

# Official **COMMUNITY PLAN**

 *City of*  
**Saskatoon**

JUNE 2020





City of Saskatoon Official Community Plan  
Schedule "A" to Bylaw No. 9700, The Official Community Plan Bylaw, 2020

Prepared by the City of Saskatoon Planning and Development Division



Tyson McShane RPP, MCIP



Lars Ketilson RPP, MCIP



Lesley Anderson RPP, MCIP

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The City of Saskatoon is located on Treaty Six Territory where First Nation and Métis peoples have occupied lands since time immemorial. Presenting the Official Community Plan (OCP) as a cycle represents a commitment to the goal of enhancing and honouring relationships with the original stewards of this land and brings an Indigenous lens that emphasizes that no one section is more important than the others. There are no beginnings or endings, but rather cycles. The OCP is the comprehensive policy framework for the collective vision of the City. The contents of the OCP can be interpreted as a continuous cycle with people at the centre representing an equitable community.



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Photo Credit: Tourism Saskatoon

## SECTION A

# INTRODUCTION

The Official Community Plan is the collective vision for Saskatoon as a prosperous prairie community. It provides both inspiration and direction, ensuring this vision is integrated into all aspects of planning, priority-setting and development. It connects the plans that shape the current and future direction of Saskatoon and speaks to the city's physical, economic, environmental, social, and cultural development.



***The Official Community Plan aligns effort, energy, and resources to achieve Saskatoon's goals for the future.***

*Photo Credit: Tourism Saskatoon 2009*

## **1 WHAT IS SASKATOON'S OFFICIAL COMMUNITY PLAN?**

The Official Community Plan (the Plan) is a bylaw that provides a comprehensive policy framework for achieving the community that 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. These inform all planning, decision-making, and priority-setting for the City of Saskatoon (the City).

The direction and goals outlined in the Plan are entrenched in law and recognized by the Province of Saskatchewan as a statement of Saskatoon's long-term vision. Think of it as a roadmap that guides all land use and development decisions in Saskatoon.

## **2 LEGISLATIVE CONTEXT**

The Plan has been established in accordance with *The Planning and Development Act, 2007*, which provides a basis for orderly development in municipalities.

*The Statements of Provincial Interest Regulations* provide additional policy direction to guide provincial and municipal planning decisions as well as the development of sustainable communities. The Plan should be read in conjunction with *The Planning and Development Act, 2007*, and the applicable *Statements of Provincial Interest Regulations*.



### 3 RELATIONSHIP TO OTHER PLANS

The Plan entrenches into one guiding document a number of significant initiatives undertaken by the City in recent years. As Saskatoon’s principal city-wide policy document, the Plan captures the vision for growth developed by residents, City Council (Council), and Civic Administration (Administration); it also provides direction for the development and implementation of the more detailed management documents and plans used by Administration.



The Plan will prevail where there is a conflict with other City planning documents. Where necessary, City policies, standards, and bylaws will be updated to conform to the Plan.

## 4 STRATEGIC ALIGNMENT

The Plan works in conjunction with the City’s Strategic Plan and Multi-Year Business Plan and Budgeting process to create a strategic framework for how priorities are set and how the City achieves its goals.

The Plan sets out the long-term vision, while the Strategic Plan sets up the short term (four year) priorities for achieving that vision. The Multi-Year Business Plan and Budget process operationalizes and provides the necessary funding for these priorities.

FIGURE 2. STRATEGIC ALIGNMENT

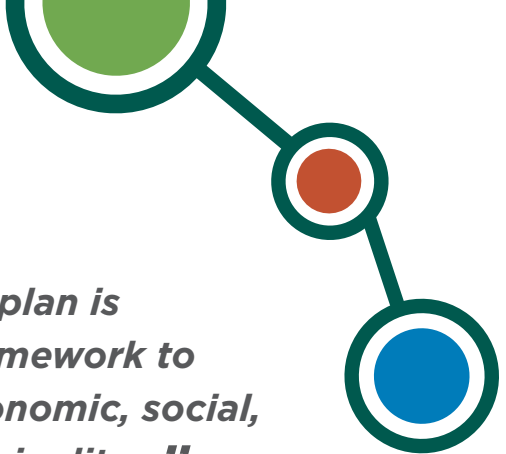




*Coordinating the vision of residents, City Council, and Civic Administration through the Official Community Plan moves us closer to the kind of city we want to be.*



*Photo Credit: Tourism Saskatoon/Nick Biblow*



**“ The purpose of an official community plan is to provide a comprehensive policy framework to guide the physical, environmental, economic, social, and cultural development of the municipality...”**

- The Planning and Development Act, 2007

## 5 SCOPE AND HORIZON

The Plan is intended to guide Saskatoon’s growth and development to a population of 500,000. Growth is monitored through the annual Growth Monitoring Report. This report includes a number of metrics that align with the goals, objectives, and policies outlined in the Plan. These metrics will be used to assess whether the City is on track to achieving the vision outlined in the Plan.

To ensure the Plan is reflective of the current state of the city, an assessment of the Plan shall occur every four years. This assessment will be summarized in a report that includes:

- A summary of progress toward the City’s long-term vision; and
- Identification of amendments, mechanisms or approaches to continuously improve the Plan, including a recommendation on whether to schedule a comprehensive review.

This assessment report will inform updates to the City’s Strategic Plan.

## 6 HOW TO READ THE PLAN

The Plan should be read in its entirety since matters in one section may apply to others. Each section contains an introduction and major headings. When read alongside Section A - Introduction, Section B - Our Local Context, and Section C - Our Vision and Strategic Goals, these provide a general overview of Saskatoon’s vision and how we expect it to be achieved.

The Plan is comprised of policies, maps, definitions, figures, and appendices. Policies are contained within sections D through J and provide direction for city development. Background information, introductions, and other explanatory text or photographs are not intended to be interpreted as policy.

SECTION B

# OUR LOCAL CONTEXT

Located on Treaty Six Territory and the Traditional Homeland of the Métis, Saskatoon is central Saskatchewan's great crossroads—a growing and ethnically diverse community, a centre for commerce, culture, and education, a hub for travel and trade east, west, north, and south.



*Ferry loading horses and carts on Nutana side of river, 1907.*  
*Photo Credit: Local History Room - Saskatoon Public Library - LH 426*

*Chief Whitecap (seated, centre) with members of his family, ca. 1885.*



*Photo Credit: Local History Room -  
Saskatoon Public Library - LH-5418*

## 1 OUR LOCATION AND OUR HISTORY

Saskatoon is a commercial, cultural, and educational centre located on Treaty Six Territory and the Traditional Homeland of the Métis in the province of Saskatchewan. European settlement began in the 1880s, but Indigenous people have been living in and travelling through the Saskatoon area for thousands of years.

### 1.1 Our Location

Saskatoon lies along a bend in the South Saskatchewan River in the moist, mixed prairie ecoregion, 346 kilometres north of the Canada-US border, 224 km from Alberta and 344 km from Manitoba. It is central Saskatchewan's great crossroads—a hub for water, rail, and highway crossings east and west, north and south.

### 1.2 Our Beginnings

Indigenous people of primarily Cree, Dakota and Saulteaux descent have called Saskatoon home for thousands of years. Once Opimihaw Creek (now the site of Wanuskewin Heritage Park) was freed from the Wisconsin Glacier, the area became a home for many Plains Peoples who actively cared for and managed the land. Woodlawn Cemetery, a site that to this day holds significance to the Métis community, contains evidence of human activity that may be as much as 11,000 years old. Additionally, there is considerable evidence of human habitation at sites throughout the city.

Métis people have also made their homes here. By the 1870s, present-day Saskatoon was part of a wider Métis community that included Round Prairie to the south and Batoche. Around the same time, a group of Dakota Sioux under the leadership of Chief Wapahaska (White Cap) arrived in the area, settling permanently in 1879 at a place called Moose Woods (now the Whitecap Dakota First Nation), south of Saskatoon.

By the last half of the 19th century, Indigenous communities here were in grave danger. Facing starvation due to the near-complete disappearance of the bison, ravaged by new diseases, and faced with the prospect of having their territories overrun by waves of new settlement, they made the difficult decision to enter into Treaty with the British Crown. In August of 1876, delegations of Plains and Woods Cree, Assiniboine, and Ojibwa First Nations met with representatives of the Crown to negotiate Treaty Six, as a means to ensure the health and prosperity of Indigenous people and their descendants. Following negotiations, Treaty Six was signed by Indigenous people of the area, opening up the

option for settlement by First Nations and settlers from the east. Treaty Six left open the option for continued independence and self-determination for the First Nations. The subsequent implementation of government policy and the *Indian Act* undermined the spirit of Treaty Six, preventing the First Nations from participating actively in the beginning and growth of Saskatoon.

What was to become the City of Saskatoon began when an Ontario-based land development company called the Temperance Colonization Society acquired the rights to a large block of land on either side of the river. A survey party under John Lake scouted the area in the summer of 1882. On the advice of Chief Whitecap, the party chose the present-day Nutana neighbourhood as the townsite for the colony. The first group of settlers arrived in 1883. Unfortunately many Indigenous people were displaced to make way for this settlement.

### 1.3 Village to City

Saskatoon grew slowly at first, in part due to its isolation. But in 1890 the railway arrived, crossing the river where the Senator Sid Buckwold Bridge is now. A new community formed around the railway station in what is now downtown Saskatoon. In 1901, it was incorporated as the Village of Saskatoon, whereupon the original east bank settlement renamed itself Nutana. In 1903, a third settlement, Riversdale, was established on 20th Street west of the railway tracks. In 1906, with the promise of a traffic bridge and other civic improvements, the three settlements joined to become the City of Saskatoon.

### 1.4 Boom, Bust, War, and Depression

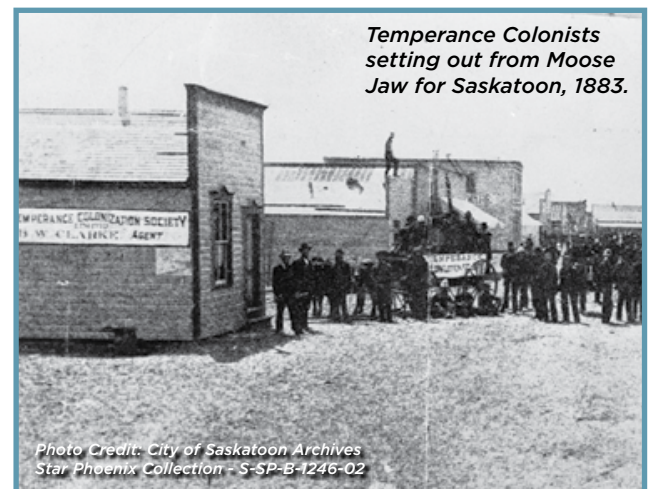
Saskatoon boomed over the next few years. The population grew from about 4,500 in 1906 to an estimated 28,000 in 1912. People were confidently predicting a city of 100,000 by 1920, and real estate speculators were buying up farmland for kilometres around and subdividing it into neighbourhoods in the hopes of making their fortunes. But the boom collapsed in 1913 along with the dreams of the real estate speculators, resulting in limited growth over the following decades.

### 1.5 Modern Times

By the 1950s, the city was booming again. The diversification of the economy after the war

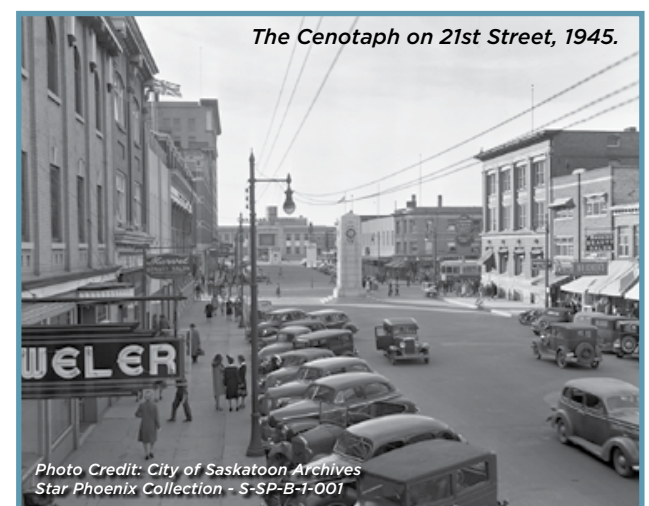
and the expansion of the mining industry in the 1970s and 1980s has created a more stable economy. The 1980s also saw the creation of the first urban reserve in Saskatoon, and the first reserve of its kind in Canada created on land previously set aside for city development when Muskeg Lake Cree Nation established the *asimâkanisihkân askiy* (*asimâkanisihkân-askiy*) (soldier/veteran land) and Cattail Centre in the Sutherland Industrial area. The future promises continued diversification through the emergence of more advanced technology industries and an increase in manufacturing, primarily to service the resource sector.

Although the first Europeans to settle here were mostly from Ontario or Great Britain, the city is also home to people from around the world and to a thriving Indigenous population. This ethnic diversity is a dynamic component of the rich culture that makes Saskatoon such an interesting place to live.



*Temperance Colonists setting out from Moose Jaw for Saskatoon, 1883.*

Photo Credit: City of Saskatoon Archives  
Star Phoenix Collection - S-SP-B-1246-02



*The Cenotaph on 21st Street, 1945.*

Photo Credit: City of Saskatoon Archives  
Star Phoenix Collection - S-SP-B-1-001

## 2 OUR PRESENT AND FUTURE

Saskatoon is Saskatchewan's largest city, with a population of nearly 300,000 people, a diverse economy and high quality of life. Driven by strong international immigration, a rising Indigenous population and significant rural to urban migration, the city is expected to reach half a million people in the next 30 years.

