

## Policy Summary for 1414 & 1416 Main Street

The following is an overview of the City's policies and guidelines that support the proposed 4-storey residential project at 1414 and 1416 Main Street.

### Official Community Plan (Bylaw No. 9700, 2020)

- Section F Urban Form and Structure, (2) Policies (d) Corridor Growth Areas:  
The properties are also within the Corridor Growth Area, identified in the Official Community Plan as being "...intended to provide infill development opportunities along the city's major corridors and Bus Rapid Transit (BRT) routes in order to achieve infill development targets outlined in the Growth Plan to Half a Million. Corridor Growth Areas are high-priority locations for a mix of medium density residential, commercial, and institutional uses and activities designed to support an attractive, high-frequency transit service. Within these areas, development should incorporate Transit Oriented Development principles, be oriented toward the street, and be at a pedestrian scale, with active building frontages. Corridor Growth Areas will have higher densities at specific nodes focussed around key transit locations and support a pedestrian-oriented urban form. All local contexts are not the same, and varying scales of development opportunity, mix of uses, and levels of transit service will be needed to achieve city-wide objectives in a manner sensitive to the surrounding local neighbourhood(s)..." (*OCP p.52*)
  
  - Section F Urban Form and Structure, 2. Land Use, 2.2 Land Use Designations (9) Corridor Residential:  
  
Land designated as "Corridor Residential" has the potential for ground-oriented, low to medium density residential development. These areas are located near to the BRT network corridors and are intended to provide a transition of densities from Station Mixed Use, Corridor Mixed Use and/or Corridor Main Street lands into the surrounding neighbourhoods. (*OCP pg. 55*)
  
  - Section G Sustainable Growth, 1.3 Infill Growth  
  
A balance of greenfield and infill development supports the fundamental values of the Plan, contributing to the development of an environmentally and economically sustainable city. To achieve this, locations and types of infill development have been identified on the Planned Growth Map (*pg. 66-67*).
- (1) Objectives
- a) Support the City's goal of accommodating 50% of long-term growth as infill.
  - b) Support and encourage a variety of building types and sizes in existing areas, while improving access to employment opportunities, commercial businesses and services.

- c) Create public spaces that are inviting, active and memorable, while improving mobility options along major corridors and around the city.
- d) Create and enhance complete communities with a variety of housing choices, a high-quality public realm and overall vibrancy.
- e) Promote the redevelopment of brownfields in the city.

