



PUBLIC AGENDA MUNICIPAL PLANNING COMMISSION

Tuesday, December 18, 2018, 12:00 p.m.
Committee Room E, Ground Floor, City Hall
Members:

Mr. J. Jackson, Chair (Public)
Mr. R. Mowat, Vice-Chair (Public)
Councillor M. Loewen
Mr. N. Anwar (Public)
Ms. D. Bentley (Public)
Mr. S. Betker (Public)
Dr. C. Christensen (Public)
Ms. D. Fracchia (Public)
Mr. S. Laba (Saskatoon Public Schools)
Mr. F. Rivard (Greater Saskatoon Catholic Schools)
Ms. M. Schwab (Public)
Ms. S. Smith (Public)
Mr. G. White (Public)

Pages

1. CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

That the agenda be approved as presented.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

Recommendation

That the minutes of Regular Meeting of the Municipal Planning Commission held on November 20, 2018 be adopted.

5. UNFINISHED BUSINESS

6. COMMUNICATIONS

7. REPORTS FROM ADMINISTRATION

- 7.1 Discretionary Use Application – Pre-school – 3437 11th Street West [File No. CK 4355-018-007 and PL 4355-D6/18]** 4 - 20

A letter submitting comments from Dan Prefontaine, dated December 9, 2018 is provided.

Recommendation

That the Municipal Planning Commission recommend to City Council at the time of the Public Hearing that the application by Saskatoon Tribal Council Urban First Nations Services Inc., requesting permission to operate a pre-school at 3437 11th Street West, be approved, subject to the following conditions:

1. That the applicant obtain a development permit and all other relevant permits and licences (including a building permit);
2. That the final plans submitted be substantially in accordance with the plans submitted in support of this discretionary use application; and
3. That the maximum number of children at the pre-school not exceed 35 at any one time.

- 7.2 Proposed Amendment to Zoning Agreement – 303 Owen Manor - Wilson's Greenhouse [File No. CK 4351-018-026 and PL 4350-Z18/16]** 21 - 37

Recommendation

That Municipal Planning Commission recommendation to City Council at the time of the public hearing that the proposed amendment to the existing Zoning Agreement for the site located at 303 Owen Manor, as outlined in the December 18, 2018 report of the A/General Manager, Community Services Department, be approved.

- 7.3 Proposed Rezoning – FUD to R1A – Brighton Neighbourhood [File No. CK 4351-018-025 and PL 4350-Z15/18]** 38 - 41

Recommendation

That the Municipal Planning Commission recommend to City Council at the time of the public hearing that the proposed amendment to Bylaw No. 8770, the Zoning Bylaw, to rezone land in the Brighton neighbourhood, as outlined in the December 18, 2018 report of the A/General Manager, Community Services Department, be approved.

- 7.4 Proposed Amendment to Existing Zoning Agreement – AG – Agricultural District – Saskatoon Wildlife Federation [File No. CK 4351-018-006 and** 42 - 48

Recommendation

That the Municipal Planning Commission recommend to City Council at the time of the Public Hearing that the proposal to amend the existing Zoning Agreement for the property located at Block A, Plan No. 78S31217, as outlined in the December 18, 2018 report of the A/General Manager, Community Services Department, be approved.

- 7.5 Proposed Official Community Plan Amendment and Rezoning by Agreement – 1006 College Drive and 421 Clarence Avenue North [File No. CK 4351-018-027, PL 4350-OCP 20/18 and PL 4350-Z11/18]** 49 - 83

Recommendation

That the Municipal Planning Commission recommend to City Council at the time of the Public Hearing that the applications to amend Bylaw No. 8769, The Official Community Plan Bylaw, 2009, and Bylaw No. 8770, Zoning Bylaw, regarding 1006 College Drive and 421 Clarence Avenue North, as outlined in the December 18, 2018 report of the A/General Manager, Community Services Department, be approved.

8. REPORTS FROM COMMISSION

- 8.1 Update on the Items Previously Considered by the Commission and Considered by City Council at its meeting on December 17, 2018 [File No. CK. 175-16]** 84 - 84

Recommendation

That the information be received.

- 8.2 2018 Wicihitowin Aboriginal Engagement Conference [File No. CK 175-16]**

Ms. Smith will provide a verbal report.

9. ADJOURNMENT

Discretionary Use Application – Pre-school – 3437 11th Street West

Recommendation

That a report be submitted to City Council recommending that at the time of the public hearing, the application by Saskatoon Tribal Council Urban First Nations Services Inc., requesting permission to operate a pre-school at 3437 11th Street West, be approved, subject to the following conditions:

1. That the applicant obtain a development permit and all other relevant permits and licences (including a building permit);
2. That the final plans submitted be substantially in accordance with the plans submitted in support of this discretionary use application; and
3. That the maximum number of children at the pre-school not exceed 35 at any one time.

Topic and Purpose

The purpose of this report is to consider a discretionary use application by Saskatoon Tribal Council Urban First Nations Services Inc., requesting permission to operate a pre-school at 3437 11th Street West.

Report Highlights

1. Saskatoon Tribal Council (STC) Urban First Nations Services Inc. is proposing minor additions and interior alterations to the home located at 3437 11th Street West to accommodate a pre-school program. The additions are being designed to maintain the residential character of the home.
2. STC Urban First Nations Services Inc. is planning on beginning operations of the pre-school with 16 children in the morning program and 16 children in the afternoon program.
3. Based on the site constraints and applicable Bylaw No. 8770, Zoning Bylaw, regulations, the Administration is recommending that the pre-school be approved to operate with up to 35 children at any one time.
4. The proposed pre-school meets all applicable requirements under the Zoning Bylaw.
5. No concerns were noted by other departments that would preclude this application from proceeding.

Strategic Goal

This application supports the City of Saskatoon's Strategic Goal of Quality of Life as the proposal offers increased child care opportunities within a neighbourhood setting.

Background

The property located at 3437 11th Street West is zoned R2 – One- and Two-Unit Residential District under the Zoning Bylaw (see Attachment 1). A pre-school is considered a discretionary use in the R2 District.

The Zoning Bylaw defines a pre-school as “a facility which provides a part-time program for pre-school aged children.”

Report

Proposal Background

An application has been submitted by STC Urban First Nations Services Inc. requesting City Council's approval to operate a pre-school at 3437 11th Street West in the Montgomery Place neighbourhood. The pre-school is to be operated under the Aboriginal Head Start Program, where the goal is to help Aboriginal families in the Saskatoon area become stronger, healthier, and empowered to engage in the lifelong learning of their children through pre-school, parent groups, and home visits. The pre-school curriculum is formulated around First Nations Traditions and Culture and engages Elders and family members in cultural activities, language development, and outdoor learning. Transportation and snacks are provided. The goal is to give the children an early head start to lifelong learning.

STC Urban First Nations Services Inc. is proposing minor additions and interior alterations to the home to accommodate the pre-school program at 3437 11th Street West. The additions are being designed to maintain the residential character of the home. The use of the site for a pre-school would also comply with the proposed Land Use Policy Map contained in the Montgomery Place Local Area Plan. All additions and renovations will require a building permit to ensure work complies with The National Building Code of Canada 2015.

STC Urban First Nations Services Inc. has noted that the current plans for the pre-school are to accommodate 16 children in the morning program and 16 children in the afternoon program with four to five staff. The hours of operation are proposed to be from 9:00 a.m. to 3:30 p.m., Monday to Thursday. Two vehicles will be used to transport the children to the pre-school; a 15-passenger van with 12 car seats for children and a 12-passenger school bus with 12 integrated child seats.

Four hard-surfaced parking spaces are required on site to accommodate this proposal. The required parking spaces will be provided in the rear yard and in the attached garage. A driveway at the front of the property will also function as a loading zone to accommodate pick up and drop off. A site plan is included in Attachment 2.

Zoning Bylaw Requirements

The application has been reviewed for compliance with the Zoning Bylaw and the proposal meets all applicable regulations for a pre-school in the R2 District.

The site plan submitted provides for seven off-street parking spaces; five in the rear yard, one in the detached garage, and one in the attached garage. For a pre-school in the R2 District, the Zoning Bylaw requires one parking space plus one parking space per ten persons enrolled in the facility. Based on this parking rate, there would be enough parking spaces provided for a pre-school with up to 60 children.

The site plan also indicates that an outdoor play area of 595 square metres will be provided in the rear yard. For pre-schools that are located in residential districts, the Zoning Bylaw requires that at least 3.5 square metres of fenced, on-site, outdoor play space be provided for each child present in the facility at any one time. Based on this regulation, there would be outdoor play area to accommodate 170 children.

While the Zoning Bylaw does not prescribe drop-off and pick-up areas for pre-schools, an appropriate location for drop off and pick up does need to be considered. The site plan for the pre-school at 3437 11th Street West identifies a driveway in the front yard that will function as a loading zone for drop off and pick up. With the on-site loading zone being provided, the Administration is of the opinion that sufficient space has been provided for drop off and pick up.

Conclusion

No concerns were noted by other departments that would preclude this application from proceeding (see Attachment 3).

Based on the review of the site and relevant Zoning Bylaw regulations, the Administration is recommending that the discretionary use application be approved to operate with up to 35 children at any one time. Operation of a pre-school of this size would also be consistent with discretionary use approvals that have been provided for other child care centres and pre-schools located in low-density residential districts throughout the city. While this exceeds the current number of children planned for the preschool by STC Urban First Nations Services Inc., it will provide flexibility for future programming changes.

Options to the Recommendation

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

Public and/or Stakeholder Involvement

Notices to property owners within a 75-metre radius of the site, along with the Montgomery Place Community Association, were mailed out on August 29, 2018. To date, the Administration has received 33 responses; 30 expressing concerns about the application and 3 providing support for the application.

A public information meeting was also held at the Montgomery Elementary School on October 11, 2018. The meeting was attended by 89 people, including the Ward

Councillor, representatives from STC Urban First Nations Services Inc., and members of the community. STC Urban First Nations Services Inc. provided a short presentation on the proposed pre-school and the meeting was opened to a question and answer period and general discussion.

A number of concerns with the proposed pre-school application were raised at the meeting and through the written responses received. The main concerns raised include:

- a) impact of proposed use on the existing volume and speed of traffic on 11th Street West;
- b) winter accessibility of the rear lane and the impacts of bus use;
- c) on-street parking;
- d) whether this is the appropriate location for a pre-school (i.e. in a residential neighbourhood with access to two existing pre-schools within the elementary schools);
- e) impact of the proposed use on the residential and historical character of the neighbourhood;
- f) use is too large for the property and neighbourhood;
- g) potential increase in noise levels for adjacent neighbours during hours of operation (i.e. children and vehicles);
- h) lack of sidewalks in the neighbourhood being a potential danger for children;
- i) impact of a potential school zone on existing traffic flow;
- j) will result in a decrease in surrounding property values;
- k) safety and security of the property after hours and off-season;
- l) use could become higher density or change to another use without notice; and
- m) whether or not the existing water/sewer capacity can meet the needs of the proposed use.

To provide further details on the application and a response to relevant concerns, an information sheet was sent to all residents of Montgomery Place in early December (see Attachment 4). A full summary of the community engagement process is included in Attachment 5.

Communication Plan

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

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

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

Once this application has been considered by the Municipal Planning Commission, a date for a public hearing will be set. The Planning and Development Division will give notice of the public hearing date by mail to assessed property owners within 75 metres of the subject site, to all individuals that attended the public information meeting and provided their contact information, and to the Montgomery Place Community Association. A notification poster will also be placed on the subject site.

Attachments

1. Location Plan – 3437 11th Street West
2. Proposed Site Plan – 3437 11th Street West
3. Department Comments for Discretionary Use Application – 3437 11th Street West
4. Proposed Pre-school – 3437 11th Street West - Discretionary Use Application Information
5. Community Engagement Summary

Report Approval

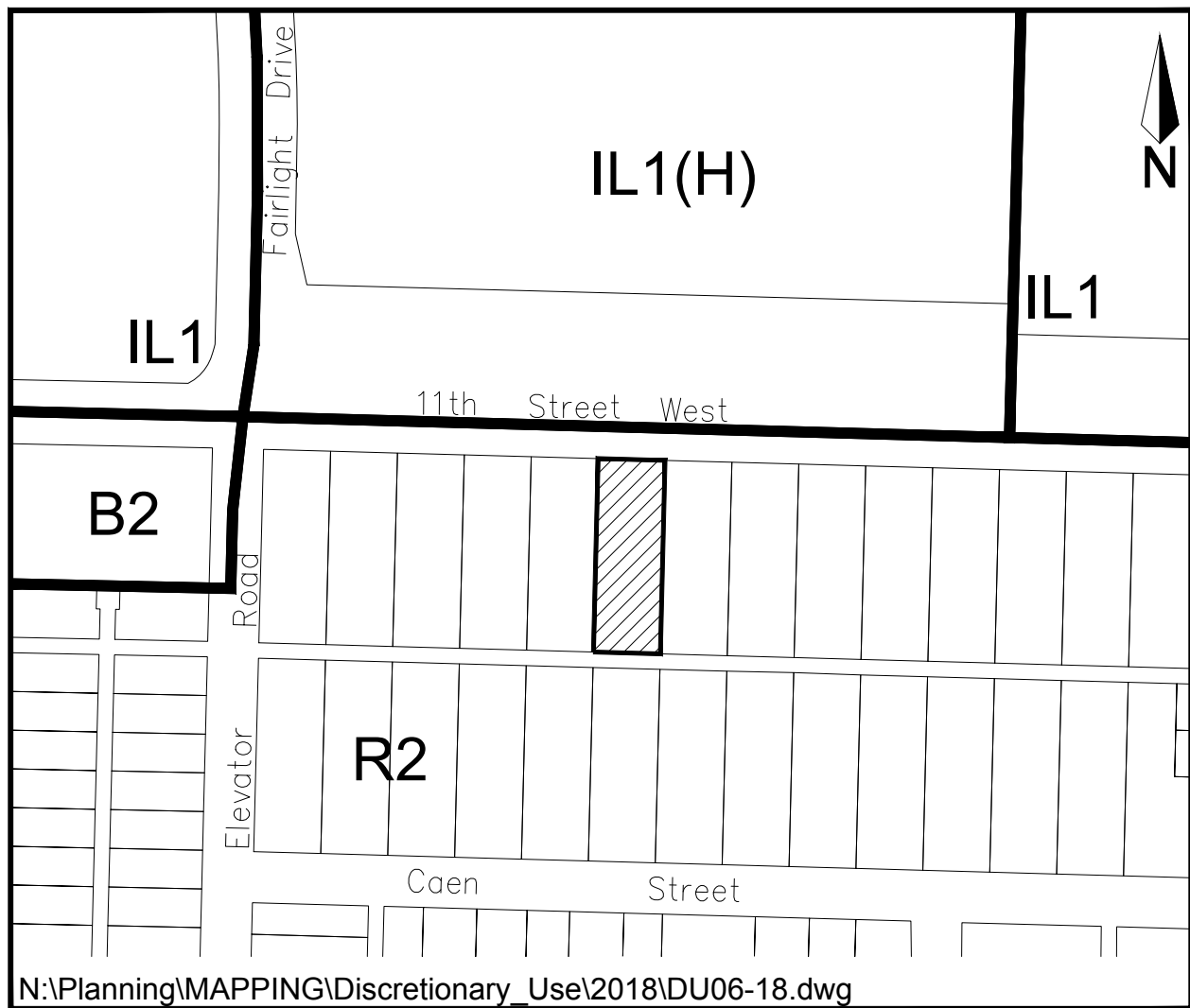
Written by: Darryl Dawson, Development Review Manager, Planning and Development

Reviewed by: Lesley Anderson, Director of Planning and Development

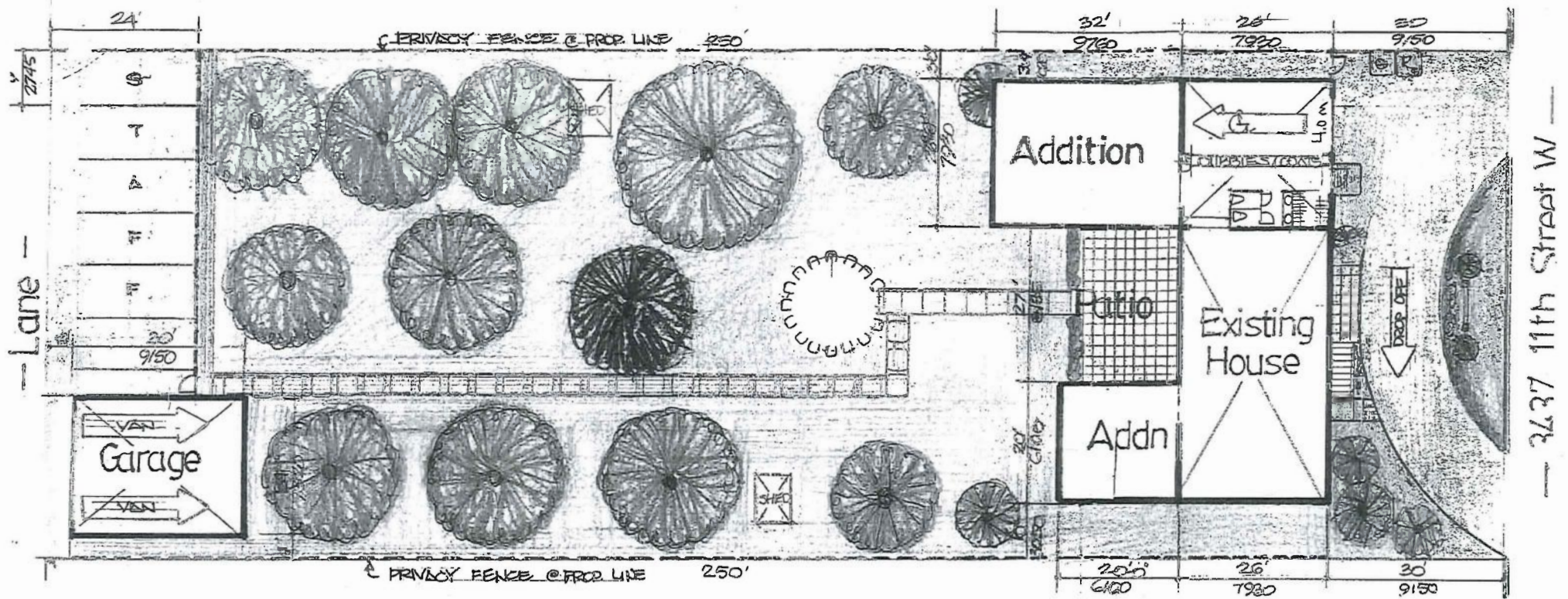
Approved by: Lynne Lacroix, Acting General Manager, Community Services Department

S/Reports/2018/PD/MPC – DUA – Pre-school – 3437 11th Street West/lc

Location Plan - 3437 11th Street West



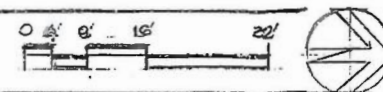
Proposed Site Plan - 3437 11th Street West



NOTES: • Site Area = 21,600' (2009.3 M²) • Outdoor play = 6400' (595 M²) • Existing Urban Forest
 • Building = 1898' (176.6 M²) • Parking = 10' (paved) • Sundeck
 • Addition = 1232' (114.6 M²) • Lot 21 Blk 4 Plan G831 • Garbage/recycle

proposed site plan ②

URBAN STC-HEAD START Preschool -



ENVIRONMENTAL ~~X~~
DESIGN GROUP LIMITED
3590 MOUNT ROYAL AVE.
SASKATOON, SK S7T 1B1

Department Comments for Discretionary Use Application
(3437 11th Street West)

1. Transportation and Utilities Department

Anticipated traffic volume produced by the proposed pre-school are within an acceptable range for 11th Street West and no concerns were identified with the operation. Driveways onto the site will have to meet the City of Saskatoon's (City) driveway standards and will require an application and permit.

The site must be graded to drain to the street and to the land and not onto adjacent properties. A site grading plan must be provided for review and approval with any building permit application.

2. Community Services Department

Building Standards Division - No objection to the discretionary use application provided that a building permit is obtained for the new use/occupancy of the building.

All drawings submitted for building permit application are required to be signed and sealed by a design professional (architect or engineer) licensed to practice in the province of Saskatchewan.

Please note, no plans or documentation have been submitted in support of this application, and no plans have been reviewed for compliance with the requirements of The National Building Code of Canada 2015.

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



Proposed Pre-school - 3437 11th Street West Discretionary Use Application Information

The following information is being sent to the residents of Montgomery Place to provide further details on the discretionary use application for the pre-school proposed for 3437 11th Street West.

Background

Saskatoon Tribal Council (STC) Urban First Nations Services Inc. has applied for discretionary use approval to operate a pre-school at 3437 11th Street West, located in the Montgomery Place neighbourhood. 3437 11th Street West is zoned R2 District under the City of Saskatoon Zoning Bylaw. This zoning district provides for residential development in the form of one and two-unit dwellings as well as related community uses. A pre-school is considered a discretionary use in the R2 District.