### 2.1 Population

Saskatoon is the largest city in the province, with a population of 278,500 (in 2019). The city has experienced strong population growth in recent years. Between 2013 and 2019, it added nearly 32,000 new residents, primarily driven by strong international immigration, a rising Indigenous population, and significant rural to urban migration.

In the next 30 years, Saskatoon is projected to grow to half a million people. Population projections suggest that a mid-range annual growth rate of 2.0% is the most likely scenario. If this growth rate continues, the population is expected to reach 500,000 by 2049.

### 2.2 Economy

Saskatoon is often called the "Hub City" because of its location as a transportation crossroads. The city acts as a gateway between two major cities: Winnipeg, Manitoba and Edmonton, Alberta.

Numerous resource industries fuel the local economy, including potash, uranium, oil, and agriculture. The world's largest uranium and potash companies are headquartered in Saskatoon, as are a number of companies in the emerging technology and innovation sectors. The city is a focal point for health services, tourism, and cultural opportunities and attractions, serving the city, the surrounding region, and the northern half of the province. First Nations and the broader Indigenous business community continue to show increased interest in investing in the Saskatoon region. Immigration has driven significant small business growth. The University of Saskatchewan main campus was established here in 1907. The University of Saskatchewan is the largest university in the province and home to Canada's only synchrotron – the Canadian Light Source.

Each of these contributes to a diverse, stable economy and a high quality of life for Saskatoon residents.

### 2.3 Land Use

The original core neighbourhoods of Saskatoon, including Nutana and Riversdale, were built in a traditional grid pattern. Neighbourhoods developed throughout the second half of the 20th century were designed primarily with curvilinear streets and culs-de-sac. Newer neighbourhoods blend these two patterns while incorporating a more diverse mix of uses (e.g. residential and commercial) and housing types.

Industrial and commercial areas are relatively concentrated. Industrial land uses are largely concentrated in the city's north end. Commercial land uses are primarily located in the city centre, along high-frequency transit corridors (8th Street, 22nd Street, Idylwyld Drive), at designated community focal points, or on large format (big box) commercial sites. Historically, the location and scale of was determined through a Suburban Development Area (now called Sectors). This framework identified a mixed use core area (featuring residential, commercial, and institutional uses), which provided services and amenities for six to ten surrounding neighbourhoods.

The Growth Plan to Half a Million envisions new opportunities for development along major corridors, providing expanded opportunities for commercial, residential, and institutional development in proximity to a variety of transportation options.

These streets are expected to act as both high functioning transportation corridors and as destinations unto themselves, with daily destinations and amenities alongside new residential developments. This shift in land use and transportation planning will result in more efficient use of land and new mobility options for residents, all while limiting the costs associated with expanding infrastructure further outward.





## SECTION C

# OUR VISION AND STRATEGIC GOALS

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The Official Community Plan is rooted in the vision of Saskatoon as a great place to live, work, learn, and play. Seven strategic goals drive this vision — a culture of continuous improvement, asset and financial sustainability, quality of life, environmental leadership, sustainable growth, moving around, and economic diversity and prosperity.

## OUR VISION AND STRATEGIC GOALS

### 1 CIVIC VISION

The vision for Saskatoon is as a world class city with a proud history of self-reliance, innovation, stewardship, and cultural diversity. Saskatoon is known globally as a sustainable city loved for its community spirit, robust economy, cultural experiences, environmental health, safety, and physical beauty. All residents enjoy a range of opportunities for living, working, learning, and playing. Saskatoon continues to grow and prosper, working with its partners and neighbours for the benefit of all.



In order to help achieve this vision, the City has identified the following seven strategic goals.

#### 1.1 Culture of Continuous Improvement

Saskatoon is the best-managed city in Canada.

We provide high quality services to meet the dynamic needs and high expectations of our residents. We focus on continuous improvement and providing the best possible services using innovative and creative means.

We go beyond conventional approaches to meet the changing needs of our city. We are a preferred employer that attracts skilled and talented people from a variety of backgrounds and professional disciplines. We are diverse and broadly representative of the community we serve.

We work together in a safe, healthy, and productive environment. We know what is expected of us in our respective roles. And, we feel engaged and empowered to build a better city – committing ourselves to high standards of performance and taking responsibility for our decisions and actions each day.

#### 1.2 Asset and Financial Sustainability

Saskatoon invests in what matters.

Our planning is inspired by the idea that “we invest in what matters”. The financial and physical resources under our care are used to address the needs of residents today and tomorrow – focused on our long-term goal to manage the City in a smart, sustainable way.

The services we provide are aligned with what our residents expect and are able to pay. Residents see

value in the investments they make through their tax dollars. On their behalf, we seek revenue streams from new and multiple sources, and manage both risk and debt appropriately.

We are open, accountable, and transparent, particularly when it comes to the resource allocation and collection decisions we make.

Our buildings, roads, and bridges are well managed and well maintained – meeting the needs of residents and reflecting the pride and priorities of a modern 21st century city.

#### 1.3 Quality of Life

Saskatoon is a warm, welcoming place.

Our neighbourhoods are “complete communities” that offer a range of housing options, employment opportunities, art, culture, and recreational facilities and other amenities. Residents have access to facilities and programs that promote active living, and enjoy the natural beauty and benefits of parks, trails, and the river valley that brings people together.

Diversity and Culture thrives in Saskatoon where diverse traditions, religions, and languages are respected and celebrated. As a community, we find new and creative ways to showcase our city’s built, natural, and cultural heritage. Every citizen feels a sense of belonging. People are actively engaged in the future and governance of their city. Our community spirit is strong where, through conversation and collaboration, we work as one community to move forward, together.



*Our community spirit is strong where, through conversation and collaboration, we work as one community to move forward, together.*



## OUR VISION AND STRATEGIC GOALS

### 1.4 Environmental Leadership

Saskatoon grows in harmony with nature.

Saskatoon thrives in harmony with its natural environment, conserves resources, and consistently demonstrates environmental leadership.

Our city's air and water are clean. We reduced our consumption of water and energy. We rely on renewable energy sources and green technology where it makes sense to do so. We construct energy efficient buildings and are a leader in operating an energy efficient city in our cold weather climate.

People routinely take transit, walk, or cycle to get around, and our neighbourhoods are more compact. We produce less garbage and recycle or compost most of it. We grow more food in the city. The South Saskatchewan River Valley is Saskatoon's natural showpiece and supports biodiversity in its many forms. Our natural assets are protected, enhanced, and linked. There is more green space per resident, thanks to a commitment to urban and grassland parks and an urban forest that is healthy and growing.

### 1.5 Sustainable Growth

Saskatoon is known for smart, sustainable growth.

Saskatoon's growth is environmentally and economically sustainable and contributes to a high quality of life. The city has grown both upward and outward – reflecting a balance of greenfield and infill development. Balanced growth has made the city a model of efficiency and resulted in attractive new people places that reinforce Saskatoon's sense of community.

Downtown is built-up and bustling. Main streets and community hubs are urban villages. New neighbourhoods are walkable and well-planned; older neighbourhoods have been renewed and revitalized. Our City Centre is a vibrant hub for culture, commerce, and civic life. Getting to and from this thriving, creative space is easy, safe and enjoyable.

### 1.6 Moving Around

Saskatoon is a city on the move.

Our investments in infrastructure and new modes of transportation have shifted attitudes about the best ways to get around.



Our transportation network includes an accessible and efficient transit system and a comprehensive network of active transportation facilities. People still use cars, and also rely on options such as public transit, walking, and cycling.

Growth has brought new roads and bridges that improve connectivity for all travel modes. Improved streetscapes, interconnected streets, and well-planned neighbourhoods encourage walking and cycling.

Attractive options to the car alleviate congestion and ensure people and goods can move around the city quickly and easily.

### 1.7 Economic Diversity and Prosperity

Saskatoon thrives thanks to a diverse local economy.

Saskatoon's regional economy continues to grow and diversify, demonstrating long-term sustainability.

The city is recognized globally as a centre for education, innovation and creativity, and a business-friendly environment. Strong institutions and a spirit of entrepreneurship encourage the ideas and plans of individuals and companies big and small. We are a city that celebrates and embraces an entrepreneurial spirit.

All sectors of the economy are pulsing and new economic pillars have emerged. People from across the province, Canada, and the world are drawn to our city for its quality of life, limitless opportunities, and highly-skilled and educated workforce.

Saskatoon is known as a bustling, business-friendly city.



## 2 OUR RELATIONSHIPS & PARTNERSHIPS

In order to achieve a great quality of life for all people in the Saskatoon region, and to support the long-term health of our regional communities, the City is committed to maintaining strong relationships with our municipal neighbours and regional partners. The City also supports strong relationships with rights holders and key stakeholders within Saskatoon and from other orders of government. This helps our growth benefit all residents, now and in the future.

### 2.1 Regional Context – Cooperation with Other Jurisdictions

The City of Saskatoon has evolved to become one of two primary service centres in Saskatchewan, serving the central and northern parts of the Province. Saskatoon is a major centre for the manufacturing and distribution of goods and services for industry and agriculture, as well as providing specialized educational and health care services, including the University of Saskatchewan and three major hospitals. Saskatoon also offers many cultural, entertainment, and recreational opportunities for residents and visitors.

The city shares the region with several urban and rural municipalities, First Nations, and other jurisdictions, both within and outside city limits. The operations of the City and these other jurisdictions have major influences on each other. In recognition of this principle, the City will continue to seek and

maintain mutually beneficial relationships with all nearby municipalities and other jurisdictions and orders of government in the implementation of the Plan and in the ongoing objective of regional cooperation.

### 2.2 Indigenous Partners

The City recognizes the distinct order of government of First Nations and Métis; and is committed to maintaining strong relationships through meaningful dialogue with Indigenous communities and organizations. Strengthening cooperation and mutual support by working in partnership with Indigenous communities toward respective community goals and objectives is vital to fostering more inclusive communities.

Over the past 30 years, the City and a number of First Nations have partnered to facilitate the

## OUR VISION AND STRATEGIC GOALS

creation of urban reserves within the boundaries of Saskatoon. Urban reserves create tremendous economic, social, and cultural development opportunities that benefit the entire community. The City has also partnered with Métis and First Nations housing providers on the provision of attainable housing, recognizing that safe, affordable housing is the necessary foundation for building healthy, economically viable communities.

### 2.3 Reconciliation

#### *(1) Truth and Reconciliation Commission of Canada*

The Truth and Reconciliation Commission Gatherings documented true experiences of Indigenous survivors of the Indian Residential School system and the resulting intergenerational impacts on the community. The importance of Truth and Reconciliation to honour and strengthen relationships with Indigenous people is vital. It begins with acknowledging the profound impacts of Canada's colonial history and residential school system on local Indigenous people, their families, and communities, both Indigenous and non-Indigenous. For over a century, this system was part of a larger policy of assimilation in which Indigenous people were subject to what can be described as

the destruction of the political and social structures and practices of their people and communities. In the wake of the final report from the Truth and Reconciliation Commission of Canada (TRC), Saskatoon City Council unanimously declared a "Year of Reconciliation" from July 1, 2015 to June 30, 2016. The declaration resolves that the City acknowledge and respond to the report's relevant Calls to Action as well as work with community groups to promote reconciliation in the province.

The TRC report issued 94 Calls to Action, nine of which apply directly and indirectly to municipal levels of government. The areas include providing education about history, language and culture, health, racism, justice, reconciliation, repudiation of European sovereignty, training for public servants, missing children and burial information, national Centre for Truth and Reconciliation, economic opportunity, and sports reconciliation. The City will continue to work to address the municipally directed calls to action.

The City is committed to continued partnerships with Indigenous people and organizations that create opportunity for meaningful dialogue and participation in the future of Saskatoon for the benefit of all residents.



**(2) Reconciliation at the City of Saskatoon**

Council’s commitment to responding to the Truth and Reconciliation Calls to Action formally began with the declaration of the Year of Reconciliation in 2015. This builds upon the City’s signing and commitment to the Canadian Coalition of Municipalities Against Racism and Discrimination (CCMARD) in 2005.

Reconciliation and the commitment to CCMARD is an opportunity for all to move forward by working to change the systems and processes that inhibit the honouring and strengthening of relationships. Changing, improving, and transforming these systems and processes promotes education, healing, inclusion, equity, and reconciliation.

The City continues to support reconciliation and healing efforts, engagement, and partnerships to build strong relationships founded in respect and recognition of Indigenous rights and title, culture, and heritage. These efforts will strengthen relationships with Indigenous people and advance reconciliation in Saskatoon.

