

Neighbourhood Report-Back

400 Block Clarence Ave
Revised Design Concept



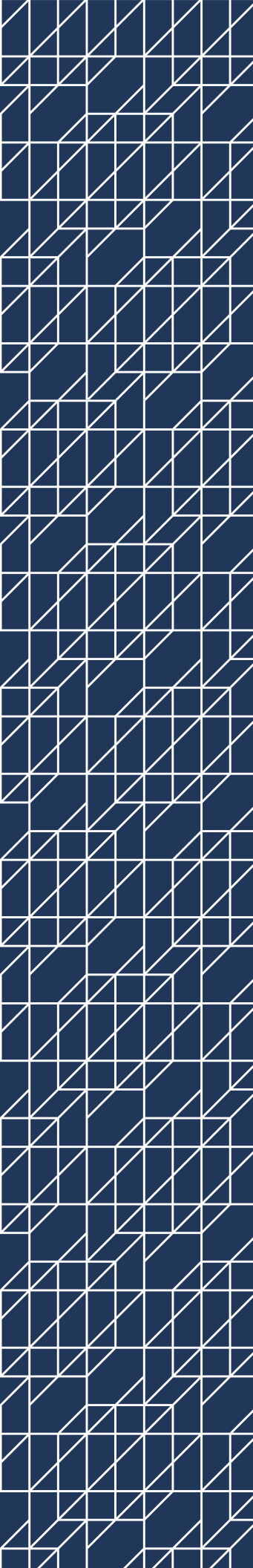
Agenda:

Introduction

Design Responses

1. Site Design, Traffic & Parking
2. Building Form & Neighbourhood Fit
3. Laneway Interface & Privacy
4. Shadow Impact & Sunlight
5. Development & Construction Impact

Summary & Discussion



Introduction

Following our conversations with neighbours, Westcliff & aodbt revisited the design to respond to **feedback**.

This presentation outlines what we heard and how comments informed a revised **design response**.

where we started.



Original Proposal — Elevations



What we heard.

Feedback was grouped into:

1. Site Design, Traffic & Parking
2. Building Form & Neighbourhood Fit
3. Laneway Interface & Privacy
4. Shadow Impact & Sunlight
5. Development & Construction Impact

1

Site Design, Traffic & Parking

what we heard.

- Concerns around traffic and vehicular movement/access points
- Request for additional study regarding pedestrian safety and active transportation around the site
- Questions around lane functionality and ability to support the use

design response.

- Engaged 3rd party Civil Transportation Engineer to re-assess the overall site conditions & access
- Implementing mitigation strategies as recommended
- Revised parking layout
- Improved landscaping

Vehicle Trip Generation

- 3rd Party Transportation Review completed by Catteral & Wright Consulting Engineers
- Transportation review confirms peak hour traffic is below Traffic Impact Assessment thresholds
- Approximately 15 vehicle movements would be expected during a typical 15-minute period within the busiest commuter hour.



Table 1: Transportation Concerns

Concern	Summary
Trip Generation Rates	Substantial increase in neighborhood traffic volumes.
Lane Operations	Ability of the existing lane to accommodate additional traffic.
Site Access	Suitability of access via the public lane versus Clarence Avenue South.
Pedestrians	Vehicle interactions with pedestrians along 13th Street East and Nutana Park.
Cyclists	Vehicle interactions with cyclists using 14th Street East.
Visibility	Restricted sightlines due to trees, utilities, and parked vehicles.
On-Street Parking	Existing parking demand and visibility near lane intersections.

2.0 ASSESSMENT OF TRANSPORTATION CONSIDERATIONS

2.1 TRIP GENERATION

Trip generation estimates were updated using the 12th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The estimated weekday peak hour trip generation is summarized in **Table 2**.

Table 2: Updated ITE Trip Generation Estimates

Land Use Type	ITE Code	Dwelling Units	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	221	160	14	47	61	39	22	61

The updated analysis estimates approximately:

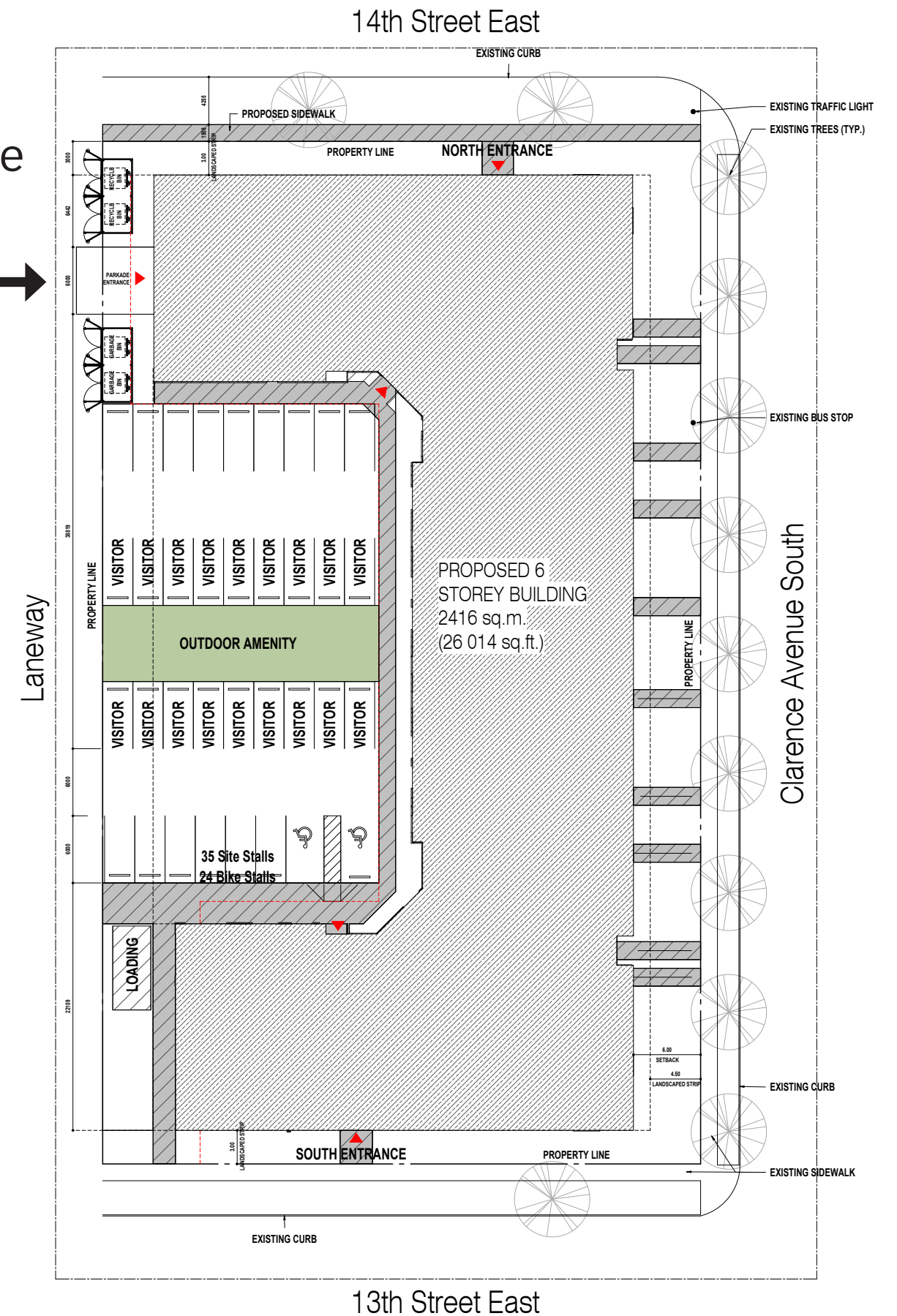
- 61 AM peak-hour trips; and
- 61 PM peak-hour trips.

These estimates are generally consistent with the previous trip generation assessment completed for the site and remain below the threshold typically requiring a Traffic Impact Assessment. For context, approximately 15 vehicle movements would be expected during a typical 15-minute interval within the busiest commuter hour.

