1. CALL TO ORDER

1.1 Appointment of Chair and Vice-Chair [File No. CK 175-16]

The Commission is requested to appoint a Chair and Vice-Chair for 2019.

Mr. Jeff Jackson was Chair and Mr. Robin Mowat was Vice-Chair for 2018.

Recommendation
That the Municipal Planning Commission appoint a Chair and Vice-Chair for 2019.

1.2 2019 Membership - Municipal Planning Commission [File No. 175-16]

City Council, at its meeting held on November 19, 2018 adopted recommendations of its Governance and Priorities Committee that the following be appointed or re-appointed to the Municipal Planning Commission.

For 2019:
• Councillor Loewen

To the end of 2020:

• Ms. Chelsea Parent (Public)
• Mr. Brent Kobes (Public)
• Mr. Naveed Anwar (Public)
• Mr. Robin Mowat (Public)
• Mr. Francois Rivard (Greater Saskatoon Catholic Schools)

The following were previously appointed by City Council to the end of 2019:

• Mr. Shaun Betker (Public)
• Ms. Maggie Schwab (Public)
• Ms. Sydney Smith (Public)
• Ms. Diane Bentley (Public)
• Ms. Donna Fracchia (Public)
• Mr. Greg White (Public)
• Mr. Stan Laba (Saskatoon Public School Board)

Recommendation
That the information be received.

2. CONFIRMATION OF AGENDA

Recommendation
1. That the following letters be added to Item 7.1:
   2. Comments - Meghan Mickelson, Walking Saskatoon, dated January 28, 2019; and

2. That the agenda be approved as amended.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

Recommendation
That the minutes of Regular Meeting of the Municipal Planning Commission held
on December 18, 2018 be adopted.

5. UNFINISHED BUSINESS

6. COMMUNICATIONS

7. REPORTS FROM ADMINISTRATION


The following letters are provided:

Request to Speak

- Louis Aussant, AODBT Architecture & Interior Design, dated January 24, 2019;

Submitting Comments


Recommendation
That the Municipal Planning Commission recommend to City Council at the time of the Public Hearing that the applications to amend Official Community Plan Bylaw No. 8769 and Zoning Bylaw No. 8770, respecting 604 and 610 Broadway Avenue, as outlined in the January 29, 2019 report of the A/General Manager, Community Services Department, be approved.

8. REPORTS FROM COMMISSION

8.1 Update of Reports to Council - January 28, 2019 [File No. CK. 175-16]

Recommendation
That the information be received.

9. ADJOURNMENT
Proposed Official Community Plan Amendment and Zoning by Agreement – 604 and 610 Broadway Avenue

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 Official Community Plan Bylaw No. 8769 and Zoning Bylaw No. 8770, respecting 604 and 610 Broadway Avenue, as outlined in this report, be approved.

Topic and Purpose
Urban Capital Property Group and Victory Majors Investments Corporation have submitted applications to amend Official Community Plan Bylaw No. 8769 and Zoning Bylaw No. 8770 with respect to the property at 604 and 610 Broadway Avenue. The purpose of these applications is to provide for the development of a 17-storey mixed-use building with two floors of commercial space and 112 residential dwelling units.

Report Highlights
1. A 17-storey mixed-use building with two floors of commercial space and 112 residential dwelling units is proposed at this location.
2. Applying the B5B – Broadway Commercial zone to this gap in the mixed-use streetscape of Broadway Avenue is a natural and logical extension of the zone.
3. The proposal aligns with the Broadway 360 Development Plan (Broadway 360) and Growth Plan to Half a Million (Growth Plan).
4. The proposed building height is permitted within the B5B zone.
5. Following public engagement, an increase to the number of on-site parking spaces was made, as well as minor design changes related to providing an active frontage on Broadway Avenue.
6. The proposed Zoning 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 Nutana neighbourhood, is currently zoned RM1 – Low-Density Multiple-Unit Dwelling District (610 Broadway Avenue) and RM5 – High-Density Multiple-Unit Dwelling District (604 Broadway Avenue). The Nutana Land Use Policy Map, part of Official Community Plan Bylaw No. 8769 (OCP), correspondingly designates these sites as “Medium Density Residential” and “High Density Residential.”

In general, the RM1 District permits residential uses to a maximum of four dwelling units, along with related community uses. The Odd Fellows Temple Hall located on 610 Broadway Avenue was demolished in 2012. The RM5 District permits multiple-unit dwellings to a maximum height of 46 metres. A multiple-unit dwelling with eight units located on 604 Broadway Avenue was demolished in 2003. See Attachment 1 for location maps.

In 2007, a partnership consisting of the Broadway Business Improvement District, Nutana Community Association, and City of Saskatoon initiated a study of the Broadway district. That study resulted in the Broadway 360 Development Plan (Broadway 360) that was adopted in 2009. Land use and built form recommendations from the study were implemented through the new B5B – Broadway Commercial District and a corresponding architectural control district, the AC2 – B5B Architectural Control Overlay District, which were adopted into the Zoning Bylaw by City Council in 2012 and applied to the commercially zoned properties in the area. A central objective of the new development framework was to ensure that new buildings are of a high quality and reinforce the characteristics that make the area unique and desirable.

Report
Development Proposal
The development proposal submitted by the applicant consists of a mixed-used development with the following characteristics:

- 17 floors above-grade;
- approximately 2,200 m² (24,000 ft²) of commercial space on the first and second levels that form the building podium;
- 112 dwelling units in a tower above the podium;
- 141 underground vehicle parking spaces, along with secure bicycle parking;
- a mix of one-, two-, and three-bedroom units with a range of floor areas; and
- 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 Nutana Land Use Policy Map to designate the property “Special Area Commercial” and a rezoning to B5B – Broadway Commercial District, subject to a Zoning Agreement, is required.
Positive Design Elements
The proposal has a number of design elements that respond to the subject site and contribute to the continuation of an urban, high quality streetscape on Broadway Avenue:

a. Commercial space located at-grade and fronting Broadway Avenue provides an active and transparent frontage that helps animate the street.
b. The two-storey podium provides a well-proportioned base building that frames the street and establishes a comfortable pedestrian scale.
c. The placement of the building close to the front property line and continuous street wall reflects the predominant commercial built form of the area.
d. The podium-tower configuration mitigates the impact of the residential tower’s height and massing. The placement of the tower on the larger footprint of the podium provides ample open space that maintains views of the sky and adequate sunlight, while providing a transition to surrounding lower built forms.
e. The tower’s orientation with its broad side running perpendicular to Broadway Avenue lessens the impact on views from nearby multiple-unit dwellings. This also orients the narrow side of the tower towards Broadway Avenue so as to not overwhelm the street.
f. A distinct base, middle, and top is expressed in the building design.
g. High-grade material and architectural quality is evident.
h. Mechanical, loading, and garbage collection areas are integrated into the building and concealed from view. All parking is located underground.
i. The design of the podium and tower are such that there is no discernible backside of the building.

Site Characteristics that Support Increased Density and Mixed Uses
The subject site is a unique exception among properties that front Broadway Avenue between 8th Street and the Broadway Bridge in that it is currently zoned only for residential use. The only other instance of a site with residential zoning that fronts Broadway Avenue within the Nutana neighbourhood is École Victoria School, located at 639 Broadway Avenue. Otherwise, all sites are zoned B5B, a mixed-use and high-density zoning district that provides for a range of commercial, institutional, and residential uses. Applying B5B zoning to this site is a logical and natural extension of the established zoning pattern in the area that addresses a physical gap in the mixed-use character of Broadway Avenue.

Additionally, a number of characteristics of the subject site support increased density and mixed-use development:

a. The site is situated on Broadway Avenue, an arterial roadway. Existing transit routes serve the street, with the possibility of Bus Rapid Transit (BRT) service in future.
b. Close proximity to the Downtown, which has approximately 19,000 jobs, supports active transportation and living close to where one works. The
Broadway Bridge provides a direct connection to the Downtown for pedestrians, cyclists, transit riders, and drivers.

c. Nutana neighbourhood residents choose active modes of travel to work at higher rates than citywide. This includes walking at a rate of 16.5% versus 4.6%, and cycling at a rate of 8.0% versus 2.2%. Approximately 63% of Nutana neighbourhood residents travel to work by car versus 80.5% citywide.

d. Increased population and commercial space strengthens the mixed-use nature of the area by growing the local customer base and providing opportunity for new businesses and services to establish.

e. The proposal does not extend high-density zoning into any low-density residential zoning, which forms the stable, single-family areas of the Nutana neighbourhood.

Development of this site under the existing zoning designations of RM1 and RM5 is challenging due to site constraints and would likely result in development that would not align with the City’s larger objectives for growth. Mixed uses would not be permitted on the site, and required setbacks would not provide for a building typology consistent with the urban main street context. While the zoning of 604 Broadway Avenue permits multiple-unit dwellings as high as 46 metres, the adjacent zoning of 610 Broadway Avenue only permits four dwelling units in total, to a height of 8.5 metres.

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.