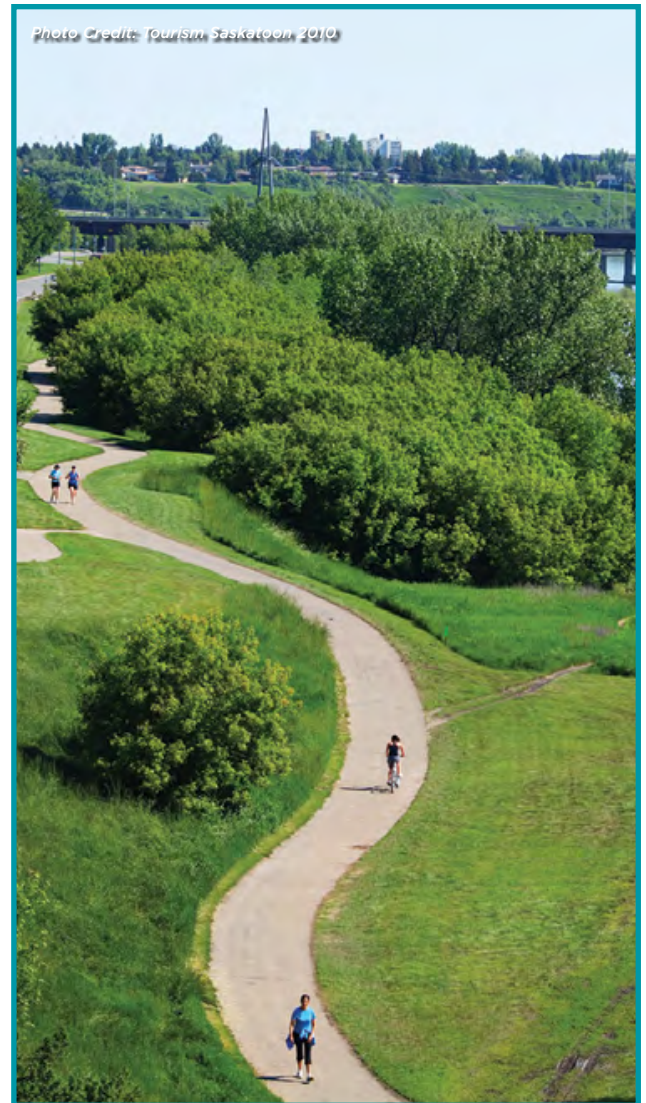
The City is a founding member of Reconciliation Saskatoon, a community of 98 organizations, non-profits, businesses, faith communities and other partners, who have joined together to further a city-wide conversation about the process of Canadian reconciliation, provide opportunities for transformative experiences at events, and inspire residents to engage in calls to action.

**2.4 Wanuskewin Heritage Park**

Wanuskewin Heritage Park is a gathering place and interpretive centre dedicated to the advancement of understanding and appreciation for the evolving cultures of the North Plains Indigenous peoples. The site contains evidence of human habitation dating back over 6,000 years and contains a collection of historic and heritage resources.

The City, as a member of the Meewasin Valley Authority, supported the designation of Wanuskewin Heritage Park as a Provincial Heritage Property in 1983. In 1987, Her Royal Highness Queen Elizabeth II declared it a National Historic Site and in 1992, an Interpretive Centre and trails were opened to the public.

As partners with Wanuskewin, the City is dedicated to the conservation and success of the park as an important historical, cultural, and educational space.



**2.5 Meewasin Valley Authority**

The Meewasin Valley Authority (Meewasin) was formed in 1979 to act as a partnership between the City, the University of Saskatchewan, and the Province of Saskatchewan to ensure a healthy and vibrant river valley, with a balance between human use and conservation. *The Meewasin Valley Authority Act* establishes the mandate of Meewasin, its powers, and its jurisdiction. It also establishes the Conservation Zone, an area that consists of the riverbank and adjacent uplands, as well as other significant natural and cultural heritage sites, such as Wanuskewin Heritage Park. Meewasin’s mandate can be summarized in three mandate areas: conservation, development, and education. Meewasin provides significant value to Saskatoon and the surrounding region in each of these three areas.



### 2.6 University of Saskatchewan

The University of Saskatchewan and City of Saskatoon work cooperatively in a number of different areas, including land use planning matters. In recognition of this mutually beneficial relationship, a Memorandum of Understanding (MOU) was signed in 2018 to strategically build upon the existing collaboration between the two partners. The MOU describes areas in which increased collaboration could occur, as well as a commitment for teams from both organizations to meet and work on issues of mutual concern with the goal of problem solving and collaboration.

### 2.7 Federal and Provincial Government

It is a priority for the City to work with the Government of Canada and the Province of Saskatchewan to promote Saskatoon and secure funding for projects and programs to enhance the quality of life for residents. These projects can range from sustainable funding for general operations, to funding for bridges, roadways, and housing programs.

The City undertakes a number of different projects and planning initiatives and participates on committees which may include the provincial and/or federal government. This can take the form of public-private partnerships where the government and a private sector partner enter into an agreement to design, build, finance, and/or maintain a piece of infrastructure. In order for Saskatoon to expand and,

in some cases, redevelop, the City looks to these levels of government for investment in Saskatoon's infrastructure and programs and to enhance our residents' well-being.

### 2.8 Public Engagement

An important building block for creating a healthy and sustainable community is public engagement, based on authentic, open, and fair processes that are accessible and responsive to residents' concerns and interests. Knowledgeable and involved residents, with opportunities to make meaningful contributions to decision-making processes, are better equipped to address community challenges and more likely to value their community. Engagement can also help residents understand the importance of sustainability and the links between social, cultural, economic, and environmental issues.

The City's Public Engagement Policy provides a consistent approach to engagement with the public in civic matters. The engagement process is applied when the City wants to gather face-to-face comments, or get input on specific initiatives, projects, bylaws, amendments, or other civic responsibilities prior to final recommendations, approval, or endorsement. By working together, Saskatoon residents and the City work as one community to address challenges and succeed. Everyone enjoys a sense of belonging and a high quality of life.



## SECTION D

# QUALITY OF LIFE

Saskatoon is a warm, welcoming place. A place with a mix of facilities, amenities, and opportunities for citizens to come together, pursue their interests, and enjoy the city's built, natural, and cultural heritage.



*Photo Credit: Tourism Saskatoon/Nick Biblow*



## 1 HEALTH AND SAFETY

Healthy, safe communities are a key component of quality of life. The design and condition of neighbourhoods can impact the health of residents. As such, the City prioritizes public safety in the built environment, monitors construction through permitting and inspections, and supports the provision of emergency services.

### 1.1 Health and Wellbeing

Saskatoon is a vibrant city with neighbourhoods that support health and wellbeing and promote active lifestyle choices. Community design in Saskatoon neighbourhoods increases opportunities for physical activity and social interaction, as well as access to natural areas. This helps reduce stress, while promoting health and wellbeing for all residents.

#### (1) *Objective*

- (a) To create healthy communities that are characterized by physical, mental, and social wellbeing.

#### (2) *Policies*

- (a) Consider social and environmental determinants of health, and the City's role in influencing these, when making decisions.
- (b) Support efforts to achieve wellbeing in all dimensions of health, including physical activity, and mental and emotional wellness.

- (c) Collaborate with community partners across all sectors to address important issues around public health.

### 1.2 Safe Growth and Crime Prevention Through Environmental Design

Safe growth is a philosophy of working with neighbourhoods to find practical, sustainable solutions to challenges that can exist in neighbourhoods, parks, and business districts.

One way to support safe growth is through the application of Crime Prevention Through Environmental Design (CPTED) principles. CPTED uses modification of the built environment and management of space to reduce opportunities for crime and increase perceptions of safety. The concept applies to both small scale developments, such as convenience stores, walkways, and parking lots, and large scale developments, such as public buildings, schoolyards, urban parks, neighbourhoods, and Concept Plans. It can also be applied within buildings and in the area surrounding them.



CPTED principles are used to evaluate the design of neighbourhoods, parks, buildings, and structures before they are built to ensure that safety is considered. The City applies these principles in both new developments and redevelopment of existing areas.

**(1) Objectives**

- (a) To build a safe, resilient, sustainable community by:
  - (i) applying the principles of CPTED to development in the community (refer to Appendix B for the principles of CPTED); and
  - (ii) maintaining an effective system for reviewing designs and developments, in both new and existing areas.

**(2) Policies**

- (a) All Civic structures, facilities, and developments shall comply with the principles of CPTED to enhance the safety of all users.
- (b) Civic structures, facilities, and developments shall be reviewed in accordance with Administrative Policy No. A09-034 - Crime Prevention Through Environmental Design Review.
- (c) Sector Plans and major amendments shall be reviewed for compliance with the principles of CPTED through the existing plan approval process.
- (d) Concept Plans and major developments shall be reviewed for compliance with the principles of CPTED through the Administrative Policy No. A09-034.
- (e) Private developments will be encouraged to incorporate the principles of CPTED into their design and development as outlined in Administrative Policy No. A09-034.

**1.3 Safety in the Built Environment**

The City is responsible for monitoring the construction of buildings and structures for compliance with required building and safety codes. This contributes to safety and a high quality of life for the occupants of buildings.

**(1) Objective**

- (a) To provide access to safe, healthy places to live and work.

**(2) Policies**

- (a) Provide plan review and inspection programs through the Plan Review and Building Inspection Program Policy (refer to Council Policy No. C09-029 and No. 9455 - Building Bylaw, 2017) to monitor the construction of buildings and structures for compliance with building and safety codes.
- (b) Develop a coordinated approach to neighbourhood safety, property maintenance, and bylaw compliance to ensure an effective delivery model for these services.



## QUALITY OF LIFE

### 1.4 Emergency Services and Preparedness

The City provides police, fire, and emergency management services through the Saskatoon Police Service, Saskatoon Fire Department, and Emergency Management Organization. Police and Fire services contribute to community safety by protecting people and property through prevention and response. Emergency planning provides a level of community preparedness for responding to a major emergency or disaster.

#### (1) Objectives

- (a) To provide emergency services, including fire, rescue, and pre-hospital paramedical response.
- (b) To provide emergency preparedness and planning services as part of emergency response.

#### (2) Policies

- (a) Provide police, fire, and emergency management services to meet community needs.
- (b) Strategically locate fire stations to maximize the service area reached.
- (c) Increase the city's resilience by collaborating with municipal critical infrastructures and regional, provincial, and federal partners to promote and strengthen coordinated preparedness, planning, and recovery.
- (d) Maintain and strengthen the City's capacity to respond to complex, large scale incidents through collaborative, coordinated emergency response and recovery plans that can be activated to support the safety and wellbeing of residents and critical infrastructures.



## 2 SOCIAL DEVELOPMENT

Social inclusion addresses issues of income, age, gender, ability, culture, attainable housing, and food security at the community level to help provide all residents equitable access to a greater quality of life. Investing in social issues means investing in people, along with removing barriers to participation. The City is committed to supporting the social needs of residents through appropriate public engagement, equitable distribution of community services, and ongoing consideration of social issues in land use policy and land use decisions.

### 2.1 Inclusive Community

The City is committed to creating an equitable, inclusive community through active engagement and promotion of mutual respect, understanding, and cooperation among our diverse population. The City strives to create a community that does not tolerate racism or discrimination and to build strong, diverse neighbourhoods where everyone has a voice and sense of belonging.

#### (1) Objective

- (a) To facilitate social inclusion and equity in Saskatoon's programs, services, and activities.
- (b) To address the Truth and Reconciliation Commission of Canada's Calls to Action.

#### (2) Policies

- (a) Design recreation and parks programs and opportunities to facilitate social inclusion.
- (b) Promote respect, understanding, and appreciation of cultural diversity and the inclusion of all people who may be racialized, as well as communities most affected by social inequities in Saskatoon.
- (c) Increase opportunities and accessibility for older adults, increase age-friendly civic programs and services, and focus on integration of older adults into the community.
- (d) In partnership with other organizations, use recreation, libraries, arts, culture, and other services to address social and recreational needs within newcomer communities.

### 2.2 Accessibility - Physical, Financial, and Cultural

The City is a welcoming, accessible organization that helps ensure all residents, regardless of income, age, gender, ability, or culture, can access programs, services, and facilities. Creating an accessible environment where everyone can be an active participant in their community is a priority for the City.

#### (1) Objective

- (a) To provide programs, services, and facilities that are available and accessible to all individuals.

#### (2) Policies

- (a) An equitable distribution of community facilities, including parks and recreation areas, school sites, supportive housing, access to public and active transportation options, and other services, will be provided through appropriate long-range planning and the development review process.
- (b) The City will incorporate accessibility standards in the design of all new and upgraded facilities intended for public use.
- (c) Ensure recreational facilities and programs are affordable to people of all incomes by offering financial assistance programs and by promoting these and other low cost or no-cost opportunities to those in need.
- (d) Acknowledge and work to address age, gender, ability, and cultural barriers to improve access to recreation and services for all.

### 2.3 Attainable Housing

Permanent, affordable, appropriate, safe, and secure housing is the necessary foundation for building healthy, well-educated, creative, and economically viable communities. The City encourages and supports the provision of diverse housing options in Saskatoon to help meet the needs of residents.

#### (1) Objective

- (a) To encourage and support the provision of attainable, diverse, safe housing throughout Saskatoon that meets existing and future needs of city residents.

#### (2) Policies

Through the Innovative Housing Incentives Policy (refer to Council Policy No. C09-002), the City will:

- (a) Monitor housing supply and demand, and identify opportunities to support housing supply that may be outside the conventional market to help provide a range of suitable and attainable housing throughout Saskatoon.
- (b) Support housing that accommodates households of different tenure, size, income, age, and abilities across the housing continuum.
- (c) Work with community partners to implement a coordinated approach to help reduce and prevent homelessness in Saskatoon.

### 2.4 Partnerships and Programs

The City is fortunate to have cultivated partnerships across various sectors to help provide recreational and other programming that meets the diverse needs of the community.

#### (1) Objective

- (a) To work with partners and organizations, to deliver City initiatives and meet community needs.

#### (2) Policies

- (a) Work cooperatively with other public, private, and voluntary sector organizations to address the social aspects of land use planning.
- (b) Work with cross-sectoral partners to design and implement programs, reduce redundancy, optimize investment, and create an inclusive community.

- (c) Strengthen relationships and partner with First Nations and Métis communities and Indigenous organizations.
- (d) Support Community Associations and organized interest groups equitably and transparently in order to coordinate activities and programs throughout the city.

### 2.5 Food Systems

Food is not just a basic human need; it also plays an important role in promoting health, building communities, protecting the environment, and strengthening the economy. Considering how food is grown, processed, distributed, acquired, and disposed of in the city and region can help build a more sustainable city.