Site & Parkade Access

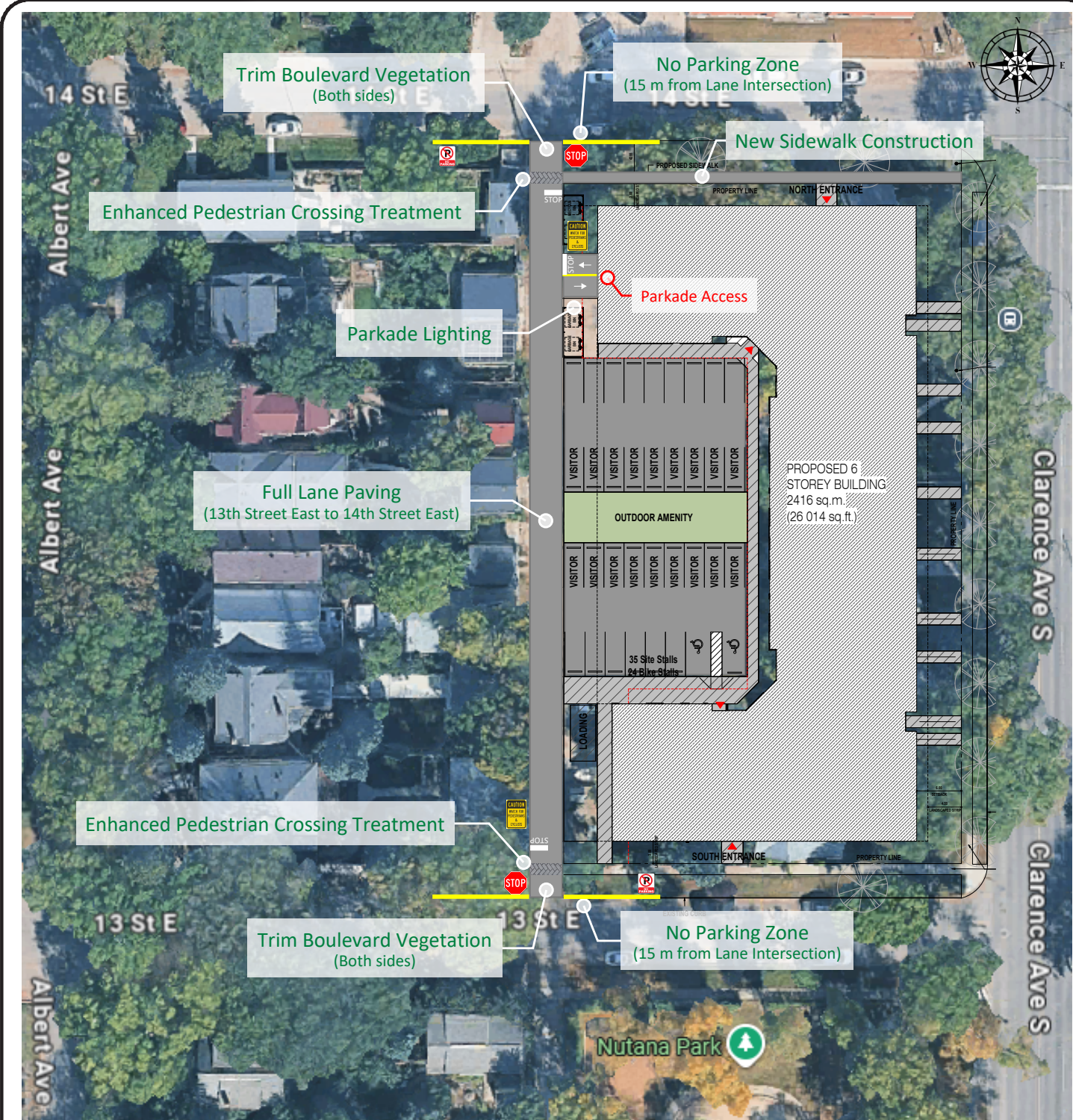
- Parking lot re-designed to create more buffer area
- Existing access point identified as preferred.

Parkade Access



Pedestrian & Cyclist Safety Strategies

- Improve sightlines by reducing overgrowth and enhancing lighting
- Stop signs & advance stop bars
- Pedestrian, child at play & cyclist warning signage
- No parking zone on each side of the lane
- High visibility pavement markings at crossing
- Pave lane and new sidewalk construction



NOTE: Mitigation measures shown are conceptual and intended for illustrative purposes only. Final locations, dimensions, traffic control devices, pavement markings, and design details are subject to detailed design and approval by the City of Saskatoon.



CATTERALL & WRIGHT
CONSULTING ENGINEERS

1231 – 8th STREET EAST | SASKATOON, SK S7H 0S5
TEL: (306) 343-7280 | www.cwce.ca

OWNER/CLIENT
WESTCLIFF DEVELOPMENTS

LOCATION
SASKATOON, SK

PROJECT
TRANSPORTATION REVIEW
400 BLOCK CLARENCE AVE S

SHEET TITLE
RECOMMENDED MITIGATION
MEASURES

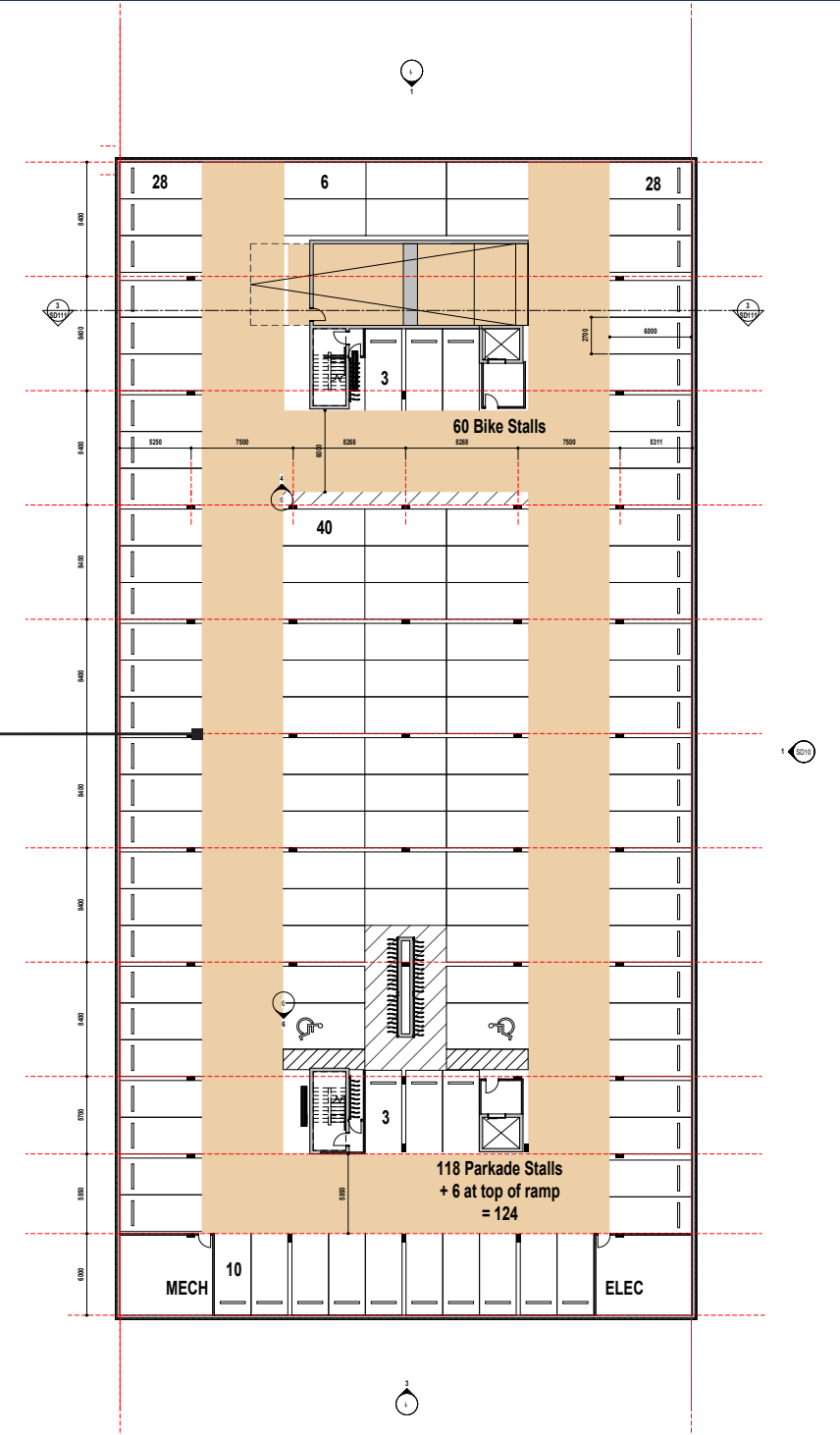
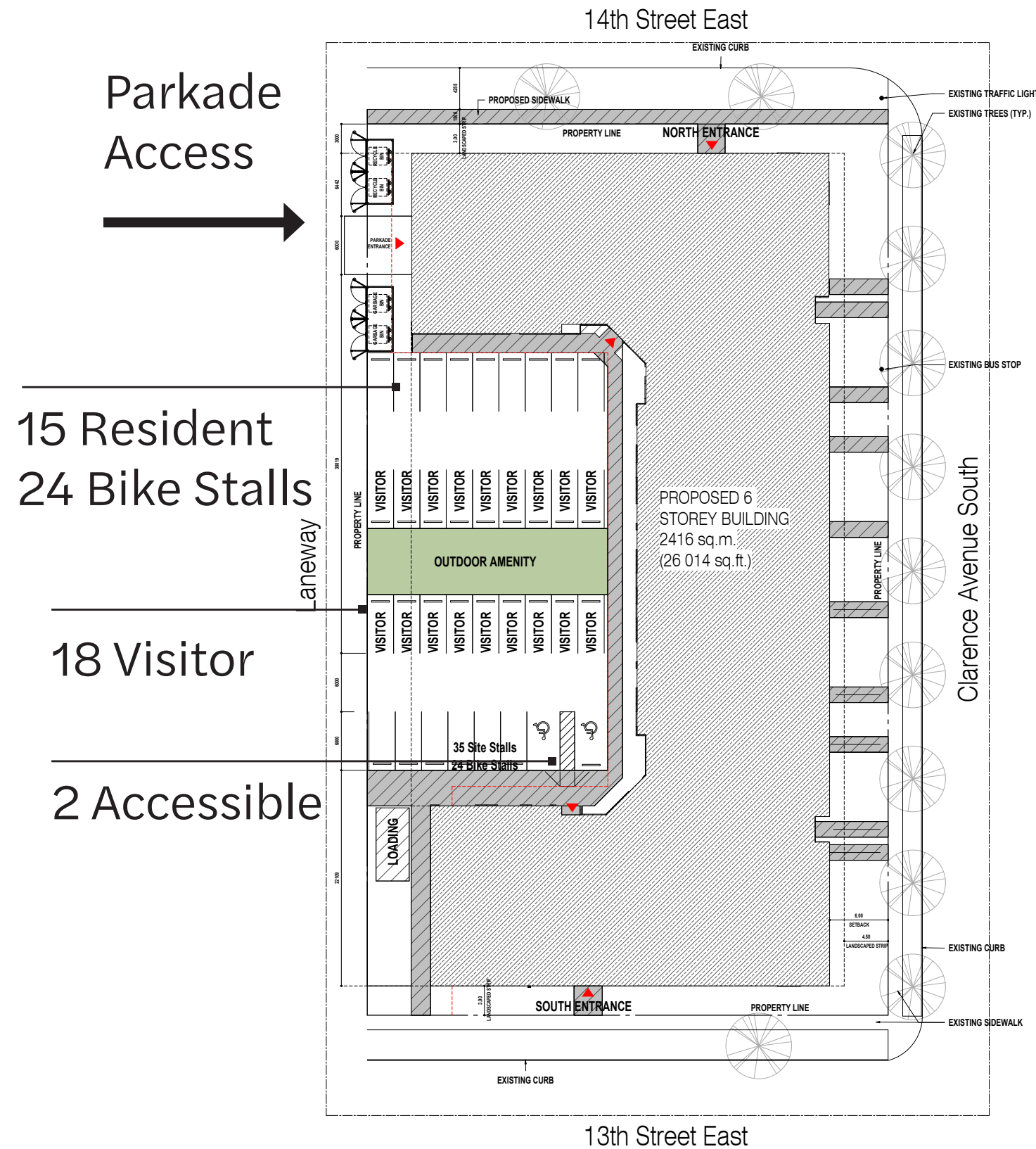
PRELIMINARY
NOT FOR CONSTRUCTION

