



AGENDA PUBLIC HEARING MEETING OF CITY COUNCIL

Monday, June 26, 2017, 6:00 p.m.
Council Chamber, City Hall

Pages

1. CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

That the agenda be approved as presented.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

Recommendation

That the minutes of the Public Hearing meeting of City Council held on May 23, 2017 be approved.

5. PUBLIC HEARINGS

5.1 Land Use, etc.

5.1.1 Proposed Official Community Plan Text Amendment - Growth Plan to Half a Million - Corridor Planning Program [File No. CK 4350-66, x4110-2 and PL 4110-78-1]

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Attached are copies of the following:

- Proposed Bylaw No. 9458;
- Report of the General Manager, Community Services Department dated May 30, 2017;

- Letter from the Committee Assistant, Municipal Planning Commission dated June 7, 2017; and
- Notice that appeared in the local press on June 10, 2017.

Recommendation

That City Council consider Bylaw No. 9458.

5.1.2 Proposed Concept Plan for Brighton Village Official Community Plan Amendment [File No. CK 4351-017-005, x4110-46 and PL 4350-Z25/16]

The above noted hearing is being postponed and will be re-advertised at a future date.

5.1.3 Proposed Official Community Text Amendment to add DCD8 to Section 18.2 and Official Community Plan Land Use Map Amendment - Residential to DCD8 - Brighton [File No. CK 4351-017-005, x4110-46 and PL 4350-Z25/16]

The above noted hearing is being postponed and will be re-advertised at a future date.

5.1.4 Proposed Zoning Bylaw Text Amendment to add DCD8 Regulations and Zoning Bylaw Map Amendment - RM3 and B1B (H) to DCD8 - Brighton [File No. CK 4351-017-005, x4110-46 and PL 4350-Z25/16]

The above noted hearing is being postponed and will be re-advertised at a future date.

5.1.5 Proposed Rezoning - From FUD to RMTN1, RM3 and B4MX - Aspen Ridge Neighbourhood [File No. CK 4351-017-004 and PL 4350-Z1/17]

The above noted hearing is being postponed and will be re-advertised at a future date.

5.2 Public Notice Matters

6. PROCLAMATIONS AND FLAG RAISINGS

Recommendation

1. That City Council approve all proclamations and flag raising requests as set out in Section 6; and
2. That the City Clerk be authorized to sign the proclamations, in the standard form, on behalf of City Council.

6.1 Heather Hogg - Learning Disabilities Association - October 2017 - 'Learning Disabilities Awareness Month' [File No. CK 205-5]

Proclamation Request.

6.2 Lindsay Gervais - Royal University Hospital - June 27, 2017 - 'HIV Testing Day' [File No. CK 205-5]

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Proclamation Request.

7. URGENT BUSINESS

8. ADJOURNMENT

BYLAW NO. 9458

The Official Community Plan Amendment Bylaw, 2017 (No. 8)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Official Community Plan Amendment Bylaw, 2017 (No. 8)*.

Purpose

2. The purpose of this Bylaw is to amend the Official Community Plan to establish the Corridor Planning Program which is intended to guide future detailed land-use activities along major transportation corridors.

Bylaw No. 8769 Amended

3. The Official Community Plan which is annexed as Schedule “A” to Bylaw No. 8769 and forms part of the Bylaw, is amended in the manner set forth in this Bylaw.

Section 21.0 Amended

4. Section 21.0 is repealed and the following substituted:

“21.0 Corridor Planning Program

21.1 Intent:

The Corridor Planning Program provides a framework within which detailed land-use planning activities will occur along the City’s major transportation corridors as a means of providing a balanced approach to growth, as outlined in the Growth Plan to Half a Million. 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 as a means of addressing the following items:

- i) major transportation corridors in the City are often car-oriented with a low-density built form and limited land uses

that do not encourage transit use or other multi-modal transportation options, such as cycling, walking, or accessible modes of travel;

- ii) an over-reliance on outward growth and development can be expensive and sometimes does not maximize the use of municipal infrastructure, putting the City in long-term financial risk; and
- iii) amenities that serve adjacent neighbourhoods are limited along the City's major corridors.

21.2 Objectives:

- a) To provide a mix of land uses that provide a balance of employment opportunities along major corridors to address city-wide and adjacent residential neighbourhood employment needs.
- b) To provide a mix of land uses and densities that support and encourage the use of the Bus Rapid Transit service and multi-modal transportation options.
- c) To guide the development and evolution of the corridor in a way that incorporates transit-oriented development principles for streetscape, pedestrian, and building design components to create a built form and pedestrian environment that is visually appealing, physically comfortable, safe, universally accessible, and livable on a year-round basis.
- d) To maximize the use of existing infrastructure and to provide new infrastructure and servicing needs in a cost-effective, sustainable, and efficient manner.

21.3 Policies:

- a) The City will encourage a mix of land uses and densities along its major transportation corridors to provide employment opportunities, commercial services, housing options, amenities, and other uses that support surrounding neighbourhoods and that help to create year-round vibrant and accessible urban corridors.
- b) The City will encourage, through the Corridor Planning Program process, the building densities necessary to support the establishment and use of a Bus Rapid Transit system and other multi-modal transportation options.

- c) The City will engage with residents and stakeholders at each phase of the Corridor Planning Program process in order to identify issues, opportunities, and solutions that are reflective of community needs, while striving to encourage infill development to provide a balanced approach to growth.
- d) The City will strive to maximize the use of existing water and sewer infrastructure and will assess the impacts of increasing density on the capacity of the system. Necessary infrastructure upgrades and replacement cost estimates will be identified through each Corridor Planning Program process, along with potential financial strategies to address the estimated costs.
- e) The City will encourage the use of renewable energy sources, sustainable building technologies, materials, and practices and Low Impact Development guidelines to help reduce energy consumption, greenhouse gas emissions, promote storm water infiltration and the long-term maintenance requirements for the City's waste management infrastructure and facilities.
- f) The Corridor Planning Program will incorporate transit-oriented development design principles, including street-level analysis of the existing built form and public realm to identify potential form and character guidelines and strategies for new development. Components may include, but are not limited to:
 - i) building scale and massing elements;
 - ii) streetscape design elements and landscaping;
 - iii) universal accessibility;
 - iv) four-season environmental considerations and strategies;
 - v) shadow-cast studies and strategies; and
 - vi) building and public realm materials.”

New Section 21.1.0

5. The following section is added after section 21.0:

“21.1.0 Subdivision Policy for the Montgomery Place Neighbourhood

Minimum Site Frontage a) In order to complement the existing character of the Montgomery Place Neighbourhood, the minimum site frontage for the new residential lots shall be 18.25 metres and the minimum site depth shall be 39.6 metres. All other applicable standards of the Subdivision and Zoning Bylaws shall apply in Montgomery Place.”

Coming into Force

6. This Bylaw shall come into force upon receiving the approval of the Minister of Government Relations.

Read a first time this _____ day of _____, 2017.

Read a second time this _____ day of _____, 2017.

Read a third time and passed this _____ day of _____, 2017.

Mayor

City Clerk

Growth Plan to Half a Million – Corridor Planning Program

Recommendation

That a copy of this report be forwarded to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendments to Official Community Plan Bylaw No. 8769 to add a new Corridor Planning Program policy framework, as outlined in this report, be approved.

Topic and Purpose

This report provides an overview of the draft Corridor Planning Program Policy framework as the first step in implementing the Corridor Growth Core Initiative of the Growth Plan to Half a Million.

