



# Saskatoon North Downtown

Executive Committee May 2014



# Master Planning Process

Baseline Conditions

Dec-Feb 2013

Community  
Conversation #1  
Opportunities

Jan. 26,  
2013

Community  
Conversation #2  
Two Concepts  
March 23, 2013

Concepts

Mar-Jun 2013

Draft Plan

Jul-Aug 2013

Community  
Conversation #3  
Hybrid Concept  
June 20, 2013

**We're here!**



Final Plan

Sept. 2013-  
Aug. 2014

**Final Master  
Plan Report**

Community  
Conversation #4  
Final Plan  
June 12, 2014

**Fall 2014**  
Final  
Presentation  
to Council and  
Public



Option 1



Option 2



Hybrid

## Site Context:

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



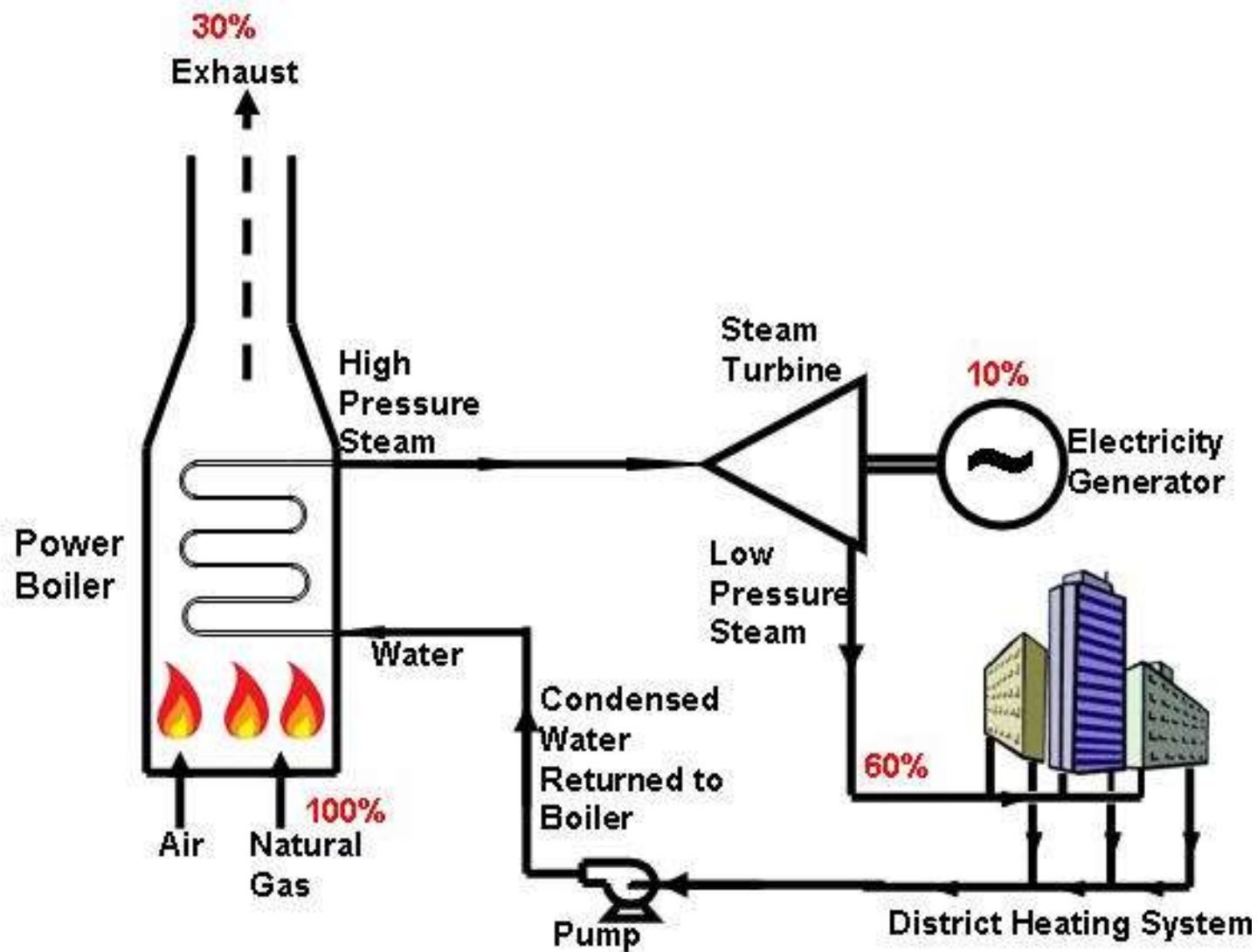


# City Building Context: Recent Civic Initiatives

- 25<sup>th</sup> Street Extension
- Police Services Headquarters
- City Centre Plan
- Warehouse District Local Area Plan



