

## **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.”

*Comment:* The two-storey building base frames Broadway Avenue and is of an appropriate placement and scale consistent with other buildings fronting the street. Active uses are proposed at-grade.

The tower is placed to minimize visual impact on the adjacent street. The large footprint of the building base on which the smaller footprint of the tower is sited provides open space, maintaining access to light and sky while providing a transition to surrounding lower-built forms.

All mechanical, loading, and parking areas are integrated into the building and concealed from view.

### **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

district. 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 8<sup>th</sup> 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 setbacks 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 setback 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 setback 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 setback 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 is 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 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.”

*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-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.”

*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 spot-lighting 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.