Report Highlights

1. The intent of the Corridor Planning Program is to implement the Corridor Growth Core Initiative (Corridor Growth) to enable the balanced approach to growth, as outlined in the Growth Plan to Half a Million (Growth Plan).
2. The Corridor Planning Program will be established as an amendment to Official Community Plan Bylaw No. 8769, including a framework of objectives and policies that are intended to guide future detailed land-use activities along the City of Saskatoon's (City) major transportation corridors.
3. A summary of the results of the online Corridor Planning Program questionnaire suggests significant support for the draft policy framework, including several recommended policy framework additions and revisions.

Strategic Goals

The implementation of the Corridor Planning Program supports the City's Strategic Goals of Sustainable Growth and Moving Around by providing the process by which detailed land use and transportation activities can occur to establish a new model for growth in a sustainable and fiscally-responsible manner. The Corridor Planning Program also incorporates an integrated approach to transportation, servicing, transit, and land use, while increasing and encouraging infill development along corridors to balance growth between infill and greenfield development.

In addition, the Corridor Growth portfolio also supports the City's Economic Diversity and Prosperity, Environmental Leadership, and Asset and Financial Sustainability goals. It accomplishes this through the alignment of the programs with transit improvement, specifically the Bus Rapid Transit (BRT) system and other current initiatives, such as the Brownfield Renewal and Green Infrastructure Strategies.

Background

The Growth Plan was approved, in principle, by City Council in April 2016, establishing a new approach to the growth and evolution of the City over the coming decades. As part of this new approach, the three Core Initiatives - Corridor Growth, Transit, and Core Bridges - were identified to provide focus and greater direction on the integration of land use and movement throughout the City.

The Growth Plan also outlines the vision for rebalancing the future growth of the City through targets of 50% infill and 50% greenfield development, provides an overview of the Corridor Growth Core Initiative, and identified that a report outlining the Corridor Planning Program would be presented in early 2017.

A report was presented to the Standing Policy Committee on Planning, Development and Community Services (Committee) on April 3, 2017, outlining the key aspects of the Corridor Planning Program, including the policy development process, a draft policy framework, and public engagement/input approach through an online questionnaire. This report provides an overview of the proposed Official Community Plan (OCP) Corridor Planning Program policy framework (see Attachment 1) and results of the online questionnaire (see Attachment 2).

Report

Corridor Planning Program

In order to reduce the outward expansion of the City and provide housing and amenities close to employment areas, encouraging growth and redevelopment along the City's major corridors is essential.

The Corridor Planning Program is one component of a larger Corridor Growth portfolio, which includes additional programs and projects aimed at providing long-term direction and opportunities to achieve the growth targets outlined in the Growth Plan. It will also provide strong linkages to the design and construction of the BRT system and associated elements, such as station design and land use intensification at key station locations.

The Corridor Planning Program initially contemplated focusing corridor plans within sections of each of the corridors. Instead, the Administration has determined that a more appropriate implementation approach will be to undertake a system-wide planning process along those corridors where the proposed BRT Red Line will be located. This approach will better align the corridor planning work with the BRT system design and construction phasing.

Proposed Official Community Plan Amendment

The first step in working toward the balanced approach to growth is to establish a policy framework under which detailed land use planning for the City's major corridors can occur. To enable this work, a set of draft OCP policies has been prepared (see

Attachment 1), similar in scope and context to the current Local Area Planning program in the OCP.

The structure of the draft policy framework includes a list of issues for corridor growth derived from the Growth Plan Technical Report (February 2016). The list is intended to provide focus for the long-term objectives, in order to achieve the key aspects of the Corridor Growth Core Initiative. The four objectives are comprised of components that support a variety of growth-related aspects, including:

- i) to provide a mix of land uses that provide a balance of employment opportunities along major corridors to address city-wide and adjacent residential neighbourhood employment needs;
- ii) to provide a mix of land uses and densities that support and encourage the use of the Bus Rapid Transit service and multi-modal transportation options;
- iii) to guide the development and evolution of the corridor in a way that incorporates transit oriented development principles for streetscape, pedestrian, and building design components to create a built form and pedestrian environment that is visually appealing, physically comfortable, safe, universally accessible, and livable on a year-round basis; and
- iv) to maximize the use of existing infrastructure and to provide new infrastructure and servicing needs in a cost-effective, sustainable, and efficient manner.

Building on these objectives, the draft policies provide a greater level of detail on the actions and issues that will be incorporated into the Corridor Planning Program, including a commitment to engage with local residents, business owners, and other stakeholders.

Corridor Planning Questionnaire Summary

An online questionnaire regarding the draft policy framework for the Corridor Planning Program was available from March 20 to April 11, 2017. Notifications of the questionnaire were included in four consecutive editions of The StarPhoenix; posted on the municipal project webpage; and emailed to approximately 1,500 residents, including members of the Citizen Advisory Panel and participants in the Growth Plan.

A total of 988 responses were received, including 649 comments on the components of the policy framework and an open-ended question. In general, the results indicate strong support for the approach and contents of the policy framework, with notable suggestions resulting in several revisions and additions, as outlined in the Corridor Planning Program Policy Framework (see Attachment 3).

As part of the analysis of the responses, 20 categories were defined to better understand the types of issues that are important aspects of the Corridor Planning Program. The description and examples of comments from each are included in the Questionnaire Summary (see Attachment 2).

Options to the Recommendation

City Council could choose not to amend the OCP as recommended. If this option is chosen, further direction would be required on the desired approach for implementing the Corridor Growth objectives of the Growth Plan.

Public and/or Stakeholder Involvement

Public involvement in the preparation of the proposed Corridor Planning Program policy framework has occurred through an online questionnaire, which was open for responses from March 20 to April 11, 2017. A total of 988 responses were received, including 649 comments and suggestions, in addition to the formal questions. A summary of the questionnaire results is included as Attachment 2.

Communication Plan

The Growth Plan Engagement Guidelines have been prepared to align internal and external expectations and to present the City's intended project by project approach towards growth engagement. The Corridor Planning Program engagement plan is in the process of being updated to reflect a new, two-phased approach for implementing the Corridor Planning Program.

Policy Implications

In order to begin the implementation of the Corridor Growth Core Initiative outlined in the Growth Plan, an amendment to Official Community Plan Bylaw No. 8769 will be required to include the Corridor Planning Program policy framework, as outlined in this report.

Other Considerations/Implications

There are no financial, environmental, privacy, CPTED or other implications or considerations.

Due Date for Follow-up and/or Project Completion

Follow-up is not required.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Public Notice Policy No. C01-021.

Once this report has been considered by the Municipal Planning Commission, the proposed amendments to Official Community Plan Bylaw No. 8769 will be advertised in accordance with Public Notice Policy No. C01-021. A notice will be placed in The StarPhoenix, at least two weeks prior to the June 26, 2017 public hearing date.

Attachments

1. Proposed Amendments to Official Community Plan Bylaw No. 8769
2. Corridor Planning Program Policy Framework Engagement Summary Report

Report Approval

Written by: Jim Charlebois, Senior Planner, Corridor Planning/Long Range Planning

Reviewed by: Lesley Anderson, Director of Planning and Development

Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2017/PD/MPC – Growth Plan to Half a Million – Corridor Planning Program/ks

Proposed Amendments to Official Community Plan Bylaw No. 8769

Create a new Section 21, as outlined below, and renumber the subsequent sections accordingly:

21.0 Corridor Planning Program

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21.2 Issues:

- a) Major transportation corridors in the City are often car-oriented with a low-density built form and limited land uses that do not encourage transit use or other multi-modal transportation options, such as cycling, walking, or accessible modes of travel.
- b) An over-reliance on outward growth and development can be expensive and sometimes does not maximize the use of municipal infrastructure, putting the City in long-term financial risk.
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CORRIDOR PLANNING PROGRAM

Policy Framework Engagement Summary Report

May 2017

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1 BACKGROUND

1.1 WHAT, WHY and HOW?

What?