DATE	REVISION

SCALE	DESIGNED
NTS	NT
DRAWN	CHECKED
	EMD
DATE	SHEET
26/07/27	1 of 1
DRAWING NUMBER	FIGURE 1

Parking — Surface & Parkade

Total Parking Supply: 159 Stalls
Current Zoning Requirement: 0 Stalls



124 Resident
Parkade Stalls

60 Bike Stalls

2

Building Form & Neighbourhood Fit

what we heard.

- Building feels too large and uniform.
- Desire for design to reflect the scale and character of the neighbourhood.
- Would like pedestrian-scale elements and a more residential expression.

design response.

- Respond to neighbourhood context
- Enhance pedestrian level experience
- Reduce scale at 13th + 14th interface
- Materiality and massing exploration
- Building height review

Inspiration — Neighbourhood Context



Inspiration — Massing & Materiality



Clarence Ave Interface — Concept Sketch

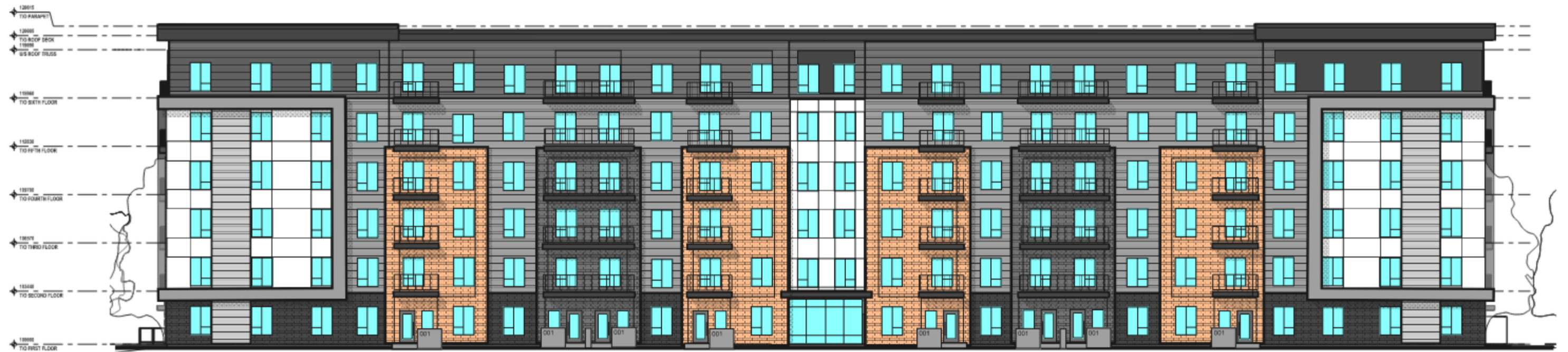
Reduce prominence of the corner building cap



Four-storey articulation to reinforce pedestrian scale

Ground-oriented townhomes to activate the Clarence Ave frontage

Clarence Ave Interface — Revised Elevation



East Elevation

- Four-storey material articulation reinforces the pedestrian scale.
- Ground-oriented townhomes activate Clarence Ave.
- Material breaks reduce perceived mass and length.
- High quality materials and landscaping

Clarence Ave Interface

Artistic representation of the pedestrian level experience



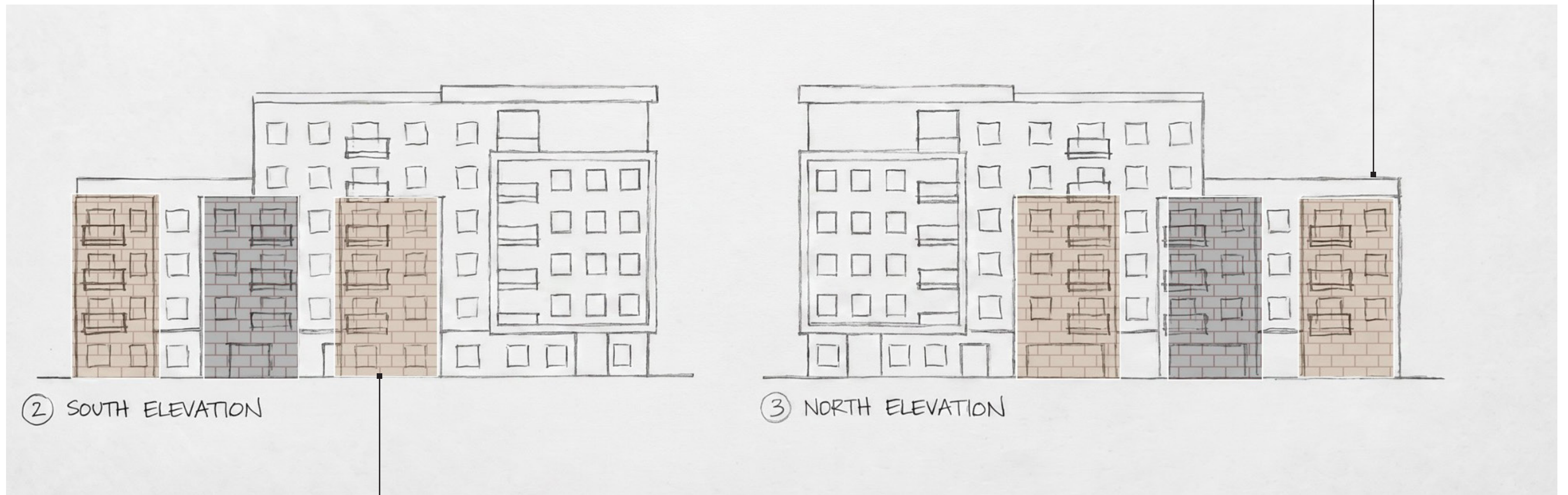
Clarence Ave Interface

Artistic representation of the building articulation



13th 14th St Interface — Concept Sketch

Introduce building stepback to 4-stories



Architectural articulation emphasizes the lower four storeys

13th & 14th St. Interface — Updated Elevation



- Creates a lower-scale edge along the neighbourhood-facing streets.
- Places visual emphasis on the first four storeys, where people experience the building.
- Steps building mass away from the residential interface.
- Reinforces a comfortable and walkable pedestrian environment.

13th St. Interface

Artistic representation of the neighbourhood transition



Height Review — Current Zoning Allowance

- Flat Roof: 15m
- Sloped Roof: 15m to midpoint

17.8m



Height Review — Original Design

- 6 storey flat roof plus parapet

21.8m



Massing & Height Review — Revised Design

- 4 storey flat roof with transition to 6 storey with lower parapet

20.7m



Massing & Height Review — Summary



- Height reduced by 1.1 m at Clarence Ave
- Height reduced by 7.7 m at stepback on 13th & 14th St.
- Stepback is reduced below current zoning allowance for a flat or sloped roof.

Discussion & Feedback



3

Laneway Interface & Privacy

what we heard.

