

Detailed Policy Review

This document provides an overview of relevant policies from Bylaw No. 9700, Official Community Plan Bylaw, 2020, and other guiding plans that are applicable to 509 12th Street East.

Applicable excerpts are included from the following:

- [Bylaw No. 9700, Official Community Plan Bylaw, 2020](#)
- [Corridor Transformation Plan](#) (2020)
- [Broadway 360 Development Plan](#) (2009)
- [Nutana Local Area Plan](#) (2001)

Level of alignment of the development proposal with the policy excerpt is noted with a symbol and comment from Administration where applicable.




Explanation of Symbols		
Lacking Alignment	Neutral	General Alignment
		




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1. Bylaw No. 9700, Official Community Plan Bylaw, 2020

The [Official Community Plan](#) provides a comprehensive policy framework for achieving the community that Saskatoon residents collectively envision and desire. It guides the physical, environmental, economic, social and cultural development of the community through a broad set of goals, objectives and policies.

Section	Excerpt	Comment	
F1(2)(a)(ii)	Concentrated Activities: Significant commercial, multiple-unit residential and community facilities will be situated in or along designated nodes and corridors in order to maximize the use of existing community infrastructure and encourage the use of the transit and active transportation networks.		
F1(2)(b)	City Centre: The City Centre consists of the Downtown and portions of Nutana, Riversdale, City Park, and the portion of College Drive that interfaces with the University of Saskatchewan. It provides the highest concentration of office, commercial, and cultural facilities and is supported by a multi-modal transportation network. The City Centre will also contain the highest densities of development, a strong diversity of activity, and a growing resident population. It will include high quality public spaces and prioritize the pedestrian experience. Whenever possible, commercial, cultural and entertainment facilities that are significant to the City or region will be located in or near the City Centre.	<p>Although it is adjacent to the boundary of the Nutana portion of the City Centre, the subject site is not currently located within the City Centre.</p> <p>A bylaw amendment is proposed to include the site within the City Centre.</p>	
F1(2)(d)	Corridor Growth Areas: The Corridor Growth Area is intended to provide infill development opportunities along the city's major corridors and Bus Rapid Transit (BRT) routes in order to achieve infill development targets outlined in the Growth Plan to Half a Million. The Corridor Growth Area is a high-priority location for a mix of medium density residential, commercial and institutional uses and activities designed to support an attractive, high-frequency transit service. Within this area, development should incorporate transit-oriented development principles, be oriented toward the street, and be at a pedestrian scale, with active building frontages.	<ul style="list-style-type: none"> • The proposal is an infill development within the CGA; • Transit Oriented Development, street orientation, and active frontage principles are incorporated; and • However, the subject site in its location off the corridor is intended for residential development. 	

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	The Corridor Growth Area will have higher densities at specific nodes focused around key transit locations, and support a pedestrian-oriented urban form. All local contexts are not the same, and varying scales of development opportunity, mix of uses and levels of transit service will be needed to achieve city-wide objectives in a manner sensitive to the surrounding local neighbourhood(s). Proposals for mixed use, transit-oriented development along the entire length of the high-frequency transit corridor are encouraged.		
G1.1(2)(c)	In general, the highest development densities in the city will be facilitated in the Downtown, reflected by the overall zoning pattern. The City Centre will provide an area of transition from the highest densities down to that of surrounding established neighbourhoods.	The proposed maximum building height of 35 m is lower than heights permitted in the Downtown and on other B5B-zoned sites along Broadway, providing a transition down to the adjacent neighbourhood.	✓
G1.1(2)(j)	Through the development review, design review, and capital budget processes, pursue the following design principles in the City Centre: (vii) provide open space and pedestrian amenities in the City Centre by: (B) encouraging the private sector to incorporate open space and other pedestrian amenities into major development projects; (C) where appropriate, providing plazas, courtyards, and other public spaces along sidewalks and lanes;	Public amenity space is proposed along 12 th Street East.	✓
G1.1(2)(k)(i)	Develop a pedestrian-oriented environment in the City Centre that is comfortable, attractive, accessible, and inclusive.	The proposal incorporates design elements that support a pedestrian-oriented street environment.	✓
G1.3(1)(b)	Support and encourage a variety of building types and sizes in existing areas, while improving access to employment opportunities, commercial businesses, and services.		✓
G1.3(2)(a)	Direct higher density infill growth to the Downtown, Corridor Growth Areas, Strategic Infill Areas, and Community Focal Points where adequate levels of service and appropriate intensity and land use can be accommodated.		✓
G1.3(2)(e)	Promote the intensification of developed urban areas to minimize the urban footprint and accommodate long-term regional growth.		✓