1. Official Community Plan Bylaw No. 8769
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 To Half a Million
Two key elements of the Growth Plan are the introduction of a BRT system and the redevelopment of major corridors to accommodate increased density and mixed uses that are supportive of both the transit system and creating more complete communities in general. Fifteen percent of future growth to a population of 500,000 is targeted to occur along corridors, which will require the construction of 11,000 to 22,000 new dwelling units.
The Growth Plan identifies a Blue Line of the BRT system that provides service to key destinations such as 8th Street; Nutana, Downtown, and Lawson Heights areas; and Saskatchewan Polytechnic. The recommended configuration of the Blue Line includes Broadway Avenue as the connection between 8th Street and Downtown, which would place the route adjacent to this development site. However, the final configuration of the route through the Nutana neighbourhood still requires a decision of City Council, and alternatives that do not include BRT service on Broadway Avenue are currently under consideration.

Given this uncertainty, consideration of this development proposal’s alignment with the Growth Plan must be in absence of confirmation of whether or not the BRT will be operating on Broadway Avenue. In this respect, it must be emphasized that density and mixed uses in the appropriate location offer more benefits than supporting transit use alone. This proposal supports the Growth Plan in the following ways:

a. Increased density and population is provided in an established mixed-use area that offers a wide range of services and close proximity to Downtown.
b. Residents are offered viable opportunities to move around via active transportation and transit. The Broadway district will continue to be a major destination that can expect a high level of transit service, regardless of the final BRT configuration.
c. The range of housing choices in the area to meet the needs of existing and future residents is enhanced.
d. The pedestrian environment of this portion of Broadway Avenue is improved through design elements of the proposal discussed earlier in this report.
e. High-density housing is placed in a strategic and intentional manner along major corridors, rather than in a random pattern that doesn’t provide the same cumulative benefits of density.
f. Existing land and infrastructure is more efficiently utilized, and contributes to the creation of a community that is ultimately more affordable to operate in the long term.

Attachment 4 may be consulted for a complete overview of the relevant policies from the OCP and Growth Plan.

3. Broadway 360 Development Plan
The subject site is located within the study area of Broadway 360, which contains a number of objectives and guidelines for new development in the area. The Administration has completed a comprehensive analysis of the proposal’s alignment with Broadway 360, contained in Attachment 5. Additionally, the applicant was requested to supply their own analysis, contained in Attachment 6.
On the whole, this development proposal aligns well with Broadway 360. Main points of alignment include the following:

a. The two-storey base building effectively frames the street with good proportions and includes an active frontage at-grade to improve the pedestrian experience.

b. A vacant site at a prominent gateway location and gap in the mixed-use streetscape is infilled.

c. Additional residential density and mixed uses contributes to the vibrancy of street life and vitality of businesses in the area.

d. The building design is of a high material and architectural quality.

A noted disconnect is that Broadway 360 recommended restricting buildings in the area to no more than 9 storeys, while a building of 17 storeys has been proposed in this case. However, the development standards put forward by Broadway 360 were not all implemented as recommended. The B5B – Broadway Commercial zone that was conceived from Broadway 360 does not include a building height maximum, and a building of this height could be constructed within the B5B District.

Broadway 360 does state that taller buildings do have greater civic obligations due to their visual prominence and potential impacts. In this respect, the Administration feels that the proposal put forward has been well-designed. The grid form of the tower’s façade is repeated on all four sides such that there are no blank sides facing towards the surrounding neighbourhood. The placement and orientation of the tower reduces impact on the street and helps to maintain views from adjacent buildings.

An alternative development scenario for this site where the same residential density is achieved could be through a shorter building with larger floorplates where the orientation of the broad side of the tower is rotated to run parallel to Broadway Avenue and where more of the site above the building base is developed with floor space. This could result in a less desirable building that is excessively massed and has a more pronounced impact on views, sunlight access, and the experience of the building from the street.

**Development Proposal Mostly Conforms with B5B Regulations**

If the subject site was zoned B5B today, which has been noted as a natural and logical fit for this site, this development proposal would be permitted by the B5B regulations, for the most part, except for a few points of deviation. The main points of deviation are as follows:

a) exceeding the amount of gross floor space ratio permitted on the site by approximately 12%. Gross floor space ratio is a regulation used to control the overall scale of a building relative to the area of its development site;

b) reduced setbacks of the residential tower above the building base on two sides;

c) the proposed on-site parking spaces for commercial, residential, and visitor use differs from what the Zoning Bylaw would require, although the total number of spaces proposed exceeds the overall requirement by 15 spaces.
A Zoning Agreement is a tool used to address a specific development proposal and may address the use of the land and building, form of development, site layout, and general external design. It is proposed that a Zoning Agreement be used to dictate the specific development proposal permitted to be constructed at this location. Proposed terms of the Zoning Agreement are detailed in Attachment 7.

Technical Review of Proposal
A number of technical considerations require 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.

b. Geotechnical – 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.

Refer to Attachment 8 for comments from the administrative referral process. No concerns were received that would preclude this application from proceeding to a public hearing.

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 Broadway 360 and the Growth Plan.

Public and/or Stakeholder Involvement
A public information meeting regarding this proposal was held on October 10, 2018, with approximately 115 members of the general public, the local City Councillor, representatives of Urban Capital Property Group and Victory Majors Investments Corporation, and City staff in attendance.

Main areas of concern discussed at the meeting, and expressed in correspondence since, include existing traffic and parking issues in the area and anticipated impacts resulting from the development, the proposed height and density of the development, and the building design’s fit with the character of the area.

A petition signed by 37 residents of the Broadway Condominium at 611 University Drive opposing this proposal was received on the evening of the public information meeting.
The petition notes the proposed height of the building compared to the current zoning of the site, and requests denial of the applications.

Supportive comments received focus on building design, development on a vacant site, benefits to the area from density, and the need for the City to curtail sprawl and support infill. A Community Engagement Summary is included as Attachment 9.

Changes Made in Response to Public Input
Following the public engagement undertaken, two changes to the proposal were made by the applicant in response to the feedback received:

a. Minor changes to the design of the ground-level façade facing Broadway Avenue to improve the appearance of a fine-grained rhythm of narrow storefronts that characterize much of Broadway Avenue. The main floor layout allows for up to three storefronts facing the street, although it is understood that this will ultimately be determined by tenant leasing. It is noted that this change was formally requested by the Broadway Business Improvement District, in addition to comments received by the general public.

b. The number of parking spaces proposed on-site has increased by 19 spaces. The majority of concerns regarding the provision of parking related to spaces dedicated to the commercial space’s use, and most of the additional spaces are for this purpose. It is noted that the B5B zone does not have a parking requirement for commercial uses.

Financial Implications
Prepaid service charges will be payable 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
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, 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 the 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 – 604 and 610 Broadway Avenue
2. Proposed Site Plan – 604 and 610 Broadway Avenue
3. Proposed Building Renderings – 604 and 610 Broadway Avenue
4. Overview of Relevant Policy
5. Alignment with Broadway 360 Development Plan
6. Analysis of Broadway 360 Development Plan (by Applicant)
7. Proposed Terms of Zoning Agreement – 604 and 610 Broadway Avenue
8. Comments from Other Divisions/Departments – 604 and 610 Broadway Avenue
9. Community Engagement Summary

Report Approval
Written by: Brent McAdam, City Centre Planner, Planning and Development
Reviewed by: Laura Hartney, Acting Director of Planning and Development
Approved by: Kara Fagnou, Acting General Manager, Community Services Department

SP/2019/PD/MPC – Proposed OCP Amend and Zoning by Agreement – 604 and 610 Broadway Avenue
Location Maps
604 and 610 Broadway Avenue

PROPOSED OFFICIAL COMMUNITY PLAN AMENDMENT
NUTANA LAND USE POLICY MAP
- From Medium Density Residential to Special Area Commercial
- From High Density Residential to Special Area Commercial

PROPOSED ZONING AMENDMENT
- From RM5 to B5B by Agreement
- From RM1 to B5B by Agreement

Aerial image of area
1. Copyright of this drawing is reserved by the Architect. The drawing and all associated documents are an instrument of service by the Architect. The drawing and the information contained therein may not be reproduced in whole or in part without prior written permission of the Architect.

2. These Contract Documents are the property of the Architect. The Architect bears no responsibility for the interpretation of these documents by the Contractor. Upon written application, the Architect will provide written/graphic clarification regarding the intent of the Contract Documents. The Architect will review Shop Drawings submitted by the Contractor for design conformance only.

3. Drawings are not to be scaled for construction. The Contractor is to verify all existing conditions and dimensions required to perform the work and report any discrepancies with the Contract Documents to the Architect before commencing any work.

4. Positions of exposed items indicated on architectural drawings. The locations shown on the architectural drawings govern over the Mechanical and Electrical drawings. Those items not clearly located will be located as directed by the Architect.

5. These drawings are not to be used for construction unless noted below as "Issuance: For Construction".

6. All work is to be carried out in conformance with the Code and Bylaws of the authorities having jurisdiction.

7. The Architect of these plans and specifications is not responsible for the constructability of the building(s) represented by them. All contractors or subcontractors must satisfy themselves when bidding and at all times ensure that they can properly construct the work represented by these plans.
Building base fronting Broadway Avenue
Views from 12th Street East

View from Downtown
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. Applicable excerpts are included from the following:

I. Official Community Plan Bylaw No. 8769
II. Growth Plan to Half a Million

I. Official Community Plan Bylaw No. 8769

The Official Community 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 (k) 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](image)

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
Alignment with Broadway 360 Development Plan

The Broadway 360 Development Plan (Broadway 360) provides important guidance for consideration of this development proposal. This document consists of a detailed overview of the relevant principles, guidelines, and objectives from Broadway 360, and the proposal’s alignment with these considerations.