- Concerns about overlook from balconies
- Would like mitigations for privacy
- Limited amenity space on property

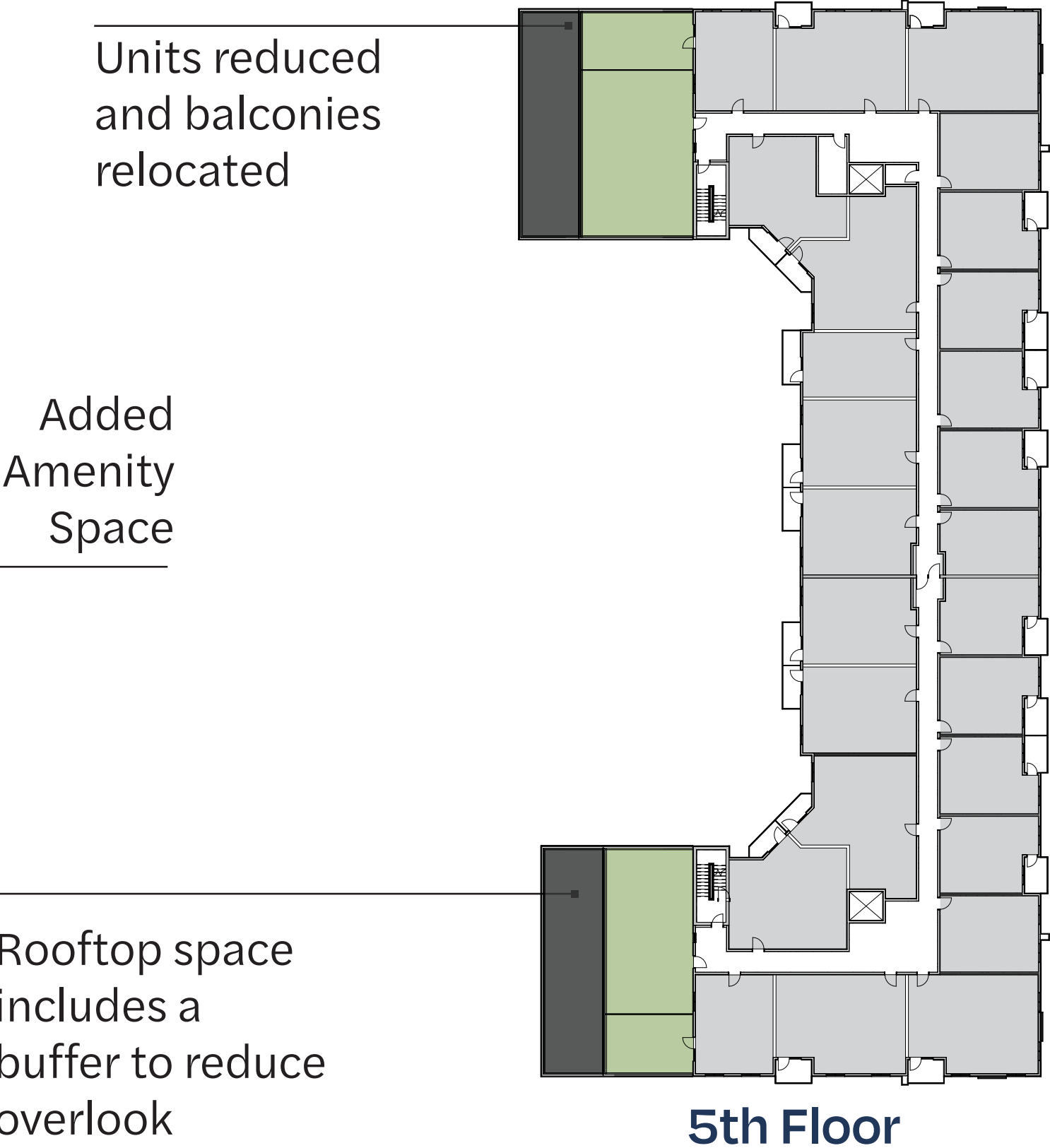
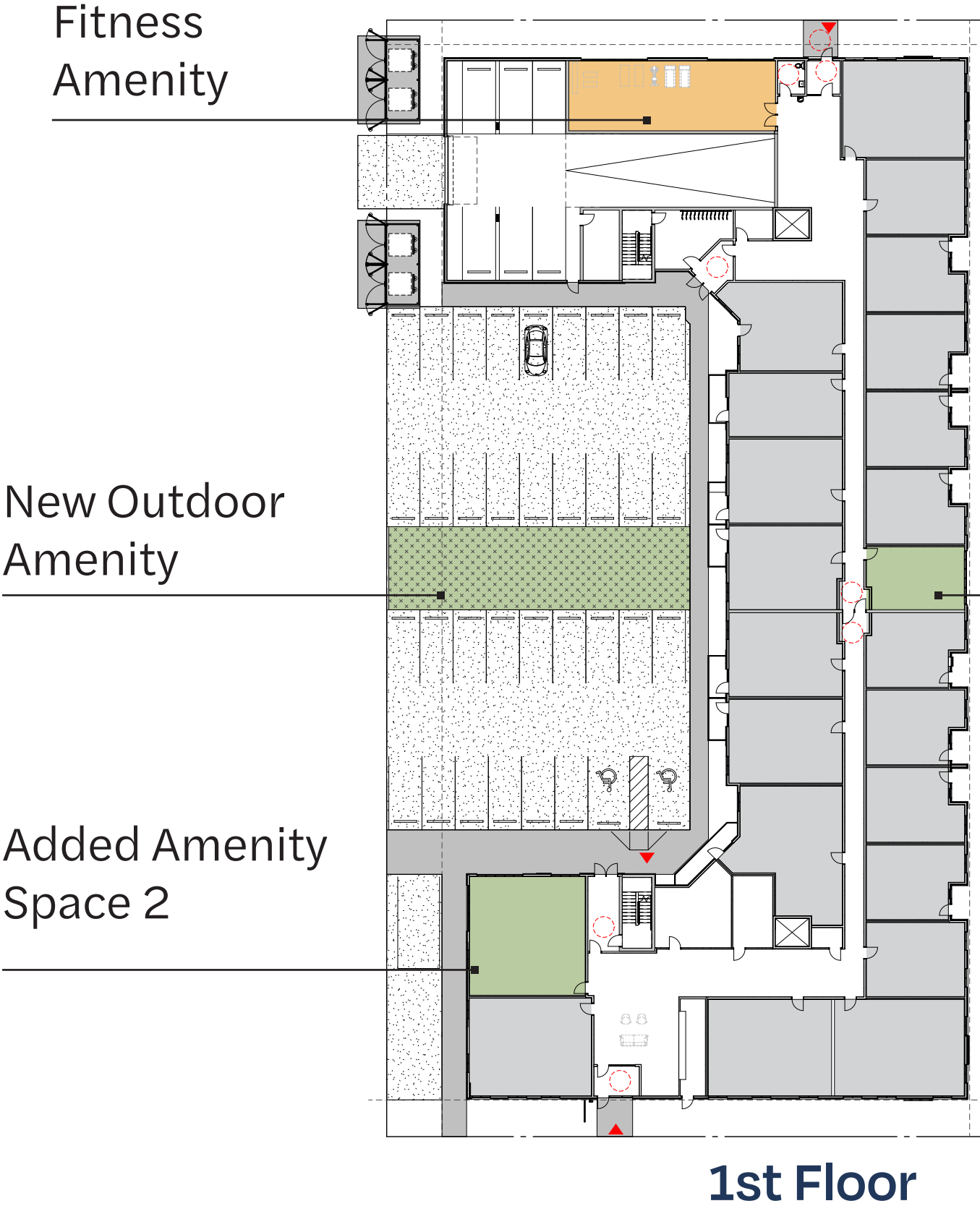
design response.

- Unit reduction on North and South
- Building stepback to reduce overlook
- Additional interior and exterior amenity space
- Landscaping and buffering

Inspiration — Amenity Space



Laneway Interface — Reduced Overlook & Added Amenity



Laneway Interface

Artistic representation of option for exterior amenity.



4

Shadow Impact & Sunlight

what we heard.

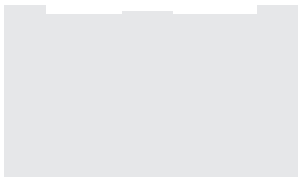
- Neighbours requested a clearer understanding of shadow impacts
- Yards facing the lane were of particular interest
- Concerns around rooftop solar PV performance

design response.

- Shadow study re-visited
- Shadow analysis conducted for:
 - Original design
 - Revised design
 - Current zoning
- Focus on mitigating impact, especially in the summer months

Summer Solstice — Highest Sun Angle

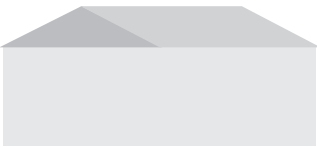
Finding: Shadows are reduced from original at 8am