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G1.3(3)(a)	Support the City's goal of accommodating 15% of total growth within Corridor Growth Areas.	This target is specific to residential growth.	✗
G1.3(3)(b)	Enable the development of Corridor Growth Areas to support high-frequency transit and active modes of travel.		✓
G1.3(4)(a)	Support the development or redevelopment of lands along identified corridors to incorporate: (i) an appropriate mix of low to medium density residential, commercial, and institutional development;	The subject site in its location off the corridor is intended for residential development.	✗
G1.3(4)(a)	Support the development or redevelopment of lands along identified corridors to incorporate: ...(ii) transit-oriented development;		✓
G4.1(1)(c)	Retain Downtown and the City Centre as the primary destination for office, retail, entertainment, and cultural amenities for the city and region.	The subject site is not located within the Downtown or City Centre.	✗
G4.2(1)(a)	Support the Downtown as the primary location for office development in the city.	The subject site is not located Downtown.	✗
G4.2(1)(b)	Facilitate office development in strategic locations throughout the city.		✓
G4.2(2)(a)	Preserve the Downtown as the primary location for office development in the city by actively supporting high quality office development within its boundaries.		✗
G4.2(2)(b)	Office development should be located in areas with reasonable access to active transportation and transit, primarily in the Downtown and Community Focal Points, but also be located in proximity to high-frequency transit service.		✓
G4.2(2)(d)	Provide opportunities for retail and service functions to locate on the ground floor of office buildings to encourage a walkable, active street front.		✓
H1.1(1)(a)	To develop an urban form and land use pattern that will promote transportation options and be accessible to all users, encourage walking, cycling, and public transit use, and help to promote a balanced transportation network that meets the needs of Saskatoon's residents and visitors.		✓

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H1.1(2)(d)	Medium to high density developments with a mixture of land uses should be concentrated in designated areas that are well served by the transportation network and the public transit system, including the Downtown and City Centre, Community Focal Points, the Corridor Growth Area, and Commercial and Institutional Employment Areas.		✓
H1.1(2)(g)	The development of infill residential, commercial, and employment opportunities is encouraged as a means to reduce the need for new transportation infrastructure, and to support all modes of transportation.		✓
J5.1(2) (a) – (h)	When considering applications to amend the zoning regulations or requests for the rezoning of land, the following criteria will be relevant to the suitability of the proposed development:		
	(a) Conformance with Plan - the nature of the proposal and its conformance with all relevant sections of the Plan, as well as any established secondary plans and other guiding plans;	Plan conformance is assessed throughout this document.	—
	(b) Compatibility - the need to foster a rational pattern of relationships between all forms of land use, and to protect all forms of land use from harmful encroachments by incompatible uses;	Office land use not expected to be a harmful encroachment on existing residential, although incompatibility between building form interface with residential exists.	—
	(c) Demand - the need for the form of land use proposed, and the supply of land currently available in the general area capable of meeting that need;	A number of appropriately zoned sites for this land use are available Downtown.	✗
	(d) Onsite Amenities - the adequacy of proposed landscaping and screening, and the preservation of the urban forest;	Public amenity space proposed on 12 th Street.	✓
	(e) Transportation - the capability of the existing roadway and public transit systems to service the proposed use, and the adequacy of the proposed supply of off-street parking;	The existing roadway system can accommodate the proposal; high level of existing transit service on Broadway; proposed BRT station on Broadway between 11 th and 12 th Streets.	✓
	(f) Services - the capability of existing community infrastructure to service the proposal, including water and sewer services, parks, schools, and other utilities and community services;	Existing water and sewer infrastructure can accommodate proposal.	✓

