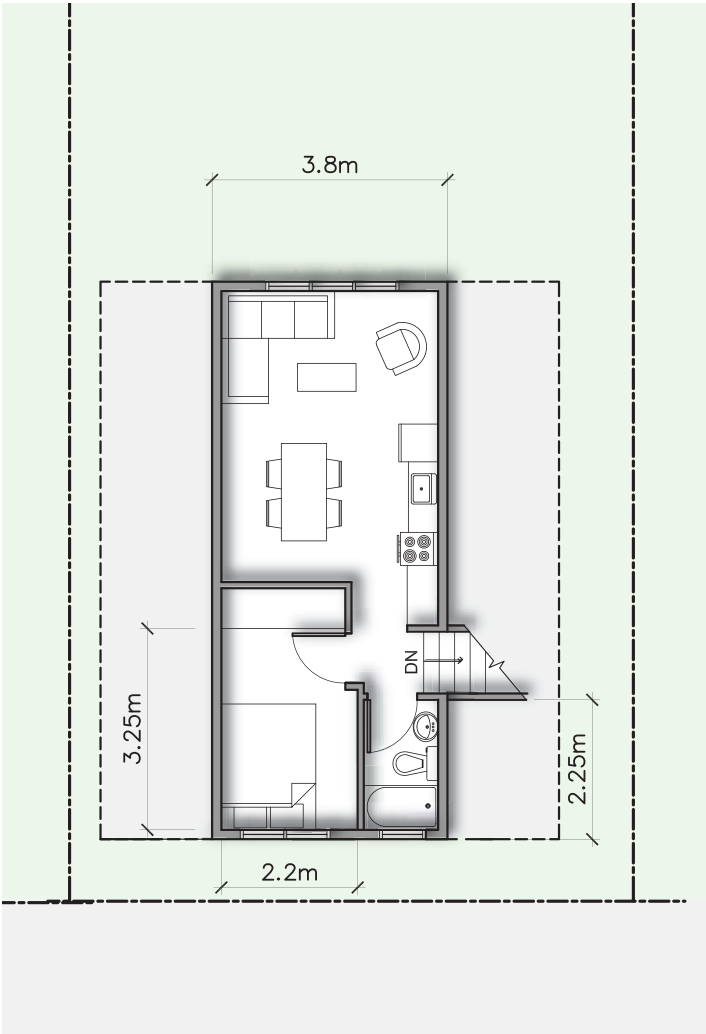
Perspective illustrating traditional garage suite design on a 30' (9.1m) wide lot.

Category 1: 30' (9.1m) Wide Lot: Detached Garage Suite, 2 Bedroom, 2-Car Garage, 60.5m<sup>2</sup>

First Storey

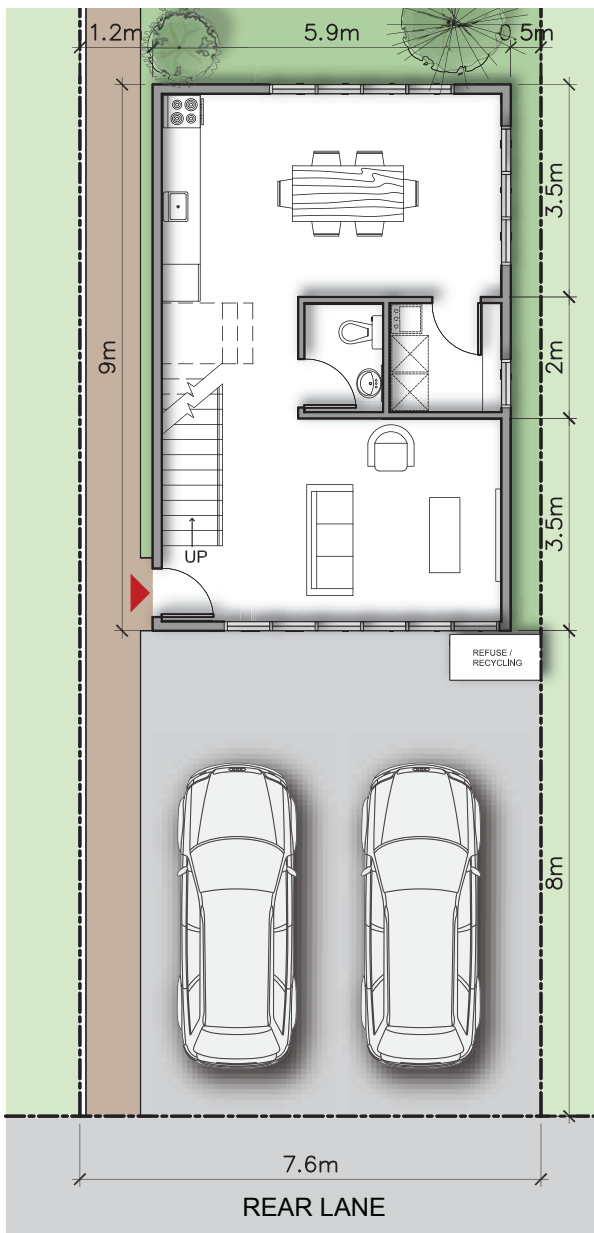


Second Storey

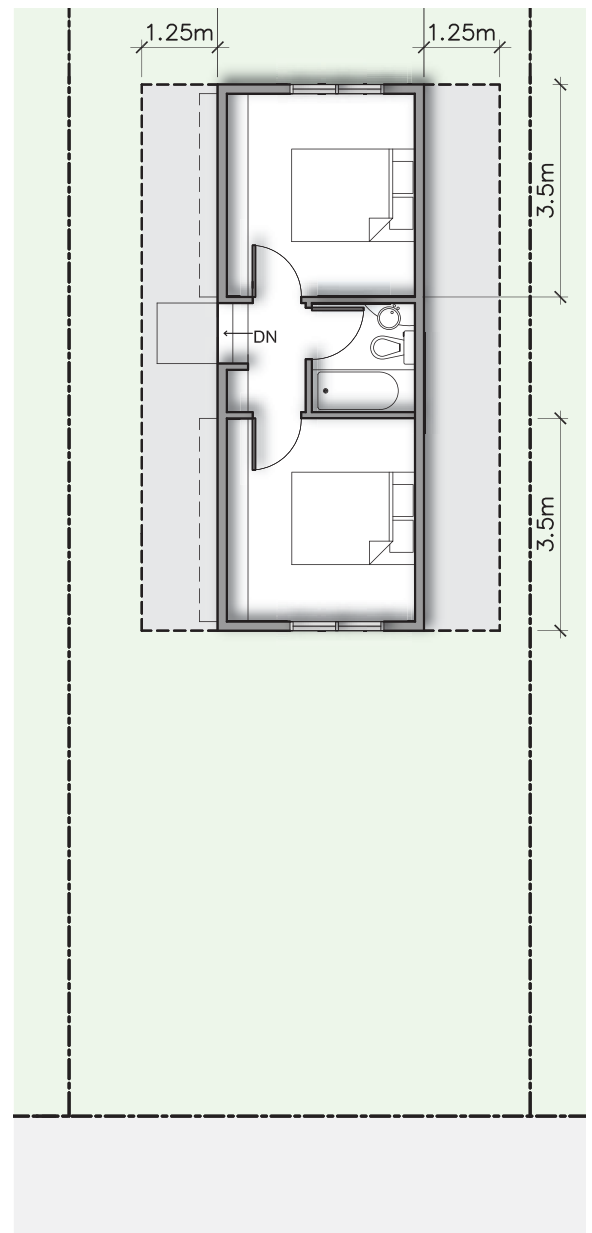


## Category 1: 25' (7.5m) Wide Lot: Detached Garden Suite, 2 Bedroom, 81m<sup>2</sup>

First Storey



Second Storey





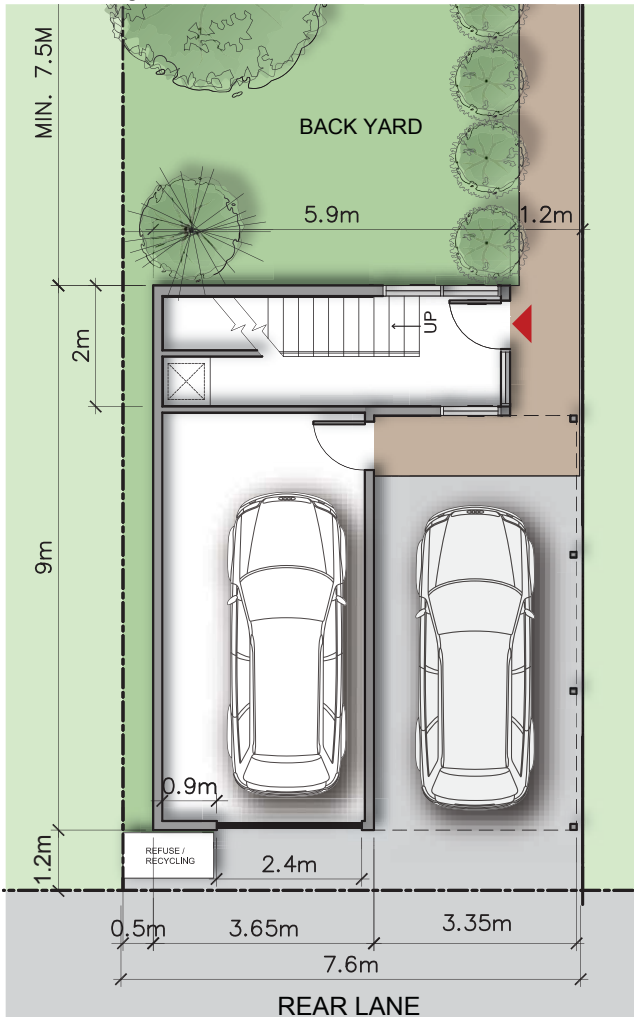
Perspective illustrating contemporary garage suite design on a 25' (7.5m) wide lot.



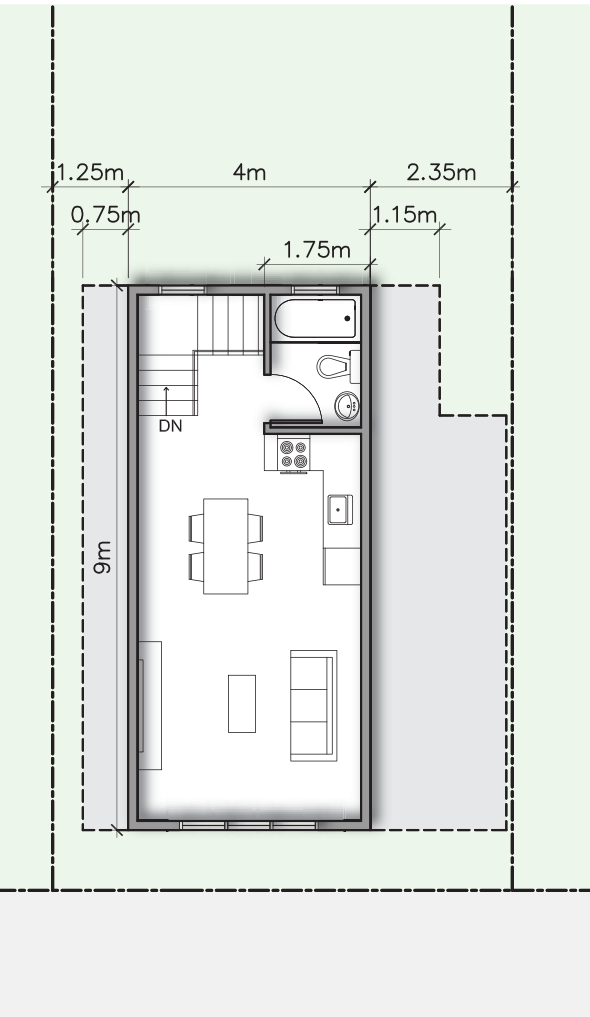
Perspective illustrating traditional garden suite design on a 25' (7.5m) wide lot.