#### (1) Objective

- (a) To participate in coordinated community efforts to develop a sustainable food system within the city and region.

#### (2) Policies

- (a) Support efforts to provide access to safe, affordable, nutritious, culturally acceptable food and nutrition education for all residents.
- (b) Support efforts to minimize the environmental impacts of food production, processing, storage, transport, preparation, and disposal.
- (c) Support efforts to enrich Saskatoon's vibrant and diverse food culture.
- (d) Support efforts to produce food locally, as well as the development of urban agriculture throughout Saskatoon.

**The name Saskatoon derives from the Cree word for a local berry, *misâskwatomin*.**



*Housing can be described on a continuum. At one end are people experiencing absolute homelessness, at the other are those who can meet housing needs without assistance. In the middle is a range of low and moderate income households, many of which find it difficult to secure adequate housing.*



### 3 ARTS AND CULTURE

Saskatoon is a cultural city with diverse traditions, languages, stories, and ideas. Our communities work collaboratively to create dynamic, sustainable urban environments that reinforce the freedom to express, feel, innovate, share, and take creative risks. The City encourages diverse forms of cultural expression and takes pride in supporting the inclusivity and accessibility of arts and culture in every neighbourhood.

#### 3.1 Culture

Culture helps to build healthy, sustainable communities; it is a tool that both enriches quality of life and develops the creative economy. The City strives to strengthen cultural development and support the arts throughout the city.

##### (1) Objective

- (a) To enhance quality of life through the support and development of arts and culture throughout the city.

##### (2) Policies

- (a) Build capacity within the arts and culture sector and invest in cultural development.
- (b) Promote the City Centre and Downtown as cultural destinations and develop a network of indoor and outdoor cultural spaces throughout the city and region.
- (c) Support efforts to elevate Saskatoon’s creative cultural economy and tourism profile.
- (d) Identify opportunities for artistic and cultural expression by supporting programming, festivals, and events in civic spaces throughout the city.
- (e) Support and enable cross-cultural initiatives to build an equitable city and recognize the cultural contributions of Saskatoon’s Indigenous residents.

##### (1) Objective

- (a) To facilitate the inclusion of art in public places to build a visually engaging environment, enable meaningful community expression, and encourage appreciation of the arts.

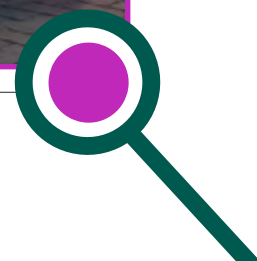
##### (2) Policies

- (a) Encourage the placement of public art in spaces throughout the city, including residential neighbourhoods and private developments.
- (b) Identify opportunities to incorporate public art into civic capital projects, such as new facilities and streetscape improvements.
- (c) Include public art from a range of artists and encourage submissions from Indigenous, newcomer, and new Canadian artists.
- (d) Pursue opportunities to increase awareness and understanding, and encourage public appreciation, of public art in Saskatoon.



#### 3.2 Public Art

The City supports opportunities for diverse cultural expression in civic spaces through public art and programming and by animating neighbourhoods with cultural experiences. Public art has the capacity to help interpret the unique historic, social, and cultural contexts that distinguish neighbourhoods. Public art in Saskatoon is an investment in enhancing public space and engaging residents.





## 4 HERITAGE CONSERVATION

Heritage helps define a community’s identity. Saskatoon has a rich history dating back thousands of years – from Indigenous peoples, primarily of Cree, Dakota, and Saukteaux descent to the establishment of the Métis Nation, and arrival of the Temperance Colonization Society and other newcomers.

Saskatoon’s natural, built, cultural, and documented heritage resources are indicative of our beginnings, our roots, and our growth and evolution through time. They mark our achievements and challenges, and serve to remind us of our resilience, diversity, and resolve to thrive as a community.

### (1) Objectives

- (a) To identify and conserve Saskatoon’s heritage resources and recognize their importance in telling the story of Saskatoon pre- and post-settlement.
- (b) To honour the unique history and identity of Saskatoon.
- (c) To ensure the City’s heritage programs and policies encourage appreciation for, and are reflective of, Saskatoon’s varied history and cultures, including Indigenous communities.

### (2) Policies

- (a) Consider the impact of heritage resources and opportunities for heritage conservation in the review of Sector Plans, Concept Plans, Local Area Plans, and other planning documents.
- (b) Maintain a municipal Heritage Plan, consistent with the Civic Heritage Policy (refer to Council Policy No. C10-020), that provides a framework for broader civic heritage goals incorporating sustainability, economic development, and neighbourhood planning.
- (c) Maintain a listing of significant heritage resources in the city in the form of a publicly accessible registry – the Saskatoon Register of Historic Places.
- (d) Provide support to property owners for the conservation of heritage resources through the use of a broad range of incentives and in accordance with Standards and Guidelines for the Conservation of Historic Places in Canada as well as any other bylaws, policies, or guidelines adopted by Council.

- (e) Identify opportunities to conserve, revitalize, and honour Indigenous culture and heritage –including traditional ways of knowing, oral histories, beliefs, and languages—under the guidance of a community Elder or Knowledge Keeper.
- (f) Identify opportunities for the establishment of Heritage Conservation Districts to recognize and protect distinct heritage areas in Saskatoon.
- (g) Collaborate with partners to promote heritage awareness, appreciation, and education in Saskatoon.
- (h) Showcase local history and promote interpretation of heritage resources through design elements in the public realm and in the design of municipal facilities and spaces.
- (i) Identify opportunities for creative use and programming of municipal heritage resources that promote tourism, such that resources are not adversely impacted.
- (j) Identify and protect important ecosystems, other forms of natural heritage, and paleontological and archaeological sites as part of the land development process.



## 5 PARKS AND RECREATION OPEN SPACE

Parks and recreation open space are an essential public amenity—the livability of a city is fundamentally tied to their being part of the urban environment. The City’s goal is to facilitate meaningful, accessible recreation experiences that foster individual and community wellbeing as well as the wellbeing of our natural and built environments.

**(1) Objective**

(a) To provide sufficient parks and recreation open space, that is equitably distributed through the city, to meet the needs of Saskatoon’s residents.

**(2) Policies**

- (a) To establish a desirable standard for public open spaces within the City, a ratio of four hectares of public open space to every 1,000 persons will be considered adequate. Public open spaces may include Municipal Reserves and other publicly owned areas dedicated to public enjoyment and recreation.
- (b) The sizing, use, allocation, and development of parks and recreation open space shall conform to the City’s Park Development Guidelines Policy (refer to Administrative Policy No. A10-017).
- (c) The City will facilitate the acquisition of land for new parks in neighbourhoods with identified deficiencies, as well as for upgrading existing parks, on a priority basis.
- (d) Parks and recreation open space will protect, nurture, and sustain natural and built areas and should be linked within the city and region in a continuous public open space system.

- (e) Agreements facilitating the joint use of parks and open spaces by the City, various School Divisions, and other public agencies will be encouraged.
- (f) Coordinate with regional partners and other levels of government regarding development that may impact Wanuskewin Heritage Park as well as other parks and open spaces significant to the region.
- (g) Plan for parks lifecycle replacement and amenity maintenance using an annual lifecycle budget approach.
- (h) Design parks and recreation open space within the overall goal of creating safe, sustainable, accessible communities for all age groups, giving consideration to local climate and season.
- (i) Manage naturalized areas to support the development and maintenance of sustainable ecological systems. They may accommodate passive recreation opportunities, habitats for native species in urban landscapes, and/or connections between the community and natural history.





*Neighbourhood parks, shared use trails, playgrounds, community gardens, natural areas, sports fields, spray pads, and swimming pools are just some of the many amenities that make up open spaces in the city.*



## 6 COMMUNITY FACILITIES

Community facilities help build healthy communities and act as focal points for the city. Providing amenities for year-round recreation, physical activity, and social interaction contributes to overall quality of life in Saskatoon. The City is a major delivery agent of public recreation and has a significant investment in community infrastructure, including many multi-use program spaces throughout the city. Other facilities, such as schools, can be focal points for many residential neighbourhoods, but are provided by agencies other than the City. The provision of, and location of, these types of facilities is a priority, and helps to accommodate community needs and compatibility with surrounding land uses.

### (1) Objectives

- (a) To promote quality of life by providing facilities and services for use by all residents.
- (b) To provide opportunities for community, school, and other institutional uses that serve the educational, recreational, cultural, health, and spiritual needs of the city, ensuring they are appropriately located according to size, function, and transportation requirements.
- (c) To strengthen relationships between the City, various School Divisions, regional partners, and other public and private organizations delivering community-oriented services.

### (2) Policies

- (a) Applications for neighbourhood Concept Plans will include locations for elementary schools or a community centre. No proposals will be submitted to Council until the appropriate School Division, Saskatchewan Health Authority, and any other relevant agency have been consulted.
- (b) School sites will be located on Municipal Reserve and, wherever possible, adjacent to other public open spaces in the area. Development of integrated school sites will take place in a manner that encourages maximum use of all facilities. Use of school and park facilities as the recreational centre for a neighbourhood or area will be promoted.
- (c) The City will consult with the Province, appropriate School Divisions, and affected regional partners regarding Municipal Reserve dedication for school purposes.
- (d) All elementary school sites and community centre sites will be centrally located and generally within 700 metres walking distance of residential development. They should not be located on arterial streets, but should be located at street intersections.
- (e) High schools will be centrally located and, wherever possible, located in Urban Centres to facilitate public transit and street access as well as to minimize impacts on surrounding land uses.
- (f) Institutional uses that serve the needs of a neighbourhood population and are compatible with a residential environment (neighbourhood scale) may be situated within neighbourhoods.





- (g) Institutional uses that serve the needs of more than a neighbourhood population and are of a size or scale that is not compatible with a residential environment (city-wide scale) will be encouraged to locate in or near the City Centre and Downtown, in Urban Centres, and in other areas with adequate access to streets and public transit where there is no significant impact on surrounding land uses. The Zoning Bylaw will contain provisions to consider large scale institutional uses in residential areas only at the discretion of Council.
- (h) Sites identified for school purposes will be suitable in terms of size, topography, utilities, transit service, active transportation access, and site frontage. School sites will also facilitate adequate pick-up and drop-off zones for students.
- (i) The City will promote sharing of school facilities with local School Divisions, authorities, and regional partners to meet the educational, cultural, social, health, and leisure needs of the general population.
- (j) To promote the stability and character of residential neighbourhoods, the City will encourage the adaptive reuse of a school building and site for recreational, residential, educational, or other community-oriented use, subject to the provisions of the existing zoning district, and after appropriate consultation with relevant community groups and local residents.
- (k) In the event that School Divisions decide a vacant school site is not required, the standards of the underlying zoning district shall normally apply for future land use, after appropriate community consultation. In the event an acceptable use cannot be found within the existing zoning district, the landowner may seek a new zoning designation by applying to amend the Zoning Bylaw, subject to Rezoning by Agreement.
- (l) Explore opportunities to develop integrated facilities and multiple types of spaces when contemplating development of new or enhanced recreation and parks infrastructure.
- (m) Each community centre should include a permanent core facility with recreation and meeting space. Other uses complementary to the neighbourhood, such as libraries or health offices, may be adjoined to the facility.
- (n) Recreational facility development will be guided by the Recreation & Parks Master Plan and will use an annual lifecycle budget approach to planning.
- (o) The City will maintain a balance between the development of civic infrastructure (physical and social) in new areas and the maintenance and renewal of infrastructure in existing areas.
- (p) Promote community facilities as accessible, affordable year-round gathering places. They should be designed to meet local needs and provide the opportunity for unique designs that help create, foster, or reinforce local character.
- (q) The design of community facilities should incorporate the following principles:
  - (i) the design should allow for use by all user groups for as much of the day as possible;
  - (ii) the design should provide for the maximum possible degree of interaction, safety, and accessibility of all user groups year-round;
  - (iii) the design and location should be easily accessed by public transit and active transportation; and
  - (iv) the design should allow flexibility to change over time, ensuring long term sustainable use.



## 7 PLACEMAKING

Placemaking is the creation of a sense of place within the public realm. The City uses community-inspired design to build and preserve creative, welcoming public spaces that promote community interaction.

### (1) Objectives

- (a) To develop public spaces that are safe and accessible to everyone, encourage community interaction, create opportunities for diverse cultural expression, and have unique local character and a sense of place.
- (b) To encourage a high standard of urban design throughout the City, promoting a physical and natural environment that is attractive, stimulating, functional, safe, and accessible, in harmony with our heritage and values.
- (c) To facilitate design review in areas of the city where there is clear public interest in preserving existing character or promoting a selected design theme.

### (2) Policies

- (a) Create a network of public spaces that are high quality, safe, dynamic, and accessible.
- (b) Identify opportunities to improve the public realm through enhanced urban design, streetscape elements, and cultural amenities.
- (c) Celebrate Saskatoon as a four season city, inviting and vibrant even in the coldest months, through the creation of versatile multi-season public spaces.

- (d) Within the provisions of *The Planning and Development Act, 2007*, the following urban design principles will be considered in the preparation and review of Local Area Plans, Local Area Design Plans, Concept Plans, amendments to the Official Community Plan and Zoning Bylaw, Discretionary Use applications, Development Permit applications, Subdivision applications, and standards contained within the Zoning and Subdivision Bylaws (refer to Appendix C for further details on the city-wide urban design principles):

- (i) Design with Nature;
- (ii) Human Scale;
- (iii) Building Design;
- (iv) Open Space;
- (v) Streetscapes;
- (vi) Views and Vistas;
- (vii) Barrier Free Access;
- (viii) Safety;
- (ix) Art in Public Places; and
- (x) Landscape Design.