Passages from Broadway 360 are directly quoted or are otherwise paraphrased. Where necessary, comments from the Administration relating the relevant section to the development proposal are contained in text boxes below the passage.

The Guiding Vision and Character Areas

Well Mannered & High Quality New Buildings

One of the five pillars of Broadway 360’s vision, meant to give shape and form to what ought to be the ideal Broadway Avenue, is the importance of the design and quality of new buildings:

“The form, scale and design of new buildings are important factors in shaping the ‘look’ and ‘feel’ of the future Broadway area. The uses, placement, massing, height and quality of buildings on Broadway Avenue need to be considerate of not only how they impact the character of the street, but also other buildings and adjacent neighbourhoods. There is a reciprocal relationship that will need to be in balance, where what the Broadway area offers to the success and appeal of new development, in turn that development should contribute back in reinforcing the best qualities that the area has to offer.

Although taller buildings have greater civic obligations due to their visual prominence and potential impacts, even one poorly designed three-storey building can ruin a street. Buildings last a long time and it is imperative that regardless of scale and location, they be well mannered in their relationship to the public realm as well as to other buildings, and that they be of the highest possible quality. Key principles include:

- Buildings should frame streets with good proportion and placed consistently with adjacent buildings.
- Active and positive uses should be placed at-grade to animate the street.
- Buildings should be massed to minimize visual and physical impacts.
- Appropriate separation distances should be provided between buildings to ensure adequate access to light and privacy.
- The design of buildings should express a base, middle and top.
- Mechanical areas, loading and parking should be integrated and concealed from view.
- Attention should be paid to material and architectural quality, especially at the first three-storeys.”
The Mews – Rethinking the Lanes
Broadway 360 contemplates a new role for the lanes in the Broadway area:

“An opportunity exists to rethink the purpose and design treatment of these lanes to transform them into spaces that in addition to parking and servicing, are also inviting to pedestrians. The Mews can accommodate outdoor patios, enable viable storefronts and galleries, and serve as event spaces for festivals and events.”

Comment: The rear lane side of the building has been designed with a similar quality as the front, such that there is not a discernible backside of the building. This includes transparent glazing, material treatments, articulation of the façade, and the placement of the residential entry and lobby on this side of the site. This will enhance the image and appearance of the lane, even though it will continue to serve an important function for vehicle access and the provision of services.

The First Three Storeys Matter Most
Broadway 360 places great emphasis on the quality and design of the “Base Building” conditions:

“As the part of the building that frames streets and spaces, and that engages with the sidewalk, the first three-storeys makes the greatest impression on how Broadway Avenue is experienced. Accordingly, specific standards and guidelines are introduced to control the placement, scale, uses and design quality of the part of the building that forms the street wall. Blank walls, non-commercial uses, front-yard parking and gaps in the streetscape should be prohibited along Broadway Avenue.”

Comment: The two-storey building base provides a high quality, active frontage along Broadway Avenue. There are no blank walls, non-commercial uses, or front yard parking.

Broadway North Gateway Character Area
Broadway 360 identifies a number of character areas that comprise the Broadway area, observing that there is not a homogenous and uniform urban context across the whole
The subject property of this report lies within the “Broadway North Gateway” character area, which is generally described as the area at the top of Broadway Bridge around Five Corners. It is noted that there is no consistent built form in this area, with a mix of older low-rise commercial buildings and contemporary apartment buildings that range from 3 to 12 storeys. Objectives for the Broadway North Gateway character area include:

- strengthening the area’s gateway function and enhancing pedestrian connections to the Broadway Avenue Bridge, and South Saskatchewan River Valley.
- new infill development on vacant and underutilized sites that provide a low-rise street wall with at-grade retail along Broadway Avenue.

**Comment:** This proposal aligns with the objectives to infill a prominent vacant site, and establish active uses at-grade, thereby enhancing the pedestrian connection to the Broadway Bridge. The prominence of the tower and its orientation towards the South Saskatchewan River provides a gateway function as a new local landmark.

**Development Framework and Design Guidelines**

**Mixed-Use Corridor Development Framework**

The Mixed-Use Corridor area is defined as those properties that front Broadway Avenue between 8th Street East and the Broadway Bridge, including the subject property of this report. Broadway 360 describes this area as encompassing the primary functional, symbolic, and historic heart of the Broadway area and the greater Nutana community, and acknowledges that it holds the greatest potential for infill and intensification in the area given that remaining land in the Nutana community is predominantly established residential areas. Broadway 360 notes:

“As broadly recognized in comparable places in North American and by this community in consultation for this Plan, continued growth directed to the Broadway area could also result in significant benefits that among other things include:

- Infilling vacant lands, ‘gaps’ in the streetscape and redeveloping properties that do not positively contribute to the area.
- Providing greater housing choices to accommodate diverse incomes levels, life styles and age groups within Nutana.
- Ensuring the continued revitalization and improvement of the area through continued change and enhancements.
- Enhancing the vitality of local business, as well as the vibrancy of the street life, which also serves to improve safety.
- Strengthening the mix of uses and providing residential densities in close proximity to the Downtown, which will encourage active transportation choices – such as walking, transit and cycling.
- Reinforcing a more sustainable growth pattern that directs development to where it can be accommodated and supported by existing infrastructure, amenities and services – such as shopping, schools and public transit.”

**Comment:** This proposal aligns well with all of these stated benefits of new growth.
Recommended Development Standards (Mixed-Use Corridor Area)

Broadway 360 recommended specific development standards for the Mixed-Use Corridor area, which informed the regulations within the B5B – Broadway Commercial zoning district that was adopted in 2012 after extensive stakeholder and public consultation. It is important to note that not all of these standards were incorporated into the zoning district as recommended by Broadway 360. It is noted in the comments where development standards were not implemented into the B5B zone as recommended.

“Uses

• A broad mix of uses should continue to be permitted, except for automotive related uses such as services stations, drive-throughs and other uses that detract from the quality of the streetscape and pedestrian-oriented environment.
• Retail uses such as shops and restaurants with active frontages (entries and windows) onto Broadway Avenue should be required.

A continuity of animated at-grade uses is essential for the success of a pedestrian-oriented commercial area and blank walls, gaps or non-retail uses at the sidewalk should be prohibited.

• Within the Heritage Core character area in particular, retail uses at-grade should be limited in scale to be consistent with the fine-grained character of existing shops, generally having a frontage in the range of 7.5 metres but not greater than 15 metres.

A key defining character of Broadway Avenue is the fine-grained rhythm of shops that lend to the vibrancy and visual interest of the street. The smaller shops are also more suited to the diverse nature of retailers that includes many local owners over national brands or franchises. Retaining this concentration of store types can be encouraged by limiting their scale and by directing large formats to second levels or to the Mixed-Use Shoulder areas where they can be accommodated.”

Comment: The building base will provide for a broad mix of uses that will contribute to active frontages at-grade. While the subject site lies outside the Heritage Core character area, where the fine-grained rhythm of shops is noted as a defining feature, effort has been made by the applicant in design of the main floor’s interface with Broadway Avenue that expresses the appearance of multiple storefronts. However, it is understood that the final configuration of storefronts will depend on leasing of the space.

“Base Building

• To reinforce a consistent and well-defined street edge of a pedestrian scale, the Base Building should be a minimum of 7.5 metres (2-storeys) and maximum of 12.5 metres (3-storeys) in height.
• To ensure a consistent street wall with buildings placed close to the sidewalk, a ‘build-within zone’ should be established of 0.0 to 0.5 metre for interior lots and 0.0 to 1.0 metres (2.0 metres on the side street) for corner lots. Where an entire block is redeveloped, a setback of up to 3.0 metres should be permitted.
Modest setbacks can enable the widening of sidewalks for pedestrian amenity and spill-out activities such as sidewalk cafes.

- To ensure a continuous building edge, interior side yard setbacks should be prohibited for the first 2-storeys.
- Rear yard setbacks should not be required, however where a Base Building is abutting a property within a Neighbourhood area, it may be subject to above-grade stepbacks in accordance with the Angular Plane Guidelines.
- Where at-grade commercial uses fronting the rear lane are proposed and permitted, a minimum 3.0 metre rear yard setback should be provided.
- At-grade parking should be prohibited from any street frontages and directed to the rear of the Base Building, accessed through the rear lanes.
- While below-grade parking should be encouraged, above-grade parking should be permitted within the Base Building under the following conditions:
  - Above-grade parking areas are included in the density calculation.
  - At-grade uses are provided on all street frontages with no less than 15.0 metres depths from principle streets and no less than 7.5 metres depths from side street
  - The façade treatment of the above-grade parking is subject to the Design Guidelines.
  - Access to parking is provided from the rear lane.”

Comment: The height of the building base is approximately 10.0 metres, within the recommended standard. A consistent street wall is provided with the building placed close to the sidewalk, while there is a small setback provided to enable sidewalk cafes and additional room for pedestrian movement. The first two storeys have no interior side yard setback. All parking is located underground and accessed from the rear lane.