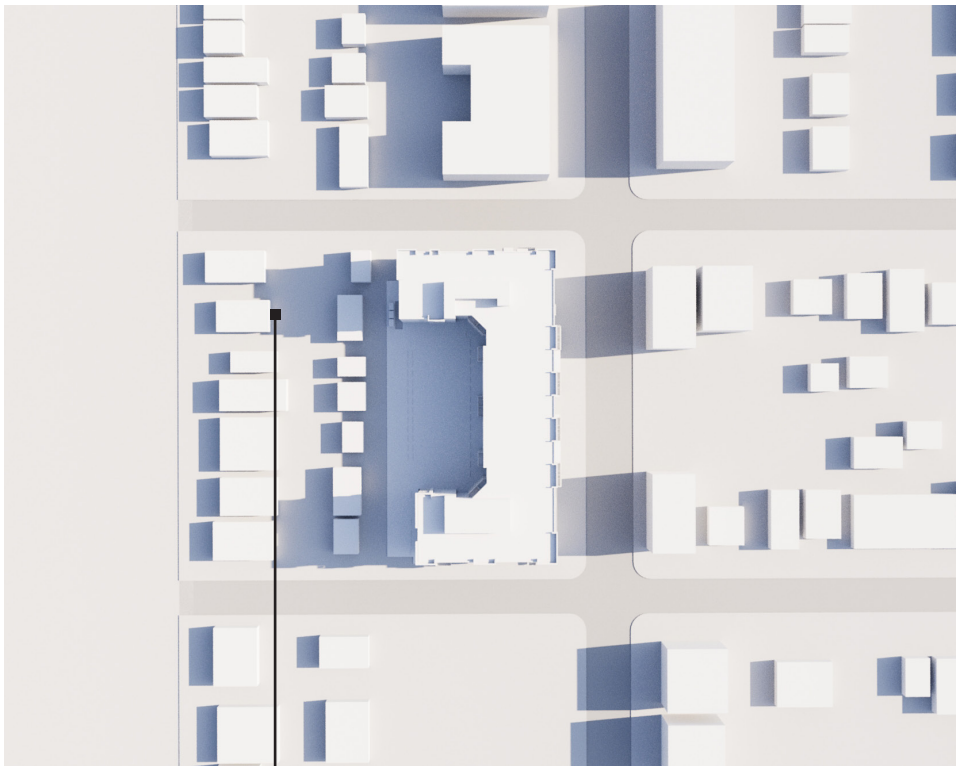
Original



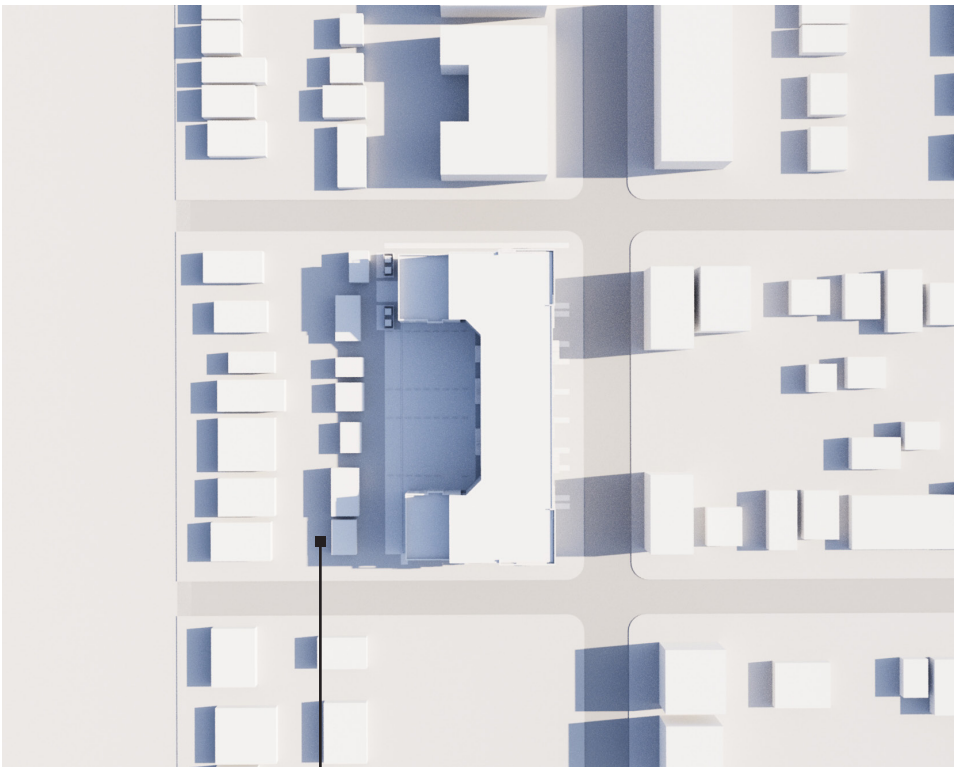
Revised



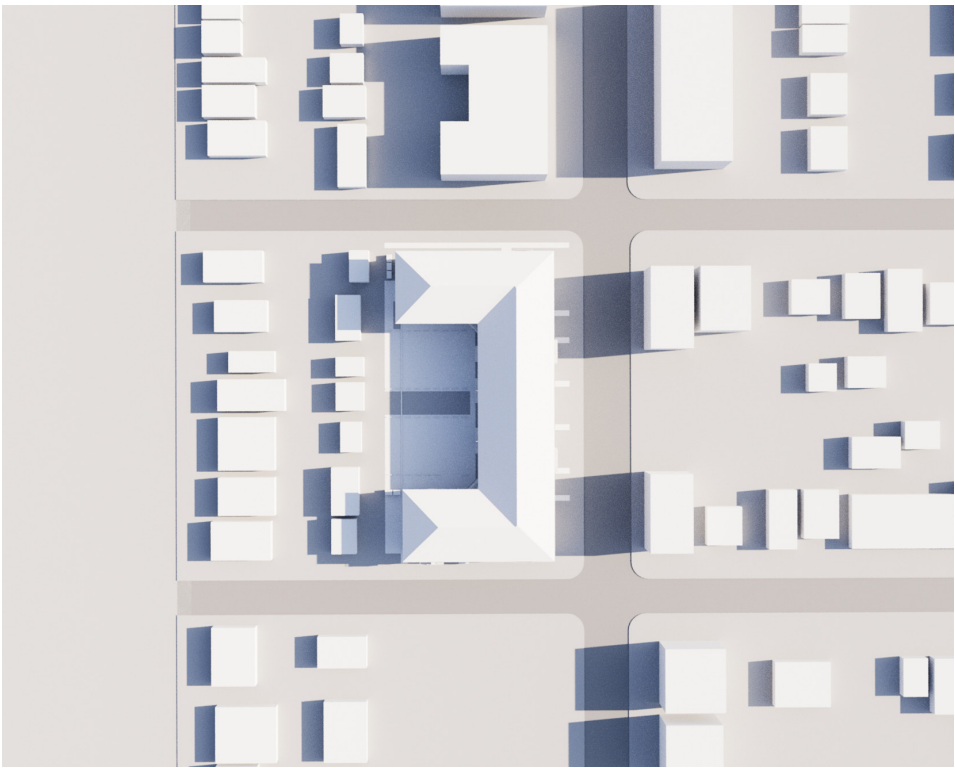
Current Zoning



Shadow extends
past site into yard



Shadow impact
reduced



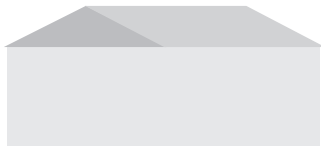
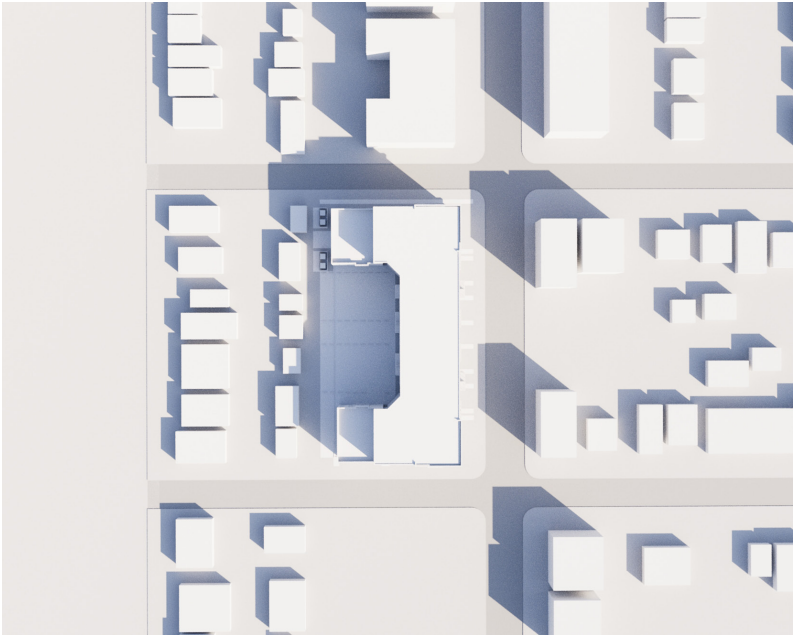
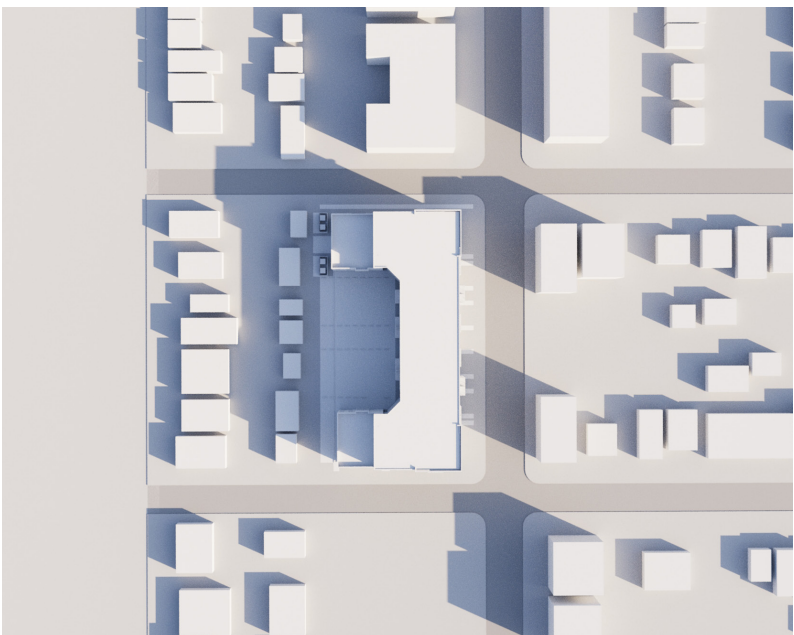
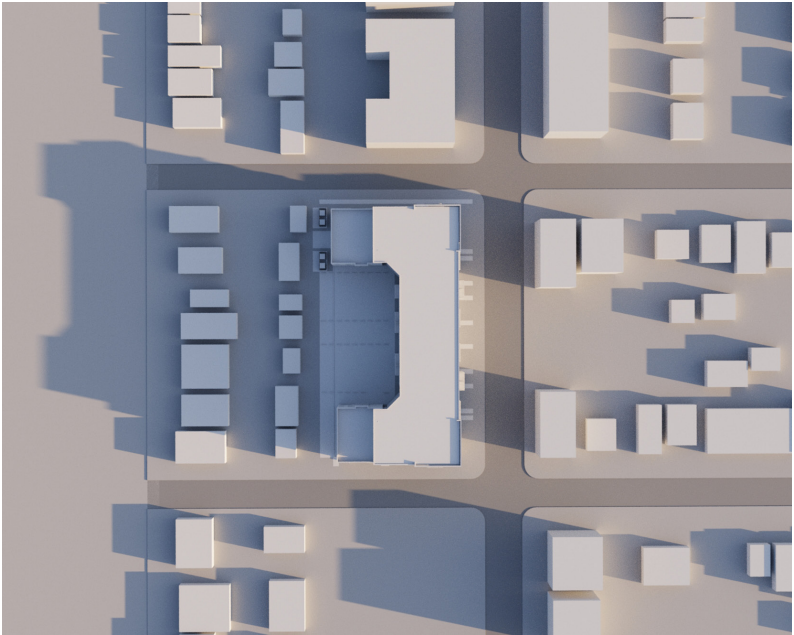
8:00 am