# City Building Context: District Energy Study





# Key Ingredients for Growth Near Major Corridors

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

## Key ingredients include:

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







# Sustainable City Building

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



Students from Queen Elizabeth School. Teacher: Corrine Bubnick







*The CN Spur Line*









*View from SIAST visitor parking toward the Ramada Golf Dome*



# First Principles

Marketability



Cohesive  
City



Green  
Network



Heritage  
and  
Identity



Sustainable  
Systems



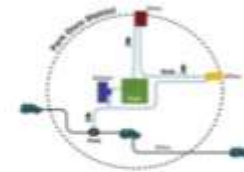
Employment  
and Vitality



Connect  
to Transit



Manage  
the Car



A Recognizable  
Place on Day  
One



Embrace the  
Winter City





## Market and Financial Analysis:

# Development Site Land Values – Preliminary Estimates and Implications

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

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





# Local Developer's Feedback

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

Southeast False Creek, Vancouver



# National Developer's Market Sounding

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



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





# National Developer's Market Sounding

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

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



Source: City of Saskatoon

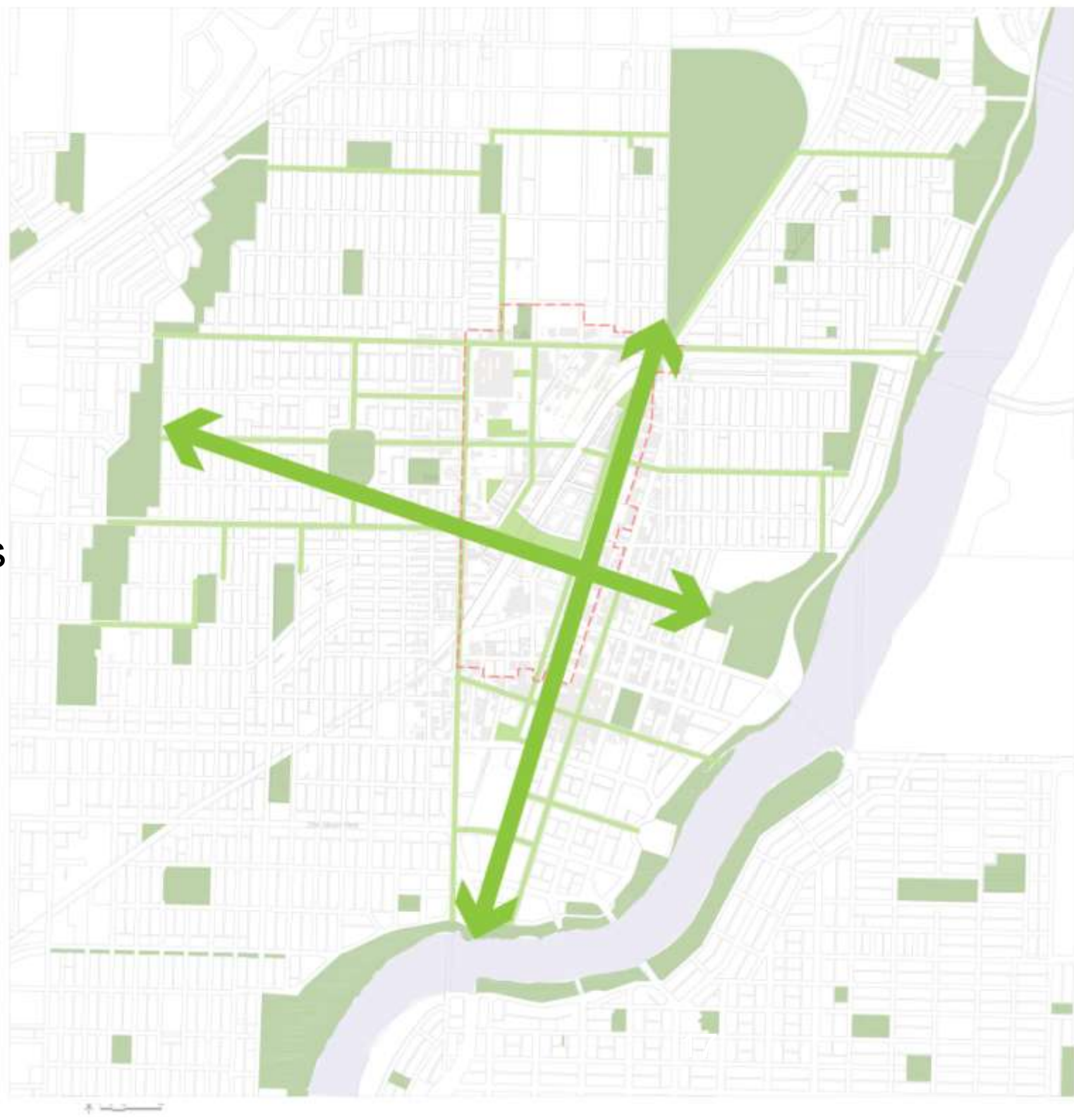
An aerial photograph of Saskatoon, Saskatchewan, showing the city's layout and its proximity to the Saskatchewan River. A bright green line runs horizontally across the middle of the city, representing a key corridor. Two large, semi-transparent yellow arrows originate from this line: one points upwards towards the city center, and the other points downwards towards the residential areas. The river is visible at the top of the image, with a bridge crossing it. The city is densely packed with buildings, roads, and trees.