"Height and Massing"

- To ensure a proportional relationship to the street, adequate transitions to adjacent low-rise areas and good urban design at an appropriate scale for the Nutana context, buildings should not exceed 30.0 metres (7 to 9-storeys depending on the uses) in height.

Appropriate building heights could be determined by a number of considerations including existing heights, proximity to low-rise residential areas, scale and configuration of blocks and properties, public realm objectives and the broader urban structure for the city. Conventional wisdom dictates that the tallest buildings should be directed to the city core and major centres, stepping down to minor centres and arterial corridors, with the lowest buildings in traditional residential neighbourhoods.

For traditional main street contexts surrounded by low-rise neighbourhoods and outside of the downtown such as the Broadway area, good urban design principles would suggest that high-rise buildings as currently permitted are not appropriate. Rather, building heights ought to be dictated by two key objectives: providing for appropriate relationship to adjacent low-rise residential properties, and maintaining a
good proportional relationship in height to the scale of Broadway Avenue itself - generally a 1:1 ratio of building height to street width.

Maintaining good proportions to the street is a fundamental principle in urban design practice that one can experience in many well-visited cities including Paris or London. This proportional relationship is important to shopping street and pedestrian areas as it serves to ensure that buildings do not overwhelm the street. Rather, they frame an ‘urban room’ that provides a comfortable scale of enclosure, while maintaining views of the sky and adequate sunlight. As Broadway Avenue is a 30.5 metre right-of-way, a 30.0 metre height maximum that is comparable to a 9-storey mixed-use building would be appropriate.

- To ensure a street wall height that is consistent with the heritage character of the Broadway area, building components above the Base Building should provide a minimum 3.0 metres stepback from the face of the building that is the street wall. Modest exceptions may be permitted on Key Corner Sites.

In addition to reinforcing the historic street wall heights, this significant stepback serves to mitigate wind impacts at the sidewalk that may be caused by the sheer walls of taller buildings.

- To minimize visible above-grade blank wall conditions and to provide for adequate separation distances between taller buildings, a minimum 6.0 metre rear and interior yard stepback should be required for all buildings taller than 5-storeys.

This setback can ensure that windows can be provided at the sides of buildings while providing for adequate light and privacy to facing units or offices. Furthermore, this separation distance ensures a rhythm of breaks between buildings to enhance sky views and enable greater sun penetration.

- A minimum 18.0 metre separation distance between the principle faces of residential buildings taller than 5-storeys should be provided to ensure adequate light and privacy.
- To ensure appropriate transitions to, and interfacing with, adjacent properties within Neighbourhood areas, the massing of buildings should be subject to the Angular Planes Guidelines.

The 45-degree angular plane is commonly used for defining gradual visual transitions, as the vertical rise is equal to the horizontal distance. They are also effective at minimizing overlook and shadow impacts. Generally, the angular plane originates at the nearest residential property line, ensuring that the taller components of the adjacent higher density building are pushed further away. When applied to the depth of a typical property along Broadway Avenue (approximately 42.5 metres or 140 feet), a height of 9-storeys is achievable in a standard residential floor plate configuration.

- To minimize excessively massed buildings, floor plate dimensions for levels above the 5th storey should not exceed 35.0 metres.
- To ensure buildings that are consistent with these standards and of good and viable form, the following minimum frontage standards should be applied:
Frontage of less than 15.0 metres = 3-storey maximum height
Frontage between 15.0 metres and 30.0 metres = 5-storey maximum height
Frontages of 30.0 metres or greater = 9-storey maximum

Comment: While Broadway 360 recommended that buildings not exceed seven to nine storeys, no maximum building height was implemented within the B5B zone that was approved by City Council. Building height is ultimately limited through other regulations, such as maximum gross floor space ratio, which restricts the buildable floor area on a given site. A building of this height and number of storeys could be constructed on another appropriately sized site within the B5B zone.

Stepbacks for the tower have been incorporated above the building base.
While the angular plane guidelines were not implemented as part of the B5B zone, Broadway 360 did not recommend that they be applied to this site.
Maximum floor plate dimensions were not implemented either, although the dimensions of the tower (20.3 m x 37.7 m) are in line with the recommended standard to avoid excessive massing.

Primary Retail Frontage
Primary Retail Frontages correspond to properties that front onto Broadway Avenue. At-grade retail uses that address the sidewalk should be a requirement for these frontages to ensure a continuous active streetscape. The character and design of the storefronts in these locations is also of great importance to the atmosphere and character retention of the streetscape. Specifically, the recommended standards include:

- An articulation of narrow storefronts in the range of 7.5 metres.
- Limiting the width of at-grade retail units at the street edge to no greater than 15.0 metres.
- Shop fronts should be designed with a high level of transparency comprised of generally no less than 75% glazing.
- Where larger retail formats are proposed they should be directed to second levels.
- Second storey and/or double storey commercial uses are encouraged to intensify the retail presence and activity while providing for alternative and affordable retail space.
- Spill out activity such as sidewalk cafés are highly encouraged where they can be accommodated.
- Weather protection for pedestrians in encouraged through the use of awnings and canopies.
- Commercial signage should be of high quality and should add diversity and interest to the streetscape.

Comment: As noted, the width and frequency of storefronts will be determined by tenant leasing, although effort has been made in design to express the appearance of multiple storefronts. The main floor has a high degree of transparency, consisting of mostly glazing. A small setback from the sidewalk will provide room for sidewalk cafes, and the above overhang of the second floor will offer weather protection.
“Key Corner Sites
Key corner sites occupy important intersections of streets and gateways into the Broadway Avenue commercial area. Articulating key corners through the massing and architectural design of buildings can enhance the civic quality and image of the area and serves to orient visitors. To enhance the visual prominence of key corners, the design of buildings on these sites are subject to the following standards:
- To enhance the distinction and landmark quality of new buildings on key corner sites, a 1.5 metre encroachment into the step back above the Building Base should be permitted at the corner of the building for up to 5.0 metres of frontage on either street face.
- An exception to the maximum height of no greater than 3.0 metres should be permitted for the corner massing treatment.
- Distinctive architectural treatments are encouraged and can include vertical slender elements such as drums, spires and turrets.
- New developments on key corner sites should orient to both street frontages with respect to storefronts and entries.”

Design Guidelines

Broadway 360 included design guidelines for new development in the Broadway area, including the Mixed-Use Corridor area. These guidelines were adopted into the Zoning Bylaw through the AC2 – Broadway Architectural Control Overlay that corresponds with properties zoned B5B – Broadway Commercial District.

Comment: As a prominent site at a gateway into the area, the opportunity exists for a landmark building to enhance the image of the area. The orientation of the tower towards the Broadway Bridge and the South Saskatchewan River, along with its architectural quality, provides this function.

“Building Expression
To encourage continuity in the streetscape and to ensure horizontal ‘breaks’ in the façade, buildings should be designed to reinforce the following key elements through the use of setbacks, extrusions, textures and materials:
- Base - Within the first three-storeys a base should be clearly defined that positively contributes to the quality of the pedestrian environment in the level of animation, transparency, articulation and material quality.
- Middle – The middle or body of the building should contribute to the physical and visual quality of the overall streetscape.
- Top – The roof condition, expressed as an upper storey or roof feature, should be distinguished from the rest of the building and designed to contribute to the visual quality of the streetscape.
- Buildings should seek to contribute to the mix and variety of high quality architecture. The articulation of building mass through vertical and horizontal
recesses or projections, datum lines, and changes in materials, texture or colour should be encouraged."

**Comment:** A distinct base, middle, and top is expressed through the building base, tower, and mechanical penthouse.

**"Orientation & Placement**

The orientation and placement of buildings along the street help to reinforce the public realm by enhancing the pedestrian environment through creating a sense of enclosure. This is achieved by framing the street with parallel aligned buildings, providing the appropriate levels of animation and use. Key guidelines for the orientation and placement of buildings are as follows:

- All buildings should orient to and address the street with clearly defined entry points that directly access the sidewalk.
- Buildings should be placed at or close to the street edge, subject to the specified build-within zone.
- Development of an entire block or at corner sites may provide greater setbacks to widen sidewalks without compromising the visual continuity of the streetscape.
- To discourage fragmentation of the street wall and to encourage full utility of the rear lanes, 100% building coverage of the front-yard is encouraged and should be required for buildings on Broadway Avenue.
- Entrances to buildings should address the primary street and should be clearly articulated and expressed.”

**Comment:** This is achieved through the design. The building is placed close to and addresses the street, and provides a continuous street wall.

**"Street Wall**

The street wall is the part of the building base that frames the street and interfaces with the sidewalk. The street wall has the greatest impact on the character and quality of the street experience. The key design objectives for street walls in the Broadway Area are ensuring visual continuity, pedestrian scale, animation of the street and design quality. Guidelines for street walls include:

- In general, a street wall of a new building should align with those of neighbouring buildings or have the same setback as the predominant buildings on the block.
- The height of the street wall should be consistent with historic heights of no greater than 3 storeys and no less than 2 storeys.
- Levels above the street wall should be setback to reinforce a low-rise interface with the sidewalk.
- Grade-level heights should be visually prominent and no less than 4.5 metres for commercial and 4.0 metres for residential uses.
- At-grade retail uses should be consistent with the design guidelines for storefronts.
• Other commercial at-grade uses should have entries onto the street and include high levels of transparency.
• At-grade residential uses should include units that directly access the sidewalk and consistent with the design guidelines for street-access units.
• Upper levels of the street wall should be well articulated and include expressed window openings.”