Fall Equinox — Mid-Range Sun Angle

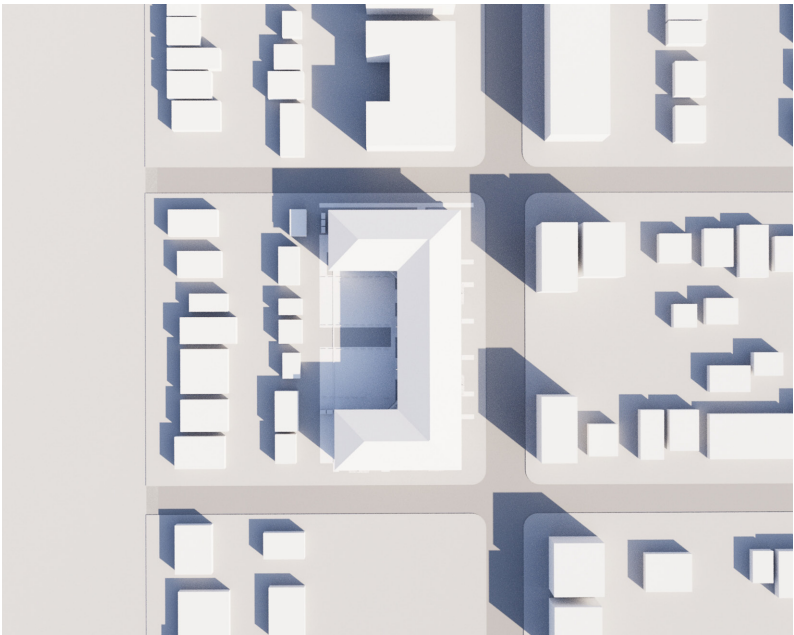
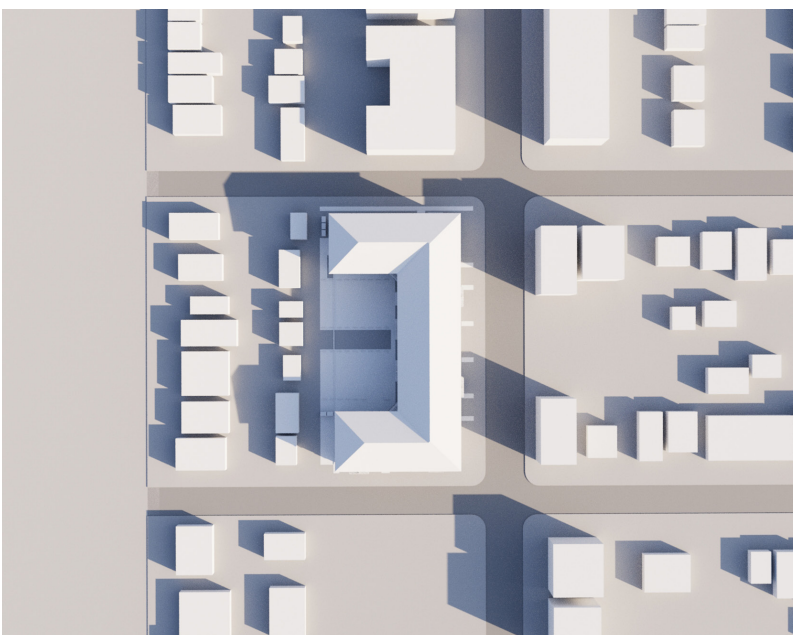
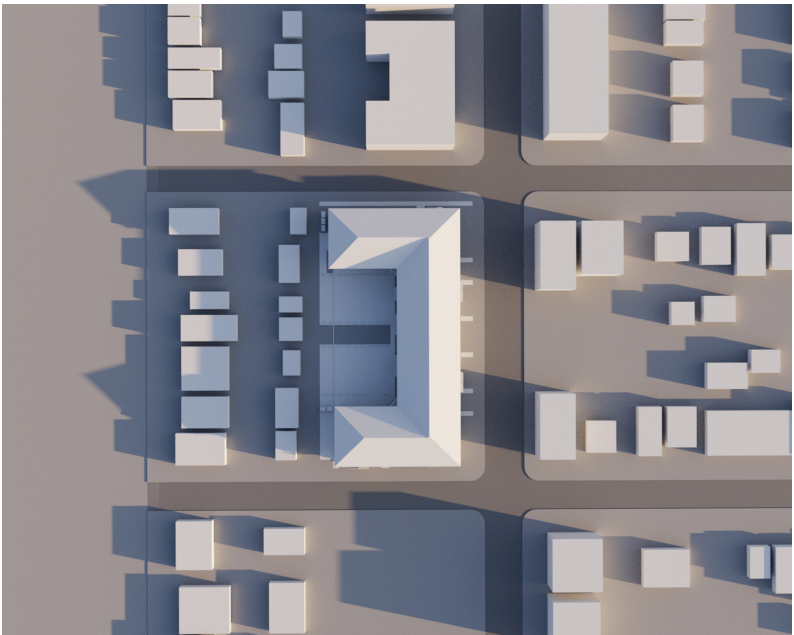
Finding: Shadow impact comparable to current zoning



Revised



Current Zoning



8:00 am

9:00 am

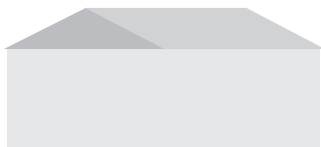
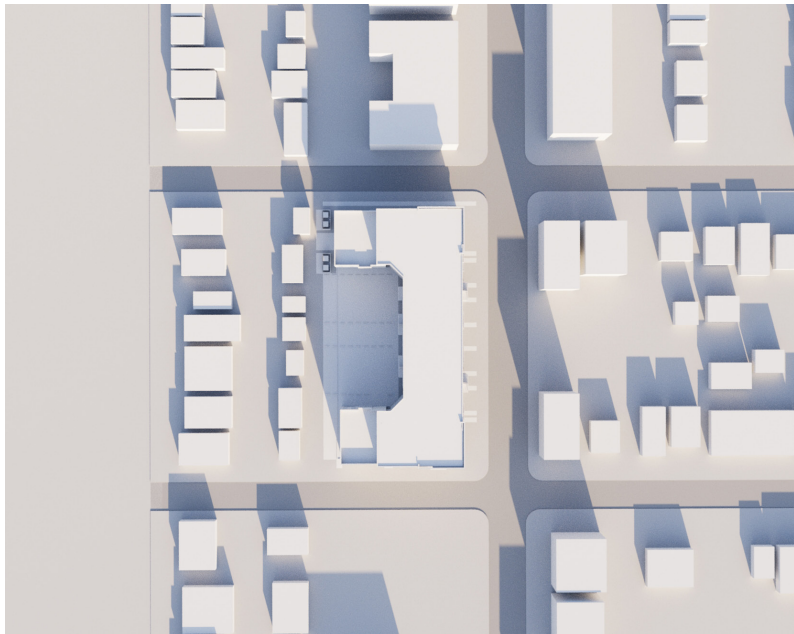
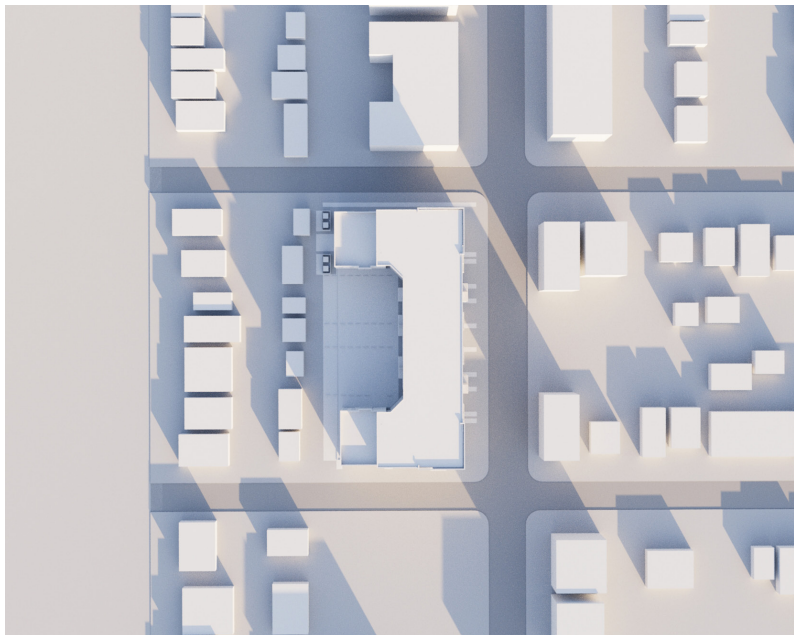
10:00 am