SECTION E

# ENVIRONMENTAL LEADERSHIP

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Saskatoon is a city that thrives in harmony with the natural environment, conserving resources, reducing impacts, and promoting environmental stewardship.

## 1 ENVIRONMENTAL PROTECTION

The City engages in environmental protection through the use of responsible practices to alleviate impacts on the local and global environment. This includes conservation and enhancement of natural assets and preventing wasteful use of resources. Maintaining the integrity of land, air, and water resources in our city and our region contributes to a healthy environment, as well as social and economic wellbeing.

### 1.1 Environmental Stewardship

The City has a responsibility to meet environmental requirements and comply with regulations. However, we can go above and beyond that responsibility. The City is committed to enhancing the quality of life for its residents by pursuing a holistic approach to sustainability by embedding environmental, social, and economic considerations in the City's decision making processes. We can become leaders by continually improving the quality of the natural environment through innovation and responsible practices. The City and residents share a responsibility to improve the environment and work together to minimize our own impact on the ecosystem.

#### (1) Objectives

- (a) To improve the overall condition of the environment; to meet or exceed municipal targets through ongoing research and by pursuing best practices in civic operations.
- (b) To manage impacts on the environment as Saskatoon grows so as to support the wellbeing of current and future generations.

#### (2) Policies

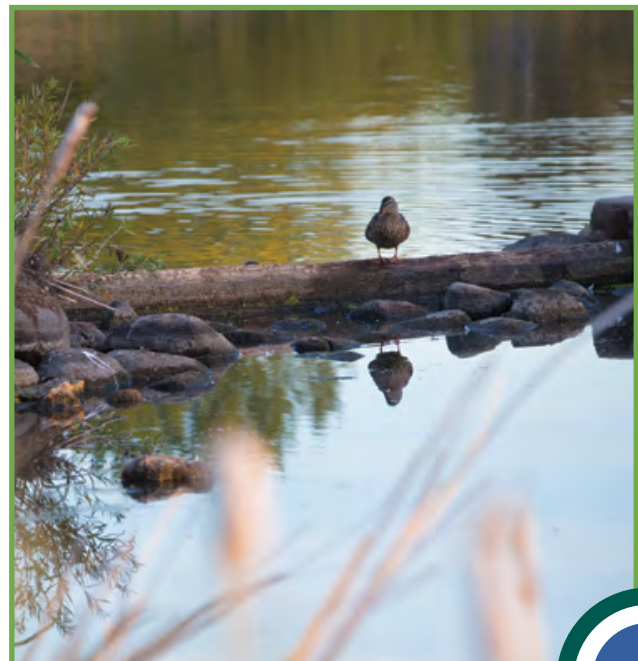
- (a) Support the use of green infrastructure and other innovative technologies and best practices in environmental protection and sustainable community design.
- (b) Show leadership at a municipal level to demonstrate the City's commitment to environmental stewardship.
- (c) Provide support for demonstrations, pilot projects, and innovations to develop a local culture of improved environmental protection.
- (d) Pursue opportunities for dark sky compliant lighting, especially in or near sensitive natural areas, to mitigate disturbance and maintain a resilient ecology.

### 1.2 Water

A safe, clean water supply is a priority for the City. This includes protecting water sources as well as watershed quality and the health of downstream water users. Additionally, a significant amount of energy is required to treat, distribute, and manage water. The City is committed to water conservation and reduction of energy use and greenhouse gas emissions that result as part of the process.

#### (1) Objectives

- (a) To protect groundwater and surface water resources from contamination in order to sustain a safe supply of drinking water.
- (b) To protect the South Saskatchewan River watershed in order to maintain a safe and sustainable supply of clean water.
- (c) To conserve existing water resources and infrastructure, and contribute to energy efficiency, by reducing water consumption.





***Originating in the Rocky Mountains, the South Saskatchewan River is Saskatchewan's single largest source of water for drinking, irrigation, industrial uses, and recreation.***

**(2) Policies**

- (a) Commit to protection of ground and surface water, public health, property, and the environment through the use of water management programs that:
  - (i) maintain healthy ecosystems;
  - (ii) provide safe and reliable drinking water; and
  - (iii) provide advanced wastewater treatment and storm water management, to the greatest extent possible within the City's resources.
- (b) Support actions that conserve water through public education, advanced metering programs, and innovation in efficient water use.
- (c) Promote and support water efficient land use planning and development of public and private landscaping that reduce water consumption.
- (d) Design and operate river crossings and associated roadways in a manner that will prevent degradation of water quality.
- (e) Work with the Saskatchewan Water Security Agency, Meewasin, and regional partners to maintain and conserve the South Saskatchewan River watershed and its water resources.
- (f) Monitor and manage the quality of storm water to maintain watershed health.
- (g) Engage with First Nations and Métis communities when actions or decisions may have an impact on the South Saskatchewan River, Opimihaw Creek, or any other water system.

**1.3 Air**

Clean air is essential to the quality of life enjoyed by Saskatoon residents. Impacts to local air quality can be linked to pollutant sources that may be local, regional, or global in scope, depending on air movement patterns.

**(1) Objective**

- (a) To promote responsible practices with respect to air quality in order to minimize detrimental effects on the environment or public health.

**(2) Policies**

- (a) Work with government agencies and regional partners to support air shed quality initiatives and conduct ongoing monitoring.
- (b) Encourage practices that reduce local air pollution to protect air quality.

**1.4 Land**

Soil is a valued resource. The City is committed to maintaining the health of soils by minimizing the risk of polluting clean soils and supporting responsible management of contaminated soils.

**(1) Objective**

- (a) To promote responsible practices with respect to soil in order to mitigate detrimental effects on the environment or public health.

**(2) Policies**

- (a) Promote and facilitate brownfield redevelopment through the appropriate management and transformation of contaminated lands.
- (b) Reduce risks to soil health and human health through reduction of pesticide and chemical use.
- (c) Promote and facilitate practices that reduce the risk of new soil contamination and the spread of existing soil contamination.



## 2 NATURAL SYSTEMS

Natural areas within Saskatoon play an important role in overall wellbeing and environmental health. Natural areas not only support a diversity of plants and wildlife, they also perform ecological services, such as reducing and filtering storm water, sequestering greenhouse gases, reducing urban heat island and wind speed effects, and removing harmful pollutants from the air, soil, and water. Retention of natural areas is an important asset to the city as it allows both environmental protection and enjoyment of nature in the urban environment.

### 2.1 Integration with Urban Environment

The City supports a sustainable and biodiverse city by integrating natural assets, storm water management, recreational activity, and active transportation into a connected, multifunctional, ecological network.

#### (1) Objective

- (a) To integrate natural areas, features, and systems into urban areas in such a way as to ensure that important ecological systems are maintained, enhanced, and connected.

#### (2) Policies

- (a) Facilitate the creation of a connected green network to support ecological systems and increase equitable access to green spaces and the larger green network.

- (b) Urban development should avoid impacts to natural areas with particular consideration given to interconnected sensitive ecosystems, such as swales.
- (c) Pursue opportunities to incorporate green infrastructure during development and redevelopment projects.
- (d) Integrate storm water management and natural areas protection in land use planning processes.

### 2.2. Natural Asset Management

Sustainable asset management of municipal infrastructure is essential for community resiliency. The City uses an integrated approach to planning and maintaining a sustainable, biodiverse city by considering natural assets as important infrastructure. Natural assets are managed with the same amount of care as other critical infrastructure.

**(1) Objective**

- (a) To use best practices for the responsible management of natural assets.

**(2) Policies**

- (a) Implement and maintain an asset management policy to manage built and natural assets in Saskatoon.
- (b) Develop and maintain a system of natural capital asset valuation to aid in determining appropriate levels of service or condition for natural assets and how they are budgeted for.
- (c) Support actions that further the use of green infrastructure as a way to enhance the adaptive capacity of the city in response to climate change.

**2.3 Integrated Storm Water Management**

The City takes an integrated approach to storm water management. This involves a coordinated approach to the design and development of neighbourhoods and buildings to reduce run-off and manage more water onsite. This approach improves the quality and reduces the quantity of storm water run-off, reducing negative impacts on the South Saskatchewan River.

**(1) Objective**

- (a) To use best practices to manage storm water as a resource, improve the quality of storm water, and reduce peak flow volumes.

**(2) Policies**

- (a) Due regard will be given to locating District, Multi-District, and Special Use Parks adjacent to storm water basins and drainage swales to facilitate integration.
- (b) Municipal Reserve may be used to convey storm water run-off to storm water storage basins and act as temporary water storage to allow water detention after a storm event. Municipal reserve land and land used for storm water management infrastructure will be integrated, where circumstances permit. Storm water infrastructure, where located adjacent to parks, must be treated in a manner that complements park development. The integration of these two land uses must be undertaken in accordance with the provisions of Park Development

Guidelines (refer to Administration Policy No. A10-017). Funding for the construction and subsequent maintenance of storm water management infrastructure on integrated sites will be part of a consultative process and subject to an agreement.

- (c) Consideration for the safe development of storm water retention ponds should be included in the design of new areas and reflected in Concept Plans.



## 2.4 Wetlands and Conservation Management

The City recognizes that urban development will inevitably impact wetland resources. To counteract this, policies are in place to guide land use and development decisions related to wetland and riparian areas. These policies are sensitive to the ecological integrity of wetlands and the objectives of achieving compact, sustainable, and economically viable growth patterns.

### (1) Objectives

- (a) To achieve the responsible stewardship of wetland resources as part of a holistic approach to urban development that balances the need for conservation with other considerations, including compact development, transportation and connectivity, financial feasibility, and quality of life.
- (b) To integrate natural and constructed wetland resources are integrated into the urban environment in a way that:
  - (i) is sensitive to their ecological integrity;
  - (ii) is sensitive to their natural and social values as community amenities;
  - (iii) accounts for their hydrological function in terms of both natural processes and as part of the storm water management system; and
  - (iv) considers the need for appropriate ongoing management.
- (c) To conserve the biodiversity and function of significant wetland resources prior to, during, and after land development.

### (2) Policies

- (a) The policies contained in this section will be implemented through the Wetland Policy (refer to Council Policy No. C09-041).
- (b) Development should:
  - (i) avoid impacts to wetlands with particular consideration given to significant wetland resources;
  - (ii) minimize impacts to wetlands where avoidance cannot be fully achieved; and
  - (iii) undertake compensatory mitigation for any impacts to wetlands that occur as a result of development.
- (c) During the review of Sector Plans and Concept Plans, the City will favour the conservation of existing significant wetland resources over the restoration of drained wetlands or the creation of new wetlands.
- (d) Developers should consider creative ways to design development projects to minimize any disturbance or alteration of retained wetlands, including the maintenance of existing natural drainage in wetlands and their riparian areas, consideration of important upland areas and the minimization of disturbances to wetlands and riparian habitat, wildlife, soils, and vegetation before, during, and after the development process.
- (e) Wetlands may be integrated into the storm water management system where it is feasible to do so. Storm water management plans must take into account the sensitivity and ecological functions





of wetlands and their associated riparian areas and work towards attaining sustainability in an urban setting.

- (f) The City will manage and monitor retained wetlands and associated riparian areas with a goal of maintaining or enhancing water quality and function, both as natural areas and as part of the City's storm water management system.
- (g) The City will work with regional partners to encourage responsible wetland stewardship in the region.

## 2.5 Conservation of Natural Areas

The City works to ensure that natural assets are protected, sustained, and connected as part of a system. Our natural history is an important part of who we are. Natural habitats and landforms are the heritage passed down by glaciation and more than 10,000 years of weathering, ecological succession, and human habitation. As such, development that recognizes this importance is promoted.


### (1) Objectives

- (a) To identify and protect important ecosystems, wildlife habitats, and other natural areas and assets as part of the land development process.
- (b) To enhance the beauty and enjoyment of the city and region by providing residents with access to natural areas.
- (c) To conserve the biodiversity of all species to support climate resilience in the city and region.
- (d) To consider the use of green infrastructure, as means to address climate change adaptation

and mitigation, during the land development process.

### (2) Policies

- (a) The long-term conservation and protection of natural features is a responsibility of local residents, property owners, government agencies, non-profit organizations, and the private sector.
- (b) The City will maintain a current inventory of remaining natural areas and significant natural assets within the city and, where possible, the region, in coordination with the relevant regional partners.
- (c) The conservation or mitigation for loss of important natural areas or features will be considered in the review of Sector Plans, Concept Plans, subdivision applications, and other significant development proposals.
- (e) As part of Sector Plan and Concept Plan design, subdivision, or other significant development processes, a general screening will be undertaken for important natural areas, assets, and features. If deemed appropriate, more detailed analysis of natural areas or features will be undertaken by a qualified consultant, acceptable to both the City and the developer(s), with all costs borne by the affected developer(s).
- (f) In advance of a Concept Plan, subdivision plan, or development permit for a permanent use being approved for an area, any application to excavate, strip, grade, or remove vegetation from the land will require a development permit issued under the Zoning Bylaw.



*Saskatoon is a thriving prairie city built along the South Saskatchewan River. The city is home to a vast urban forest, kilometres of riverbank trails, and an abundance of wildlife. It boasts over 120 hectares of riverbank parklands and is surrounded by streams, wetlands, and a thriving agricultural sector.*



The Development Officer will issue a development permit when satisfied that the excavation, stripping, grading, or removal of vegetation is necessary for the interim use, development, or maintenance of the subject land, considering the need to conserve important natural areas and vegetation, the maintenance of effective drainage patterns, and the health and safety of persons in the area.

- (g) Natural areas of significant ecological value should be placed in municipal ownership and appropriate legal protection will be considered.
- (h) Important natural areas, features, and systems should be integrated into new development areas and form part of an interconnected green infrastructure, park, and open space system, including the retention of natural corridors and natural ponding areas.