In 2016, City Council approved the Growth Plan to Half a Million (Growth Plan). It sets a new course for how the City of Saskatoon will evolve over the next 30 years, in order to be able to accommodate a population of half a million residents.

The Plan outlines the three Core Initiatives of *Corridor Growth*, *Transit* and *Bridges* that when combined, provide focus and greater direction on the integration of land use and movement throughout the City.

The Growth Plan also outlined the vision for rebalancing the future growth of the City through targets of 50% infill (development within an existing area) and 50% greenfield (development in a previously undeveloped area) and provided an overview of the Corridor Growth Core Initiative.

Why?

The Corridor Growth Core Initiative is intended to identify "...opportunities for developing vibrant communities along major corridors, supported by attractive transit services." (*from the Growth Plan to Half a Million*)

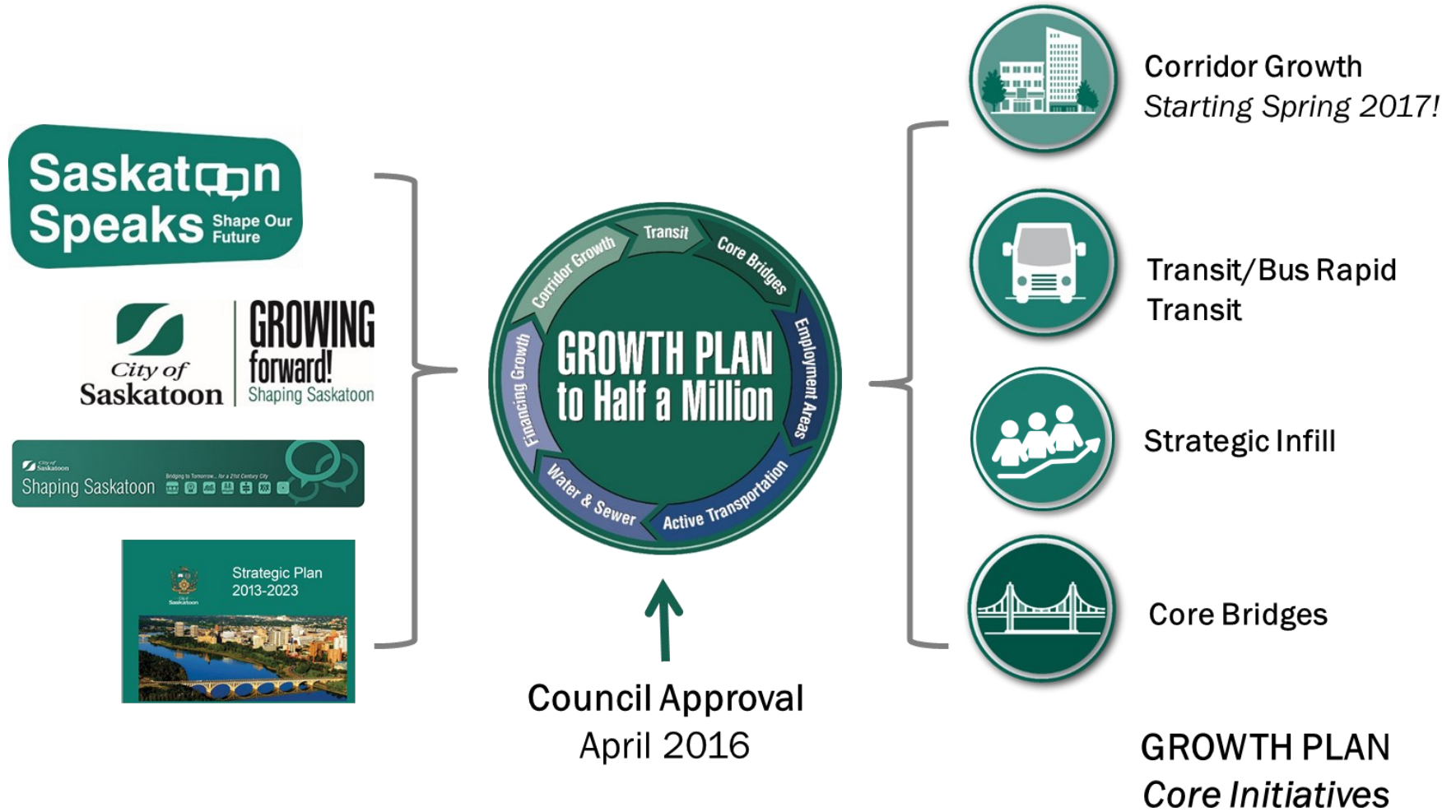
The first step in working toward the balanced approach to growth is to establish a policy framework under which, detailed land use planning activities can occur.

How?

The development of the Corridor Planning Program will be a significant addition to the overall policy framework of the City. As such, providing interested residents and stakeholders with an opportunity to suggest changes or additions to the draft policies is an important step and considered to be a 'best practice' in the policy development process.

To obtain feedback on the draft policy framework, the City invited residents and stakeholder groups to provide feedback on questions related to the components of the policy framework and to provide additional comments or suggestions on how each could be strengthened. That feedback is outlined in the following sections of this Summary Report, including the proposed wording changes that will be presented to Council for discussion.

1.2 How Did We Get Here?



2 QUESTIONNAIRE STRUCTURE

2.1 Analysis Category Descriptions

For the purpose of analysis, comments and suggestions from the questionnaire were organized into the categories described below. The descriptions outline the general subject matter for each category. They should not be considered as definitions.

Accessibility – Corridor growth and development needs to improve accessibility for all users. The city should be barrier-free and enable all mobility levels and transportation modes.

Balanced Growth – The focus of future development should be on achieving the Growth Plan infill development target by making improvements within existing neighbourhoods, and reducing the amount of greenfield suburban growth. This also includes comments about the development of new neighbourhoods; preservation of arable land; as well as sensitive and regulated infill in existing neighbourhoods.

Cycling – Comments related to bike paths, separated bike lanes, as well as improving and increasing connectivity of the city's bicycle network.

Education – Benefits of alternate forms of transportation need to be communicated to residents in order to begin to change mindsets about using transit or active transportation instead of a personal vehicle for daily transportation needs.

Employment – Includes comments about employees taking transit to their jobs, where they need to travel to in order to get to work, as well as general employment locations.

Engagement – Ensuring all citizens are engaged in these processes, and utilizing alternate means and culturally appropriate methods of public consultation going forward.

Growth Costs – How to incentivize infill development and pay for the new neighbourhood development, as well as the costs of maintaining existing services and infrastructure.

Green Technologies & Infrastructure – This broad category includes ideas about renewable energy production, rainwater capture and storm water management, as well as bridge and road development and the maintenance and upgrading of existing infrastructure. Also includes concerns about increased carbon dioxide emissions, air pollution and the protection of important natural areas.

Housing Choice – The importance of having mixed income housing in all neighbourhoods and being able to accommodate people at varying stages of life and family composition. Also includes possibility of creative housing options, in addition to single family houses and multi-unit dwellings.

Mixed Use & Density – Ensuring a mix of uses so people can work, shop, and play near their homes, and having enough people living on and nearby the major corridors to provide the ridership base for the

Bus Rapid Transit (BRT) System and to support multiple services within walking distance.

Parking – Comments about on-street parking, street-fronting parking lots and availability and ease of access.

Safety – Comments in this category include safety from crime as well as feelings of safety around traffic when crossing the street or utilizing bike and pedestrian facilities. Includes the concept of sharing public spaces to increase feelings of security in communities.