What is a Discretionary Use?

All property in the City of Saskatoon is assigned a zoning designation. Within each zoning designation, specific land uses are either permitted, prohibited, or discretionary. A discretionary use is a land use that is generally consistent with the permitted uses in a zoning district and may be allowed at the discretion of City Council. City Council can approve, approve with conditions, or deny a Discretionary Use application.

A discretionary use approval is applied to a specific site, not the applicant. Any change in the size or intensity of the use approved would require a new discretionary use application.

The Planning and Development division evaluates discretionary use applications on a case-by-case basis considering the site itself, as well the surrounding context including land uses nearby. In residential areas, the discretionary use process is in part intended to avoid over-concentration of non-residential uses. One discretionary use approval in an area does not make the approval of future applications more likely.

There are stand-alone pre-schools and child care centres operating in Saskatoon under discretionary use approval in residential neighbourhoods. Those stand-alone pre-schools and child care centres have been subject to the process outlined below.

Process for Reviewing and Approving a Discretionary Use Application

When a discretionary use application is received by the Planning and Development Division, it is circulated to internal Civic Departments to identify conformance or conflict with the Official Community Plan, the Zoning Bylaw, and any other applicable policies and regulations. Departments that review the application include Planning and Development, Transportation & Utilities, Fire & Protective Services, and Building Standards.

Once the application has been reviewed by internal Civic Departments, public consultation on the application is undertaken. Registered property owners typically within 75 metres of the subject site, the Community Association and the Ward Councillor are notified of the proposed discretionary use application as per the City's Public Notice Policy. When considered necessary, a public information meeting is held to provide information to area residents on the discretionary use application, answer questions and receive feedback.

Planning and Development will then prepare a report that provides a recommendation on the application and outlines information collected from the internal review process and public consultation. The report is presented to the Municipal Planning Commission, an advisory committee to City Council, for review. City Council will then consider the discretionary use application, including the administrative recommendation, a summary of public feedback, and the Municipal Planning Commission's feedback at a Public Hearing and provide a final decision to approve or deny the application. Any member of the public is welcome to speak in support or against the application at the Public Hearing. The applicant will also be invited to speak.

Details of the Proposed Pre-school at 3437 11th Street West

The pre-school is to be operated under the Aboriginal Head Start Program, where the goal is to help Aboriginal families in the Saskatoon area become stronger, healthier and empowered to engage in the lifelong learning of their children through preschool, parent groups and home visits. The pre-school curriculum is formulated around First Nations Traditions and Culture and engages Elders and family members in cultural activities, language development and outdoor learning. Transportation and snacks are provided. The goal is to give the children an early head start to lifelong learning.

Minor additions and interior alterations to the house at 3437 11th Street West are proposed to accommodate the pre-school program. The additions are being designed to maintain the residential character of the home. All additions and renovations will require a building permit to ensure work complies with the National Building Code.

Operation Details (as provided by STC):

- The pre-school will accommodate 16 children in the morning program and 16 children in the afternoon program.
- There will be four to five staff present.
- Hours of operation are proposed to be between the hours of 9:00 am to 3:30 pm, Monday to Thursday.
- The building will be monitored after hours and on weekends by STC, through the use of a security system, including cameras.
- The preschool provides transportation to the program. This would involve a total of six bus trips per day:
 - Two morning drop offs prior to 9:00 am,
 - Two combined pick-up / drop offs between 11:30 am and 1:00 pm, and
 - Two afternoon pick-ups after 3:30 pm.
- Two vehicles will be used: a 15 passenger van with 12 car seats for children and a 12 passenger school bus with 12 integrated child seats.
- Five parking spaces for staff will be provided in the rear yard. A driveway at the front of the property will function as a loading zone to accommodate pick up and drop off.

A proposed site plan for the property is attached.

NOTE – City Administration will make a recommendation to City Council on the appropriate number of children to be at the pre-school at any one time as well other land use related matters. City Council will then provide a final decision to approve or deny the application.

TRAFFIC

The Transportation Division with the Transportation and Utilities Department have reviewed the discretionary use application and indicated that anticipated traffic volumes produced by the proposed pre-school are within an acceptable range for 11th Street West and no concerns were identified with the operation. It is noted that the driveway onto the site will have to meet the City's driveway standards.

The proposed pre-school would not result in the establishment of a school zone on 11th Street West under current City Policies.

INFRASTRUCTURE

Sanitary sewer capacity has been reviewed for the area and it has been confirmed that there are no sanitary sewer capacity issues. No concerns have been identified for the operation of the pre-school on the existing sanitary sewer infrastructure.

Next Steps

No further public information meetings are scheduled.

A report including a summary of public feedback will be prepared by the Planning and Development Division and will be submitted for review by the Municipal Planning Commission for their meeting scheduled on December 18, 2018 at 12:00 pm in Committee Room E at City Hall. The report will be available on the City website on December 12, 2018 at 5:00 pm (agendas may be found at the following link <https://www.saskatoon.ca/city-hall/city-council-boards-committees/council/minutes-and-agendas>). City Council would then consider the application at a Public Hearing on January 28, 2019 at 6:00 pm in Council Chambers.

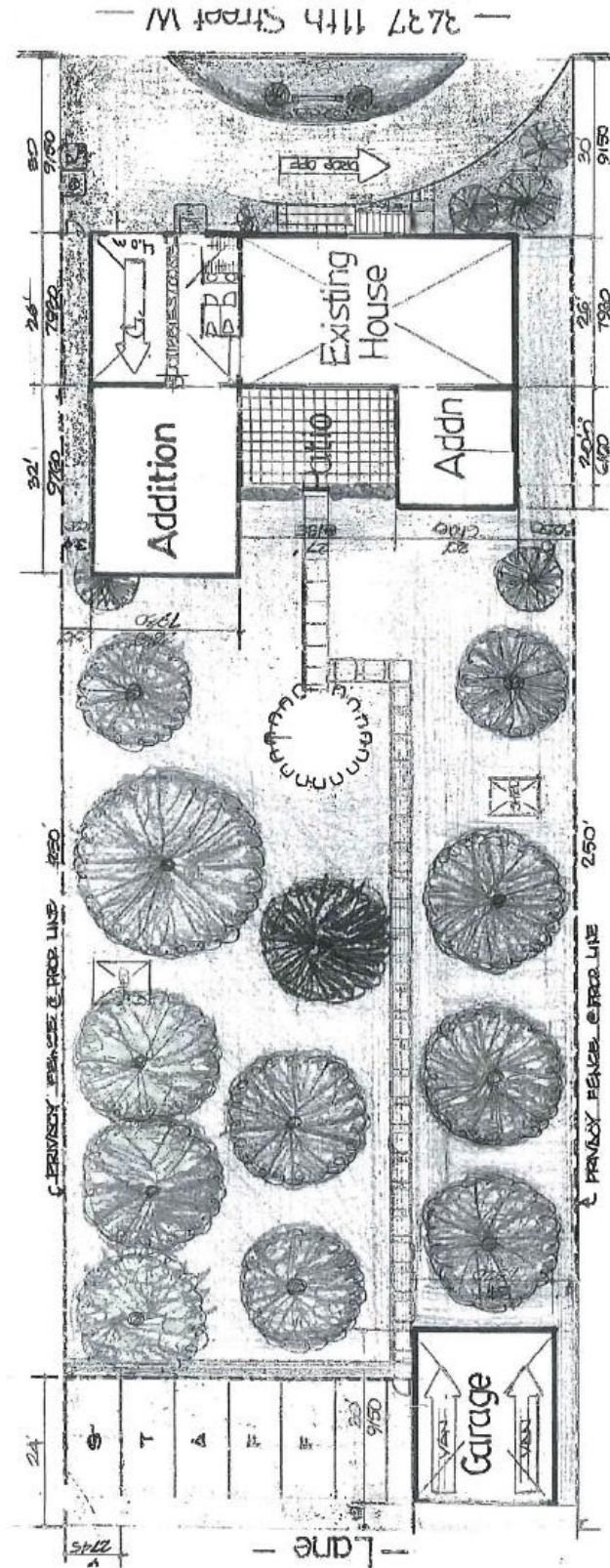
All submissions received by the City Clerk by 10:00 a.m. on January 28, 2019 will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak on the application. Submissions may be made online at <https://www.saskatoon.ca/write-letter-councilcommittees> or in writing to:

His Worship the Mayor and Members of City Council
c/o City Clerk's Office, City Hall
222 Third Avenue North, Saskatoon, SK S7K 0J5.

Questions and Comments

If you have any further questions or wish to provide further written comments to Planning and Development on this application, please contact Ashley Kostyniuk by phone at 306-975-3084 or by email at ashley.kostyniuk@saskatoon.ca by 5:00 pm on December 17, 2018.

Proposed Site Plan – 3437 11th St W

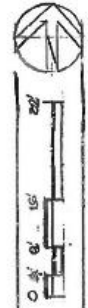


NOTES	
• Site Area = 21,600' (2009.3 M²)	• Existing Urban Forest
• Building = 1898' (176.6 M²)	• Sundeck
• Addition = 1232' (114.6 M²)	• Lot 21 Blk 4 Plan G831

proposed site plan (2)

URBAN STC – HEAD START Preschool –

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DESIGN GROUP LIMITED
3890 MOUNT ROYAL AVE.
SASKATOON, SK S7T 1B1





COMMUNITY ENGAGEMENT SUMMARY

Public Notice and Information Meeting
Proposed Discretionary Use in R2 District – Pre-school
3437 11th Street West – Montgomery Place

Applicant: Saskatoon Tribal Council (STC) Urban First Nations Services Inc.
File: PL 4350 – D6/18

Project Description

Public notice was provided to property owners within a 75-metre radius of the site, along with the Montgomery Place Community Association, dated August 29, 2018.

An information meeting was held regarding the proposed discretionary use application for a pre-school at 3437 11th Street West. The meeting was held at the Montgomery Elementary School on October 11, 2018, at 7:00 p.m.

Community Engagement Strategy

Purpose:

To inform and consult – Through the written notice and the public information meeting, residents were provided with an overview of the applicant's proposal and given the opportunity to ask questions and provide comments. Written comments (email/comment sheets) were accepted throughout the process.

Form of Community Engagement Used:

Public notice – Residents within 75-metre radius of the site, along with the Montgomery Place Community Association, were notified. The written notice provided general information on the application and opportunity to contact City of Saskatoon (City) staff.

Public information meeting – Residents were provided an opportunity to listen to a presentation by the applicant, participate in a question and answer session, and speak directly with the applicant and City staff following the formal portion of the meeting. City staff were in attendance to provide an overview of the discretionary use process and the next steps following the meeting.

Level of Input or Decision Making Required from the Public:

Comments, concerns, and opinions were sought from the public.

Who was Involved:

- Internal stakeholders – The standard administrative review process was followed and relevant internal divisions of the City were contacted for review and comment. Councillor Gough was also advised of the application.

- External stakeholders – A flyer with details of the meeting was sent to 60 property owners within the adjacent area of the subject site, as well the Montgomery Place Community Association.
- Approximately 85 members of the general public attended the meeting, as well as Councillor Gough, City staff, and representatives of STC First Nations Urban Services Inc.

Summary of Community Engagement Feedback

Following introductory remarks on the discretionary use process by City staff, an overview of the development proposal was provided by the applicant. A question/answer period and general discussion followed. Concerns, questions, statements in opposition and general points of discussion at the meeting and in comment sheets received after the meeting are as follows:

Expressing Concern or Opposition:

- impact of proposed use on the existing volume and speed of traffic on 11th Street West;
- winter accessibility of the rear lane and the impacts of bus use;
- on-street parking;
- whether this is the appropriate location for a pre-school (i.e. in a residential neighbourhood with access to two existing pre-schools within the elementary schools);
- impact of the proposed use on the residential and historic character of the neighbourhood;
- use is too large for the property and neighbourhood;
- potential increase in noise levels for adjacent neighbours during hours of operation (i.e. children and vehicles);
- lack of sidewalks in the neighbourhood being a potential danger for children;
- impact of a potential school zone on existing traffic flow;
- will result in a decrease in surrounding property values;
- safety and security of the property after hours and off-season;
- use could become higher density or change to another use without notice; and
- whether or not the existing water/sewer capacity can meet the needs of the proposed use.

Expressing Support:

- need to open doors for child development in the neighbourhood;
- site would provide good space for learning and play; and
- general support for the application.

To provide further details on the application and a response to relevant concerns, an information sheet was sent to all residents of Montgomery Place.

Next Steps

ACTION	ANTICIPATED TIMING
The Planning and Development Division prepares and presents proposal to Municipal Planning Commission. Municipal Planning Commission reviews proposal and recommends approval or denial to City Council.	December 18, 2018
Public Notice: Attendees of the public meeting will be provided with notice of the Public Hearing, as well as all others who were notified previously. A notification poster will be placed on site.	Early to mid-January 2019
Public Hearing: Occurs at City Council, with the opportunity for interested parties to present. Proposal considered together with the reports of the Planning and Development Division, Municipal Planning Commission, and any written or verbal submissions received.	January 28, 2019
City Council decision: May approve, approve with conditions, or deny a discretionary use application.	January 28, 2019

Prepared by:
Darryl Dawson
Planning and Development Division
November 26, 2018

From: [City Council](#)
To: [City Council](#)
Subject: Form submission from: Write a Letter to Council
Date: Sunday, December 09, 2018 12:59:41 PM

Submitted on Sunday, December 9, 2018 - 12:59
Submitted by anonymous user: 108.60.187.154
Submitted values are:

Date: Sunday, December 09, 2018
To: His Worship the Mayor and Members of City Council
First Name: Dan
Last Name: prefontaine
Email: [REDACTED]
Address: [REDACTED] Mountbatten St
City: Saskatoon
Province: Saskatchewan
Postal Code: [REDACTED]
Name of the organization or agency you are representing (if applicable):
Subject: Proposed discretionary use Montgomery pre school
Meeting (if known):
Comments:

Pleased be advised that I am against the proposed pre-school being considered on 11th Street. This type of development does not belong between residential homes, nor does it align with the cultural fabric of Montgomery place.

As an alternative, I propose selling a parcel of land to STC directly north of 11th St. Currently, there is an empty small parcel of land owned and not maintained by The City. Currently it unused and there is enough room to accommodate new construction, a small school yard and parking. I would like to see some of this land converted to an Urban Reserve in order to accommodate this particular group. It would be a great partnership for the city. Imagine a teepee, sweat lodge, cultural centre being built there in order teach future generations, First Nations culture in a safe and quiet setting. I'm confident my proposal an easy solution that would accommodate most concerns of all parties involved. Thanks for your consideration.

Attachments:

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/269617>

Proposed Amendment to Zoning Agreement – 303 Owen Manor - Wilson’s Greenhouse

Recommendation

That a copy of this report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration’s recommendation that the proposed amendment to the existing Zoning Agreement for the site located at 303 Owen Manor, as outlined in this report, be approved.

Topic and Purpose

An application has been submitted by S&C Wilson Land Holdings Inc. to amend the existing Zoning Agreement currently applied to 303 Owen Manor in the Brighton neighbourhood. The proposed amendment will clarify permitted indoor commercial recreation uses within the existing building and provide relevant development standards for those uses.

Report Highlights

1. The proposed amendment provides for clarification of the indoor commercial recreation uses that may develop on the site and an increase in permitted gross floor area from 13,100 m² (141,007 ft²) to 15,000m² (161,459 ft²).
2. A parking assessment submitted by the applicant, considering the proposed additional uses, determined that existing on-site parking is adequate to accommodate the uses.

Strategic Goal

This rezoning supports the City of Saskatoon’s (City) Strategic Goal of Sustainable Growth. Brighton was designed as a “complete community” neighbourhood that includes a variety of commercial services to serve residents.

Background

In August 2016, City Council approved the rezoning of 303 Owen Manor to B4 – Arterial and Suburban Commercial District subject to an Agreement (see Attachment 1) to provide for a retail garden centre and production greenhouse and included terms pertaining to the following:

- a) the permitted uses of land;
- b) maximum gross floor areas of permitted uses and where they could occur in the building;
- c) minimum parking and bicycle parking requirements;
- d) landscaping requirements, including the requirement for a sound attenuation wall on the southwest property line to mitigate noise impacts on adjacent single-family residential;

- e) the location of outdoor storage areas; and
- f) the arrangement of exterior lighting on the site; and provisions for signage on the site, including prohibiting electronic message centres and mobile signs.

The 2016 Zoning Agreement is included as Attachment 2.

Since approval of the existing agreement, the applicant has indicated that they wish to include additional uses not provided for in the current agreement.

Report

Requested Amendments to the Zoning Agreement

S&C Wilson Land Holdings Inc. is proposing an amendment to the existing Zoning Agreement for 303 Owen Manor to clarify permitted indoor commercial recreation uses and where these uses may be developed in the existing building. Proposed additional uses consist of: a bowling alley; inflatable play apparatuses, an ice skating rink, a video game arcade, and a rope course. The amendment will also provide for alterations to the existing go-kart track (refer to Attachment 3).

A subsequent increase to permitted gross floor area from 13,100 m² (141,007 ft²) to 15,000m² (161,459 ft²) is also proposed to accommodate the additional indoor commercial recreation uses.

The Planning and Development Division views the proposed additional uses as acceptable and generally consistent with the original development concept. The footprint of the principal building will not increase.

See Attachment 4 for the detailed proposed amendment to the Zoning Agreement.

Parking Assessment

As part of the review of this application, in considering proposed additional uses, the Planning and Development Division requested a parking assessment from the applicant. The assessment concluded that at peak times, parking is adequate for the site. The Transportation and Utilities Department reviewed and accepted the assessment.

Options to the Recommendation

City Council could choose to deny the proposed amendment. This decision would not permit uses on the subject site outside of what is currently prescribed in the Zoning Agreement.

Public and/or Stakeholder Involvement

The surrounding landowner, Dream Development, has been working with the applicant on this application process. No comments or concerns precluding this proposed amendment have been received by Administration.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

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

Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with the Public Notice Policy, and a date for a public hearing will be set. A notice will be placed in The StarPhoenix two weeks prior to the public hearing.

Attachments

1. Proposed Zoning Agreement Amendment Location Plan – 303 Owen Manor
2. Current Zoning Agreement for 303 Owen Manor
3. Proposed Location of Indoor Recreational Commercial Uses
4. Proposed Amendments to Zoning Agreement

Report Approval

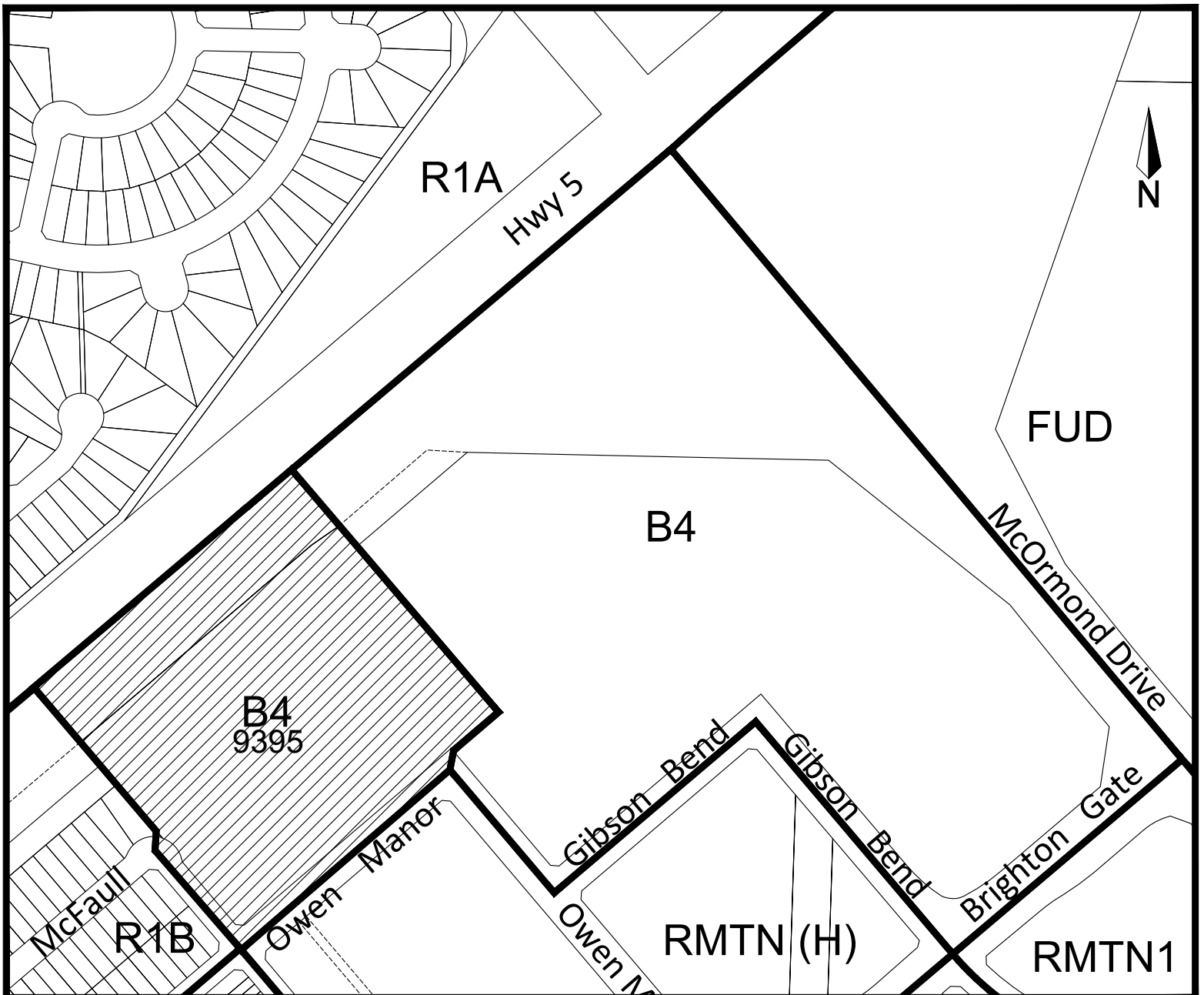
Written by: Jonathan Derworiz, Planner, Planning and Development

Reviewed by: Lesley Anderson, Director of Planning and Development

Approved by: Lynne Lacroix, Acting General Manager, Community Services Department

S/Reports/2018/PD/MPC – Amend Zoning Agreement – 303 Owen Manor-Wilsons/df

Proposed Zoning Agreement Amendment Location Plan - 303 Owen Manor



ZONING AMENDMENT



Amendment to B4 by Agreement

Appendix "B"

Rezoning Agreement

This Agreement made effective this 18th day of August, 2016.