Category 1: 25' (7.5m) Wide Lot: Detached Garage Suite, Bachelor, 1-Car Garage, 47.8m<sup>2</sup>

First Storey



Second Storey





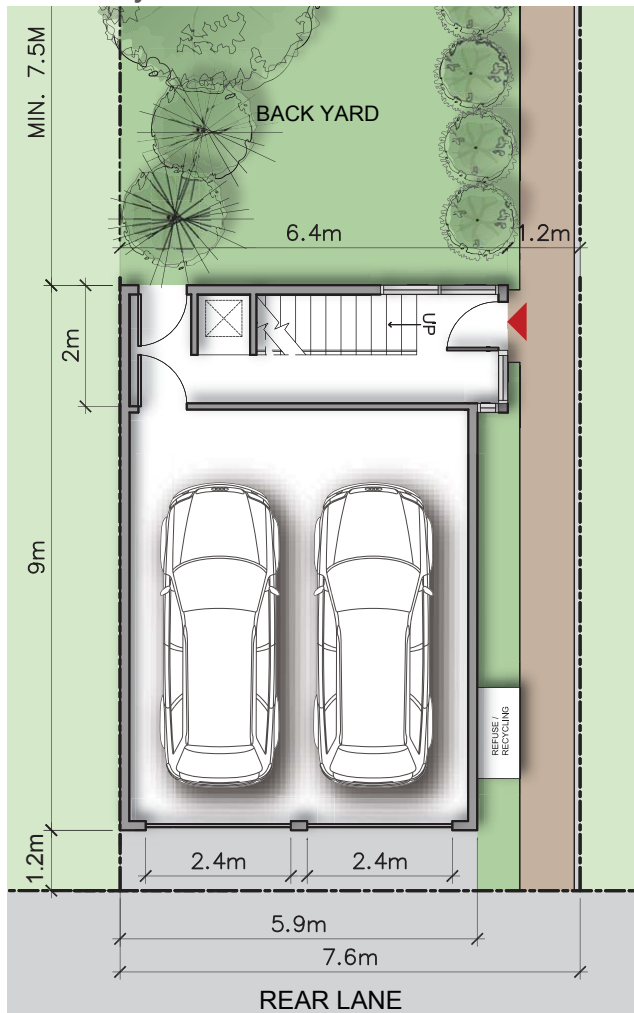
Perspective illustrating traditional garage suite design on a 25' (7.5m) wide lot.



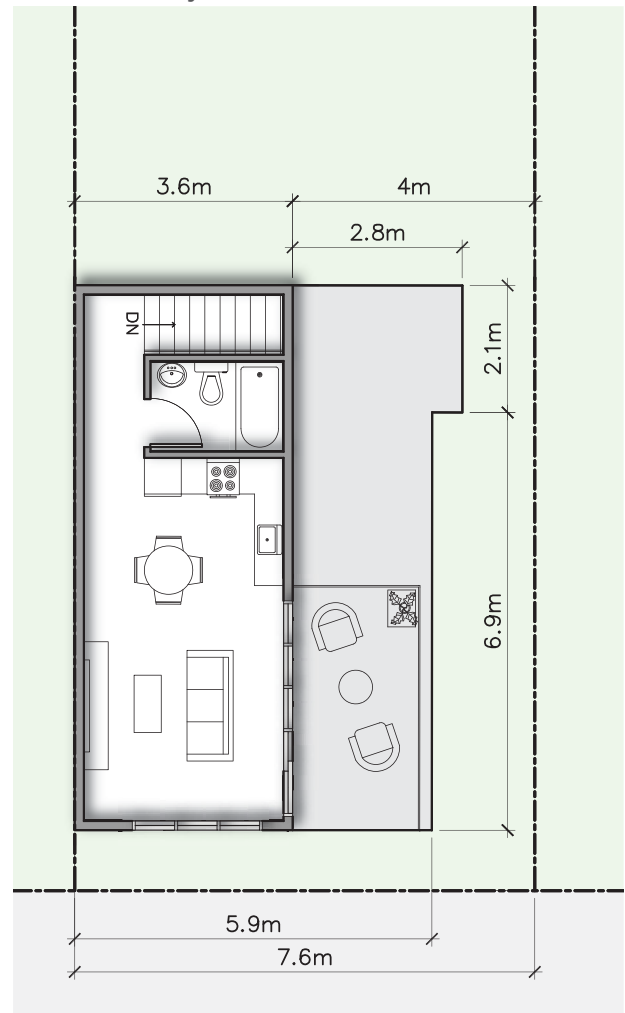
Perspective illustrating contemporary garage suite design on a 25' (7.5m) wide lot.

## Category 1: 25' (7.5m) Wide Lot: Semi-Detached Garage Bachelor, 2-Car Garage, 41.3m<sup>2</sup>

### First Storey



### Second Storey





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## 4.3.12 Garden and Garage Suites

# Illustrative Examples of Category 2 Areas

*(Post-War Neighbourhoods)*



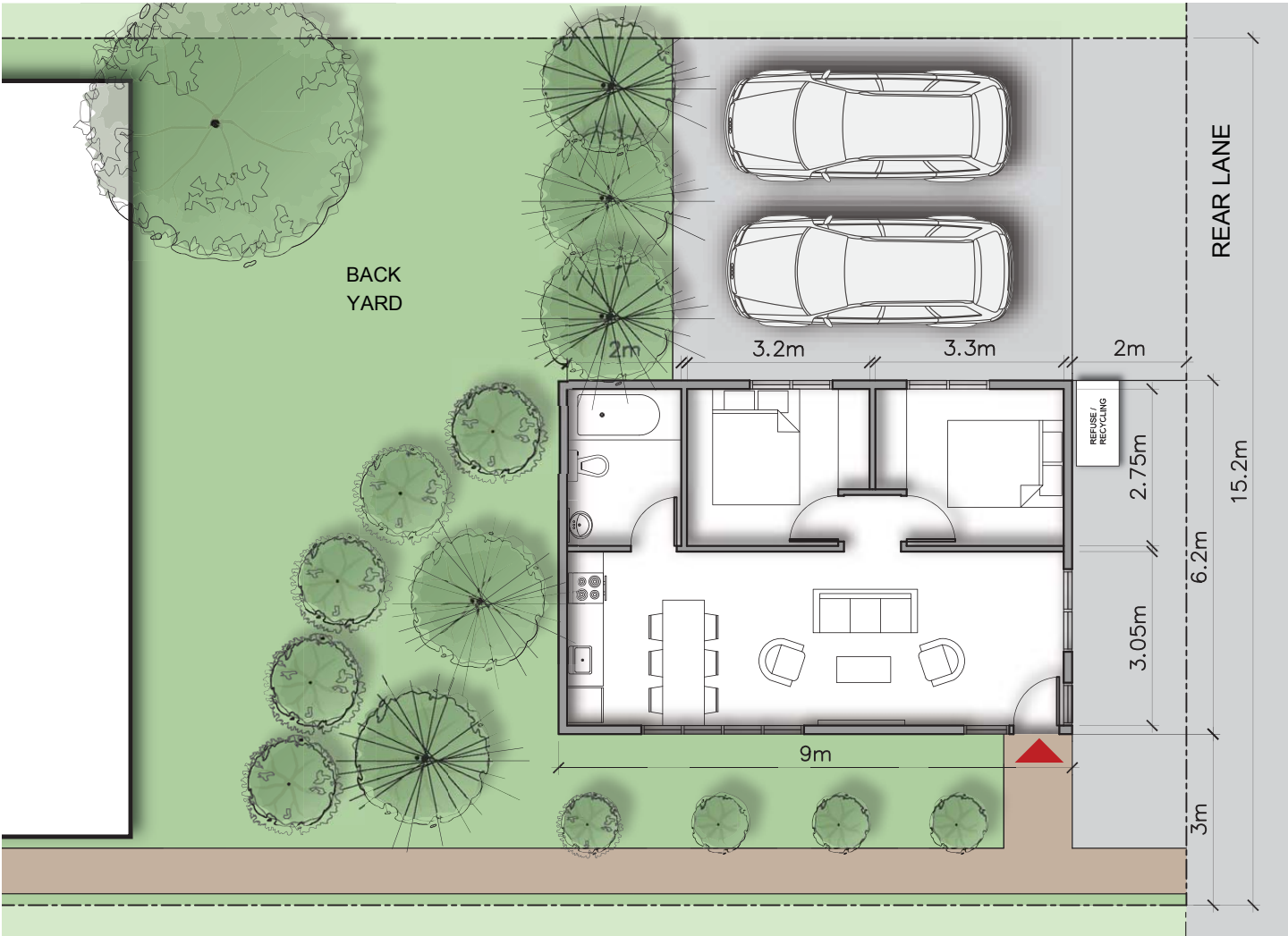
Perspective illustrating contemporary garden suite design on a 50' (15.2m) wide lot.



Perspective illustrating traditional garden suite design on a 50' (15.2m) wide lot.

# Category 2: 50' (15.2m) Wide Lot: Garden Suite, 2 Bedroom, 55.8m<sup>2</sup>

## First Storey





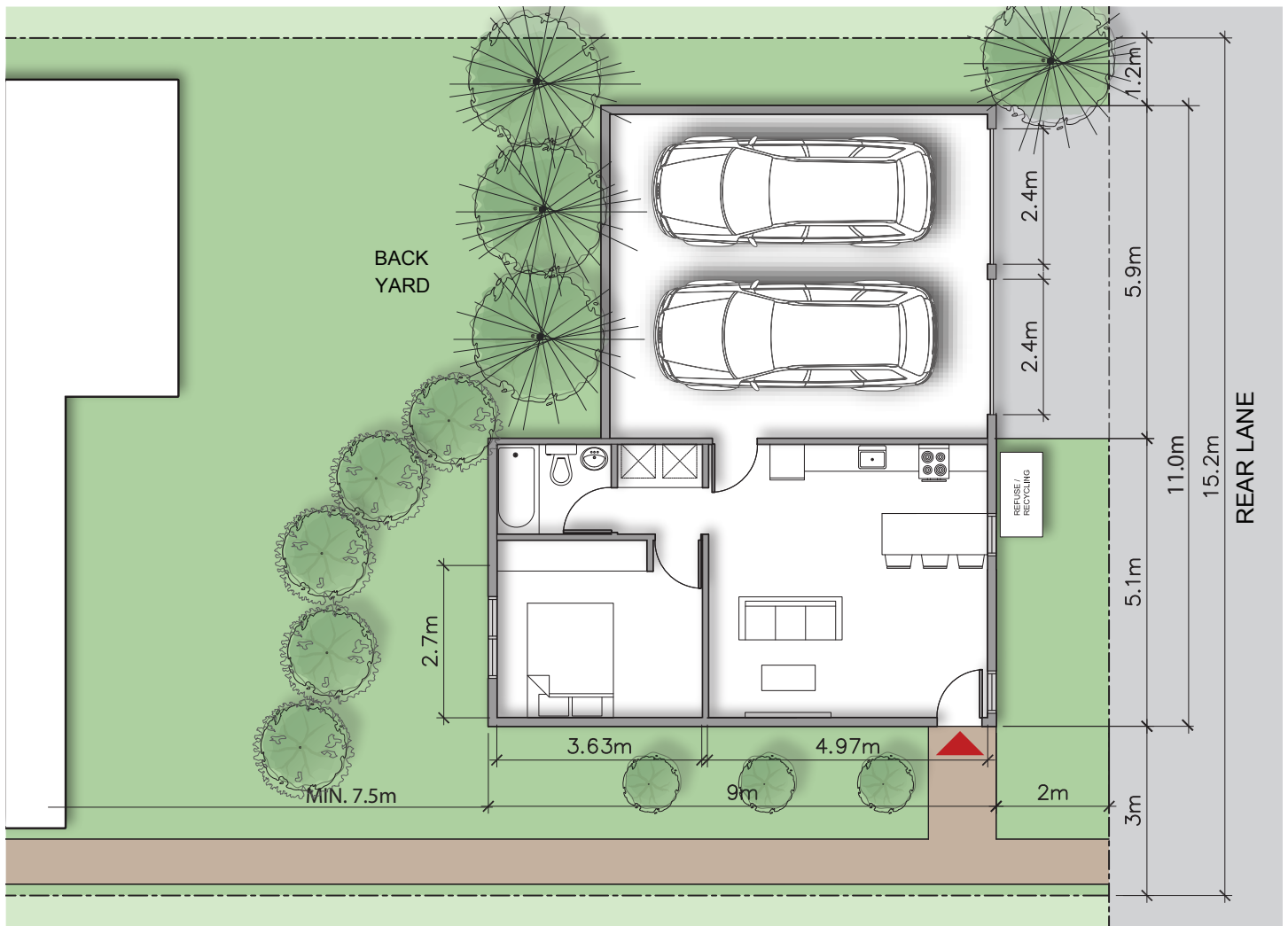
Perspective illustrating contemporary garage suite design on a 50' (15.2m) wide lot.



Perspective illustrating traditional garage suite design on a 50' (15.2m) wide lot.