Comment: This is achieved through the design. A two-storey street wall is provided by the building base, while the tower above is set back. The grade level height is approximately 5.5 metres.

“Heritage Contexts
Where a new building is proposed along Broadway Avenue adjacent to a heritage significant building, its design should be sensitive and complementary. These guidelines help to ensure the fit for new buildings so that they contribute, rather than detract from the distinct character of heritage significant properties.

General Guidelines:
• New buildings should avoid historical misrepresentation. Buildings tell the story of historical development of the area. It is important that the historical record does not get confused through the mimicry of past architectural styles.
• New buildings should be designed so that they do not appear to have been constructed earlier than they were.
• New buildings should consider and respect the scale, material and massing of adjacent heritage significant buildings.

Façade Articulation
• New buildings should respect the pattern of façade division by ensuring the horizontal and vertical architectural orders are aligned with neighbouring heritage buildings.
• New buildings should have entries and display windows at regular intervals consistent with the established pattern on the block.
• Windows should be vertically aligned from floor-to-floor and horizontally aligned with the neighbouring heritage buildings.
• New buildings should include a cornice that is carefully aligned with neighbouring heritage buildings and of similar proportions.

Façade Materials
• New buildings should consider the pallet of materials and colours evident in existing heritage significant properties.
• Building materials should be chosen for their functional and aesthetic quality and exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance. Materials should also be chosen for permanence. Vinyl siding,
plywood, concrete block, darkly tinted and mirrored glass and metal siding utilizing exposed fasteners should be discouraged.”

**Comment:** The proposed building is not adjacent to a heritage significant building.

**“Corner Sites**

Corner buildings have a greater visual prominence given that they front onto two streets and frame intersections. Accordingly, they have a greater civic obligation to should be designed to give good form and address to the corners they occupy.

- To enhance the distinction of new buildings at Key Corner Sites, modest exceptions to stepbacks and height restrictions should be permitted to encourage massing and designs that accentuate the visual prominence of the site – architectural treatments can include tall slender elements such as spires and turrets.
- New developments on all corner sites should orient to both street frontages.
- Corner entrances should be encouraged wherever possible, to give address to the two street frontages.
- As new developments on corner sites can shape the image and character of an area, the highest possible standards in design and material quality should be encouraged.”

**Comment:** While the subject site is not located on the corner of two intersecting streets, the site does provide a gateway function for the area, as discussed under “Key Corner Sites” (page 8 of this document).

**“Storefronts**

Well-proportioned and designed storefronts can contribute positively to the pedestrian environment by providing animation and visual interest at the sidewalk.

- To reflect the existing character and context, storefronts should generally have a frontage in the range of 7.5 metres but not greater than 15 metres.
- Where retail frontages are greater than 7.5 metres, they should articulate narrow storefronts in the design of the facade.
- Storefronts should have a high-level of transparency, with a minimum of 75% glazing to maximize visual animation.
- Clear glass should be used for wall openings (e.g., windows and doors) along the street-level façade. Dark tinted, reflective or opaque glazing should be discouraged for storefronts.
- An identifiable break or gap could be provided between the street-level uses and the upper floors of a building. This break or gap may consist of a change in material, change in fenestration, or similar means. The identifiable gap or break can emphasize the storefront while adding visual interest and variety to the streetscape.
• Storefront entrances should be highly visible and clearly articulated. Entrances should be located at or near grade. Split level, raised or sunken entrances are strongly discouraged.
• Storefront signage should be consistent with the signage guidelines but generally should add diversity and interest to the street and not overwhelm either the storefront or the streetscape. Weather protection for pedestrians is encouraged through the use of awnings and canopies.
• Storefronts that address the Mews should be permitted to have a greater freedom of expression in their design and treatment.”

Comment: As noted, the width and frequency of storefronts will be determined by tenant leasing, although effort has been made in design to express the appearance of multiple storefronts. The main floor consists mostly of transparent glazing. A change in material and fenestration is provided for the second floor above the street-level uses.

“Street-Access Units
All uses should help create an animated street environment with doors, windows and pedestrian activity fronting and accessing directly onto the sidewalk. Where retail is not required, and residential uses are proposed at-grade, the following guidelines apply:
• Residential uses at-grade should include individual units accessed from the street.
• Appropriate front yard privacy measures should be considered such as setbacks, landscaping, and porches.
• Access to the individual units should be clearly visible, and the scale, rhythm and articulation of the street wall should be consistent with the residential character of adjacent neighbourhoods.
• Grade-level units should be designed to accommodate live-work opportunities and potential conversion into commercial or retail uses to complement the mixed-use context.”

Comment: No residential units are proposed at-grade.

“Roof Treatment
The design of the roof can make an impact on the character of the streetscape, especially from great distances. Roofs of buildings are also seen from other buildings of equal or greater height. Roof design should consider the following guidelines:
• The expression of the building top and roof, should be clearly distinguished from the rest of the building through treatments such as stepbacks, change in materials, cornices lines, and overhangs.
• Mechanical penthouses should be integrated with the architectural treatment of roofs and/or screened from view.
• Green roofs should be encouraged to provide for aesthetic as well as functional and sustainable considerations.”

Comment: The enclosed mechanical penthouse provides the expression of a building top. Change in material treatment and an overhang on the south side distinguishes it from the rest of the building.

“Above-Grade Parking
Wherever possible, parking for new developments should be provided at the rear or below-grade and accessed off the rear lane. Where parking is provided above-grade within the base building and if structured parking is contemplated for the Broadway area in the future, the following guidelines address the design and quality of such structures.
• Direct access for parking from the street should be discouraged.
• Where an above-grade parking facility fronts on a street, the ground-level frontage should incorporate retail, public or other active uses.
• Above-grade parking structures should be designed in such a way that they reinforce the intended built character and blend into the streetscape through facade treatments that conceal the parking levels and gives the visual appearance of a multi-storey building articulated with ‘window’ openings.
• Above-grade parking structures should provide articulated bays in the façade to create a fine-grain storefront appearance.
• Above-grade parking structures should provide pedestrian amenities such as awnings, canopies, and sheltered entries.
• Above-grade parking structures should utilize high quality materials that are compatible with other mixed-use buildings
• Stairways, elevators and entries should be clearly visible, well-lit and easily accessible.
• Signage and wayfinding should be integrated into the design of public parking structures. Integrating public art and the lighting of architectural features should also be considered. This will reinforce its unique identity, and aid visitors in finding them upon arrival.
• The impact of interior garage lighting on adjacent residential units should be minimized, while ensuring that safe and adequate lighting levels are maintained.”

Comment: All parking is proposed to be located underground, with vehicle access from the rear lane.

“Material & Architectural Quality
New developments should be mindful of ensuring excellence in architectural design and in the use of high-grade materials, particularly at street-level. A key objective of the Development Plan is to achieve a balance between consistencies in design quality and street interface, while enabling individual expression in new developments. Key guidelines for architectural and material quality include:
• The Broadway area has a rich history of development that is reflected in the Prairie-style 'main street' buildings that are constructed in a variety of materials. New developments should seek to contribute to this mix and variety.
• Building materials should be chosen for their functional and aesthetic quality and exterior finishes should exhibit quality of workmanship, longevity, sustainability and ease of maintenance.
• Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-case concrete.
• In general, the appearance of building materials should be true to their nature and should not mimic other materials.
• Vinyl siding, plastic, plywood, concrete block, darkly tinted and mirrored glass and metal siding utilizing exposed fasteners should be discouraged.

Comment: High-grade material and architectural quality is evident.

“Sidewalk Cafés
Sidewalk cafés enhance the vibrancy of street life and are major destinations in the warmer months. Sidewalk cafés also serve as neighbourhood amenities enabling further social interaction on Broadway Avenue.
• Sidewalk cafés should be encouraged throughout the Broadway Area provided that there are no conflicts with adjacent land uses and that they are able to be accommodated within the existing sidewalk width dimensions without encumbering pedestrians.
• Where permitting, small sidewalk cafés should be encouraged along streets with narrower sidewalks as well. Small sidewalk cafés generally require 1.4 metres for a single row of tables and chairs. This will comply with the City of Saskatoon Sidewalk Café Guidelines for maintaining a clear passage of 2.0 metres between the sidewalk café and the curb or any other physical obstructions.
• Sidewalk cafés should be designed to contribute and integrate into the streetscape. Tall fencing or landscaping that obscures visibility to and from the street should be avoided. Material and landscaping choices should be of the highest possible quality.
• Curb bump-outs should be encouraged at all corners to provide for additional sidewalk café opportunities.
• Rear yard and roof top patios should be directed to properties that are not directly adjacent to residential neighbourhood.”

Comment: A small setback of the front building line adjacent to Broadway Avenue will provide opportunity for sidewalk cafes.