*(2) Policies*

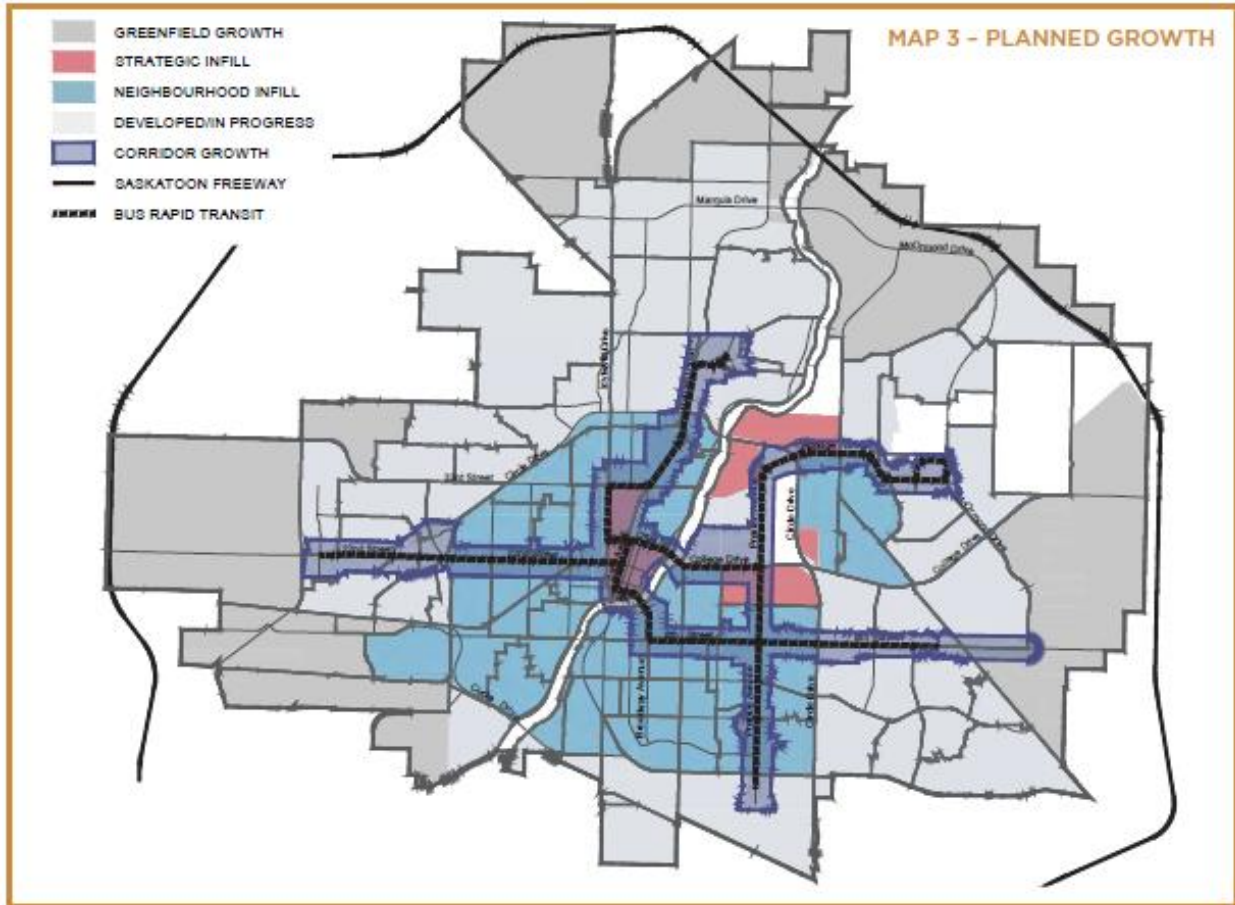
- a) Direct higher density infill growth to the Downtown, Corridor Growth Areas, Strategic.
- b) Infill Areas and Community Focal Points where adequate levels of service and appropriate intensity and land use can be accommodated.
- c) Infill development should be supported and complemented by appropriately located and sized open spaces, improved streetscapes and other community amenities.
- d) Facilitate and promote the development or redevelopment of infill sites by addressing regulatory barriers, incentives and partnerships.

*(3) Objectives, Corridor Growth Areas*

- a) Support the City's goal of accommodating 15% of total growth within Corridor Growth Areas.
- b) Enable the development of Corridor Growth Areas to support high-frequency transit and active modes of travel.
- c) Enhance connectivity between and within neighbourhoods.

*(4) Policies – Corridor Growth Areas*

- a) Support the development or redevelopment of lands along identified corridors to incorporate:
  - i. an appropriate mix of low to medium density residential, commercial and institutional development;
  - ii. transit-oriented development; and
  - iii. community amenities, facilities and open space.
- b) Support the clustering of low to medium density development along corridors adjacent to Community Focal Points, transit transfer points and prominent intersections as identified in the applicable detailed corridor plan.



OCP Planned Growth map

The properties are located in an area where the new *Corridor Residential* land use designation would typically apply. The proposed rezoning to RM4 District subject to a Zoning Agreement would be consistent with the Corridor Growth Area policies and *Corridor Residential* land use designation included in the OCP in the following ways:

- Lands within the Corridor Growth Area that are not located directly on a major transportation or Frequent Transit Service/BRT identified corridor.
- *Corridor Residential* intent is as an area of transition from higher [but still medium] densities located along the corridors into adjacent neighbourhoods. Key objectives are:
  - to help achieve the infill residential goals and targets of the Growth Plan to Half A Million;
  - Provide a range of ground-oriented residential housing types and sizes in smaller multi-unit buildings; and
  - Incorporate the Guiding Principles and Design Guidelines outlined in the Corridor Transformation Plan into the design of new multi-dwelling residential buildings.

