



# COLLEGE CORRIDOR PLAN

Information Session

# CORRIDOR PLANNING PROGRAM

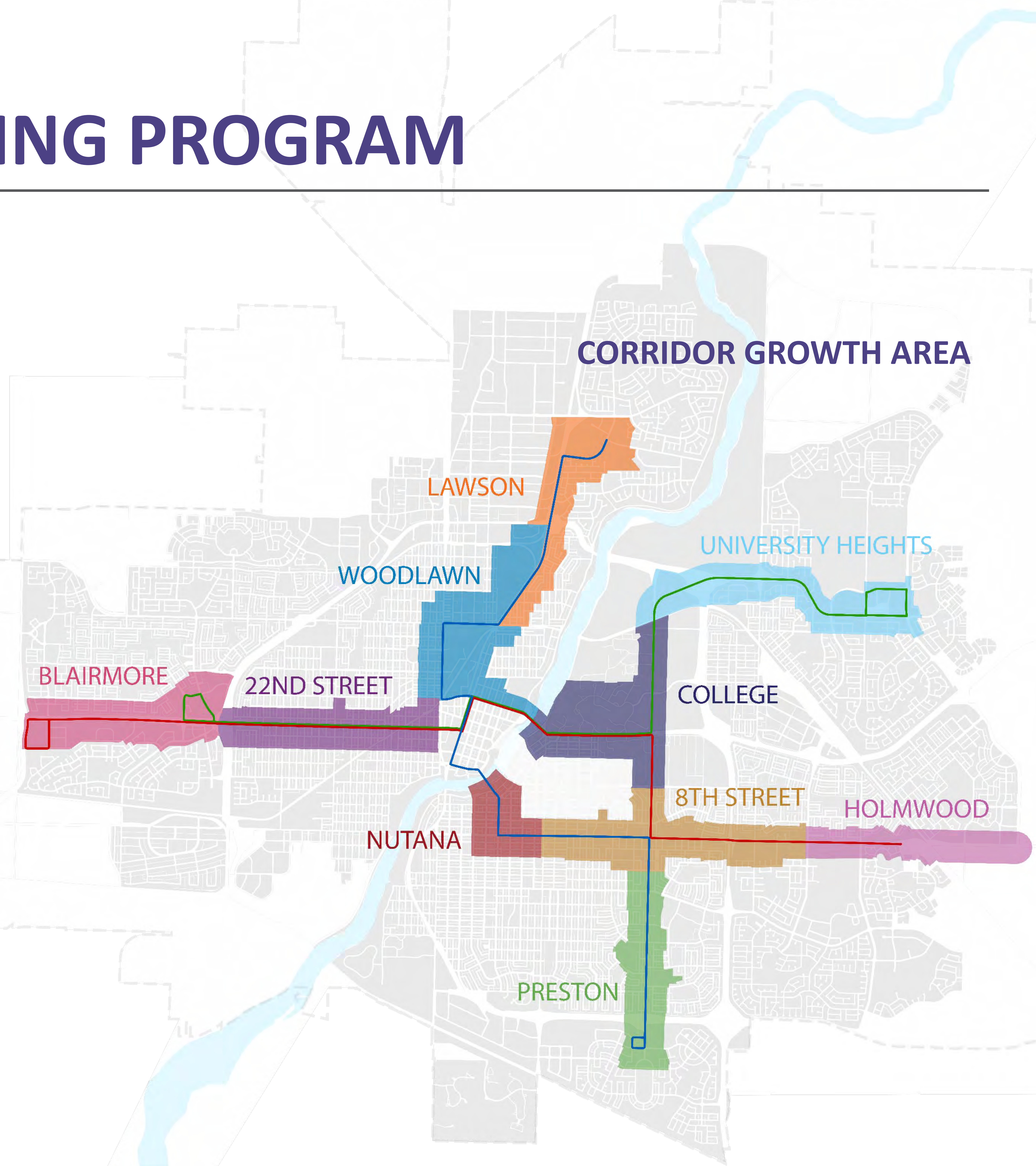
## BACKGROUND

The goal of the Corridor Planning program is to transform major streets (corridors) across Saskatoon into places for people, by creating a framework for future development near these corridors, in the “**Corridor Growth Area.**”

This includes re-thinking how corridors are planned for the long term, like how the land is used, how public space is created and how buildings are designed.

Guided by various long-term plans including the Official Community Plan (2020), Corridor Transformation Plan (2020), and the Growth Plan to Half a Million (2016), City Council has directed that these Corridor Plan Areas need to be places where people can live, work and play, not just drive through.

To help create plans that work for everyone, we are engaging with landowners, residents, businesses, and other stakeholder and rightsholder groups.



# COLLEGE CORRIDOR PLAN TIMELINE

## Land Use

November- December 2021  
Gathered feedback on  
Proposed Land Use Maps

## Zoning & Implementation

September 2023  
Sharing zoning recommendations and public  
realm design spaces



## Introduction

FALL 2021  
Shared background information

## Public Realm

WINTER 2022  
Gathered feedback on  
preferences for public realm and  
open space improvements

## WHAT'S NEXT?

- Finalize the Streetscape Plan
- Finalize the College Corridor Plan
- Proposed Land Use Plan will go to Council for Approval in Spring 2024
- Consult with landowners on the opportunity for City-led rezoning for housing opportunities.
- Anticipated that Land Use and Zoning amendments will go to Public Hearing Summer 2024.

# STREETSCAPE – DESIGN ZONES

This page is to illustrate design zones that can be applied to help guide streetscape design along College Drive.

## Edge Zone

The Edge Zone is located on public property and is the space between the Planting + Furniture Zone, and vehicle travel lane. This space typically allows for parked vehicle access but can also be used when the development potential of the Furnishing + Planting Zone is limited. Minimal street furnishings (i.e. no seating) and no street trees are recommended due to its limited size. This zone can support minimal landscaping, street signage, street lighting, snow storage, etc.

