




Policy Review

This document provides an overview of policies from the Official Community Plan that are relevant to the proposed amendments for the South Caswell Redevelopment Project.

Applicable excerpts are included from the following:


- [Bylaw No. 9700, Official Community Plan Bylaw, 2020](#)
- [Corridor Transformation Plan \(2020\)](#)



Level of alignment of the development proposal with the policy excerpt is noted with a symbol and comment from Administration where applicable.








Explanation of Symbols		
Lacking Alignment	Neutral	General Alignment
		

1. **Bylaw No. 9700, Official Community Plan Bylaw, 2020**

The [Official Community Plan](#) provides a comprehensive policy framework for achieving the community Saskatoon residents collectively envision and desire. It guides the physical, environmental, economic, social and cultural development of our community through a broad set of goals, objectives and policies.

Section	Excerpt	Comment
F1(2)(a)(ii)	Concentrated Activities: Significant commercial, multiple-unit residential and community facilities will be situated in or along designated nodes and corridors in order to maximize the use of existing community infrastructure and encourage the use of the transit and active transportation networks.	

<p>F1(2)(d)</p>	<p>Corridor Growth Areas: Corridor Growth Area is 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. The Corridor Growth Area is a 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 this area, development should incorporate transit-oriented development principles, be oriented toward the street and be at a pedestrian scale with active building frontages. The Corridor Growth Area will have higher densities at specific nodes focused 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). Proposals for mixed use, transit-oriented development along the entire length of the high-frequency transit corridor are encouraged.</p>	<ul style="list-style-type: none"> • The proposal includes an infill development within the CGA. • Transit Oriented Development, street orientation, and active frontage principles are incorporated. 	
<p>G1.3(1)(b)</p>	<p>Support and encourage a variety of building types and sizes in existing areas, while improving access to employment opportunities, commercial businesses and services.</p>		

Section	Excerpt	Comment	
G1.3(2)(a)	Direct higher density infill growth to the Downtown, within the Corridor Growth Area, Strategic Infill Areas, and Community Focal Points where adequate levels of service and appropriate intensity and land use can be accommodated.		
G1.3(2)(b)	Infill development should be supported and complemented by appropriately located and sized open spaces, improved streetscapes, and other community amenities.	<ul style="list-style-type: none"> • The Zoning Agreement Terms allow for community centre land use. • Streetscape improvements are proposed for the redevelopment of 321 Ave C N. 	
G1.3(2)(c)	Facilitate and promote the development or redevelopment of infill sites by addressing regulatory barriers and through the use of incentives and partnerships.	<ul style="list-style-type: none"> • The amendments are a result of the partnership between Saskatoon Land and the Planning and Development Department to facilitate the sale and redevelopment of the subject area. 	
G1.3(2)(d)	Facilitate and promote the remediation and redevelopment of brownfields by: (i) reducing barriers to infill development; (ii) establishing partnerships, programs and incentives.	<ul style="list-style-type: none"> • The amendments are a result of the partnership between Saskatoon Land and the Planning and Development Department to facilitate the sale and redevelopment of the subject area 	
G1.3(2)(e)	Promote the intensification of developed urban areas to minimize the urban footprint and accommodate long-term regional growth.		
G1.3(3)(a)	Support the City’s goal of accommodating 15% of total growth within the Corridor Growth Area.		
G1.3(3)(b)	Enable the development of the Corridor Growth Area to support high-frequency transit and active modes of travel.		

Section	Excerpt	Comment	Section
G1.3(4)(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		✓
G1.3(4)(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.		✓
G4.2(1)(b)	Facilitate office development in strategic locations throughout the city.		✓
G4.2(2)(b)	Office development should be located in areas with reasonable access to active transportation and public transit, primarily in the Downtown and Community Focal Points, but also be located in proximity to high-frequency transit service.	<ul style="list-style-type: none"> The proposed office land use is located within proximity to the Downtown, a Community Focal Point and adjacent to high-frequency transit service. 	✓
H1.1(1)(a)	To develop an urban form and land use pattern that will promote transportation options and be accessible to all users, encourage walking, cycling and public transit use, as well as help to promote a balanced transportation network that meets the needs of Saskatoon’s residents and visitors.		✓
H1.1(2)(g)	The development of infill residential, commercial and employment opportunities is encouraged as a means to reduce the need for new transportation infrastructure, and to support all modes of transportation.		✓