## 2.6 Riverbank Stewardship

The South Saskatchewan River Valley is Saskatoon’s natural showpiece. Located in the heart of the city, it has ecological, cultural, and recreational value, as well as aesthetic and historic importance. The riverbank is a sensitive ecosystem that requires community stewardship to maintain its integrity for generations to come.

### (1) Objectives

- (a) To facilitate appropriate development while maintaining the integrity of the riverbank of the South Saskatchewan River.

- (b) To protect and enhance the South Saskatchewan River Valley for the enjoyment of present and future generations.

### (2) Policies

- (a) The City shall monitor the riverbank of the South Saskatchewan River to identify areas that are susceptible to slumping or slope instability.
- (b) For the purpose of protecting or conserving the natural, historical, and recreational features of the Riverbank Area of the South Saskatchewan River, the Riverbank Area shall, insofar as possible, be dedicated as Municipal Reserve or Environmental Reserve under the provisions of *The Planning and Development Act, 2007* as amended. Furthermore, the banks of the South Saskatchewan River shall, insofar as possible, be conserved as public open space for the benefit of all residents.
- (c) The development of the Riverbank Area for visual amenity and public recreation will be undertaken in a manner that enhances and complements the natural and historical features of the riverbank.
- (d) The City will work in partnership with the Provincial Government and the University of Saskatchewan, through Meewasin, and regional partners, to maintain and conserve the South Saskatchewan River Valley within the city and region.
- (e) The City will work toward clarifying jurisdictions in the Riverbank Area with Meewasin and other regional partners.





## 2.7 Urban Forestry

Saskatoon is well known for its urban forest - 110,000 trees located on boulevards, centre medians and in parks. Trees contribute to quality of life by helping manage urban heat and storm water run-off. They improve air quality by filtering dust and absorbing pollutants, protect soil and water resources, and provide habitat for wildlife. Trees also help make our communities beautiful by creating gathering areas, attracting tourism, and increasing property values. Protecting and conserving urban forests through proper management is vital to sustaining healthy and resilient communities.

### (1) Objective

- (a) To protect the urban forest through sustainable practices, including new planting and the protection and maintenance of existing trees throughout the City.

### (2) Policies

- (a) Through the Trees on City Property Policy (refer to Council Policy No. C09-011), the City will promote the establishment, maintenance, and enhancement of a diverse network of forest vegetation, consisting of trees and other plant material on private property, boulevards, buffers, parks and open space, the riverbank, and afforestation plots.

- (b) The urban forest should be developed and managed as a continuous system.
- (c) Tree conservation or replacement will be a consideration in the review of applications for Concept Plans, rezoning, subdivision, discretionary use, and infrastructure rehabilitation. Applicants may be required to submit tree surveys as part of the development review process.
- (d) Standards for the design and maintenance of landscaping on industrial, commercial, and multiple-unit residential properties, including the planting of trees, shall be contained within the Zoning Bylaw.
- (e) The urban forest will be sustained and enhanced along City streets by establishing standards for the planting of trees on City boulevards and buffer strips, to be enforced through the subdivision and servicing agreement approval process. The location and species of trees will be compatible with nearby public infrastructure and utilities, both above and below ground, as well as the area's natural ecosystem.
- (f) The Zoning Bylaw may contain bonusing provisions for the conservation of existing trees.



### 3 ENERGY

The City seeks to become a leader in renewable energy, energy and water conservation, and management of greenhouse gas emissions. The City is actively trying to meet emission reduction targets, reduce reliance on high carbon energy sources and energy consumption, and support energy efficient buildings and transportation modes.

#### 3.1 Energy Conservation and Efficiency

While energy consumption is inherent in the daily functioning of Saskatoon, the type and amount of energy currently being used impacts local air quality and contributes to climate change. By using innovative infrastructure, technology, building systems, policies, programs, and community design, energy efficiency in Saskatoon can be improved.

**(1) Objective**

- (a) To improve energy conservation and efficiency and manage consumption throughout the city.

**(2) Policies**

- (a) Support actions that reduce energy use through public education and programs, advanced metering programs, and innovation in efficient energy use.
- (b) Promote and support energy efficient land use planning through urban forms and infrastructure that support innovative energy production and reduced energy consumption, while increasing the livability of the city.
- (c) Support actions that lead to energy and fuel efficiency in all modes of transportation and support innovation in transportation technologies.
- (d) Reduce fuel use and emissions of the City's corporate vehicle fleet through best practices, such as right-sizing and using alternative fuels and energy sources.

#### 3.2 Renewable Energy

There are opportunities to use renewable or low-emission energy sources to generate heating, cooling, and electricity as a substitute for non-renewable sources. This can reduce Saskatoon's dependence on, and demand for, non-renewable energy resources.

**(1) Objective**

- (a) To increase the use of renewable energy or low-emission energy sources, and to decrease reliance on fossil fuel derived energy systems.

**(2) Policies**

- (a) Seek opportunities to increase energy generation from innovative energy sources and green technology, such as solar, hydropower, and landfill gas collection.

#### 3.3 Sustainable Buildings

Buildings have a considerable impact on the environment as they consume large amounts of energy, water, and materials, and generate greenhouse gases and waste. For both construction and maintenance, these impacts can be reduced through building practices that are more ecologically responsible and use best practices for Saskatoon's climate.

**(1) Objective**

- (a) To reduce environmental impacts of facilities throughout their lifecycle.

**(2) Policies**

- (a) Implement and maintain a high performance civic building policy to reduce environmental impacts of the construction, renovation, and ongoing operations of civic buildings.
- (b) Support initiatives to raise energy efficiency standards and encourage sustainable building techniques for new construction and building renovations throughout the city.



## 4 WASTE MANAGEMENT

The City takes an integrated approach to waste management by combining waste handling and waste reduction strategies. An integrated system considers how to reduce, reuse, recycle, recover, and dispose of waste in ways that protect both human and environmental health, while remaining affordable and convenient and maximizing resource use efficiency.

A variety of programs and initiatives, including recycling, composting, hazardous waste collection, and reuse of gently used items, help divert waste from the Saskatoon landfill. Outreach, education, and services support these programs, while raising awareness about the importance of waste reduction and diversion.

### 4.1 Reduction

The most efficient ways to conserve resources, protect the environment, and reduce the impact on the City's landfill is to reduce the amount of waste being produced and encourage the production of reusable and repairable materials. By reducing waste production, resources are conserved and the need to recycle and manage residual waste is limited.

#### (1) Objective

- (a) To reduce the amount of waste generated in Saskatoon by supporting actions that lead to waste reduction and reuse.

#### (2) Policies

- (a) Implement and maintain a waste reduction and diversion plan that identifies clear actions that can be taken by the City.
- (b) Work with government agencies, regional partners, and the community to support and improve waste prevention, reduction, and reuse in the design, production, and use of goods as a way to meet zero waste goals.
- (c) Support actions that help reduce organic waste through reduced food waste and environmentally friendly yard practices.

## 4.2 Recycling and Diversion

Diverting recyclables, organic waste, construction and demolition waste, and other materials reduces the amount of waste entering the landfill and waste stream. Recycling helps reduce depletion of natural resources and prevent environmental degradation. Keeping organic waste out of the landfill prevents the production of methane gas, a greenhouse gas that has a warming potential 25 times greater than carbon.

### (1) Objective

- (a) To promote recycling and diversion to keep recyclable, organic, and other recoverable materials from entering the landfill.

### (2) Policies

- (a) Lead by example through the development of policies and programs regarding new waste diversion initiatives, including recycling and organic waste diversion at all civic facilities.
- (b) Facilitate city-wide waste diversion initiatives throughout all sectors, including policy, collection, and educational programs.
- (c) Offer residents and businesses convenient recycling options for materials not collected at the curb, such as hazardous waste, construction and demolition waste, textiles, and other divertible materials.
- (d) Explore alternative options and possible improvements to service levels, collection, and processing to support an efficient recycling and diversion system.

## 4.3 Residual Waste

Following all waste reduction and waste recovery efforts, the landfill is the last stop for residual waste. The landfill is an engineered facility that has been in operation since 1955 and is regulated by the Saskatchewan Ministry of Environment. Because the cost of a new landfill is significant, maximizing the lifespan of the current facility is preferred. As the population of Saskatoon grows, the need to reduce materials going to the landfill has become a priority for the City.

### (1) Objective

- (a) To properly manage, and extend the lifespan of, the landfill.

### (2) Policies

- (a) Manage the landfill to minimize any adverse environmental impacts.
- (b) Optimize landfill operation management.
- (c) Deter hazardous waste from entering the waste stream and the landfill.
- (d) Consider new technologies and existing best practices for managing materials that are currently being sent to the landfill.



## 5 CLIMATE

Everyone has a role to play in taking action on climate change, as it is a global, national, and local challenge. Climate mitigation and adaptation are needed to effectively address both the causes and effects of climate change. Taking action will support environmental health and integrity, social equity and cultural wellbeing, and economic prosperity and fiscal responsibility.

The City has made a commitment to reducing greenhouse gases and adapting to changing climate conditions to become a more resilient city. Part of this commitment includes implementing the solutions and opportunities identified in Saskatoon's climate action planning, which addresses energy efficiency and generation, land use planning, urban design, transportation, waste management, asset management, air quality, water services, and other areas.

### 5.1 Mitigation

Climate mitigation refers to activities that address the root causes of climate change by reducing the rate and amount of greenhouse gas (GHG) emissions being released into the atmosphere. Mitigation initiatives help increase energy efficiency, diversify our economy, and reduce the severity of climate change. The benefits of this occurs on both local and global scales.

#### (1) Objective

- (a) To mitigate the impacts of climate change through the reduction of greenhouse gas emissions.

#### (2) Policies

- (a) As part of a climate action plan, develop, maintain, and support:
  - (i) actions that the City will take to facilitate corporate and community emissions reductions; and
  - (ii) a long-term roadmap for achieving Saskatoon's emissions reductions targets through policy, investments, projects and programs, planning, and education.
- (b) Work toward achieving Saskatoon's emissions reduction targets by implementing the solutions and opportunities outlined in the climate action plan and conducting ongoing research, revisions, and reporting of targets and performance.

- (c) Conduct emissions inventories for both the Corporation and the community on an annual basis.
- (d) Through education, outreach, and engagement provide information to all sectors of the community regarding how they can take action on climate change.

### 5.2 Adaptation

Climate adaptation refers to activities that address the impacts of changing climate conditions on our services, programs, infrastructure, and residents. Adaptation initiatives build climate resiliency by managing risk both proactively and responsively, as new information becomes available.

#### (1) Objective

- (a) To increase community and corporate resilience by adapting current services, practices, and infrastructure to withstand current and projected future climate conditions.

#### (2) Policies

- (a) Assess climate change risk to infrastructure, services, and development plans.
- (b) Use a corporate climate adaptation strategy to manage and respond to identified risks now and in the future.
- (c) Assess and report on current and projected future climate conditions for the Saskatoon region through research and engagement activities.



*The City has adopted a long-term emissions reduction target of 80% by 2050 for both the City and the community. This aligns with our federal and international commitment to the Global Covenant of Mayors for Climate and Energy.*

## 6 COMMUNITY LEADERSHIP

The City is committed to sustainable decision making, which means supporting the needs and wellbeing of both present and future generations by upholding environmental integrity, equitable social systems, a just economy, and good governance. However, the City cannot meet these goals alone. The involvement and effort of the entire community is required, including other orders of government, schools, business, community groups, and individuals. Through public engagement, outreach, education initiatives, and program development, the City will create partnerships within the community to foster an informed, engaged community and reach our goals. The City strives to build capacity in the community and encourage behaviours that reduce environmental impacts.

### 6.1 Shared Stewardship

Both the City and the community have responsibilities to ensure stewardship over environmental resources. As our community grows, collective efforts will contribute to improve environmental integrity, equitable social systems, and a just economy in the community and region. These efforts will continue to support Saskatoon's economic, environmental, and social growth.

#### (1) Objective

- (a) To support community action on, and commitment to environmental stewardship by building understanding through engagement, communication, education, training, and support.

#### (2) Policies

- (a) Build meaningful relationships with schools, community associations, and other organizations to support sustainability efforts and promote environmental programs and initiatives.
- (b) Incorporate engagement, outreach, and education into City-led projects. Demonstrate how the City is addressing environmental issues and how this work can be supported, while also communicating the City's progress and successes.
- (c) Lead by example by implementing best practices in municipal operations, while encouraging action by residents and businesses.

### 6.2 Community Programs

The City operates and supports numerous programs throughout the city to reduce environmental impacts. Some of these include recycling programs, composting initiatives, and student action partnerships with school divisions.

#### (1) Objective

- (a) To raise awareness about environmental issues and solutions and to facilitate community involvement and action.

#### (2) Policies

- (a) Implement actions and develop programs to support environmental initiatives throughout the city to educate the public about the benefits of a greener, more sustainable city.



## SECTION F

# URBAN FORM AND STRUCTURE

The way the city is physically organized contributes to the quality of life of its residents. In Saskatoon, the OCP is the principal document that establishes the city's form, structure and land use pattern, providing guidance and prioritization for growth.

By providing an over-arching framework for the development of future land use, the OCP aims to dedicate land in an efficient manner that produces the most benefit for the community. This is done by creating a hierarchy of development, with the highest density uses in the Downtown and the lowest density in residential neighbourhoods. This framework aids in directing growth to already established areas, thus accommodating growth and slowing greenfield development.