## Furnishing + Planting Zone

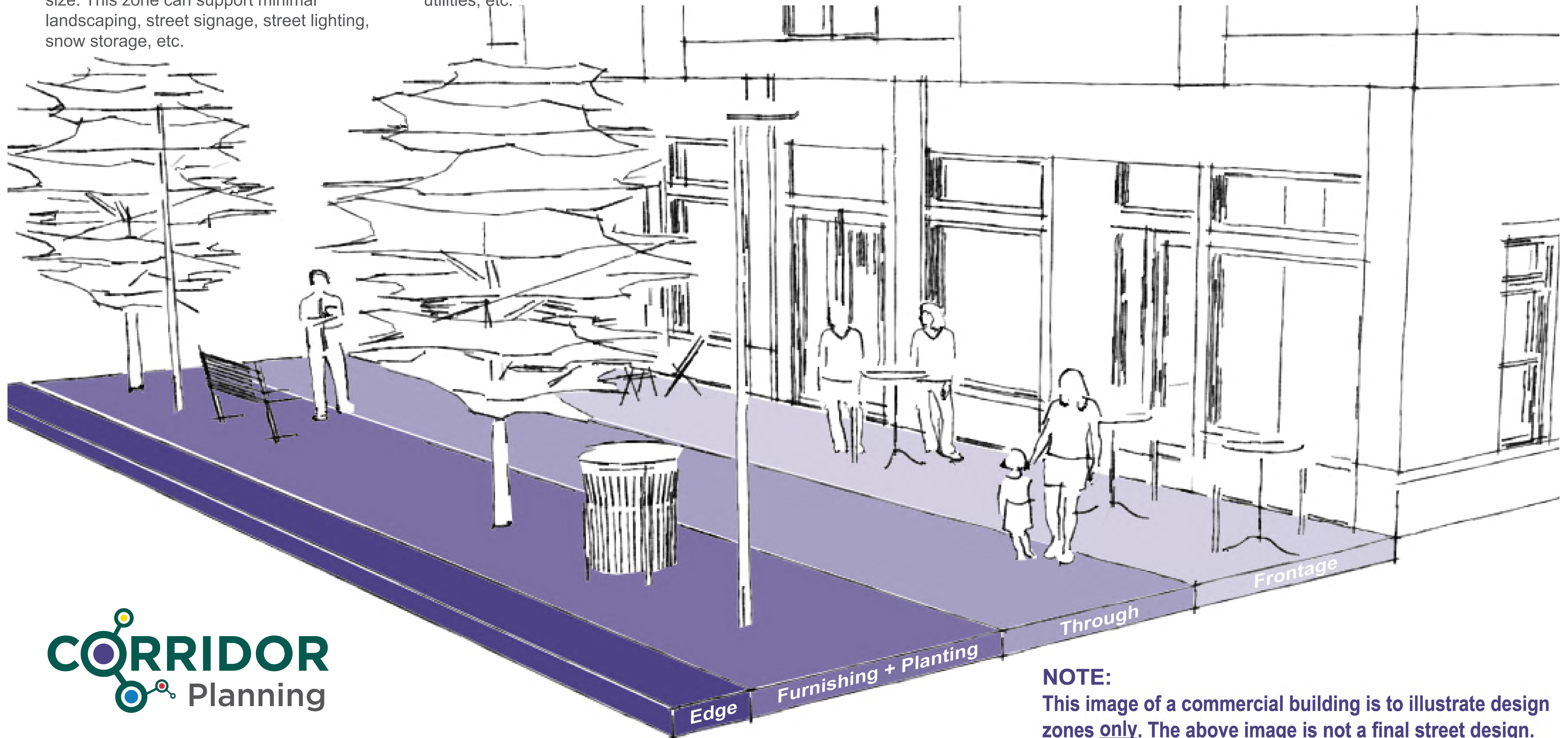
The Furniture + Planting Zone is located on public property and considered an important component in an urban landscape. It is the space designed for street trees or landscaping, street furnishings and street lighting. The landscaping can include low-impact development for overland drainage. When there is no Edge Zone, this area can also be used to support snow storage, utilities, etc.

## Through Zone

The Through Zone is located on public property and is identified by the sidewalk area, providing a safe, accessible and unobstructed space for people to move along the street.

## Frontage Zone

The Frontage Zone is between buildings and the public sidewalk. It can provide space for cafes, plazas and greenspace in front of buildings. This zone can be used to enhance activity and vibrancy on College Drive. This space is located on private property and will be regulated within the applicable Corridor zoning district and landscape guidelines.



**NOTE:**

This image of a commercial building is to illustrate design zones only. The above image is not a final street design.

# CORRIDOR ZONING DISTRICTS

In July 2023, four Corridor Growth Area zoning districts were approved that provide a range of development types along the Corridors, including low-rise residential building forms, multi-unit development and mixed-use development.

