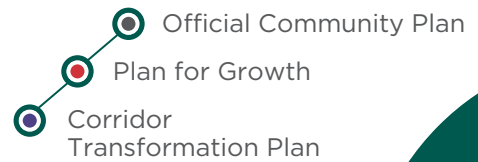


# Corridor Transformation Plan





# TABLE OF CONTENTS

## **Executive Summary** 1

## **Chapter 1** **Corridor Growth Policy Framework** 4

1.1 Growth Plan to Half a Million	4
a. Corridor Growth	4
b. Corridor Growth Project Scope	5
c. Corridor Planning Process	5
d. Engagement Program	5
1.2 Municipal Policy Framework	9
a. Official Community Plan	9
b. Reconciliation	9
c. Strategic Plan 2018-2021	10
d. Green Infrastructure Strategy	10
e. Active Transportation	10
f. Complete Streets Guidelines	11
g. Culture Plan	11
h. Climate Action Plan	11
1.3 Corridor Growth	12
a. CPP/OCP Policy Framework	12
b. Transit Villages	14
1.4 Corridor Planning Land Uses	16
a. Character Areas	16
b. Land Use Categories	16
1.5 Corridor Visualization	22
a. Land Use Transition Model	22
b. Corridor 3D Model	24

## **Chapter 2** **Corridor Growth Guiding Principles** 28

2.1 Transit Oriented Development Principles	28
2.2 Corridor Growth Land Use Principles	29
2.3 Transit Villages Principles	30
2.4 Public Realm Principles	31

## **Chapter 3** **Corridor Growth Design Guidelines** 34

3.1 Spatial Configurations	34
a. X-Axis - Cross Streets	34
b. Y-Axis - Corridor Length	34
c. Z-Axis - Massing/Proportions	34
3.2 Built Environment Design Components	35
a. Street Proportion & Building Placement	35
b. Building Massing	36
c. Connectivity	36
d. Active Frontages	37
e. Building & Site Access	38
f. Sustainability	39
g. Safety and Security	39
3.3 Public Realm Components	40
a. Corridor Identity	40
b. Street Furniture/Hardscaping	41
c. Street Trees & Plantings	41
d. Four Season Design	42
3.4 Open Space Design Components	43
a. Open Space Opportunities	43
b. Time and Seasonal Considerations	44

## **Chapter 4** **Growth Plan Implementation Framework** 48

4.1 Corridor Planning Program	
a. Corridor Planning Program Process	48
b. Land Use	48
c. Priorities, Sequence & Timelines	48
d. Corridor Parking Standards Review	48
e. Ongoing Operations and Maintenance	49
f. Additional Development Regulations & Guidelines	50
4.2 Development Financing & Incentives	
a. Financial Incentives	50
b. Development Approval Timelines	50
c. Development Rights	50



*Saskatoon, 2nd Ave & 21st St. July 1960  
Source: Saskatoon Public Library*

# CORRIDOR TRANSFORMATION PLAN

These Principles will enable future growth to respond to changes in the development and real estate markets, adapt to transit system improvements and reflect changing community priorities and values, while remaining consistent to the overall goals and objectives of the Corridor Growth initiative of the Growth Plan.

The Design Guidelines in **Chapter 3** provide an additional layer of information and support for the Guiding Principles. They outline ways in which the Corridor Planning Program could incorporate new design elements into the built environment. This flexibility will enable each future Corridor Plan to incorporate local neighbourhood characteristics through design elements and materials that celebrate the area's unique qualities.

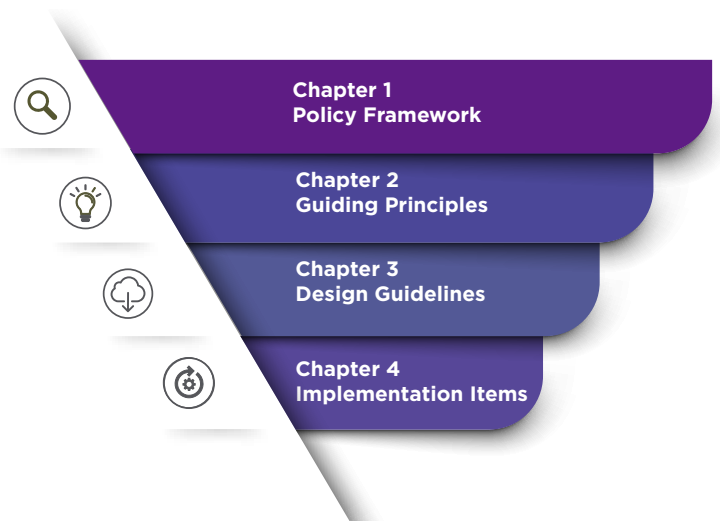
## EXECUTIVE SUMMARY

The Corridor Transformation Plan is a long-term visionary plan. The intent of the Plan is to highlight the opportunities and methods for implementing the Corridor Growth core initiative of the **Growth Plan to Half a Million (Growth Plan)** and the intent and objectives of the Corridor Planning Program policy framework outlined in the Official Community Plan.

In setting out the long-term vision for Corridor Growth, **Chapter 2** of this Plan includes Guiding Principles for:

- Future land uses within the Corridor Growth Area;
- The components of Transit Oriented Development and examples of ways in which they can be applied along the corridors;
- The evolution of 'traditional' shopping malls into vibrant mixed-use locations that provide employment opportunities, residential dwellings and new open spaces; and
- Improvements to the 'public realm' – the places and spaces, accessible to all, where we live, work and play.

Finally, the Implementation Items outlined in **Chapter 4** provide an overview of the additional work necessary to successfully implement the long-term vision and Guiding Principles of the Transformation Plan. The action items are organized into the three main categories of 1) Corridor Planning Program; 2) Development Regulations and Guidelines; and 3) Development Incentives. Each category contains specific items that will help advance the Corridor Planning Program.





# CHAPTER 1 - POLICY FRAMEWORK



**PLAN INTENT**

The Corridor Transformation Plan provides a long-term framework for growth and development along the city’s major corridors, while working toward providing a broad mix of land uses, high-quality public realm and connections to multi-modal transportation options. The transformational ideas and Guiding Principles outlined within the Plan will serve as the basis for future detailed land use planning activities.

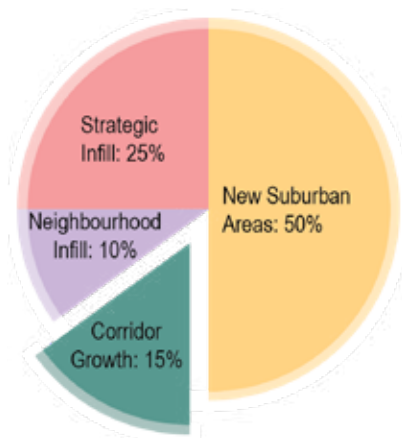
**1. CORRIDOR GROWTH POLICY FRAMEWORK**

**1.1 Growth Plan to Half a Million**

The **Growth Plan** was endorsed in principle by City Council in April 2016 and outlines the long-term vision and opportunities for a balanced approach to growth for Saskatoon.

The Growth Plan presents a challenge for Saskatoon to rethink the way we accommodate and plan for physical growth and development in the city. It identifies seven components to develop a new growth planning model for Saskatoon — three core initiatives (Transit Improvements, Corridor Growth and Core Bridges) and four supporting themes (employment areas, active transportation, water and sewer, and financing growth). It also includes a long-term infill target of 50 per cent of new growth to be accommodated through strategic infill opportunities (25 per cent), corridor growth (15 per cent) and neighbourhood infill (10 per cent).

*Fig. 1 Growth Plan Infill Growth Targets*



**a. Corridor Growth**

The Corridor Growth initiative explores ways to encourage growth and redevelopment along Saskatoon’s major transportation corridors in order to reduce outward growth pressures, provide more housing options close to employment areas, and enhance transportation choices throughout the city. Residents have expressed a desire for sustainable growth options and a better balance of outward and upward growth. Corridor growth is essential to transforming low-density, auto-centric land uses into vibrant, complete communities that support attractive transit and transportation options. Corridor growth will enable the city to meet its targets for infill development as we approach a population of 500,000 by accounting for up to 15 per cent of that future growth.

These targets effectively set the framework for the need to accommodate a significant population increase within the current footprint of the city. This is an important time in Saskatoon’s history, with significant choices to be made about how the city will continue to grow.

Today’s development and transportation infrastructure investments will last for decades and have a critical role in shaping land use patterns for generations to come. The City of Saskatoon has set a vision for economic prosperity, quality of life and environmental responsibility. It is essential that today’s land use and transportation choices set Saskatoon up to realize this vision.



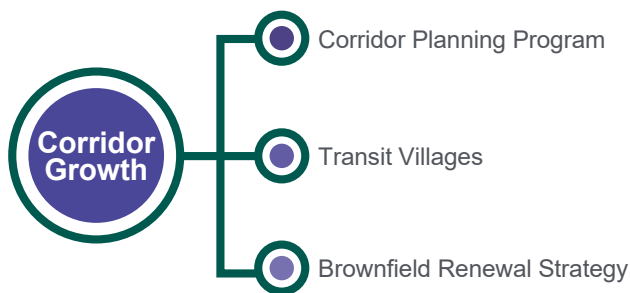


By making the right choices now, Saskatoon will be in a position to:

- better utilize its land and infrastructure assets;
- provide opportunities for the public to use an efficient, convenient transit system;
- have a scale and density of development and mixture of land uses that support walking and cycling and other forms of non-motorized movement;
- provide a range of housing types and tenures to meet the needs of all people;
- provide jobs close to homes;
- provide the social infrastructure required to support families and other community needs;
- protect the natural environment;
- enable economic development and reinvestment opportunities; and,
- be more affordable to manage over the long-term.

### b. Corridor Growth Project Scope

Corridor Growth explores opportunities for developing complete communities along major corridors, supported by improved transit services. The Corridor Growth portfolio is comprised of a number of projects aimed at providing a framework within which future growth can occur, while working toward the infill growth targets outlined in the Growth Plan. Corridor Growth includes the **Corridor Planning Program**, the **Transit Villages** project and the **Brownfield Renewal Strategy**.



Each of these three components will provide a set of principles and guidelines for future growth opportunities along the city's major transportation corridors, focused on:

- encouraging a variety of building types, densities and forms;
- creating streets and public spaces that are inviting, active and memorable for residents and visitors;
- improving access to employment opportunities, commercial businesses and services;
- improving transportation options along, and to, the major corridors;
- enhancing the connectivity between and within neighbourhoods adjacent to the major corridors; and
- supporting the efficient use and provision of infrastructure.

### c. Planning Process

The Corridor Planning Process diagram on the following page (*Figure 2*) outlines the planning phases and activities involved in the preparation of this Plan.

### d. Engagement Program

From mid-2017 through 2019, the Corridor Planning Program conducted a comprehensive analysis, engagement and policy development process to inform the development of this Corridor Transformation Plan.

In the spring 2017, an online questionnaire on the Corridor Planning Program policy framework was released. From 2017 through to the end of 2019, 34 engagement events and opportunities targeted toward the general public, the development industry and other professional and community stakeholder groups were held. Through these events, meetings and surveys, almost 2,000 people participated in completing 1,112 surveys and provided 1,334 general and location based comments. The feedback received guided the preparation of the Official Community Plan policy framework, land uses, building densities and public realm components contained in this plan.

See *Figure 3* for a timeline of the engagement events.