Between:

The City of Saskatoon, a municipal corporation pursuant to
The Cities Act, S.S. 2002 Chapter C-11.1 ("the City")

- and -

S&C Wilson Land Holdings Ltd. a Saskatchewan corporation
carrying on business in the City of Saskatoon, in the Province of
Saskatchewan ("the Owner")

Whereas:

1. (1) The Owner is the registered owner of the land described as follows:
 - (a) Parcel G on the Plan showing Proposed Subdivision of parts of Area 'R', Registered Plan No. 93S04586; Plan No. 101897062; Parcels A, B & D, Plan No. 102194759, all in S.E. ¼ Sec. 31, Twp. 36, Rge. 4, W.3rd Mer., Road Allowance between S.E. ¼ Sec. 31 and S.W. ¼ Sec. 32, and parts of Parcel B, Registered Plan No. 00SA23204, in S.W. ¼ Sec. 32, and S.W. ¼ Sec. 32, Twp. 36, Rge. 4, W.3rd Mer., Saskatoon, Saskatchewan, by M.G. Radoux, S.L.S., dated June 30, 2016.
- (hereinafter referred to collectively as "the Land");
2. The Owner has applied to the City for approval to rezone the Land from an RMTN(H) District and a B4(H) District to a B4 District to allow the development of the proposal specified in this Agreement;
3. The City has an approved Official Community Plan which, pursuant to Section 69 of *The Planning and Development Act, 2007*, contains guidelines respecting the entering into of agreements for the purpose of accommodating requests for the rezoning of land; and
4. The City has agreed, pursuant to the provisions of Section 69 of *The Planning and Development Act, 2007*, to rezone the Land from an RMTN(H) District and a B4(H) District to a B4 District, subject to this Agreement.

Now therefore this Agreement witnesseth that the Parties hereto covenant and agree as follows:

Land to be Used in Accordance with Agreement

1. The Owner agrees that, upon the Land being rezoned from an RMTN(H) District and a B4(H) District to a B4 District, none of the Land shall be developed or used except in accordance with the terms and conditions set out in this Agreement.

Use of Land

2. (1) The Owner agrees that the use of the Land will be restricted to the construction of a retail garden centre and production greenhouse which may consist of the following uses:
 - (a) retail stores;
 - (b) nurseries and greenhouses for horticultural production that will primarily be sold on the site;
 - (c) restaurants;
 - (d) accessory warehouse and storage;
 - (e) small animal grooming;
 - (f) small animal veterinary clinic;
 - (g) indoor commercial recreation use; and
 - (h) outdoor storage.
- (2) The buildings and the site must be constructed and developed in substantial compliance with the site plan attached as Schedule "A" and elevations attached as Schedule "B" to this Agreement.

Development Standards

3. The development standards applicable to the Land shall be those applicable to a B4 District except as follows:

- (a) The total maximum gross floor area for area of buildings on site shall not exceed 13,100 m² (141,007 ft²) and:
 - (i) in no case shall the total maximum gross floor area for retail, restaurant, small animal grooming, and small animal veterinary clinic uses exceed 4,800 m² (51,666.7 ft²);
 - (ii) in no case shall the total maximum gross floor area for all nurseries, greenhouses, and accessory warehouse uses exceed 8,300 m² (89,340 ft²); and
 - (iii) in no case shall the total area devoted to accessory warehouse use exceed 600 m² (6,458 ft²).
- (b) Indoor commercial recreation use may only be located in the area identified as "Seasonal Use Greenhouse" and "Seasonal Use Production Greenhouse" on the site plan attached to this Agreement.

Parking

- 4. A minimum of 325 parking spaces shall be provided; seven of which shall be barrier-free.

Bicycle Parking

- 5. (a) A minimum of one bicycle parking space shall be provided for every 300 m² of gross floor area devoted to retail, restaurant, small animal grooming and small animal veterinary clinic uses.
- (b) Bicycle parking spaces shall be provided in locations that are readily visible, well-lit, and in close proximity to building entrances.

Landscaping

- 6. In addition to landscaping requirements contained in the 34 District the following shall apply to the satisfaction of the Development Officer:
 - (a) An intensive landscaping strip of not less than 3.0 m wide adjacent to and abutting the southwest site line shall be provided.
 - (b) An additional 5.8 m landscape strip shall be provided adjacent to and abutting the intensive landscaping strip, from the front site line to the rear of the building, as shown on the site plan attached to and forming part of this Agreement.

- (c) A sound attenuation fence/wall shall be developed and landscaped on the southwest side site line in substantial conformance with the site plans attached to this Agreement as Schedule "A" and shall be consistent with the images illustrated in the attached Schedule "C" and:
 - (i) shall begin at a point 9.0 m from the front site line;
 - (ii) shall not exceed 2.0 m in height in the required front yard;
 - (iii) shall be a minimum 2.44 m and a maximum of 2.74 m in height from the front of the building to the rear of the property; and
 - (iv) the City may request alterations to the location of the sound attenuation fence/wall, where necessary, to address vehicular and/or pedestrian safety.

Outdoor Storage

- 7. (a) Outdoor storage is not permitted in the front yard. Any storage in the side and rear yard shall be suitably screened to the satisfaction of the Development Officer.
- (b) The bulk material bins adjacent to College Drive shall be developed in substantial conformance with the site plans, the elevations and the images attached to this Agreement as Schedules "A", "B" and "C".

Outdoor Lighting

- 8. All outdoor lighting must be of an appropriate arrangement and intensity that does not unduly interfere with the adjacent land uses or interfere with the safe operation of nearby roadways and traffic control devices.

Signage

- 9. Signage shall comply with Signage Group 4 of the Sign Regulations with the following provisions:
 - (a) Electronic message centres are prohibited.
 - (b) Portable signs are prohibited.
 - (c) Lighting must be sensitive to neighbouring properties and shall only be illuminated during the hours of operation applicable to the particular permitted land use.

Application of Zoning Bylaw

10. The Owner covenants and agrees that, except to the extent otherwise specified in this Agreement, the provisions of the City of Saskatoon Zoning Bylaw No. 8770 as amended from time to time shall apply.

Compliance with Agreement

11. The Owner covenants and agrees not to develop or use the Land unless such development, use and construction complies with the provisions of this Agreement.

Dispositions Subject to Agreement

12. The Owner covenants and agrees that any sale, lease or other disposition or encumbrance of the Land or part thereof shall be made subject to the provisions of this Agreement.

Definitions

13. Any word or phrase used in this Agreement which is defined in Zoning Bylaw No. 8770 shall have the meaning ascribed to it in that Bylaw.

Departures and Waivers

14. No departure or waiver of the terms of this Agreement shall be deemed to authorize any prior or subsequent departure or waiver, and the City shall not be obliged to continue any departure or waiver or permit subsequent departure or waiver.

Severability

15. If any covenant or provision of this Agreement is deemed to be void or unenforceable in whole or in part, it shall not be deemed to affect or impair the validity of any other covenant or provision of this Agreement.

Governing Law

16. This Agreement shall be governed and interpreted in accordance with the laws of the Province of Saskatchewan.

Effective Date of Rezoning

17. It is understood by the Owner that the Land shall not be effectively rezoned from an RMTN(H) District and a B4(H) District to a B4 District until:
- (a) The Council of The City of Saskatoon has passed a Bylaw to that effect; and
 - (b) This Agreement has been registered by the City, by way of Interest Registration, against the Title to the Land.

Use Contrary to Agreement

18. (1) The Council of The City of Saskatoon may declare this Agreement void where any of the Land or buildings thereon is developed or used in a manner which is contrary to the provisions of this Agreement, and upon the Agreement being declared void, the Land shall revert to the district to which it was subject to before rezoning.
- (2) If this Agreement is declared void by the Council of The City of Saskatoon, the City shall not, by reason thereof, be liable to the Owner or to any other person for any compensation, reimbursement or damages on account of loss or profit, or on account of expenditures, or on any other account whatsoever in connection with the Land.

Registration of Interest

19. (1) The Parties hereto acknowledge that this Agreement is made pursuant to Section 69 of *The Planning and Development Act, 2007* and the Owner agrees that this Agreement shall be registered by way of an Interest Registration against the Title to the Land. As provided in Section 236 of *The Planning and Development Act, 2007*, Section 63 of *The Land Titles Act, 2000* does not apply to the Interest registered in respect of this Agreement.
- (2) This Agreement shall run with the Land pursuant to Section 69 of *The Planning and Development Act, 2007*, and shall bind the Owner, its successors and assigns.

Enurement

20. This Agreement shall enure to the benefit of and be binding upon the Parties hereto and their respective heirs, executors, administrators, successors and assigns.

The City of Saskatoon

Donald / Atchison
Mayor

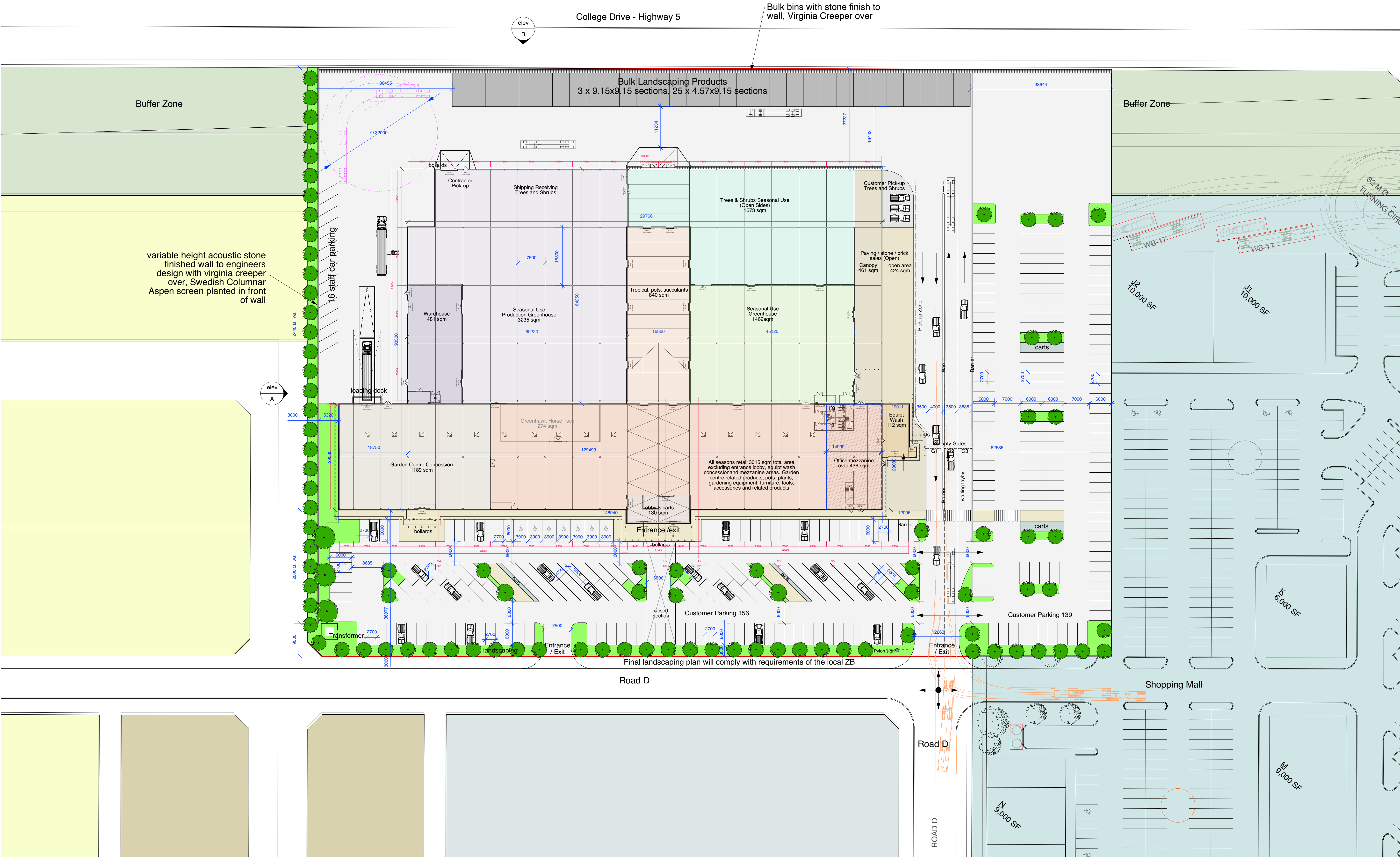
Mumman
City Clerk



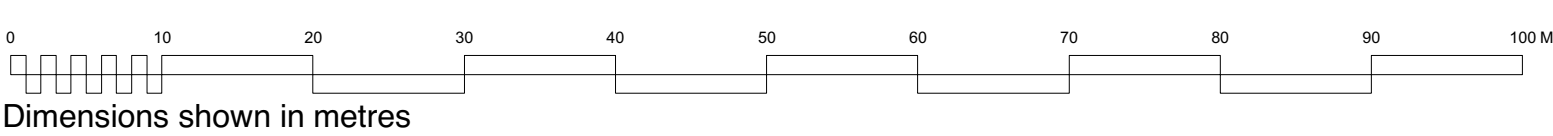
S&C Wilson Land Holdings Ltd.

[Signature]





Customer Parking: 295
Staff Parking: 16
Total Parking Spaces: 311



HPW Architecture Ltd

Wade Park Farm, Ower, Southampton, Hampshire, SO51 6AG, UK
T +44(0)23 80 811808 E design@hpw.co.uk W www.hpw.co.uk

DRAWING INFORMATION
Dimensions to be checked on site. All in millimetres unless stated. Not to be scaled. This drawing and information displayed is the confidential property of hpw partnership ltd and shall not be copied or used for any purpose without the written permission of an agent of the company. © HPW Architecture Ltd

CLIENT
Wilsons Garden Centre
Saskatoon
Canada



TITLE
Site Plan

PROJECT
New Garden Centre Development

STATUS **Proposed**

SCALE @ A1 **1:500**

SCALE @ A3 **1:1000**

DWG NO **2953-10-02**

DATE **7/6/16**

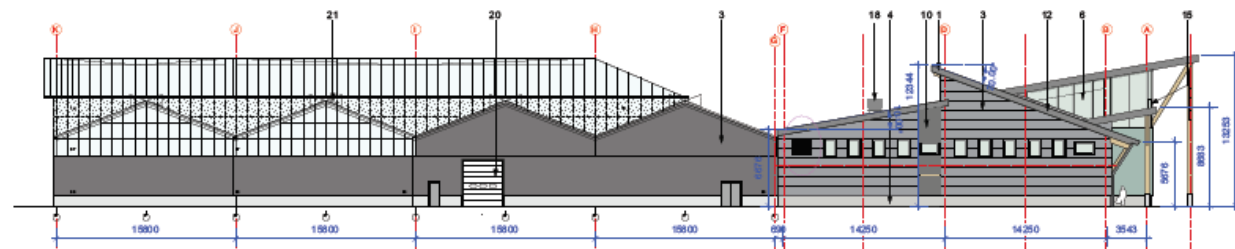
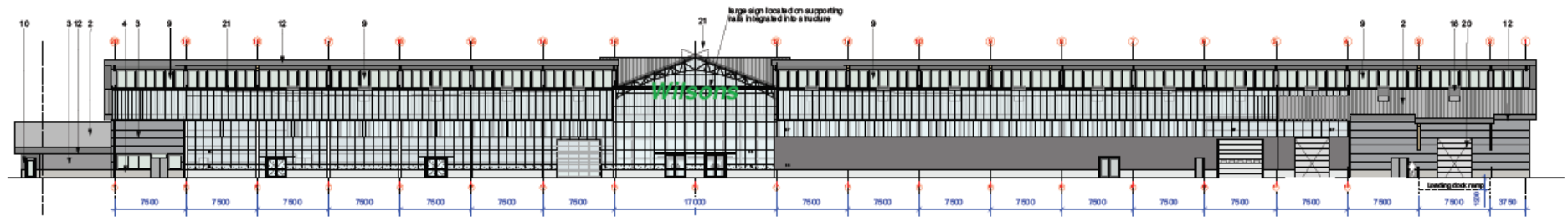
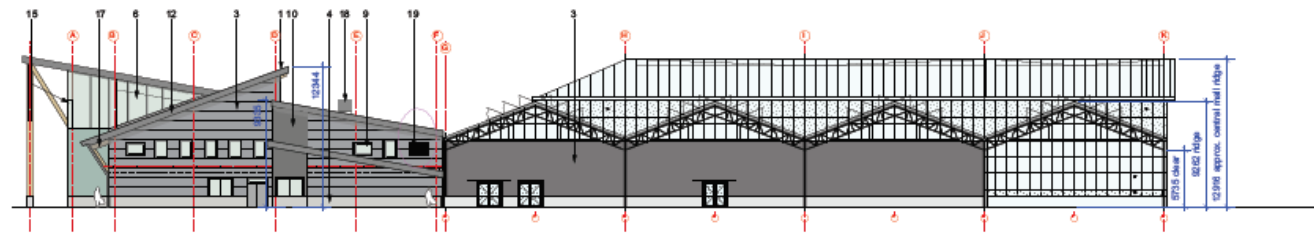
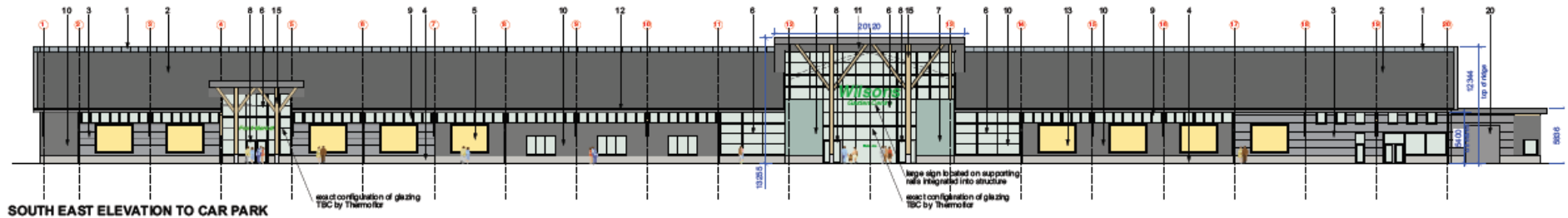
DRAWN **AU**

REV **C-30.06.16 carpark entrance amended**
B-27.06.16 landscaping trees / note
A-21.06.16 areas and car park amendments



Schedule "B"