Cohesive city: connect to the city and river



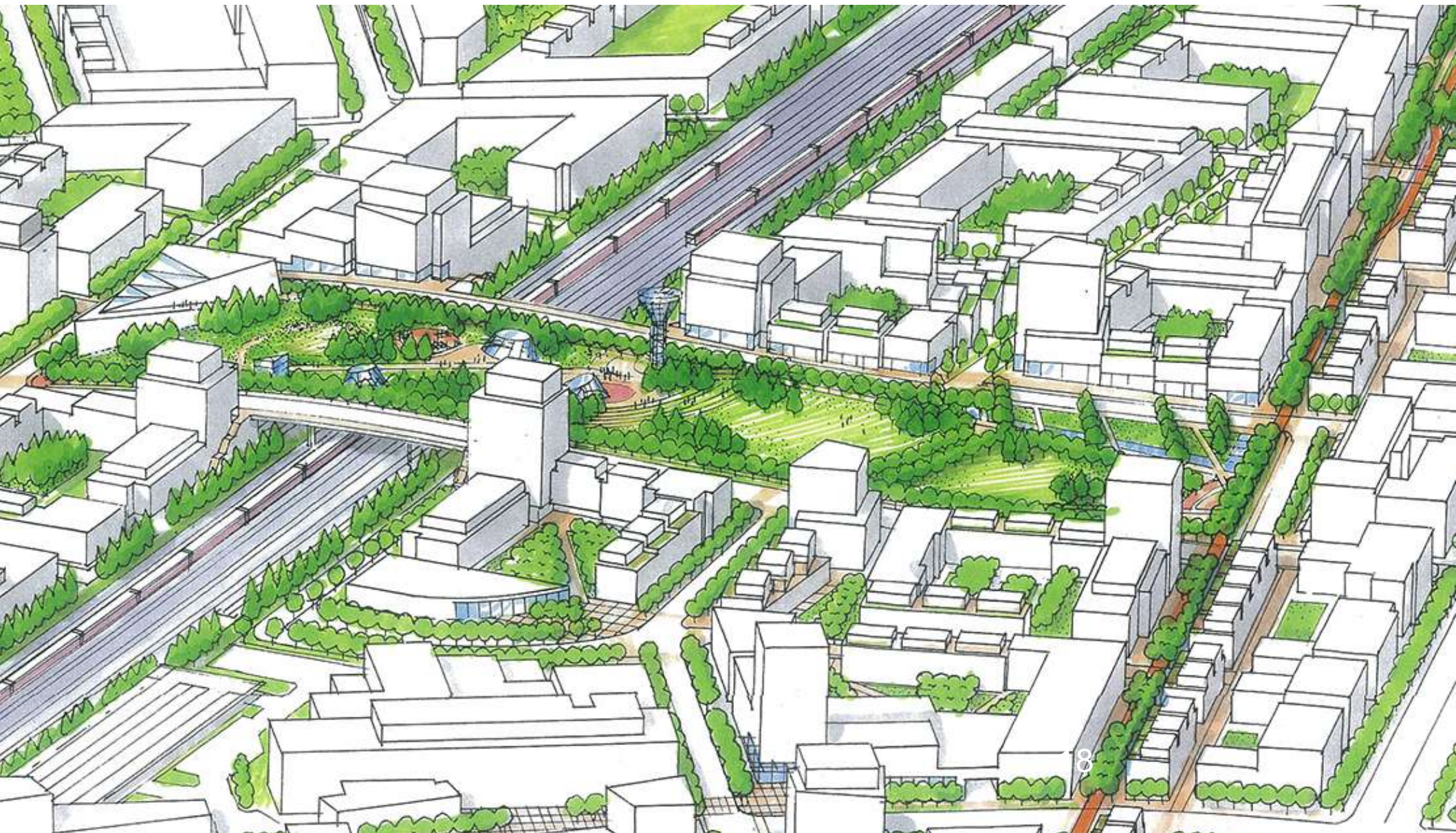
# Green Network

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





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



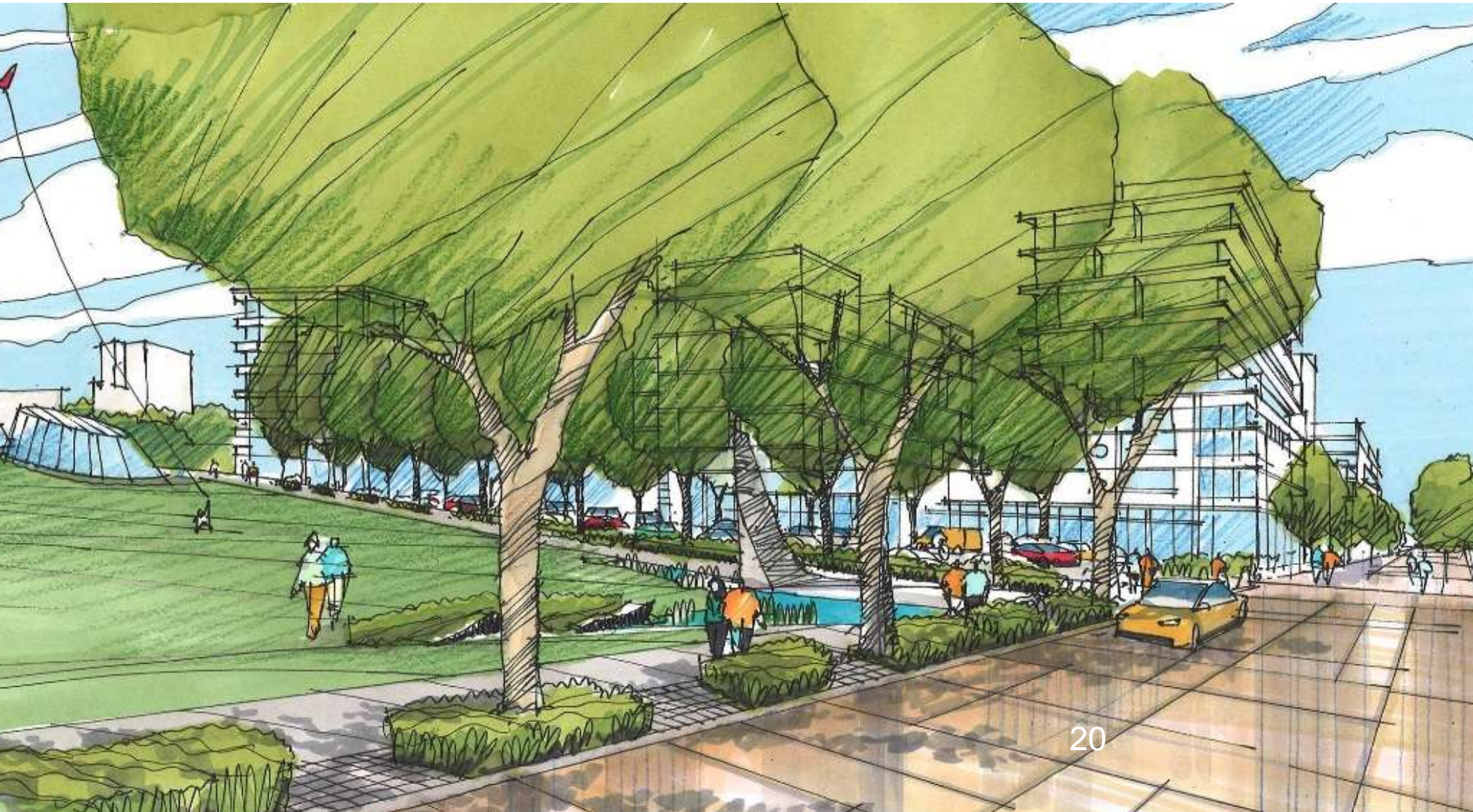


# A central park sets the stage for livable density





The tallest