## Corridor Planning Program Process



### BACKGROUND & RESEARCH

June 2017- March 2018

- Corridor Planning Program amendment to the Official Community Plan
- Gathered data and analyzed current conditions, land uses and building densities
- Created a digital 3D model
- Transit-oriented development case studies



### IDEAS

March - August 2018

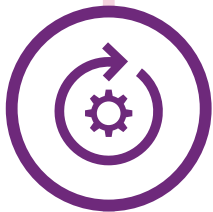
- Information gathering through numerous engagement events
- Place-making principles and project examples
- Zoning analysis and needs assessment
- Tested projected development/density distribution along the corridors using the 3D model



### CONCEPTS & OPTIONS

August 2018 - January 2019

- Identified and developed corridor densities, land use mix, and public realm design opportunities and options
- Developed 'Character Areas' to define provide examples of building forms and typologies for land use and the public realm design options
- Gathered feedback on options for zoning, land use and public realm improvements



### TRANSFORM

February - December 2019

- Complete the Transformation Plan that incorporates the information prepared in the first three phases, including a list of key deliverables
- Prepare new Official Community Plan policy framework for Corridor Growth
- Create new land use designations and zoning



### IMPLEMENTATION

Starting 2020

- Prepare Land Use and Zoning amendments for approval
- Create strategy for corridor development incentives
- Investigate opportunities for developing catalyst sites
- Implement recommendations from the Brownfield Renewal Strategy
- Begin Corridor Plans
- Monitor Corridor Growth infill targets

Engagement Timeline





## 1.2. Municipal Policy Framework

The City of Saskatoon has a number of policies, plans and strategies that provide direction and guidance for the long-term management of the city's growth and evolution. While they each have their own specific focus, collectively they contribute to accomplishing the goals and objectives of the City of Saskatoon. The Corridor Growth initiative and the Corridor Planning Program are informed by these other plans and policies and they also provide a policy framework against which short and long-term growth management decisions are made by City Council.

### a. Official Community Plan

An **Official Community Plan (OCP)** is the primary community planning tool in Saskatchewan. Legislated by The Planning and Development Act, 2007 it is essential for managing future growth and development of Saskatchewan municipalities. It is a bylaw adopted by a council providing the policy framework to define, direct, and evaluate development of land resources. The City of Saskatoon Official Community Plan Bylaw No. 8769 ensures that development takes place in an orderly and rational manner, balancing the environmental, social and economic needs of the community. In order to accommodate this new growth, the establishment of a new Corridor Planning Program was determined to be necessary to provide a framework for future detailed land use planning activities. City Council approved the Official Community Plan Amending Bylaw No. 9458 on June 26, 2017. These policies lay the groundwork for the land use planning activities needed in order to realize our vision for corridor growth as a fundamental part of the Growth Plan.

It is this policy framework upon which the Corridor Transformation Plan is based. These policies enable the long-term development, administration and implementation of detailed land-use planning activities. These activities will be carried out through the creation of area-specific Corridor Plans.

### b. Reconciliation

The City of Saskatoon committed to responding to the **Truth and Reconciliation Commission (TRC) of Canada Calls to Action**, starting with City Council declaring the 'Year of Reconciliation' in July 2015. City Council is committed to working with Indigenous communities and honouring the true history of Treaty 6 Territory and Homeland of the Métis, lands now known as Saskatoon.

"The journey of Reconciliation will take time, open hearts and open minds. We all have different norms and practices for building relationships and conducting affairs. If we are open to learning and respecting each other's protocols and practices, we will grow stronger as individuals and as a community. This land, Treaty 6 and traditional homeland of the Métis, has seen many changes. Each of us is walking here for only a short time, but we each have an opportunity and a responsibility to shape our relationships with each other and make life better for those who will come after us."

- Mayor Charlie Clark (City of Saskatoon, *ayisiyiniwak: A Communications Guide* kâ-isi-pîkiskwâtoyahk. July 2019)

The public realm is also an opportunity to acknowledge and celebrate Indigenous cultures and histories and to provide opportunities for learning. There are many examples throughout Saskatoon where art and infrastructure inform and celebrate Indigenous culture, such as the tree grate designs at River Landing, the Rise from Water mural on the north side of the First Nations Bank (a Yellow Quill First Nation Urban Reserve), and the banners displaying the Treaty 6 medallion and the Métis medallion along the Chief Mistawasis Bridge.

Each Corridor Plan will include a specific engagement strategy that will be representative of all people who will ultimately use or interact with the corridor, including Indigenous people and newcomers. The engagement strategies will aim to address the Truth and Reconciliation Calls to Action through community dialogue and inclusion. Engagement will be done in a meaningful and respectful way, with a commitment to incorporate community suggestions and recommendations where possible.

### c. Strategic Plan 2018-2021

The **Strategic Goals** are based on areas that the community and City Council identified in order to realize our Vision and accomplish our Mission. All civic reports, business plans, budgets and action items are designed to support one or more Strategic Goal.

The seven Strategic Goals of City Council are:

- A Culture of Continuous Improvement
- Asset and Financial Sustainability
- Quality of Life
- Environmental Leadership
- Sustainable Growth
- Moving Around
- Economic Diversity and Prosperity

Corridor Growth and the Corridor Planning Program support the Strategic Goals of **Sustainable Growth, Quality of Life and Economic Diversity and Prosperity**.

### d. Green Infrastructure Strategy

The purpose of Saskatoon’s **Green Infrastructure Strategy** is to establish the vision, actions and implementation framework to enhance Saskatoon’s Green Network by integrating green infrastructure into land use planning and asset management. The values and goals of the Green Infrastructure Strategy inform various aspects of the Corridor Planning Program. It is a system of natural and human-designed assets that provide municipal and ecosystem services by protecting, restoring, or emulating nature. When green infrastructure is designed holistically, it becomes an interconnected Green Network that enhances the urban environment and improves quality of life.

The Strategy:

- Identifies existing green infrastructure in the city, and the municipal and ecosystem services it provides;
- Integrates green infrastructure such as natural areas into the urban fabric to create a cohesive Green Network;
- Manages existing green infrastructure while considering site specific factors, community needs, and financial implications;
- Strengthens green infrastructure in priority sites; and
- Partners with citizens and other organizations to strengthen and manage the Green Network.

### e. Active Transportation Plan

The **Active Transportation Plan** helps provide more choices for moving around Saskatoon by addressing our community and infrastructure needs for cycling, walking and other modes of active transportation.

Five supporting goals were developed as part of the Active Transportation Plan. These goals will guide the development of directions and actions that are both achievable and measurable.

1. MORE walking and cycling
2. SAFER walking and cycling
3. More PLACES for walking and cycling
4. Build a CULTURE for active transportation
5. ENCOURAGE other forms of active transportation

In addition the following six key themes provide additional recommendations and action items to address opportunities and challenges regarding active transportation policies, standards and programs:

1. Connectivity
2. Safety and Security
3. Convenience
4. Land Use and Growth
5. Maintenance and Accessibility
6. Education and Awareness

## f. Complete Streets Guidelines

The [Complete Streets Design and Policy Guide](#) (2017) is intended to be used by the City to work with the community and developers to consistently design the public right-of-way and ensure land uses are integrated, contributing to a people-oriented street environment that works for everyone.

Complete Streets are streets designed to address the context of the street while providing safe access for all intended users. Pedestrians, cyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. In support of the land uses they serve, complete streets help build strong, livable and vibrant communities.

Complete streets are designed to:

- Enhance safety for all modes;
- Expand transportation choice;
- Support universal accessibility;
- Enhance connection to community; and
- Develop a sense of place.

## g. Culture Plan

The [Culture Plan](#) is a strategic document that will guide the City's policy and decision making as it identifies priorities to harmonize cultural endeavours, strengthen cultural development and support the arts.

*The vision for the Culture Plan is:*

Culture is thriving in Saskatoon – bridging communities, enhancing places, supporting our economy. Our culture is our collective traditions, religions and languages; our founding nations, stories and histories. It is our built and natural heritage. It is our Saskatoon spirit.

The Culture Plan Refresh (2018) builds on and updates the Culture Plan, ensuring it remains a relevant and responsive guide and includes three main goals:

- Identifies 2011 Culture Plan recommendations that have been completed and those that remain a priority;
- Engages with Saskatoon's cultural community; and
- Develops priorities and implementation recommendations.

In addition, the Culture Plan Refresh includes three key directions:

- Build a Resilient Culture Sector
- Grow the Creative Cultural Economy
- Foster Creative Placemaking

## h. Climate Action Plan / Low Emissions Community Action Plan

The City of Saskatoon is taking action on climate change by working to reduce greenhouse gas (GHG) emissions and proactively adapting infrastructure, services and programs. Supported by the Environmental Leadership goal of the 2018-2021 Strategic Plan, the City has implemented a number of initiatives and is developing a plan to continue to improve Saskatoon's environmental performance.

The City is currently creating the following strategies that focus on the local causes and effects of climate change, as well as solutions and opportunities that reflect what's possible in our community:

- Mitigation Strategy – focused on reducing greenhouse gas emissions in order to slow future climate change activity. A Low Emissions Community Plan has been prepared which outlines the actions required to meet community and corporate emissions reduction targets; and
- Adaptation Strategy – focused on reducing the risks, damages and impacts of climate change through built and natural infrastructure improvements and emergency response programs.

These strategies will guide action and investment by the City, as well as outline ways in which community initiatives can be supported.

### 1.3. Corridor Growth

The Corridor Planning Program has been established to implement the Corridor Growth goals of the Growth Plan. Each individual Corridor Plan will be prepared through a collaborative and consultative process with land owners, neighbourhood residents, local business owners and community and stakeholder groups.

#### *The vision for Corridor Planning is:*

Corridors are more than just city streets that get you from point A to B – they are enjoyable and productive destinations themselves, where thousands of people work, live, and play. They connect neighbourhoods and neighbours together. They're places for people – whether you're walking, riding, driving, or spending time with your family and friends.

#### a. Corridor Planning Program Official Community Plan Policy Framework

The Corridor Planning Program (CPP) provides a framework within which detailed land-use planning activities will occur along the City's major transportation corridors as a means of providing a balanced approach to growth (*Figure 4*).

The target of 15 per cent infill growth along the corridors equates to approximately 22,000 new dwelling units.



#### i. CPP Policy Intent:

Corridor growth areas are intended to accommodate a mixture of residential, commercial and institutional uses that are oriented towards the street, at a pedestrian scale, with active building frontages and as a means of addressing the following items:

- major transportation corridors in the City are often car-oriented with a low-density built form and limited land uses that do not encourage transit use or other multi-modal transportation options, such as cycling, walking, or accessible modes of travel;
- an over-reliance on outward growth and development can be expensive and sometimes does not maximize the use of municipal infrastructure, putting the City in long-term financial risk; and
- amenities that serve adjacent neighbourhoods are limited along the City's major corridors.

