

Overview of Relevant Policy

This document provides a detailed overview of existing land use planning policies that are relevant to this development proposal and guide the Administration's analysis in formulating a recommendation on the application. Applicable excerpts are included from the following:

- I. Official Community Plan Bylaw No. 8769
- II. Growth Plan to Half a Million

I. Official Community Plan Bylaw No. 8769

The Official Community Plan provides the policy framework to define, direct, and evaluate development in the City of Saskatoon, ensuring that development takes place in an orderly and rational manner, balancing the environmental, social, and economic needs of the community.

Fundamental Values

2.4 Growth Plan to Half a Million

This plan is intended to support the overall vision of the Growth Plan to Half a Million (Growth Plan), the recently adopted community planning initiative which sets the stage for a new growth model for Saskatoon. Progressive development proposals that align with the vision laid out in the Growth Plan are encouraged and shall be considered on a case-by-case basis. Where necessary, and where the quality of such proposal warrants it, facilitative amendments to this Plan and/or the Zoning Bylaw should be considered.

City Form and Structure

3.2.2 (a) Compact City Form

The development of a compact and efficient urban form shall be encouraged by setting overall density guidelines for new residential development areas, facilitating infill development in existing residential, commercial and industrial areas, and gradually increasing the overall density of the City.

3.2.2 (d) Concentrate Activities

Wherever possible, significant commercial, multiple-unit residential and community facilities shall be situated in or along designated nodes and corridors in order to maximize the use of existing community infrastructure and encourage the use of public transit.

3.2.2 (k) Infill Development

A balance of both greenfield and infill development supports the fundamental values of this Plan, contributing to the development of an environmentally and economically sustainable city. To achieve this vision, locations and types of infill development have

been identified on the Official Community Plan – Planned Growth Map. The types and location of infill shall consist of the following:

- (ii) **Corridor Growth** – Corridor growth areas are identified along the rapid transit corridors as high-priority locations for redevelopment/development into medium- and high density residential, mixed-use, and transit-oriented areas designed to support an attractive and high-frequency transit service. 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. The density and intensity of corridor development should gradually transition to the lower density and intensity of surrounding residential neighbourhoods. Where appropriate, proposals for mixed-use, transit-oriented development along the entire length of the rapid transit corridors are encouraged.

Infill Housing Development

5.2.2 (c) Impact Analysis

Infill housing proposals which involve an amendment to the Official Community Plan or Zoning Bylaw, an application for discretionary use, an application for subdivision, or a Development Appeal, shall be evaluated according to the following:

- (i) Conformance with Plan – the nature of the proposal and its conformance with all relevant sections of this Plan, as well as any established area sector plans, area concept plans, local area plans or local area design plans;
- (ii) Demand – the need for the form of housing proposed and the supply of land currently available in the general area capable of meeting that need;
- (iii) Transportation – the capability of the existing roadway and public transit systems to service the proposal, and the adequacy of the proposed supply of on-site parking;
- (iv) Services – the capability of existing community infrastructure including water and sewer services, parks, schools, and other utilities and community facilities;
- (v) Scale and Compatibility – the compatibility of the proposal with the height, scale, and design of buildings in the surrounding neighbourhood, the continuity with the nearby residential streetscape and lotting patterns, and the overall compatibility with land uses in the general area;
- (vi) On-site Amenities – the adequacy of proposed landscaping and screening, and preservation of existing vegetation;
- (vii) Heritage – any resource, or group of resources, natural or cultural, tangible or intangible, that a community recognizes for its value as a witness to history or memory;

- (viii) Housing Choice – the need to provide a range of housing opportunities throughout the City; and
- (ix) Compact City Form – the on-going need to promote a compact and efficient City form.

II. Growth Plan to Half a Million

2.2 Future Land Use Patterns without the Growth Plan

Existing permitted land uses and transportation networks are barriers to transforming major corridors into vibrant parts of the community (Figure 10).