## Category 2: 50' (15.2m) Wide Lot: Garage Suite, 1 Bedroom, 2-Car Garage, 45.9m<sup>2</sup>

### First Storey







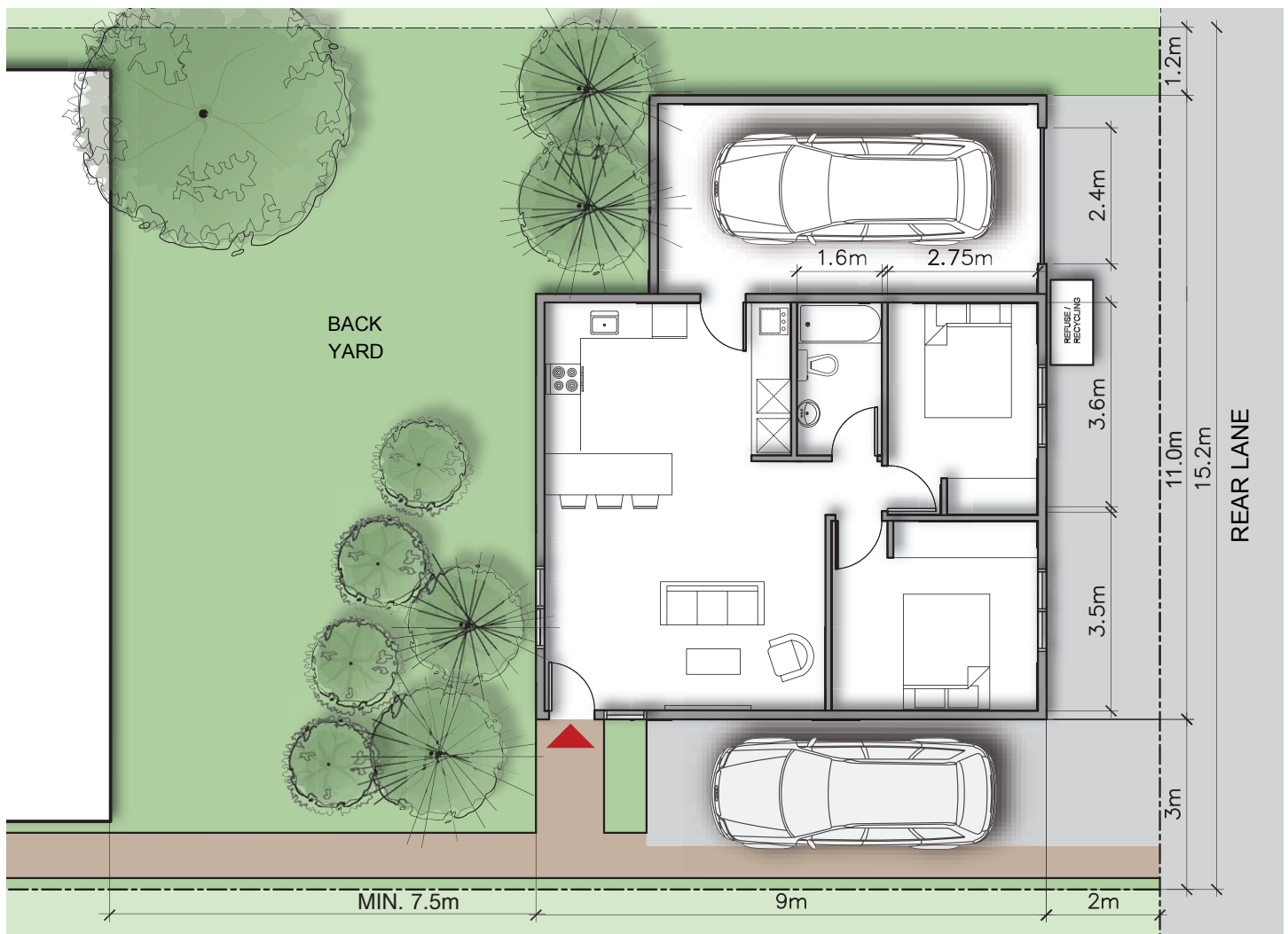
*Perspective illustrating contemporary garage suite design on a 50' (15.2m) wide lot.*



*Perspective illustrating traditional garage suite design on a 50' (15.2m) wide lot.*

**Category 2: 50' (15.2m) Wide Lot:** Garage Suite, 2 Bedroom, 1-Car Garage, 67.5m<sup>2</sup>

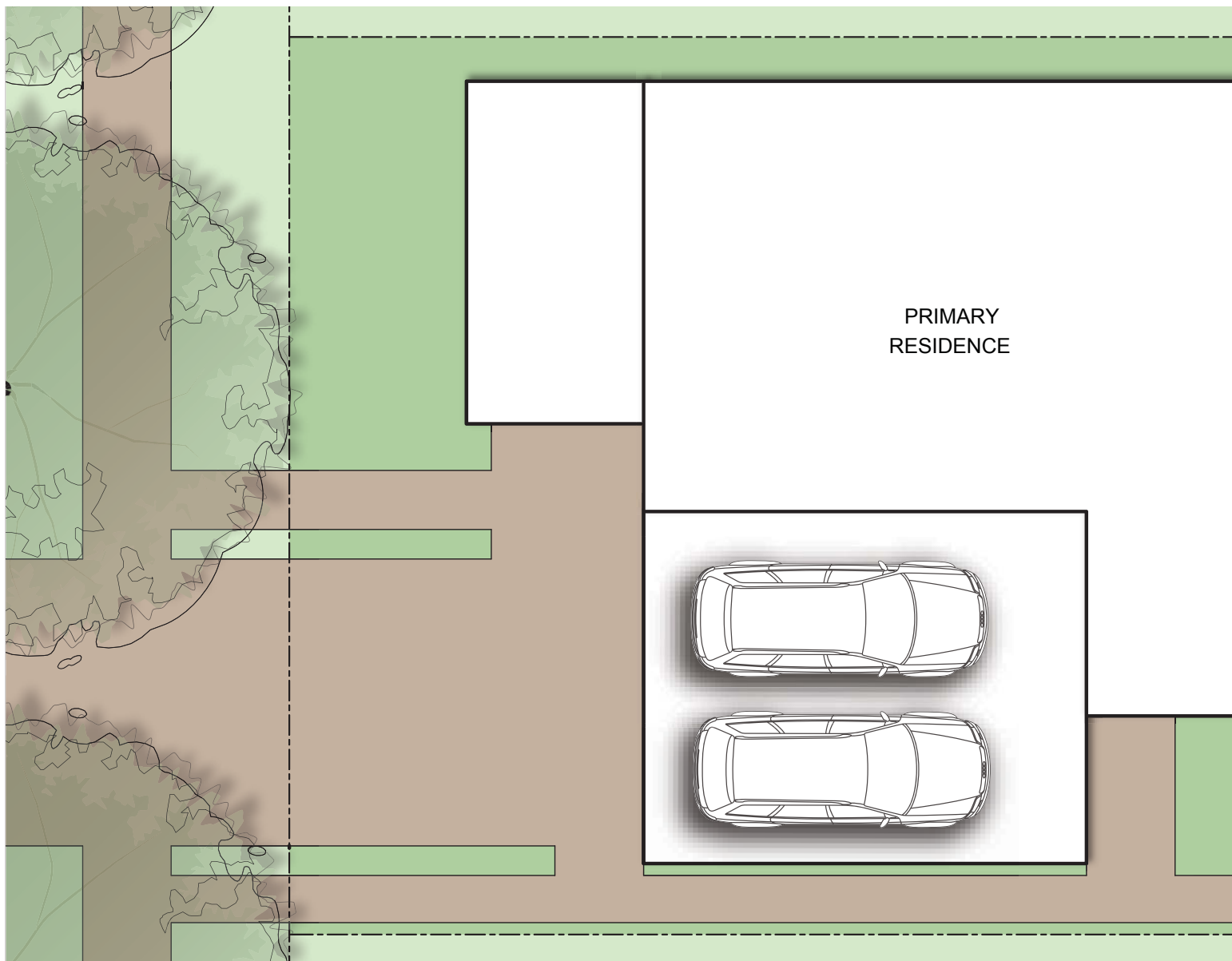
## First Storey



## Category 2: 50' (15.2m) Wide Lot (No Lane):

Garden Suite, 2 Bedroom, 81m<sup>2</sup>

First Storey

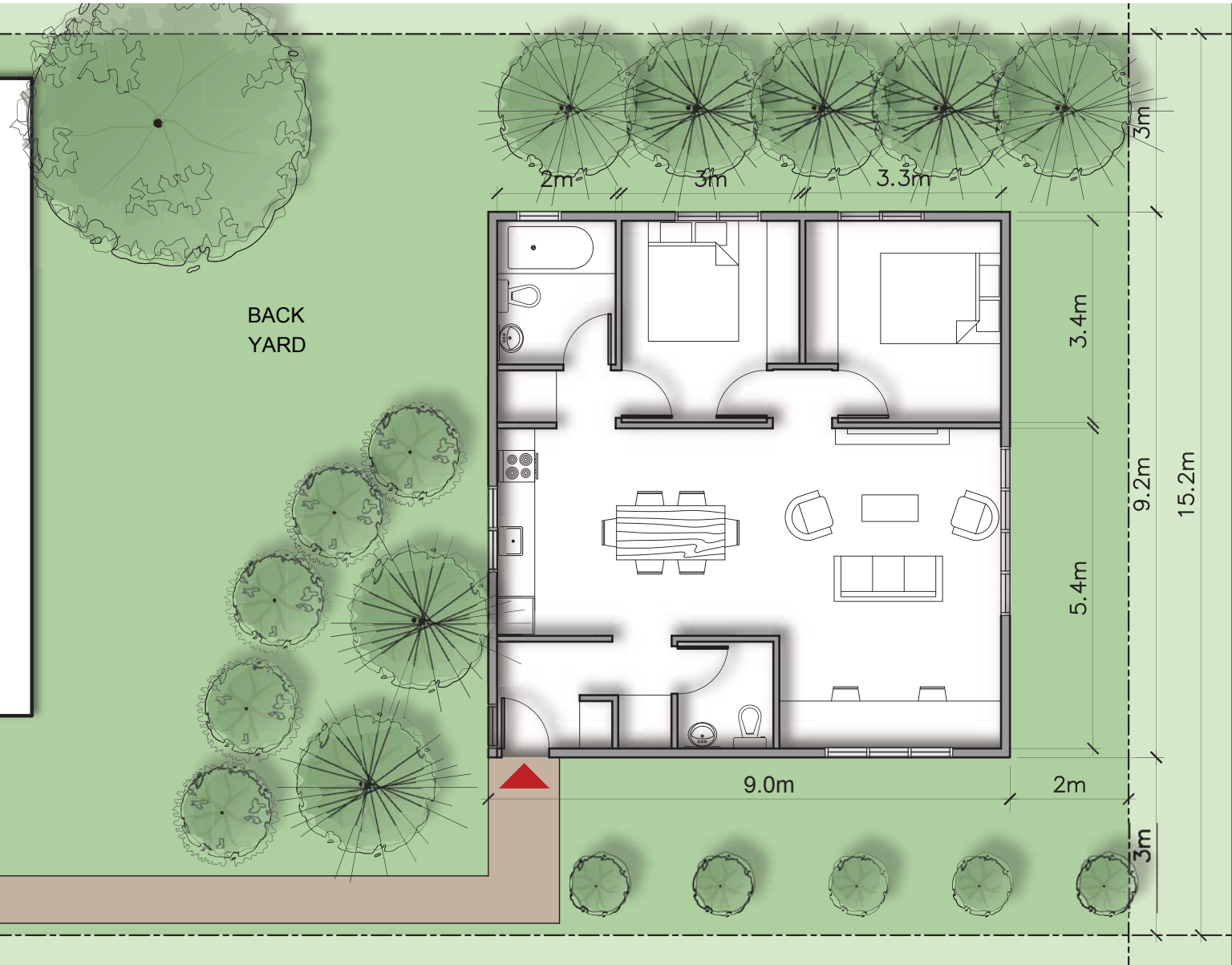




Perspective illustrating contemporary garden suite design on a 50' (15.2m) wide lot.