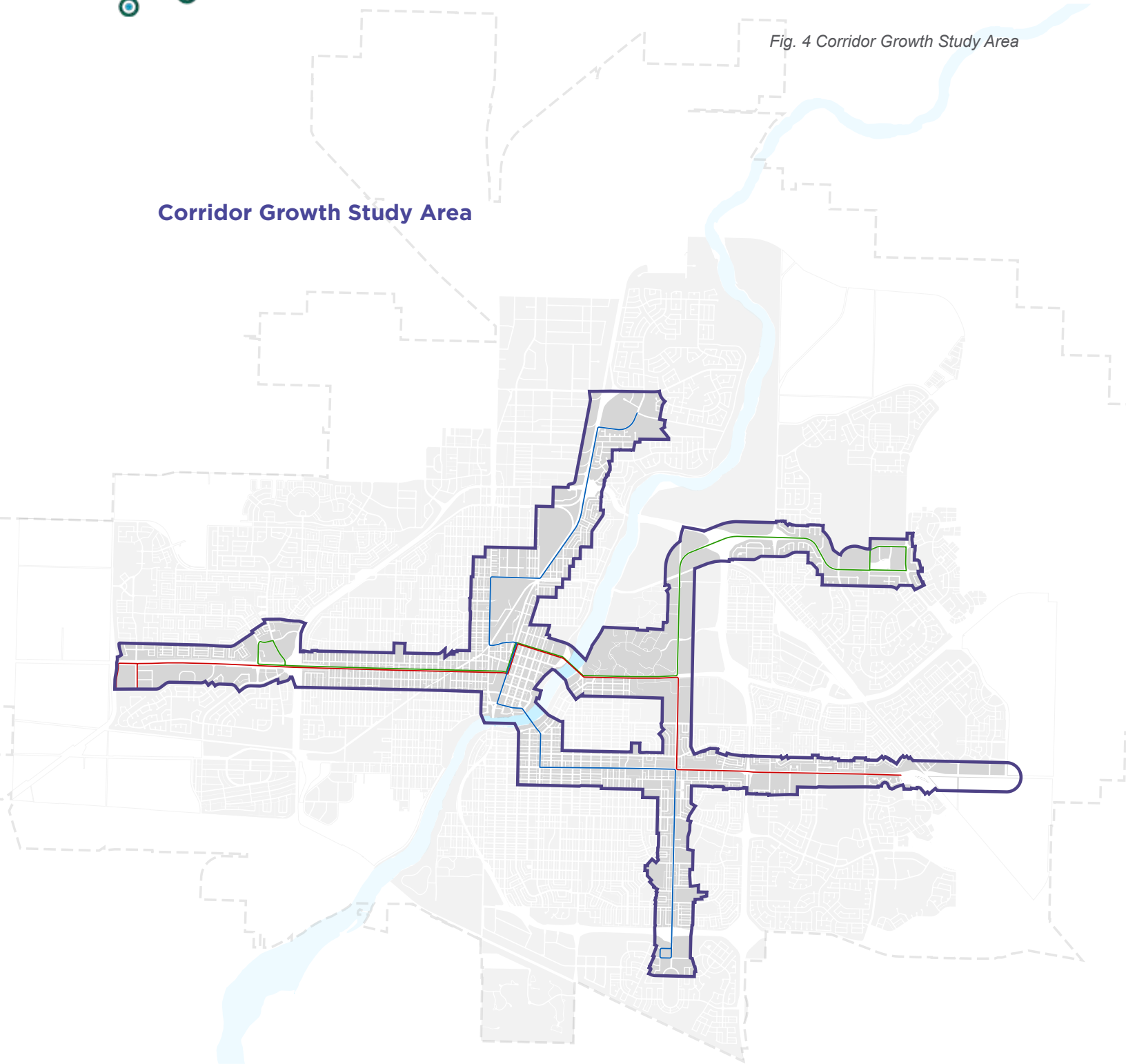
#### ii. CPP Policy Objectives:

- To provide a mix of land uses that provide a balance of employment opportunities along major corridors to address city-wide and adjacent residential neighbourhood employment needs.
- To provide a mix of land uses and densities that support and encourage the use of the Bus Rapid Transit service and multi-modal transportation options.
- To guide the development and evolution of the corridor in a way that incorporates transit-oriented development principles for streetscape, pedestrian, and building design components to create a built form and pedestrian environment that is visually appealing, physically comfortable, safe, universally accessible, and livable on a year-round basis.
- To maximize the use of existing infrastructure and to provide new infrastructure and servicing in a cost effective, sustainable, and efficient manner.



Fig. 4 Corridor Growth Study Area

**Corridor Growth Study Area**



**b. Transit Villages**

Saskatoon has a successful retail environment, but we are still subject to many of the forces and trends that are affecting retail uses in general. As strategic locations within the Corridor Growth Area, large commercial sites represent an opportunity for these sites to - over time - transition to mixed use, transit-oriented communities or ‘villages’.

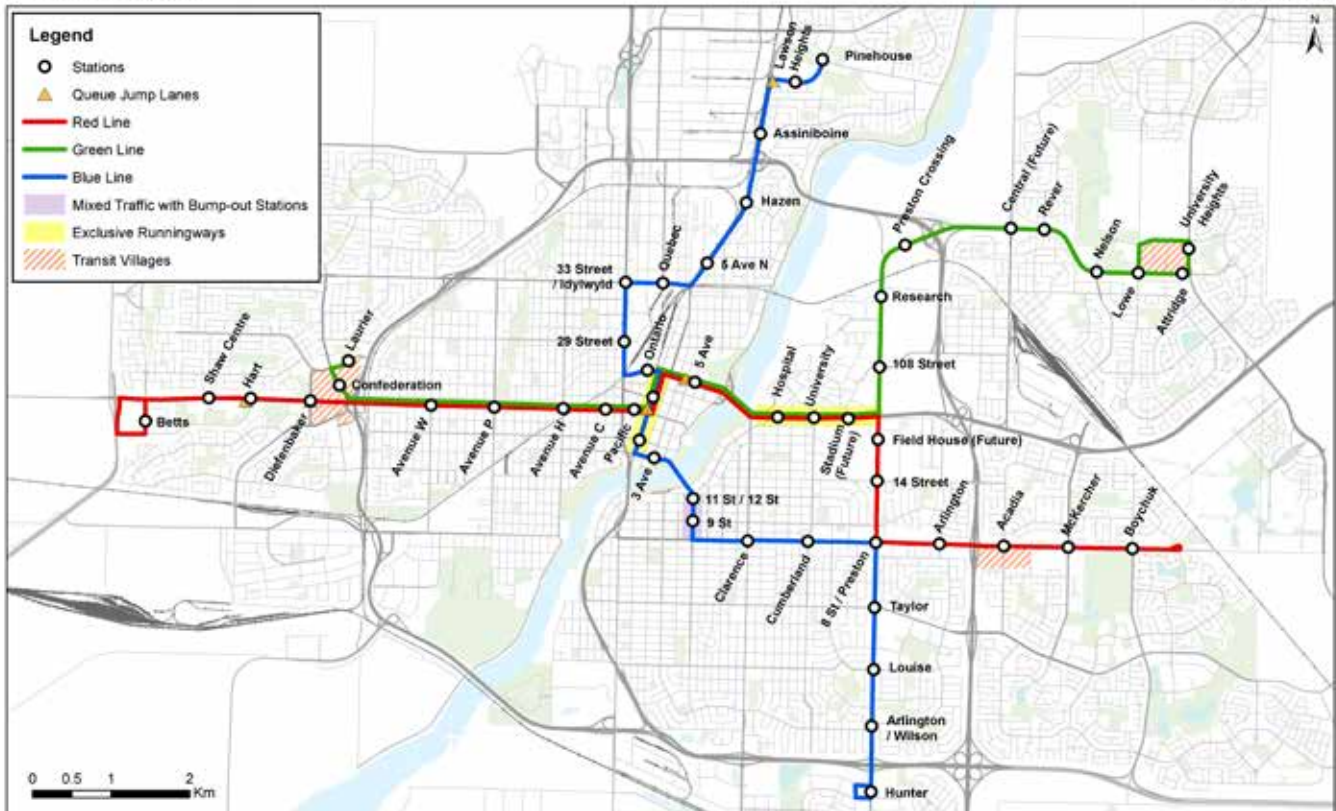
As part of the vision for Corridor Growth, key Transit Village locations were identified at commercial centres throughout the city that offer high potential for major shopping centre redevelopment, adjacent to significant planned Bus Rapid Transit (BRT) stations (Figure 5). In August 2017, a comprehensive planning process was initiated to envision the redevelopment of these Transit Village sites.



Fig. 5 Final BRT Routing and Transit Village Location Map

**Saskatoon BRT**

Approved 2019 April 29



These sites (*Figures 6-8*) were selected in part for their location along the BRT corridors and potential to deliver a high-quality and vibrant hub for local neighbourhoods. To varying degrees, the three Transit Villages—Confederation, Centre Mall, and University Heights—already fulfill that role of being local hubs. They also have significant opportunities to create a vibrant public realm and improved connections to their surrounding neighbourhoods.

In January 2018, workshops were held with landowners, industry experts, business owners, the public and other stakeholders to create design illustrations for how these sites might change in the future. As the retail landscape continues to change, the City will work with the landowners of these sites to help achieve the vision and redevelopment of these sites. To a significant extent, the timing of redevelopment at the Transit Villages will be driven by the market and private interests.

For more information on Transit Villages, please refer to the Transit Villages report prepared by DIALOG Architecture, available on the City of Saskatoon website: [saskatoon.ca/transit-villages](http://saskatoon.ca/transit-villages).

*Fig. 7 The Centre Mall*



*Fig. 6 Confederation Suburban Centre*



*Fig. 8 University Heights Commercial Centre*



## 1.4 Corridor Planning Land Uses

Following the establishment of the Corridor Planning Program in the OCP, work began on developing a long-term implementation framework, the first step of which was to identify a Program Study Area. With the Program focused along the BRT system corridors, a study area boundary of approximately 250m on either side of the corridors was identified.

The next step was to complete a comprehensive review of current conditions along the BRT corridors. Information on current land uses, population data, housing size, types of jobs, existing off-street parking, site access and transportation mode share was collected in order to establish baseline information to track future changes. Full details can be found in the Corridor Growth Existing Conditions report on the [City of Saskatoon website](http://City of Saskatoon website): [saskatoon.ca/corridor-planning](http://saskatoon.ca/corridor-planning).

Through this initial phase (*Figure 9*, the Process Diagram) of the Corridor Planning process, uses within the study area were organized into locations with different characteristics based on future land use, function and form.

### a. Character Areas

**Character Areas** were devised as an engagement tool to help stakeholders and residents understand the potential density and building forms that could be included along the BRT corridors and within the 'transition area' of adjacent neighbourhoods.

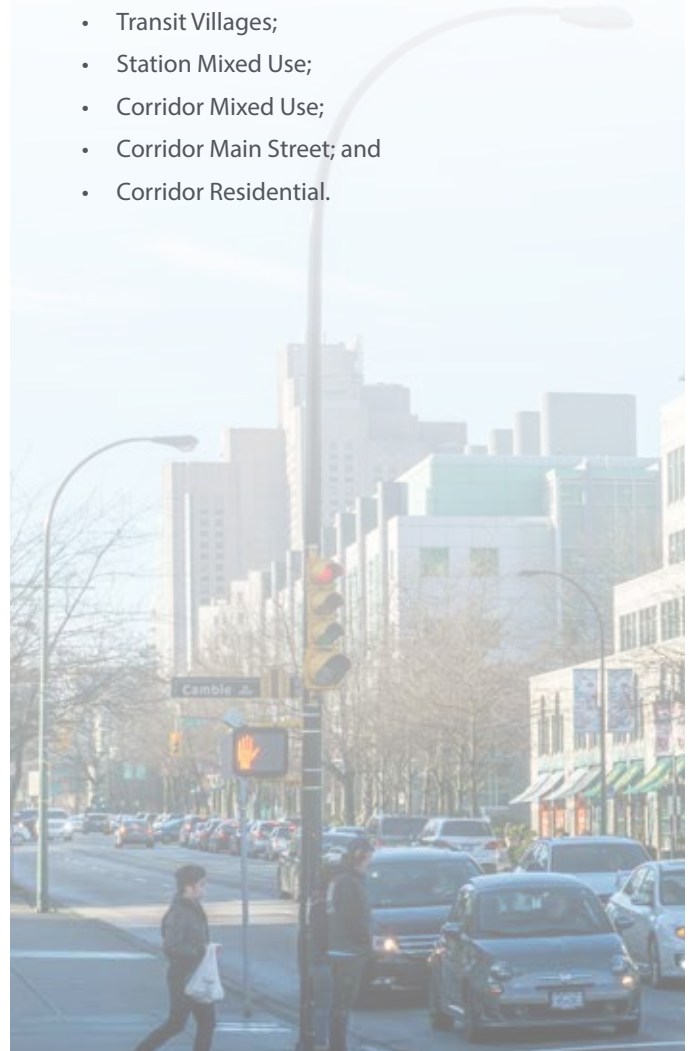
The locations of the character areas incorporate factors such as proximity to BRT stations, right-of-way characteristics, existing land use, adjacent land use and neighbourhood characteristics.

They were the starting point for the development of new land uses that will be incorporated into the Corridor Planning Program.

### b. Corridor Growth Land Use Categories

Building from the Character Area descriptions, the following land use categories further refine the locations, land use mix, proposed densities and building forms. The following land uses are only intended to be used within the Corridor Growth Area:

- Transit Villages;
- Station Mixed Use;
- Corridor Mixed Use;
- Corridor Main Street; and
- Corridor Residential.



Corridor Growth is essential to transforming low-density, auto-centric land uses into vibrant, complete communities that support active transit.