STATION MIXED USE LAND USE /  
CORRIDOR STATION MIXED-USE 1 DISTRICT



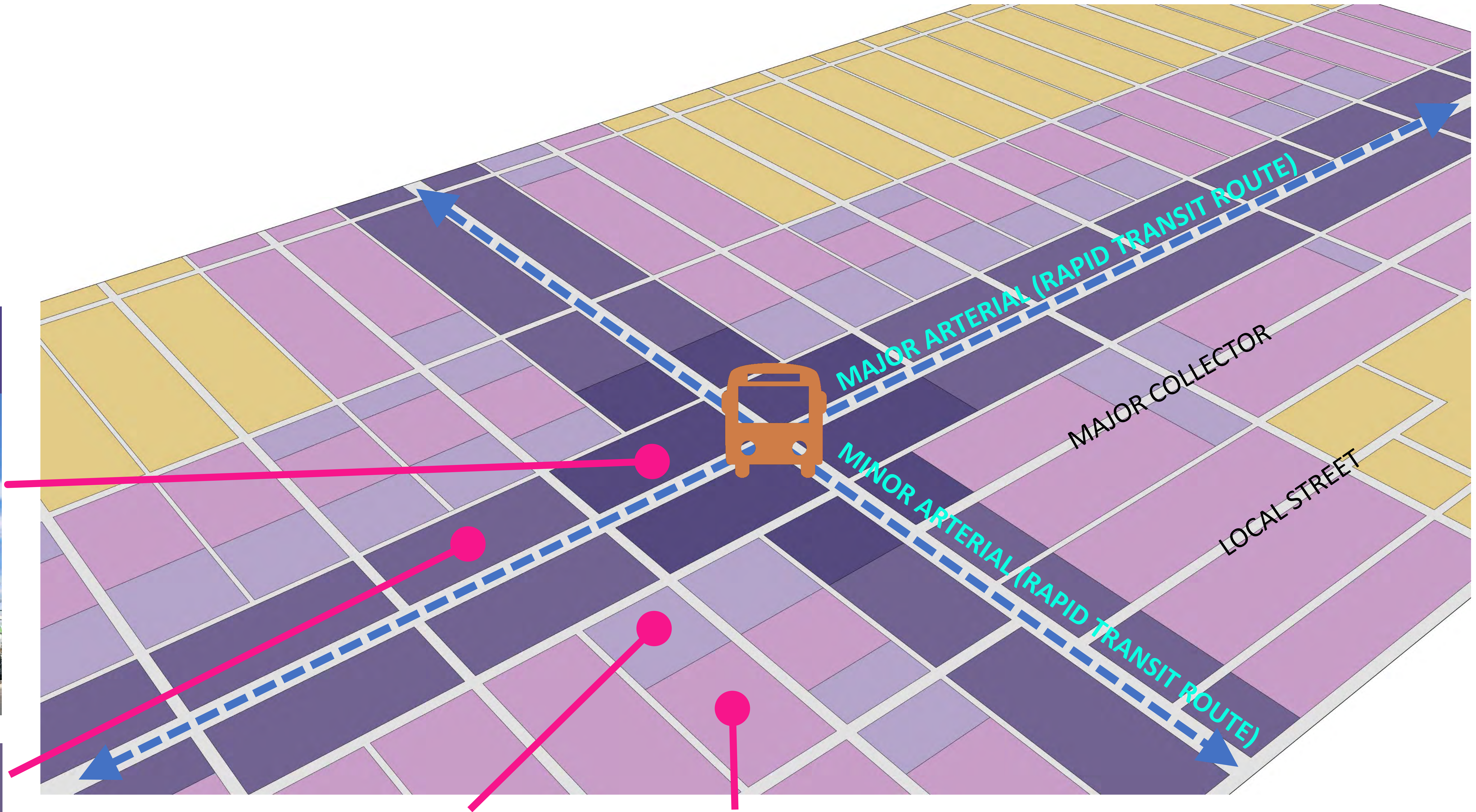
CORRIDOR MIXED USE LAND USE /  
CORRIDOR MIXED-USE 1 DISTRICT



CORRIDOR RESIDENTIAL LAND USE /  
CORRIDOR RESIDENTIAL 2 DISTRICT



CORRIDOR RESIDENTIAL LAND USE /  
CORRIDOR RESIDENTIAL 1 DISTRICT



# ZONING DISTRICT REGULATIONS

## CR1 – Corridor Residential 1 District

- Encourages “gentle density” such as 2- and 3-unit dwellings, townhouses and small multiple-unit dwellings.
- One-unit (single-family) dwellings are still permitted.
- No minimum parking requirements for secondary suites.
- Reduced minimum parking requirements for multiple-unit dwellings and townhouses.

Item	Standard	Note
Height (max)	10m	May be 12m for site on corner of an arterial or collector road, in certain conditions
Site width (min)	6m 15m	Street townhouses Multiple unit dwellings
Site area (min)	180m <sup>2</sup> 450m <sup>2</sup>	Street townhouses Multiple unit dwellings
Front yard (min)	6m	May be 3m for sites on local streets with access to a rear lane
Rear yard (min)	6m	May be 4.5m for corner sites
Side yard (min)	0.75m	



Note: Regulations displayed here are not comprehensive. Please speak with a City team member for details.

# ZONING DISTRICT REGULATIONS

## CR2 – Corridor Residential 2 District

- Accommodates all uses and standards from the CR1 district, with increased density permitted for some uses (such as multiple-unit dwellings).
- One-unit (single-family) dwellings are still permitted.
- Allows for some neighbourhood-appropriate commercial uses and mixed uses on a discretionary basis.
- Intended only for corner sites or sites located along arterial streets.
- Further reduced minimum parking requirements for multiple-unit dwellings.



Note: Regulations displayed here are not comprehensive. Please speak with a City team member for details.