Senior Services – Concerns about seniors’ mobility and safety as they age, and being able to maintain independence. This includes living a complete life without requiring a personal vehicle, and still being able to meet basic needs for things like shopping and medical appointments.

Transit – Comments about the convenience and reliability of the transit system, including the proposed BRT System, as well as the best locations for routes, availability of bus shelters, affordability, and general operations.

Transportation Network – General transportation concerns about overpasses, freeways, and neighbourhood access, as well as the impact of railways within the city and problems with specific roads or intersections.

Urban Design – Design, beautification, and vibrancy of the public realm, streetscape and corridors.

Walking – Pedestrian facilities that encourage walking, have good connectivity, are safe and include elements such as high visibility crosswalks and other universally accessible components.

Winter City – Saskatoon has significant winter weather for a considerable amount of the year, so all future plans and changes should be practical for all seasons. This includes alternative forms of transportation that are still functional in the winter.

Zoning – Land use regulations along corridors and the possibility of changing zoning to allow for increased density and different uses in various areas of the city.

Other – Specific concerns about Downtown, including access to a grocery store and a new arena; regional planning issues; the University of Saskatoon lands; all other comments.

Infrastructure
 Balanced
 Network
 Engagement Employment Downtown
 Technologies Transit Walking
 Zoning Winter Education Accessibility
 Urban City
 Choice Services Regional
 Green Growth
 University
 Safety Use Housing Services Parking Design
 Transportation
 Financing Cycling Mixed
 Density

3 FEEDBACK RESULTS

3.1 Demographic Profile Summary

The following brief summary provides a high-level overview of the characteristics of the questionnaire respondents.

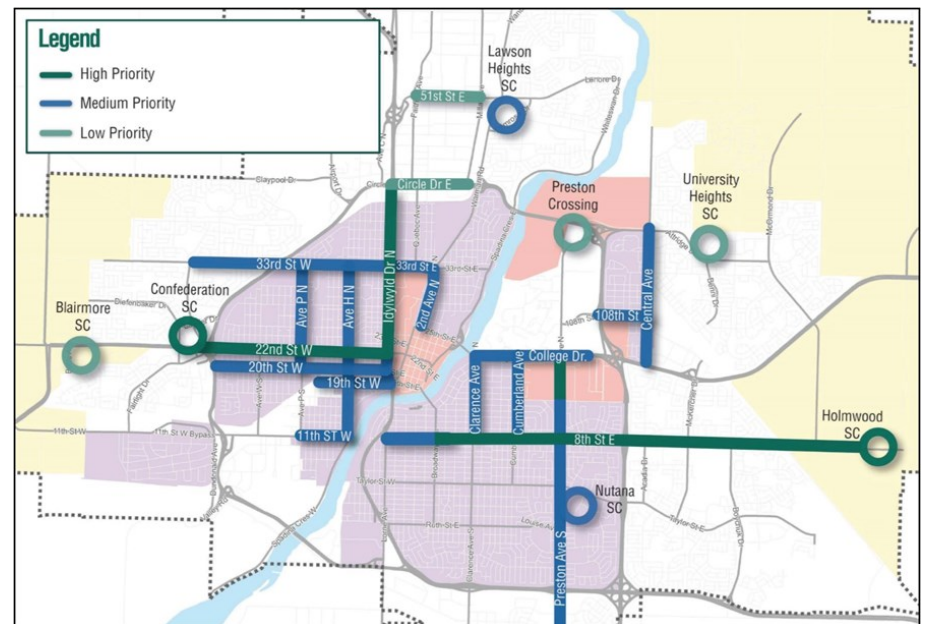
- 988 total questionnaire responses
- 956 (96.76%) of responses were from residents of Saskatoon.

Of those who live in Saskatoon and completed the questionnaire, over 65% of the responses came from Wards 1, 6, 7, 9, and 10 (predominantly located on the east side), although all wards were represented by the respondents. Ward 6 had the highest percentage of respondents at 18.1%, and the lowest percentage of respondents were from Ward 3, at 3.9%.

The majority of respondents were not business owners, although 16.8% of respondents did own a business. The majority (86.1%) of the individuals who identified as business owners did not own businesses that were located on the major corridors, as identified by the *Growth Plan to Half a Million – Major Corridors* map.

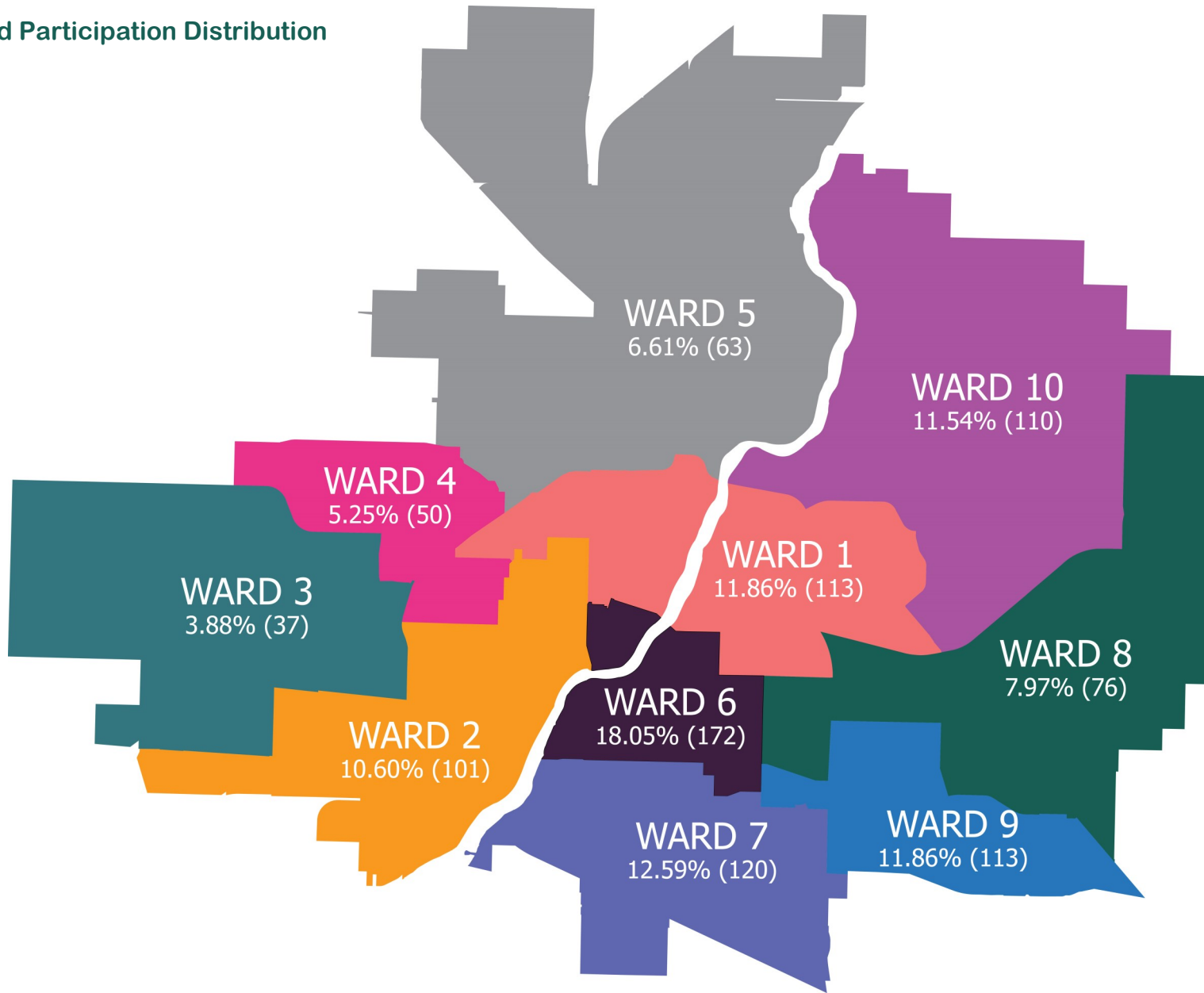
There were 69 people who answered the question about which major corridor their business was located. If we change the answer to show that 69 of the business owners are located on a major corridor, that changes the breakdown to 18.4% of business owners were located on a major corridor (69), and 81.6% (305) were not.