- Growth Plan to Half a Million  
Summary Report, 2016

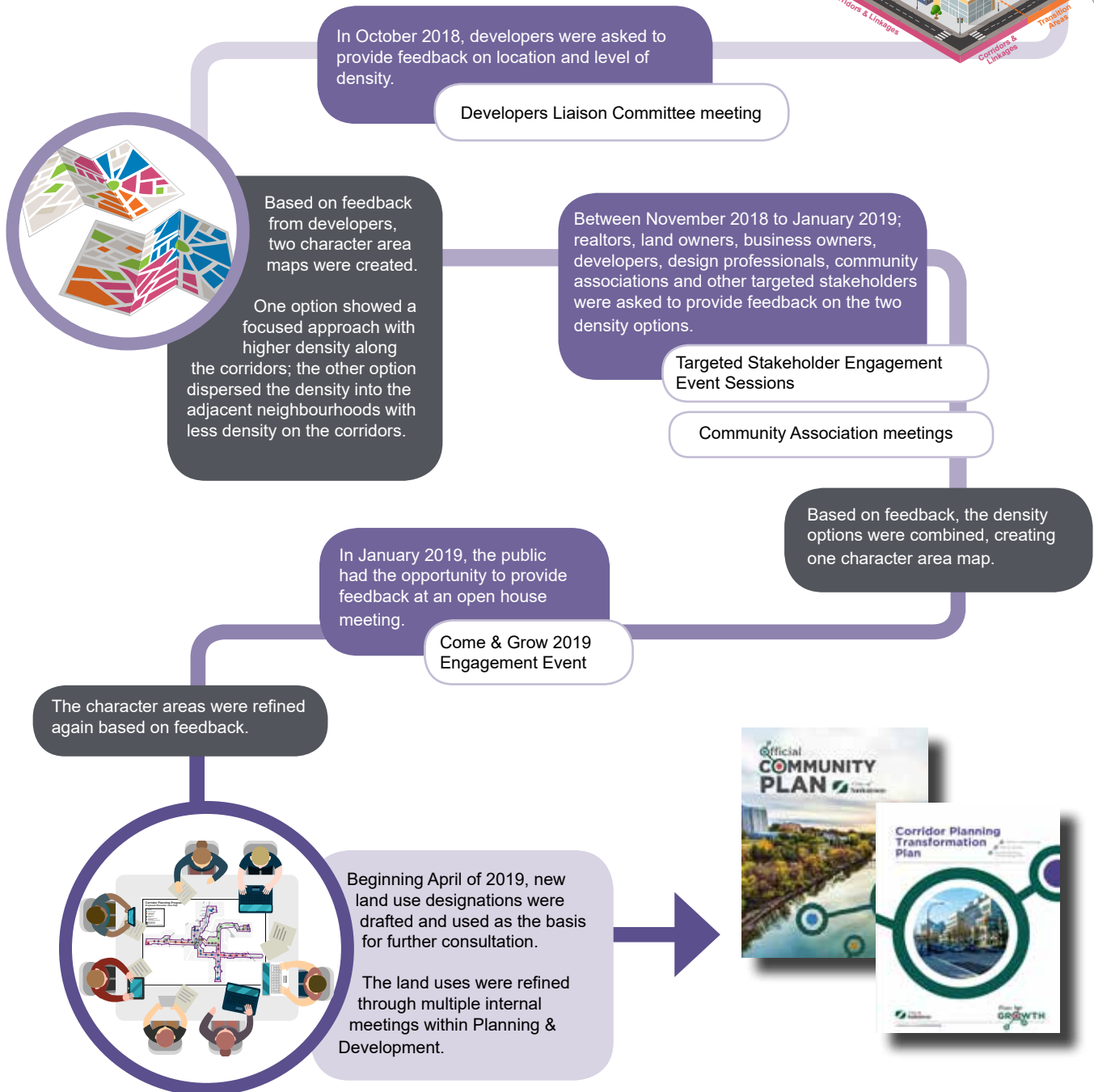
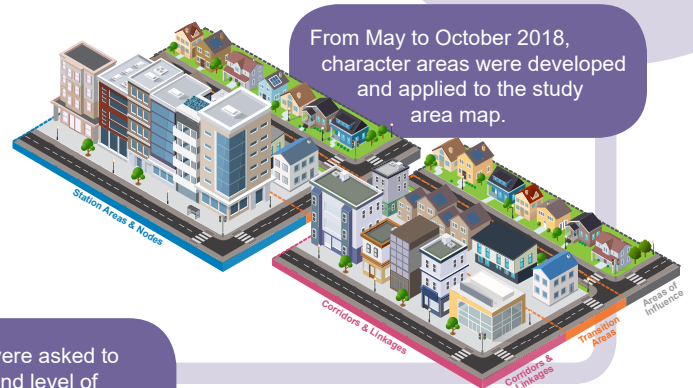
Fig. 9 Process Diagram

## Corridor Land Use Designations Process

The corridor land use designations evolved from the Character Area typologies, which were developed as an engagement tool to discuss the location of density and building form within the Corridor Growth Area.

Character area maps and descriptions evolved based on the feedback received through the engagement process from May 2018 to January 2019.

The diagram below shows the evolution of the character areas based on engagement events and how these typologies were used to create the corridor land use designations.



*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 Corridor Planning Study Area (identified in Figure 4) has become the Corridor Growth Area (CGA).

The objectives of the Corridor Growth Area are as follows:

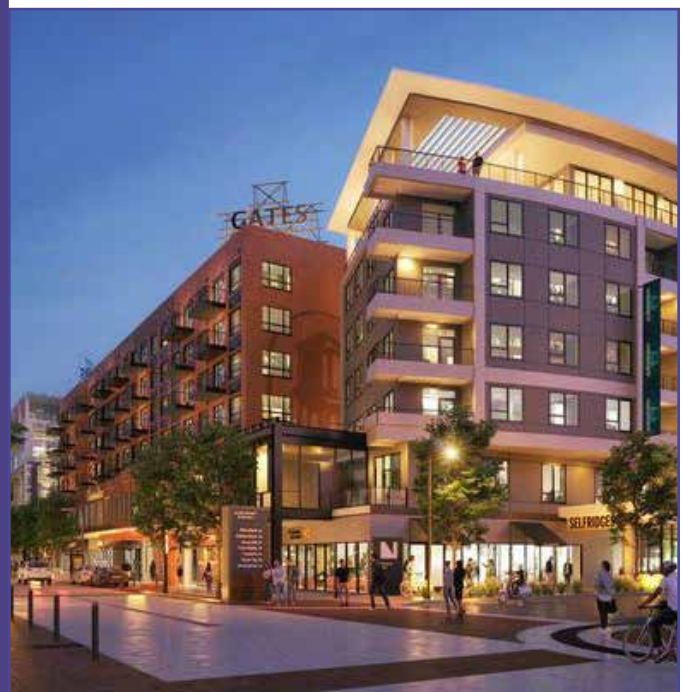
- To provide a moderate scale and intensity of land uses that supports the Downtown as the primary location for corporate office use;
- To create a comfortable, safe, functional and inviting public realm that reflects the unique history and characteristics of adjacent neighbourhoods;
- To focus the greatest development density, mix of uses, and intensity of activity occurring within the CGA at key BRT stations;
- To encourage medium density development opportunities along the corridors;
- To incorporate four-season elements into the design and construction of new buildings and public spaces;
- To ensure a sensitive transition of development densities from the BRT corridor into existing adjacent lower-density neighbourhoods;
- To conserve historic commercial elements within the Corridor Growth Area that provide examples of a development scale and building typology that are supportive of the intent of the Corridor Growth objectives of the Growth Plan; and
- To integrate with the Active Transportation Plan and multi-modal transportation options over the long-term.

*ii. Transit Villages:*

Transit Villages have the potential for a mixture of medium to high density residential, commercial, institutional and recreational uses, located in strategic locations along the Bus Rapid Transit network. They are intended to enable locations within the CGA with sufficient area and access, the opportunity to re-imagine sites to enable greater densities, mix of uses and building forms than would otherwise be possible within the Corridor Growth Area.

The objectives of Transit Villages are:

- To strengthen the long term success of existing and future large commercial areas in a changing retail environment;
- To work toward meeting the infill targets of the Growth Plan and find opportunities for affordable housing;
- To support BRT ridership and reduce vehicle dependency within the Corridor Growth Area; and,
- To support the establishment of new mixed-use developments by incorporating a range of commercial and open space opportunities, as well as publicly accessible, four-season spaces, that support and benefit from their location on the BRT network.



*iii. Station Mixed Use:*

**Station Mixed Use** areas are located along the CGA corridors, typically within 50 metres of a BRT station and are intended to provide a broad mix of uses in medium-density buildings that incorporate Transit Oriented Development principles, to serve both transit users and residents in adjacent neighbourhoods.

The objectives of Station Mixed Use areas are:

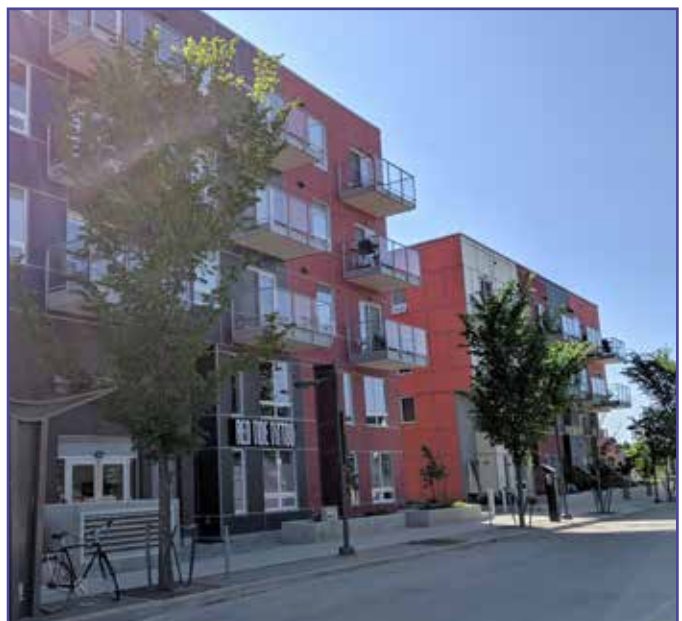
- To provide employment, commercial services, residential, community services, institutional services and/or other opportunities that serve the traveling public and the adjoining neighbourhoods;
- To function as hubs of activity that serve as community connection points:
  - between at least two and often up to four adjoining neighbourhoods; and
  - to other parts of the city by way of the BRT stations, which are prominent elements of the streetscape and a clear reason for high activity in the area; and
- To provide ground-floor commercial and/or community services that support and are supported by the traveling public and residents of nearby neighbourhoods.

*iv. Corridor Mixed Use:*

**Corridor Mixed Use** areas are located along the CGA corridors between Station Mixed Use locations and are intended to provide a mix of uses at a medium density that incorporate Transit Oriented Development principles and are pedestrian-oriented.

The objectives of Corridor Mixed Use areas are:

- To provide a wide range of residential housing options, building typologies and mix of dwelling unit types, sizes and tenures that are compatible with the surrounding neighbourhood characteristics; and
- To provide local employment, commercial services, community services, institutional services and other opportunities oriented toward both the traveling public and adjacent neighbourhoods.



*v. Corridor Main Streets:*

**Corridor Main Street** areas are sections of the CGA corridors that have evolved in conjunction with transit services. They typically contain a built form and public realm that incorporate elements of Transit Oriented Development and can provide some examples of design characteristics that could be considered for other locations within the CGA. The intent of Corridor Main Street areas are to preserve and enhance the character, function, and activity level of historic or significant commercial districts within the Corridor Growth Area.

The objectives of Corridor Main Street areas are:

- To provide employment, commercial services, residential, community services, institutional services and/or other opportunities oriented toward both the traveling public and the adjoining neighbourhoods;
- To provide a highly walkable, unique urban district of moderate density focused on a central historic street with pedestrian-scaled building façades and attractive public realm design; and
- To enhance the existing built form and urban fabric of these commercial areas to support multi-modal transportation options.

*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.

The objectives of Corridor Residential areas are:

- 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.

Figure 10 on the following page summarizes the transition of the Character Areas into the new Corridor land uses.