Item	Standard	Note
Height (max)	12m	May be 15m for site on corner of an arterial or collector road, in certain conditions
Site width (min)	6m	Street townhouses
	15m	Multiple unit dwellings up to 6 units
	21m	Multiple unit dwellings 7 or more units
	15m	Neighbourhood commercial uses
Site area (min)	180m <sup>2</sup>	Street townhouses
	450m <sup>2</sup>	Multiple unit dwellings up to 6 units
	630m <sup>2</sup>	Multiple unit dwellings 7 or more units
	450m <sup>2</sup>	Neighbourhood commercial uses
Front yard (min)	6m	May be 3m for sites on local streets with access to a rear lane
Rear yard (min)	6m	May be 4.5m for corner sites
Side yard (min)	0.75m	Street townhouses
	0.75m	Multiple unit dwellings up to 6 units
	1.5m	Multiple unit dwellings 7 or more units
	0.75m	Neighbourhood commercial uses



# ZONING DISTRICT REGULATIONS

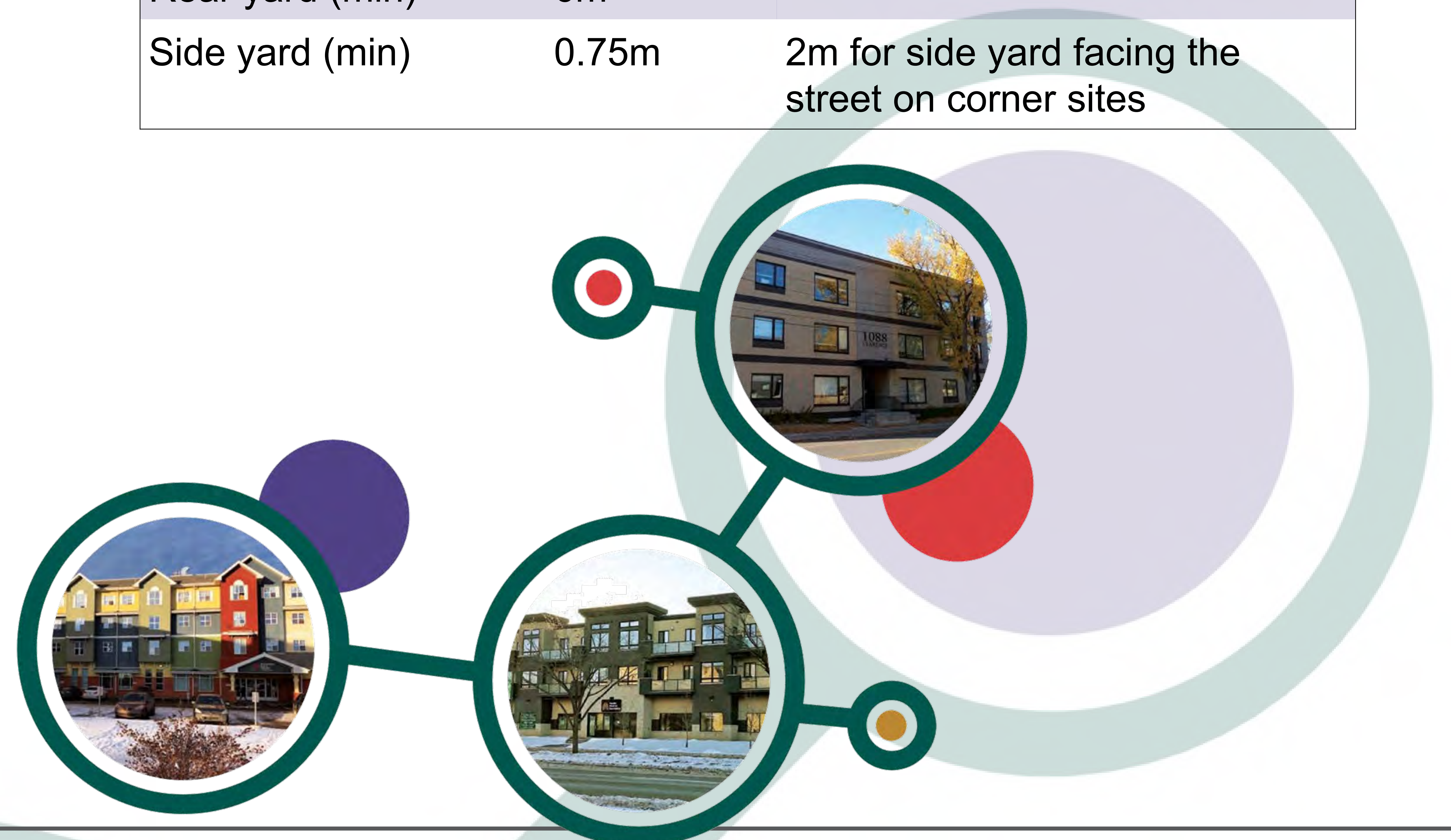
## CM1 – Corridor Mixed-Use 1 District

- Accommodates a mix of uses intended for mid-rise development along corridors.
- Fully residential buildings permitted.
- Non-residential uses permitted only as part of mixed-use developments containing residential.
- Includes both a minimum and maximum for the building height and the front yard setback – allowing for a range in building massing but discouraging low-density development.
- Reduced minimum parking requirements.

Item	Standard	Note
Height (max)	16m	
Height (min)	8m	
Site width (min)	6m 15m	Street townhouses Multiple unit dwellings
Site area (min)	180m <sup>2</sup> 450m <sup>2</sup>	Street townhouses Multiple unit dwellings
Front yard (max)	6m	
Front yard (min)	4m	
Rear yard (min)	6m	
Side yard (min)	0.75m	2m for side yard facing the street on corner sites



Note: Regulations displayed here are not comprehensive. Please speak with a City team member for details.





# ZONING DISTRICT REGULATIONS

## CS1 – Corridor Station Mixed-Use 1 District

- Accommodates a mix of uses intended for mid-rise development located at rapid transit stations and other key locations along the corridors.
- Residential not permitted on the ground floor of buildings (*Note: Exception proposed*).
- Non-residential uses permitted only as part of mixed-use developments containing residential.
- Includes both a minimum and maximum for the building height and the front yard setback – allowing for a range in building massing but discouraging low-density development.
- Significantly reduced minimum parking requirements.