The City's transportation network consists of a fully integrated combination of sidewalks, multi-use pathways, bicycle facilities, transit facilities and streets that knit together the places we live, work and play. Transportation infrastructure (e.g. street, active transportation facilities, public transit) is an important part of an efficient transportation system that promotes all modes of transportation, quality of life, and public health, while connecting people of all mobility levels to the city and region in an equitable manner. However, the transportation system cannot function effectively without the support of a mix of land uses near the transportation infrastructure, at higher levels of density. The intentional pairing of land use, density, and transportation infrastructure leads to an urban form that can support a variety of efficient transportation choices in a context sensitive manner. The core elements of Saskatoon's urban form are presented as Map 5 - Urban Form and Structure in Appendix D.





## 1 GENERAL

Describing the city in terms of the urban form and structure identifies different areas of the city based on their period of growth and characteristics. This approach recognizes the uniqueness of different neighbourhoods; it also provides the basis for establishing appropriate policies and strategies for each area.

This section describes the vision for the long-term pattern of growth and development in Saskatoon and outlines policies that will guide the city's development over the next 30 years or more. For a city like Saskatoon that is anticipating significant growth and change, a clear understanding of the urban form and structure provides a way to focus change in places where it has positive social, economic, and environmental results.

### (1) Objectives

- (a) To build a fiscally, socially and environmentally sustainable community by:
  - (i) supporting the efficient use of land and civic infrastructure;
  - (ii) maintaining a rational and effective system to manage urban growth;
  - (iii) providing community facilities and services throughout the city;
  - (iv) integrating transportation with land use plans to provide year-round transportation choices for residents; and
  - (v) providing civic infrastructure in a cost effective manner.

### (2) Policies

- (a) General
  - (i) Compact City Form  
The development of a compact and efficient urban form shall be encouraged by setting overall density guidelines for new residential neighbourhoods, facilitating infill development in existing residential, commercial, industrial, strategic infill areas and corridors, and gradually increasing the overall density of the City.
  - (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.

(iii) Transportation Needs

Designated Community Focal Points, Corridor Growth Areas, Employment Areas, and other major community facilities will be located to minimize the need for new transportation infrastructure, facilitate accessibility with improved connections via the active transportation network, and to encourage greater use of the transit network. New residential areas should be developed in proximity to the City Centre, Corridor Growth Areas and Employment Areas to help achieve the same goals.

(iv) Open Space

Public parks and recreation, and natural areas will be provided throughout the city in a connected network of open spaces, sufficient to meet the needs of all Saskatoon’s residents, recognizing that access to green space is strongly related to residents’ physical, spiritual and mental wellbeing.



(v) Sectors Plans

Long range planning for neighbourhoods and related community facilities shall be organized within the context of a Sector. A Sector typically contains six to ten neighbourhoods and the housing and community facilities necessary to accommodate 50,000 to 80,000 people as well as significant employment. This includes a transportation network that connects the Sector to the city-wide transportation network.

(vi) Concept Plans

Concept Plans prescribe the development vision and servicing framework for a defined area, in alignment with the Plan and applicable Sector Plan. Concept Plans are required for large scale development, such as residential neighbourhoods or Industrial Employment Areas, and smaller scale development, such as Urban Centres or significant infill development.

(vii) Local Area Plans

Local Area Plans (LAP) are comprehensive neighbourhood plans that identify objectives and action items, including proposed policies for the future growth and development of an existing neighbourhood or selected area. A LAP is created using a community-focused approach in which local stakeholders work together to create a vision, identify issues, develop goals, and outline strategies for the long-term success of their community. A LAP area is typically defined by the neighbourhood’s boundary, but it can be expanded or reduced based on an assessment by Administration to identify appropriate study area parameters.

(b) City Centre

The City Centre consists of the Downtown and portions of Nutana, Riversdale, City Park, and the portion of College Drive that interfaces with the University of Saskatchewan. It provides the highest concentration of office, commercial, and cultural facilities and is supported by a multi-modal transportation network. The City Centre will also contain the highest densities of development, a strong diversity of activity, and

## URBAN FORM & STRUCTURE

a growing resident population. It will include high quality public spaces and prioritize the pedestrian experience. Whenever possible, commercial, cultural and entertainment facilities that are significant to the City or region will be located in or near the City Centre.

(c) Community Focal Points

Community Focal Points are designated areas which contain increased levels of activity within the City. This may include commercial, institutional, and recreational amenities or services, and higher density residential developments served by the transportation network. They are intended to include a mix of land uses in a concentrated area. Community Focal Points can vary in size and scale, and include Urban Centres, District Villages, and Neighbourhood Nodes. This hierarchy recognizes that all local contexts are not the same and that 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 neighbourhood(s).

(d) Corridor Growth Areas

Corridor Growth Areas are intended to provide infill development opportunities along the city's major corridors and Bus Rapid Transit (BRT) routes in order to achieve infill development

targets outlined in the Growth Plan to Half a Million. Corridor Growth Areas are high-priority locations for a mix of medium density residential, commercial, and institutional uses and activities designed to support an attractive, high-frequency transit service. Within these areas, development should incorporate Transit Oriented Development principles, be oriented toward the street, and be at a pedestrian scale, with active building frontages. Corridor Growth Areas will have higher densities at specific nodes 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.

(e) Residential Neighbourhoods

The predominant use of land within areas designated for residential neighbourhoods will be residential. Within these areas, neighbourhoods are the basic building block of residential development and will be combined with Community Focal Points, Corridor Growth Areas and Employment Areas to form a Sector, as appropriate. Neighbourhoods will be





designed as comprehensively planned areas that are efficient to service and maintain over the long term and integrated with surrounding uses, the transportation network, and infrastructure.

(f) Employment Areas

Employment Areas are vital to the city's economy, providing opportunities for the production, distribution, and trade of goods and services. Residents access these areas on a daily basis for work, often spending a large portion of their time there. They will be designed as comprehensively planned areas that are efficient to service and maintain over the long term and integrated into the transportation network. Employment Areas facilitate the clustering of complementary industrial and small scale commercial and institutional development.

(i) Industrial

Industrial Employment Areas and related infrastructure will be organized within the context of Sector Plans and subsequent Concept Plans. The overall objective in Industrial Employment Area planning is to facilitate economic development opportunities in a rational and efficient manner, connecting these areas to the city-wide transportation network, while maintaining a high quality built and natural environment over the long term. Industrial Employment Areas typically require larger parcels of land, access to rail and highway infrastructure, and adequate separation distances from particular uses to reduce conflicts.

(ii) Commercial

Commercial Employment Areas encapsulate a range of retail, office and service land uses that serve the city and regional population. Commercial Employment Areas in Saskatoon are dispersed throughout the city based on a hierarchy of planned focal points. These areas provide employment opportunities and goods and services for local and regional markets, contributing to the local and regional economy. Commercial Employment Areas will be well connected to the city-wide transportation network, with an emphasis on providing transit and active transportation connections to and from these areas with a pedestrian-oriented focus.

(iii) Institutional

Institutional Employment Areas are major employment centres in the city that may include post-secondary educational facilities, health care facilities, and other public facilities. They should be subject to a higher level of design and encourage related residential, services and amenities in and/or near these sites. Institutional Employment Areas will be well connected to the city-wide transportation network, with an emphasis on providing transit and active transportation connections to and from these sites with a pedestrian-oriented focus.

## 2 LAND USE

Land Use designations are a key implementation tool of the Plan. They establish the general use and character of a site or area to help ensure that development takes place in an orderly, rational manner. Each designation is distinct in its purpose and density and intensity of use. Land Use designations may reaffirm existing development patterns or guide how an area’s character and uses may change in the future. Descriptions of each designation are general in nature, providing types of uses, densities and intensities, and location criteria, which then guide the Zoning Bylaw to prescribe the precise regulations and uses.

### 2.1 Land Use Map

Land use patterns and zoning districts must conform with the designations shown on the Official Community Plan Land Use Map (refer to Appendix D, Map 4 - Land Use).

### 2.2 Land Use Designations

The land use designations used in the Plan and illustrated on the Official Community Plan Land Use Map are listed as follows:

- (1) Downtown  
Land designated as “Downtown” has the potential for high density mixed use development that includes residential, commercial, institutional, recreational, cultural, and community uses. The Downtown land use and zoning pattern will follow the general direction illustrated on the Downtown Land Use Map (refer to Section G1.1, Map 2 - Downtown Land Use).
- (2) Urban Centre  
Land designated as “Urban Centre” has the potential for a mix of medium density residential, institutional, and community uses that complement related Urban Centre Commercial sites. Urban Centres support all modes of transportation by incorporating transit-oriented development principles into comprehensively planned sites. These sites are typically served by collector or arterial streets and high-frequency transit.
- (3) District Village  
Land designated as “District Village” has the potential for a mix of low to medium density residential, commercial, institutional, and community uses. District Villages serve the basic needs of the surrounding two to five neighbourhoods, providing focal points of transit-oriented commercial development. These sites are typically served by collector or arterial streets and supported by all modes of transportation, including public transit.
- (4) Neighbourhood Node  
Land designated as “Neighbourhood Node” has the potential for a mix of low density residential, commercial, institutional, and community uses that are compatible within a neighbourhood setting. Neighbourhood Nodes serve the basic needs of the surrounding one to three neighbourhoods, providing a focal point of commercial development. These are to be walkable, pedestrian-friendly sites typically located near major intersections and served by collector streets.
- (5) Corridor Transit Village  
Land designated as “Corridor Transit Village” has the potential for a mix of medium to high density residential, commercial, institutional, and recreational uses that are located in strategic locations along the BRT network and have the opportunity to significantly contribute to corridor growth objectives and targets in the Growth Plan to Half a Million. These sites are typically located within Urban Centres and are intended to provide a mix of employment, residential, recreational and open space uses that support and benefit from their location along the BRT network. These sites are typically developed in a phased fashion.
- (6) Station Mixed Use  
Land designated as “Station Mixed Use” has the potential for medium density, three to six storey mixed use developments that incorporate transit-oriented development principles and a broad range of residential, commercial, institutional, cultural, and community uses.

These lands are located on the BRT network corridors, within 50 metres of the centre of an intersection where a BRT station is located as illustrated on the Bus Rapid Transit Routing and Transit Village Location Map (refer to Appendix D, Map 6 – Bus Rapid Transit Routing and Transit Village Location).

- (7) Corridor Mixed Use  
Land designated as “Corridor Mixed Use” has the potential for medium density, two to four storey mixed use developments that are pedestrian-oriented and incorporate transit-oriented development principles. These lands are located on the BRT network corridors between station locations, or on other major transportation corridors in proximity to the BRT network.
- (8) Corridor Main Street  
Land designated as “Corridor Main Street” has the potential for medium density mixed use developments that are pedestrian-oriented and incorporate transit-oriented development principles. These areas are typically existing commercial streets located on the BRT and regular transit network. Corridor Main Street areas are intended to enhance the existing character, function, and built form in historic or significant commercial districts located within the Corridor Growth Area.
- (9) Corridor Residential  
Land designated as “Corridor Residential” has the potential for ground-oriented, low to medium density residential development. These areas are located near to the BRT network corridors and are intended to provide a transition of densities from Station Mixed Use, Corridor Mixed Use and/or Corridor Main Street lands into the surrounding neighbourhoods.
- (10) Residential  
Land designated as “Residential” has the potential for residential development and community uses compatible within a neighbourhood setting.
- (11) High Density Residential  
Land designated as “High Density Residential” has the potential for a range of residential building types (such as low-rise, mid-rise, and high-rise multiple-unit dwellings) and community uses. These sites are typically served by collector or arterial streets and are in proximity to the City Centre, Community Focal Points and/or Corridor Growth Areas.
- (12) Medium Density Residential  
Land designated as “Medium Density Residential” has the potential for a range of residential building types (such as dwelling-groups, stacked townhouses, low-rise and mid-rise multiple-unit dwellings) and community uses. These sites are typically served by collector or arterial streets and are in proximity to Community Focal Points and/or Corridor Growth Areas.
- (13) Low Density Residential 2  
Land designated as “Low Density Residential 2” has the potential for a range of residential building types (such as one and two unit dwellings, street townhouses and low-rise multiple-unit dwellings) and community uses. These sites are typically served by local or collector streets and may be in proximity to Community Focal Points and/or Corridor Growth Areas.
- (14) Low Density Residential 1  
Land designated as “Low Density Residential 1” has the potential for one or two unit dwellings or community uses that are typically served by local streets.
- (15) Residential Multi Use  
Land designated as “Residential Multi Use” has the potential for a unique mix of low density residential 1 and 2, and commercial, institutional, cultural, and community uses that are compatible within a neighbourhood setting.
- (16) Regional Commercial  
Land designated as “Regional Commercial” has the potential for commercial development that serves a city-wide and regional market population. These sites are typically served by arterial streets and highways.
- (17) Urban Centre Commercial  
Land designated as “Urban Centre Commercial” has the potential for a mix of medium density residential, commercial, office, institutional, recreational, cultural, and community uses that serve the basic needs of the surrounding six to ten neighbourhoods. Urban Centre Commercial sites are focal points of

## URBAN FORM & STRUCTURE

commercial development for the surrounding neighbourhoods. They support all modes of transportation by incorporating transit-oriented development principles into comprehensively planned sites. These sites are typically served by collector or arterial streets and high-frequency transit.

(18) Arterial Commercial

Land designated as “Arterial Commercial” has the potential for commercial development that serves a city-wide market population. These sites are typically served by arterial streets.

(19) Special Area Commercial

Land designated as “Special Area Commercial” has the potential for commercial developments that, because of unique attributes such as location, type of use, or development history, do not fit into the typical hierarchy of commercial development.

(20) Business Park

Land designated as “Business Park” has the potential for commercial, advanced technologies, light manufacturing, related office uses, and compatible light industrial activities.