Proposed Building Elevations



SOUTH WEST ELEVATION



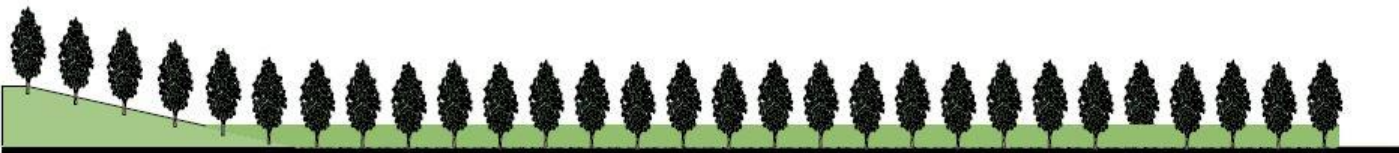
MATERIALS KEY

- 1 PVT panels fixed to roof
- 2 Kingspan Kingsp standing seam roof
- 3 Horizontally laid smooth faced plastic coated metal cladding
- 4 Concrete upstand 900 high
- 5 Metal framed double glazed shopfront window
- 6 Metal framed double glazed curtain walling
- 7 Lining wall
- 8 3m high entrance door
- 9 Metal framed double glazed high level windows / operable
- 10 Horizontally laid overclay/clay cladding
- 11 White metal profiled cladding soffit to roof
- 12 Pressed metal fascia to gutter
- 13 Metal framed graphics banner
- 14 Kingspan Kingsp standing seam roof
- 15 Gullum / timber clad columns
- 16 Timber truss structure to central mall only
- 17 Gullum beam
- 18 Windows here - in abeyance and to be confirmed
- 19 Polyester powder coated metal bunnies with insect mesh
- 20 Roller shutter doors
- 21 Glazed opening vents

Schedule "C"



Elevation A - initial planting



Elevation A - mature growth



Elevation B - initial planting



Elevation B - mature growth



Image showing soundwall and tree screen on elevation A initial year planting



Image showing soundwall and tree screen on elevation A mature growth



Image showing bulk bins stone wall with Virginia Creeper growing over on Elevation B, initial planting



Image showing bulk bins stone wall with Virginia Creeper growing over on Elevation B, mature growth

Affidavit Verifying Corporate Signing Authority

Canada)
Province of Saskatchewan)
To Wit:)

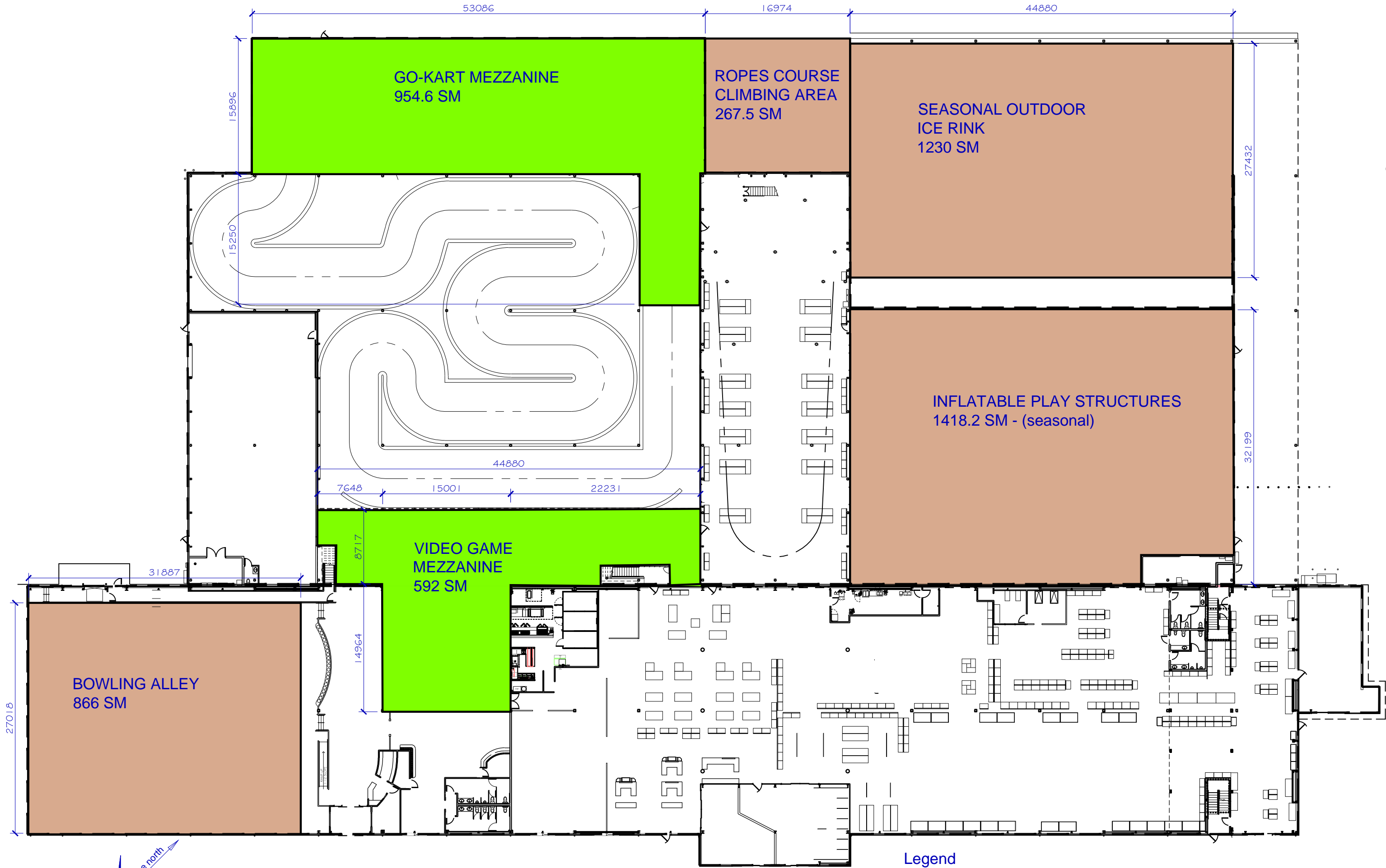
I, _____, of the City of Saskatoon, in the
(Name)
Province of Saskatchewan, _____, make oath and say:
(Position Title)

1. I am an officer or director of the corporation named in the within instrument.
2. I am authorized by the corporation to execute the instrument without affixing a corporate seal.

Sworn before me at the City of Saskatoon,)
in the Province of Saskatchewan, this _____)
day of _____, 2016.)
_____))

A Commissioner for Oaths for Saskatchewan.)
My commission expires _____)
(or) Being a solicitor.)

_____) (Signature)



Legend

- PROPOSED MEZZANINE USE
- PROPOSED MAIN FLOOR USE

Wilson's Greenhouse – Brighton

Draft Terms of Amendment to Zoning Agreement: B4 by Agreement

Legal: Parcel G, Plan No. 102251247, Surface Parcel No. 203347571

1. Use of Land:

- a)** Indoor Commercial Recreational Use limited to:
 - i.** Bowling alley;
 - ii.** Inflatable play apparatus;
 - iii.** Video game arcade;
 - iv.** Ice skating rink;
 - v.** Rope course; and
 - vi.** Go-kart track.

2. Development Standards:

- a)** The total maximum gross floor area for area of buildings on site shall not exceed 15,000 m² (161,459 ft²); and
- b)** Indoor commercial recreation uses shall be substantially in conformance with the location and size as identified by their uses on the building layout attached to the Agreement.

Proposed Rezoning – FUD to R1A – Brighton Neighbourhood

Recommendation

That a copy of this report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Bylaw No. 8770, the Zoning Bylaw, to rezone land in the Brighton neighbourhood, as outlined in this report, be approved.

Topic and Purpose

An application has been submitted by Dream Development to rezone land in the Brighton neighbourhood from FUD – Future Urban Development District to R1A – One Unit Residential District. This application will apply the zoning district necessary to implement the Brighton Neighbourhood Concept Plan for the area outlined in this report.

Report Highlights

1. The Brighton Neighbourhood Concept Plan (Concept Plan) identifies the subject area as a potential school site and Municipal Reserve.
2. The rezoning to the R1A District will facilitate the subdivision of sites for future elementary schools and the core park in the Brighton Neighbourhood.
3. The proposed zoning amendment is consistent with the Concept Plan.

Strategic Goal

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

Background

The Concept Plan was originally approved by City Council on May 20, 2014, with amendments to the Concept Plan approved on May 24, 2016 (see Attachment 1).

The FUD District was applied as interim zoning pending urban development.

Report

Concept Plan

The Concept Plan identifies the area proposed for R1A District as potential school sites and core park within the Brighton Neighbourhood.

Amendment to Bylaw No. 8770, Zoning Bylaw

The zoning designation of the subject land is proposed to be amended from FUD District to R1A District. The R1A District will facilitate the subdivision of sites for future elementary schools and the core park in the Brighton Neighbourhood; see Attachment 2 for a map showing the proposed amendment.

Referral Process

No concerns were identified through the Administrative referral process that would preclude the application from proceeding to a public hearing at City Council.

Options to the Recommendation

City Council could choose to deny this application. This option is not recommended as this application is consistent with the Concept Plan.

Public and/or Stakeholder Involvement

To solicit feedback on the proposal, notices were mailed out to property owners within a 75 metre radius of the site. One phone call and one email was received. Both residents requested confirmation that the proposed school site and green space shown in the Concept Plan are not being impacted by this rezoning. Both residents were told that this rezoning application is in line with the Concept Plan and that it will not affect the proposed school site and park.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

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

Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Policy No. C01-021, Public Notice Policy, and a date for a public hearing will be set. A notice will be placed in The StarPhoenix two weeks prior to the public hearing.

Attachments

1. Brighton Neighbourhood Concept Plan showing Proposed Zoning Amendment Area
2. Proposed Rezoning Location Map

Report Approval

Written by: Jonathan Derworiz, Planner, Planning and Development

Reviewed by: Lesley Anderson, Director of Planning and Development

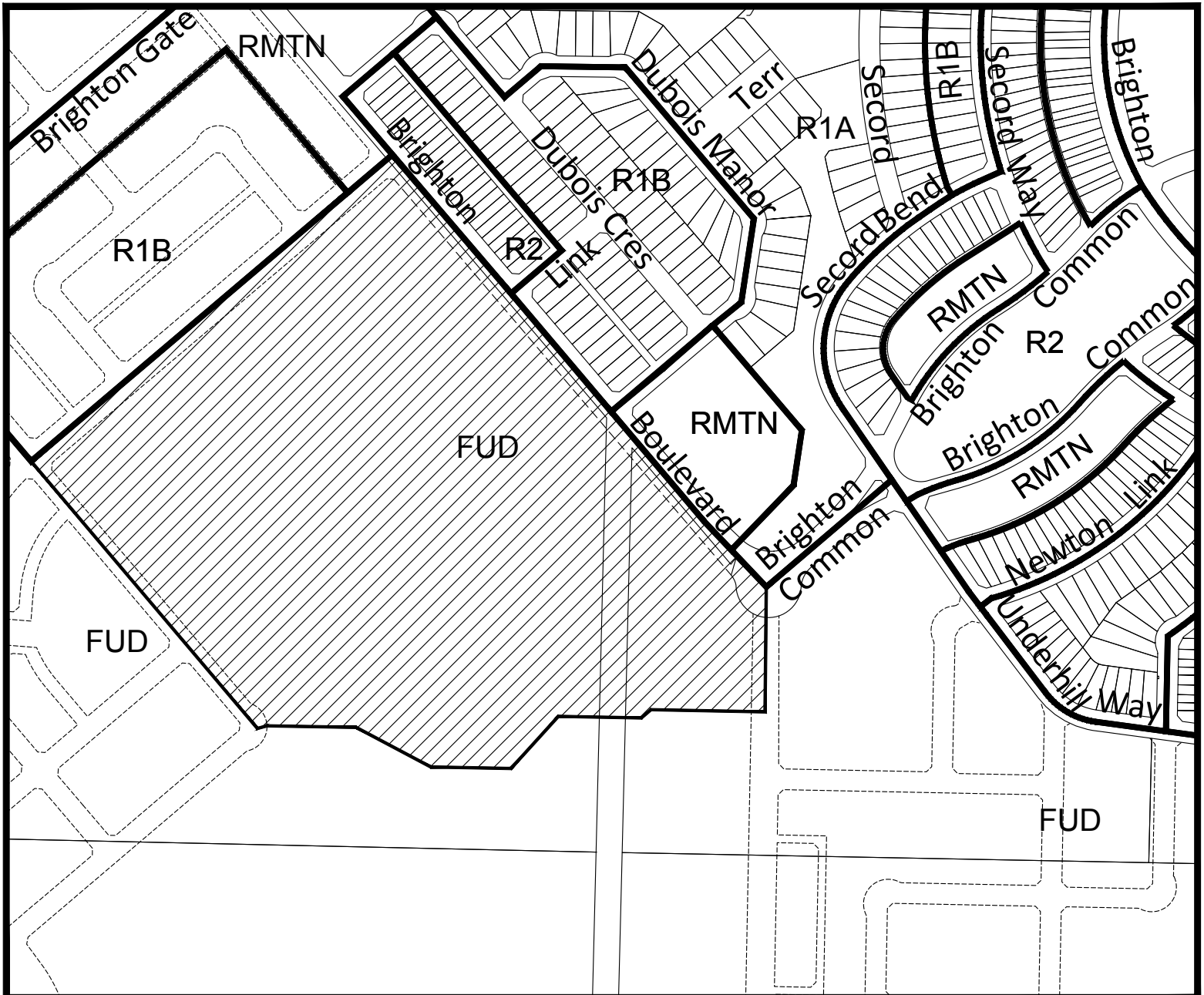
Approved by: Lynne Lacroix, Acting General Manager, Community Services Department

Brighton Neighbourhood Concept Plan showing Proposed Zoning Amendment Area



- | | |
|---|---------------------------------|
| SINGLE UNIT/SEMI UNIT DETACHED DWELLINGS | MUNICIPAL RESERVE |
| LOW DENSITY STREET TOWNHOUSING MULTI-UNIT DWELLINGS | BUFFER STRIP |
| LOW DENSITY GROUP TOWNHOUSING MULTI-UNIT DWELLINGS | PEDESTRIAN LINKAGE |
| MEDIUM DENSITY MULTI UNIT DWELLINGS | POSSIBLE ACCESS (UNDER REVIEW) |
| MIXED USE 1 - RESIDENTIAL/RETAIL/INSTITUTIONAL | RESIDENTIAL CARE HOME |
| MIXED USE 2 - OFFICE/RETAIL | APPROXIMATE CELL TOWER LOCATION |
| RETAIL | CONCEPT PLAN BOUNDARY |
| POTENTIAL SCHOOL SITE | ZONING AMENDMENT AREA |
| WETLAND COMPLEX
(WATER LEVEL VARIES) | |

Proposed Rezoning Location Map



ZONING AMENDMENT



From FUD to R1A

Proposed Amendment to Existing Zoning Agreement – AG – Agricultural District – Saskatoon Wildlife Federation

Recommendation

That a copy of this report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the proposal to amend the existing Zoning Agreement for the property located at Block A, Plan No. 78S31217, as outlined in this report, be approved.

Topic and Purpose

The Saskatoon Wildlife Federation has submitted an application to amend the existing Zoning Agreement for their site located on Block A, Plan No. 78S31217, in the University Heights Sector. The proposed amendment will introduce outdoor archery as a permitted use and develop standards to mitigate safety risks associated with this use.

Report Highlights

1. In May 2018, City Council approved an application to rezone the Saskatoon Wildlife Federation's (Wildlife Federation) site to AG – Agricultural District, subject to an agreement to accommodate existing uses of the site, including a clubhouse, hall, fishpond, and indoor ranges for activities related to their organization.
2. The Wildlife Federation has applied to amend this Zoning Agreement to include an outdoor archery range component and provisions for a new shooting range structure.
3. Development standards in the proposed Zoning Agreement have been reviewed to mitigate risk and address safety concerns.

Strategic Goal

This rezoning supports the City of Saskatoon's Strategic Goal of Sustainable Growth as it will provide for the ongoing use of the existing facility until such time as urban development occurs in this area of the city.

Background

In May 2018, City Council approved an application to rezone the Wildlife Federation's site located on Block A, Plan No. 78S31217, in the University Heights Sector, from FUD – Future Urban Development District to AG – Agricultural District, subject to an Agreement (refer to Attachment 1). This Zoning Agreement was intended to permit the uses and buildings on site, as both were non-conforming and not permitted under the FUD District. Terms of this agreement were written to ensure that uses and buildings on site were compatible with future urban development and surrounding land uses.

The Zoning Agreement limits land uses to a private club with administrative offices, an interpretive center and classrooms, a community centre, commercial recreational uses limited to the fish pond and indoor firearm and archery range, a campground, and a park and playground. Additionally, development standards included a maximum building height of 10 metres and a minimum front yard setback of 6 metres.

This rezoning application also proposed outdoor archery. At the time, the Planning and Development Division expressed concern about an outdoor archery range in this location, stating that this use would be incompatible with the urban form, future residential development, and municipal infrastructure. As such, this use was not accommodated in the Zoning Agreement. A recommendation to explore the inclusion of an outdoor archery range at the Wildlife Federation site as part of its Zoning Agreement was passed by City Council at the same meeting.

Report

To expand on site programming, the Wildlife Federation has applied to amend the Zoning Agreement for the subject site. Proposed amendments would permit outdoor archery and include provisions for the construction of a new outdoor archery range.

University Heights Sector Plan

The subject site is located within the University Heights Sector. The University Heights Sector Plan (Sector Plan) has identified this area as Residential and as part of a future residential neighbourhood. The Sector Plan acknowledges the existing facilities and uses on the subject site and indicates that once residential development reaches the area, relocation of the facility will be considered.

Outdoor Archery Ranges in Other Municipalities

Given the potential safety risks associated with outdoor archery ranges, and the future residential land use of the area, a review of outdoor archery ranges in other urban settings was conducted. Outdoor archery ranges in Salt Lake City, Utah; Winnipeg, Manitoba; and Toronto, Ontario were researched. It was identified that outdoor archery ranges in these cities are located in industrial areas or open spaces away from residential neighbourhoods and institutional uses.

Saskatoon Wildlife Federation Outdoor Archery Range

In July 2018, the Planning and Development Division staff were given a tour of the Wildlife Federation's facilities. This included a site walk-through, an explanation of their current operations, an equipment demonstration, and a discussion of the proposed outdoor archery range. Following this tour, the Wildlife Federation provided technical information and options for site development to address safety concerns related to locating an outdoor archery range within the future urban residential neighbourhood.

From the review of technical information and options provided, the following amendments to the existing Zoning Agreement are proposed to accommodate an outdoor archery range on the site:

- a) add outdoor archery range to the permitted uses allowed on the site and identify the location where this use may occur (refer to Attachment 2);
- b) construct berm and fence at the end of the range;
- c) restrict use of bows to a draw weight of 50 pounds or less;
- d) install protective shrouding on the existing archery shelter (refer to Attachment 3); and
- e) incorporate an indemnification clause in the Zoning Agreement.

Comments from Other Divisions

No concerns were received through the administrative referral process that precludes this application from proceeding to the public hearing.

Options to the Recommendation

City Council could choose to deny this application. This decision would maintain the current Zoning Agreement and not permit uses outside of the agreement.

Public and/or Stakeholder Involvement

The Planning and Development and Saskatoon Land Divisions had a number of meetings with the Wildlife Federation to discuss the proposed uses of the land, the land development process, and future development of the area as a residential neighbourhood.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

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

Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Policy No. C01-021, Public Notice Policy, and a date for a public hearing will be set. A notice will be placed in The StarPhoenix two weeks prior to the public hearing.