Section	Excerpt	Comment	Section
J5.1(2) (a)-(h)	When considering applications to amend the zoning regulations or requests for the rezoning of land, the following criteria will be relevant to the suitability of the proposed development:		
	(a) Conformance with Plan - the nature of the proposal and its conformance with all relevant sections of the Plan, as well as any established secondary plans and other guiding plans;	<ul style="list-style-type: none"> The proposed amendments are in conformance with the objectives, vision and goals of the LAP and Concept Plan. 	✓
	(b) Compatibility - the need to foster a rational pattern of relationships between all forms of land use and to protect all forms of land use from harmful encroachments by incompatible uses;	<ul style="list-style-type: none"> The proposed uses within the Zoning Terms of agreement and proposed through the CM1 District are compatible and in alignment with the existing established neighbourhood. 	✓
	(c) Demand - the need for the form of land use proposed, and the supply of land currently available in the general area capable of meeting that need;		✓
	(e) Transportation - the capability of the existing roadway and public transit systems to service the proposed use, and the adequacy of the proposed supply of off-street parking;	<ul style="list-style-type: none"> The existing roadway system can accommodate the proposal; high level of existing high frequency transit service and BRT Stations on Idylwyld Drive North and 22nd Street West. 	✓
	(f) Services - the capability of existing community infrastructure to service the proposal, including water and sewer services, parks, schools and other utilities and community services;	<ul style="list-style-type: none"> Water Main upgrades are planned for the vicinity in 2024 and 2025. The City and Saskatoon Land will develop a funding and timing strategy for the water main upgrades for 24th St West between Avenue C North and Avenue D North. 	✓
	(g) Community Viability - the impact of the proposal on the continued viability of the local community and local community services; and		✓
	(h) Compact City Form - the ongoing need to promote a compact and efficient city form.	<ul style="list-style-type: none"> This is a brownfield site in a developed established neighbourhood. 	✓

2. **Corridor Transformation Plan**

The [Corridor Transformation Plan](#) is a long-term visionary plan 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 outline in the Official Community Plan. The Corridor Transformation Plan is a guiding plan that does not have the statutory effect of a bylaw.

Section	Excerpt	Comment	
1.4(b)(i)	<p>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% infill target outlined in the Growth Plan. [...]</p> <p>The objectives of the Corridor Growth Area are as follows:</p> <ul style="list-style-type: none"> • To provide a moderate scale and intensity of land uses that supports the Downtown as the primary location for corporate office use; • 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 ensure a sensitive transition of development densities from the BRT corridor into existing adjacent lower-density neighbourhoods; 		
	<ul style="list-style-type: none"> • To provide a moderate scale and intensity of land uses that supports the Downtown as the primary location for corporate office use; 		✓
	<ul style="list-style-type: none"> • To focus the greatest development density, mix of uses, and intensity of activity occurring within the CGA at key BRT stations; 		✓
	<ul style="list-style-type: none"> • To encourage medium density development opportunities along the corridors; 		✓
	<ul style="list-style-type: none"> • To ensure a sensitive transition of development densities from the BRT corridor into existing adjacent lower-density neighbourhoods; 		✓
1.4(b)(iv)	<p>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</p>	<p>Sites are located in a Corridor Mixed Use area intended for mixed use development.</p>	✓

Section	Excerpt	Comment	
	<p>that incorporate Transit Oriented Development principles and are pedestrian oriented. The objectives of Corridor Mixed Use areas are:</p> <ul style="list-style-type: none"> • 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. 		
2.1	<p>Transit Oriented Development Principles: 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:</p>		
	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.	Subject sites are within an established walkable block pattern.	✓
	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.		✓

Section	Excerpt	Comment	
	<p>5. 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.</p>	<p>A parking reduction provided through the Zoning Agreement is proposed to balance the adaptive reuse component of the proposed development.</p> <p>Parking will be required as per the requirements of the CM1 District and Zoning Bylaw for all other development of the subject sites.</p>	

Section	Excerpt	Comment	
2.2	<p>Corridor Growth Land Use Principles: The following Land Use Principles will direct the review of future development proposals within the CGA and be incorporated into future activities:</p>		
	<p>1. A diversity of residential dwelling unit sizes, building forms and tenures are a central component of the CGA.</p>		✓
	<p>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</p>		✓
	<p>3. Land uses should serve users of the Bus Rapid Transit system, multi-modal transportation options and residents of adjacent neighbourhoods.</p>		✓
	<p>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.</p>		✓
	<p>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.</p>		✓
	<p>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.</p>	<p>Existing infrastructure upgrades include previously planned upgrades for 2024 and 2025 and proposed future upgrades, at a later date.</p>	✓