buildings connect directly to the large open space





# Reviving the old rail line as a Greenway





# Complete Network



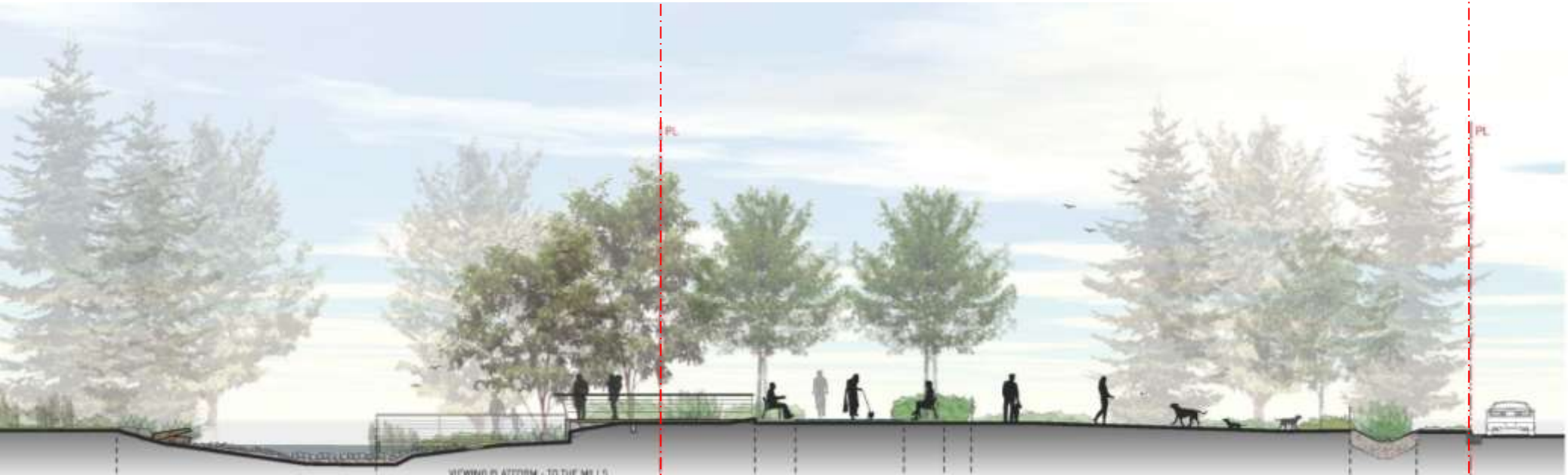




One path, multiple activities  
Play areas, community gardens



# People, bikes, dogs, rainwater gardens



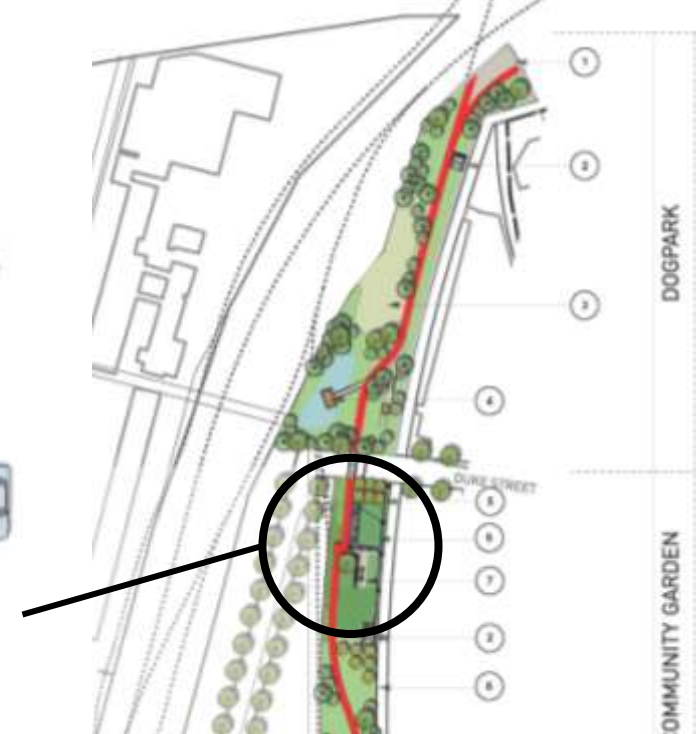
30 metres