Fig. 10 Character Area Transition into Land Uses

## CHARACTER AREAS



## CORRIDOR LAND USE DESIGNATIONS

### 1.5 Corridor Visualization

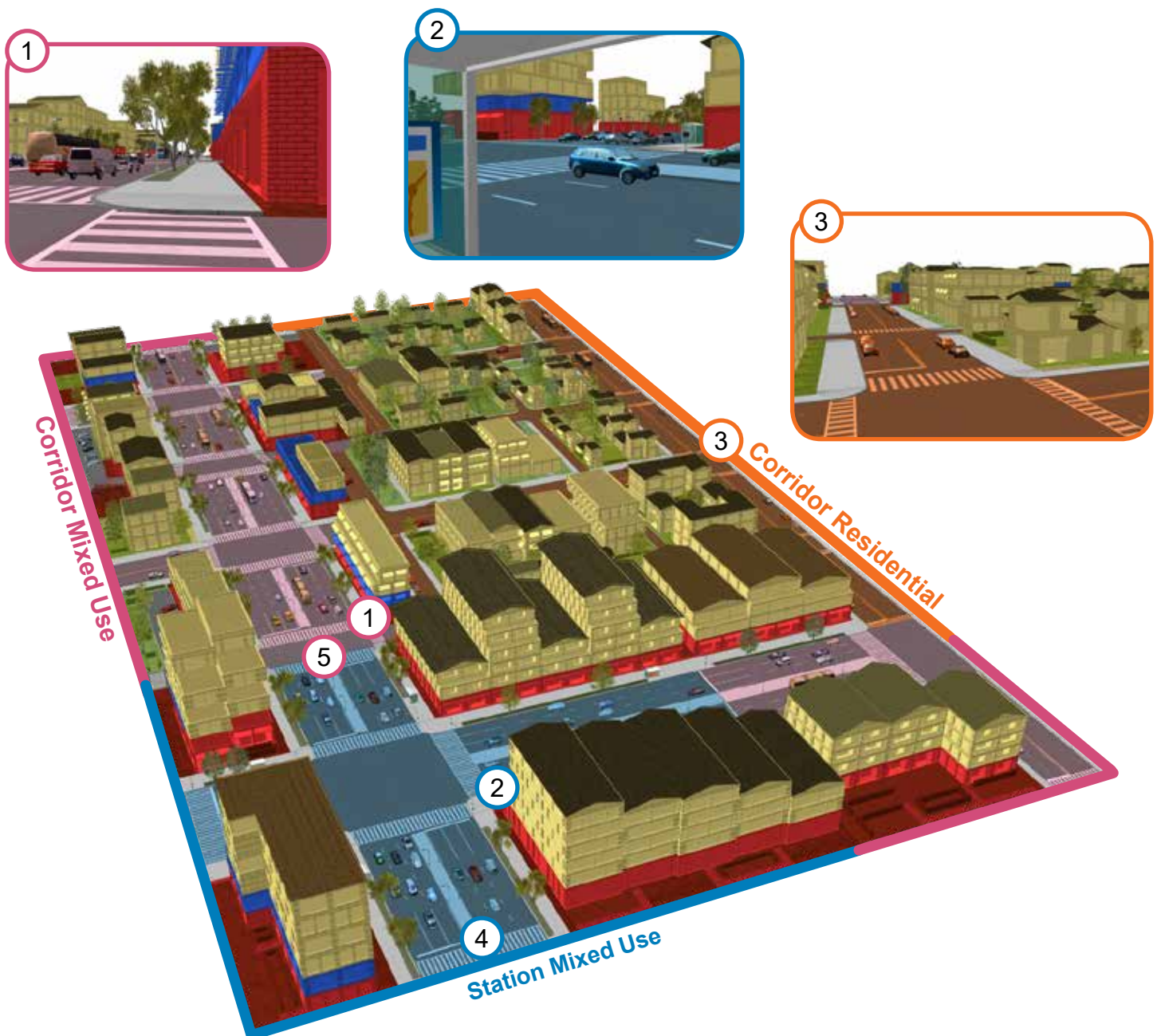
#### a. Land Use Transition Model

Figure 11 is a 3D visualization of the transition between Station Mixed Use, Corridor Mixed Use and Corridor Residential. The buildings demonstrate potential building heights and massing and land use mix (commercial, office residential). This model is only for visualization purposes.

For reference on Figures 11:

- Floors are colour-coded based on use: yellow for residential, red for commercial and blue for office.
- Building heights are six storeys on average around BRT stations and three to four storeys along the corridors.

Fig. 11 Transition Visualization Models





Station Mixed Use



Corridor Mixed Use



Corridor Residential



**b. Corridor 3D Model**

The following series of diagrams (*Figures 12-14*) provide examples of how the Corridor Growth Area could evolve if future development followed the proposed land use categories and anticipated building heights and densities. They are intended only for conceptual visualization and not to reflect any specific development priorities or projects.

Figure 12-14 are the current built form and conceptual future build out of the following corridors:

- 22nd Street
- Attridge and the University Heights Transit Village
- 8th Street and Preston

For reference on Figures 12-14:

- Floors are colour-coded based on use: yellow for residential, red for commercial and blue for office.
- Building heights are six storeys on average around BRT stations and three to four storeys along the corridors.
- Circled locations represent BRT Station Locations.

*Fig.12 22nd Street Corridor*



Fig. 13 University Heights



Fig. 14 8th Street and Preston





## CHAPTER 2 - GUIDING PRINCIPLES



## 2. CORRIDOR GROWTH GUIDING PRINCIPLES

The following series of Guiding Principles have been prepared to help future growth and development adhere to the intentions of Corridor Growth, while enabling a degree of flexibility and responsiveness to the real estate market to occur. These Principles will serve as the foundation for future Corridor Plans and used to guide and evaluate development proposals within the Corridor Growth Area where a Corridor Plan has not yet been prepared.

**The Guiding Principles have been organized into the following categories:**

- 1: Transit Oriented Development Principles
- 2: Corridor Growth Land Use Principles
- 3: Transit Villages Principles
- 4: Public Realm Principles

### 2.1 Transit Oriented Development Principles

Transit Oriented Development is a central component of the Growth Plan and Corridor Growth, providing a framework to guide development within the Corridor Growth Area and recognizes the important relationship between land use and transportation planning. Integrating land use and transportation, especially transit, is an important theme in both the Growth Plan and the Official Community Plan.

To be successful, Transit Oriented Development should provide a high quality and livable urban environment that is functional and attractive, supports new employment and residential opportunities and integrates with existing adjacent neighbourhoods. It is generally described as higher density, mixed use, human-scale development, with an emphasis on providing access to frequent transit services and facilities and a range of transportation choices.

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:

1. Streets are to be designed to be welcoming for all users and include universally accessible components and accommodate a variety of transportation modes.
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.
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.
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.
5. A high-quality, accessible public realm should be established by creating destinations for pedestrians to gather and linger through the use of landscaping, lighting, and street furniture.
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.





## 2.2. Corridor Growth Land Use Principles

The OCP policy objectives outlined in Chapter 1 provide direction for the future land use mix within the Corridor Growth Area (*Figure 4*). Much of this currently contains a general mix of commercial, office and institutional uses with opportunities to expand residential uses and local employment opportunities in several areas. An increase of residential units is among the most important objectives of the Corridor Planning Program, in order to achieve the corridor infill growth target of 15 per cent, or 22,000 new dwelling units over the long-term.

The following Land Use Principles will direct the review of future development proposals within the CGA and be incorporated into future activities:

1. A diversity of residential dwelling unit sizes, building forms and tenures are a central component of the CGA.
2. A balanced mix of employment opportunities that address both city-wide and local employment needs is necessary, while recognizing that the Downtown is the primary location for corporate offices, major employment centres and destination retail facilities.
3. Land uses should serve users of the Bus Rapid Transit system, multi-modal transportation options and residents of adjacent neighbourhoods.
4. New development should contribute to the creation of a built environment and public realm that is visually appealing, physically comfortable, safe, universally accessible and livable on a year-round basis.
5. Existing large parking areas, or portions thereof, should be redeveloped to new uses that contribute to a balanced mix of land uses and that work toward achieving the residential infill targets outlined in the Growth Plan.
6. New developments should make effective use of the existing infrastructure and capacities and when required provide for infrastructure and servicing needs in a cost-effective, sustainable and efficient manner promoting storm water infiltration, to assist in the long-term maintenance of the City's waste management infrastructure and facilities.
7. The use of renewable energy sources, sustainable building technologies, materials and practices to help reduce energy consumption and greenhouse gas emissions is encouraged for new development within the CGA.





### 2.3 Transit Villages Principles

Transit Villages are vibrant, mixed-use locations where housing, shopping, entertainment and other services will be located within a convenient walking distance to Saskatoon's BRT system. They incorporate TOD Principles but due to the scale of existing locations and the development opportunities they contain, additional planning principles were created. The suite of principles reflect the larger, regional role these areas serve as well as the opportunity to incorporate integrated public open spaces and community amenities.

The following Principles will guide the development of Transit Villages within the Corridor Growth Area and the Corridor Planning Program:

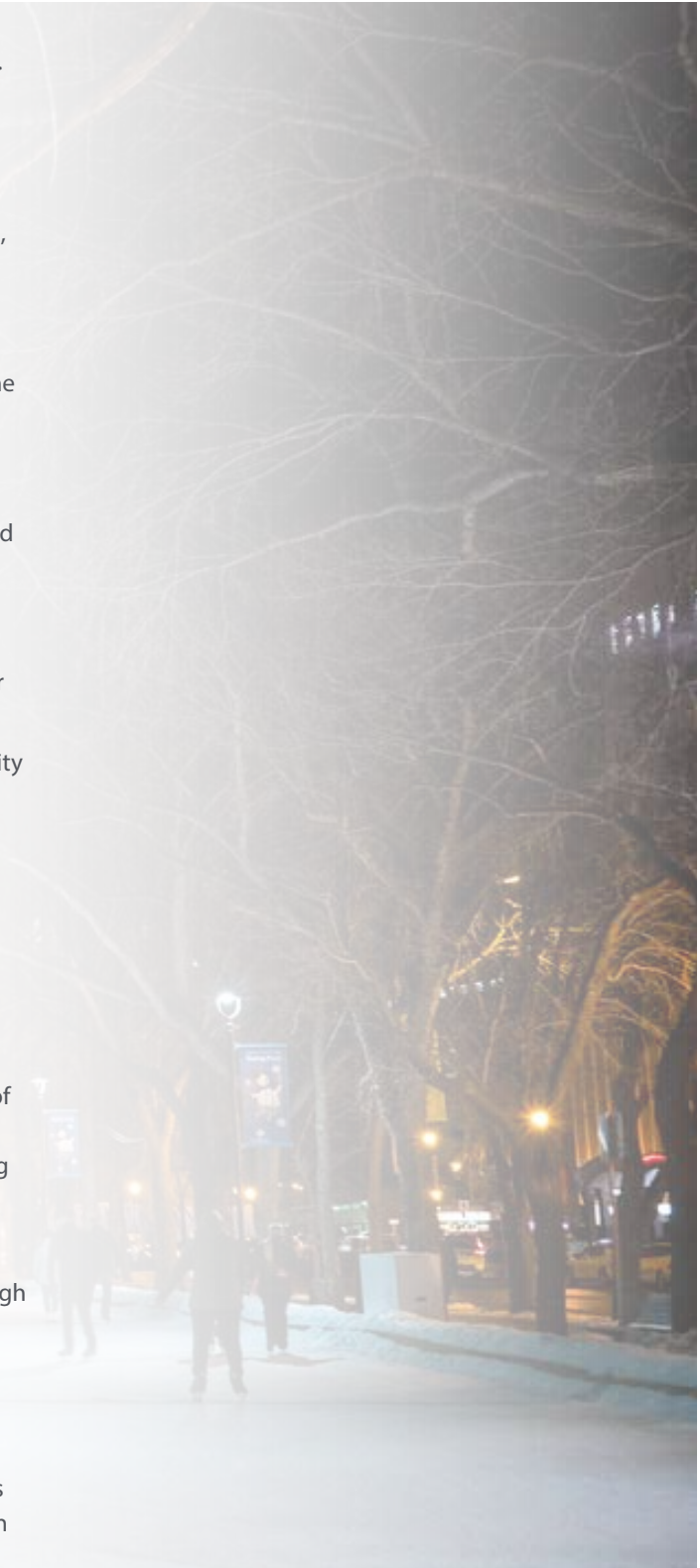
1. Create vibrant community hubs and destinations by enabling a mix of land uses that include a range of commercial uses and medium density residential developments to reinforce gateways to the site and establish a population base that can bring vibrancy to the site.
2. Plan for public parks and open spaces that cater to a wide range of needs for the corridors and the surrounding neighbourhoods by including spaces for social gathering and passive and active recreation opportunities.
3. Encourage design excellence and an animated and welcoming sense of place throughout the year, in the overall site design for each Transit Village.
4. Encourage the use of renewable energy sources, sustainable building technologies, materials and practices to help reduce energy consumption and greenhouse gas emissions.
5. Design for a walkable, multi-modal network by establishing connections to surrounding neighbourhoods through a new internal street network, including a central 'main street' with active, at-grade retail frontages supported by office and residential uses above.