Of the 69 business owners who identified their business as located on a major corridor, the majority (62%) were located on four corridors: 8th Street East (25%), followed by Idylwyld Drive North (15%), 20th Street West (12%), and 2nd Avenue North (10%).



Growth Plan to Half a Million—Corridor Priorities map

3.1a) Ward Participation Distribution

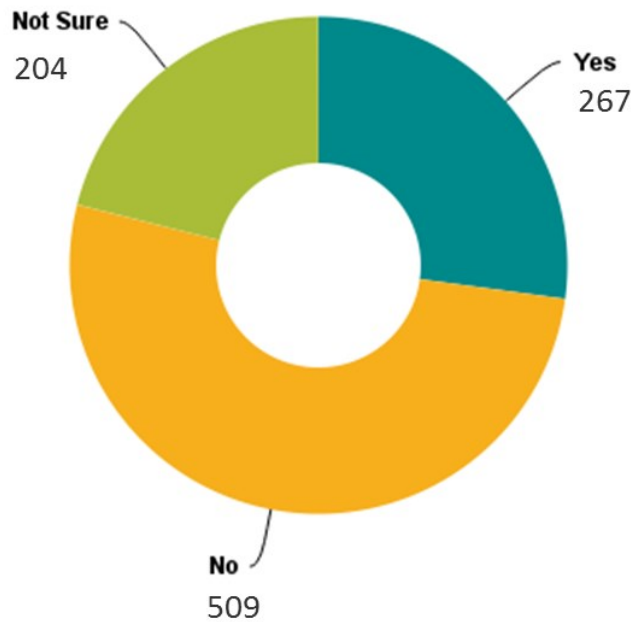


3.2 Engagement Profile

Questions 6 through 8 asked respondents to indicate their prior level of involvement in the Growth Plan to Half a Million process.

Question 6: Did you participate in the Growing Forward / Growth Plan to Half a Million engagement activities?

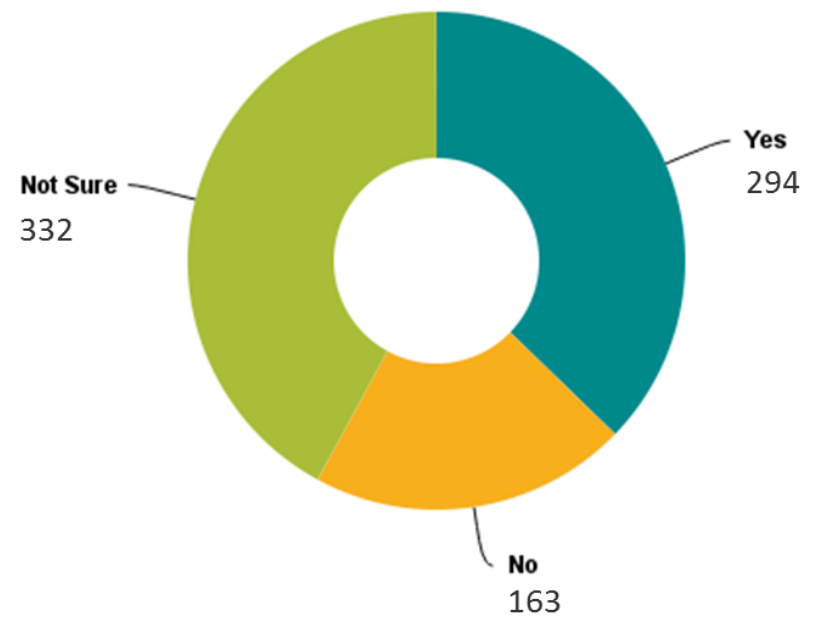
- 983 responses



Question 7: Are you a member of the City's Citizen Advisory Group?

- Yes—219 responses
- No—759 responses

Question 8: If no, would you consider joining in the future?



3.3 Issues

3.3a) Question 9

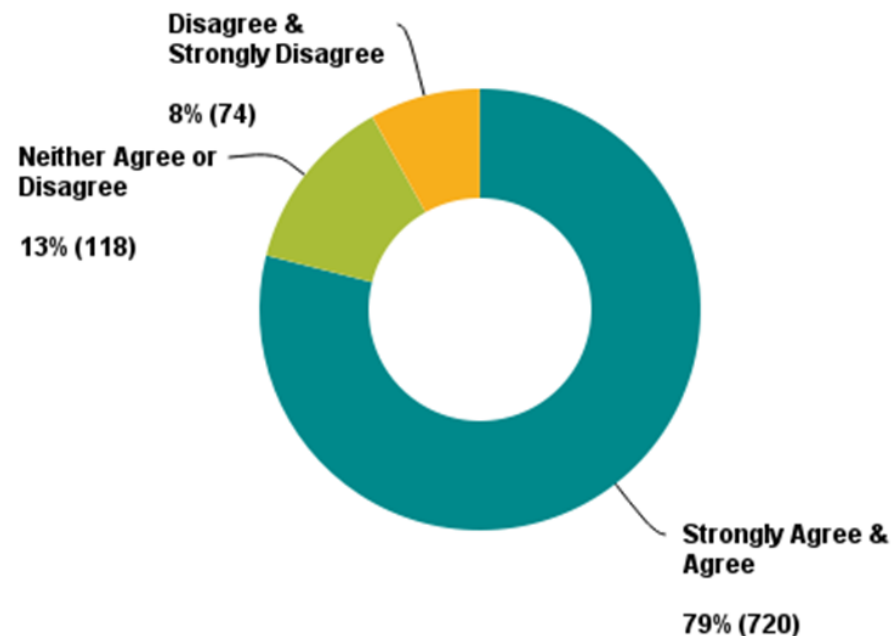
In your opinion, do you think that the identified Issues represent the elements that need to be addressed by the Program?

Issues

- Major transportation corridors in the City are car-oriented with primarily low-density built form that does not encourage transit use or other multi-modal transportation options;
- Continued outward growth and development is expensive and often does not maximize the use of municipal infrastructure, putting the City in long-term financial risk for costly repairs and upgrades;
- Amenities that serve adjacent neighbourhoods are limited along the City's major corridors.