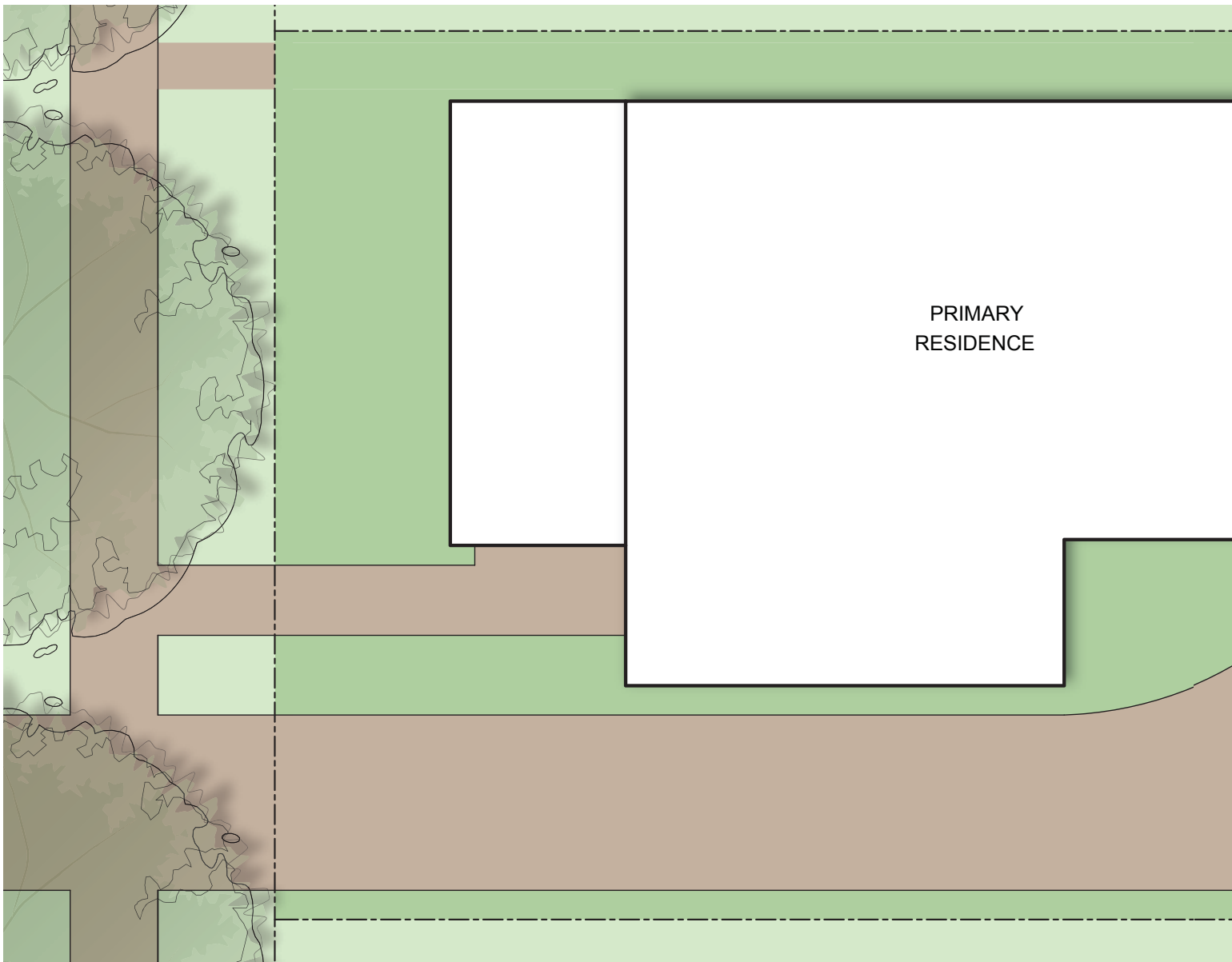


Perspective illustrating traditional garden suite design on a 50' (15.2m) wide lot.



## Category 2: 50' (15.2m) Wide Lot (No Lane): Garage Suite, 1 Bedroom, 2-Car Garage, 45.9m<sup>2</sup>

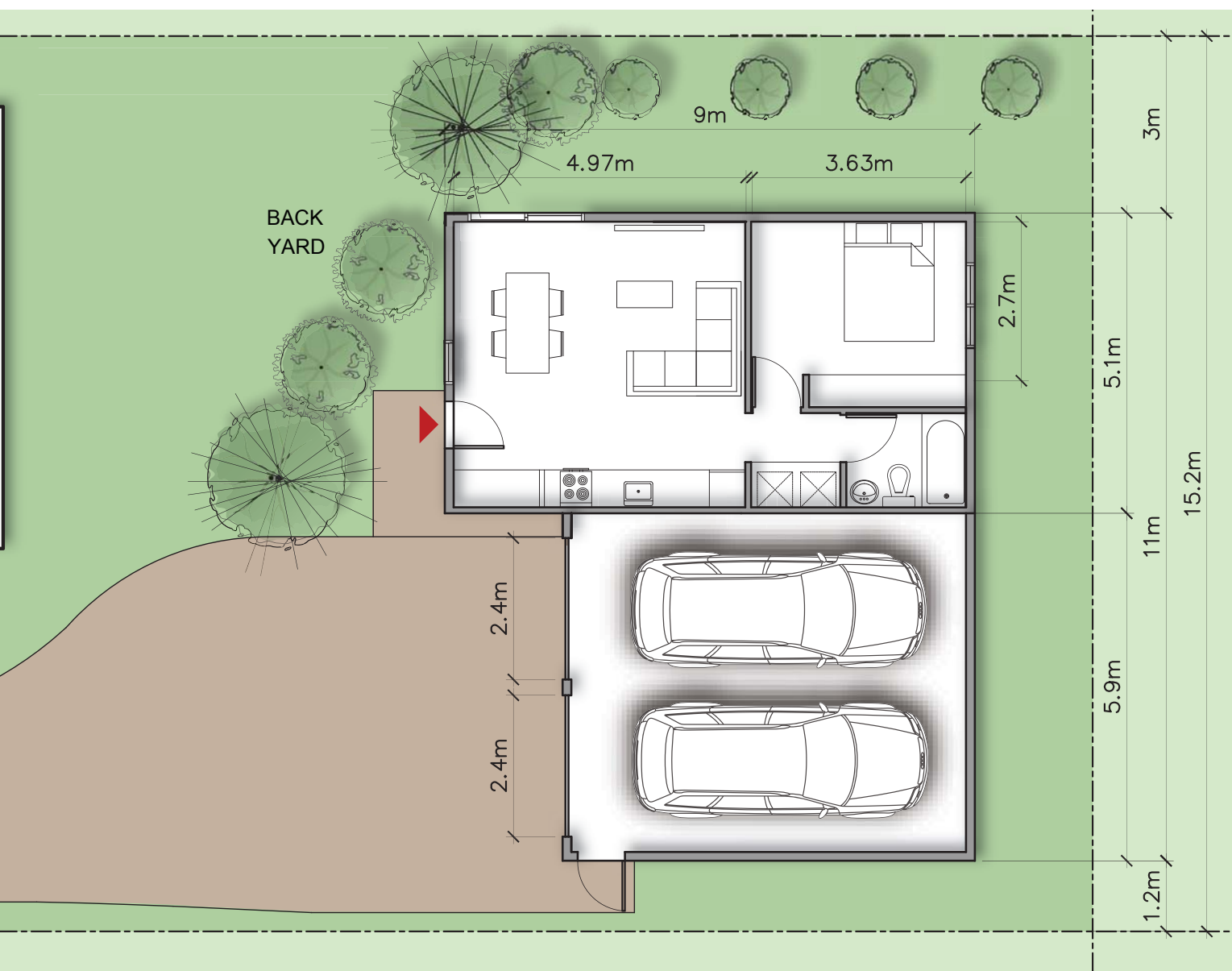
### First Storey







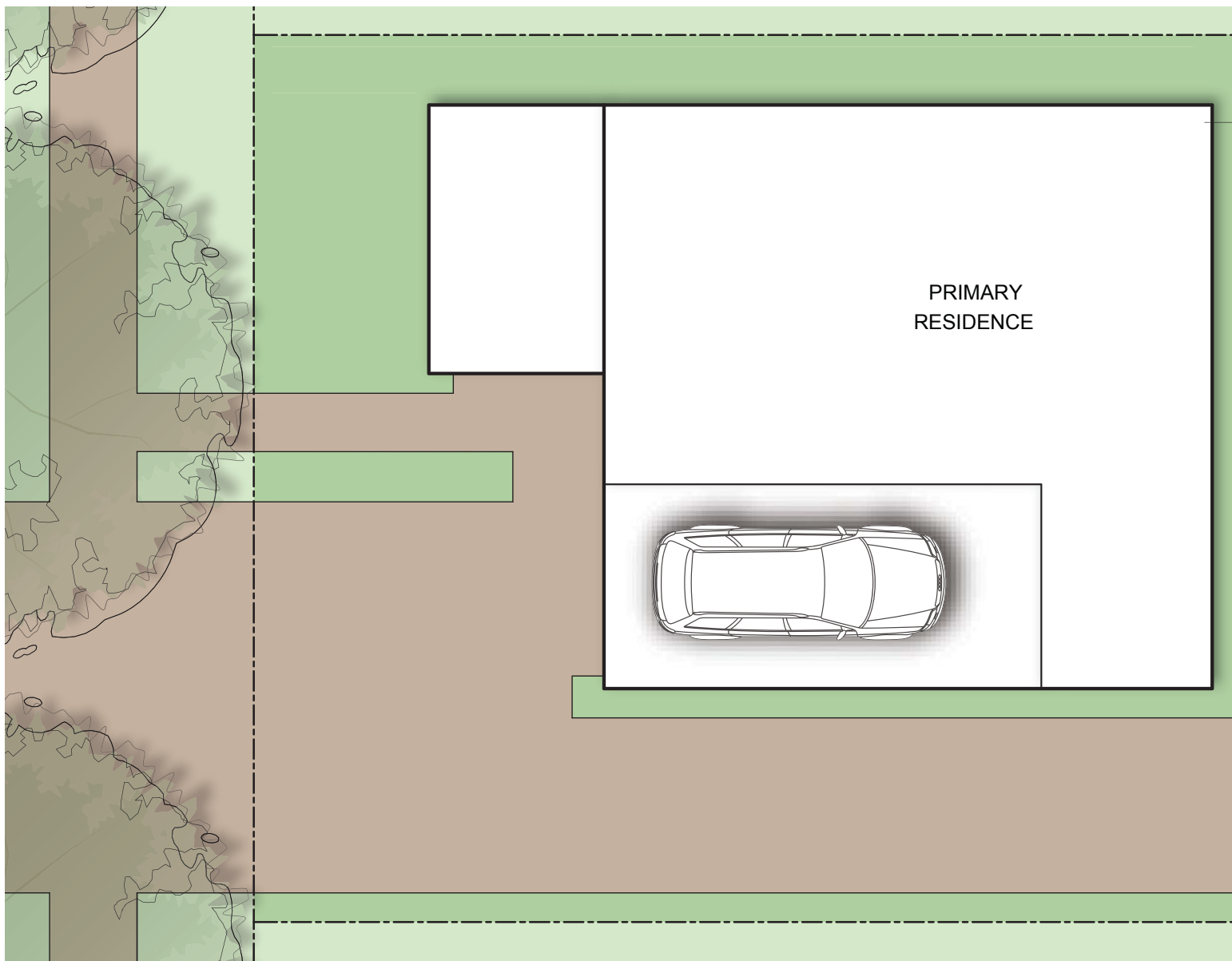
*Perspective illustrating traditional garage suite design on a 50'; (15.2m) wide lot.*