## 2.4 Public Realm Principles

The public realm is the everyday space that is accessible to all. It is a critical component of creating vibrant urban environments along the corridors that are visually appealing, physically comfortable, safe, universally accessible and livable on a year-round basis. The public realm is built through a combination of furniture, paving materials, plantings, lighting, signage and public art that combine to create a sense of identity and local ownership of place.

The following Principles will guide the development of the public realm within the CGA. They will be incorporated into the Corridor Planning Program to identify opportunities to integrate local identities into the design components of the public realm:

1. Create attractive, comfortable and safe public corridors and places that contribute to the vitality and livability of the Corridor Growth Area.
2. Encourage buildings with active frontages to support and animate the public realm at key locations within the Corridor Growth Area.
3. Seek opportunities to enhance local access and connectivity throughout the CGA and into adjacent neighbourhoods.
4. Seek opportunities for new open space and park locations throughout the CGA to support the anticipated increase in residential population and employment opportunities by providing spaces to accommodate a range of uses and recreational activities.
5. Incorporate design elements that recognize the unique characteristics of Saskatoon's neighbourhoods by including public realm design elements and motifs that are reflective of local neighbourhood characteristics, culture and history and that also incorporate Reconciliation actions into the planning and design of public spaces.
6. Create a high-quality public realm by:
  - a. Incorporating a range of building materials, that are high quality and low-maintenance;
  - b. Incorporating native and other drought-tolerant trees and other plant species that are low-maintenance and adapted to Saskatoon's climate; and,
  - c. Integrating four-season design elements and strategies into the placement of new buildings that contribute to an enhanced public realm.





# CHAPTER 3 - DESIGN GUIDELINES



### 3. CORRIDOR GROWTH DESIGN GUIDELINES

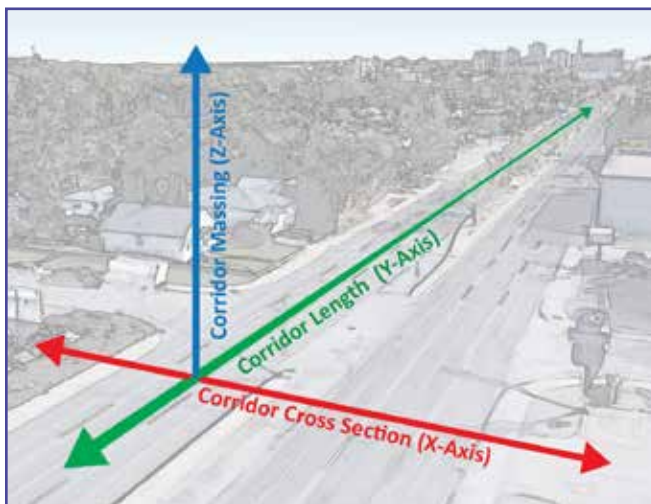
To support the **Guiding Principles** outlined in Chapter 2, a series of guidelines focused on the built environment, public realm and open spaces have been developed. They are intended to provide an additional layer of information and examples for growth and development within the Corridor Growth Area and will be used as part of the supporting information in the Corridor Planning Program.

#### 3.1 Spatial Configuration - Corridor Cross Sections

There are many factors that contribute to the way a street is experienced and to how attractive it is for pedestrians and cyclists. Streetscapes are three-dimensional spaces with key design considerations that can be considered along each axis, but must work together in order to be successful.

The following section breaks down the major design recommendations for development and public realm components based on their spatial orientation, into the categories of Corridor Cross Streets (X-Axis), Corridor Length (Y-Axis), and Corridor Massing and Street Proportion (Z-Axis).

Fig. 15 Spatial Organization Diagram



In addition to these physical axes, the dimension of time is essential to consider. Time-of-day, season, and life-cycle, demographics, history, and culture are all added dimensions to be considered in the physical design of the corridor. While breaking these concepts down is helpful for understanding

and planning, it is the effective integration of these opportunities that will create a successful, multidimensional city moving into the future.

#### a. X Axis – Cross Streets

Cross streets are an important organizing element of the Corridor Growth Area street network, providing access into adjacent neighbourhoods and a sense of overall ‘connectivity’ to the built environment. The width and organization of the traffic lanes, sidewalks, boulevards, planting areas and the distance between buildings shape a pedestrian’s feelings of safety, comfort and the desirability of streetscape environment.

#### b. Y Axis – Corridor Length

The major design considerations along the corridors relate to connectivity and variety. As you travel down the corridor the frequency of access points from adjacent neighborhoods (perpendicular streets and pathways) and convenient crossing points (controlled intersections) contribute to the walkability of a corridor along its Y-axis. Short block lengths and strong pedestrian connections into adjacent areas are essential components of Transit Oriented Development.

Similarly, buildings that provide frequent entry points along their frontages create more accessible streetscapes, encourage pedestrian activity and improve safety. Entryways, windows, and visual variety in building frontages provide interest that encourages pedestrians to move along the street (Y-axis) and reduces the perception of distance along the corridor, thereby increasing the desirability of walking.

#### c. Z Axis – Building Massing & Street Proportion

Building massing and street proportions are a complex issue, combining considerations of density, development profitability, land-use, site size, street type and neighbouring built form. Street proportions and the built and natural elements that help establish it, also require attention in order to create an inviting, safe and comfortable public realm.

### 3.2 Built Environment Design Components

To create highly livable urban places that are compact, mixed use, and transit oriented, the existing, predominantly auto-oriented corridors will need to shift gradually toward a pedestrian-friendly design. Changes in the types, forms, and densities of private development will achieve the City's Growth Plan goals, while also playing a major role in improving the experience of the public realm.

The following Built Environment Guidelines are categorized into various components of the built environment and are intended to provide examples to support the Principles outlined in Chapter 2. (Unless otherwise stated, images and diagrams in this section are from the TOD Guidelines prepared as part of the Growth Plan by Perkins + Will Architecture).



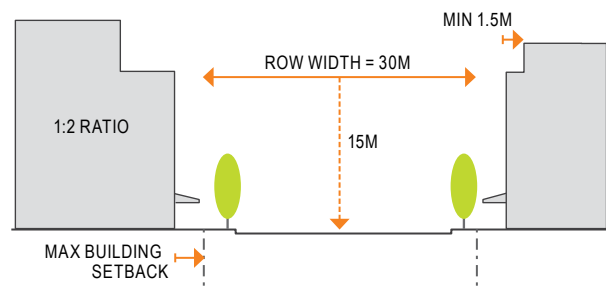
#### a. Street Proportion and Building Placement

A strong street enclosure is a vital element in creating places that are comfortable for pedestrians. Spaces that lack visual enclosure can feel unwelcoming and daunting. Building height helps define how people respond to the 'walls' of the street. There are a range of options for building heights in relationship to right-of-way widths, which can be considered in future Corridor Plans.

The following Street Proportion Guidelines are intended to help place and design buildings to frame the public realm within the Corridor Growth Area:

- Encourage an approximate building height to street right-of-way (ROW) ratio of 1:2 to ensure a comfortable pedestrian scale.
- Minimize the distance buildings are set back from the street to create a sense of enclosure and pedestrian comfort.
- Develop a consistent street wall of 3-6 stories (depending on ROW width) along transit corridors.
- In locations directly fronting a corridor, minimum front yard setbacks should be established to enable a more comfortable pedestrian realm. Step taller buildings back above the third storey by a minimum of 1.5m.
- Where wide street right-of-way widths are unavoidable, use street trees and boulevards to bring a pedestrian scale to the street.
- Buildings with residential uses on the main floor should generally have greater separations through elevation, setback distance, or screening.
- Properties adjacent to a lane should incorporate edge treatment elements such as landscaping.

Fig. 16 Street Proportion



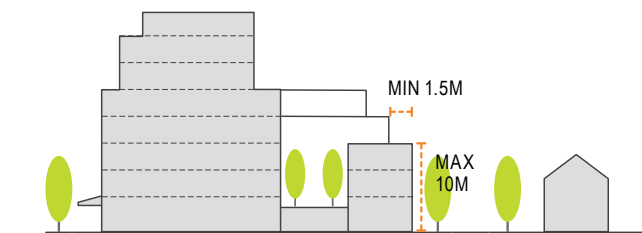
### b. Building Massing

Building massing refers to the overall space that a building encompasses and is an important consideration within the Corridor Growth Area.

The following Building Massing Guidelines are intended to help reduce the visual impact of larger developments on neighbouring properties and provide a sensitive transition into adjacent neighbourhoods:

- Create a gradual transition in building height to existing single-family neighbourhoods. This can be achieved through building step backs and maximum building planes from the rear property lines.
- Where lot dimensions allow, smaller scale residential buildings in the form of townhouses or other compatible building forms are encouraged as a way to activate and enhance the lane.
- Site and design buildings to minimize shading and wind tunnelling effects on plazas, pocket parks, play areas or private outdoor spaces.
- Respond to topography by stepping down building forms to follow the slope where necessary.
- Long, horizontally-oriented monotonous exterior walls are to be avoided. In cases where the scale and massing of a building is unavoidable, mitigate their effect by breaking down large masses by varying façade heights and rooflines or other architectural elements.
- Locate taller building forms along major corridors and at important corner sites.

Fig. 17 Building Massing



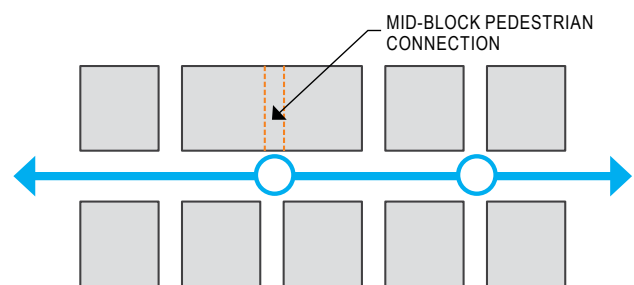
### c. Connectivity

Controlled crossings are essential to safe pedestrian movement as a result of high speeds and wide crossing distances along much of the corridor. There are areas within the Corridor Growth Area where the distance between controlled crossings exceed 500m, which can contribute to jaywalking activities, putting pedestrians at risk. Different distances between crossings can be appropriate for different land uses and built forms, but regular and safe crossings are essential to a successful public realm.

The following Connectivity Guidelines are intended to support the provision of comfortable pedestrian and cycling connections to key amenities and destinations within the Corridor Growth Area:

- Provide mid-block pedestrian connections where block lengths or controlled pedestrian crossings exceed 200m.
- Design attractive building and landscape interfaces at laneways and side streets to create a more welcoming bike and pedestrian network.
- The safety and accessibility of crossings can be improved by design interventions such as reduced corner curb radii, centre median crossing islands, enhanced crosswalk markings, improved pedestrian ramp alignment, and longer and better synchronized walk-light times.

Fig. 18 Pedestrian Connectivity





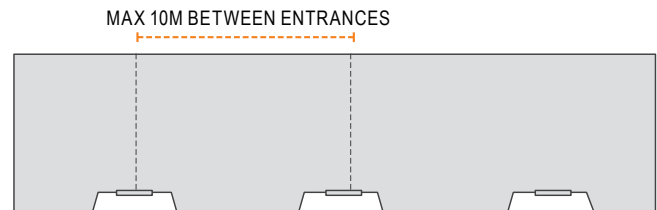
#### d. Active Frontages

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.

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:

- Buildings and their primary entrances should have active frontages.
- Buildings on corner sites should incorporate elements of active frontages on both facades that face a street.
- Primary building entrances, windows and balconies should be located to overlook public streets, sidewalks, and open spaces.
- A high degree of visibility through windows and/or doors is appropriate for all ground floor uses. Minimum glazing requirements for the ground floors of buildings could be considered as part of each future Corridor Plan.
- Recess building entrances (while maintaining sight lines) to provide door swings, weather protection, and to emphasize building entrance.
- 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.
- 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.
- To create a sense of separation from the street and area of 'semi-private' space, residential units should be raised above ground level by a minimum of one metre.
- Break up long building frontages by integrating courtyards and/or recessed areas.

*Fig. 19 Building Entrance Spacing*



source: Transit Villages Report

**e. Building and Site Access**

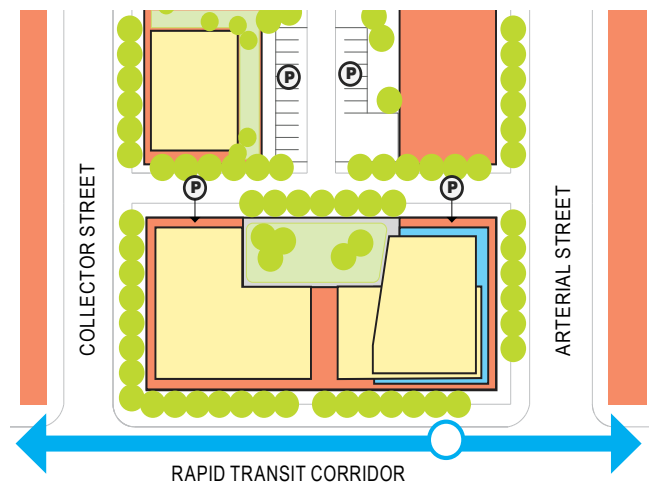
New development should accommodate access from multiple modes of transportation, primarily walking and transit users, as well as bicycle and automobile users. Similarly, the location of building elements related to service access, mechanical equipment and utilities need to be carefully designed to ensure functionality while minimizing adverse impacts to the pedestrian realm.

The following Building and Site Access Guidelines are intended to provide direction on access and egress locations and conditions.

- Primary building entrances should be visible from the street and incorporate entry features that encourage interaction with the street.
- Buildings should provide at least one entry close to and oriented towards the sidewalk.
- Buildings should be located and oriented to maximize convenience of customers arriving from transit stops and public sidewalks.
- Parking should be placed on the interior of blocks, behind buildings, or below ground to reduce its visual prominence, to reduce the potential for pedestrian/vehicle conflicts, and to support a more pedestrian-focused environment.
- Driveways should not be located between a building and a public street except when it provides direct access to parking within a building.
- Buildings with front façades greater than 35 metres wide should provide more than one entry.
- For multi-unit residential buildings, it is recommended that ground-floor units have direct access from the fronting street.
- In mixed-use buildings, residential and commercial entries should be differentiated but share a common underground parking and/or loading areas.
- To maintain a continuous uninterrupted sidewalk by minimizing driveway access, consolidate vehicular access points serving adjacent sites, thus minimizing curb cuts along the public streets.
- Provide direct, safe pedestrian access through parking lots.

- Parking areas should include landscaping components that improve visual and environmental quality.
- Provide clear signage and visual lines of sight to parking and loading area entrances for pedestrians and drivers.

*Fig. 20 Parking Location*



source: Stock Image

### f. Sustainability

The integration of sustainable building technologies, materials and practices is an important consideration for the long-term growth and maintenance of the Corridor Growth Area. The following Sustainability Guidelines are intended to leverage Transit Oriented Development opportunities to support a broad range of sustainability goals related to energy, ecosystems and the urban heat island effect while creating high quality, livable urban environments:

- Enhance habitat, biodiversity and ecosystem processes through use of landscaped areas, including pocket parks, green roofs and private outdoor spaces that include native and drought-tolerant plant selections.
- Reduce demands on stormwater infrastructure by using low-impact development techniques, including maximizing infiltration in landscaped areas, installing infiltration devices and incorporating rainwater storage tanks on development sites with limited infiltration opportunities.
- Incorporate green roofs where appropriate to help absorb stormwater, improve thermal efficiency and provide additional amenity space for residents of higher density developments.
- Reduce demands on water infrastructure by installing water efficient fixtures and recycling waste water where possible (such as reusing greywater for landscape irrigation).
- Use shading devices, passive solar energy strategies and efficient mechanical systems to mitigate building energy use, particularly for taller buildings that cannot be shaded by adjacent plantings.



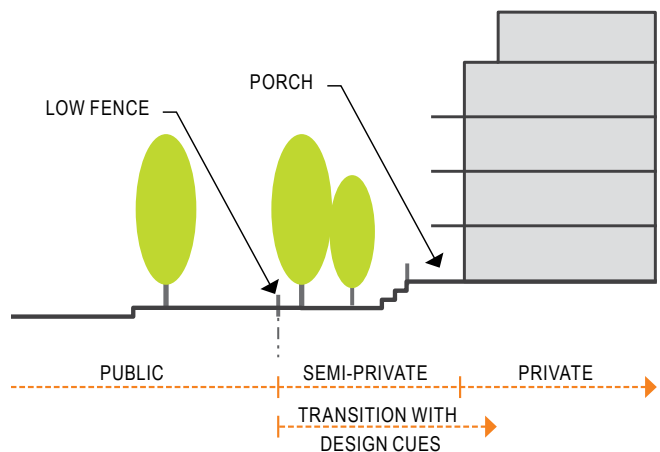
### g. Safety and Security

Safety and the feeling of security is an essential component of a well-designed built environment. If pedestrians and other users don't feel safe at all times of day and year, there will be less likelihood of the street being an inviting and animated place.

The following Safety and Security Guidelines incorporate Crime Prevention Through Environmental Design (CPTED) elements to create safe and comfortable places for people to enjoy:

- Orient buildings to ensure "eyes on the street" with the placement of windows, balconies and street level uses that allows for casual surveillance of parks and open spaces.
- Design entrances and exits so they are easily identifiable and clearly visible.
- Design the built environment using materials and fittings that will hold up to heavy use by the public.
- Define ownership and intended use through obvious design cues such as low fencing, benches and paving patterns/materials.
- Ensure buildings, parking areas and the surrounding public realm are designed to meet universal access requirements.

Fig. 21 Pedestrian Realm Zones



### 3.3 Public Realm Design Components

There are many factors that contribute to the experience and attractiveness of a street for pedestrians, cyclists and other non-vehicular transportation users. Streetscapes are three-dimensional spaces with important design elements that can be organized into different edges, but must be co-ordinated and aligned in order to be successful. Time-of-day, season, demographics, history, and culture are all additional elements to be considered in the design elements of the public realm.

The following guidelines are intended to support the **Public Realm Guiding Principles** outlined in Chapter 2 by providing additional information and examples on elements that contribute to a safe, attractive and accessible built environment.

#### a. Corridor Identity

Corridors can celebrate what makes individual neighbourhoods unique while also creating a larger identity based on what several neighbourhoods and the entire city have in common. The public realm in these locations has the potential to both strengthen a wider Saskatoon identity and to bring adjacent neighbourhoods together, creating strong community and sense of ownership. Future Corridor Plans will incorporate significant community engagement and collaboration and will enable the unique characteristics and features of neighbourhoods adjacent to the Corridor Growth Area to be incorporated into future Corridor Plans.



**b. Street Furniture & Hardscaping**

Furniture and hardscaping can create a sense of identity and place through differences in style, motif, and materiality. High quality, affordable and low maintenance materials and plantings will be essential to making these streetscapes sustainable over time. Deterioration resistant metals and woods that don't require regular finishing, plantings that are drought and salt resistant, and simple signage are all key design considerations.

The following are examples of how a similar materials palette can be used to create different aesthetic effects.



**c. Street Trees & Plantings**

Trees provide shade, a sense of enclosure, wind protection, and air quality improvements and can be an effective component to creating a public realm and street proportion that is comfortable and attractive. A diversity of planting species as well as improved growing conditions will be essential to reducing stress on street trees and preparing them to withstand climactic and other environmental pressures.



Ground covers and native grass plantings also provide enhanced streetscape environments and can act as lower maintenance and more sustainable planting material than traditional sod. Native and hardy grass species can provide habitat for beneficial insects and birds and are generally better adapted to the local prairie climate. There may also be opportunities for other alternative landscaping standards and storm water mitigation techniques that may provide additional ecosystem advantages.

#### d. Four Season Design

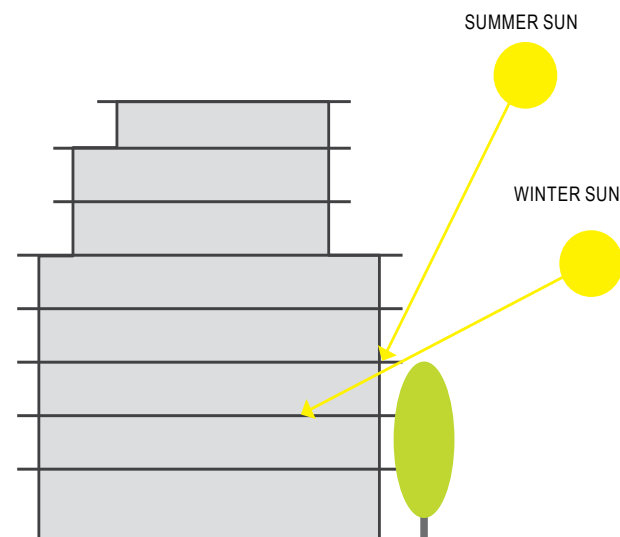
Designing for four seasons can focus on mitigating the extremes of our local climate and on expanding opportunities to enjoy the built environment year-round.

At a high level, in both the public and private realm, four-season design can be organized around the following elements:

**Wind** – Wind is a major factor in the comfort and safety of outdoor activity in all seasons. As density and building heights along the corridors increase, localized wind effects should be considered. Elements such as building step backs, vegetation, awnings, and colonnades can contribute to lessen the impact of wind on the public realm. Prevailing winds (generally from the north and west in Saskatoon) should be considered in open space design where possible.

**Sun** – Sun angle, hours, and intensity are a major factor in the usability of outdoor spaces throughout the year. The urban tree canopy is an ideal tool for managing sun and should be extended and supported in all pedestrian areas along the corridors. Options such as adjusting building heights on the south side of the corridor to ensure sunlit streetscapes during winter should be considered as well as expanded setback on the north side to take advantage of winter sunshine.

Fig. 22 Passive Solar Design

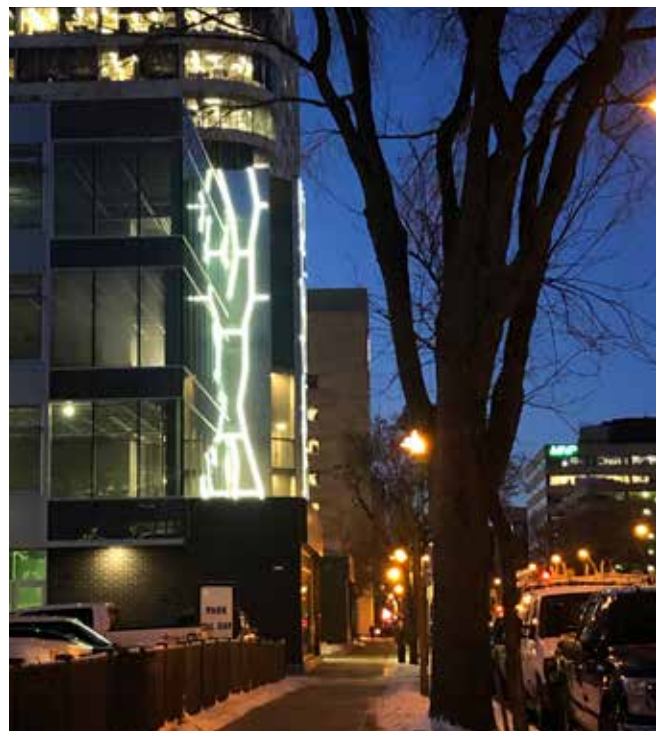


**Colour and Materiality** –The built environment should incorporate a variety of materials and colour palettes to enliven the times of year when tree and plant foliage is not on display. The use of insulating materials such as wood can extend the comfort of seating and other surfaces into extreme temperatures.