Housing,  
Cafés,  
Live-work





# Greenway: Community Garden





# Streets and Movement



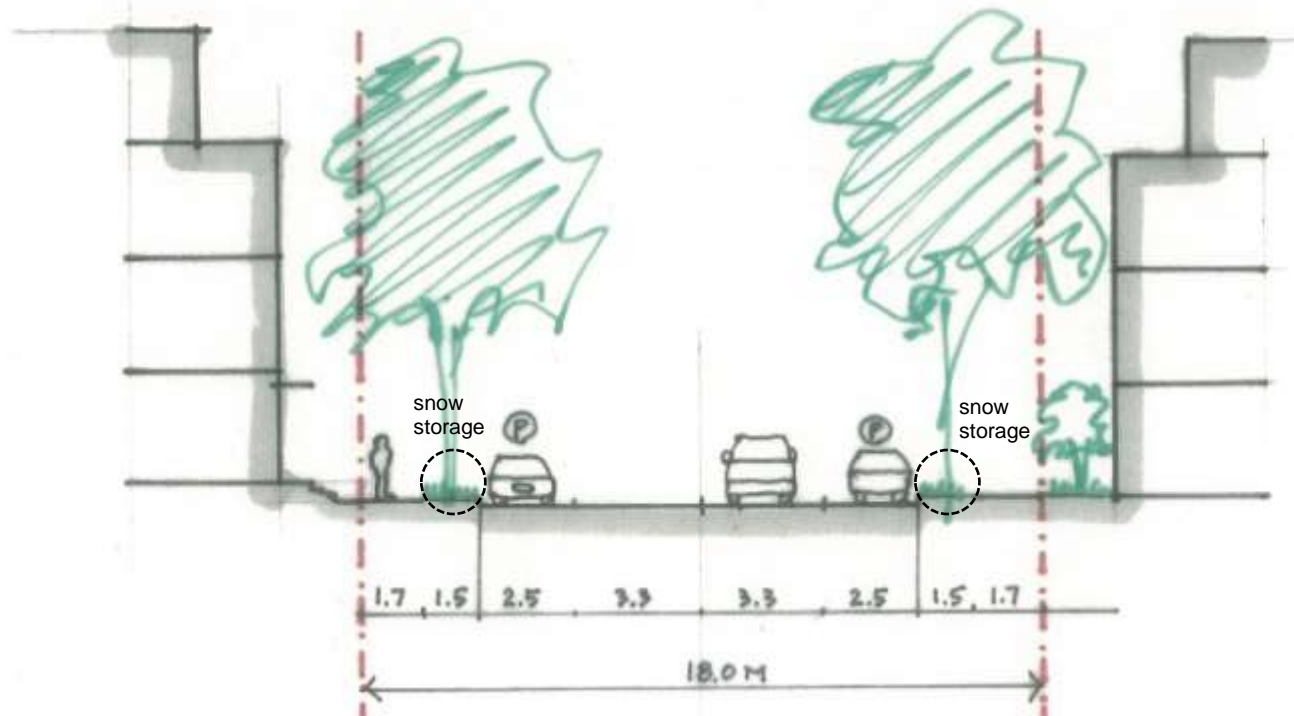


# Family of Streets

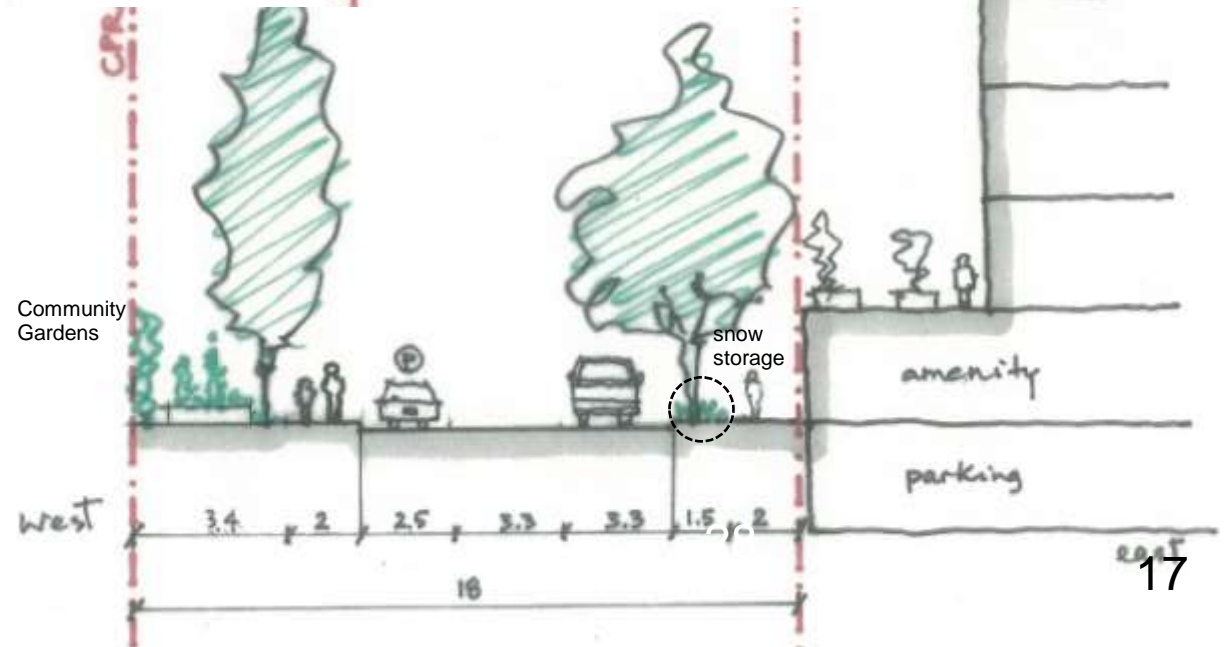




# Local Streets



Typical cross-section (**A**)



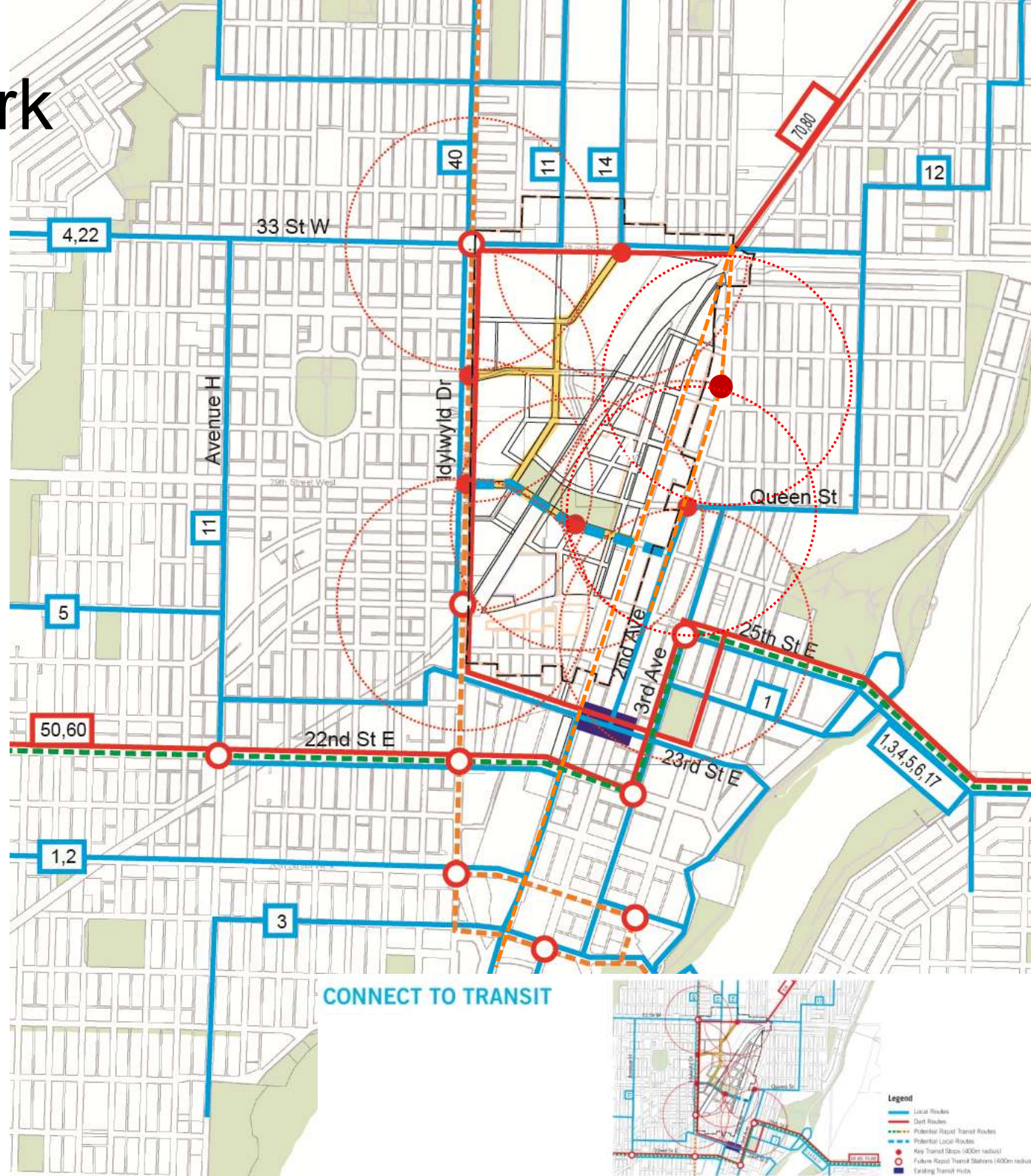
Cross-section along CPR (**B**)