Attachments

- 1. Location Map
- 2. Proposed Zoning Agreement Location Plan – Saskatoon Wildlife Federation
- 3. Proposed Protective Shrouding for Archery Shelter

Report Approval

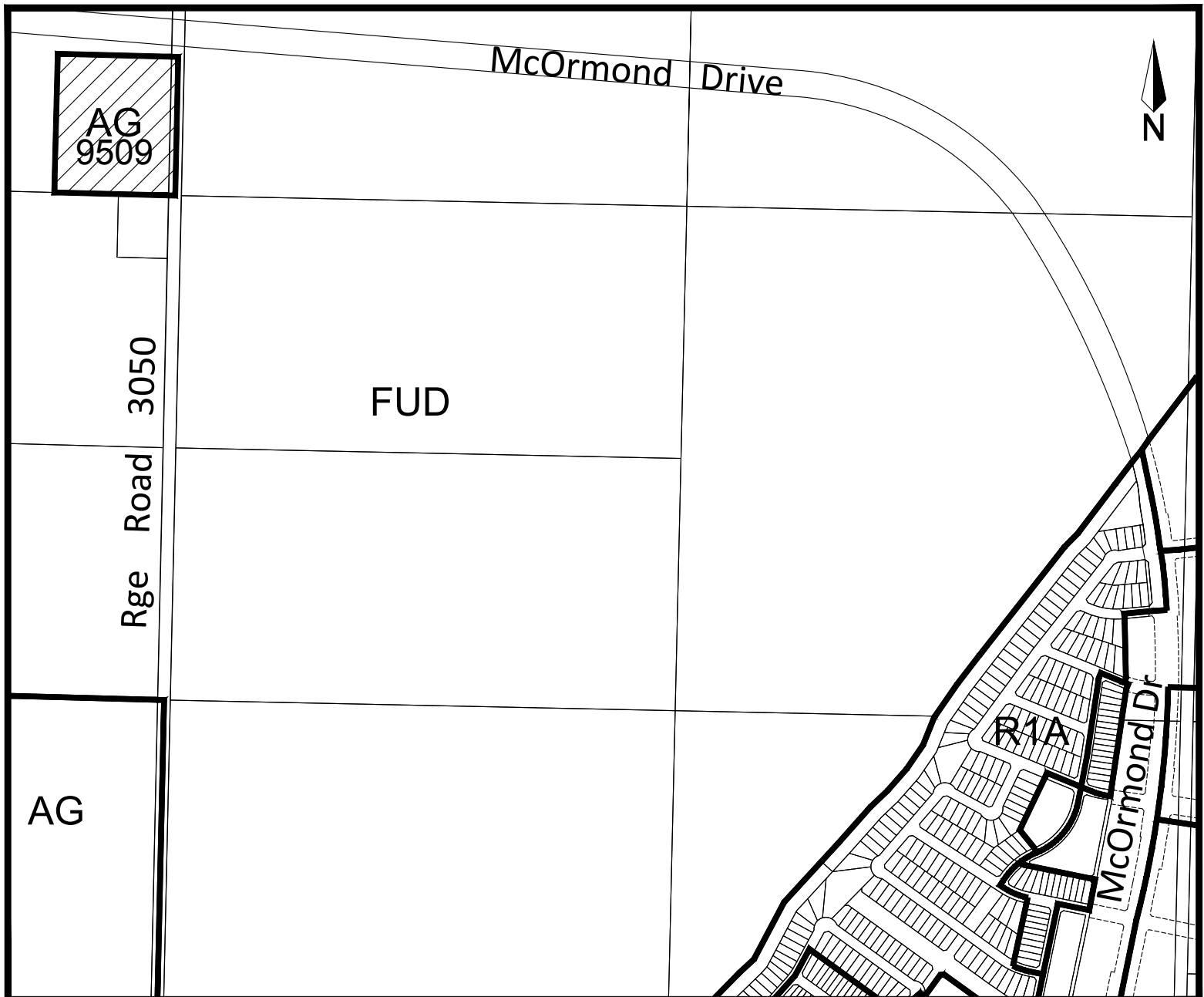
Written by: Jonathan Derworiz, Planner, Planning and Development

Reviewed by: Lesley Anderson, Director of Planning and Development

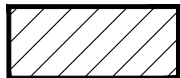
Approved by: Lynne Lacroix, Acting General Manager, Community Services Department

S/Reports/2018/PD/MPC – Proposed Amendment to Existing Zoning Agreement – Stoon Wildlife Federation/ks

Location Map



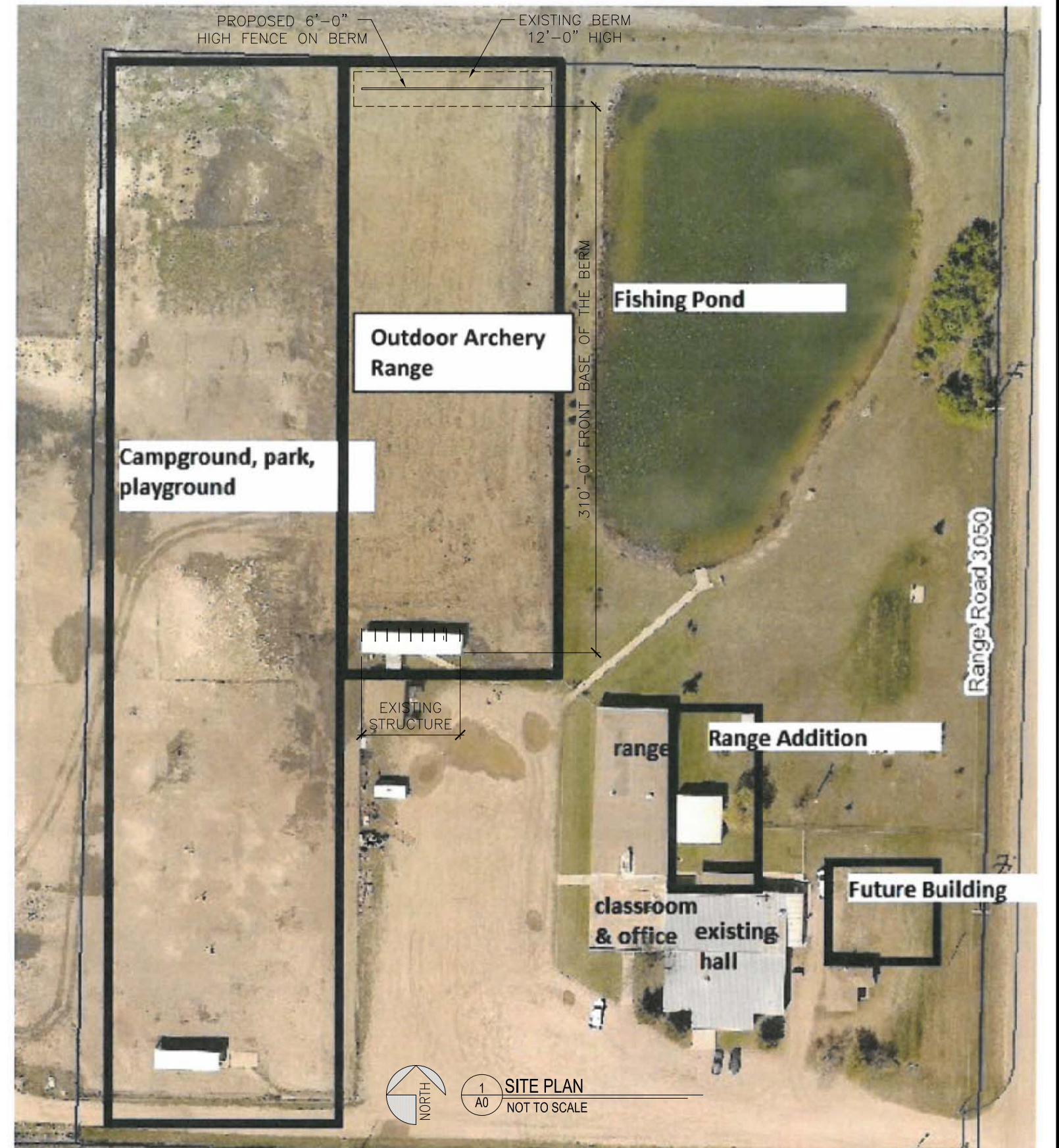
ZONING AMENDMENT



Amendment to AG by Agreement

Proposed Zoning Agreement Location Plan - Saskatoon Wildlife Federation

SASKATOON WILDLIFE FEDERATION ARCHERY RANGE ADDITION



PROJECT No: 2018-ARRA

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VERIFY ALL DIMENSIONS, DATUM & ELEVATIONS PRIOR TO COMMENCEMENT OF WORK.

SCALE: AS NOTED

DATE: 2018-12-04

DRAWN BY: WCH

PLOT No: 0



CLIENT:

**SASKATOON
WILDLIFE FEDERATION**
RANGE ROAD 3050, SASKATOON, SK

PROJECT:

ARCHERY RANGE ADDITION

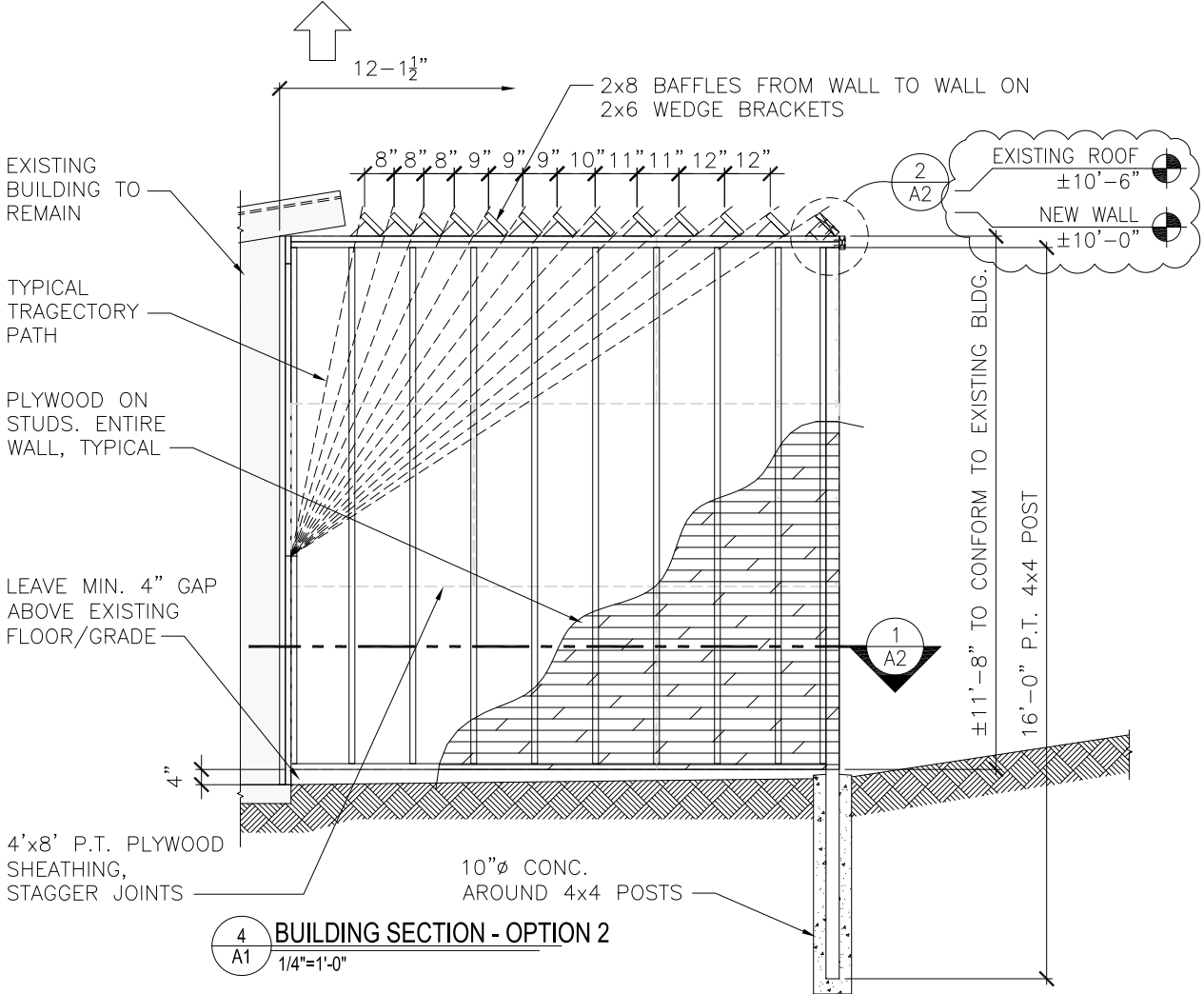
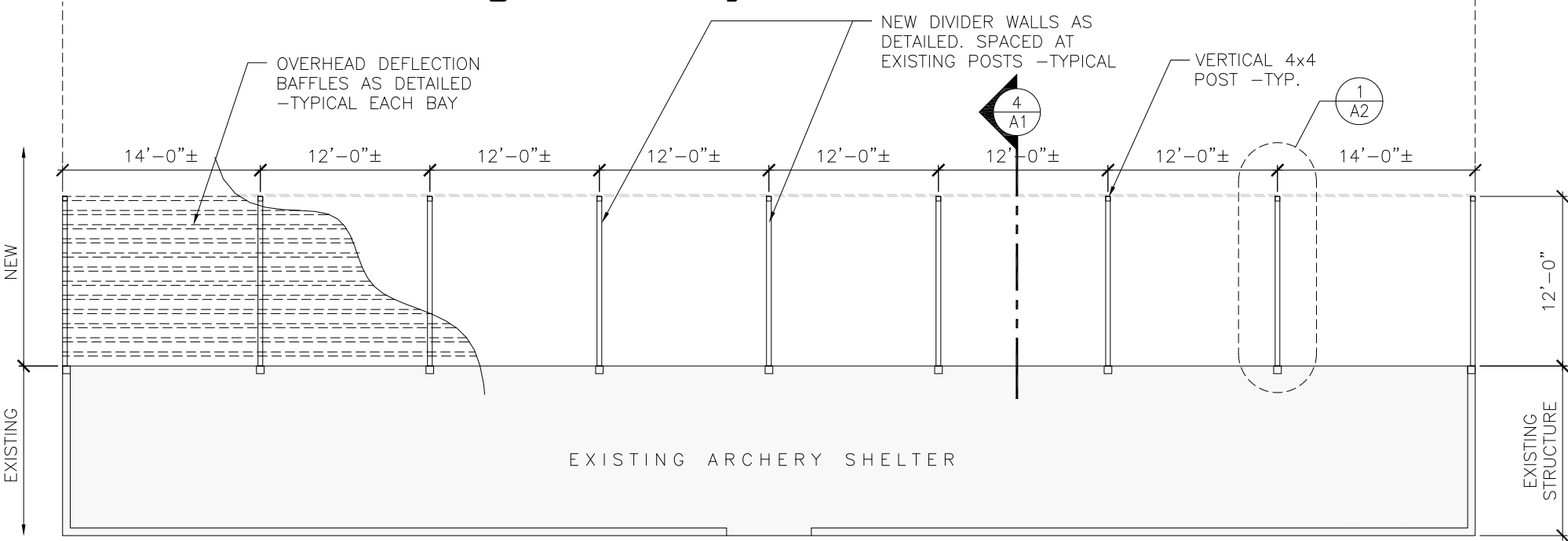
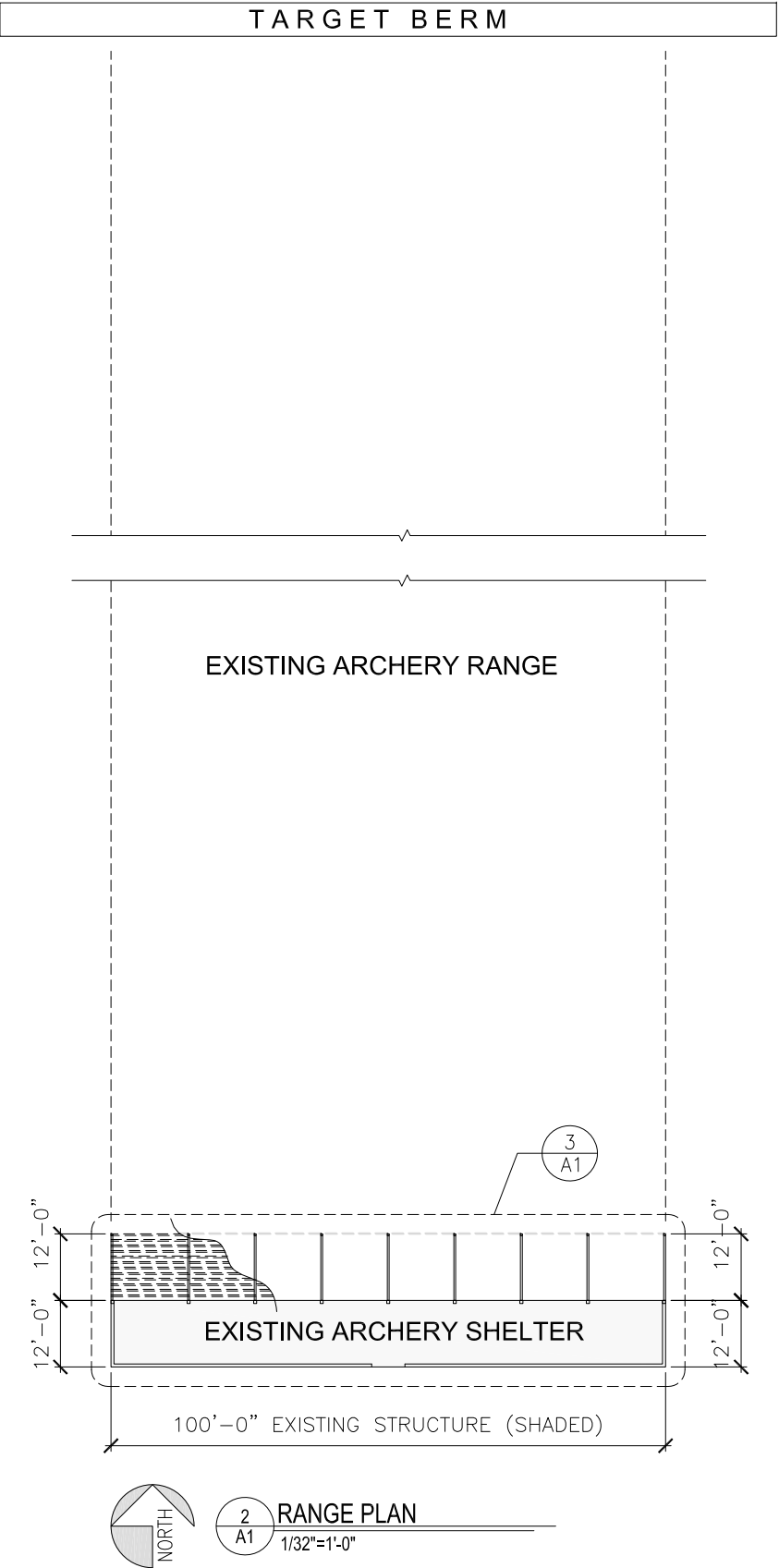
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47

SITE PLAN

SHEET No:

A0



PROJECT No: 2018-ARRA

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SCALE: AS NOTED

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PLOT No: 0



CLIENT:

**SASKATOON
WILDLIFE FEDERATION**
RANGE ROAD 3050, SASKATOON, SK

PROJECT:

ARCHERY RANGE ADDITION

DRAWING:

48

PLANS, SECTIONS, DETAILS

SHEET No:

A1

Proposed Official Community Plan Amendment and Rezoning by Agreement – 1006 College Drive and 421 Clarence Avenue North

Recommendation

That a report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the applications to amend Bylaw No. 8769, The Official Community Plan Bylaw, 2009, and Bylaw No. 8770, Zoning Bylaw, regarding 1006 College Drive and 421 Clarence Avenue North, as outlined in this report, be approved.

Topic and Purpose

North Prairie Developments Ltd. has submitted applications to amend Bylaw No. 8769, The Official Community Plan Bylaw, 2009, and Bylaw No. 8770, Zoning Bylaw, with respect to the property at 1006 College Drive and 421 Clarence Avenue North.

The purpose of these applications is to provide for the development of a 12-storey multiple-unit dwelling with 171 units.

Report Highlights

1. A 171-unit, 12-storey, multiple-unit dwelling is proposed at this location.
2. The proposal supports the objectives of the Growth Plan to Half a Million (Growth Plan), which directs increased density to major corridors as part of their long-term evolution into thriving urban corridors.
3. The single-family environment at the centre of the Varsity View neighbourhood is preserved with this approach.
4. The proposal can be accommodated by local infrastructure, which includes the transportation system.
5. The proposed Rezoning Agreement would limit development of the site to the specific proposal outlined in this report.

Strategic Goal

This report supports the City of Saskatoon's (City) Strategic Goal of Sustainable Growth by facilitating appropriate intensification along a major corridor to support implementation of the Growth Plan and the City's objective to balance infill and greenfield growth. In 2017, the share of infill growth as a five-year rolling average was 13.7%.

Background

The subject property, located in the Varsity View neighbourhood, is currently zoned M2 – Community Institutional Service District and RM4 – Medium/High Density Multiple-Unit Dwelling District. The Varsity View Land Use Policy Map, part of Bylaw No. 8769,

The Official Community Plan Bylaw, 2009 (OCP), correspondingly designates this property as “Office/Institutional” and “Medium Density Residential.”

In general, the M2 District permits multiple-unit residential development to a maximum of three stories, along with a limited range of office and institutional uses. The RM4 District permits multiple-unit residential to a maximum of four stories.

The property was previously occupied by one-unit dwellings, all of which have been demolished, with the most recent demolitions occurring in 2011. The property is currently vacant. See Attachment 1 for location maps.

Report

Development Proposal

The development proposal submitted by North Prairie Developments Ltd. consists of a multiple-unit dwelling with the following characteristics:

- a) 171 dwelling units within 12 above-grade floors;
- b) 232 underground vehicle parking spaces, along with secure bicycle parking;
- c) a mix of one and two bedroom units with a range of floor areas;
- d) units located at-grade with individual street-oriented entrances; and
- e) vehicle access to the site from the rear lane only.

See Attachment 2 for the proposed site plan and Attachment 3 for building renderings.