3.3b) Level of Support

- 912 responses
- 76 skipped
- 195 additional comments



3.3c) Selected Comments

The following are a sample of the 195 comments received related to the policy framework Issues

- *People would use alternatives to single passenger car transportation if it were viable and it would be viable both for residents and the municipality in time if the focus for future growth was greater density rather than outward movement.*

- *The status quo has a big and negative impact on our environment. Low density development does not make it easy to choose modes of transportation other than the car.*
- *I think that North Americans/Canadians are very automobile conscious and as such will be loath to part with their vehicles. As such I believe that a very dedicated time must be looked at a re-education of the vehicle minded person. Maybe this needs to be a first step.*
- *I had hoped for significantly less than a 50% portion for green-field development, and a higher concentration of new housing and business development along the high and medium priority corridors, because multi-unit housing units and offices in the distant suburbs cannot be served effectively by public transit of any kind, while a network of transit can serve all the identified corridors.*
- *The corridors generally have high traffic volume and poor sidewalks. Some of the sidewalks are not maintained well and are falling apart. In many cases the sidewalks are so close to the road that it is uncomfortable or dirty, or there is a hazard of splashing water when walking along them as there is no boulevard or other break between the road and the sidewalk. This really reduces the desire for people to be walking on these high volume corridors.*
- *There are also issues related to cycling, with no defined cycling lane or aggressive drivers that do not want cyclists on the roads.*

This would need to be addressed most likely by share road indicators and education programs to the driving public that cyclists are obligated to ride in the road vs sidewalk and to give them the appropriate safe space and respect when following or passing.

- *Land use mix. Currently the bylaw does not encourage mixed use developments only segregated land use. This initiative will hopefully integrate both commercial and residential uses along corridors. It should also be about dwelling targets. Specify how many dwellings are required per neighbourhood to meet the strategic targets for infill.*

3.3d) Ideas to Carry Forward

- Land use mix
- Cycling and walking infrastructure

3.4 Objectives

3.4a) Question 10

In your opinion, do the proposed objectives respond to the long-term aspirations for growth along the City's major corridors?

Objectives are statements that outline a long-term vision or goal for the municipality - in this case relating to how the City's major corridors should change in the future to enable the balanced approach to growth outlined in the Growth Plan to Half a Million. They are not intended to identify specific actions the City will undertake but rather, to provide the framework for change to occur.

Objectives

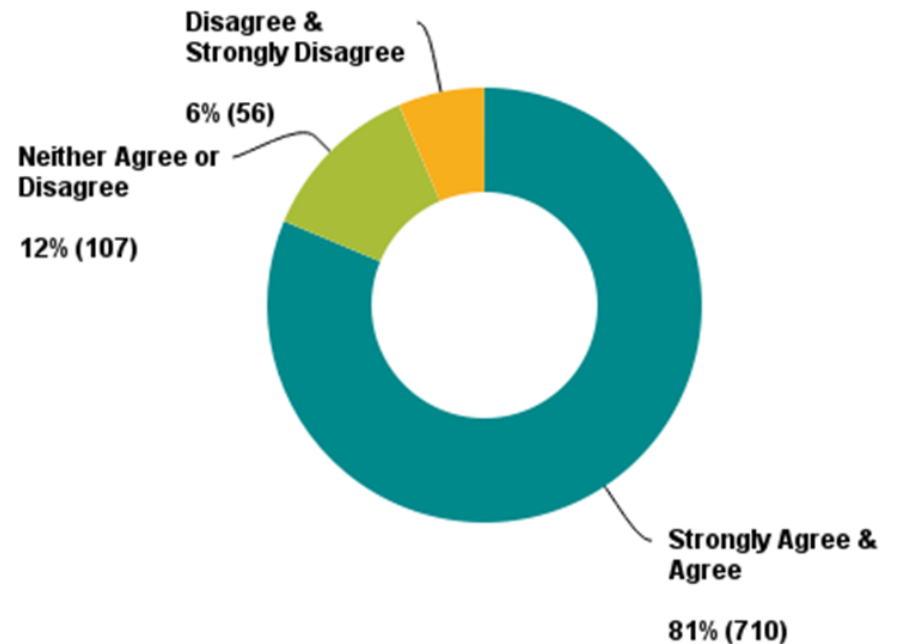
- To provide a mix of land uses that provide a balance of employment opportunities along major corridors to address city-wide and adjacent residential neighbourhood employment needs;
- To provide a mix of land uses and densities that support and encourage the use of the Bus Rapid Transit service and other multi-modal transportation options;
- To guide the development and evolution of the corridor in a way that incorporates streetscape, pedestrian and building design components to create a built form and pedestrian environment

that is visually appealing, physically comfortable and livable on a year-round basis;

- To maximize the use of existing infrastructure and to provide new infrastructure and servicing needs in a cost-effective, sustainable and efficient manner.

3.4b) Level of Support

- 873 responses
- 115 skipped
- 149 additional comments



3.4c) Selected Comments

- *Safety, security - to support neighbourhoods with vibrancy, including but not limited to supporting and populations consisting of people of diverse stages of the lifespan and family composition.*
 - *To minimize negative impacts on areas adjacent to the corridors. For example noise from increased activities, shading from tall buildings, traffic and crime in alleys behind corridor buildings*
 - *More emphasis on housing forms is important. Planners should strive to invite more creative housing styles along the corridors as seen in similar environments in world major cities. Such transformation development, particularly high density, in addition to welcoming mixed use should demonstrate high building efficiency standards, incorporate indoor public spaces where possible, and prioritize accessibility in its design.*
 - *One should be able to live a full and complete life in this city without the need for a vehicle. This seems very much like a step in the right direction.*
 - *To provide incentives to developers for pursuing infill development projects such as reductions in zoning change costs and temporary property tax rebates on infill properties. To increase access to reliable electric vehicle infrastructure along the most major corridors.*
- *It seems to me the missing piece of a rapid transit, growth corridor scheme is a more aggressive policy in balancing the demands of cars and other transit, walking and bicycling. We should strive to make the latter option more attractive (better transit, some dedicated walking/pedestrian bridges across the river, etc.) AND we should strive to make it less convenient to drive a car.*
 - *The corridors should be safe welcoming places at all times of the day and night.*

3.4d) Ideas to Carry Forward

- Safety
- Transit oriented development principles
- Add and increase housing choices
- Age-in-place opportunities

3.5 Policies

3.5a) Question 11

In your opinion, do the proposed Policies clearly describe/define the ways in which the City will begin to plan for future growth along the major corridors?

Policies are intended to provide clear direction as to how the City will begin to determine the ways to respond to the identified Issues. They respond to the long-term goals outlined in the Objectives and provide action-oriented statements that are intended to direct specific land use planning activities along the major corridors. They are not intended to be one-time actions, but instead, actions that will be undertaken for each of the corridors where a planning process has been identified as necessary.

The proposed Corridor Planning Program policies are intended to identify the ways in which the City will work with landowners, residents and stakeholders to plan for change along our major transportation corridors.

Policies

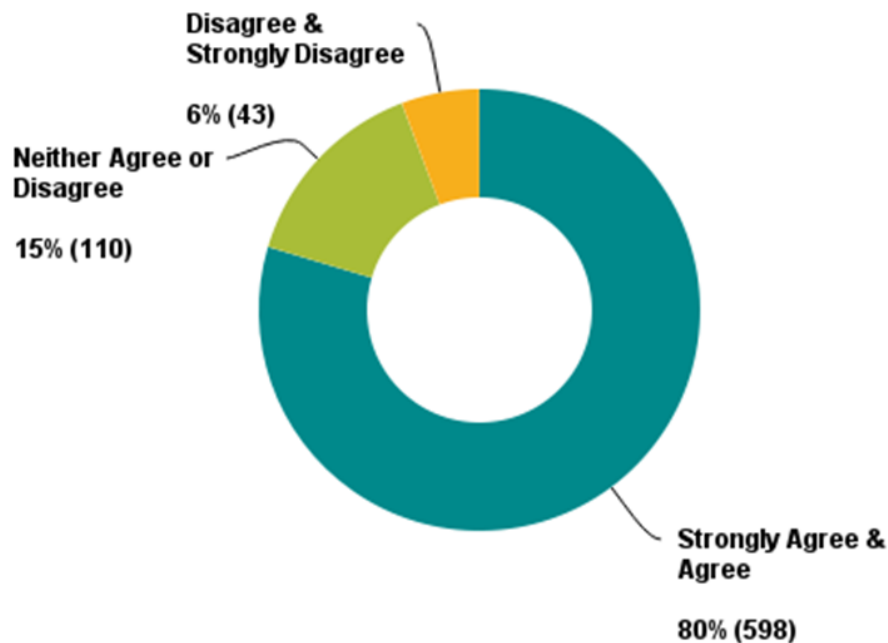
- The City will encourage a mix of land uses and densities along its major transportation corridors to provide employment opportunities, commercial services, amenities and other uses that support surrounding neighbourhoods and that help to create vibrant and walkable (or pedestrian-friendly) urban corridors.