Item	Standard	Note
Height (max)	27m	
Height (min)	11m	
Site width (min)	15m	Note: Exception proposed
Site area (min)	450m <sup>2</sup>	Note: Exception proposed
Front yard (max)	6m	
Front yard (min)	4m	
Rear yard (min)	6m	
Side yard (min)	0m	2m for side yard facing the street on corner sites



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# PROPOSED LAND USE PLAN

BUS RAPID TRANSIT STOP

CORRIDOR BOUNDARY

400m WALKING CATCHMENT (approx. 5min walk)

**LAND USE**

**CORRIDOR**

- STATION MIXED USE
- CORRIDOR MIXED USE
- CORRIDOR RESIDENTIAL
- SUBJECT TO FUTURE CONCEPT PLAN

**RESIDENTIAL**

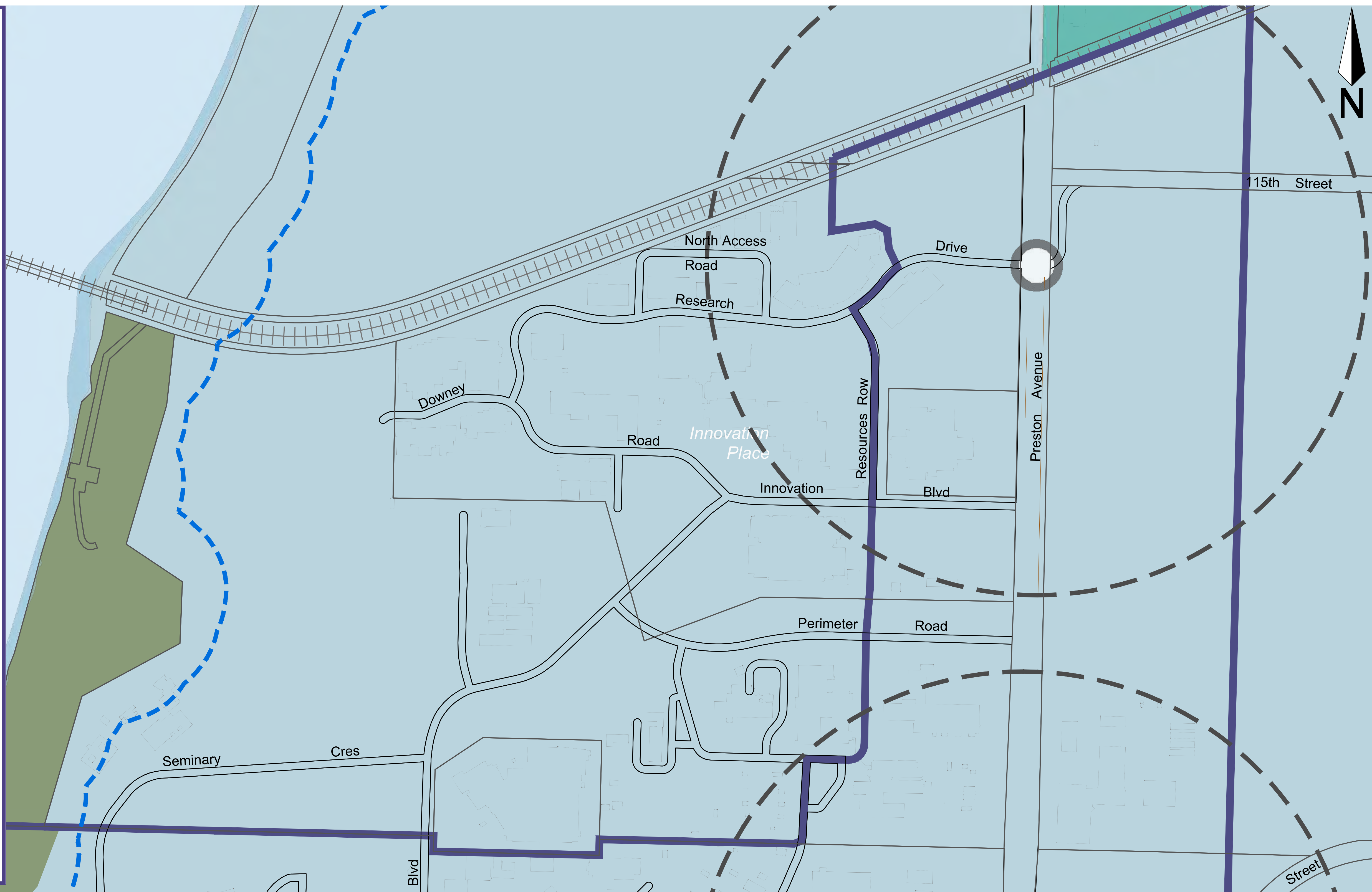
- RESIDENTIAL
- LOW DENSITY RESIDENTIAL 1
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL

**COMMUNITY FOCAL POINT**

- NEIGHBOURHOOD NODE

**OTHER**

- SPECIAL USE AREA
- DIRECT CONTROL DISTRICT
- CONSERVATION AREA
- PARK
- RIVERBANK AREA



**Conservation Area:** For conservation of natural areas. No zoning changes are intended.

**Park:** For green space and recreational use. No zoning changes are intended.

**Corridor Mixed Use:** For medium density, generally 2 to 4 storey, either fully residential or residential mixed-use developments, that create an attractive environment for people walking and rolling along the street.

Sites would be eligible to rezone to **CM1 Corridor Mixed-Use 1 District**.



**Station Mixed Use:** For medium density, generally 3 to 6 storey, mixed-use developments with residential and non-residential uses, that create an attractive environment for people walking and rolling along the street.

Sites would be eligible to rezone to **CS1 Corridor Station Mixed-Use 1 District**.