# Transit Network

## Legend

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





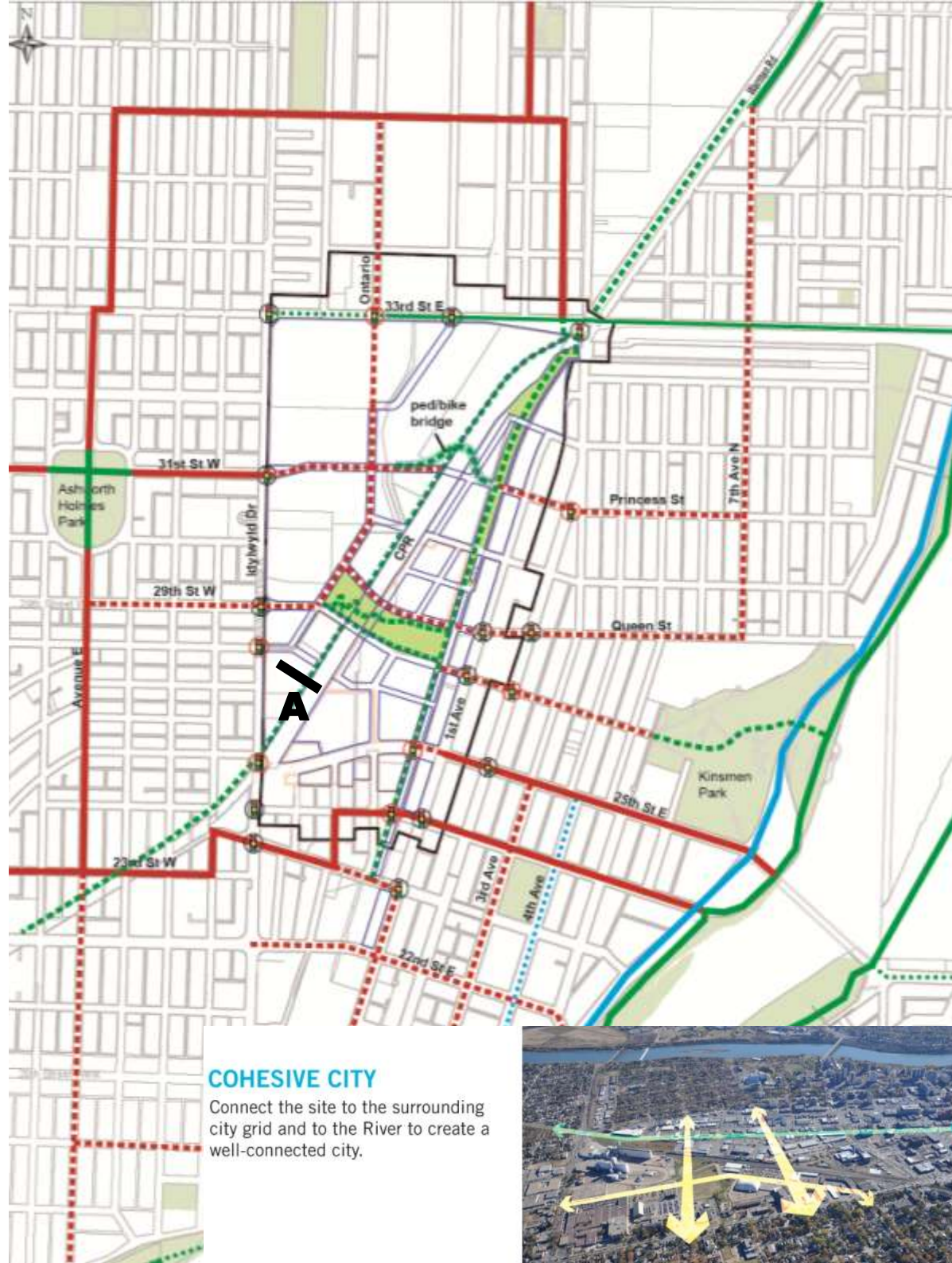
# Cycling Network



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

## Legend

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



## COHESIVE CITY

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





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





# Density

## Low – Medium (1-2 FAR)



## Medium – High (2-4 FAR)



## High (4-6 FAR)



### EMPLOYMENT + VITALITY

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





# Land Use & Districts

## LEGEND:

- Study Area Boundary
- City-Owned Land

## BUILDING TYPE

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

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





# A Livable -Density Neighbourhood





# Built Form Strategy: CP Rail Interface



Figure 6.1 - Cross-Section Key Plan



Figure 6.4 - Condition A cross-section



# Built Form Strategy



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



# Phasing and Financial Analysis





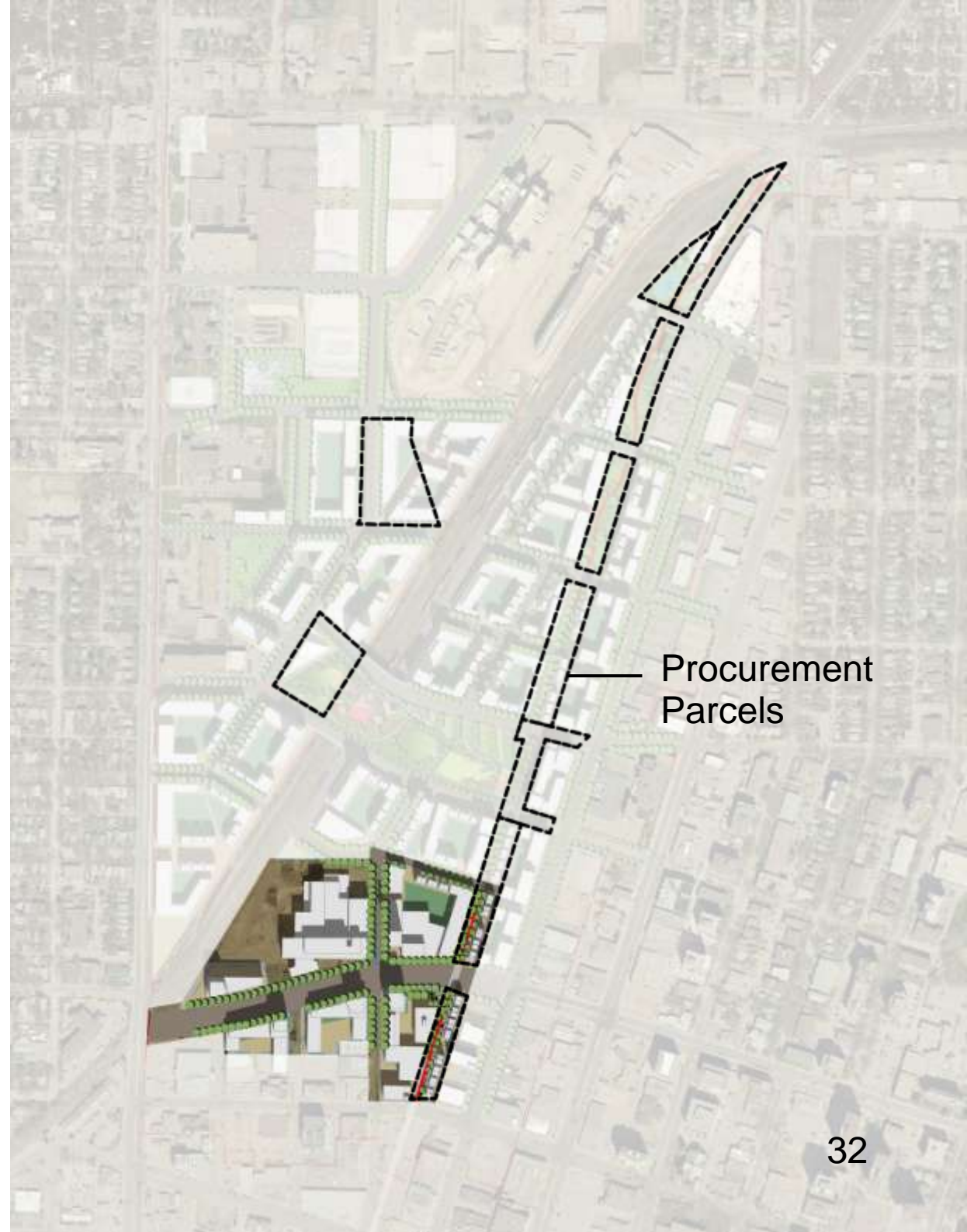
# Phasing: Short Term

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



Sobeys, Edmonton

Source: Perkins+Will





# Phasing: Mid Term

- Build East Park and Greenway
- City Yards Redevelopment
- 25<sup>th</sup> Street Frontage