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	(g) Community Viability - the impact of the proposal on the continued viability of the local community and local community services; and	Office workers can support local businesses and services, but the proposal precludes the site from growing the local population base.	
	(h) Compact City Form - the ongoing need to promote a compact and efficient city form.	This is a chronically undeveloped site in a developed urban area.	

2. Corridor Transformation Plan

The [Corridor Transformation Plan](#) is a long-term visionary plan intended to highlight the opportunities and methods for implementing the Corridor Growth core initiative of the Growth Plan to Half a Million and the intent and objectives of the Corridor Planning Program policy framework outline in the Official Community Plan. The Corridor Transformation Plan is a guiding plan that does not have the statutory effect of a bylaw.

Section	Excerpt	Comment	
1.4(b)(i)	Corridor Growth Area: The Corridor Growth Area is the priority location for medium density mixed-use, commercial, institutional and residential uses and activities that are designed to support an attractive high-frequency transit service. It is intended to provide infill development opportunities along the city's major corridors and BRT network in order to work toward achieving the Corridor Growth 15 per cent infill target outlined in the Growth Plan...		
	The objectives of the Corridor Growth Area are as follows:		
	• To provide a moderate scale and intensity of land uses that supports the Downtown as the primary location for corporate office use;		
	• To focus the greatest development density, mix of uses, and intensity of activity occurring within the CGA at key BRT stations;	Intended for sites directly on the corridors.	
	• To encourage medium density development opportunities along the corridors;	Intended for sites directly on the corridors.	
	• To ensure a sensitive transition of development densities from the BRT corridor into existing adjacent lower-density neighbourhoods.	Site is located in a transition area.	
1.4(b)(vi)	Corridor Residential: Corridor Residential areas are intended to provide opportunities for residential development at densities that enable a transition from the medium density corridor-fronting buildings to low density developments that are generally compatible with the surrounding neighbourhood characteristics and building forms.	Site is located in a Corridor Residential area intended for residential development.	

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	<p>The objectives of Corridor Residential areas are:</p> <ul style="list-style-type: none"> • To contribute to achieving the infill residential goals of the Growth Plan; • To provide a range of residential housing types and sizes in smaller multi-unit formats; and • To ensure that a broad range of compatible residential and a limited range of other neighbourhood-supportive uses are accommodated. 		
2.1	<p>Transit Oriented Development Principles: ...The following Transit Oriented Development Principles will be used to guide and evaluate development proposals within the Corridor Growth Area and will be incorporated into the Corridor Planning Program:</p>		
	2. Compact, mixed use areas should be established by providing a mixture of commercial, residential, office, and institutional uses and provide amenities close to transit for residents and local workers.	The Broadway district is an established mixed use area.	✓
	3. Fine-grained, walkable neighbourhoods should be established by enabling development parcel sizes that provide block lengths that are walkable and respond to real estate market needs.	Existing parcel within an established walkable block pattern.	✓
	4. Pedestrian-friendly buildings and sites should be created by requiring developments to face the street and incorporate active frontage elements into building facades to engage with the public realm and enhance the overall quality of the streetscape.		✓
	6. Parking supply should be managed by ensuring that supply and demand are balanced in a reasonable manner and by including landscaping, lighting and other components that help reduce the negative impacts of large surface parking areas can have on achieving walkable streets.	All parking is enclosed and structured.	✓
3.2(d)	<p>Active Frontages: Street-oriented buildings with transparent storefronts provide a sense of enclosure while creating a vibrant, comfortable environment for pedestrians. Retail and restaurant uses are more conducive to a vibrant street and are best suited to the ground floor adjacent to a sidewalk.</p> <p>The built form and how it interacts with abutting streets and public spaces is an important factor in a lively public realm. The following Active Frontage Guidelines are intended to create a welcoming and attractive building interface with the public realm that contributes to the vitality and interest of the Corridor Growth Area:</p>		
	• Buildings and their primary entrances should have active frontages.		✓
	• Primary building entrances, windows and balconies should be located to overlook public streets, sidewalks, and open spaces.		✓