## Category 2: 50' (15.2m) Wide Lot (No Lane):

Garage Suite, 2 Bedroom, 1-Car Garage, 67.5m<sup>2</sup>

### First Storey

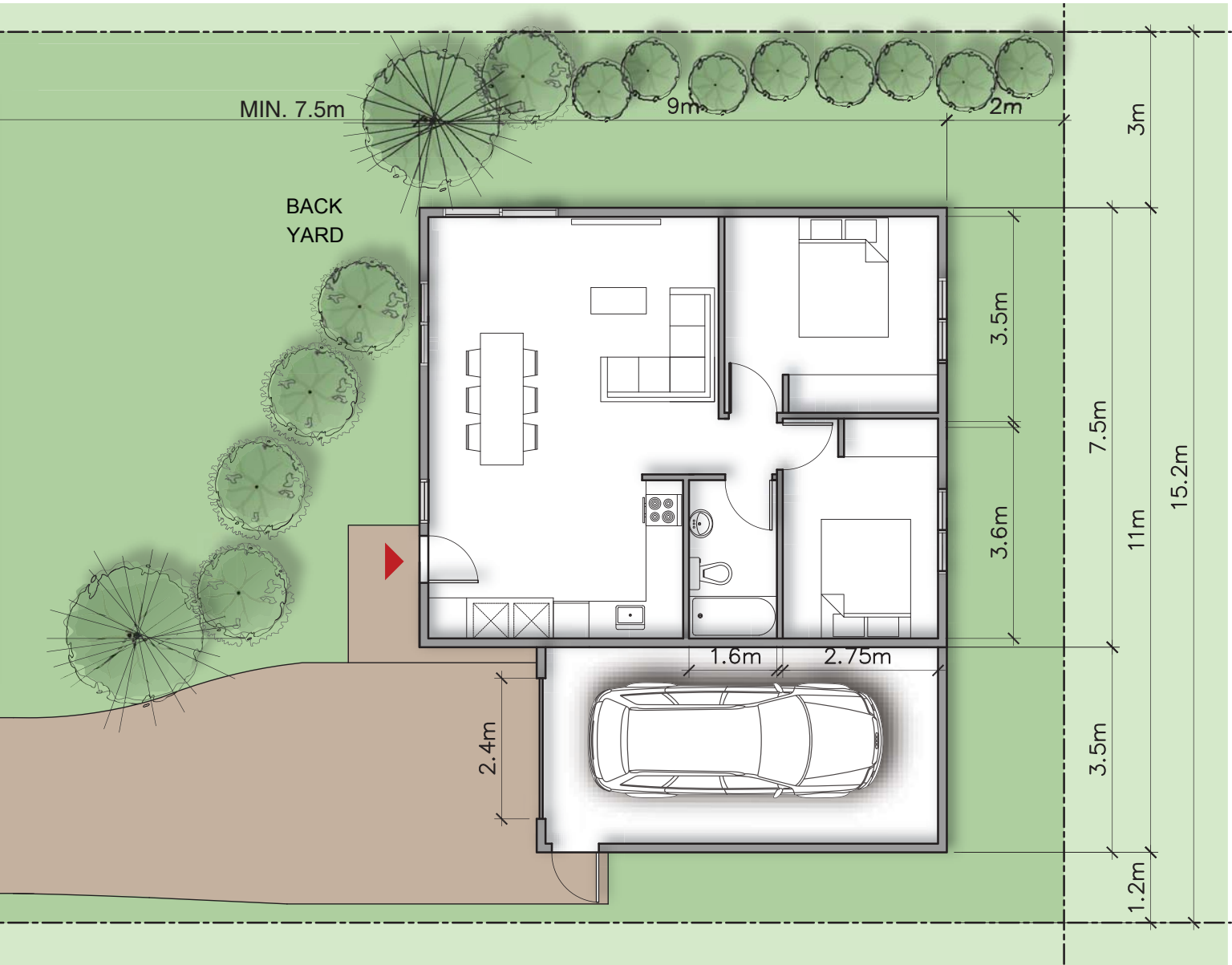




Perspective illustrating contemporary garage suite design on a 50' (15.2m) wide lot.



Perspective illustrating traditional garage suite design on a 50' (15.2m) wide lot.



## 5.0

# Implementation Strategy

## 5.1 Introduction

The Neighbourhood Level Infill Development Strategy can be implemented through policy and process amendments, integrated and collaborative design review processes, and City and local leadership that is committed to the vision for established neighbourhoods. It is recommended that garage and garden suite applications be reviewed on a discretionary basis.

To implement the recommendations of this document, an integrated design review process will be required to ensure that new development is in keeping with the quality and character necessary to achieve the vision. The review of development proposals for established neighbourhoods can be undertaken in a number of ways, including, but not limited to, the establishment of a design review panel, through a peer review of proposed development, and/or hiring additional urban design staff.

Through the next phase of the study, implementation, a hierarchy of priorities should be established to determine short, medium, and long-term objectives.

Outlined in the section that follows are tools and techniques that are available to the City for implementation. The success of the guidelines in positively shaping new development will directly relate to the implementation process.

## 5.2 Policy and Process

### 5.2.1 Planning and Development Act

The Planning and Development Act, 2007 establishes the planning and land use authority in Saskatchewan and gives power to Saskatoon to address local land use and development issues through the adoption of an Official Community Plan, Local Area Plans and a comprehensive Zoning By-Law.

The Saskatchewan Planning and Development Act does not provide municipalities with control over the architectural design details of private land developments. However, opportunities exist for municipalities to implement the guideline recommendations of this document through other means. Quantitative recommendations, pertaining to setbacks, angular planes, building heights, and building depths can be implemented through the Zoning By-Law, 2012, while qualitative recommendations, pertaining to material use, window and entry placement, dormer design, and roof pitch can be implemented through the use of design manuals, which can be provided to developers in the early stages of the design process to assist them in achieving voluntary compliance through the site plan review process.

In order to provide greater powers to municipalities across Saskatchewan, it is recommended that the City work with the Province in order to amend the Planning and Development Act to allow to improved guideline enforcement, to empower municipalities with greater control over architectural character and design, and to streamline the development approval system.



## 5.2.2 Official Community Plan and Local Area Plans

The Official Community Plan By-law No. 8769 has been established in accordance with the provisions of the Planning and Development Act, 2007, as amended. The plan provides the policy framework to define, direct, and evaluate development in the City of Saskatoon, ensuring that development takes place in an orderly and rational manner, balancing the environmental, social and economic needs of the community. The current Official Community Plan is intended to guide the growth and development of the City of Saskatoon to a population of approximately 500,000.

Section 5.2 of the Official Community Plan identifies clear objectives and a set of specific policies pertaining to Infill Housing Development. It is recommended that, through the scheduled review of the Official Community Plan, the City evaluate opportunities to incorporate additional design-oriented policies into the plan as a whole and within Section 5.2 specifically.

Through future updates to the Official Community Plan, opportunities exist to filter design-based policies down into specific Local Area Plans, which the City has developed for many established neighbourhoods.

## 5.2.3 Architectural Control Districts

The Planning and Development Act, 2007, incorporates policies which permit the City to control the architectural character of buildings within defined Architectural Controls Districts, which can be established through the use of policies in the Official Community Plan and relevant Local Area Plan(s) to establish Area-Specific Zoning By-Laws. This will allow the City to implement design-based policies for infill development at the neighbourhood level. Architectural Controls should balance the desire for a high quality of architectural design with local development realities.

## 5.2.4 Standard Specifications and Drawings / Streetscape Design Manual

It is recommended that the City explore opportunities to incorporate the guideline recommendations of this document that focus on elements of street design into its standard specifications and drawings. If feasible, the City should incorporate this information into an illustrated and easy to use streetscape design manual.

## 5.2.5 Zoning By-Law Amendments

The design guideline recommendations of this document propose several amendments to the Zoning By-Law, relative to Low Density Residential Zones, that should be considered. Amendments to the Zoning By-law will apply to new garden or garage suites; substantial renovation to existing structures (representing at least a 50% increase in gross floor area); and conversion of existing detached accessory buildings to garden or garage suites.

## 5.3 Design Submission, Review and Incentives

### 5.3.1 Lot Grading Plans

It is recommended that the City establish an additional permit submission for a Lot Grading Plan for all primary and secondary suite applications including garden and garage suites.

#### Lot Grading Plans

It is recommended that Lot Grading Plans are required for all infill developments and must be prepared by a Saskatchewan Land Surveyor, Professional Engineer or Architect and approved by a City of Saskatoon Drainage Inspector. Lot Grading Plans must be designed according to the City Drainage Plan or designed to meet existing grades and lot drainage types on adjacent lots, City roads, lanes or right of ways in areas that do not have a Drainage Plan. Lot Grading Plans must display the following information:

- Certification by a Saskatchewan Land Surveyor, Professional Engineer or Architect.
- Owner and developer contact information.
- Property information: legal description and municipal address.
- Compliance to the lot grading requirements.
- Geodetic design elevations and drainage arrows with grades in percentages to indicate the direction of flow.
- Existing geodetic spot elevations along adjacent property lines.
- Location of structure.
- Location and elevation of garage pad (attached or detached) and driveway elevation.
- Location and elevation of walkways and patios.
- Location of foundation drainage sump discharge and roof downspouts.
- Location and elevations of basement windows and entrances.
- Location and top elevation of window wells if required.
- Location and top elevation of retaining walls if required.
- Location and elevation of drainage swales or other engineered drainage structures.

#### Lot Grading Requirements

- Lot grading completion before building occupancy.
- Compliance to the approved lot grading plan.
- Minimum 200 millimeter wide drainage path along the rear and side property lines.
- Minimum 3 metre wide 5% slope or 150 millimeter drop away from the perimeter of a structure.
- Minimum 2% slope from the back of the sidewalk and rear property line elevations to the structure
- Minimum 100 millimeter clearance below all basement windows and doors or window wells required.
- Roof Downspouts and Sump Discharges are extended a minimum 2 metre away from the structure and not directed at neighbouring properties.
- Lot grading coordination with adjacent neighbours along property lines to ensure existing drainage problems are resolved and proper drainage is maintained during construction.

## Retaining Walls

If it is not possible to meet the existing grades and lot drainage types of neighbouring properties then retaining walls are required and must be shown on the Lot Grading Plan including top of retaining wall elevations.

- Retaining walls may be constructed of wood, steel, concrete, masonry, stone or plastic.
- Retaining walls must have drainage swales to prevent drainage over the wall onto existing properties and graded to drain to the front or rear property line.
- Retaining walls must be 50 millimeter higher than the adjacent grade.
- Retaining walls must be designed by a structural engineer if they are higher than 0.6 metres.

## Approval Process

1. The owner has the lot surveyed by a Saskatchewan Land Surveyor, Professional Engineer or Architect who prepares a Lot Grading Plan.
2. The Lot Grading Plan is submitted prior to development to the City of Saskatoon Building Standards Department for approval by a City Drainage Inspector.
3. Owner is notified of required revisions and Lot Grading Plan approval.
4. Complete lot grading in accordance to the approved Lot Grading Plan.
5. Owner has the lot resurveyed by a Saskatchewan Land Surveyor, Professional Engineer or Architect who prepares a Lot Grading As-Built Plan.
6. The Lot Grading As-Built Plan is submitted to the City of Saskatoon Building Standards Department for approval by a City Drainage Inspector.
7. A City Drainage Inspector reviews the Lot Grading As-Built Plan and conducts a site inspection to verify that the lot is graded in accordance to the approved Lot grading Plan.
8. If deficiencies exist the owner is notified and must correct the deficiencies and notify the Drainage Inspector. The Inspector may request a resurvey and re-submission of the Lot Grading As-Built Plan to verify that the deficiencies were corrected.
9. Owner is notified of lot grading approval.

### 5.3.2 Building Information Package

A Building Information Package should be developed as a reference manual to assist in the negotiation of voluntary compliance, on the part of individual land owners and developers. The information package should include:

- A summary of the design guidelines including a design checklist;
- An overview of the vision and long-term goals for infill development;
- An overview of the City's role in implementing the guidelines including a clear overview of the design review process; and
- An overview of the tools available to land owners including design assistance, etc.

### 5.3.3 Design Checklist

A design checklist should be prepared to allow for the review of development and design proposals and applications in reference to the recommendations of this document. The purpose of the checklist is to facilitate the quick evaluation of designs to determine if a project conforms to the recommendations of the guidelines. It is recommended that designers evaluate their projects in advance of a submission to the City and identify any non-compliance on the checklist to be submitted with the application. This will assist City staff with their evaluation and add transparency to the review process. A digital copy of the checklist should be made available on the City's website.

### 5.3.4 Incentives and Programs

In order to encourage voluntary compliance with the guideline recommendations of this document, the City is encouraged to consider introducing incentives in exchange for conformance. Such incentives may include:

- Streamlined Approvals Process;
- Heritage Grants;
- Architectural Assistance Grants;
- Design and Architectural Services; and
- Design Awards Programs.



## 5.4 Demonstration and Education

### 5.4.1 Demonstration Sites and Pilot Projects

Despite its many benefits, residential infill development within established neighbourhoods represents a significant change from the status quo. It is imperative that infill development be introduced gradually through a carefully phased process, with initial focus on the development of corner sites and sites adjacent to lanes within established neighbourhoods, for the purpose of developing up to 4 unit dwellings on corner sites, and garden and garage suites. These sites will have the least impact on adjacent dwellings. Land owners and developers should be encouraged to submit potential pilot projects for garden or garage suites, as well as new primary dwellings, that could be selected to represent the different conditions that exist within these neighbourhoods.