To facilitate the development of this proposal, an amendment to the Varsity View Land Use Policy Map to designate the property “High Density Residential” and a rezoning to M3 – General Institutional Service District, subject to a Rezoning Agreement, is required.

Positive Design Elements

The proposal has a number of design elements that respond to the subject site and contribute to the development of a high quality, urban streetscape on College Drive, as follows:

- a. Ground floor dwelling units with individual street-oriented entrances contribute to a more pedestrian-friendly environment.
- b. The minimal setback from College Drive helps frame and define the street.
- c. A distinct base, middle, and top is expressed in the building design.
- d. A mix of exterior finishes and a high degree of glazing provide visual interest.
- e. Landscaping of open areas and the incorporation of pathways through the site improve ground level conditions and connectivity.

- f. Design of the rear lane side of the building echoes the front, ensuring that there is no identifiable “backside” interfacing with the neighbourhood to the south.

Site Characteristics that Support Increased Density

There are a number of characteristics of the subject site that make it an appropriate location for increased density, as follows:

- a. The site is adjacent to the intersection of two major corridors.
- b. College Drive has a high degree of existing transit service with Bus Rapid Transit (BRT) service proposed in future.
- c. Proximity to Downtown (~19,000 jobs), Royal University Hospital (~4,800 jobs), University of Saskatchewan (~25,000 students and ~9,000 jobs), future Jim Pattison Children’s Hospital, and the Meewasin Trail supports active transportation.
- d. Varsity View residents choose an alternative mode of travel to work at higher rates than city wide. This includes transit use of 7.4% versus 5.1% citywide, walking at a rate of 24.8% versus 4.6%, and cycling at a rate of 12.1% versus 2.2%. Just under half of Varsity View residents travel to work by car versus 80.5% city wide.
- e. Shadowing impacts from the building are primarily to the north, minimizing impacts on adjacent properties.
- f. As a corner site at the northwestern boundary of Varsity View, impacts on single family properties are minimized. Immediate neighbours are institutional uses with Ronald McDonald House to the south and visitor lodges to the east. The nearest single-family homes are across a lane to the east and south, which are further separated by a parking station and landscaped area being developed by Ronald McDonald House.
- g. The proposal does not extend high-density zoning into any area zoned R2 – One- and Two-Unit Residential District, which forms the stable, single-family interior of Varsity View.

Policy Analysis

In considering this request, it is necessary to ensure that there is general alignment with existing policy for development in this area and objectives for Saskatoon as a whole. In addition to the summary below, Attachment 4 should be consulted for a complete overview.

1. Bylaw No. 8769, The Official Community Plan Bylaw, 2009
A fundamental value of the OCP is to support the vision of the Growth Plan in establishing a new growth model for Saskatoon. In this regard, the OCP encourages the consideration of progressive development proposals that align with the Growth Plan, and the undertaking of facilitative amendments to the Zoning Bylaw where warranted.

More generally, the OCP promotes a compact and efficient urban form where density is concentrated in or along designated nodes and corridors in order to maximize the use of existing community infrastructure and encourage the use of public transit.

2. Growth Plan

The Growth Plan identifies College Drive as a corridor for redevelopment and growth. The Red and Green lines of the BRT system are proposed to run on College Drive, with the nearest station proposed at College Drive and Munroe Avenue. Fifteen percent of future growth to a population of 500,000 is projected to occur along corridors to support the BRT, which will require the construction of 11,000 to 22,000 new dwelling units. To achieve the objective of corridor growth, increasing the density and scale of development along these corridors above what current zoning allows is imperative.

The proposal supports the Growth Plan in the following ways:

- a. Increased density and population is provided in a transit-supportive location.
- b. Residents are offered viable opportunities to move around by alternative means.
- c. Existing land and infrastructure is more efficiently utilized.
- d. The range of housing choices in the area to meet the needs of existing and future residents is enhanced.
- e. Enhanced neighbourhood edges improve connectivity between and within neighbourhoods.
- f. The pedestrian environment of College Drive is improved through design elements of the proposal discussed earlier in this report.
- g. High density housing is placed in a strategic and intentional manner along major corridors, rather than in a more random pattern that does not support the Growth Plan's objectives.
- h. It contributes to the creation of a community that is ultimately more affordable to run in the long term.

3. Varsity View Local Area Plan

The Varsity View Local Area Plan was endorsed by City Council in 2014, and set out a number of goals to guide land use and infill in the neighbourhood. The Varsity View Local Area Plan did not recommend any specific zoning changes for this site, keeping the established zoning pattern on College Drive unchanged. However, it did acknowledge Varsity View's obligation to share in broader community goals and increase neighbourhood density in a well-considered way. In this respect, two important considerations for intensification in the neighbourhood stand out when considering this proposal:

- that the stable, single-family environment at the centre of the neighbourhood be preserved; and

- that intensification be directed to the perimeter of the neighbourhood along major transportation corridors.

In discussing the Growth Plan (which was being prepared at that time under the “Growing Forward” banner), the Varsity View Local Area Plan states:

“It is hoped that targeted and appropriate densification in Saskatoon will help to preserve the core of existing residential neighbourhoods and allow stable areas to remain at generally lower densities, while the neighbourhood-wide density may increase over time as a result of new development along and near significant transportation corridors.”

The Administration recognizes that community expectations expressed through the public engagement undertaken of how much density or height is appropriate at this location may differ from what has ultimately been proposed with this development. It is also acknowledged that some feel that density should not exceed existing zoning, given that the Varsity View Local Area Plan did not recommend a change.

The Growth Plan, which was approved by City Council after the Varsity View Local Area Plan, requires significant change along the corridors to support a successful implementation of BRT and the plan as a whole. In this respect, zoning along many corridors is out of date with respect to accommodating the increased density and scale of development required.

In considering this application, the city-wide objectives of the Growth Plan must be reconciled with the vision and wishes set out by a community through its Local Area Plan. In this respect, this proposal provides increased density in a deliberate and rational location, along a major corridor to support the Growth Plan, while respecting the local community’s wishes to preserve the low-density heart of Varsity View that exists within its perimeter corridors. It does not replace any single-family housing, nor does it represent an encroachment of higher-density zoning into the neighbourhood’s interior.

The Administration believes that this proposal, in this specific location, balances the objectives of both plans and is of an appropriate height and density.

Vision for Future Development of College Drive

Consideration of this proposal has raised questions about the long-term development of College Drive beyond the focus of this specific site. The Growth Plan establishes the basic principles for its evolution into a thriving urban corridor, and this proposal ties into that vision.

Along with increased density and pedestrian and transit-oriented building forms discussed previously in this report, future improvements to public space within the

College Drive right-of-way will also enhance the pedestrian experience, connectivity, and general look and feel of the area. Taken together, interventions in both the private and public realm are intended to evolve College Drive to a walkable and urban transit street that is more inviting as a people place and that knits areas together; as opposed to its current condition as an auto-centric arterial that acts as a barrier and discourages walkability.

The Corridor Planning Program, in consultation with the community and stakeholder groups, will determine appropriate development standards for the rest of the corridor, including details around height, density, and building massing. Also under consideration through that program are potential improvements to the public realm.

In the interim, consideration of proposals that align with the Growth Plan are encouraged by the OCP, and require consideration on their site-specific merits. The height and density that is considered to be appropriate in this location should not be taken to necessarily apply to the rest of College Drive.

Technical Review of Proposal

A number of technical considerations required careful analysis to ensure that this development proposal can be appropriately serviced by local infrastructure and that potential impacts on the surrounding area are mitigated. These include:

- a. Traffic Impact – A Traffic Impact Assessment confirms that additional traffic generated by the proposal can be safely and efficiently accommodated by the transportation system. This study included identifying appropriate site access, which is provided by two adjoining lane segments that are recommended to be paved, and a proposed median opening on the 1000 block of University Drive that will be considered by City Council in a separate report.
- b. Geotechnical Analysis – A geotechnical analysis confirms that the proposed building does not negatively impact the stability of the slope at this location. Design recommendations from the geotechnical report must be complied with in final foundation and building design before a building permit will be issued.
- c. Site Servicing – The proposal can be appropriately serviced by the water, sanitary sewer, and storm sewer systems. Certain technical requirements will apply at the building permit stage.

Community engagement conducted for this proposal included extensive discussion concerning these matters, especially traffic impact. Follow-up information provided in response to the primary concerns raised can be found in Attachment 5. Refer to Attachment 6 for comments from the administrative referral process. No concerns were received that would preclude this application from proceeding to a public hearing.

Proposed Rezoning Agreement

If the recommendations of this report are approved, a Rezoning Agreement would dictate the specific development proposal permitted to be constructed at this location. Proposed terms of the Rezoning Agreement are detailed in Attachment 7.

Options to the Recommendation

City Council could choose to deny this application, which would prevent this development from proceeding. This decision is not recommended as the application aligns with existing policy, including the Growth Plan's objective to accommodate increased density along the corridors.

Public and/or Stakeholder Involvement

A public information meeting regarding this proposal was held on September 13, 2018, with approximately 60 members of the general public, the local City Councillor, representatives of North Prairie Developments Ltd., and City staff in attendance. See Attachment 8 for the Community Engagement Summary.

Main areas of concern discussed at the meeting, and expressed in correspondence since, include:

- a) traffic and parking impacts resulting from the development;
- b) existing traffic and parking issues in the area;
- c) infrastructure capacity in the area and ability to accommodate the development;
- d) disruption to the area during construction;
- e) proposed height and density of the development;
- f) alignment with the Varsity View Local Area Plan; and
- g) uncertainty regarding future development on College Drive, as well as setting of precedent.

Supportive comments concerned building design, improvement to the aesthetic condition of the adjacent intersection, opportunity for active transportation and BRT, and the need for increased density in Saskatoon. As referenced previously, follow-up information provided in response to primary areas of concern are included in Attachment 5.

Financial Implications

Prepaid service charges will be charged upon subdivision of the property, subject to the rates in effect and approved by City Council at the time of the subdivision application.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

A corresponding report from the Transportation and Utilities Department recommending that the adjacent rear lanes be paved by the developer and that a median opening on University Drive be permitted will be subsequently considered by City Council if the recommendation of this report is approved.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Policy No. C01-021, The Public Notice Policy. Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with the Public Notice Policy, and a date for a public hearing will be set. The Planning and Development Division will provide notice of the public hearing date in writing to all property owners that received notice of the public information meeting, as well as all those that have engaged with Administration on this matter. A notice will be placed in The StarPhoenix two weeks prior. Notice boards will be placed on the site.

Attachments

1. Location Maps – 1006 College Drive and 421 Clarence Avenue North
2. Proposed Site Plan – 1006 College Drive and 421 Clarence Avenue North
3. Proposed Building Elevations – 1006 College Drive and 421 Clarence Avenue North
4. Overview of Relevant Policy
5. Follow-Up Information – Main Areas of Concern
6. Comments from Other Divisions/Departments - 1006 College Drive and 421 Clarence Avenue North
7. Proposed Terms of Rezoning Agreement - 1006 College Drive and 421 Clarence Avenue North
8. Community Engagement Summary

Report Approval

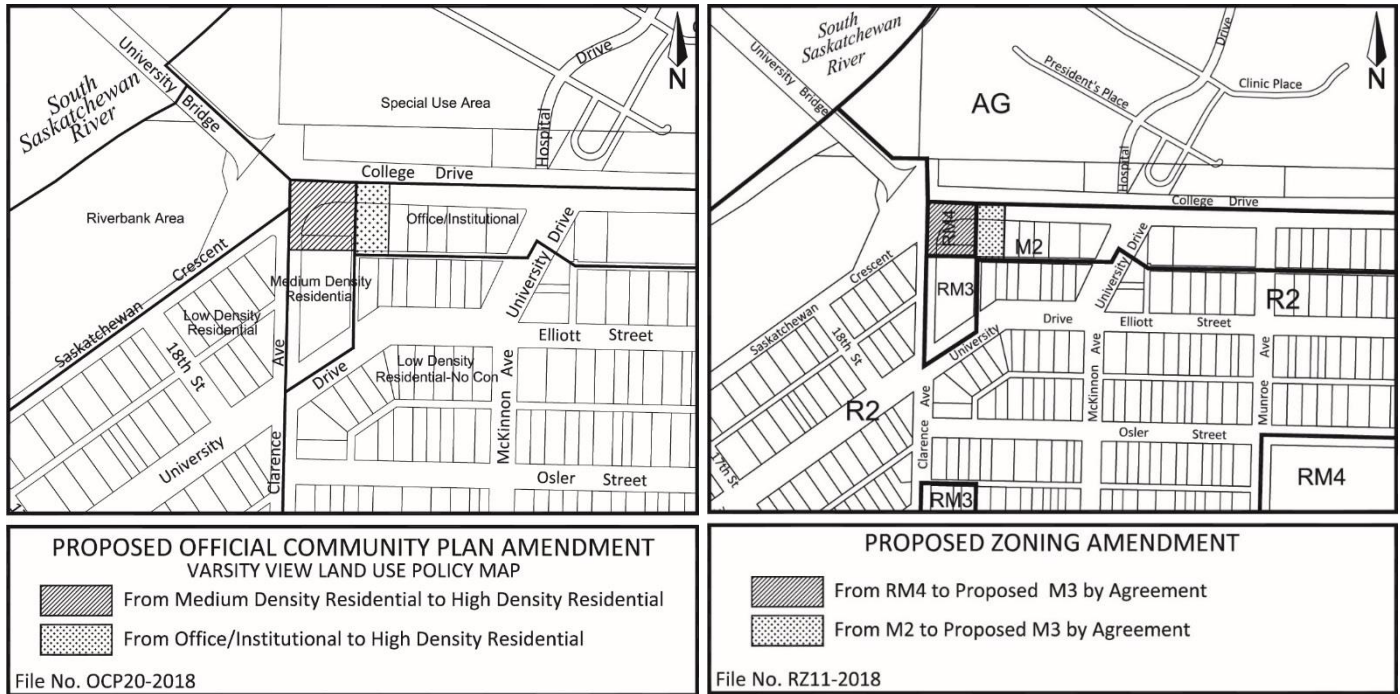
Written by: Brent McAdam, City Centre Planner, Planning and Development

Reviewed by: Lesley Anderson, Director of Planning and Development

Approved by: Lynne Lacroix, Acting General Manager, Community Services Department

S/Reports/2018/PD/MPC – OCP Amend – 1006 College and 421 Clarence/lc

Location Maps
1006 College Drive and 421 Clarence Avenue North



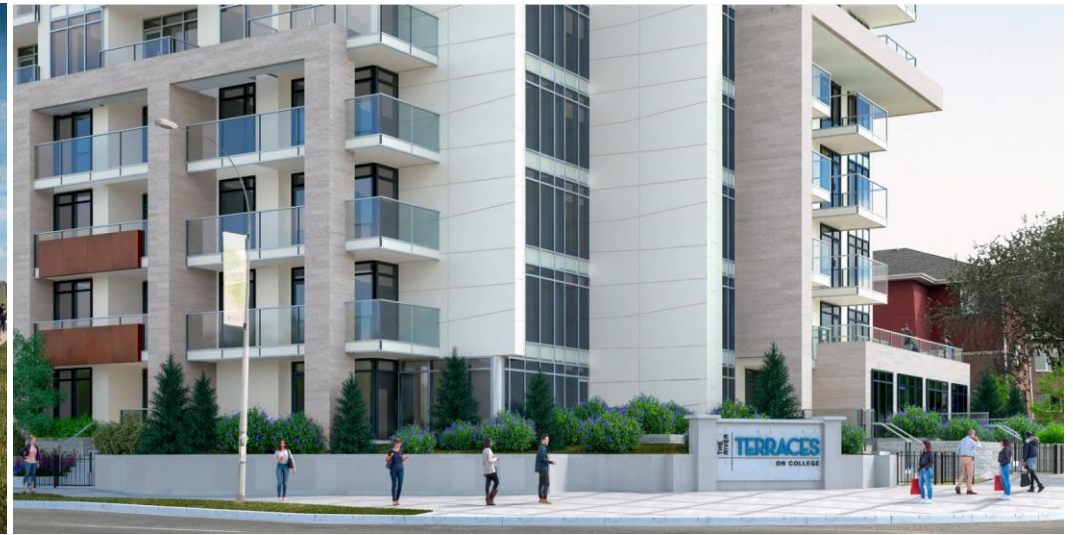
Aerial image of area



Proposed Building Renderings
1006 College Drive and 421 Clarence Avenue North



Perspective from northeast



Ground level views



View from Clarence Avenue



College and Clarence exposure

Overview of Relevant Policy

This document provides a detailed overview of existing land use planning policies that are relevant to this development proposal and guide the Administration's analysis in formulating a recommendation on the application. Relevant policies are contained within the following:

- I. Bylaw No. 8769, The Official Community Plan Bylaw, 2009
- II. Growth Plan to Half a Million
- III. Varsity View Local Area Plan

This document contains excerpts directly from the above referenced plans.

I. Bylaw No. 8769, The Official Community Plan Bylaw, 2009

Bylaw No. 8769, The Official Community Plan Bylaw, 2009 (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.

Fundamental Values

2.4 Growth Plan to Half a Million

This plan is intended to support the overall vision of the Growth Plan to Half a Million (Growth Plan), the recently adopted community planning initiative which sets the stage for a new growth model for Saskatoon. Progressive development proposals that align with the vision laid out in the Growth Plan are encouraged and shall be considered on a case-by-case basis. Where necessary, and where the quality of such proposal warrants it, facilitative amendments to this Plan and/or the Zoning Bylaw should be considered.

City Form and Structure

3.2.2 (a) Compact City Form

The development of a compact and efficient urban form shall be encouraged by setting overall density guidelines for new residential development areas, facilitating infill development in existing residential, commercial and industrial areas, and gradually increasing the overall density of the city.

3.2.2 (d) Concentrate Activities

Wherever possible, significant commercial, multiple-unit residential and community facilities shall be situated in or along designated nodes and corridors in order to maximize the use of existing community infrastructure and encourage the use of public transit.

3.2.2 (I) Infill Development

A balance of both greenfield and infill development supports the fundamental values of this Plan, contributing to the development of an environmentally and economically sustainable city. To achieve this vision, locations and types of infill development have been identified on the Official Community Plan – Planned Growth Map. The types and location of infill shall consist of the following:

(ii) Corridor Growth – Corridor growth areas are identified along the rapid transit corridors as high-priority locations for redevelopment/development into medium- and high density residential, mixed-use, and transit-oriented areas designed to support an attractive and high-frequency transit service. Corridor growth areas are intended to accommodate a mixture of residential, commercial, and institutional uses that are oriented towards the street at a pedestrian scale with active building frontages. The density and intensity of corridor development should gradually transition to the lower density and intensity of surrounding residential neighbourhoods. Where appropriate, proposals for mixed-use, transit-oriented development along the entire length of the rapid transit corridors are encouraged.

Infill Housing Development

5.2.2 (c) Impact Analysis

Infill housing proposals which involve an amendment to the Official Community Plan or Zoning Bylaw, an application for discretionary use, an application for subdivision, or a Development Appeal, shall be evaluated according to the following:

- (i) Conformance with Plan – the nature of the proposal and its conformance with all relevant sections of this Plan, as well as any established area sector plans, area concept plans, local area plans or local area design plans;
- (ii) Demand – the need for the form of housing proposed and the supply of land currently available in the general area capable of meeting that need;
- (iii) Transportation – the capability of the existing roadway and public transit systems to service the proposal, and the adequacy of the proposed supply of on-site parking;
- (iv) Services – the capability of existing community infrastructure including water and sewer services, parks, schools, and other utilities and community facilities;
- (v) Scale and Compatibility – the compatibility of the proposal with the height, scale, and design of buildings in the surrounding neighbourhood, the continuity with the nearby residential streetscape and lotting patterns, and the overall compatibility with land uses in the general area;

- (vi) On-site Amenities – the adequacy of proposed landscaping and screening, and preservation of existing vegetation;
- (vii) Heritage – any resource, or group of resources, natural or cultural, tangible or intangible, that a community recognizes for its value as a witness to history or memory;
- (viii) Housing Choice – the need to provide a range of housing opportunities throughout the city; and
- (ix) Compact City Form – the on-going need to promote a compact and efficient city form.

II. Growth Plan to Half a Million

2.2 Future Land Use Patterns without the Growth Plan

Existing permitted land uses and transportation networks are barriers to transforming major corridors into vibrant parts of the community (Figure 10).