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	<ul style="list-style-type: none"> A high degree of visibility through windows and/or doors is appropriate for all ground floor uses. 		✓
	<ul style="list-style-type: none"> Recess building entrances (while maintaining sight lines) to provide door swings, weather protection, and to emphasize building entrance. 		✓
	<ul style="list-style-type: none"> Avoid blank walls (over 5m in length) adjacent to streets, parks, plazas etc. When blank walls are unavoidable, use landscape elements, wall murals, special lighting, canopies or horizontal trellises to minimize their visual impact. 		✓
	<ul style="list-style-type: none"> Exterior building and landscaping treatments should create a public realm that is interesting and comfortable at the human scale, through the addition of elements such as awnings/overhangs, recessed building entrances or informal gathering areas. 		✓

3. Broadway 360 Development Plan

The [Broadway 360 Development Plan](#) is a comprehensive development plan for the Broadway Area to help shape public and private sector decisions and investments, including guidance on the uses and form of development that is appropriate for this area. Broadway 360 provides important direction as a guiding plan but does not have the statutory effect of a bylaw. Its recommendations may differ from what was adopted into the Zoning Bylaw as the current B5B – Broadway Commercial District and its corresponding Architectural Control District.

Section	Excerpt	Comment	
2.1	<p>Broadway Area Land Use Goals:</p> <ul style="list-style-type: none"> To protect and enhance the mixed use character of the Broadway area; To protect and enhance housing options in the Broadway Area; To reduce and control land use conflict between residential and commercial users of the Broadway Area; To maintain and enhance Broadway as the heart of a historic community; To protect the human scale of development to promote the street orientation of commercial and residential development; To foster diversity and the retention of community facilities; To protect the capability of residential property to deliver basic residential value; and 	The proposal supports the mixed use character of the Broadway area, but does not contribute to housing options.	—

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	<ul style="list-style-type: none"> To manage the festival use of Broadway Area streets to ensure that its street function is not compromised and programmed activities are managed at a level that respects the essential Special Area Commercial and residential character of the area. 		
2.2(4)	<p>Well Mannered & High Quality 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.</p> <p>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. The Broadway 360 Development Plan address the quality of built form, informed by best practices in urban design. Key principles include:</p>		
	<ul style="list-style-type: none"> Buildings should frame streets with good proportion and placed consistently with adjacent buildings. 	Building is placed consistently with neighbour, but stepbacks above the building base are not provided.	
	<ul style="list-style-type: none"> Active and positive uses should be placed at-grade to animate the street. 		
	<ul style="list-style-type: none"> Taller buildings should step down to minimize visual and physical impacts 		
	<ul style="list-style-type: none"> Buildings should be massed to minimize visual and physical impacts. 	Stepbacks above the building base are not provided.	
	<ul style="list-style-type: none"> Appropriate separation distances should be provided between buildings to ensure adequate access to light and privacy. 	This plan recommends a minimum 18.0 m separation between taller buildings; 10.7 m – 15.9 m is provided.	
	<ul style="list-style-type: none"> The design of buildings should express a base, middle and top. 		
	<ul style="list-style-type: none"> Mechanical areas, loading and parking should be integrated and concealed from view. 		
	<ul style="list-style-type: none"> Attention should be paid to material and architectural quality, especially at the first three-storeys. 		