## **Corridor Transformation Plan** (Endorsed by City Council Jan. 2020)

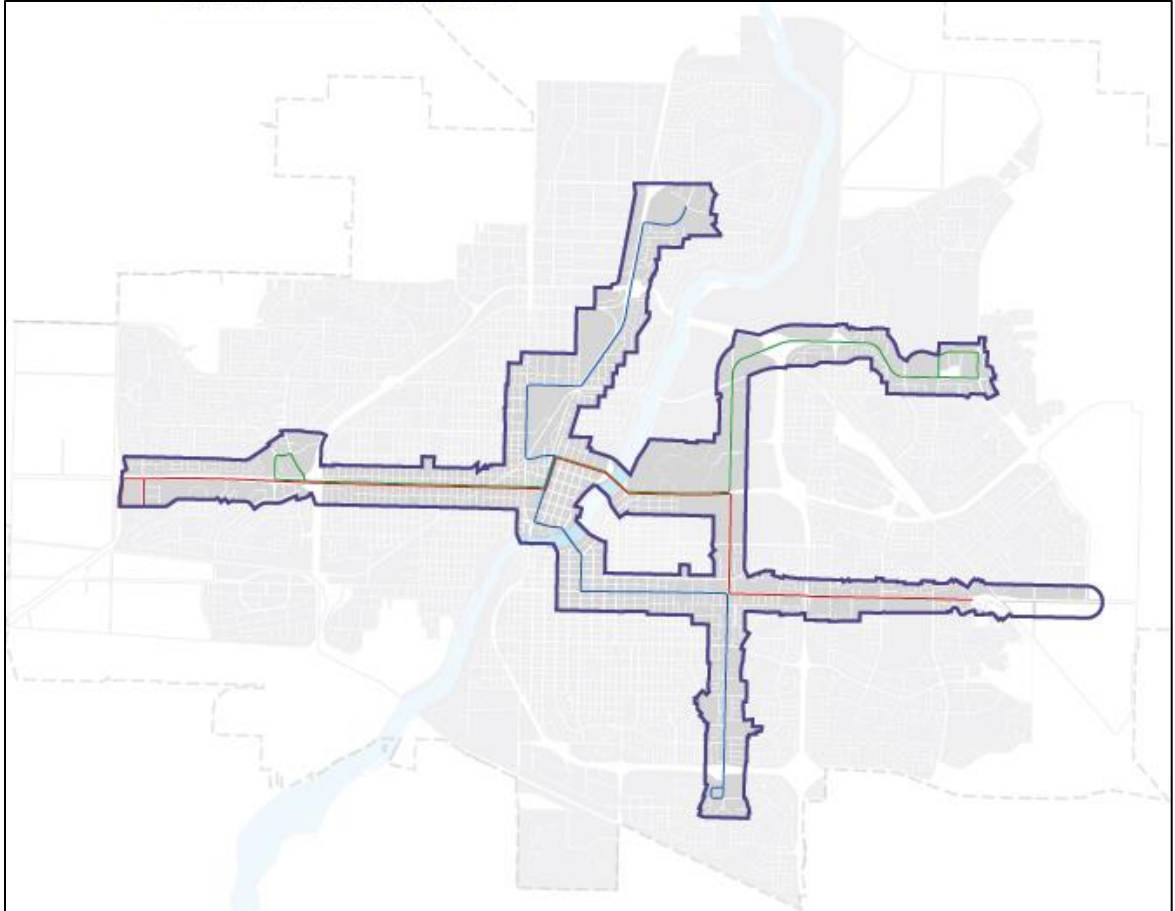
The Corridor Transformation Plan (Transformation Plan), endorsed by City Council in January 2020, is the result of three years of public engagement activities and events. It is a long-term vision for infill development along the City's major transportation and BRT corridors and is intended to "...highlight the opportunities and methods for implementing the Corridor Growth core initiative of the Growth Plan to Half a Million and the intent and objectives of the Corridor Planning Program policy framework outlined in the Official Community Plan." (pg. 1)

### 1.4(b)(i) Corridor Growth Area

The Corridor Growth Area is the priority location for medium density mixed-use, commercial, institutional and residential uses and activities that are designed to support an attractive high-frequency transit service. It is intended to provide infill development opportunities along the city's major corridors and BRT network in order to work toward achieving the Corridor Growth 15 per cent infill target outlined in the Growth Plan. The Corridor Planning Study Area [included on page 13 of the Transformation Plan], has become the Corridor Growth Area (CGA) identified on the Planed Growth map in the OCP (see above). (pg.18)

The objectives of the Corridor Growth Area are as follows:

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



Corridor Growth Study Area

### 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. (pg. 20)

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.

### Chapter 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

## 2.2. 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. (*pg. 29*)

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.