As pilot projects, the design of these sites should be public and transparent, allowing community members to see how the design guidelines are being applied, and to comment at key points in the process. Rather than relocating these projects off-site upon completion, they can act as “in-situ” examples of how the guidelines should be applied going forward.

### 5.4.2 Information Sessions and Design Awards Program

On-going communication with the Real Estate Board, Chamber of Commerce, architects, designers, developers, home builders, land owners and residents regarding the guidelines should be undertaken. An annual update and discussion forum encourages public participation and education on the design of the City and is an opportunity to highlight examples of well executed developments that meet the vision for Neighbourhood Level Infill Development.

At these same meetings, key successful projects should be highlighted and, if significant projects have occurred, design success and excellence could be rewarded through a design awards program. If required, design awards can be hosted every three years to ensure adequate submission content. It would be recommended that these occur under the supervision of City Staff.

# Appendix A

# Policy Context

## Planning and Development Act (2007) *Statement of Provincial Interest (2007)*

The Planning and Development Act, 2007 establishes the planning and land use authority in Saskatchewan and gives power to Saskatoon to address local land use and development issues through the adoption of an official community plan and zoning bylaw. The purposes of the Act are the following:

- Establishes the planning and development system in the province;
- Identifies provincial interests that guide provincial and municipal planning decisions in the development of communities;
- Supports the development of environmentally, economically, socially and culturally sustainable communities;
- Enables co-operation between municipalities, planning districts and other jurisdictions and agencies in the delivery of planning services and infrastructure development with communities;
- Provides for public participation in the planning process;
- Provides equitable dispute resolution and appeal processes.

Municipalities are authorized under The Planning and Development Act, 2007 to set policies governing the development of their communities by preparing and adopting:

- official community plans and district plans containing policies to guide land use and community development;
- zoning bylaws establishing permitted, prohibited or discretionary land uses, development standards and permit requirements; and
- subdivision bylaws.

These planning documents express community priorities and goals and allow developers, business owners and homeowners to make informed decisions about purchasing and developing property in the community. The Statements of Provincial Interest Regulations provide guidance to municipalities on a complex series of land use and development issues for municipalities, enabling them to facilitate the development of vibrant, safe, self-reliant and sustainable municipalities.

Provincial oversight to ensure consistency with the Statements of Provincial Interest occurs through the approval of new official community plans, district plans, zoning bylaws and subdivision bylaws. Subdivision approving authorities, including the province, are responsible for ensuring consistency with the Statements of Provincial Interest during the subdivision approval process.

The Statements of Provincial Interest do not provide specific direction on growth management issues pertaining to infill

development in the City of Saskatoon. These broader issues are addressed through the Official Community Plan, Zoning By-Law, Strategic Plan, Integrated Growth Plan, and relevant Local Area Plans.

### Key Planning Interests

The fourteen key areas of common planning interest to the province and municipalities are:

- Agriculture and Value Added Agribusiness
- Biodiversity and Natural Systems
- First Nations and Métis Engagement
- Heritage and Culture
- Inter-municipal Cooperation
- Mineral Resource Exploration and Development
- Public Safety
- Public Works
- Recreation and Tourism
- Residential Development
- Sand and Gravel
- Shore Land and Water Bodies
- Source Water Protection
- Transportation

## Official Community Plan By-Law No. 8769 (2011)

The Official Community Plan By-law No. 8769 for the City of Saskatoon has been established in accordance with the provision of the Planning and Development Act, 2007, as amended. The Plan provides the policy framework to define, direct, and evaluate development in the City of Saskatoon, ensuring that development takes place in an orderly and rational manner, balancing the environmental, social and economic needs of the community. The current Official Community Plan is intended to guide the growth and development of the City of Saskatoon to a population of approximately 320,000.

Section 5.2 of the Official Community Plan identifies clear objectives and a set of specific policies pertaining to Infill Housing Development.

## Zoning By-Law No. 8770 (2012)

The purpose of the Zoning By-Law No. 8770 is to regulate development in the City of Saskatoon to provide for the amenity of the area and for the health, safety, and general welfare of the inhabitants of the municipality, in accordance with the provisions of the Official Community Plan.

Development shall be permitted within the limits of the City of Saskatoon only when in conformity with the provisions of the Zoning By-Law, the City of Saskatoon Official Community Plan and the Planning and Development Act, 2007.

Section 8 of the Zoning By-Law identifies a set of specific policies pertaining to R2 and R2A Zones, which are otherwise referred to as Low Density Residential Districts.

## The Strategic Plan (2012-2022)

The City of Saskatoon Strategic Plan outlines the vision and strategic goals to guide the municipality to the 2022 Planning Horizon.

### Vision

The vision states that in 2030, Saskatoon will be a world class city with a proud history of self-reliance, innovation, stewardship and cultural diversity. Saskatoon will be known globally as a sustainable city loved for its community spirit, robust economy, cultural experiences, environmental health, safety and physical beauty. All citizens will enjoy a range of opportunities for living, working, learning and playing. Saskatoon will continue to grow and prosper, working with its partners and neighbours for the benefit of all.

### Strategic Goals

The Strategic Goals are based on key values that the community and City Council identified in order to realize the vision for the City and to accomplish its mission over the next ten years. The community visioning process, Saskatoon Speaks, engaged people from across the city in conversations about the future. To structure the conversations and ensure

critical aspects of the city were fully addressed, eight inter-related themes were identified. City Council has consolidated some of the Saskatoon Speaks themes and identified two additional strategic goals to create a final set of 7 Strategic Goals to guide the city's future. The purpose of the Strategic Goals is to emphasize the areas that the community and City Council have identified to realize the vision and accomplish the mission over the next ten years. The Strategic Goals include:

- A Culture of Continuous Improvement;
- Asset and Financial Sustainability;
- Quality of Life;
- Environmental Leadership;
- Sustainable Growth;
- Moving Around; and
- Economic Diversity and Prosperity.

The strategic goal for sustainable growth identifies strategies, priorities and success indicators for achieving infill development.



## The Integrated Growth Plan (2012) Growing Forward Shaping Saskatoon

The Integrated Growth Plan is a road map for how the City will achieve the goals of Sustainable Growth and Moving Around, outlined in the Strategic Plan. The Integrated Growth Plan is a new way of growing and it involves a re-orientation of community planning and building processes. It will mean a change in focus from planning new Greenfield neighbourhoods to balancing outward growth with strong infill development in locations and forms that make sense. Transit will have a stronger role in designing communities so that higher-frequency mass transit can become a reality.

During this transition period, the City will be encouraging all developers to look for ways to align their developments with these new directions. The document contains a list of recommended resources that may be consulted for additional information. As the studies progress, the City will provide updated information and guidelines. Realization of the vision will require updates to the Official Community Plan, Zoning By-Law, and Infrastructure Services Design and Development Standards Manual.

### Strategic Goals

The Integrated Growth Plan includes 9 strategies, which will help redefine Saskatoon's new neighbourhood development and support the continued success of established neighbourhoods. These strategies are as follows:

- Updating the Basic Building Blocks of New Development (Integrated Communities);
- Establish Infill Corridors;
- Continue to Support Strategic Infill Areas;
- Amend Policies and Develop Incentives to Support Strategic Infill;
- Develop a City-Wide Land Use Plan for Employment Areas;
- Establish a Rapid Mass Transit Corridor;
- Reinvent the Bus Transit System Based on the RMT Corridor;
- New Roads and Bridges; and
- Develop and Implement Funding Strategies.

Three of these strategies (i.e. Establish Infill Corridors, Continue to Support Strategic Infill Areas, and Amend Policies and Develop Incentives to Support Strategic Infill) contain specific direction in achieving infill development. The document also contains a section on Infill Development, beginning on page 22, which outlines specific strategic goals in achieving appropriate infill development. The Neighbourhood Level Infill Development Strategy addresses one component of the comprehensive strategy for infill development.

## Local Area Plans

The Local Area Plans share a format that includes a neighbourhood demographic and infrastructure inventory, a public participation process to develop goals, priorities, and an action plan. Each Local Area Plan is prepared and scheduled with regards to a number of issues, including but not limited to, their current level of pressure for development and need for remediation.

Local Area Plans are developed through a community-oriented planning approach which gives stakeholders an active role in determining the future of their area or neighbourhood. Through assessment of current conditions, strengths and weaknesses, and identification of trends, the local area planning process develops goals and actions aimed at the long-term success of a local community with due regard to city-wide goals and issues. The planning process permits residents, business owners, land owners, and other stakeholders to identify and prioritize issues affecting their community. By working together with the City of Saskatoon, through the Community Services Department, these groups can then discuss alternatives, solutions and projects to help meet the goals they have identified.

Local Area Plans include strategies designed to improve or maintain specific areas and provide a guide for future development of the local area. Strategies may vary from area to area, but will generally focus on the issues of land use, housing, safety, transportation, urban design, and open space. The scope of the plans could vary from addressing a few specific issues, to an approach which encompasses a wide range of issues.

Local Area Plans have been prepared for the following neighbourhoods:

- Airport Industrial;
- City Park;
- Nutana;
- Riversdale;
- Warehouse District;
- Westmount;
- Caswell Hill;
- King George;
- Pleasant Hill;
- Sutherland; and
- West Industrial.

## By-Law 4785 – Private Crossings and The Private Crossings Guidelines

This By-Law regulates the installation of private crossings over right-of-ways in Saskatoon. It outlines the information that the City requires of an applicant to install a private crossing including a plan of the proposed crossing showing all trees, light standards, hydrants, catch basins and other civic property or works which might be affected by its installation. The By-Law also regulates the number and size of permissible private crossings that property owners of different land may install.

These City of Saskatoon Private Crossings Guidelines are to be applied in conjunction with By-Law 4785. The guidelines provide more detailed information to land owners regarding the process of applying for and the policies for installation of private crossings in the City of Saskatoon.

## Vacant Lot and Adaptive Re-Use Strategy

The City of Saskatoon developed the Vacant Lot and Adaptive Re-use incentive program to encourage infill development and intensification within established neighbourhoods and the Downtown. Adaptive re-use and infill developments on vacant lots are incentivized in the city through assistance in the form of a tax abatement or a cash grant.

The level of incentive is based on the incorporation of established development features such as the restoration of heritage features, its contribution to the improvement of the public realm, and how many units are created. Multi-unit housing earns more points under the program than a one or two unit development.

# Appendix B

# Public Consultation

## Public Meeting #1

The first public meeting was held on Tuesday, December 4th, 2012 at TCU Place – Salon C, at 35-22nd Street East, from 7:00-9:30pm. The meeting included a presentation, workshop exercises, and small group discussions. Feedback was received from those who attended this meeting and from online survey responses.

Participants viewed examples of infill housing and were asked to comment on their appropriateness for Saskatoon. Infill that was perceived to be too narrow, tall or dense was not seen to be appropriate. Respondents were also asked to indicate the top three priorities that they feel need to be addressed by the study. Participants generally agreed with the notion of providing laneway housing (i.e. garden or garage suites), subject to appropriate built form. Infill housing height, massing and setbacks must fit within the context and character of the existing neighbourhood and should not have negative shadowing, privacy or quality of life impacts on adjacent homes. Locating additional parking in the rear of homes in the laneways was preferred over increased on-street parking or front driveways. Avoiding stormwater run-off issues associated with increased development and resident access to services and amenities were also high priorities.

Participants were also asked to review the draft vision for the Neighbourhood Level Infill Development Strategy and provide input and comments. The majority of people agreed with the draft vision and guiding principles, and most comments referred to specific elements of infill development that will be addressed in the guidelines.

## Public Meeting #2

The second public meeting was held on Thursday, February 14th, 2013 at Delta Bessborough - Battleford Ballroom, 601 Spadina Crescent East, from 7:00 -9:30pm. The meeting included a presentation, question and answer period, and an opportunity to view, and comment on, a series of display boards, which identified key guideline recommendations for primary dwellings as well as garden and garage suites. The

boards were categorized into site design guidelines, building design guidelines, and street and lane design guidelines, with a series of plans, sections, elevations, perspective images, and precedent photographs to illustrate key guideline recommendations.

Participants were provided with comment sheets, allowing them an opportunity to provide additional input on the draft guidelines.



## Community Advisory Committee Meetings

A Community Advisory Committee, comprised of selected and interested community participants, was established at the onset of the study. Meetings between the Project Team and the Community Advisory Committee were held at key milestones throughout the study process, and provided opportunities for committee members to provide input pertaining to project deliverables in advance of public meetings, deliverable submissions, and presentations to City Council.