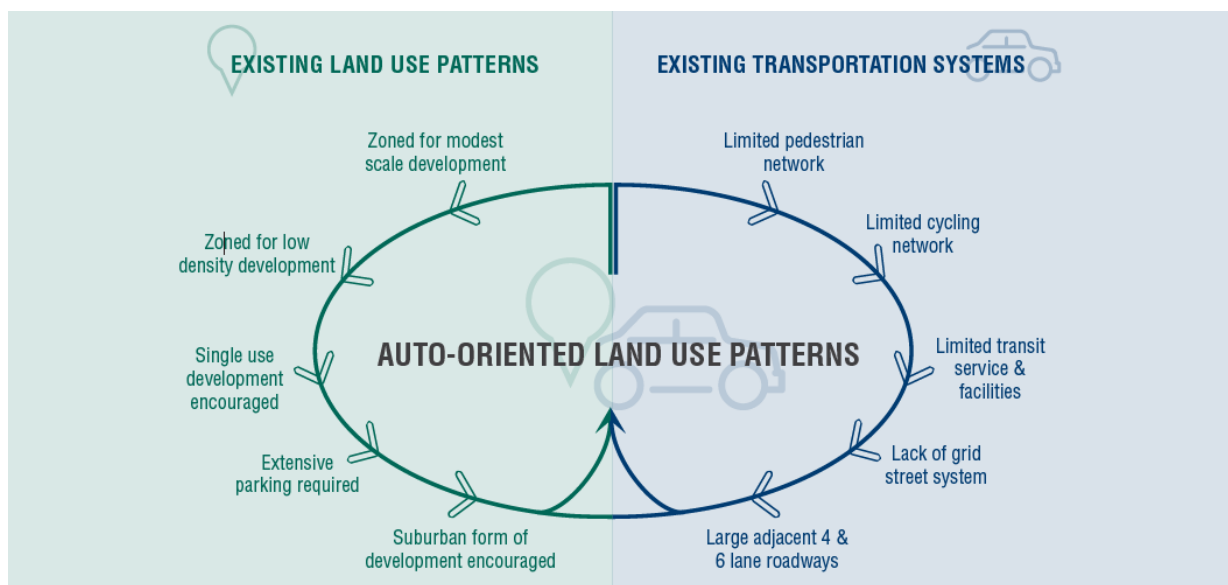


Figure 10 - Barriers to Transforming Major Corridors

Permitted land uses are generally centred on commercial development, with limited opportunity and choices for a mix of residential and office space. Modest scale and density of development, where a large amount of free parking is required, typically leads to a suburban pattern of land use designed for automobiles. In fact, the design of streets serving auto-oriented land use patterns encourages people to drive. On the other hand, limited pedestrian, bicycle, and transit facilities restrict choices for sustainable modes of transportation. Together, these systemic land use and transportation relationships perpetuate the suburban character of Saskatoon streets.

Without purposeful planning to transform Saskatoon's major corridors, the city will continue to face:

- **Limited choices for existing and future residents.** Corridor Growth will provide new housing options on Saskatoon's major corridors within close proximity to walkable, mixed use commercial areas.
- **Limited access to employment and amenities.** Transformation of major corridors into mixed use, higher density activity areas will provide a variety of new employment nodes focused around attractive transit and other community amenities.
- **Limited transportation choices to areas along auto-oriented major roads.** Changes to the type and form of development will encourage walking and cycling and support greater investment in attractive transit services.
- **Land uses on major corridors that do not support attractive transit services.** Higher density forms of development (e.g. 4 to 6 storey) or more intensive destinations (e.g. redeveloped Suburban Centres) will reinforce the provision of attractive transit services.
- **Major roads that continue to be barriers to communities surrounding them.** Corridor Growth will connect neighbourhoods by improving pedestrian spaces, bringing development closer to the street, and facilitating connectivity across major corridors.
- **Growing outward with limited options for growing upward.** Corridor Growth will maximize investment in existing city services and infrastructure, while minimizing long-term liability associated with the service and infrastructure expansion required for outward growth.
- **Higher density land uses in challenging locations.** It is imperative that higher density development be located along major corridors to integrate with future rapid transit and support other community services and amenities. Without Corridor Growth, there may be pressure to accommodate higher density land forms in more random locations. This would compromise the success of future rapid transit and mixed-use areas and affect the stability of residential neighbourhoods.

2.3 Aspirations for Corridor Growth

The Growth Plan explores opportunities for developing complete communities along major corridors, supported by attractive transit services. These communities will be designed to achieve the following objectives:

- Support and encourage a variety of building types, densities, and forms
- Create public spaces that are inviting, active, and memorable for residents and visitors alike
- Improve access to employment opportunities, commercial businesses and services
- Improve mobility options along major corridors and around the city
- Enhance connectivity between and within neighbourhoods
- Support the efficient provision of infrastructure