“Building Lighting
The image and experience at night is an important aspect of any mixed-use area. Illumination of buildings through creative approaches to lighting has the potential to transform the image of an area and reinforce its identity and appeal. Considerations include:
- Attractive landscape and architectural features can be highlighted with spotlighting or general lighting placement.
- Heritage and institutional buildings, as well as landmark elements such as public art, steeples or distinctive rooflines, should be illuminated.
- Subtle night-lighting of retail display windows should be encouraged.
- Ensure feature lighting does not spill onto adjacent residential areas and does not cause glare or other safety related issues.
- Ensure that lighting is consistent with the City of Saskatoon Zoning Bylaw 7800 and is Dark Sky compliant."

`Comment:` Lighting treatments are decided by the proponent, although arrangement and intensity must be such that it does not interfere with nearby properties.

"Signage"

Signage plays an important role in the overall image of any area. Signs should contribute to the quality of individual buildings and the overall streetscape. They should reflect the unique characteristic of their context. This includes compatibility with heritage buildings, where appropriate. High quality, imaginative, and innovative signs are also encouraged. Design objectives for commercial storefront signage include:

- All signage should conform to the City of Saskatoon Bylaw 7800 regarding signage group no.5.
- Commercial signage should not overwhelm the building and/or the storefront.
- Back lit illuminated rectangular sign boxes are discouraged.
- To minimize visual clutter, signage should be integrated into the design of building façades wherever possible, through placement within architectural bays and friezes.
- Signage should not obscure windows, cornices or other architectural elements.
- Large freestanding signs (such as pylons), roof signs, and large-scale advertising (such as billboards) should be discouraged.
- The maximum signage area for storefront signs should be no more than 25% of the business storefront.
- Signage on heritage buildings should be consistent with traditional sign placement such as on a sign band, window lettering, or within the existing architectural orders.
- Signage should aid pedestrians and drivers in navigating the area, especially at night.
- Signs should be well maintained and constructed using high quality materials."

`Comment:` Commercial storefront signage will be determined pending tenants being secured.
“Sustainable Design

Sustainable design can be defined as architecture and engineering that establishes the conservation of natural resources and systems as a primary consideration in the planning, design, and construction process. To achieve this goal, all proposed projects should strive for sustainable building practices. This includes public as well as private development, and encompasses streets, parks, and buildings.

The City of Saskatoon, Broadway BID and the Nutana Community Association should urge LEED-certified levels of sustainable design and encourage the private sector to meet that challenge. In line with the sustainable strategies and LEED, opportunities exist to rehabilitate underused or deteriorating historic resources with new functions through adaptive reuse to strengthen the unique character of the area. As a principle of sustainability, new additions, exterior alterations, or related new construction should not destroy historic materials, features, and spatial relationships that characterize the property. The new work should be differentiated from the old and should be compatible with the historic materials, features, size, scale, height, proportion and massing to protect the integrity of the property and its environment.

A typical sustainable design standard to pursue is a LEED CaGBC (Canada Green Building Council) certified, Silver, Gold or Platinum. This requires all buildings to achieve at least 50% of the available LEED credits for sustainable design. More information on this program is available at the Canada Green Building Council’s web site at http://www.cagbc.org/.”

Comment: Sustainable building practices are encouraged with all new development. The building will be required to meet the National Energy Code of Canada for Buildings 2017, which was implemented by the City of Saskatoon on January 1, 2019.
Analysis of Broadway 360 Development Plan (by Applicant)

604/610 Broadway Avenue Mixed-Use

Analysis of Conformance with Broadway 360 Development Plan

2018-08-14

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Intent

Urban Capital Property Group and Victory Majors Investment Corporation (the Owner Team) have been working with architectsAlliance and aodbt architecture + interior design (the Design Team) on the design of a new mixed-use development at 604/610 Broadway Avenue. The project site, which is on the corner of Broadway Avenue and 12th Street East, is currently a vacant lot used for surface parking. Our intent is to create a mixed use development that positively contributes to the vibrancy of the area through the addition of high density residential, retail and commercial space on Broadway Avenue.

With the project site located on Broadway Avenue, the Team understands that the proposed development falls within the Broadway 360 Development Plan (the Plan) study area, and that the guidance provided within the Plan will be applicable to this project. Our team has completed the following analysis to demonstrate how the proposed development at Broadway Avenue & 12th Street East meets the purpose and intent of the Broadway 360 Development Plan.
Site Context

The proposed project site is located at 604/610 Broadway Avenue. The site is bordered by Broadway Avenue to the North, the Broadway Roastery to the East, a vacant lot with a SaskPower service station to the West, and a laneway and community garden to the South.

The adjacent properties include a combination of medium-density residential, single-family residential, and retail/commercial buildings. The Plan identifies this project site as an Urban Neighbourhood classification, which is defined by lands with existing or potential higher density residential forms. The site is also located within the Mixed-Use Corridor, which promotes multi-use buildings with at-grade retail and commercial components.

As part of the Broadway North Gateway, the proposed development will contribute to welcoming patrons into the district from the Broadway Bridge. This is a prominent corner location, and our intent is develop an iconic feature building that will represent the gateway to Broadway for years to come.
Building Context: View from Broadway Avenue

The proposed project interacts directly with Broadway Avenue through transparent retail space on the main floor, second floor commercial, and rooftop amenity space. The corner of the building offers a welcoming view to pedestrians entering Broadway Avenue from the downtown. The first three storeys interact with the pedestrian and will be complete with high quality materials and finishes to create visual interest for those passing through on foot or bicycle.
Building Context: View from Laneway

The laneway will be an interactive space and is designed to promote pedestrian activity. The laneway provides access to the below-grade parking as well as the entry for the residential occupants. This will promote safety in the lane and increase overall activity in the area during all times of day.
Broadway Area Land Use Goals

We understand that the intent of the Broadway 360 Plan is to create a high quality, diverse, safe environment for residents and visitors within the Broadway area. As such, a series of land use goals have been set to support positive future development. The proposed project responds to the land use goals as follows:

**To protect and enhance the mixed use character of the Broadway area:**

Broadway & 12th will be a mixed-use development, featuring main floor retail, second floor commercial, third floor roof-top pool/amenity, 112 residential condominium units, and below-grade parking.

**To protect and enhance housing options in the Broadway area:**

The integration of 112 residential units of various sizes and price points will greatly enhance housing options for a diverse range of potential home-owners in the Broadway area.

**To protect human scale of development to promote the street orientation of commercial and residential development:**

The development takes into consideration how pedestrians will interact with the building. The retail and commercial components are oriented toward Broadway Avenue and will be highly transparent; the first 3 storeys directly respond to the street with clerestorey glazing for retail and commercial frontages.
Pillar 4: Well Mannered & High Quality New Buildings

We believe that our project contributes to Pillar 4 of the Vision: Well Mannered & High Quality New Buildings. With an opportunity to shape the look and feel of the future Broadway area, we have designed the building to include the following features that respond to the overall vision:

### Good Proportion
- While the proposed building is a higher density than the current adjacent residential properties, the building has been well-proportioned to reduce impact for residential and commercial neighbours.

### Activity at Street-Level
- Retail units are located on the main floor, and frontages are glazed to provide transparency to the street.
- The Building has a high, transparent main floor that provides a very open, public frontage both onto Broadway and the laneway behind the building.
- The proposed landscaping and hardscaping along the laneway improves the quality of the public realm along the lane.

### Massing
- The building has been massed to reduce visual impact by orienting the tower slab north to south rather than east to west.
- The building has been massed to reduce the shadow impact on Broadway Avenue and neighbouring developments.

### Reducing Visual Noise
- The design team has been mindful of concealing parts of the building that do not contribute positively to street-level.
- The building’s mechanical equipment is concealed by a penthouse, parking is located below-grade, and loading areas are accessed from the laneway.
- The parking garage access and building service components are concealed from pedestrian views.

### Architectural Quality
- The deep profile fins wrapping the second floor facade create a more solid appearance when viewed obliquely to distinguish the second floor volume as if it were a cube floating above.
- The tower is rotated 90 degrees and held aloft by columns along the lane to provide further sculptural interest to the building and mark the critical intersection of Broadway and 12th.
- The White tower grid is visually enhanced by deep set windows that create sharp contrasting shadows defining the grid form. The towers dynamic, asymmetrical massing is crowned by the Mechanical Penthouse which is purposely shifted of centre and cantilevered over the top.
- The design addresses this very significant location in the City of Saskatoon with a high level architecture solution constructed in quality materials.
The Ten Big Ideas

Ten Big Ideas have been included within the Plan’s vision to help guide future development. The ideas that are applicable to our project have been included below.

5 Character Areas & the Neighbourhood

- The site is classified within the Urban Neighbourhood in the North Gateway, which promotes high density residential developments.

An Urban Square with Five Corners

- The development will contribute by framing Five Corners with a mix of uses and adding increased pedestrian activity along the mixed use corridor.

A relocated Community Garden

- The community garden has not yet been relocated, and its current location will not be compromised by the development at Broadway & 12th.
- Future residents may further contribute to the vitality of the community garden.

The Mews: Rethinking the Lanes

- With below-grade parking, the building is able to utilize the laneway as the main entrance for the residential component.
- This will enhance activity at the lane and create a safe and welcoming environment around the entire building perimeter.

The First Three Storeys Matter Most

- The quality of the base-building design is important and the main and second floor will have high-quality materials and transparent glass to promote activity and interest.
- Vegetation on the rooftop deck will help to soften the physical impact of the third storey.