## Project Website and Online Feedback

A project website was developed at the onset of the study to provide general information pertaining to the Neighbourhood Level Infill Development Strategy, links to viewable and downloadable project deliverables, links to surveys and questionnaires, and notices regarding upcoming public and stakeholder consultation meetings. The website was updated at key milestones throughout the study process.

Please refer to Appendix C for a full summary of the public and stakeholder consultation process.



*The public consultation strategy included a combination of open house and workshop formats with display boards, presentations, question and answer periods, and individual and group-based exercises.*



*At the first public meeting, participants were invited to organize into small groups, around tables, where they worked together to undertake a visioning exercise.*

## Appendix C

# Summary of Public Consultation

# Table of Contents

1.0 Introduction	1
2.0 Meeting Agenda	2
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# 1.0 Introduction

The City of Saskatoon is working to ensure balanced and sustainable growth, and infill development strategies have been identified that will help achieve this goal. A neighbourhood level infill development strategy is now underway to assess opportunities for infill of individual residential lots in established neighbourhoods (those neighbourhoods located inside of Circle Drive, as well as Sutherland and Montgomery). This will include consideration for garage and garden suites.

The Neighbourhood Level Infill Development Strategy will recommend relevant design qualities, guidelines and regulations to ensure new infill development fits the character of the existing neighbourhood. Consideration will be given to:

- Development standards such as height, setbacks and site coverage;
- Parking provisions;
- Architectural guidelines;
- Site servicing; and
- Design guidelines specific to garage and garden suites.

The first public meeting was held on Tuesday, December 4th, 2012 at TCU Place – Salon C, at 35-22nd Street East, from 7:00-9:30pm. The meeting included a presentation, workshop exercises, and small group discussions. Participants who were not able to stay for the entirety of the meeting were invited to drop in anytime during the event to view the display panels and to submit comments to the project team.

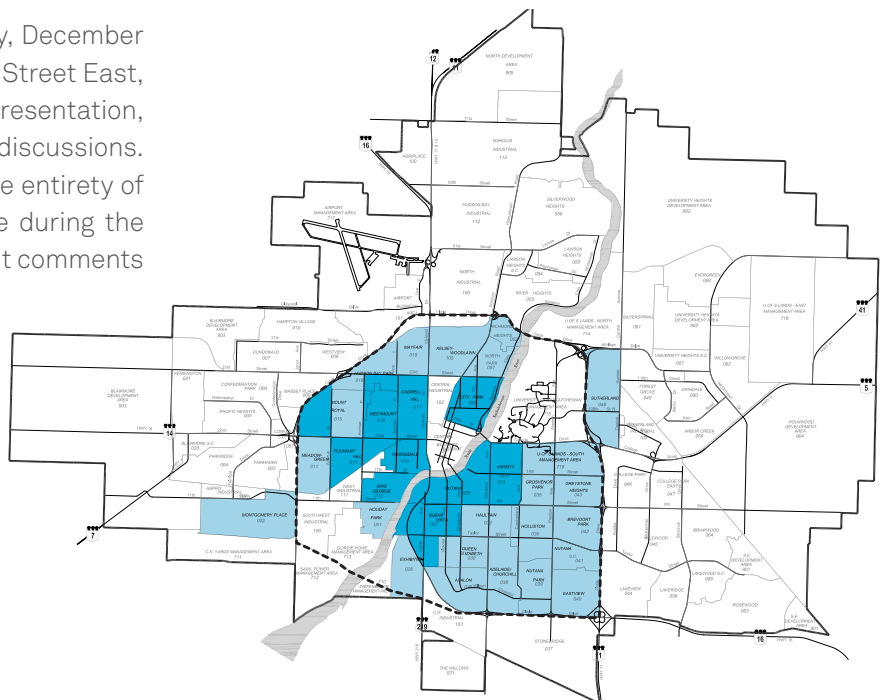
# 2.0 Meeting Agenda

- 7:00 – 7:15pm** Doors Open, Sign-In, and Display Board Viewing
- 7:15 – 7:45pm** Introductions by City Staff and Consultant Presentation
- 7:45 – 8:00pm** Question and Answer Period
- 8:00 – 8:10pm** Individual Top Priorities Exercise
- 8:10 – 8:45pm** Group-Based Workshop Exercises
- 8:45 – 9:20pm** Summary of Top Priorities Exercise Results and Reporting Back
- 9:20 – 9:30pm** Next Steps and Concluding Remarks



Pre-War Neighbourhood

Post-War Neighbourhood





## 3.0 Meeting Materials

Please refer to the project website for links to the presentation boards, slideshow presentation, and workshop exercises that were made available to meeting participants. A direct link to this information is provided here:

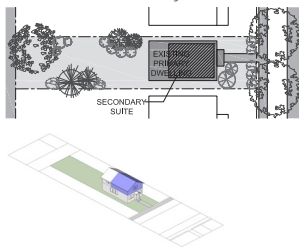
<http://www.saskatoon.ca/DEPARTMENTS/Community%20Services/PlanningDevelopment/NeighbourhoodPlanning/Pages/InfillDevelopmentStrategy.aspx>

or can be accessed at the City of Saskatoon website ([www.saskatoon.ca](http://www.saskatoon.ca)) and click on “I” for Infill Development Strategy).

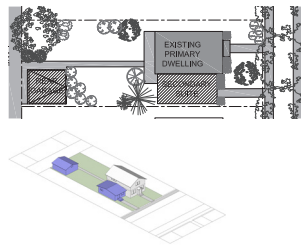
### Types of Infill Development (Samples)

#### Existing Detached Dwelling

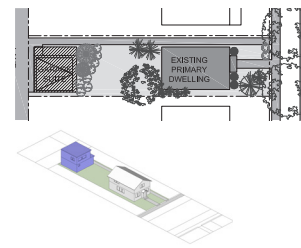
##### Internal Secondary Suite



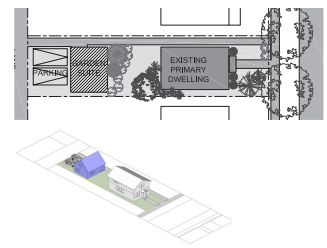
##### Integral Secondary Suite



##### Separate Garage Suite

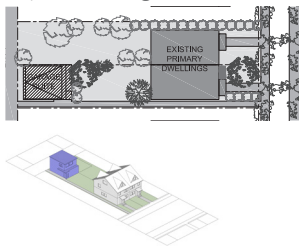


##### Separate Garden Suite

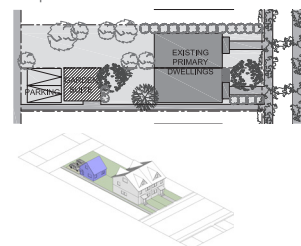


#### Existing Semi-Detached Dwelling

##### Separate Garage Suite

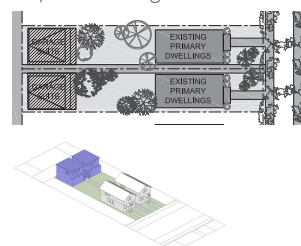


##### Separate Garden Suite

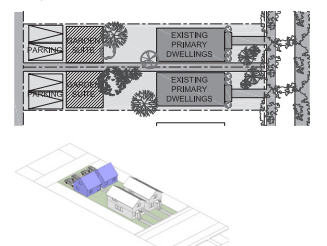


#### Existing Strata Dwelling (Reconfigured as Detached Dwelling)

##### Separate Garage Suites

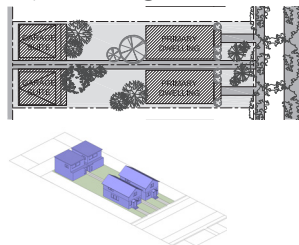


##### Separate Garden Suites

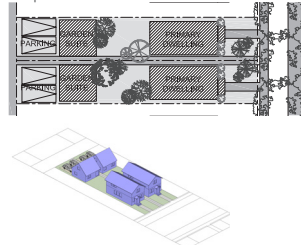


#### Sub-divided Lot (New Detached Dwelling)

##### Separate Garage Suite

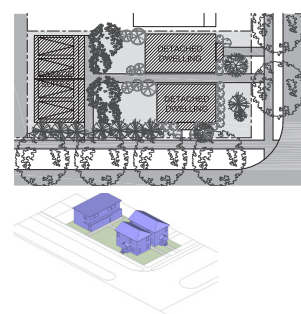


##### Separate Garden Suite

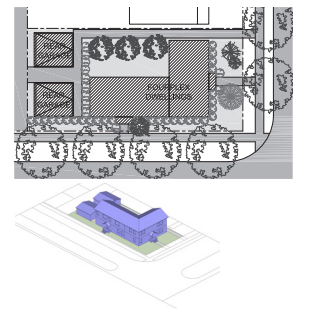


#### Corner Lot

##### Two Detached Units with Garage Suites



##### Four Dwellings with Separate Garages



## 4.0 Individual Top Priorities Exercise

Following the consultant presentation, participants were asked to indicate, individually, the top three priorities that they feel need to be addressed by the study. These priorities were summarized and reported back at the end of the public meeting. However, a more comprehensive list has been tabulated for the purpose of this report. The following section outlines the key priorities described, with the most commonly mentioned points provided at the top of each section, and the number of responses indicated in brackets (x\_\_).



### Site Design and Building Orientation

Front driveways should be avoided. (x11)

Ensure that existing homeowners are not negatively affected by overlook and shadowing from the placement and orientation of new developments. (x10)

There is general concern of infill developments adding to the storm water run off. (x8)

There is general concern for infrastructure capacity (such as water and sewage) with infill development. (x6)

Snow removal will become an issue with increased on-street parking and front driveways. (x6)

Developers should not be required to provide more than 2 off-street parking spaces with an infill development. (x6)

Specific regulations on the subdivision of land are needed. (x5)

Neighbourhoods with larger lots may be more suitable for infill development than those with narrow lots.

Neighbourhoods with the most character and heritage should be preserved. (x4)

There needs to be consideration given to where the garbage and recycling bins will go for the new developments. (x4)

New parking spots, garden and garage suites should all be oriented toward the rear lanes. (x3)

There should be separate sewer lines for infill suites. (x3)

Increased tax base from garden and garage suite infill should be used to improve local rear lanes and other neighbourhood amenities. (x2)

On-street parking should be kept at a minimum. (x2)

### Building Design

- Ensure policies regarding massing are put in place to ensure that new development remains consistent with the existing massing in the areas. (x12)
- Ensure policies are put in place to regulate the height and size of new developments. (x10)
- Ensure that new developments are visually pleasing. (x8)
- Style controls should not be overly restrictive, there should be diversity and flexibility allowed in the architectural style of new developments. However, there is some concern about losing the character of neighbourhoods if the guidelines are too lenient. (x8)
- New buildings should respect the scale and fabric of the street. (x6)
- There should be guidelines for all types of infill including duplexes, multi-unit homes as well as for two single family homes on the same lot. (x6)
- Building setbacks, heights, massing and side yard setbacks should consider light and shadowing impacts. (x4)
- New infill developments should be of good quality and construction. (x4)
- Ensure that the layouts and design of garden and garage suites are suitable for the long term, not just the specific person that will be living in it today. (x2)
- There is concern that infill will be built by developers who do not have a long term interest in the neighbourhoods. (x2)

## Streetscape and Landscape Design

- Consideration should be given to avoiding infill development in some neighbourhoods if it is not appropriate. (x10)
- There are some neighbourhoods with narrow streets and no sidewalks which may be more affected by infill development than other neighbourhoods. (x10)
- Ensure that trees are protected and policies are put in place to regulate tree removal during infill development. (x8)
- There is concern about the increased traffic that will come with infill development. (x6)
- There should be improved transit to reduce the need for increased on-street parking. (x6)
- Ensure there is safety and “eyes on the street” by having garage suite access and lighting on the alleys. (x5)
- Consideration should be given to the fact that some of the alleys are not paved and often dug up to maintain utilities. Increased traffic on these unpaved alleys may cause adverse effects. The laneways need to be upgraded and maintained. (x5)
- Ensure the heritage and character of areas is preserved. (x3)
- There should be new/updated sidewalks on streets where infill is happening. (x2)

## General Comments

- There is a suggestion that current infill development in the City be halted until these guidelines are developed and implemented. (x8)
- Some or most of the garden and garage suites should be owner occupied and there should be a limitation on rental properties in each neighbourhood. (x6)
- Consideration should be given to infill development of affordable housing, mixed income and housing for all ages and life stages. (x6)