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2.3(9)	Not More than Nine Storeys & With Conditions:Consistent with the width of Broadway Avenue and existing heights of taller buildings in the area, the Development Plan recommends a maximum height of 30.0 metres, which would enable at most a nine-storey mixed-use building for properties with a minimum frontage of 30.0 metre.	Proposal is eight stories. The sloped roof level provides a building height of 30.165 m at the low end and 32.641 m at the high end.	✓
2.4	Broadway North Gateway – Key Character Area Objectives: <ul style="list-style-type: none"> A transition area from the mixed-uses along Broadway Avenue to a medium and high density residential area, afforded with tremendous views of and access to the river valley and Downtown. Strengthen the area's gateway function and enhance pedestrian connections to the Broadway Avenue Bridge, South Saskatchewan River Valley and to a potential new community garden at the westerly terminus of 12th Street East. New infill development on vacant and underutilized sites that provide a low-rise street wall with at-grade retail along Broadway Avenue and street-access residential units along 12th Street to be consistent with the existing residential uses on the south side. Consolidate the existing open spaces and parking areas at the Five Corners to create a potential plaza and focus for Broadway Avenue with a consistent design vocabulary and feature paving treatments that extend into the roadways 	The proposal enhances pedestrian connections on 12 th Street, but infill development of the site is envisioned as residential.	–
4.4	Development Framework & Design Guidelines – Urban Neighbourhood Base Building <ul style="list-style-type: none"> To reinforce a consistent and well-defined street edge of a residential scale, the Base Building should be a minimum of 7.0 metres (2-storeys) and maximum of 10.0 metres (3-storeys) in height. 	The proposed building base (up to and including parkade level 4) is 12.4 m, which exceeds this guideline but is generally consistent with the maximum of 12 m in the Zoning Bylaw.	✓
	<ul style="list-style-type: none"> Interior side yard setbacks are not required. Where a publicly accessible side yard setbacks is provided it should be a minimum of 3.0 metres and have positive or active frontages such as windows and entries to enhance safety. 		✓
	<ul style="list-style-type: none"> At-grade parking should be prohibited from any street frontages and directed to the rear of the Base Building, accessed through the service lanes. 		✓



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	<ul style="list-style-type: none"> While below-grade parking should be encouraged, above-grade parking should be permitted within the Base Building under the following conditions: <ul style="list-style-type: none"> 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 	At-grade uses at least 7.5 m in depth are provided; façade treatments of the parking levels are included.	✓
4.4	Height & Massing <ul style="list-style-type: none"> 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 (9-storeys) in height. 	Proposal is eight stories. The sloped roof level provides a building height of 30.165 m at the low end and 32.641 m at the high end.	✓
	<ul style="list-style-type: none"> To ensure a street wall height that is consistent with the historic residential 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. In addition to emphasizing a low-rise street wall, the step back helps to mitigate wind impacts of taller buildings. 	No front yard stepback is provided.	✗
	<ul style="list-style-type: none"> To provide for adequate separation distances between taller buildings, a minimum 6.0 metre interior and rear yard step back should be required for components above the Base Building. 	Interior side yard stepbacks are not provided.	✗
	<ul style="list-style-type: none"> 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. 	Separation from the Bridgewater varies from 10.7 m – 15.9 m.	✗
	<ul style="list-style-type: none"> To minimize excessively massed buildings, floor plate dimensions for levels above the Base Building should not exceed 35.0 metres. 	Floorplate dimensions above the building base are approx. 41 m wide on 12 th St, and 28.5 m deep.	⊖
4.4	Development Density <ul style="list-style-type: none"> To ensure appropriately scaled developments for the Broadway area context while providing for adequate separation distances and grade-level amenity areas, the gross floor space ratio should not exceed 4:1. 	Proposed gross floor space ratio is 4.27:1, which is generally consistent with this guideline. The B5B zone as implemented allows up to 7:1.	✓