# Phasing: Long Term

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





# Phasing: Full Build-out





# Development Statistics: Full Build-out

Residential Land Area: 31 ac

Mixed Use Land Area: 40 ac

Green Space: 11 ac

Public Utility: 2 ac

Total Number of Dwelling Units: 4,300

Population: 7,650





# Comparison with New Greenfield Suburban

## North Downtown

Residential Land Area: 31 ac

Total Units: 4300 units

Population: 7650

Raw/Neighbourhood Density: 36 upa

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

Current Population Estimate for the Central Industrial Area: 210

## Elk Point

Residential Land Area: 290 ac

Total Units: 4400 units

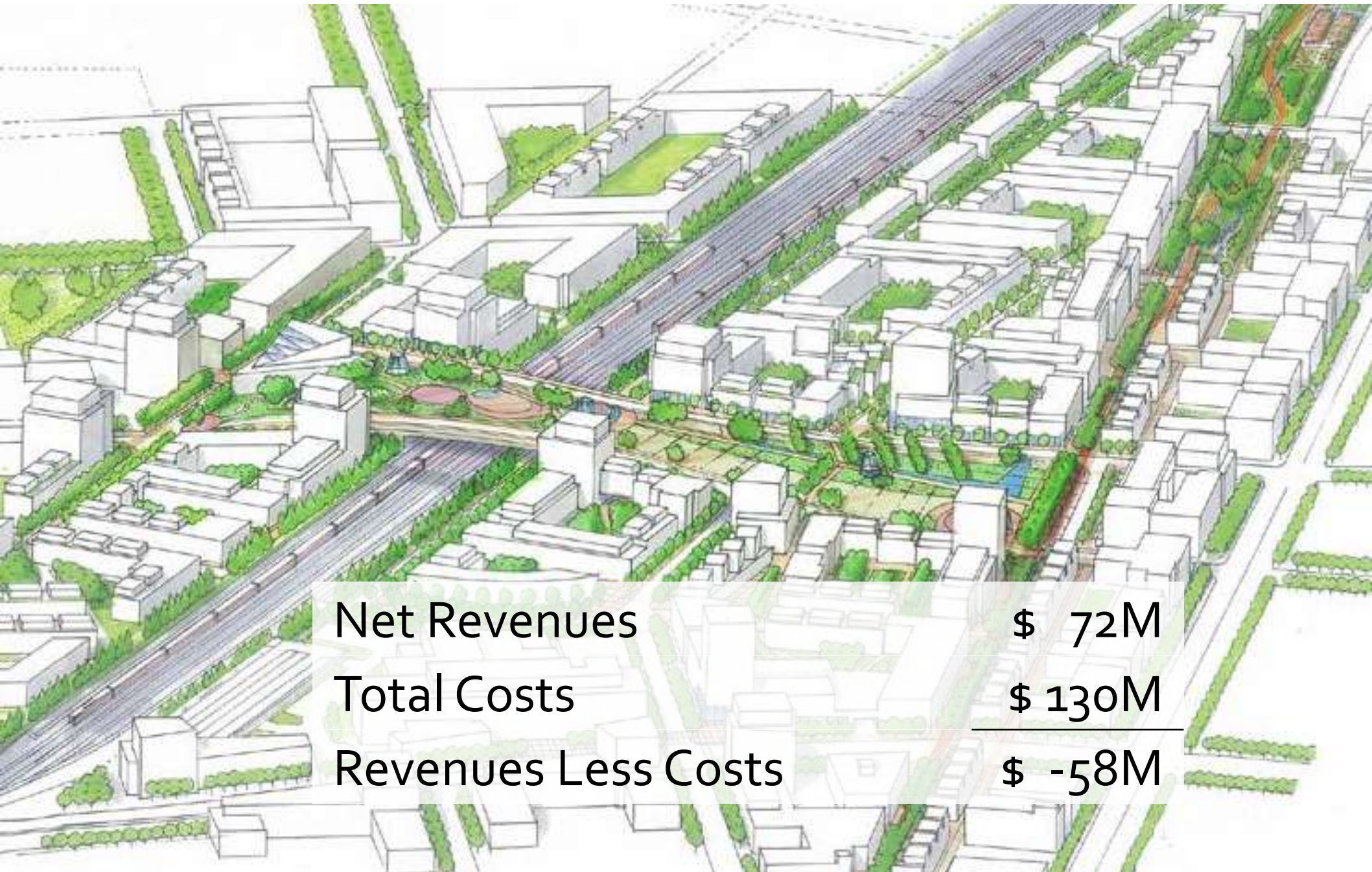
Population: 10,000

Raw/Neighbourhood Density: 8 upa

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



# Financial Analysis

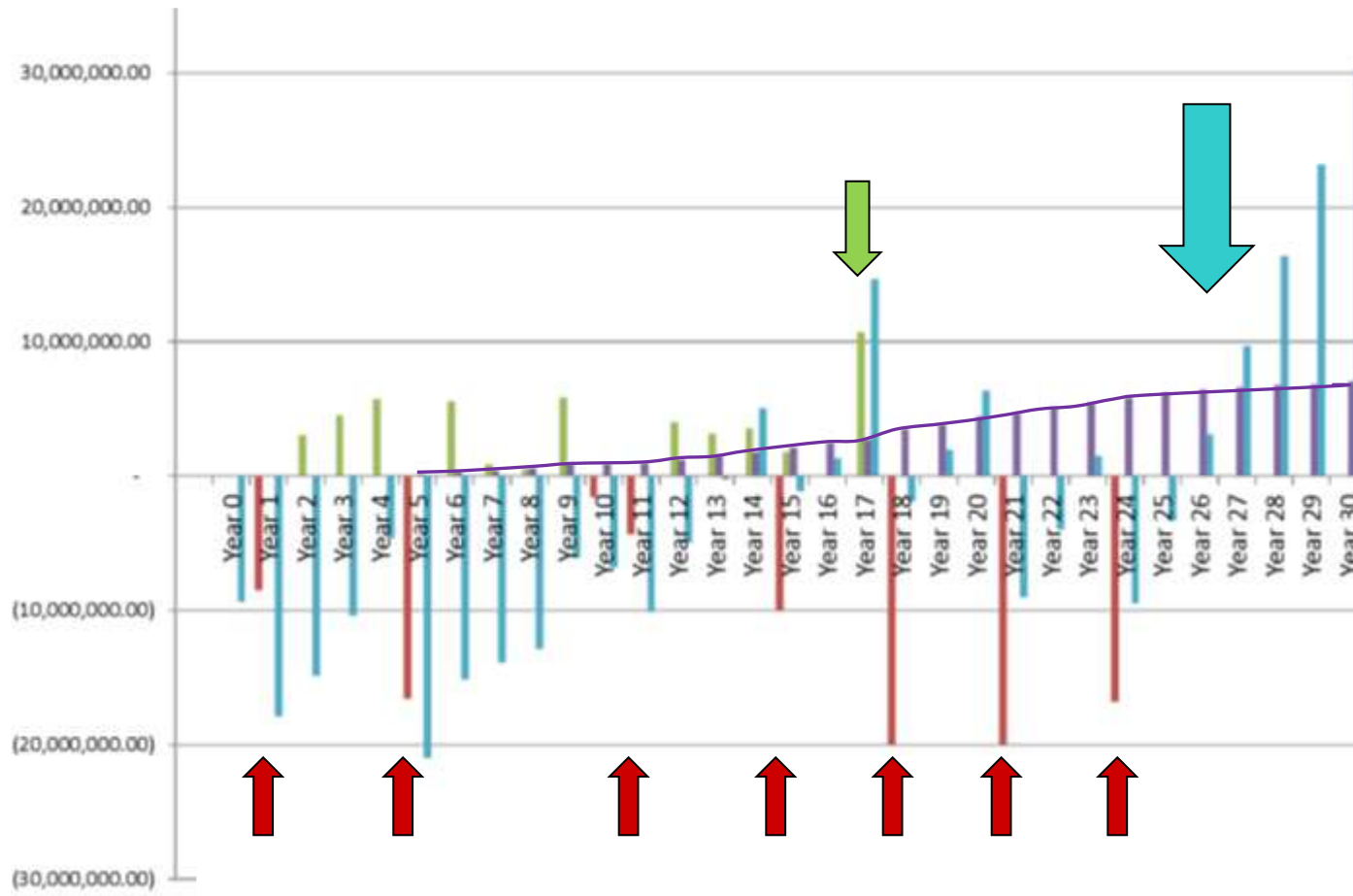


Net Revenues	\$ 72M
Total Costs	\$ 130M
Revenues Less Costs	<hr/> \$ -58M



# Area Revitalization Program

## North Downtown Redevelopment Cash Flow Study with Revitalization Program Revenue



■ Negative Cash Flow During Period

■ Positive Cash Flow During Period

■ Revenue

■ Total

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



# Strategic Alignment

The Master Plan Goals

The Strategic Directions

Cohesive City •

Green •  
Network

Heritage & •  
Identity

Sustainability •

Employment •  
& Vitality

Connect to •  
Transit

Manage •  
the Car

Recognizable •  
Place from  
Day One

Embrace the •  
Winter City



# Strategic Alignment

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## Asset and Financial Stability

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



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## Environmental Leadership

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

## Environmental Leadership

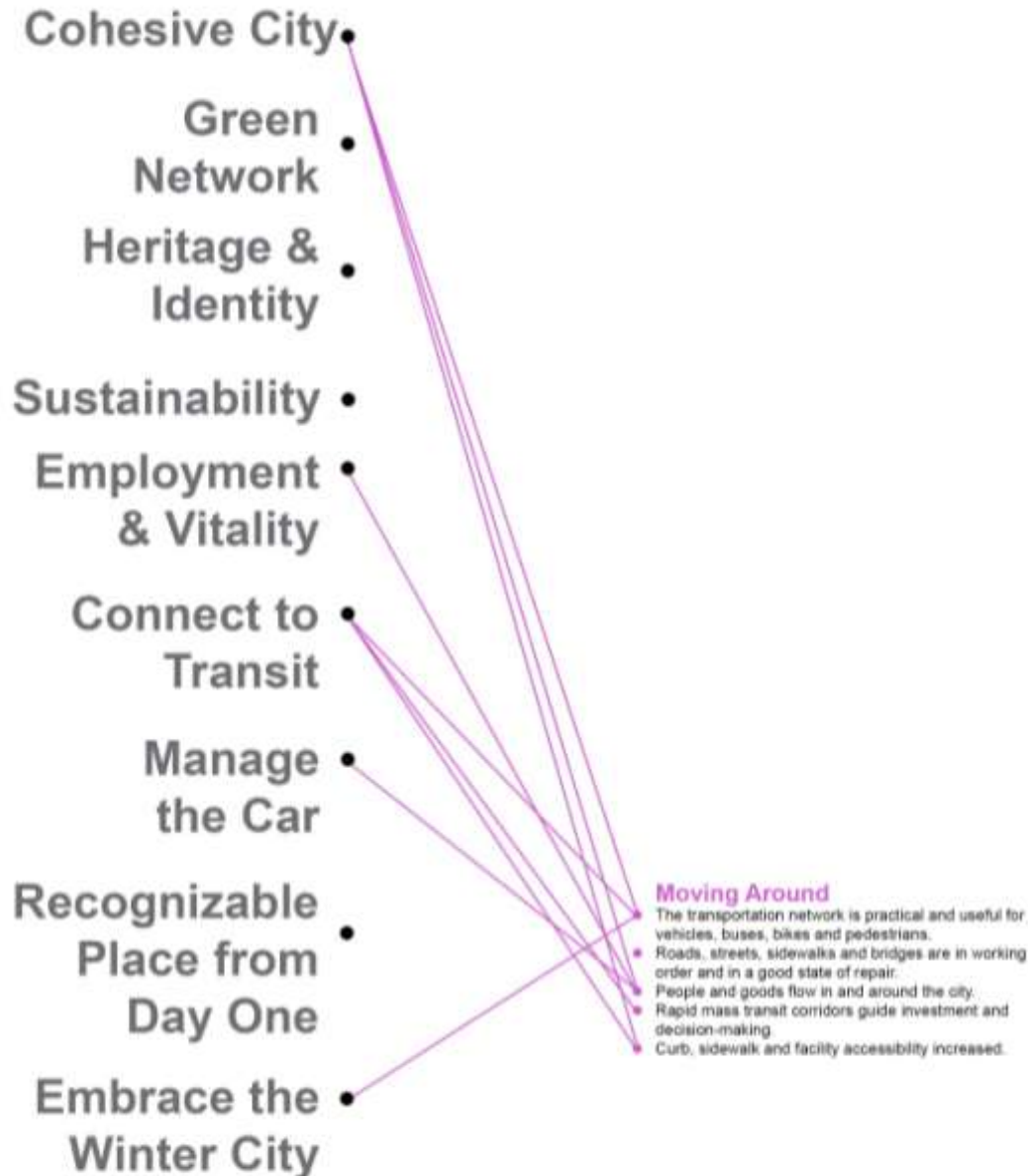
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- 9 connections