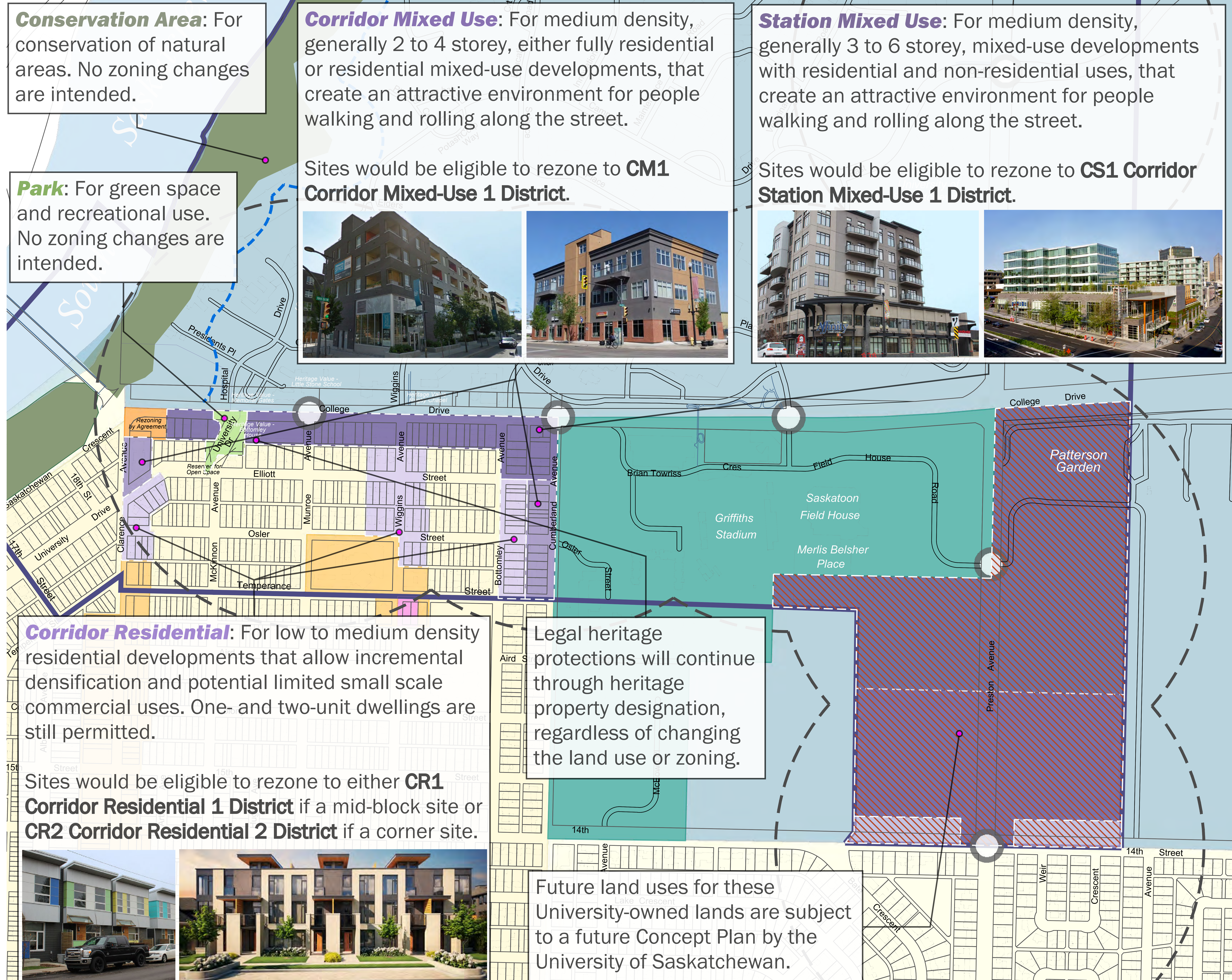
**Corridor Residential:** For low to medium density residential developments that allow incremental densification and potential limited small scale commercial uses. One- and two-unit dwellings are still permitted.

Sites would be eligible to rezone to either **CR1 Corridor Residential 1 District** if a mid-block site or **CR2 Corridor Residential 2 District** if a corner site.



Legal heritage protections will continue through heritage property designation, regardless of changing the land use or zoning.

Future land uses for these University-owned lands are subject to a future Concept Plan by the University of Saskatchewan.



# LAND USE & ZONING PLAN

## CORRIDOR ZONING DISTRICTS

As each Corridor Plan is developed, area-specific zoning regulations may be identified to meet the needs for each plan area. This will require Council's approval as a Zoning Bylaw amendment.

## IMPLEMENTATION

Along with five other plan areas, the College Corridor Proposed Land Use Plan is anticipated to be presented to Council in Spring 2024 for Approval.

After the Proposed Land Use Plan is approved, landowners will have the opportunity to participate in a City-led rezoning that aligns with the Proposed Land Use Plan.

Issue	Recommendation or Response
New development on land designated as Station Mixed-Use can use the Corridor Station Mixed-Use 1 (CS1) Zoning District, which requires commercial or offices on the ground floor.	Requiring commercial or offices on the ground floor for all new development along College Drive may not be the best fit. To provide some flexibility, it is recommended that the CS1 District allow <b>ground floor residential</b> for all properties along College Drive between Clarence and Bottomley.
Some sites on College Drive are narrower and smaller than the required minimum for the Corridor Station Mixed-Use 1 Zoning District.	Add a special exception that reduces the CS1 District's minimum required <b>site width</b> from 15m to <b>7.5m</b> and minimum <b>site area</b> from 450m <sup>2</sup> to <b>300m<sup>2</sup></b> . The permitted maximum <b>height</b> would be decreased from 27m to <b>14m</b> . This could allow developments on smaller sites similar to 418 Cumberland Ave N (Subway with apartments above).
Limited space on the South side of College Drive to create an ideal pedestrian friendly streetscape with wide sidewalks and trees.	To increase public realm continued exploration is needed to determine the space needed. A solution is the requirement of <b>active frontages</b> in the CM1 and CS1 Zoning Districts. This will be regulated within the zoning district and directed by landscape guidelines. Landscape guidelines are being developed for both commercial and residential active frontages.