Winter Solstice — Lowest Sun Angle

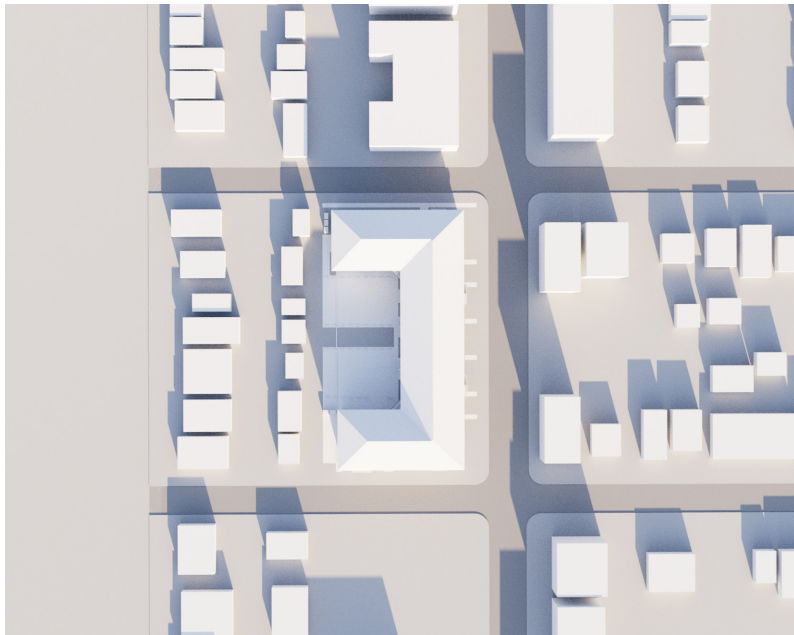
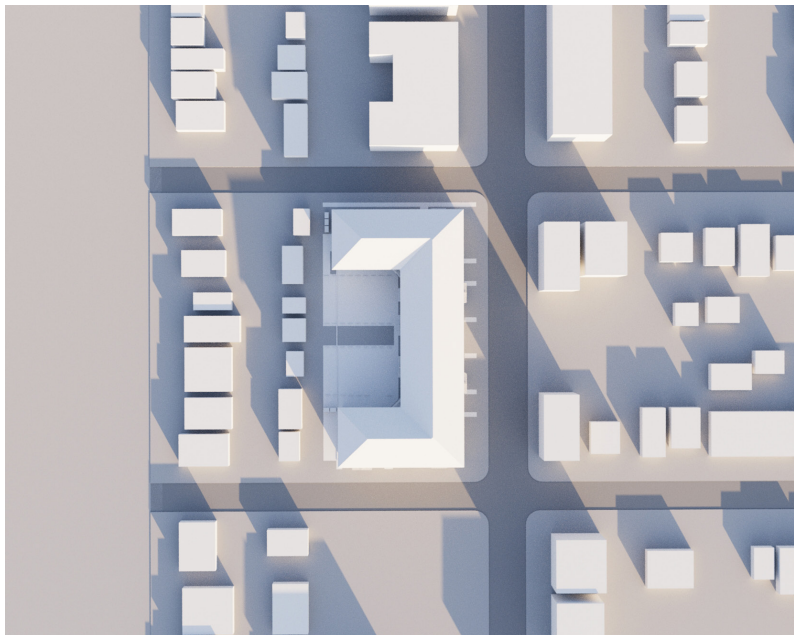
Finding: Shadow impact comparable to current zoning



Revised



Current Zoning



10:00 am

11:00 am

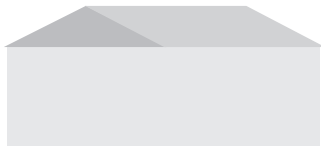
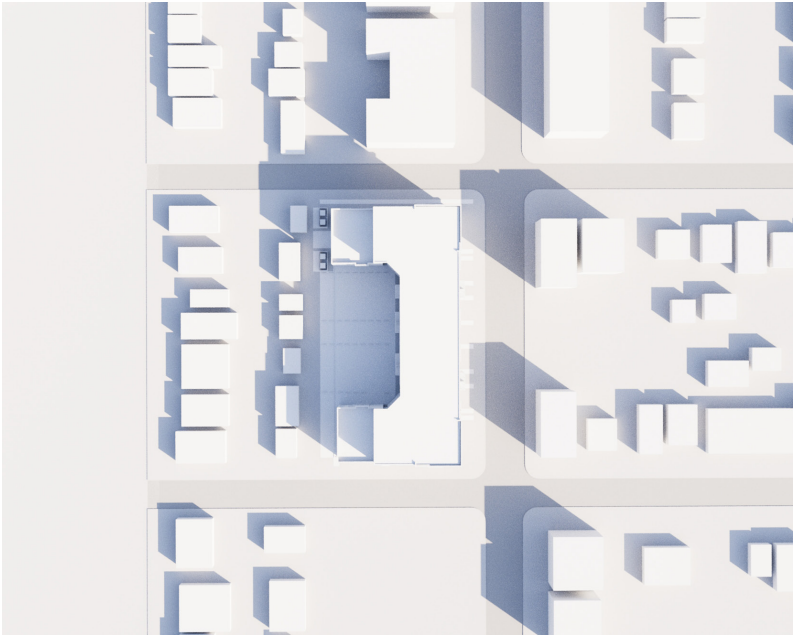
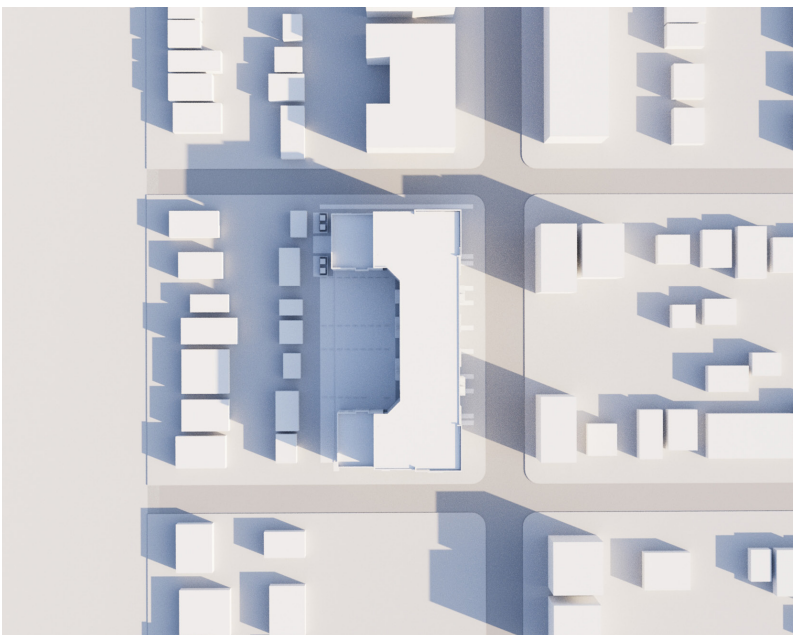
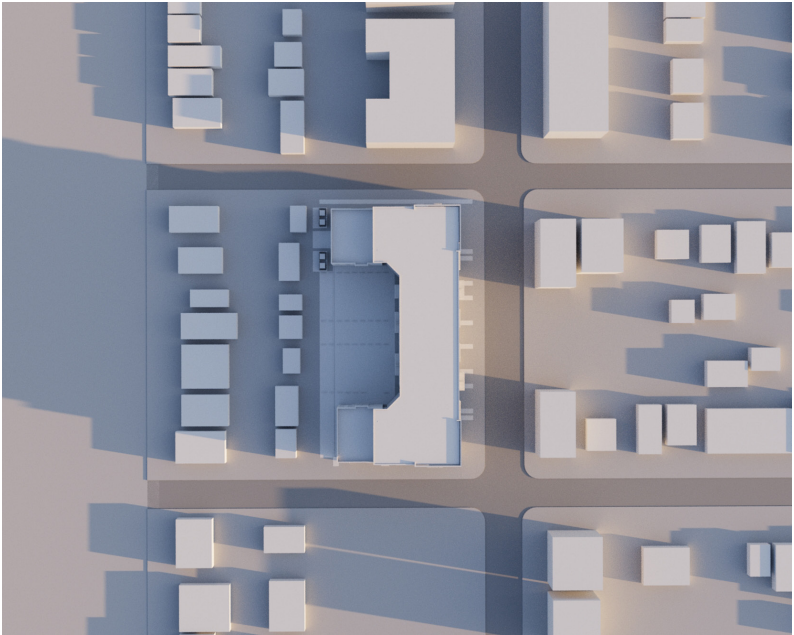
12:00 pm