### Chapter 3 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.

#### 3.2 Built Environment Design Components, (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.

1. Primary building entrances should be visible from the street and incorporate entry features that encourage interaction with the street.
2. Buildings should provide at least one entry close to and oriented towards the sidewalk.
3. Buildings should be located and oriented to maximize convenience of customers arriving from transit stops and public sidewalks.
4. 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.
5. Driveways should not be located between a building and a public street except when it provides direct access to parking within a building.
6. Buildings with front façades greater than 35 metres wide should provide more than one entry.
7. For multi-unit residential buildings, it is recommended that ground-floor units have direct access from the fronting street.
8. In mixed-use buildings, residential and commercial entries should be differentiated but share a common underground parking and/or loading areas.
9. 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.
10. Provide direct, safe pedestrian access through parking lots.
11. Parking areas should include landscaping components that improve visual and environmental quality.
12. Provide clear signage and visual lines of sight to parking and loading area entrances for pedestrians and drivers.





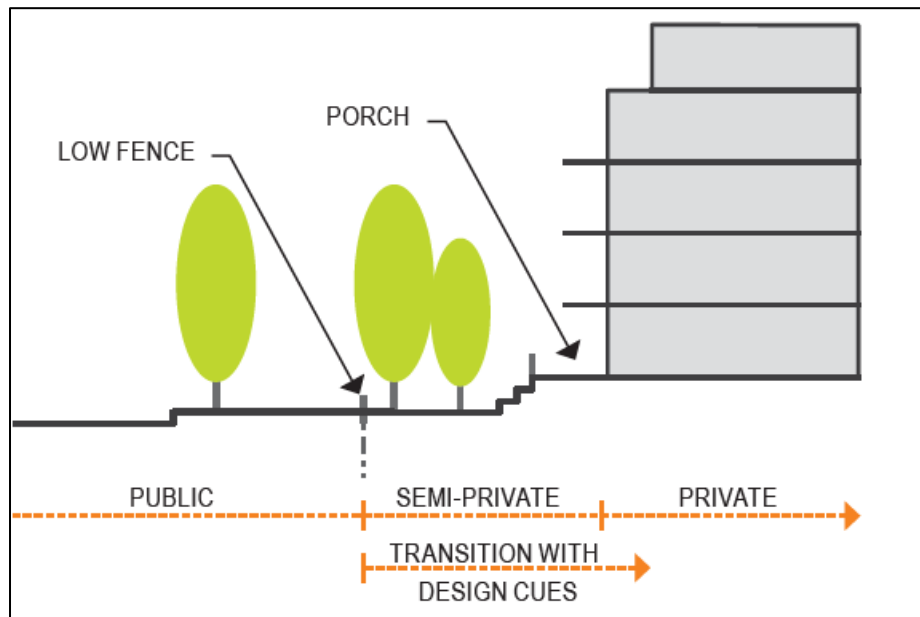
### 3.2 (g) Safety and Security:

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:

1. 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.
2. Design entrances and exits so they are easily identifiable and clearly visible.
3. Design the built environment using materials and fittings that will hold up to heavy use by the public.
4. Define ownership and intended use through obvious design cues such as low fencing, benches and paving patterns/materials.
5. Ensure buildings, parking areas and the surrounding public realm are designed to meet universal access requirements.





### Varsity View Local Area Plan

The Varsity View Local Area Plan identifies seven goals for the neighbourhood, four of which (highlighted in **bold**) align with the Corridor Residential land use designation in the Official Community Plan:

1. **To preserve lower density residential areas in the heart of the neighbourhood.**
2. To foster long term stability and enhancement of the neighbourhood through increased home ownership.
3. **To encourage sensitive land redevelopment along major and upcoming traffic corridors east/west and north/south.**
4. **To establish a sensitive transition and approach to design and scale between different policy districts, such as traffic corridors and low-density residential areas.**
5. That redevelopment should enhance neighbourhood amenities, greenspaces, and public areas. Varsity View welcomes redevelopment in appropriate locations with the expectation of a net gain for residents.
6. That Varsity View recognizes the need to increase density of neighbourhoods in Saskatoon through thoughtful, considered development.
7. **That development occurring along the borders of Varsity View promotes pedestrian connectivity and urban design integration with the University and adjacent neighbourhoods.**