- Ensure that infill development does not compromise residents’ current quality of lifestyle regarding privacy and access. (x6)
- Neighbourhoods with infill development should have all amenities within walking distance and bike lanes to alleviate the need for extra vehicle traffic/parking. (x6)
- Ensure that the number of infill proposals per block are regulated as too many at once will negatively affect neighbourhoods. (x6)
- The city should move forward with pilot sites to show examples of how this type of housing can be successfully integrated in neighbourhoods. (x4)
- The guidelines should be reasonable, well thought out, clear and easily implementable. The guidelines should not be overly restrictive, but should be mandatory. (x4)
- Neighbours should be consulted on infill proposals in their area. (x3)
- Consideration should be given to new and increased green space, community parks and gathering spaces along with skateboard/bike and other recreational activity space in neighbourhoods where infill is occurring. (x3)
- There was a suggestion that vacant lots in neighbourhoods be filled before other homes are replaced with infill. (x3)
- Consideration should be given to planning for extra space for additional amenities such as grocery stores and parks that may be needed as a result of population increases in neighbourhoods. (x3)
- There should be designated representatives with the City who is a contact for those who have questions/concerns/ complaints about infill in their neighbourhood or the city. (x3)
- There is some concern about an increase in noise resulting from infill development, both during construction and after with increased population in the neighbourhoods. (x2)
- There is concern about fair municipal taxation for new infill development. (x2)

## 5.0 Group-Based Workshop Exercises

The group-based exercises were designed to allow small group discussion and input into the proposed vision and principles for the Infill Development Strategy. As a group, each table was asked to select a note taker to complete the workbook with input from the larger group, and a presenter to report back the group's findings at the end of the exercise. In addition, each group was asked to review photos of infill developments and comment on the suitability of these forms of infill in Saskatoon neighbourhoods. Thirteen groups, each with between six and eight participants, completed the workbook exercises and presented back their findings. The following paragraphs summarize the key findings of these exercises.

### Exercise 1: Vision (Draft)

Participants were asked to review the draft vision for the Neighbourhood Level Infill Development Strategy, which was developed in partnership between the consultant team, City Staff, the Steering Committee and the Community Advisory Committee. In reviewing the draft vision, participants were asked what their thoughts were on the vision as it stands; whether anything should be changed; or whether something has been left out. The draft vision is as follows:

*The City of Saskatoon's neighbourhoods will be protected and enhanced through gradual improvements to meet the evolving needs of residents including a range of housing choice. Where infill development occurs, it will be low-rise, high-quality, context-sensitive and environmentally sustainable – reinforcing the attributes of Saskatoon's beautiful residential districts.*

#### Responses

The following points represent the key findings of this exercise :

- The majority of people generally agree with the draft vision;
- The way infill development is addressed should vary depending on the unique neighbourhood context;
- Some neighbourhoods should be excluded from the study, as it is important to preserve some areas without the incorporation of infill development;
- New development should reflect the existing scale and character of the neighbourhood, with an emphasis on continuity;
- Restrictions should be placed on the amount of infill development that is appropriate on a site by site basis, as outlined in the current zoning;
- The size of building footprints should be regulated in order to ensure appropriate open space / amenity, as should the size of paved surface and parking areas;
- Building Code changes should be implemented to ensure all new developments are built to be accessible;
- Seasonal changes and impacts should be considered;
- Lane maintenance should be considered;
- "Enhanced" is subjective and should be defined or changed;
- What constitutes "high quality";
- "Evolving needs" is not clear and should be defined or changed;
- "Low-rise" is not clear and should be defined or changed;
- "Protected" is not clear and should be defined or changed;
- There is some question as to why the improvements need to be "gradual";
- "Housing" should be defined or changed;
- "Sustainability" should be defined or changed;
- Emphasis should be placed on affordability;
- Emphasis should be place on creating a variety of housing options; and
- Architectural style should not be regulated.



## Exercise 2: 10 Guiding Principles (Draft)

Participants were asked to review the ten (10) draft guiding principles for the Neighbourhood Level Infill Development Strategy, which were developed in partnership between the consultant team, City Staff, the Steering Committee and the Community Advisory Committee. In reviewing the draft guiding principles, participants were asked what their thoughts were on the principles as they stand; whether anything should be changed; or whether something has been left out.

### Responses

The following points comments provided on each of the draft principles:

**1. *Preserve and enhance the unique character and quality of established neighbourhoods, ensuring context appropriate development;***

- Maintain / protect the existing high quality housing stock and architectural styles.

**2. *Promote enhanced character in evolving neighbourhoods;***

- This principle is not clear; and
- Prioritize replacement of underutilized sites / deteriorating properties with replacement housing that is appropriate for families;

**3. *Promote high quality neighbourhood environments;***

- Add “and streetscapes (urban fabric)”;
- There is a need for more parking on-site to address influx of new residents, removing onus of on-street parking;
- Consider providing landscaping treatments along the edge of the rear lanes; and
- On-site parking should be removed from the front property, and all future parking requirements should be provided at the rear of the property, accessed via the rear lane.

**4. *Allow for a variety of housing types and designs, ensuring flexibility;***

- Ensure new developments fit the context and character of the existing neighbourhood and surrounding buildings (sympathetic design);
- Ensure infill development does not negatively impact existing homes and drainage patterns;
- Design quality is key to this being effective;
- The “Strata” duplex housing form is not desirable and is creating some aesthetic and property value concerns throughout established neighbourhoods; and
- Define “variety” and consider incentives to providing variety.

**5. *Encourage neighbourly exchange, while ensuring privacy;***

- Privacy is important. Communication among neighbours is affected by window placement and deck locations. This would likely be a by-law enforcement issue; and
- Consideration should be given to having angled side windows to maintain privacy.

**6. *Prioritize pedestrian-oriented streetscapes with rear lane access and on-street parking;***

- Consideration should be given to allowing buildings to move closer to the street, reducing setback requirements;
- Consideration should be given to reducing / streamlining / simplifying minimum lot frontage requirements;
- Ensure garbage and recycling collection is consolidated at rear lanes;
- Ensure garbage bin areas are designated and visually screened;
- The paving and maintaining (snow removal) of rear lanes should be considered;

- On-street parking cannot be provided everywhere. Consider removing this from the principle;
- Consider allowing for community gardens; and
- Encourage active transportation including walking, cycling, and public transit.

#### **7. *Ensure safe, walkable, accessible neighbourhoods;***

- Incorporate Crime Prevention Through Environmental Design (CPTED) principles; and
- Consider the provision of rear lane lighting.

#### **8. *Promote affordability;***

- Add “for all income levels”;
- There will be an impact on property values, which will increase with infill development. This will have an effect on taxation patterns and should be considered;
- Define “affordable”; and
- Promote rental housing and housing to suit multiple needs / lifestyles / lifecycle stages.

#### **9. *Protect and expand the tree canopy and ensure its longevity and regeneration; and***

- Replacement planting efforts should be considered in maintaining and expanding the tree canopy; and
- Consider protections for trees on private property as well as public property.

#### **10. *Incorporate environmental innovation and sustainable building practices.***

- Consider inclusion of solar panels, LEED designation requirements, etc.;
- Consider providing incentives to achieve sustainable building standards; and
- Consider demolition of existing buildings in setting out sustainable building objectives.

## **Exercise 3: Infill Examples - Saskatoon**

Participants were provided with nine numbered examples (1 through 9) of recent infill development in the City of Saskatoon and were asked to indicate those infill examples that were appropriate or desirable with a check mark, and those that are not with an X. Participants were asked to provide any additional comments or questions in the space provided using the example numbers to correlate their comments to a specific example.

### **Responses**

The following points represent the key findings of the exercise:



- Although these particular examples of strata dwellings are well designed, the housing type is more often than not poorly designed; demonstrates a loophole in the existing policy and approvals framework; and is not appropriate for Saskatoon. (9+/4-)



- It was indicated that the rear lane appears to be too narrow and may be difficult to accommodate snow clearing and storage. Lanes should be paved. (12+/1-)



- It was indicated that this housing cluster appears to be too dense. (12+/1-)



- (12+/1-)



- This particular example included some mixed opinions. (10+/3-)



- It was indicated that this is a poorly designed example of a strata duplex, and it is not an appropriate housing type for Saskatoon. (1+/12-)



- (12+/1-)



- It was indicated that this example is an improvement over the common Strata Duplex housing form. (10+/3-)

## General Comments

- The images provided do not illustrate the surrounding context, which is an important factor in determining the appropriateness of a development;
- It would be helpful if the examples included an aerial view for contextual comparison;
- There is some concern with new developments being too tall / narrow; and
- There is a general concern about the inappropriateness of the strata form duplex development city-wide.

## Exercise 4: Infill Examples - Other Cities

Participants were provided with nine numbered examples (10 through 18) of recent infill development in other cities across North America and were asked to indicate those infill examples that were appropriate or desirable with a check mark, and those that are not with an X. Participants were asked to provide any additional comments or questions in the space provided using the example numbers to correlate their comments to a specific example.

### Responses

The following points represent the key findings of the exercise:



7

- (12+/1-)



24

- (12+/1-)



23

- One respondent indicated it would be appropriate subject to appropriate scale, setbacks, etc. (11+/1?/1-)



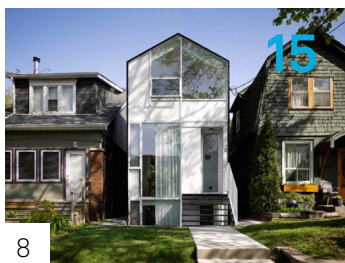
- One respondent indicated it would be appropriate subject to appropriate scale, setbacks, etc. (11+/1?/1-)



25

- Parking is a concern. Height was also identified as an issue. (4+/9-)





- The lot looks to be less than 25 feet wide and would therefore be too narrow under existing zoning. Height was also identified as an issue. (9+/4-)



- (11+/2-)



- (12+/1-)

- (12+/1-)

### General Comments

- The images provided do not illustrate the surrounding context, which is an important factor in determining the appropriateness of a development. It would be helpful if the examples included an aerial view for contextual comparison;
- Respondents generally agree with the notion of providing laneway housing (i.e. garden or garage suites);
- There are questions about whether laneway housing could include finished basements to provide additional density. There are also questions about what minimum and maximum dwelling size would be;
- There are questions about whether new developments would have to align with existing building frontages, or whether opportunities exist to bring some buildings closer to the street / lane than others; and
- All neighbourhoods should complete a Local Area Plan before the infill guidelines come into effect.

# Appendix D

## Image Sources

#	Page	Image Name	Credit
1	Inside Cover Page	Streetscape	Daryl Mitchell
2	3	Streetscape	Daryl Mitchell
3	15	Corner Lot	SKArch, Jim Siemens
4	15, 112	Broadway	SKArch, Jim Siemens
5	16, 66	57th Vivian	Lane Fab Design
6	16, 49, 114	Laneway Home	Akua Schatz
7	16, 57, 104, 113	Garden Suite	SKArch, Jim Siemens
8	16, 114	12 Cassells	Reigo and Bauer
9	16, 32	Kerchum Residence	Light House Sustainable Building Centre
10	16	Filer Laneway House	Formline Architecture and Urbanism
11	16	3669 Maxwell Street	Barn Owl Photography
12	20	Southampton Residence	Context Architecture, LightSensible Photography
13	21	Split House	Superkul Architects, Shai Gil
14	25	1555-1557 East 20th Avenue	Barn Owl Photography
15	34	Garden Suite	SKArch, Jim Siemens
16	44	409 Exterior	SKArch, Jim Siemens
17	50	54 Croft Street	Kohn Shnier Architect
18	16, 56	Garden Suite	Kitstilano Real Estate

#	Page	Image Name	Credit
19	56	Garden Suite	SKArch, Jim Siemens
20	61	Laneway Home	Lane Fab Design
21	62, 114	Laneway Home	Lane Fab Design
22	65	57th Vivian	Lane Fab Design
23	113	West End Commons	David Baker and Partners, Caesar Rubio
24	113	House FLSTA in Luxembourg	Steinmetzdemeyer Architects, Amaud De Meyer
25	113	Elm Street Four Unit Infill	Laurie-Anne Smith
26	114	2692 East 19th Avenue	Bar Owl Photography
27	14	Saskatoon Streetscape	Cathy Sproule

All other photos are provided courtesy of Brook McIlroy Inc.