**Share your opinion on the proposed zoning changes described above.**



# OPT-IN CITY-LED REZONING

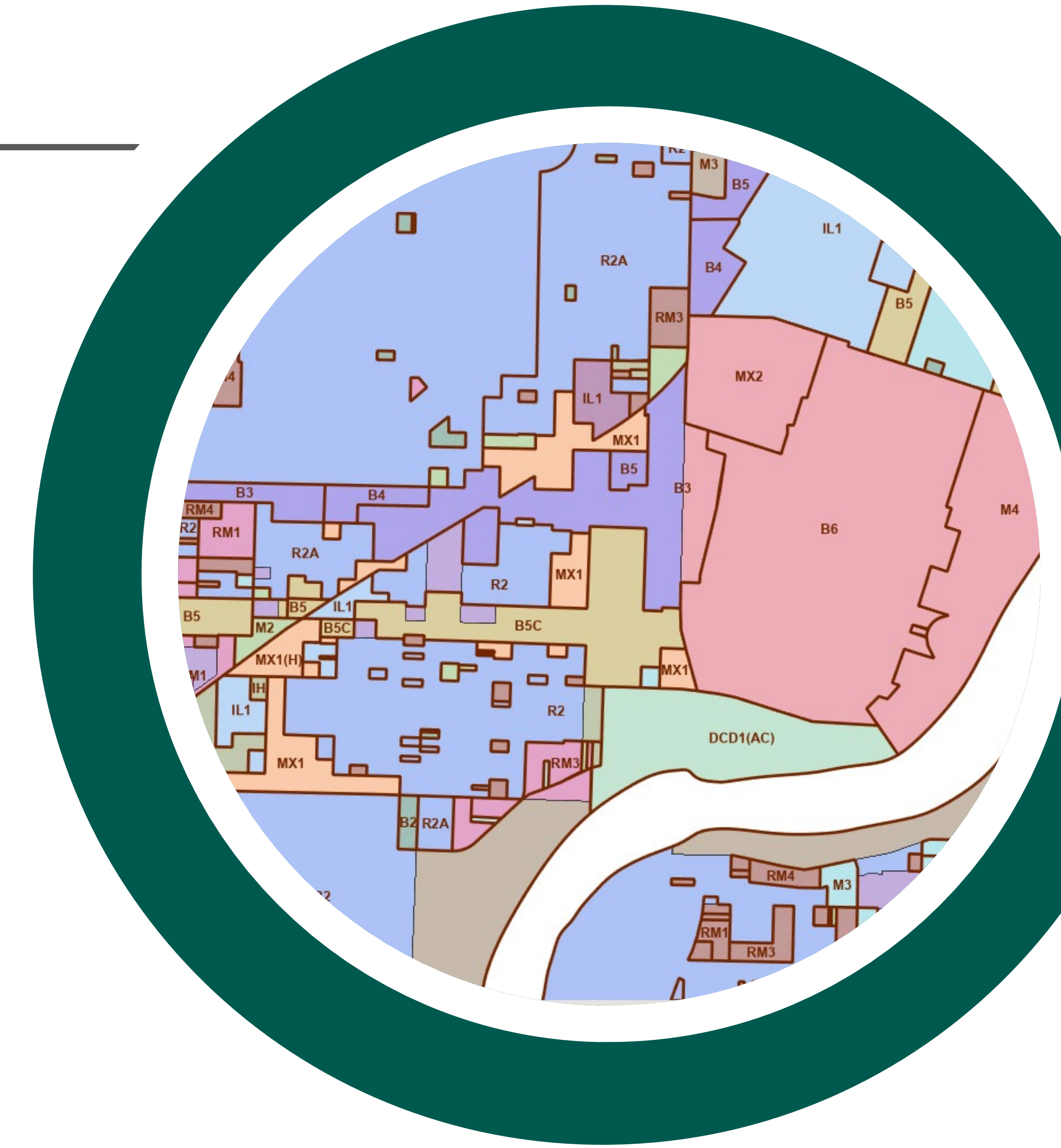
To incentivize redevelopment for increased housing opportunities, the City is offering to lead the rezoning process at no cost for any landowner within the Corridor Plan Area who may be interested.

Eligibility: Development proposals must conform to the **proposed land use plan**.

Opt-in window: **Spring 2024** – after the proposed land use plan receives City Council approval.