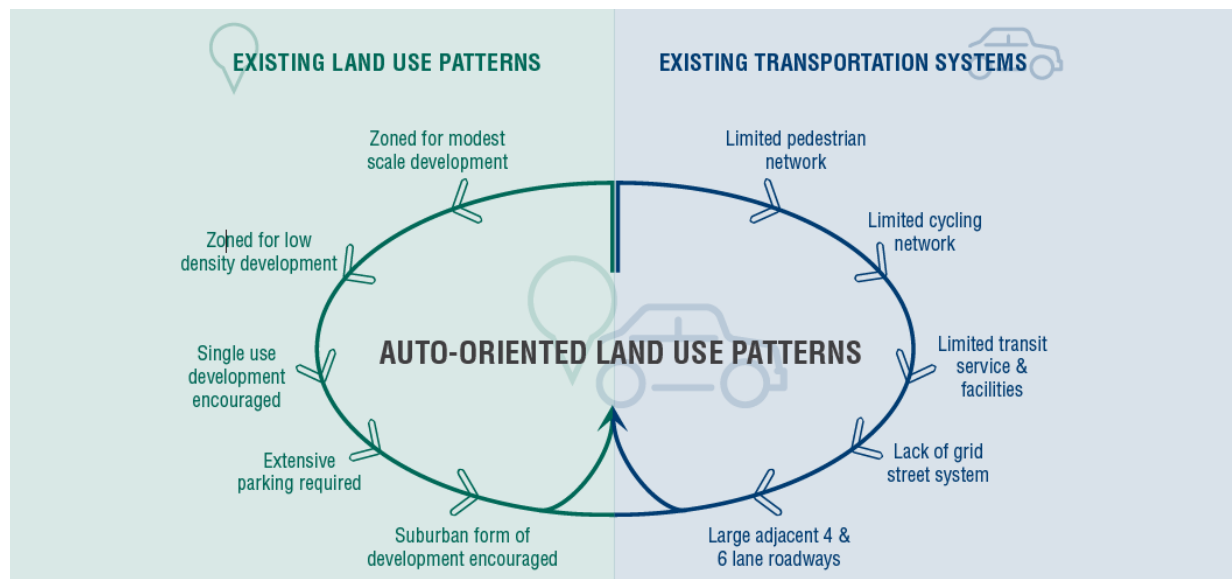


Figure 10 - Barriers to Transforming Major Corridors

Permitted land uses are generally centred on commercial development, with limited opportunity and choices for a mix of residential and office space. Modest scale and density of development, where a large amount of free parking is required, typically leads to a suburban pattern of land use designed for automobiles. In fact, the design of streets serving auto-oriented land use patterns encourages people to drive. On the other hand, limited pedestrian, bicycle, and transit facilities restrict choices for sustainable modes of transportation. Together, these systemic land use and transportation relationships perpetuate the suburban character of Saskatoon streets.

Without purposeful planning to transform Saskatoon's major corridors, the city will continue to face:

- **Limited choices for existing and future residents.** Corridor Growth will provide new housing options on Saskatoon's major corridors within close proximity to walkable, mixed use commercial areas.
- **Limited access to employment and amenities.** Transformation of major corridors into mixed use, higher density activity areas will provide a variety of new employment nodes focused around attractive transit and other community amenities.
- **Limited transportation choices to areas along auto-oriented major roads.** Changes to the type and form of development will encourage walking and cycling and support greater investment in attractive transit services.
- **Land uses on major corridors that do not support attractive transit services.** Higher density forms of development (e.g. 4 to 6 storey) or more intensive destinations (e.g. redeveloped Suburban Centres) will reinforce the provision of attractive transit services.
- **Major roads that continue to be barriers to communities surrounding them.** Corridor Growth will connect neighbourhoods by improving pedestrian spaces, bringing development closer to the street, and facilitating connectivity across major corridors.
- **Growing outward with limited options for growing upward.** Corridor Growth will maximize investment in existing city services and infrastructure, while minimizing long-term liability associated with the service and infrastructure expansion required for outward growth.
- **Higher density land uses in challenging locations.** It is imperative that higher density development be located along major corridors to integrate with future rapid transit and support other community services and amenities. Without Corridor Growth, there may be pressure to accommodate higher density land forms in more random locations. This would compromise the success of future rapid transit and mixed-use areas and affect the stability of residential neighbourhoods.

2.3 Aspirations for Corridor Growth

The Growth Plan explores opportunities for developing complete communities along major corridors, supported by attractive transit services. These communities will be designed to achieve the following objectives:

- Support and encourage a variety of building types, densities, and forms
- Create public spaces that are inviting, active, and memorable for residents and visitors alike
- Improve access to employment opportunities, commercial businesses and services
- Improve mobility options along major corridors and around the city
- Enhance connectivity between and within neighbourhoods

- Support the efficient provision of infrastructure

III. Varsity View Local Area Plan

1.2 Land Use Goals

The Varsity View Local Area Planning Committee (LAPC) created a number of goals intended to guide land use in the Varsity View neighbourhood. They are as follows:

1. To preserve lower density residential areas in the heart of the neighbourhood.
2. To foster long term stability and enhancement of the neighbourhood through increased home ownership.
3. To encourage sensitive land redevelopment along major and upcoming traffic corridors east/west and north/south.
4. To establish a sensitive transition and approach to design and scale between different policy districts, such as traffic corridors and low density residential areas.
5. That redevelopment should enhance neighbourhood amenities, greenspaces, and public areas. Varsity View welcomes redevelopment in appropriate locations with the expectation of a net gain for residents.
6. That Varsity View recognizes the need to increase density of neighbourhoods in Saskatoon through thoughtful, considered development.
7. That development occurring along the borders of Varsity View promotes pedestrian connectivity and urban design integration with the University and adjacent neighbourhoods.

1.4.4 Growing Forward Project

The City is in the process of implementing the Growing Forward project, which will result in the development of the Growth Plan to Half a Million, outlining a city-wide servicing strategy for transit, water and sewer, land use, and roadways as Saskatoon grows towards a population of 500,000 residents. Implementation includes conducting a number of studies, including: Nodes, Corridors, and Infill Study; Infill Development Strategy; Rapid Transit Study; River Crossing Study; and Employment Area Study.

The Nodes, Corridors, and Infill Study aims to assess major transportation corridors and adjacent land uses across the city, with the goal to achieve more efficient use of land, while facilitating a more transit-oriented environment. Identifying appropriate locations for increased residential density through infill development and redevelopment of existing sites can allow for an increased level of transit service, more economical provision of infrastructure, improvement in amenities, and more viable commercial uses along and adjacent to these transportation corridors. By increasing the number of people living along corridors, such as 8th Street and College Drive, rapid transit to major destinations and higher-service “feeder” transit routes become more viable since more users live within a shorter distance of major routes. It is hoped that targeted and appropriate densification in Saskatoon will help to preserve the core of existing residential neighbourhoods and allow stable areas to remain at generally lower densities, while the neighbourhood wide density may increase over time as a result of new development along and near significant transportation corridors.

For the city, increased residential density helps to ensure neighbourhoods remain viable by ensuring sufficient school enrolment, providing a market base for area businesses and providing a suitable population to support neighbourhood facilities and activities, such as parks and recreation programs. The Varsity View LAPC recognizes that established neighbourhoods near the downtown with key corridors, such as Varsity View, will play a role in the City's goals and implementation of the Growing Forward project.

1.5.1 Policy considerations for the relationship between higher intensity zoned developments and stable single-family residential

Varsity View is surrounded on all four sides by 'corridor streets' that will face growth pressure as the City identifies intensification opportunities within its existing municipal boundaries.

The Varsity View LAPC recognizes their neighbourhood's obligation to share in the broader City of Saskatoon goals to re-intensify the neighbourhoods located in the centre of the city. The LAPC believes it is critical to focus that growth primarily around the perimeter of the neighbourhood with the intent of reinforcing a stable single-family housing environment at the centre of the neighbourhood.

With this in mind, the Varsity View LAPC believes that the transition between medium and high density districts to lower density districts should not compromise, but rather reinforce through key considerations, a stable single-family environment. Developments on these perimeter areas should, as a general principle, utilize a mix of commercial and low to medium density residential purposes. In developments on the perimeter of the neighbourhood that are purely residential, medium density would typically be appropriate. It would be desirable to offer commercial services at-grade towards the outlying streets, with residences at-grade in the rear of the property and upper floors of the development. The design of the back lane side of buildings is viewed as important and it was noted that building designs often focus only on the front façade, while ignoring what faces the rear of the property. The LAPC supports the idea of buildings having "faces" on both the main street and back lane sides. Developers are encouraged to incorporate design features to help the back side of buildings feel as though it could be the façade facing the front street.

While a majority of these transition considerations are consistent, there are some distinct considerations between each of the higher and medium density districts.

College Drive – Bordering many historic homes in the Varsity View neighbourhood, further development along College Drive requires careful consideration. Developments along College Drive need to be mindful of scale as they provide commercial opportunities at-grade, with residences above and facing the lane way. A modest height limit and a more sensitive interface at the back of the property is required to preserve the nature of treasured homes along the south laneways of College Drive that face Elliott Street.

2.2 Infill and Redevelopment Goals

The Varsity View LAPC created a number of goals intended to guide infill and redevelopment in the Varsity View neighbourhood. They are as follows:

1. That comprehensive infill and redevelopment design policies, guidelines, and regulations for Saskatoon be developed, which will be fundamental to the success of future redevelopment in Varsity View.
2. That infill and redevelopment guidelines incorporate all forms of land use districts, scales and building classifications.
3. That Varsity View is recognized as having a variety of identifiable character areas within the neighbourhood that parallel other mature Saskatoon neighbourhoods.
4. That Varsity View infill and redevelopment fits harmoniously with the built character of the surrounding neighbourhood.
5. That Varsity View infill and redevelopment reinforces the prevailing pattern on the block with respect to the relationship between buildings and between buildings and the streetscape.
6. That Varsity View infill and redevelopment be 'neighbourly' and respectful to adjacent properties.
7. That Varsity View infill and redevelopment be of a design quality that positively contributes to the neighbourhood.



Follow-Up Information – Main Areas of Concern

Proposed Rezoning of 1006 College Drive and 421 Clarence Avenue North

Public engagement undertaken in relation to the proposed rezoning of 1006 College Drive and 421 Clarence Avenue North identified a number of areas of concern relating to the development proposal. It is necessary to ensure that potential impacts of the development on the surrounding area are mitigated, so concerns expressed were followed up on by Civic Administration to ensure that they can be appropriately addressed.

The information provided herein is intended as a follow-up to the main questions and concerns that were raised in relation to this proposal.

1.0 TRAFFIC AND CIRCULATION

How does the City ensure capacity for ever-increasing use of roads and sidewalks in Varsity View?

- Neighbourhood traffic reviews are completed with intensive community engagement to identify the neighbourhood's concerns and develop recommendations. We continue to implement recommendations, as funds allow, from the Varsity View Neighbourhood Traffic Review conducted in 2014.
- The capacity of roads is largely controlled by the form of the traffic control at the end of the segment; along the roads internal to the Varsity View neighbourhood two-way stops are common. Where long delays or collision concerns have been raised, the City of Saskatoon (City) has modified the parking to improve visibility and installed traffic calming where appropriate.
- The inventory of sidewalks in the Varsity View neighbourhood is monitored, and gaps existing in the network have been identified and placed on a prioritization list. Critical pedestrian facilities and paths to transit are the highest priority to complete.

Traffic Impact Assessment

A Traffic Impact Assessment (TIA) was completed by Stantec on behalf of the developer. All new development of this size and scale requires a TIA to be submitted and accepted by the City's Transportation Division as part of the rezoning and development permit process. The following reiterates the findings of the TIA and responds to public concerns.

A TIA examines a site's proposed land use and determines if any modifications are needed to the proposal to ensure that people can continue to move safely by automobile, transit, bike, and foot. This study also assesses current and future conditions. Future condition analysis includes background traffic growth correlated with population growth along with new development within the study area.

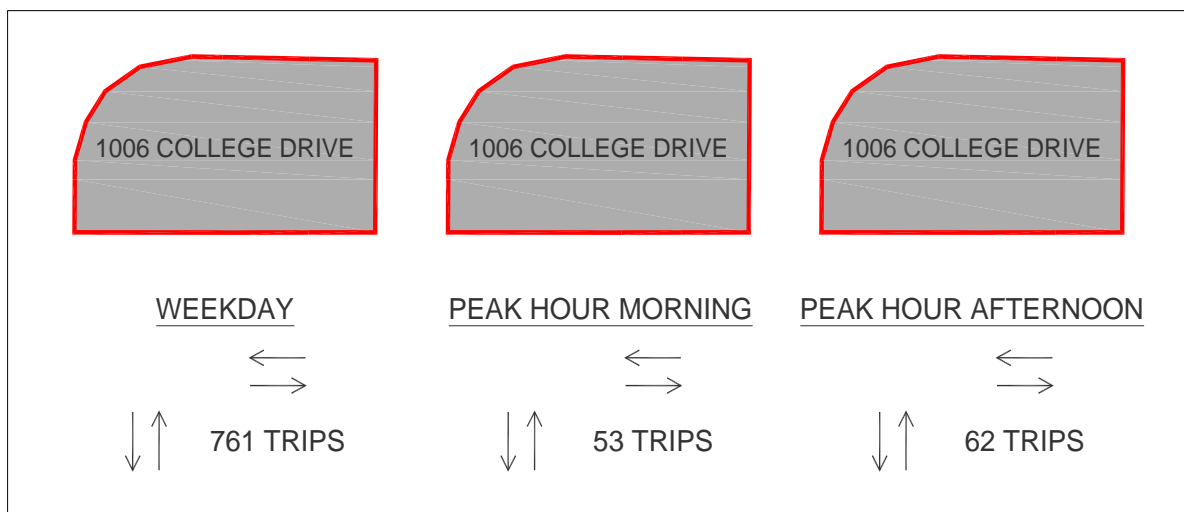
The operation of each intersection identified in the study is evaluated using standard transportation methodologies to determine average delays per vehicle, queue lengths, and assess signal timings. A TIA is prepared and sealed by a Transportation Engineering professional licenced to practice in the Province of Saskatchewan.

Each TIA is reviewed in detail by City transportation engineers. A TIA may need to be amended and resubmitted if there are inaccurate assumptions or new issues arise through the initial assessment. If improvements in the public right-of-way are identified, then the City initiates agreement regarding the specific actions that must be taken at the cost of the developer. Only at this point will the Transportation Division approve a development application.

Development Generated Traffic

Changes with new development

- The proposed development of 1006 College Drive will generate approximately 761 new vehicle trips to and from the site on a typical weekday.
- In the peak hour of morning traffic, there will be 53 new trips added to the lanes accessing the site over the course of the hour.
- In the peak hour of afternoon traffic, there will be 62 trips added to the lanes accessing the site over the course of the hour.



Why does the site access have to be in the lane? What about adding driveways on Clarence Avenue and College Drive?

- Inadequate corner clearance between accesses and signalized intersections with high traffic volumes can create serious operational problems.
- A new access on Clarence Avenue would interfere with the transit stop and right-turn movements. Motorists wanting to turn left into an entrance may also be blocked; the resulting traffic will back up and may extend into the intersection area.
- A new access on College Drive would impede eastbound through traffic. Motorists that have made a right turn at the intersection are still focused on that maneuver and

are ill-prepared to perceive and react to an unexpected vehicle entering/exiting the roadway.

Clarence Avenue and College Drive Intersection

Existing conditions

- The intersection is congested and, as the population grows, the congestion is likely to continue. The Transportation Division monitors the intersection operation with the goal of balancing both operational efficiency and safety of all users.
- Currently, the traffic signal is timed to favour the very high demand of eastbound and westbound traffic; unfortunately, that increases the delay for northbound Clarence Avenue traffic. This is not expected to change.
- Northbound traffic queues spill back through the intersection with University Drive during periods of heavy demand.

Changes with new development

- Average delay per vehicle travelling through the intersection is expected to increase by approximately four seconds during the evening peak hour.
- Motorists making left turns from Clarence Avenue onto the University Bridge will continue to experience the most delay.

Can a dedicated right-turn lane from Clarence Avenue to College Drive be constructed?

- Yes, the right-of-way is available; however, changes to the placement of the transit stop on Clarence Avenue and the increasing volume of pedestrians using this crossing suggest retaining the current configuration of the approach are appropriate.
- Some physical changes to the intersection are likely in the future to facilitate the development of a Bus Rapid Transit (BRT) corridor along College Drive.

Clarence Avenue and University Drive Intersection

Existing conditions

- University Drive traffic, both eastbound and westbound, currently experience long delays to cross and/or enter Clarence Avenue during peak hours; however, non-peak hours are often much faster.
- Clarence Avenue southbound traffic attempting to turn left onto University Drive experience long delays during peak hours; however, non-peak hours are often much more manageable.
- The existing pedestrian signal is well used.
- As the population grows, congestion is likely to continue. The Transportation Division monitors the intersection operation with the goal of balancing safety, crossing demand, and the operation of the nearby signal at College Drive.
- A review of the last five years of collision reports shows that no collisions with severe injuries or fatalities occurred out of a total of 18 incidents. The majority of collisions occurred when vehicles were moving in the same direction (e.g. sideswipes, rear-ends, and passing).

Changes with development

- Average delay per vehicle travelling through the intersection increases by less than one second during the evening peak hour.
- Motorists making left turns from University Drive onto Clarence Avenue heading north will experience delay (less than two seconds) as a result of the congestion at College Drive.

What about a full traffic signal at this intersection?

- A full signal is not warranted today, nor after full buildout of the new development.
- A full signal would interfere with the operation of the signal at College Drive and likely increase congestion for all turning movements.
- A full signal would increase the traffic on University Drive by developing an easy shortcut to avoid the congestion at College Drive.

University Drive and McKinnon Avenue Intersection

Existing conditions

- This intersection is operating well as an all-way stop where U-turns are permitted.
- A review of the last five years of collision reports shows that no collisions with severe injuries or fatalities occurred out of a total of five incidents; none involved U-turns.

Changes with new development

- There will be no change in delay.
- The number of vehicles making U-turns will increase (which is a legal and permitted movement, when safe to do so).

University Drive

Shortcutting

- Motorists have been observed shortcutting on University Drive to avoid the intersection of College Drive and Clarence Avenue. This issue was identified in the Varsity View Neighbourhood Traffic Review, and additional pavement markings to indicate stop lines were recommended.

Proposed New Median Opening

- The 2014 Varsity View Neighbourhood Traffic Review did not identify any concerns regarding traffic volumes or safety of the lanes.
- The proposed eastbound left-turn bay is long enough to manage left-turn forecast demand without queuing on University Drive.
- Additional traffic in the north-south lane will require all users to be more attentive their surroundings.

Rear Lanes

- City Council will be asked to approve a recommendation that the north-south and east-west lane segments serving this site be paved by the developer as a condition of development.
- The pavement design to City standards will include consideration for drainage.

2.0 PARKING

On-street parking availability in the area is challenged.

Residents have identified parking to be a significant issue in the area, and it is important to ensure that the appropriate amount of on-site parking in relation to this development is constructed to mitigate potential impacts on the neighbourhood.

A total of 232 parking spaces are proposed to be constructed in relation to this development. This is an appropriate supply of parking for residents given the context. Future residents will have the ability, when purchasing a unit, to be self-selecting in terms of their parking needs. Given that the Residential Parking Permit Program in the area restricts on-street parking for vehicles without permits and that residents of this development will not be eligible to obtain a parking permit, on-street parking will not be a viable long-term solution for any resident.

In addition, this development is uniquely situated in a location that provides significant opportunity for residents to move around by alternative means:

- College Drive has a high degree of existing transit service with BRT service proposed in future.
- Proximity to Downtown (~19,000 jobs), Royal University Hospital (~4,800 jobs), University of Saskatchewan (~25,000 students and ~9,000 jobs), future Jim Pattison Children's Hospital, and the Meewasin Trail supports active transportation.
- Varsity View residents already choose an alternative mode of travel to work at higher rates than city wide. This includes transit use of 7.4% versus 5.1% city wide, walking at a rate of 24.8% versus 4.6%, and cycling at a rate of 12.1% versus 2.2%. Just under half of Varsity View residents travel to work by car versus 80.5% city wide.

Is 16 parking spaces for visitors sufficient?

A point of discussion at the Public Information Meeting on September 13, 2018, concerned the 16 parking spaces that the Zoning Bylaw requires to be dedicated for visitors to this development. Feedback received expressed that it was an insufficient amount given the parking issues in the area.

Visitor parking is normally required by the Zoning Bylaw at a rate of 0.125 spaces per dwelling unit. However, an exemption exists in the "M" class of zoning districts for dwelling units with a floor area of 50 m² or less, where no visitor parking is required in relation to these units. Given the large number of small units in this development, this exemption provided an outsized reduction in the number of visitor parking spaces required: a total of 16 spaces opposed to 21 spaces if no exemption existed.

Due to concerns received through public engagement, the unique circumstance of this site having no immediately adjacent on-street parking, and existing parking pressures in the area, a total of 21 visitor parking spaces is recommended instead of 16.

3.0 INFRASTRUCTURE

How do we know that there is enough sewer and water capacity to accommodate this project?

The Saskatoon Water Division manages detailed water and sewer models for all areas of the city. The impact of each proposed new development is tested using these models and, where applicable, additional monitors are installed to verify system capacities.