- The City will encourage, through each Corridor Planning process, the building densities necessary to support the establishment and use of a Bus Rapid Transit (BRT) System and other multi-modal transportation options.
- The City will engage with residents and stakeholders for each Corridor Planning process in order to identify issues, opportunities and solutions that are reflective of community needs while striving to encourage infill development to provide a balanced approach to growth.
- The City will prepare evaluation criteria to assist with determining the priorities for future corridor planning locations.
- The City will strive to maximize the use of existing water and sanitary service infrastructure and will assess the impacts of increasing density on the capacity of the system. Necessary infrastructure upgrades and replacement cost estimates will be identified through each Corridor Planning process along with potential financial strategies to address the estimated costs.
- The City will encourage the use of sustainable building technologies, materials and practices to help reduce energy consumption, greenhouse gas emissions and the long-term maintenance requirements for the City's waste management infrastructure and facilities.
- The Corridor Planning Program will include street-level analysis of the existing built form and public realm into each corridor

planning process to identify potential form and character guidelines and strategies for new development. Components may include, but are not limited to building scale and massing elements, streetscape design elements and landscaping, environmental considerations and strategies, shadow cast studies and strategies, and building and public realm materials.

3.5b) Level of Support

- 751 responses
- 237 skipped
- 134 additional comments



3.5c) Selected Comments

- *This is very in line with my personal vision for our city. We have to move towards being accessible and efficient rather than spreading out and thinning our services. Improving the bus and cycle transportation would be amazing but may also require significant education or incentives to participate.*
- *What about re-evaluating our current waste management system by looking at more ways of diverting waste, both at the residential level, and at the landfill level. (More composting, available to all, rather than a cap, creating a tax credit or refund for those that subscribe to the compost program, reducing garbage pick-up, increasing recycling, to help keep recyclable materials out of landfills, etc.)*
- *I would suggest you consult with someone informed about disability access toward possibly expanding "pedestrian-friendly" to explicitly reference accessibility as well. That is, not all non-vehicle travel is pedestrian and it would be important to see this reflected in policy statements and policy.*
- *Currently the corridors are a brutal and assaultive place to walk, cycle or use transit. I would hope that "encouraging" a walkable urban corridor or a multi modal transportation option would have much more authority and enforcement.*
- *Within the "share of growth" targets in the Plan (ie 50% suburban), in the short term, in order to kick-start Corridor development, The City will direct the Land Branch to limit the*

annual quantity of parcels for sale, especially re multi-family housing types which would be in direct competition with similar units for sale on corridors. This policy can be eased once a trend of strong market uptake is established for corridor housing.

- *Corridors should include mixed use mid-rise buildings with residential housing on upper floors - commercial on bottom floor, office on second floor, then several residential floors. To increase density you do need residential development. Should also consider removing parking from the front street (to behind or under buildings) and reducing the hard surfaces on roofs and parking lots that create storm run-off. Should include garden, terrace and park spaces, including on roofs or above street level.*
- *The first policy statement promotes walkable (pedestrian-friendly) corridors. I think this is very important, and I'm disappointed that many overpasses (e.g., Clarence and Circle, Clarence and train tracks south of Circle, Preston south and Circle) have sidewalks on only one side, forcing some pedestrians to unnecessarily cross major streets twice to get where they want to go. Adding a second sidewalk can't be very expensive (relative to the total cost) and it makes the structure much more walkable.*

3.5d) Ideas to Carry Forward

- Universal accessibility
- Transit oriented development principles
- Increased housing choices

3.6 Additional Selected Comments

3.6a) Question 12

Is there anything else we should consider or change for the Corridor Planning Program?

- Considering winter in the Corridor Planning Program in some way could be useful, and go a long way to improving the livability of the corridor during the winter season.*
- I think it is important to understand the role corridors play in heavy haul and logistics for business.*
- Always need to consider sound. Having built structures and vegetation to break up sound is a great way to allow residential, business, and transport to be in close proximity for ease of delivering services. Having an infill home that is attached should also not be a negative and should be reflected in decreased taxes or other incentive.*
- Focus on complete streets to connect riders, walkers, and cyclists -and auto as well. Look at the sidewalk connection to the corridor-do they need improvements? How are people going to access the corridor? Use pilot projects along the corridor to gain data and feedback.*
- In order to maximize space, I think building vertically provides many benefits. The ability to have businesses on the ground floor and living space above that ensures a mix of densities. A lot of space used in many of these corridors are going to parking lots. These are not attractive visually, nor are they the most efficient use of space.*
- The share of new suburban development should drop to 25%. Any new development must achieve 30+ dwelling units per acre across entire new neighbourhoods and not a patch work of single detached and multi-unit. Density along corridors should increase dramatically from here. Consider Form Based Code rather than traditional zoning. Road diets, even along corridors. To make the places vibrant and attractive enough to warrant density, vehicle traffic has to be decreased significantly. An alternative and robust set of alternative modes needs to be in place citywide to lessen the reliance on cars.*
- Not being an expert, but we live in one of the sunniest and windiest places that I know of. How about using the technology available to use these natural resources.*
- If the city focuses on managing where business is located, i.e., locations with numerous business entities, then it is easier to push towards focused transit to those areas at peak times for employees. It would reduce the need for car travel to work. Employing parking lots or transit hubs from neighbourhoods that are quick and easy to manage, plus allowing for other modes of transport to these locations will be essential. If the zoning is changed for businesses in areas that realistically could be multi-unit residential, then you can increase the population density on existing infrastructure.*

- *Citizen engagement is a critical element of the planning and development process. Engaging Saskatoon's older citizens is essential in understanding this diverse, complex and growing demographic. Creating an age-friendly city includes addressing older adult's unique needs in city planning.*
- *I think the main thing you need to tackle is the public perception of public transit. In order for this to be successful there needs to be a change.*
- *How to engage the residents that live around/access the corridor in the corridor planning process(es) that do not normally come out to engagement/consultation events, may not hear about it through traditional means, may not feel like they have a voice/ their opinion matters (newcomers, people living in poverty or low-income, people with disabilities, etc).*
- *Change some of the tree-hugger wording to a more cost benefit analysis wording. I don't want a green transit system that no one uses and costs twice as much. It needs to be sustainable both ecologically and economically.*

3.6b) Ideas to Carry Forward

- Winter City / 4 season designs
- Renewable energy sources
- Goods movement



4 REVISED CORRIDOR PLANNING POLICY FRAMEWORK

4.1 Policy Framework Revisions

Based on the feedback received from the Corridor Planning questionnaire, highlighted in each of the preceding *Ideas to Carry Forward* sections, the following additions, highlighted in **bold text** or deletions, indicated by a ~~striketrough~~, have been made to the draft Corridor Planning Policy framework.

Intent:

The Corridor Planning Program provides a framework within which detailed land use planning activities will occur along the City's major transportation corridors, as a means of providing a balanced approach to growth as outlined in the Growth Plan to Half a Million.