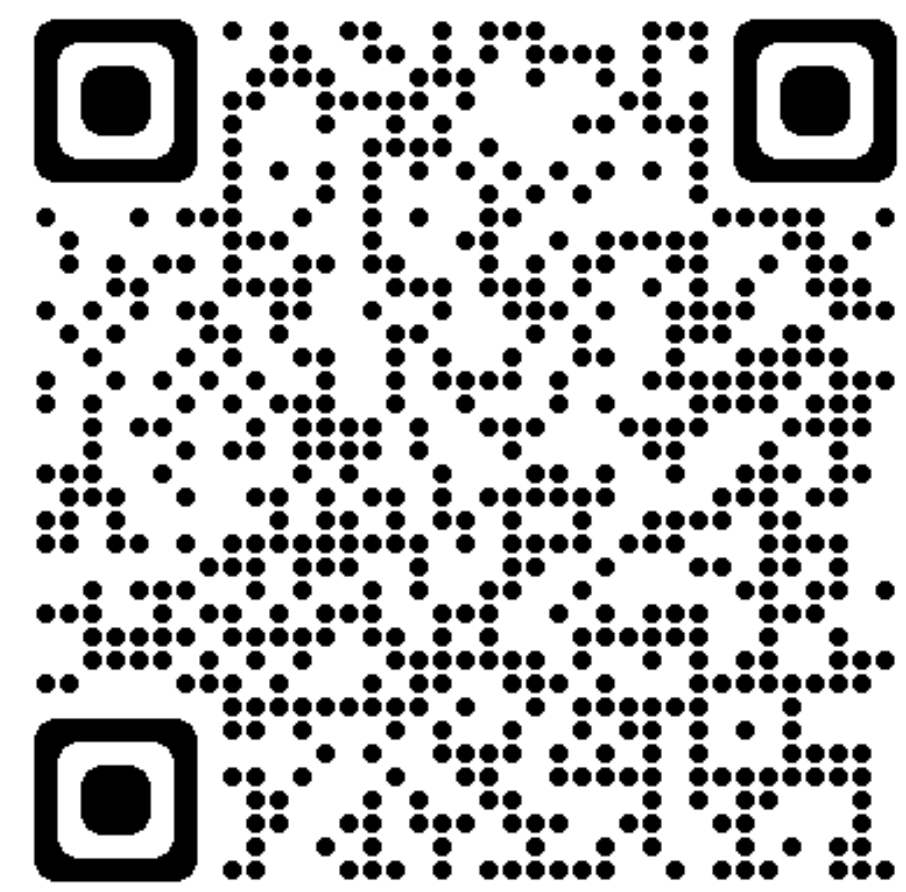
Please speak with a City team member if you have any questions.

**Stay Connected:** Scan the QR code to join the email list to keep you informed of this rezoning opportunity and potential related incentives.

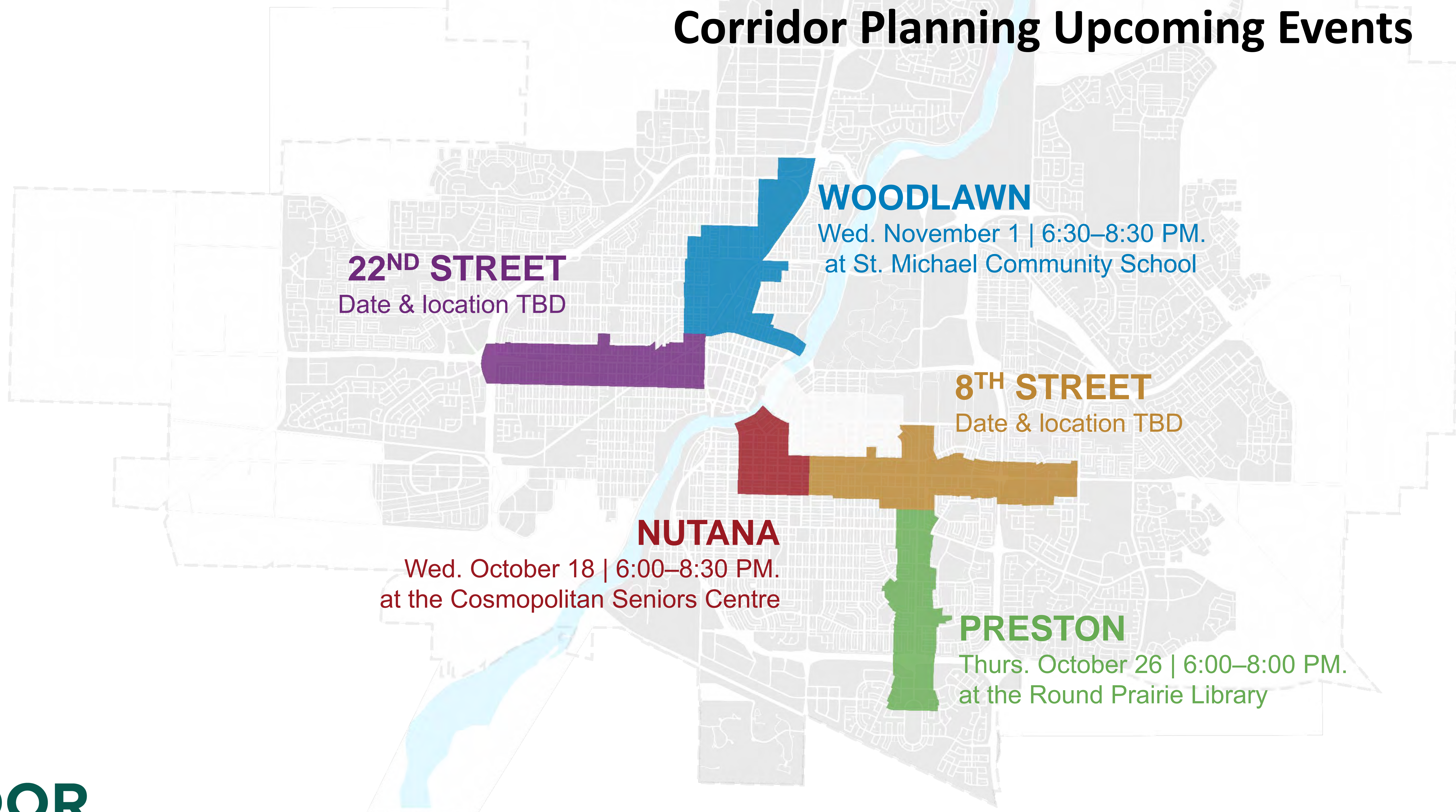


# CORRIDOR LAND USE PLANNING

In October & November the Corridor Planning Team will be asking for feedback on other proposed land use plans. If you are interested in getting involved, check out the project engage page or join us at the upcoming events.



## Corridor Planning Upcoming Events



# Thank you for joining us

## and sharing your feedback!

To provide feedback on the proposed changes to the zoning district and for general comments, fill out this survey:



To stay informed on the City-Led Rezoning Process, fill out this form:

