

Corridor Transformation Plan

ISSUE

The Growth Plan to Half a Million (Growth Plan) established Corridor Growth as a key initiative to help balance future outward growth of the City with infill development opportunities. Specifically, the Growth Plan identifies a target of providing 15% of new residential development, or approximately 22,000 new residential units, along Saskatoon's major corridors.

The Corridor Transformation Plan (Transformation Plan) responds to objectives of the Growth Plan by outlining the long-term principles and guidelines to be incorporated into the Corridor Planning Program (Program).

RECOMMENDATIONS

1. That the Corridor Transformation Plan be endorsed to guide future corridor land use planning activities as the basis for implementing the Corridor Growth Portfolio of the Growth Plan to Half a Million; and
2. That the Corridor Transformation Plan be forwarded to the Municipal Planning Commission for information.

BACKGROUND

The Growth Plan was approved in principle by City Council in April 2016, establishing a new approach for growth in Saskatoon in the coming decades. It also outlined the vision for rebalancing the future growth of Saskatoon through long-term targets of 50% infill and 50% greenfield development, with 15% of the infill target allocated to Corridor Growth.

As part of this long-term vision, the Corridor Growth Portfolio was created to work toward achieving the infill targets, while also leveraging and supporting the Bus Rapid Transit (BRT) system. The Corridor Growth Portfolio incorporates programs for Corridor Planning and Transit Villages, which are intended to support and provide transformational ideas and options for Saskatoon's major transportation corridors, as well as the Brownfield Renewal Strategy, which aims to assess and prioritize redevelopment of abandoned, vacant, derelict or underutilized properties along major corridors that have real or perceived contamination.

Corridor Planning Program

City Council established the Corridor Planning Program on June 26, 2017, through amendments to the Official Community Plan, Bylaw 8769. The Program includes a framework of objectives and policies that will guide future detailed land-use activities along the city's major transportation corridors. An excerpt of the policy framework, Section 21.0 of the Official Community Plan (OCP) has been included as Appendix 1.

Corridor Transformation Plan

The first phase of the Program, beginning in the fall of 2017, included the four stages of Research; Ideas; Concepts and Options; and Transform. The key deliverable of Phase One is the Corridor Transformation Plan.

DISCUSSION/ANALYSIS

Corridor Transformation Plan

The Transformation Plan (see [Appendix 2](#)) brings together the principles, objectives and guidelines from the Program and the Transit Villages project into one transformative long-term vision for the city's corridors. It is intended to provide high-level direction for detailed land use planning activities to occur within the Corridor Growth Area, as depicted in the attached map, and as part of the Corridor Planning Program (see Appendix 3).

Guiding Principles outlined in Chapter 2 are the central component of the Transformation Plan and will help future growth and development achieve the intentions of the Growth Plan, while enabling a degree of flexibility and responsiveness for the real estate market. They will serve as the framework for each Corridor Planning process as well as assist in the analysis of 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 – focused on buildings and streetscapes that support the relationship between land use and transit.
2. Land Use Principles – focused on the types and mix of uses, building sizes and relationships with adjacent neighbourhoods.
3. Transit Villages Principles – focused on locations that have the opportunity to be re-imagined into mixed-use destinations combining housing, employment and open spaces.
4. Public Realm Principles – focused on creating public streets and spaces that are visually appealing, safe, inviting, universally accessible and livable on a year-round basis.

The Transformation Plan also includes Corridor Design Guidelines (Chapter 3) and an Implementation Framework (Chapter 4) that outline the intent and objectives for the Corridor Growth Area.

Corridor Planning Program – Phase Two

Phase Two of the Program includes additional work to prepare Official Community Plan (OCP) and Zoning Bylaw amendments, a development financing and incentives framework, and the review of current parking standards. This work will be completed in advance of completion of the first Corridor Plan. Additional details of this work are highlighted in the Next Steps section of this report and in the Transformation Plan Implementation Framework found in Chapter 4.

Corridor Transformation Plan

The next phase of the Program will include work to prepare a series of detailed Corridor Plans for distinct portions of the Red, Green and Blue BRT corridors over a span of approximately ten years. The Administration will prioritize Corridor Plans to respond to needs and opportunities. Each Corridor Plan is to be developed through a collaborative and consultative process with land owners, neighbourhood residents, local business owners and community stakeholder groups. The intended outcome of each Corridor Plan is approval of the necessary land use policy, zoning, and infrastructure and public realm improvements to enable Corridor Growth to occur in each plan area.

Corridor Land Uses

The current OCP policy framework for the Program outlines the intent, objectives and detailed policies on how the Program will be implemented. To support this work, new land uses are being developed to provide clarity and direction on the necessary land use mix, densities and other built form components. New land uses will include Station Mixed Use, Transit Villages, Corridor Mixed Use, Corridor Residential and Corridor Main Street designations (see Appendix 4).

These land uses will be supported by new zoning districts that will provide technical components necessary to achieve the built form and public realm objectives of the Program.

Parking

The introduction of the BRT System and increased land use mix and densities along the corridors also provides an opportunity to reconsider current parking standards and regulations within the Corridor Growth Area. A review of parking regulations is currently underway, with the aim of finding opportunities for revising Zoning Bylaw parking standards suitable for high-frequency transit corridors. This will be the subject of a future report to City Council, anticipated in the first quarter of 2020.

Engagement Summary

A comprehensive engagement strategy has been incorporated into the development of each of the components of the Corridor Growth Portfolio, beginning in the spring of 2017, with the first online questionnaire related to the Program's OCP policy language. In order to solicit a wide variety of opinions, ideas and comments for the Corridor Growth Portfolio projects (Corridor Planning, Transit Villages & Brownfield Renewal Strategy), a total of 53 engagement events and opportunities, targeted toward the general public and specific stakeholder groups, have occurred with approximately 2,500 comments and suggestions received.

Future Corridor Plans will incorporate engagement strategies and tactics aimed at improving participation and feedback from under-represented residents and stakeholders, in order to reduce any potential data limitations. A link to the Corridor Planning Engagement Summary has been included as [Appendix 5](#).

Corridor Transformation Plan

Infill Roundtable

On September 4, 2018, a report was presented to the Standing Policy Committee on Planning, Development and Community Services providing Administration's response to the Infill Roundtable report. Direction from the Standing Policy Committee was:

“That the Administration report further on how the Corridor Planning process can be reconciled with the development of overlay districts to provide more predictability for both residents and the development industry regarding where to expect future density with the ability of the City of Saskatoon to achieve its growth targets.”

The new corridor-focused land uses outlined in this report and the attached Transformation Plan are intended to be incorporated into future amendments to the Official Community Plan. They will be supported by the preparation of new zoning districts, development incentives and additional regulations and guidelines related to parking standards, interim uses and public realm improvements. These tools will form the basis for detailed land use planning activities in the Program. Collectively, they are intended to provide the future clarity and predictability that residents and the development industry are seeking.

IMPLICATIONS

There are no environmental, privacy, financial, or CPTED implications or considerations at this time.

NEXT STEPS

The following sequence of reports are anticipated to support the principles and objectives of the Transformation Plan. These tools are expected to be developed in advance of the first Corridor Plan beginning in 2020.

Future Corridor Growth reports:

1. Proposed corridor land use designations (Q1 2020);
2. Parking standards review (Q1 2020);
3. Corridor development incentives framework – (TBD); and
4. Corridor-focused zoning districts and supporting development regulations (TBD).

APPENDICES

1. OCP Section 21.0 Corridor Planning Program
2. [Corridor Transformation Plan](#)
3. Corridor Growth Area Map
4. Corridor Planning Program - Land Uses
5. [Corridor Planning Engagement Summary](#)

REPORT APPROVAL

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