Issues:

- a) Major transportation corridors in the City are **often** car-oriented with a low-density built form **and limited mix of land uses** that do not encourage transit use or other multi-modal transportation options **such as cycling, walking or accessible modes of travel**.
- b) **An over-reliance on** outward growth and development **can be** expensive and **sometimes** does not maximize the use of municipal infrastructure, putting the City in long-term financial risk.
- c) Amenities that serve adjacent neighbourhoods are limited along the City's major corridors.

Objectives:

- a) To provide a mix of land uses that provide a balance of employment opportunities along major corridors to address city-wide and adjacent residential neighbourhood employment needs.
- b) To provide a mix of land uses and densities that support and encourage the use of the Bus Rapid Transit service and multi-modal transportation options.
- c) To guide the development and evolution of the corridor in a way that incorporates **transit oriented development principles for** streetscape, pedestrian, and building design components to create a built form and pedestrian environment that is visually appealing, physically comfortable, **safe, accessible** and livable on a year-round basis.
- d) To maximize the use of existing infrastructure and to provide new infrastructure and servicing needs in a cost-effective, sustainable and efficient manner.

Policies:

- i) The City will encourage a mix of land uses and densities along its major transportation corridors to provide employment

- opportunities, commercial services, **housing options**, amenities, and other uses that support surrounding neighbourhoods and that help to create **year-round** vibrant and **accessible walkable** ~~(or pedestrian friendly)~~ urban corridors.
- ii) The City will encourage, through **the** Corridor Planning process, the building densities necessary to support the establishment and use of a Bus Rapid Transit system and other multi-modal transportation options.
 - iii) The City will engage with residents and stakeholders **at each phase of the** Corridor Planning process in order to identify issues, opportunities, and solutions that are reflective of community needs, while striving to encourage infill development to provide a balanced approach to growth.
 - ~~iv) The City will prepare evaluation criteria to assist with determining the priorities for future corridor planning locations.~~
 - v) The City will strive to maximize the use of existing water and sanitary service infrastructure and will assess the impacts of increasing density on the capacity of the system. Necessary infrastructure upgrades and replacement cost estimates will be identified through each Corridor Planning process, along with potential financial strategies to address the estimated costs.
 - vi) The City will encourage the use of **renewable energy sources and** sustainable building technologies, materials, and practices to help reduce energy consumption, greenhouse gas emissions, and the long-term maintenance requirements for the City's

waste management infrastructure and facilities.

- vii) The Corridor Planning Program will **incorporate transit oriented development design principles**, including street-level analysis of the existing built form and public realm ~~into each corridor planning process~~ to identify potential form and character guidelines and strategies for new development. Components may include, but are not limited to:
 - a) building scale and massing elements;
 - b) streetscape design elements and landscaping;
 - c) **universal accessibility**;
 - d) **four-season** environmental considerations and strategies;
 - e) shadow-cast studies and strategies; and
 - f) building and public realm materials.

4.2 What's Next?

This revised draft Corridor Planning Policy framework has been included as attachments to reports to the Standing Policy Committee on Planning, Development and Community Services (May 29, 2017) and the Municipal Planning Commission (May 30, 2017) as part of the Official Community Plan bylaw approval process.

It is anticipated that the Official Community Plan amending bylaw will be included on a Council agenda for approval in the summer

**For more information on Corridor Growth, please visit:
www.saskatoon.ca**

June 7, 2017

City Clerk

Dear City Clerk:

**Re: Growth Plan to Half a Million - Corridor Planning Program
[File No. CK 4350-66, x4110-2 and PL 4110-78-1]**

The Municipal Planning Commission, at its meeting held on May 30, 2017 considered a report of the General Manager, Community Services Department, dated May 30, 2017. The Commission supports the following recommendation of the Community Services Department:

That the proposed amendments to Official Community Plan Bylaw No. 8769 to add a new Corridor Planning Program policy framework, as outlined in the May 30, 2017 report of the General Manager, Community Services Department, be approved.

The Commission respectfully requests that the above report be considered by City Council at the time of the public hearing with respect to the above proposed application.

Yours truly,



Penny Walter, Committee Assistant
Municipal Planning Commission

PW:lo

Attachment

**OFFICIAL COMMUNITY PLAN NOTICE
PROPOSED TEXT AMENDMENT TO THE OFFICIAL COMMUNITY PLAN**

Saskatoon City Council will consider an amendment to the City's Official Community Plan, Bylaw No. 8769. By way of Bylaw No. 9458, The Official Community Plan Amendment Bylaw, 2017 (No. 8), text amendments will be incorporated into the Official Community Plan.

REASON FOR THE AMENDMENT – The amendment will establish a new Corridor Planning Program within the Official Community Plan, to work toward the corridor growth goals of the Growth Plan to Half a Million (Growth Plan) and to provide a policy framework for detailed land use planning activities to occur. Specifically, the proposed amendment includes:

- a new Section 21 Corridor Planning Program in the Official Community Plan;
- objectives that the policy framework is intended to address;
- policies that are intended to provide direction on the mix, forms and density of development to achieve the goals of the Corridor Growth Core Initiative of the Growth Plan.

The proposed amendments to the Official Community Plan are broad in nature, encompassing all types of properties, and will have a city wide effect.

INFORMATION – Questions regarding the proposed amendment or requests to view the proposed amending Bylaw and/or the City of Saskatoon Official Community Plan Bylaw may be directed to the following without charge:

Community Services Department, Planning and Development, Long Range Planning
Jim Charlebois (306-975-2292 / jim.charlebois@saskatoon.ca)

PUBLIC HEARING – City Council will hear all submissions on the proposed amendment, and all persons who are present at the City Council meeting and wish to speak on **Monday, June 26, 2017, at 6:00 p.m. in City Council Chambers, City Hall, Saskatoon, Saskatchewan.**

All written submissions for City Council's consideration must be forwarded to:
His Worship the Mayor and Members of City Council
c/o City Clerk's Office, City Hall
222 Third Avenue North, Saskatoon SK S7K 0J5

All submissions received by the City Clerk by **10:00 a.m. on Monday, June 26, 2017** will be forwarded to City Council.



From: City Council
Sent: June 01, 2017 10:54 AM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Thursday, June 1, 2017 - 10:53
Submitted by anonymous user: 67.225.49.165
Submitted values are:

Date: Thursday, June 01, 2017
To: His Worship the Mayor and Members of City Council
First Name: Heather
Last Name: Hogg
Address: 2221 Hanselman Court
City: Saskatoon
Province: Saskatchewan
Postal Code: S7L 6A8
Email: heather.h@ldas.org
Comments:
Hello,

October is Learning Disabilities Awareness month. We at the Learning Disabilities Association of Saskatchewan request that the City of Saskatoon recognizes this with a proclamation. This will be celebrated all across Canada. We ask that our City recognize this also.

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/173938>

From: Gervais, Lindsay SktnHR <Lindsay.Gervais@saskatoonhealthregion.ca>
Sent: June 05, 2017 11:40 AM
To: City Council
Subject: Proclamation Request - June 27/17



Good morning,

This is a request for a proclamation – June 27/17 is HIV Testing Day.

Details: HIV testing events are being coordinated throughout the province of SK. HIV Testing Day is meant to raise awareness for the importance of routine testing and for people to know their HIV status. Please call or email (email is best) if you require more information.

Regards,
Lindsay

Lindsay Gervais RN, MN
HIV Strategy Coordinator
Positive Living Program
Population and Public Health
Royal University Hospital
Room 2777, 103 Hospital Drive
Saskatoon SK S7N 0W8
Phone: 306-6552415
Fax: 306-655-0614