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4.11.1	<p>Design Guidelines – Building Expression</p> <p>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:</p> <ul style="list-style-type: none"> • 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. 	<p>Building stepback above the base is not provided, but expression of a base, middle, and top is evident. Articulation of building mass through building recesses and projections and changes in material, texture, and colour is also present.</p>	
4.11.2	<p>Design Guidelines – Orientation & Placement</p> <p>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:</p> <ul style="list-style-type: none"> • 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. 	<p>The building is placed along the street to enhance the pedestrian environment and in alignment with the Bridgewater.</p>	


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	<ul style="list-style-type: none"> Entrances to buildings should address the primary street and should be clearly articulated and expressed. 		
4.11.3	<p>Design Guidelines – Street Wall</p> <p>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:</p> <ul style="list-style-type: none"> 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. 	A front stepback above the building base is not provided but is consistent with the neighbouring Bridgewater on the block face.	
4.11.6	<p>Design Guidelines – Storefronts</p> <p>Well-proportioned and designed storefronts can contribute positively to the pedestrian environment by providing animation and visual interest at the sidewalk.</p> <ul style="list-style-type: none"> 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. 		



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	<ul style="list-style-type: none"> • 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. 		
4.11.8	<p>Design Guidelines – Roof Treatment</p> <p>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:</p> <ul style="list-style-type: none"> • 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. 		✓

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4.11.9	<p>Design Guidelines – Above-Grade Parking</p> <p>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.</p> <ul style="list-style-type: none"> • 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 conceals 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. 		

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Section	Excerpt	Comments	
4.11.10	<p>Design Guidelines – Material & Architectural Quality</p> <p>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:</p> <ul style="list-style-type: none"> • 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-cast 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. 		
4.11.14	<p>Design Guidelines – Sustainable Design</p> <p>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.</p> <p>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.</p>	The proposal is targeting a certification of LEED Gold or equivalent.	

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	<p>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.</p> <p>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/.</p>		
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4. Nutana Local Area Plan

The [Nutana Local Area Plan](#) is the result of a public, participation-based approach to developing a comprehensive neighbourhood plan. An LAP sets out objectives and policies to guide the growth and development of the neighbourhood. Dating to 2001, it is the oldest of the guiding plans for the area. The Broadway 360 Development Plan picked up where the LAP left off in providing in-depth guidance on development and built form.

Section	Excerpt	Comment	
B	<p>Nutana's Vision</p> <p>Nutana's future grows from its storied past and vibrant present: a strong and diverse residential neighbourhood integrated with a strong Broadway core of local businesses and community services.</p> <p>Nutana strives to preserve and strengthen this neighbourhood where residential quality of life is available to young and old, rich and poor, and supports and is supported by a strong town centre. Nutana strives to maintain a community that lives, works and plays in harmony. The future will see a community that respects and protects its heritage for its direct contribution to our present and future. The community of Nutana will remain a vital, diverse community of residences, businesses, schools, churches, and parks where residents, and visitors can walk without fear. Nutana and Broadway will continue to host visitors from across the city and the world in an atmosphere of mutual respect.</p>		

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Section	Excerpt	Comment	
D	<p>Broadway Area – Land Use Goals</p> <ul style="list-style-type: none"> • To protect and enhance the mixed use character of the Broadway area; • To protect and enhance housing options in the Broadway Area; • To reduce and control land use conflict between residential and commercial users of the Broadway Area; • To maintain and enhance Broadway as the heart of a historic community; • To protect the human scale of development to promote the street orientation of commercial and residential development; • To foster diversity and the retention of community facilities; • To protect the capability of residential property to deliver basic residential use value; • To manage the festival use of Broadway Area streets to ensure that its street function is not compromised and programmed activities are managed at a level that respects the essential Special Area Commercial and residential character of the area. 		