Angular Planes to Ensure Transitions in Height

- The intent is to define transitions and ensure that buildings do not overwhelm the streets that they frame.
- While a 45 degree angular plane from the nearest residential property has not been achieved in the proposed development, the intent to reduce impact has been incorporated into the design and demonstrated through a massing and shadow study (attached).

Not More than Nine Storeys & With Conditions

- While the building height recommended within the Plan is 30.0m, the proposed development is 61.45m.
- The B5B Zoning requirements do not stipulate a maximum building height, and the property is being zoned by agreement.
- The building height has been designed based on the number of units required to create an economical development, and the additional storeys allow for an increase in density and a wider variety of housing options.
Recommended Development Framework

Contributing Positively to Broadway Avenue
As identified in the Plan, the Urban Neighbourhood areas within the Broadway Area hold great potential for infill and intensification. The new Broadway & 12th development will provide the following benefits:

- Infill of vacant land and replace existing gravel parking lot with a vibrant mixed use building.
- Provide greater housing choices to a variety of income levels, lifestyles and age groups through a combination of unit sizes and price points.
- Enhance vitality of local business and contribute to the vibrancy of the street life.
- Increase safety through added activity at the street level.
- Strengthen the overall mix of uses and create residential density in close proximity to the downtown.
- Increase critical mass to support public and active transportation networks.
- Support sustainable development by utilizing existing infrastructure, amenities, and services in the area.

Mixed-Use Corridor Development Standards
While the Plan provides Recommended Development Standards, the City of Saskatoon has not implemented these recommendations as part of the B5B Zoning requirements. Our team has utilized the recommended standards as guiding principles, and where the prescriptive standards have not been achieved we have provided an analysis on how the overall intent of the principle has been met.

The following outlines where the proposed development conforms to the recommended development standards outlined in the Plan as well as where alternative methods are being proposed as per the B5B zoning by agreement.
**Base Building**
The majority of the base building is built out to the property line, with a 0.3m setback on the north and west side. While the Plan recommends a front and side setback of 2.0-4.0m, we feel the visual transparency from the glazed retail units combined with the high quality architectural features of the building will alleviate the need for a 2.0m setback.

The east and south facades are built to the property line at the lane and side yard, which aligns with the base building recommendations in the Plan.

**Parking**
All parking is located below-grade and is accessed from the lane. This allows for increased active transportation throughout the site and aligns with the Plan’s recommendations.

**Height and Massing**
While the maximum building height recommended in the Plan is 30.0m, this requirement was not adopted as part of the City of Saskatoon’s implementation strategy. Therefore, the building design being proposed is 17 storeys, with a height of 61.45m. The residential floors are comprised of 15 storeys, with the first three storeys interacting with the street as per the Plan’s recommendations.

The third floor amenity and pool space allows for a break in the massing, minimizing the impact of the residential tower from the Broadway Avenue view. The tower steps back slightly from the first three storeys, and is relieved by a combination of high quality materials and the transparency of the curtain wall glazing.

Building massing and shadow studies have been completed to demonstrate the reduced impact of the proposed development when compared to an as-of-right design concept. In an as-of-right scenario, the building height would be 15 storeys and massed as per the image below on the left. The As of Right Massing as we have shown it conforms to the setbacks along Broadway and along the east and west sides of the site. The tower depth on the as-of-right scheme however does not utilize the permitted tower depth. The resulting impact of the analysis is that the as-of-right massing with the tower slab in an east west orientation creates a much broader shadow across Broadway Avenue and has a greater impact on light and sky view as seen from Broadway. The proposed development’s tower orientation allows for a reduced impact, even with the additional two storeys.

**Building Orientation & Placement**
The building is placed close to the street edge and achieves 100% front-yard coverage at Broadway Avenue. Retail entrances will be located at the primary street, with the residential entry located at the rear lane to eliminate confusion for retail/commercial tenants and customers. While a 45 degree angular plane from the nearest residential property has not been achieved in the proposed development, the intent to reduce impact has been incorporated through the orientation of the residential tower.
Key Corner Sites
As a corner site, the design capitalizes on all sides of the building. The building interacts with all street frontages, including the back laneway. The vertical capless curtain wall allows for transparency on all sides, and the combination of high quality materials with a modern, clean aesthetic creates an architectural feature for Broadway Avenue. This will enhance the Broadway North Gateway and contribute to the image of the district.

Building Expression
The building’s architectural features distinctly separate the base, middle, and top to create visual interest. The variety of materiality and articulation of building mass through recesses, projections, columns, and changes in material provides visual interest from all building elevations.

Roof Treatment
The mechanical penthouse will be integrated into the building design, and all mechanical equipment will be concealed from the pedestrian’s view. The third floor amenity will feature vegetation and green-roof materiality to retain site water and allow for landscaping.

Material & Quality
Attention will be given to quality workmanship and aesthetic quality to create a timeless modern structure. The proposed materials for each floor are as follows:

Main Floor:
- Black Granite Base
- Vertical Capless Curtain Wall
- Corten steel address number
- Prefinished Aluminum Trim Channel
- Prefinished metal panelized garage doors

Second Floor
- Prefinished Curtain Wall System with deep, fin profile decorative caps
- Exposed Concrete Columns in Architectural Finish

Third Floor:
- Aluminum, painted decorative ceiling soffit

Tower:
- Prefinished, white aluminium panel system grid
- Prefinished Aluminum Curtain Wall System
- Mechanical Penthouse:
  - Prefinished Metal Panel Cladding

Building Lighting
Subtle night lighting and lighting cut-offs will eliminate light from trespassing beyond the site. Up-lighting will not be included and a lighting analysis will be completed to ensure dark sky compliance.

Signage
Signage will be designed to complement the architectural features of the building, and retail signage will be integrated into the design of the facade once tenants are secured. Signage will make up less than 25% of the storefront spaces.

Sustainability
Sustainable design principles will be utilized during the design of mechanical and electrical systems, material selection, low-E glazing, and during construction to minimize environmental impact over the life of the building.
Proposed Terms of Zoning Agreement
604 and 610 Broadway Avenue

Zoning District:

B5B – Broadway Commercial District, subject to a Zoning Agreement

Use of Land:

a. Floors 3 to 17 shall contain residential dwelling units;

b. The main floor shall not contain residential uses, except for those areas necessary for lobbies, accesses, parking, and service areas related to residential uses on the upper floors; and

c. Otherwise, those uses permitted or discretionary in the B5B District shall be provided for.

Development Standards:

a. Front Yard Setback – Building Cap (Broadway Avenue): A minimum of 2.0 metres;

b. Side Yard Setback – Building Cap (south): A minimum of 2.25 metres;

c. Rear Yard Setback – Building Base (lane): A minimum of 5.0 metres, excluding the columns supporting the building cap;

d. Rear Yard Setback – Building Cap (lane): No setback required for the tower above the building base;

e. Gross Floor Space Ratio: Shall not exceed 8:1;

f. Building Height: Maximum of 57.0 metres and a maximum of 17 storeys;

g. The mechanical penthouse will not count towards the building height or gross floor space ratio calculations provided it does not cover more than 70% of the gross roof area and does not exceed 62.0 metres above grade; and

h. The main floor as it interfaces with Broadway Avenue shall incorporate elements of an active frontage including, to the extent possible, but not limited to, use of transparent openings, principal entrances, signage, and other architectural features that provide articulation and visual interest.

Parking:

a. A minimum of 0.9 parking spaces per dwelling unit;

b. A minimum of 0.0625 visitor parking spaces per dwelling unit;

c. Any parking dedicated to commercial uses may be made available for use as additional visitor parking for the residential component;

d. A minimum of 0.25 secure bicycle parking spaces or storage lockers per dwelling unit; and
e. The parkade vehicle door may be less than 6.0 metres in width, provided that it allows for safe and efficient movement of two-way traffic and that the associated drive aisles are a minimum of 6.0 metres.

Explanatory Notes:

- The requirement for 0.9 parking 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, the developer will be enabled to sell parking spaces separate from dwelling units. Structured parking is a considerable expense that impacts housing affordability. With this approach, units may be sold with zero parking spaces to consumers that desire it.

- The Administration is confident that the appropriate number of parking spaces will be dedicated for resident parking as buyers will be self-selecting in terms of their parking needs.

Other:

a. The site must be developed substantially in accordance with the site plan and elevations attached; and

b. All other provisions of the B5B District shall apply.
Comments from Other Divisions/Departments
(604 and 610 Broadway Avenue)

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

1. Lane paving is recommended for the lane serving this site. The developer has agreed to this requirement.
2. The Saskatoon Water Division has reviewed a servicing analysis submitted by Catterall & Wright Consulting Engineers on behalf of the developer and is satisfied with the proposed sanitary flow for this development.
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 storm water retention will be required with restricted outflows to the major and minor storm water systems.
4. As per City of Saskatoon standards, the required fire flow for this type of development shall be 220 litres/second (l/s). The adjacent hydrant at the corner of Broadway Avenue and Saskatchewan Crescent will need to be tested for fire flow prior to building permit approval. If the fire flow is less than 220 l/s, the developer must hire an engineering consultant to show that the building fire flow requirements are equal to or less than the available fire flow. The calculation must be done per AWWA M31 or Fire Underwriters Survey.
5. A subdivision/condominium application for this site will require the payment of offsite levies based on the current year rates approved by City Council at that time. By way of illustration, the levies would be $97,075 based on 2017 rates with an inflation factor of 5% for 2018.