Spring Equinox — Mid-Range Sun Angle

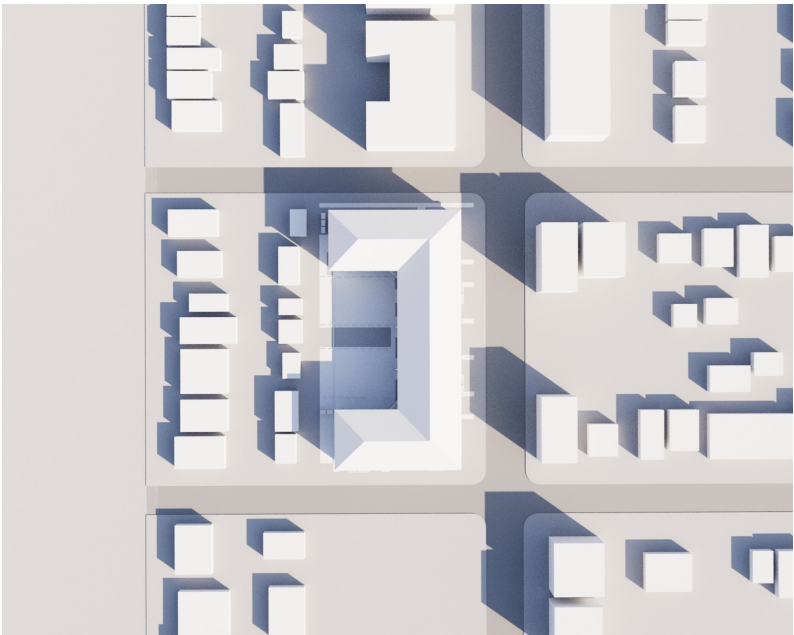
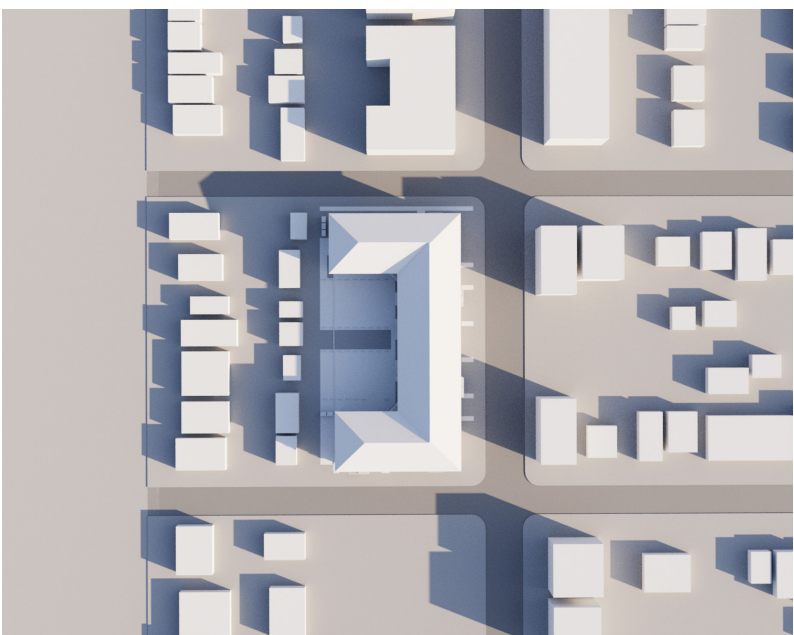
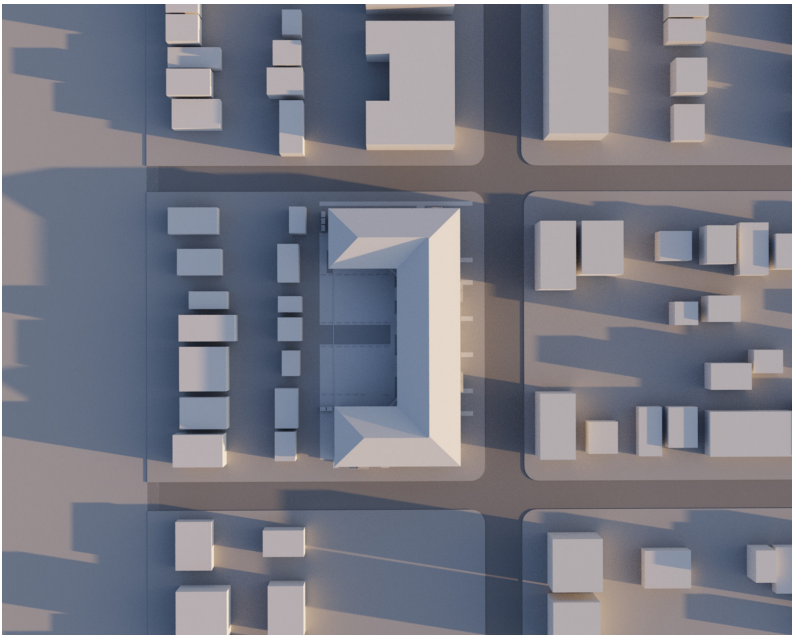
Finding: Shadow impact comparable to current zoning



Revised



Current Zoning



8:00 am

9:00 am

10:00 am

5

Development & Construction Impact

what we heard.

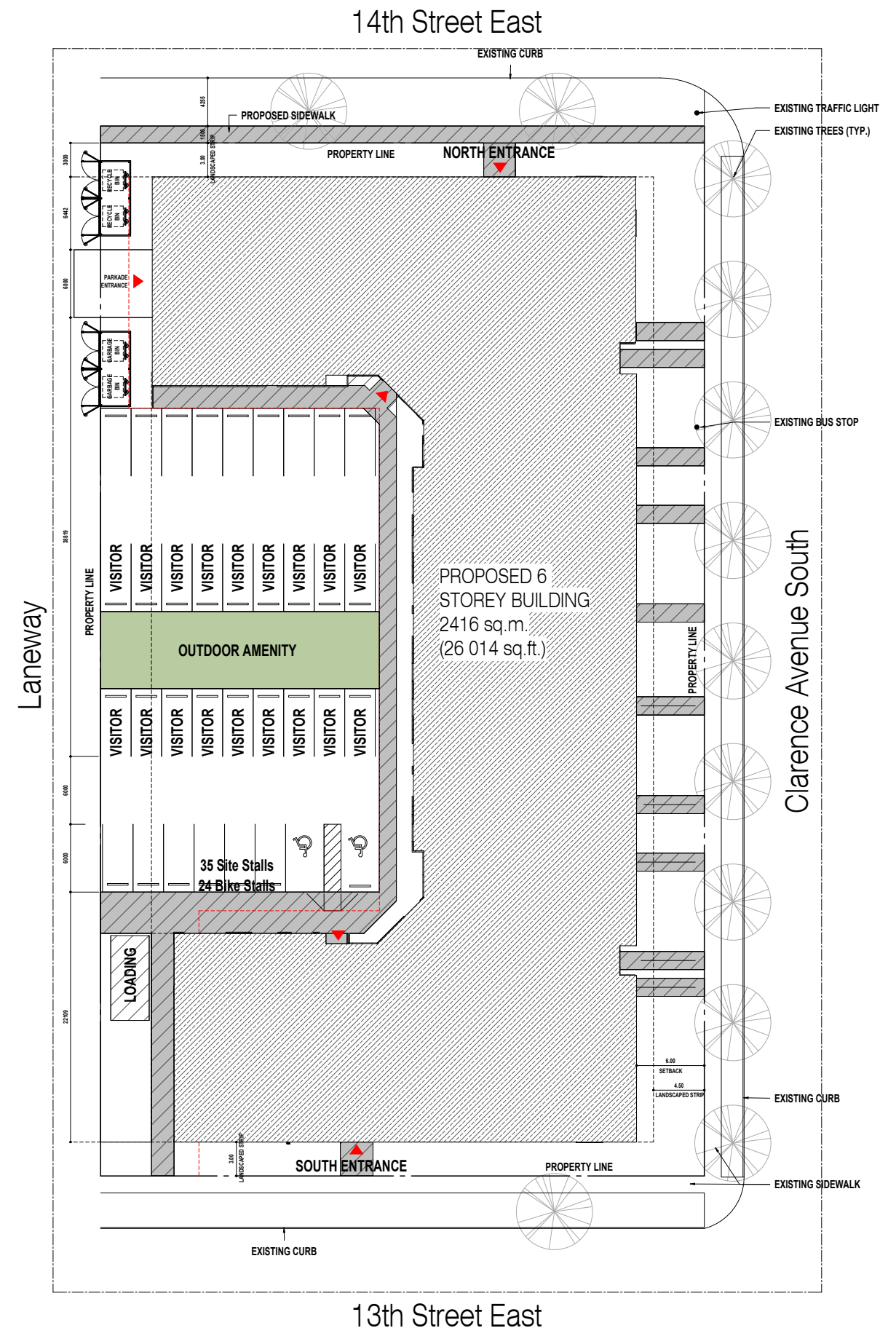
- Concerns around tree protection during construction
- Questions regarding hazardous material removal during demolition
- Construction impact on neighbouring properties was discussed

developer response.

- Commitment to meet all City of Saskatoon permitting and bylaw requirements
- Demolition and Environmental Safety measures
- Safe Asbestos removal
- City boulevard tree protection during construction

City Boulevard Tree Permit

- A protection plan will be included as part of the permitting process.
- Boulevard trees will be marked with proposed protection measures.
- Development distance requirements will be met as per City of Saskatoon Bylaw.



1 SITE PLAN
1:200

6

Summary & Conclusion

Design Response.



Original Proposal



Revised Design



Features	Original Proposal	Design Response
Building Height	21.8m	Reduced to 20.7m / 14.1m at stepback
Massing	Long apartment frontage	Articulated building facade
Scale	Not scaled to neighbourhood	Pedestrian-scaled with townhomes and setback
Unit Mix	Apartment Only	Townhome and Apartments
Materiality	Less detailing and visual interest	Addition of material changes and brick detail



Features	Original Proposal	Design Response
Neighbourhood Overlook	More units facing the back lane	Reduced overlooking units and balconies
Amenity	Limited amenity space	Added interior and exterior spaces
Pedestrian and Cyclist Safety	Access and site concerns	Mitigation strategies implemented
Shading and Daylight	Impact of 6-storey shadow a concern	Reduced shading through building stepback; summer impact mitigated
Unit Count	163	158
Parking Spaces	167	159
Bicycle Parking Spaces	78	84



Thank you.