Based on the City's sanitary model and monitoring information, it is confirmed that there is sufficient capacity in the sanitary lines for this development. The City's water model also shows no adverse impact on water pressure in the area as a result of this development.

How can we be certain that stormwater will not negatively impact the riverbank slope, the storm system, or neighbouring properties?

The site will be required to connect to the storm sewer system. Development run-off (i.e. any precipitation that falls within the parcel area) will be required to be collected on site and discharged to the storm sewer system at a controlled rate of release to ensure no adverse effect on the storm system. Surface run-off will not be permitted to discharge to the slope or neighbouring properties.

There was some misunderstanding at the Public Information Meeting that stormwater may be discharged to the surface of the rear lane. The City would not permit drainage of stormwater from this development to the surface of a lane.

With respect to the riverbank slope stability, the City has completed a technical review of the geotechnical report provided with the development application. The report demonstrates the proposed building does not impact the stability of the slope both at the property line and as a whole (i.e. the riverbank, Saskatchewan Crescent, and University Bridge east abutment). The City completes an annual reconnaissance of the east riverbank and any signs of slope instability will be recorded and monitored as a result. The design recommendations from the geotechnical report must be complied with in final foundation and building design when submitting for a building permit.

4.0 URBAN PLANNING / GROWTH PLAN

How does this proposal align with the City's Growth Plan?

The Growth Plan identifies College Drive as a corridor for redevelopment and growth. The Red and Green lines of the BRT system are proposed to run on College Drive, with the nearest station at College Drive and Munroe Avenue. Fifteen percent of future population growth is projected to occur along corridors to support the BRT, which will require the construction of 11,000 to 22,000 new dwelling units. To achieve the objective of corridor growth, increasing the density and scale of development along these corridors above what current zoning allows is imperative.

The proposal supports the Growth Plan in the following ways:

- Increased density and population is provided in a transit-supportive location.
- Residents are offered viable opportunities to move around by alternative means given proximity to high-frequency transit, the Meewasin Trail, and significant generators of employment and activity such as the Downtown, University of Saskatchewan, and Royal University Hospital.
- Existing land and infrastructure is more efficiently utilized.
- The range of housing choices in the area to meet the needs of existing and future residents is enhanced.
- Attractive neighbourhood edges enhance connectivity between and within neighbourhoods.
- The pedestrian environment of College Drive is improved through design elements such as ground floor dwelling units with individual street-oriented entrances, landscaping, and a minimal building setback that helps frame and define the street and provides pedestrian comfort.
- High density housing is placed in a strategic and intentional manner along major corridors, rather than in a more random pattern that does not support the Growth Plan's objectives.
- It contributes to the creation of a community that is ultimately more affordable to run in the long term.

How is this proposal being considered in light of the goals and wishes of the Varsity View Local Area Plan?

A Local Area Plan (LAP) provides important guidance for land use and development in a neighbourhood. The Varsity View LAP established several land use goals that are relevant to this proposal, including preserving the low-density residential heart of the neighbourhood, sensitive land redevelopment along the major corridors that form its boundaries, and a general recognition of the need to increase neighbourhood density through thoughtful, considered development.

The zoning along College Drive has been in place since long before the Varsity View LAP was formulated. The Growth Plan, which was approved after the Varsity View LAP, takes a city-wide view of the choices required as we grow to 500,000 people. The Administration recognizes that community expectations of how much density or height is appropriate at this location may differ from what has ultimately been proposed by North Prairie Developments Ltd. It is also acknowledged that some feel that density should not exceed existing zoning, given that the Varsity View LAP did not recommend a change.

The Growth Plan, which was approved by City Council after the Varsity View LAP, requires significant change along our corridors to support a successful implementation of the BRT and the plan as a whole. In this respect, zoning along many of our corridors is out of date with respect to accommodating the increased density and scale of development required.

The challenge in considering this application is in reconciling the city-wide objectives of the Growth Plan with the vision and wishes set out by a community through its LAP. In this respect, this proposal provides increased density in a deliberate and rational location, along a major corridor to support the Growth Plan, while respecting the local community's wishes to preserve the low-density heart of Varsity View that exists within its perimeter corridors. It

does not replace any single-family housing, nor does it represent an encroachment of higher-density zoning into the neighbourhood's interior. The Administration believes that this proposal, in this specific location, balances the objectives of both plans as a result and is of an appropriate height and density.

How does the City expect College Drive to look in the future?

As part of achieving the Corridor Growth objective of the Growth Plan, the Corridor Planning Program was established in Bylaw No. 8769, The Official Community Plan Bylaw, 2009 (OCP), in order to provide a framework for where detailed land use planning activities will occur along these corridors, including College Drive, which is identified as a "Corridor Growth Area."

A land use vision for the corridors, including College Drive, is presently being developed. Details around density, height, and other development standards are still to be determined, and stakeholders in the community will be engaged on potential options for redevelopment. In addition, future improvements to public space within the College Drive right-of-way will also enhance the pedestrian experience, connectivity, and general look and feel of the area. Taken together, interventions in both the private and public realm are intended to evolve College Drive to a walkable and urban transit street that is more inviting as a people place and that knits areas together.

Eventually, the policies of the Corridor Planning Program will be implemented through Bylaw No. 8770, Zoning Bylaw, to establish and regulate the form of development that can occur along the corridors. In the interim, consideration of proposals that align with the Growth Plan are encouraged by the OCP and require consideration on their site-specific merits. The height and density that is considered to be appropriate in this location should not be taken to necessarily apply to the rest of College Drive.

Can the building be constructed with a greater setback from College Drive to provide more greenery and open space?

The property line is located a few metres back from the College Drive street curb, and the building will be required to be set back approximately 2.0 m from the property line. A key design principle of transit-oriented development is to site and design buildings to frame streets and public open space, in part, by minimizing the distances buildings are set back from the street to create a sense of enclosure and pedestrian comfort. For illustration, buildings on Broadway Avenue with very little or no setback from the property line contribute to the pedestrian friendliness and feeling of comfort on the street by establishing a more human scale for people on foot.

With this proposal, ground floor dwelling units with individual street-oriented entrances, including front stoops and landscaping areas, provide a friendly interface with the adjacent streets. Required landscaping in open areas will further improve aesthetics.

Will this development set a precedent for high-density housing to encroach further into the neighbourhood?

As mentioned above, one of the key land use goals of the Varsity View LAP is to preserve the low-density residential heart of the neighbourhood. This proposal is located on a major corridor on the edge of the neighbourhood. The Growth Plan's objective is to focus

increased density in an intentional manner along major corridors, rather than in a more scattered or random pattern throughout neighbourhoods. The low-density residential heart of Varsity View will continue to be R2 – One- and Two-Unit Residential. This proposal responds to the Growth Plan’s objective to focus increased density along major corridors, while preserving the stable, single-family interior of the neighbourhood per the Varsity View LAP.

It has been suggested that high-density areas experience more crime.

A causal relationship between increased density and increased crime has not been established. A number of social and environmental factors contribute to the incidence of crime, not the density of an area alone. It is necessary to consider the context of an area and, in the case of Varsity View, the fundamentals of a safe and cohesive neighbourhood are strong.

The opportunity for crime can be mitigated through thoughtful site design, good management practices (in this case, of a future property manager/condo board), and the social cohesion of the neighbourhood. There is an opportunity for future residents of this development to provide an increased number of invested community members and “eyes on the street” that contribute positively to community safety.

Comments from Other Divisions/Departments
1006 College Drive and 421 Clarence Avenue North

Transportation and Utilities Department

The proposed rezoning, as noted in the report, is acceptable to the Transportation and Utilities Department, with the following comments:

1. Lane paving is recommended for both the north-south and east-west lanes to City of Saskatoon standards. City Council's approval to require lane paving in association with this proposal is sought in a corresponding report from the Transportation and Utilities Department.
2. A median opening between 1011 and 1017 University Drive to allow vehicle access into the north-south lane that serves this site is recommended. City Council approval is sought in a corresponding report from the Transportation and Utilities Department.
3. The nearby storm sewer mains have a design run-off coefficient "Cd" value of 0.3. If the weighted run-off coefficient for these developments exceeds the design run-off coefficient value, on-site stormwater retention will be required with restricted outflows to the major and minor stormwater systems. In order to retain stormwater on site and release it at a restricted outflow rate, a storm sewer needs to be extended to at least the property line of these parcels to allow storm sewer connections.
4. Available fire flow must be determined for this site prior to building permit approval.
5. Upon further subdivision to condominium status, off-site levies will be payable on this site based on the City Council approved rates at that time. For illustration purposes only, an estimate of the levies at the current 2017 rates, including an approximate allowance for the 2018 rates, is \$87,554.65.

Building Standards Division

The following information shall be submitted in support of a future Building and Development Permit Application for the proposed multi-storey building:

1. An original signed and sealed copy of the Geotechnical Investigation, dated July 6, 2017, and the Supplementary Slope Stability Analysis dated July 31, 2018, prepared by P. Machibroda Engineering Ltd.
2. Written confirmation from a structural engineer licensed to practice in the province of Saskatchewan detailing how the design recommendations referenced in Section 5.0 of the submitted Geotechnical Investigation have been met.
3. Written confirmation from a design professional licensed to practice in the province of Saskatchewan detailing how the slope stability recommendations referenced in Section 6.0 of the submitted Geotechnical Investigation have been met.
4. Written confirmation from P. Machibroda Engineering Ltd. addressing the limitations related to site conditions with respect to identified inspections outlined in Section 7.0 of the submitted Geotechnical Investigation.
5. An updated Notice to Owner (a form that the applicant signs to acknowledge that they understand the risks of building in the area).
6. The building and development permit application for the new building is required to include the shoring design. A structural engineer licensed to practice in the province of Saskatchewan shall submit the signed and sealed shoring design for the site excavation and a commitment letter for field review. Please note the shoring design is required to be reviewed and approved prior to construction.

Proposed Terms of Rezoning Agreement
1006 College Drive and 421 Clarence Avenue North

Use of Land:

- a) a multiple-unit dwelling with a maximum of 171 dwelling units;
- b) parking station; and
- c) health clubs, personal service trades, and offices accessory to the multiple-unit dwelling and limited to the main floor, with exterior access required for any street-fronting units, and where any single use may not exceed 100 m² in floor area.

Explanatory notes:

- Inclusion of a parking station use is intended to provide the opportunity for excess parking spaces located on site to be leased to adjacent uses such as Ronald McDonald House, should the need arise. This offers the potential to help ease on-street parking congestion related to other uses in the area. A parking station would not provide for the operation of a commercial parking lot that is open to the general public.
- Inclusion of a limited range of other accessory uses that are compatible with a multiple-unit dwelling are also recommended.

Development Standards:

- a) Front Yard Setback (College Drive) - A front yard setback of at least 2.1 metres shall be provided along College Drive and may be reduced to a minimum of 0.9 metres in association with the westernmost front building column on College Drive as indicated on the site plan.
- b) Building height may not exceed a maximum of 38.5 metres and a maximum of 12 stories.
- c) The gross floor space ratio shall not exceed 5.35:1.
- d) The mechanical penthouse will not count toward the building height or gross floor space ratio calculations provided it does not cover more than 20% of the gross roof area.
- e) Dwelling units that are located at-grade and front either College Drive or Clarence Avenue shall provide individual exterior entrances allowing access to and from the street.
- f) Raised patios and stairs may project into the front yard and side yard adjacent to Clarence Avenue as shown on the site plan.
- g) The mechanical intake, mechanical exhaust, and parkade access and stairs shown on the site plan in the southwest, northeast, and southeast corners, respectively, shall be permitted accessory structures provided that they are enclosed and suitably screened.
- h) The retaining wall in the northwest corner of the site may not exceed a maximum of 1.75 m in height.

Parking:

- a) a minimum of 0.9 parking spaces per dwelling unit;
- b) a minimum of 21 visitor parking spaces, which shall be located at-grade and in the first level of the parkade;

- c) parking spaces or storage lockers that can accommodate a minimum of 90 bicycles; and
- d) parkade vehicle door may be less than 6.0 m in width, provided it allows for safe and efficient movement of two-way traffic and the associated drive aisles are a minimum of 6.0 m.

Explanatory notes:

- The requirement for 0.9 spaces per dwelling unit is proposed to address a provision of *The Condominium Property Act, 1993*, that requires at least one parking space to be provided for each residential condominium unit, except in instances where the local zoning regulations require less than a 1:1 parking ratio. By requiring less than 1:1, North Prairie Developments Ltd. will be enabled to sell parking spaces separate from dwelling units. Structured parking is a considerable expense that impacts housing affordability. With this approach, North Prairie Developments Ltd. can sell units with zero parking spaces to consumers that desire it.
- A total of 232 parking spaces are proposed to be constructed in relation to this development, and the Administration is confident that the appropriate number of spaces from this total will be dedicated for resident parking as buyers will be self-selecting in terms of their parking needs. The Residential Parking Permit Program in the area restricts on-street parking for vehicles without permits. As residents of this development will not be eligible for parking permits, on-street parking in situations where a unit has no dedicated parking will not be a viable long-term solution.
- Visitor parking is normally required at a rate of 0.125 spaces per dwelling unit. However, an exemption exists in the “M” class of zoning districts for dwelling units with a floor area of 50 m² or less, where no visitor parking is required in relation to these units. Given the large number of small units in this development, this exemption provides an outsized reduction of the number of visitor parking spaces required: a total of 16 spaces as opposed to 21 spaces if no exemption existed. Due to concerns received through public engagement, the unique circumstance of this site having no immediately adjacent on-street parking, and existing parking pressures in the area, a total of 21 visitor parking spaces is recommended instead of 16.

Landscaping and Pedestrian Walkways:

- a. Landscaping areas identified on the site plan shall be landscaped to the satisfaction of the Development Officer.
- b. Walkways shall be provided for the purpose of pedestrian access between the principal building entrance and both College Drive and Clarence Avenue. The walkways shall be appropriately lit and shall be of an arrangement and intensity consistent with adjacent development.

Signage:

- a. Signage shall be permitted on the land in accordance with the regulations of Signage Group No. 3, except that the face area of any single sign affixed to the principal building shall not exceed 6.0 m².

All other provisions of the M3 District shall apply.



COMMUNITY ENGAGEMENT SUMMARY

Public Information Meeting

Proposed Official Community Plan Amendment and Rezoning by Agreement
1006 College Drive and 421 Clarence Avenue North

Applicant: North Prairie Developments Ltd.

File: PL 4350–Z11/18; PL 4350–OCP 20/18

Project Description

A public information meeting was held regarding the proposed amendment to Bylaw No. 8769, The Official Community Plan, 2009, and Rezoning by Agreement for 1006 College Drive and 421 Clarence Avenue North.

The meeting was held at Brunskill School (Small Gym) on September 13, 2018, at 7:00 p.m.

Community Engagement Strategy

Purpose:

To inform and consult – Residents were provided with an overview of the applicant's proposal and given the opportunity to ask questions and provide comments. Written comments (email/comment sheets) were accepted following the meeting.

Form of Community Engagement Used:

Public Information Meeting – Residents were provided an opportunity to listen to a presentation by the applicant, participate in a question and answer session, and speak directly with the applicant and City of Saskatoon (City) staff following the formal portion of the meeting. City staff were in attendance to provide an overview of the rezoning process and the next steps following the meeting.

Level of Input or Decision Making Required from the Public:

Comments, concerns, and opinions were sought from the public.

Who was Involved:

- Internal stakeholders – The standard administrative review process was followed and relevant internal divisions of the City were contacted for review and comment. Councillor Block was also advised of the application.
- External stakeholders. A flyer with details of the meeting was sent to 114 property owners within the adjacent area of the subject site, as well the Varsity View Community Association.
- Approximately 60 members of the general public attended the meeting, as well as Councillor Block, City staff, and representatives of North Prairie Developments Ltd.

Summary of Community Engagement Feedback

Following introductory remarks on the rezoning process by City staff, an overview of the development proposal was provided by the applicant. A question and answer period and general discussion followed. Concerns, questions, statements in opposition and in support, and general points of discussion at the meeting and in comment sheets received after the meeting are as follows:

Expressing Concern or Opposition:

Key Issues	Summary
Existing Traffic Issues and Anticipated Impacts	<p>Clarence Avenue and College Drive intersection:</p> <ul style="list-style-type: none"> Existing congestion issues Impact of future growth and implementation of Bus Rapid Transit (BRT) Traffic signal timing favouring east-west College Drive traffic at expense of Clarence Avenue <p>Clarence Avenue and University Drive intersection:</p> <ul style="list-style-type: none"> Impact to southbound Clarence Avenue traffic flow due to additional vehicles queuing to make left on to University Drive eastbound Queuing of vehicles on westbound University Drive trying to make a left turn on to southbound Clarence Avenue Need for traffic light at this intersection (support for and against) Oblique angles of intersection – safety concerns for drivers performing turns <p>University Drive median opening (proposed):</p> <ul style="list-style-type: none"> Queuing of vehicles making left turn into lane congesting eastbound University Drive and impacting Clarence Avenue <p>Lanes:</p> <ul style="list-style-type: none"> Safety concerns regarding additional traffic, especially in the north-south lane, and conflict with Ronald McDonald House users Traffic exiting at east end of the east-west lane performing U-turns at the University Drive/ McKinnon Avenue / Elliott Street intersection to access eastbound College Drive <p>General:</p> <ul style="list-style-type: none"> Shortcutting issues (e.g. using University Drive from Clarence Avenue northbound to access College Drive eastbound and avoid Clarence Avenue/ College Drive intersection) Desire to see alternate site access

Key Issues	Summary
Existing Parking Issues and Anticipated Impacts	<ul style="list-style-type: none"> • Insufficient amount of visitor parking • Access to visitor parking is problematic • On-street parking is already congested and will get worse • Residential Parking Permit Program is ineffective • Employees and students at the University of Saskatchewan, Royal University Hospital come from outside the area to park in Varsity View
Local Infrastructure	<ul style="list-style-type: none"> • The east-west lane between College Drive and University Drive is in poor condition and floods • Aging infrastructure in area, including storm sewer issues, water main breaks, and lead pipe connections • How can the City be sure there is enough infrastructure capacity?
Height and Density	<ul style="list-style-type: none"> • Building is too tall and/or dense • Development should not exceed existing zoning • Something lower would be more acceptable • The proposal does not align with the Varsity View Local Area Plan • Understanding that the Growth Plan envisioned lower buildings on College Drive • Impacts on privacy of nearby homeowners
Impacts during Construction	<ul style="list-style-type: none"> • Street closures impacting traffic flow • Risk of structural damage to neighbouring properties • Noise
Uncertainty around Development of Area	<ul style="list-style-type: none"> • Ad hoc rezoning requests should not be accommodated • Precedent for further development in the area could be set • When will the Growth Plan's corridor plan for College Drive be solidified?
Community	<ul style="list-style-type: none"> • Fear of increased crime • Quality of life of community threatened • How will residents of the new building integrate into community fabric?
Alternate Use of Land	<ul style="list-style-type: none"> • Property should be park or green space
Environmental	<ul style="list-style-type: none"> • Light pollution • Impact on migratory birds • Tall buildings near river are inappropriate • Design should meet higher environmental standards

Expressing Support:

Key Issues	Summary
Design Quality	<ul style="list-style-type: none"> • Attractive design • Improves the condition of the corner
Location	<ul style="list-style-type: none"> • On a proposed BRT route • Options for active transportation
City Objectives	<ul style="list-style-type: none"> • City needs to encourage infill and increase density

Next Steps

ACTION	ANTICIPATED TIMING
The Planning and Development Division prepares and presents proposal to Municipal Planning Commission. Municipal Planning Commission reviews proposal and recommends approval or denial to City Council.	December 18, 2018
Public Notice: Attendees of the public meeting will be provided with notice of the Public Hearing, as well as all others who were notified previously. A notification poster will be placed on site. An advertisement is prepared and placed in <u>The StarPhoenix</u> .	Early to mid-January 2019
Public Hearing: Occurs at City Council, with the opportunity for interested parties to present. Proposal considered together with the reports of the Planning and Development Division, Municipal Planning Commission, and any written or verbal submissions received.	January 28, 2019
City Council decision: May approve, deny, or defer the decision.	January 28, 2019

Prepared by:
 Brent McAdam
 Planning and Development Division
 October 19, 2018

Update of Reports to Council

An update will be provided on the following items previously considered by the Commission and which were considered by City Council at its meeting held on December 17, 2018:

- Proposed Rezoning from M1 by Agreement to M1 – 2402 7th Street East – Brevoort Park [File No. CK 4351-018-024]
- Proposed Official Community Plan Bylaw Amendment and Proposed Rezoning – Riel Industrial Sector [File No. CK 4351-018-010, x4110-40 and PL 4350-Z4/18]
- Zoning Bylaw Text Amendments – Garden and Garage Suite Regulations [File No. CK 4350-63]