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 August 31, 2018 Geotechnical Investigation prepared by P. Machibroda Engineering Ltd.
2. Written confirmation from a design professional licensed to practice in the province of Saskatchewan detailing how the slope stability recommendations referenced in Section 5.0 of the submitted Geotechnical Investigation have been met.
3. Written confirmation from a structural engineer licensed to practice in the province of Saskatchewan detailing how the design 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, including 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.
COMMUNITY ENGAGEMENT SUMMARY
Public Information Meeting
Proposed Official Community Plan Amendment and Zoning by Agreement
604 and 610 Broadway Avenue

Applicant: Urban Capital Property Group and Victory Majors Investments Corporation
File: PL 4350–Z7/18; PL 4350–OCP 1/18

Project Description
A public information meeting was held regarding the proposed amendment to Official Community Plan Bylaw No. 8769 and Zoning by Agreement for 604 and 610 Broadway Avenue.

The meeting was held at Nutana Collegiate (gymnasium) on October 10, 2018, at 7 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 276 property owners within the adjacent area of the subject site, as well as the Nutana Community Association and Broadway Business Improvement District.
- Approximately 115 members of the general public attended the meeting, as well as Councillor Block, City staff, and representatives of Urban Capital Property Group and Victory Majors Investments Corporation.
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:

<table>
<thead>
<tr>
<th>Key Issues</th>
<th>Summary</th>
</tr>
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<tbody>
<tr>
<td>Existing Traffic Issues and Anticipated Impacts</td>
<td>• Development will increase traffic/congestion in the area</td>
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<tr>
<td></td>
<td>• Increased right turns from Broadway Avenue via the right-in to 12th Street at the Broadway Roastery</td>
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<td></td>
<td>• Pedestrian safety around the Broadway Roastery due to increased traffic</td>
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<td></td>
<td>• 12th Street too narrow for the increase in traffic</td>
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<tr>
<td>Existing Parking Issues and Anticipated Impacts, and Site Access</td>
<td>• Not enough on-site parking proposed for the commercial space</td>
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<tr>
<td></td>
<td>• Access to site is problematic</td>
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<td></td>
<td>• On-street parking currently overloaded</td>
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<td></td>
<td>• How will visitors access parking?</td>
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<tr>
<td>Height and Density</td>
<td>• This building too high/too dense</td>
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<td></td>
<td>• Other buildings in neighbourhood not as high</td>
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<td></td>
<td>• How does this benefit the area?</td>
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<td></td>
<td>• 8 to 12 storeys would be more appropriate</td>
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<td></td>
<td>• The building should be higher</td>
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<td></td>
<td>• Buildings this high should be Downtown</td>
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<tr>
<td>Building Design</td>
<td>• Does not fit character of the area</td>
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<td></td>
<td>• Not a welcoming gateway</td>
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<td></td>
<td>• Too modern for the area</td>
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<td></td>
<td>• Need to improve the pedestrian experience at the base</td>
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<tr>
<td>Shadowing, Solar Access, and Views</td>
<td>• Impact on views from nearby multiple-unit dwellings</td>
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<tr>
<td></td>
<td>• Shadowing a concern, especially in winter</td>
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<td></td>
<td>• Blocks horizon and views of parks and bridges</td>
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<tr>
<td>Community Garden</td>
<td>• Concern over impact to and future of community garden</td>
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<td></td>
<td>• Would negatively affect the quiet enjoyment of the space</td>
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<td>Riverbank</td>
<td>• Slope stability concerns</td>
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<td>• Height should be staggered and increase incrementally away from the river</td>
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<tr>
<td>Area Infrastructure</td>
<td>• The developer should pay for a missing sidewalk on Eastlake Avenue</td>
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</tbody>
</table>
Expressing Support:

<table>
<thead>
<tr>
<th>Key Issues</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Quality</td>
<td>• Attractive on all four sides of the building</td>
</tr>
<tr>
<td></td>
<td>• The tower is rotated so the wide side doesn't face Broadway Avenue</td>
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<td></td>
<td>• Design is high quality</td>
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<td></td>
<td>• Site layout is good</td>
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<td></td>
<td>• Building massing is good</td>
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<tr>
<td>Use of Property</td>
<td>• Will no longer be a vacant/gravel lot</td>
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<td></td>
<td>• Development under existing zoning could produce a worse outcome for the neighbourhood</td>
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<td></td>
<td>• Mixed uses are welcome</td>
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<tr>
<td>City Development</td>
<td>• Support higher density living (less vehicle use, improved services, public transit)</td>
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<td></td>
<td>• Infill supports things like active transportation and the viability of the local grocery store</td>
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<td></td>
<td>• Need to attract urban-minded young professionals to city with housing options like this</td>
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<td></td>
<td>• Need more choices for urban lifestyles</td>
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<td></td>
<td>• Need to curtail sprawl</td>
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<td></td>
<td>• Density in a logical location</td>
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<tr>
<td>Traffic and Parking</td>
<td>• Traffic and parking issues in the area are exaggerated</td>
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</table>

Next Steps

<table>
<thead>
<tr>
<th>ACTION</th>
<th>ANTICIPATED TIMING</th>
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<tbody>
<tr>
<td>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.</td>
<td>January 29, 2019</td>
</tr>
<tr>
<td>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 The StarPhoenix.</td>
<td>Early to mid-February 2019</td>
</tr>
<tr>
<td>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.</td>
<td>February 25, 2019</td>
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<tr>
<td>City Council decision: May approve, deny, or defer the decision.</td>
<td>February 25, 2019</td>
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Prepared by:
Brent McAdam
Planning and Development Division
January 4, 2019
January 24, 2019

City Clerk
City of Saskatoon
By Email

Re: 7.1 Proposed Official Community Plan Amendment and Zoning by Agreement – 604 and 610 Broadway Avenue (File No. CK4351-018-023 and PL 4350-OCP 1/18 and PL 4350-Z7/18)

Dear Sir or Madam,

Please accept this letter as my formal request to speak, on behalf of the developer and the architectural design team, at the upcoming meeting on January 29, 2019 in Committee Room E.

I understand our presentation will be limited to 5 minutes.

Thank you for your consideration.

Sincerely,

Louis P. Aussant, Architect
SAA, MAA, AAA, AIBC, MRAIC, LEED AP BD+C
Principal
aodbt architecture + interior design
Saskatoon

Cc: John Nasser – Victory Majors
David Wex – Urban Capital
Rob Cadeau – architectsAlliance
Walking Saskatoon supports the re-zoning application for the development at 604/610 Broadway Avenue as it serves to create a more lively and walkable community. We ask that the Municipal Planning Commission consider supporting the proposal, based on the benefits to the community:

- Infill development promotes walkable neighbourhoods and is efficient use of municipal tax dollars as it makes use of existing infrastructure like sidewalks, roads, and services.
- The location of the development at the top of the Broadway bridge is one of the best in the city for dense development.
- The planned building is along the proposed Bus Rapid Transit Line.
- The development aligns with many of the principles of the Broadway 360 Plan.
- It also contributes towards the city’s goal of 25% infill development.
- Allowing people to move close to where they work, study and play reduces traffic congestion, parking pressure and road maintenance costs.

While we support the proposal in general, we also ask that the Commission do whatever possible in its power to have the following related issues addressed by Council in concert with this rezoning:

1. The latest public version of the proposed development does not provide a desirable experience for pedestrians on the Broadway street frontage. We request that the developer further refine the design of the ground level of the building and site to provide a more comfortable pedestrian experience for users of the street as well as to align with the Broadway 360 plan. Protection for pedestrians through the use of canopies, building relief or other means is recommended. The plan also identifies recommended maximum distances between street level entrances to suit the rhythm of the neighbourhood.

2. We ask that the Commission recommend to Council to direct the development levies/service fees from the development to the immediate area to address infrastructure deficits in the community rather than being put into the general fund. For example, providing sidewalks on Eastlake Ave between 12th street and Saskatchewan Crescent to better connect the community and added density to all of the recent work at the Traffic Bridge.

Our city is experiencing a period of significant growth, much of which needs to be concentrated in existing neighbourhoods if we want to develop as a sustainable and fiscally responsible community with a great quality of life. Therefore we urge the Commission to support the rezoning of this property.

Regards,

Walking Saskatoon
Update of Reports to Council

The Chair will provide an update on the following items previously considered by the Commission and which were considered by City Council at its meeting held on January 28, 2019:

- Discretionary Use Application – Pre-school – 3437 11th Street West
- Proposed Official Community Plan Amendment – 1006 College Drive and 421 Clarence Avenue North
- Proposed Rezoning by Agreement – 1006 College Drive and 421 Clarence Avenue North
- Proposed Amendment to Zoning Agreement – 303 Owen Manor - Wilson’s Greenhouse
- Proposed Amendment to Existing Zoning Agreement – AG – Agricultural District – Saskatoon Wildlife Federation
- Proposed Rezoning – FUD to R1A – Brighton Neighbourhood