# Strategic Alignment

## The Master Plan Goals

## The Strategic Directions



## Moving Around

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



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### Economic Diversity

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

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### Quality of Life

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

## Quality of Life

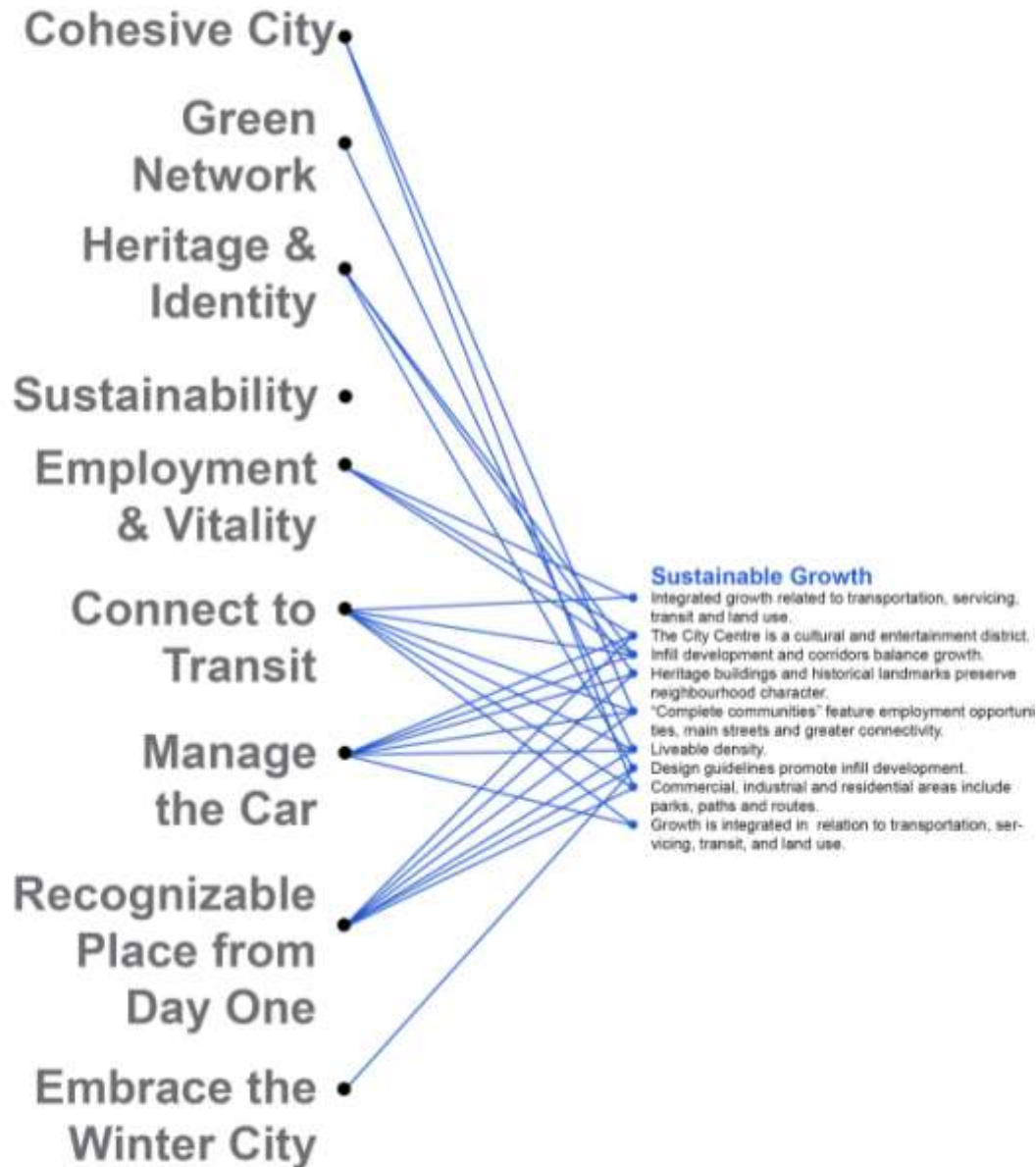
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# Strategic Alignment

## The Master Plan Goals

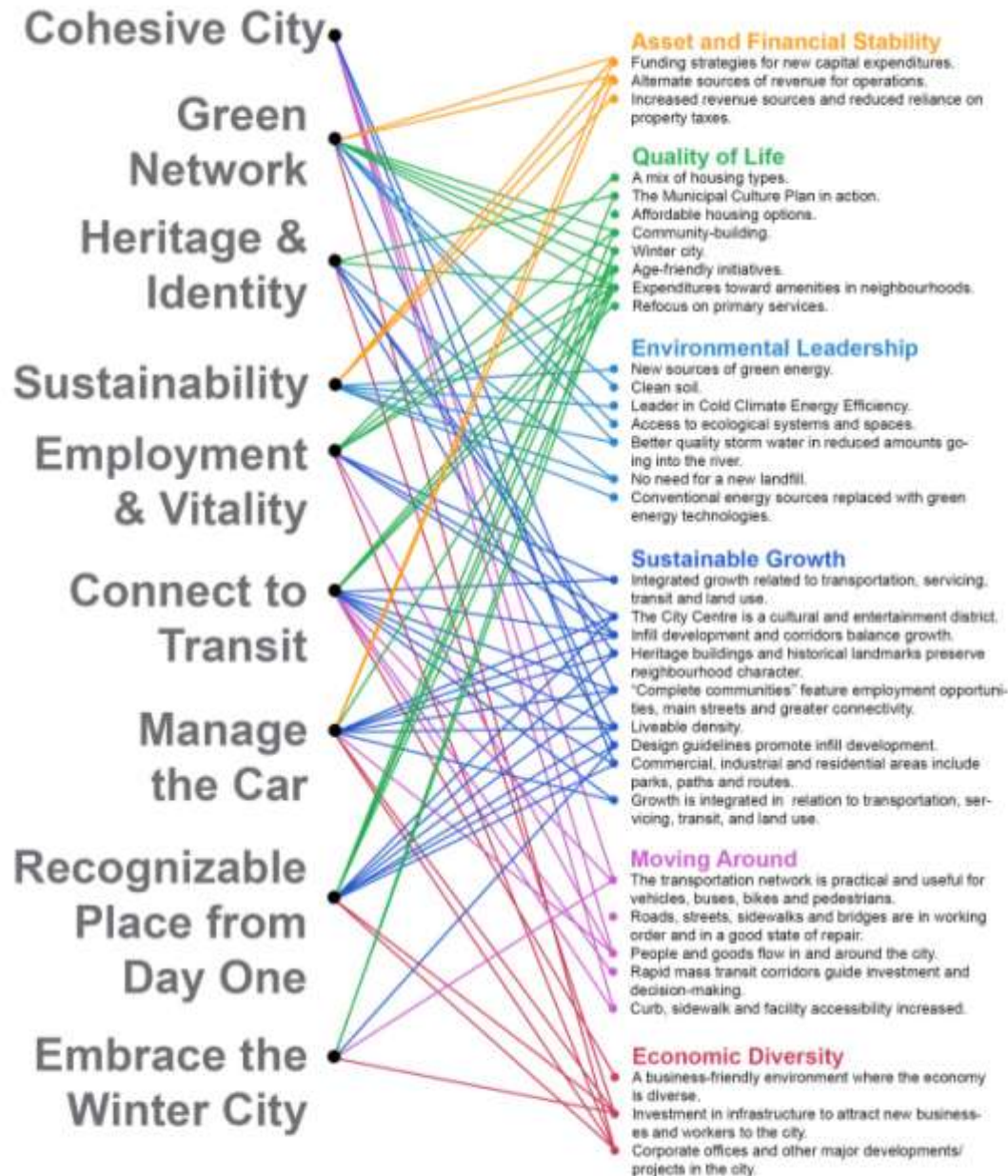
## The Strategic Directions



## Sustainable Growth

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

# Strategic Alignment





# Strategic Alignment



## Sustainable Growth: Strategic Plan

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

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

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

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