**Lighting** - The reduced hours of sunlight in winter can be an opportunity for creative lighting that can be appreciated in the mornings and evenings. Extended hours of darkness also increases the necessity for regular, pedestrian-scale lighting throughout the public realm. Similarly, there may be opportunities to take advantage of the extended hours of sunlight available in the summer, with festivals, activities and services able to extend much later into the evening in unlit areas.

Lighting design should consider the following:

- Pedestrian Scale and Experience;
- Safety;
- Light Pollution; and
- Energy Use.



### 3.4 Open Space Design Components

Access to quality open space is an essential goal of the City of Saskatoon. The Official Community Plan objective for Parks and Recreation Open Space is:

To provide parks and recreation open space sufficient to meet the needs of Saskatoon’s residents, ensuring that these resources are distributed throughout the City in a fair and equitable manner.”

Open spaces also provide ecosystem services such as flood protection, heat island effect reduction, and habitat for local species. Significant infill development along the corridors may put pressure on existing, often aging, greenspace and recreation infrastructure. Consideration needs to be given to ensure that increasing open space needs are identified and monitored, along with options for improving and/or expanding the parks and open spaces within and adjacent to the Corridor Growth Area.



#### a. Open Space Opportunities

There are a range of opportunities for enhancing or creating quality open spaces within the Corridor Growth Area.

##### i. Transit Villages Areas:

Transit Villages are great opportunities for planned greenspace development and may provide space for larger recreation areas to be developed adjacent to existing neighbourhoods. The demonstration plans created as part of the Transit Villages Report explores providing open spaces in very dense infill conditions.



##### ii Neighbourhood Pocket Parks:

There may be opportunities to obtain single or a number of adjacent lots in order to add small open spaces along the corridors or in adjacent neighbourhoods. Pocket parks can be designed to meet a variety of needs for residents and businesses, from play structures for kids, to naturalized areas.



*iii Sidewalk Plazas:*

Some recreation and activation requirements can be best met through very small open spaces that are well integrated into the streetscape. An additional 3 to 5 meters of setback width in key locations could allow space for activations like food truck parking next to a busy transit stop. Even a small area for additional greenspace tucked into the urban environment can foster community connectivity and sense of place.



*iv. Linear Parks:*

The development of linear parks or greenways have become increasingly popular in suburban neighbourhoods in Saskatoon as a way to support passive and recreation opportunities through easy access to green spaces and trail networks. Opportunities to establish new linear parks within the Corridor Growth Area could provide linkages to the existing parks for recreational purposes and to BRT stations for pedestrian and cycling commuters.



**b. Time and Seasonal Considerations**

Daily and seasonal cycles can change how we use the public realm, while life-cycles of materials and maintenance affect the long-term success of these spaces.

The following elements explore some of the ways the time-based design components of the public realm can be considered:

*i. Changing Winters*

Outdoor design and programming will need to consider variable snow and rain, stronger winds and warming average winter temperatures. Winter recreational programs, facilities and activities can be highly dependent on temperature and snowfall and may become increasingly difficult, particularly in open areas. Expanding the coniferous tree canopy or man-made shade structures can catch and protect snow and ice during short winter warming periods and also provide wind and rain protection.





*ii. Changing Summers*

Outdoor recreation areas and enjoyable summer spaces will require more shade and public water to support both physical safety and the desirability of summer activities and festivals. Drought and temperature tolerant plantings will become increasingly important as rainwater may become less reliable. At the same time, irrigation may become more essential to support green infrastructure during periods of drought or unusually high temperatures.



*iii. Changing Spring and Fall*

As climate variability increases, the spring and fall seasons may become more unpredictable with respect to temperature, precipitation and severe storm events. Urban infrastructure and recreation planning will need to address increased issues of intermittent thawing and freezing, flooding, and temperature variation. Design interventions that reduce the impact of short, extreme weather fluctuations will be important to lengthening both summer and winter activities into the shoulder seasons and to take advantage of the opportunities for more outdoor activity during these more temperate times of year.



*iv. Ongoing Activation*

A successful public realm requires not only the creation of desirable, safe, useable open spaces, but also opportunities for informal and programed gatherings and events. There are opportunities to create spaces to accommodate annual, weekly, and/or daily opportunities for community-led activities and events. As development occurs within the Corridor Growth Area, there may be opportunities for organizations and community groups to support the ongoing maintenance and activation of the public realm.





## CHAPTER 4 - IMPLEMENTATION FRAMEWORK



## 4 CORRIDOR GROWTH IMPLEMENTATION FRAMEWORK

The following items are intended to provide direction and clarity on the components required to successfully implement the Corridor Planning Program and other projects that contribute to achieving the goals and objectives of the Corridor Growth initiative. Each is intended to be the subject of further research and analysis, prior to presenting any policy or regulatory options for Council consideration, or inclusion in the Corridor Planning Program.

### 4.1 Corridor Planning Program

The intent of the Corridor Planning Program is to provide a framework within which detailed land use planning activities will occur along the city's major transportation corridors. The land use analysis and preparation of the Principles and Guidelines outlined in this Plan, have been strengthened by the analysis of the infrastructure requirements necessary to achieve the goals of the Growth Plan and Corridor Growth.

Each Corridor Plan is to be developed through a collaborative and consultative process with land owners, neighbourhood residents, local business owners and community and stakeholder groups. The Guiding Principles and Guidelines outlined in Chapters 2 and 3 will serve as the framework for each Corridor Planning process and is intended to provide long-term direction for the Program, while being flexible and responsive to unique neighbourhood characteristics and changing real estate market conditions.

#### a. Corridor Planning Program Process:

- i. Development of a standardized approach and process for corridor plans to provide consistency and clarity to the project scope and anticipated timeline, including the establishment of an internal review group to assist in the evaluation of development applications within the Corridor Growth Area; and
- ii. Preparation of project management tools and templates to enable a consistent approach for Corridor Plans.

#### b. Land Use:

- i. Preparation of new corridor-specific land use designations for the Official Community Plan; and
- ii. Preparation of new zoning districts for each new corridor land use designation.

#### c. Priorities, Sequence & Timelines:

- i. Development of criteria and an analysis framework for determining the priority for Corridor Plan locations, including aligning the sequencing of Corridor Plans with Council priorities and strategic goals, other City projects and/or ongoing programs; and
- ii. Regular updates to City Council on the progress of the Corridor Planning Program, upcoming plan areas and other program information.

#### d. Corridor Parking Standards Review:

With the introduction of the BRT System, it is anticipated that more people will choose to take transit or modes of transportation other than personal vehicles. As a result, the demand for parking within the study area is anticipated to decrease over time, once the BRT System is fully implemented and new infill developments within the CGA have started to occur.

Fig. 23 Percentage of Developed Commercial Land Dedicated to Parking

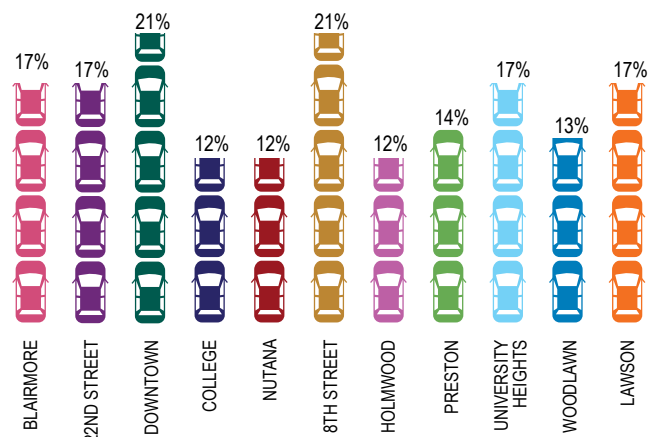


Figure 23 shows the percentage of developed land dedicated to parking. It shows that out of all the developed sites (excluding single use residential sites) within the Study Area, 18 per cent of the land is used for surface parking.

In many locations the demand for these parking spots is not reflective of the number of spaces provided, which often leaves large areas of parking lots empty. Parking lots are often located at the front of the site with the building towards the back. This can create challenges for pedestrian access because they are required to walk through parking lots that do not have direct pathways to the buildings on site.

A review of the current parking standards, including possible reductions to the existing standards, is necessary to ensure that the off-street parking requirements within the Corridor Growth Area reflect the improvements to transit services and are able to:

- effectively address the needs of the full range of potential land uses;
- address site access, parking and drive aisle configuration and dimensions; and
- consider alternative approaches such as shared parking agreements.



**e. Ongoing Operations and Maintenance:**

Improvements to the public realm, such as plantings, street furniture, including on-street waste receptacles, and new parks all create additional ongoing maintenance requirements. Through the preparation of future Corridor Plans, the involvement of a number of City Departments and Divisions, and other organizations will be necessary in order to project and understand the operational and maintenance needs in an improved public realm. Important partnerships and considerations include, but are not limited to:

- **Saskatoon Transit** – Transit will maintain responsibility for the station areas in the future in order to support BRT's operations. Partnership opportunities for operational functions (such as garbage pickup, snow clearing, cleaning, and security) should be considered in order to be efficient and coordinated throughout the corridor.
- **Parks Division** – Trees, plantings, and parks are all maintained by the Parks Divisions and the proposed increases in their mandate need to be coordinated with their capacity planning and resourcing.
- **Roadways and Operations** – Service levels may change significantly for areas with increased density and additional transportation needs. These operational aspects need to be identified and funded.
- **Business Improvement Districts** – Service levels within the BIDS will require ongoing management and may require additional seasonal enhancements, subject to funding and capacity allocations.

#### f. Additional Development Regulations & Guidelines

In addition to the work outlines in section 4.1, the review and creation of new development regulations and guidelines will help enable the forms of development outlined in this Plan to occur. They will also help provide clear direction, a consistent approach and updated technical standards and requirements for land owners and the development industry.

As part of future Corridor Plans, consideration will be given to the legislative tools most suited to the implementation of the Corridor Planning policy framework and to the intent, objectives and Guiding Principles outlined in this Plan.

#### 4.2 Development Financing and Incentives Framework

The City's current development funding models are not oriented to the unique circumstances of infill development. A framework of options and tools to help finance and incentivize development along the corridors is necessary to encourage development that meets the infill objectives of the Growth Plan and the long-term transformational vision outlined in this Plan.

The City will need to develop and implement a funding model for infrastructure to support the unique characteristics of infill land development along the corridors, and potentially other strategic infill areas.

There are a range of tools and incentives that could be implemented to help encourage infill development within the Corridor Growth Area, incorporating the Principles outlined in Chapter 2. To develop a framework, the first step would be to outline a range of tools and options for Council discussion and seek their direction on the desirability of each. Following a comprehensive research and analysis process on each option, a follow up report, or series of reports would then be prepared outlining the recommended components of the Framework.

The following categories will be included in the research and analysis phase of preparing an incentives framework for Council consideration:

**a. Financial Incentives:** direct financial incentives to developers and land owners for new infill development projects within the Corridor Growth Area.

**b. Development Approval Timelines:** timeline and process incentives for the review and approval of development applications within the Corridor Growth Area.

**c. Development Rights:** potential increases in the development 'rights' or opportunities (through defined bonus provisions) within the Corridor Growth Area.





*City of*  
**Saskatoon**

Planning & Development