(21) Light Industrial

Land designated as “Light Industrial” has the potential for industrial uses and processes, such as manufacturing, assembly and repair, warehousing, wholesale distribution, and limited retailing. These activities are normally carried on indoors and should not create land use conflicts due to excessive noise, vibration, dust, smoke, or odour, although outdoor storage is permitted.

(22) Heavy Industrial

Land designated as “Heavy Industrial” has the potential for industrial uses and processes that may create land use conflicts or nuisance conditions due to the production or emission of excessive noise, vibration, dust, smoke, or odour.

(23) Environmental Industrial Park

Land designated as “Environmental Industrial Park” has the potential for industrial uses that undertake the safe storage, handling, and processing of dangerous or hazardous products. These sites and uses are required to meet strict environmental criteria.

(24) Institutional

Land designated as “Institutional” has the potential for institutional, health, educational,

recreational, cultural facilities, and community uses. Residential development may be a secondary use within an Institutional area.

(25) Park

Land designated as “Park” has the potential for greenspace that includes active and/or passive recreation and are further subcategorized and defined in accordance with the Park Development Guidelines.

(26) Conservation Area

Land designated as “Conservation Area” has the potential for the conservation or development of natural areas, naturalized areas, wetlands, and constructed wetlands in accordance with the Park Development Guidelines.

(27) Utility Area

Land designated as “Utility Area” has the potential for parcels or corridors of land to be reserved for above or below ground utility installations and infrastructure, and may form part of the green network.

(28) Special Use Area

Land designated as “Special Use Area” has the potential for post-secondary education facilities, airports, cemeteries, railyards, significant open spaces, and major utility installations.

(29) Direct Control District

Land designated as “Direct Control District” has the potential for varied land uses, densities and intensities of development, as established by a Direct Control District within the Zoning Bylaw.

(30) Community Facility

Land designated as “Community Facility” has the potential for institutional, educational, recreational, cultural, and community uses. Community Facilities should be retained as a focal point of the community.

(31) Transitional

Land is designated as “Transitional” where sites within existing areas of the city have the potential for significant land use changes.

(32) Urban Holding

Land is designated as “Urban Holding” where the future land use and/or the timing of greenfield development are yet to be established, and where existing uses may continue and interim uses may be established.



## SECTION G

# SUSTAINABLE GROWTH

A sustainable community is one that meets its needs today without limiting the ability of future generations to meet their needs. It is a community that sustains quality of life and accommodates growth by balancing long-term economic, environmental, and social needs. The following principles have been identified as relevant to building a community with a sustainable quality of life:

- economic diversity, economic security, and fiscal responsibility;
- environmental protection and stewardship;
- equity in land use decisions and the distribution of community services;
- efficient use of land, infrastructure, and other resources in managing the City and accommodating growth;
- decision making based on democratic institutions and public consultation;
- community safety through the application of the principles of CPTED; and
- conservation of heritage resources.



## 1 CITY GROWTH

Saskatoon has developed in a relatively compact form over the course of time. The Downtown and City Centre are at its core, with Corridors expanding outward to the Employment Areas and Residential Neighbourhoods. Beyond the city's boundary, land is developed in coordination with regional partners.

Downtown is the heart of Saskatoon. It has the highest densities of residential and commercial development and is the primary location for office, retail, recreation, culture, and entertainment facilities. Corridors connect the Downtown and City Centre to surrounding Employment Areas and neighbourhoods, carrying large volumes of commuters by diverse modes of transportation. In the future, these corridors will contain a mix of land uses and higher density residential capable of supporting high-frequency transit throughout the city. Employment Areas are locations where a large percentage of the city's and region's population works. While these areas are primarily commercial, industrial, or institutional land uses, a growing diversity of open spaces and supporting businesses are making them more enjoyable places to be.

Saskatoon's neighbourhoods are comprised primarily of residential development and designed to provide a unique sense of place and community. The development of new, or evolution of existing, neighbourhoods requires comprehensive planning to support the needs of local residents and address the City's long-term objectives.

Saskatoon is a growing city that will continue to be comprehensively and collaboratively planned so as to be a desirable place to live, work, learn, and play.



## 1.1 Downtown and City Centre

Downtown and its connected neighbouring districts form a strong City Centre. This area fulfils many functions, with high density residential, office, retail, and services providing unique amenities for Saskatoon and surrounding region.

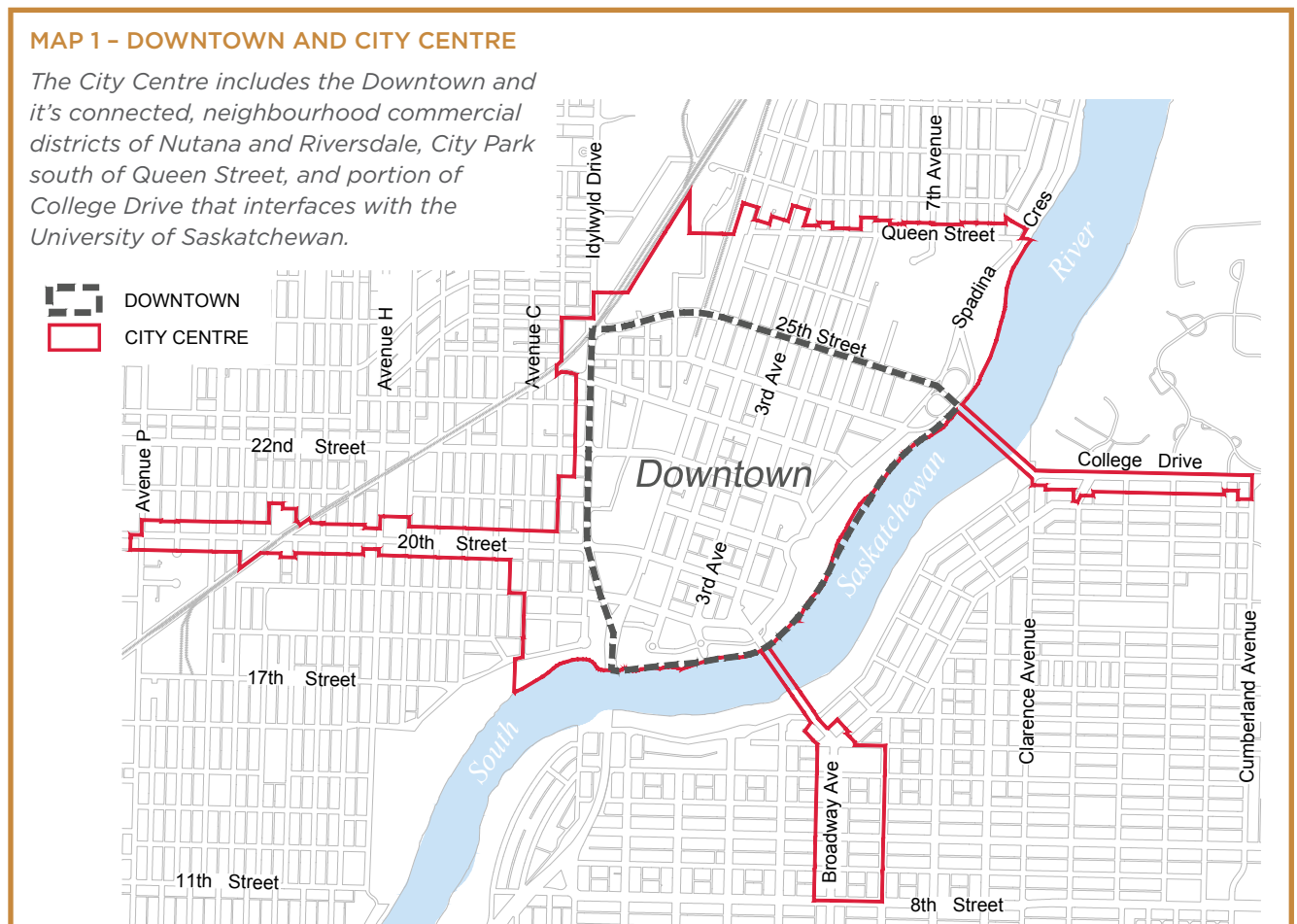
As Saskatoon grows and competes globally to attract people and investments, the City Centre as a cultural hub and mixed used community, and the quality of buildings and public spaces, becomes increasingly important.

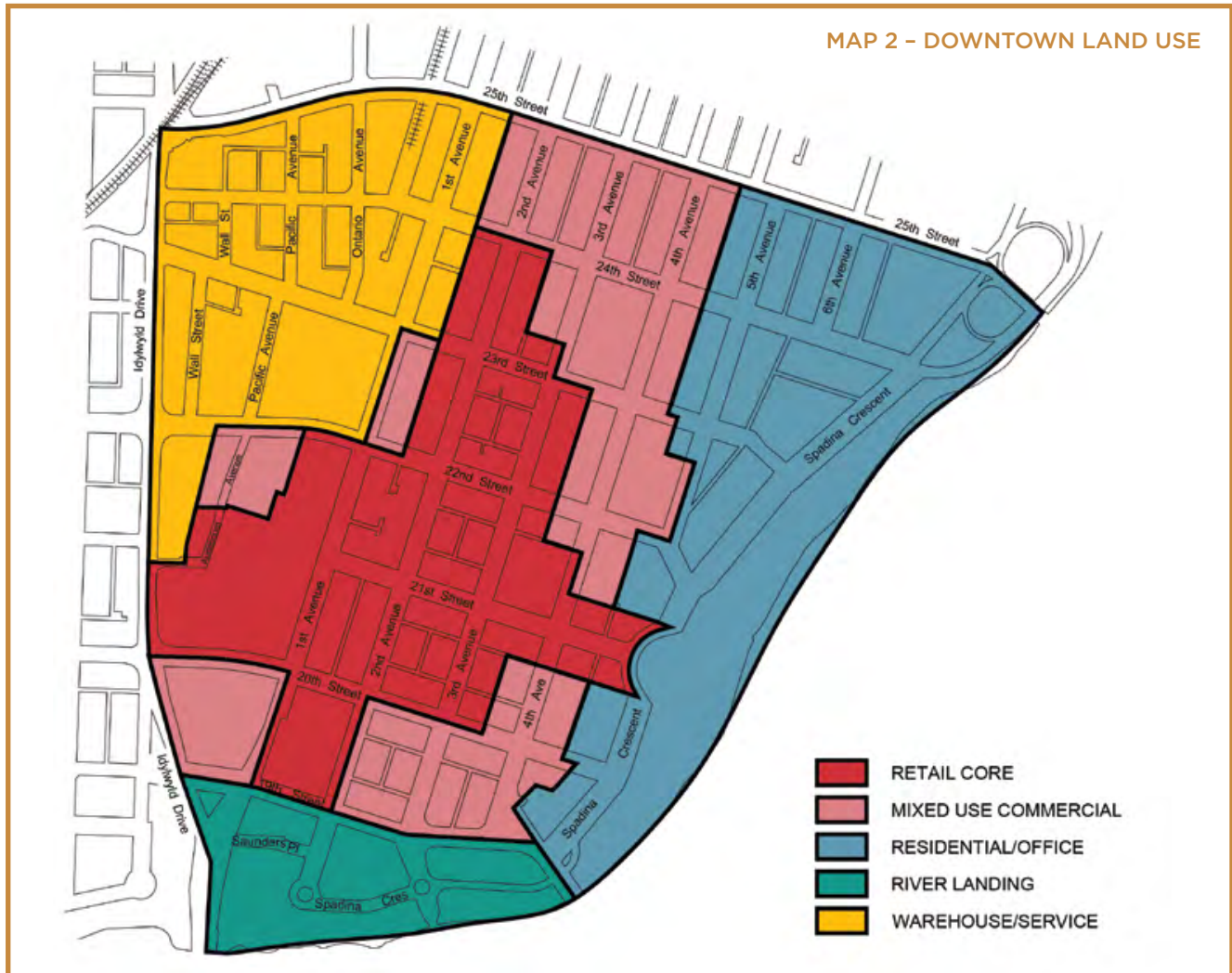
### (1) Objectives

- (a) Ensure the Downtown is an attractive, functional, vibrant place that is the centre of financial, administrative, cultural, and commercial activities of the city and region.
- (b) Encourage a significant share of the city's overall housing development to take place within the Downtown and City Centre.

### (2) Policies

- (a) The City will maintain a city centre plan as the primary document for guiding development in the City Centre.
- (b) The Downtown land use and zoning pattern will follow the general direction illustrated on the Downtown Land Use Map (refer to Map 2 - Downtown Land Use). Intended use areas include:
  - (i) Retail Core: The primary retail area for the Downtown. In addition to a mix of office, business, and residential uses on upper floors, this area is intended to provide leasable space at grade level, occupied primarily by retail and service uses.
  - (ii) Mixed Use Commercial: Intended for a mix of businesses, including office, retail, and service uses. Residential development is also accommodated in this area.





- (iii) Residential/Office: Intended as one of the primary residential areas within the Downtown, in addition to permitting a variety of office and institutional uses complementing the riverbank.
  - (iv) River Landing: Intended to accommodate a variety of activities that complement both the riverbank and the Downtown.
  - (v) Warehouse/Service: Intended to accommodate a variety of industrial, entertainment, and service uses. This area is also intended to facilitate residential developments attracted by the historical character of the area’s buildings.
- (c) In general, the highest development densities in the city will be facilitated in the Downtown, reflected by the overall zoning pattern. The

City Centre will provide an area of transition from the highest densities down to that of surrounding established neighbourhoods.

- (d) Retail Development
  - (i) The Downtown is to remain the principal focus for retail and related commercial development for the city. The long-term viability of retail and commercial activity in the Downtown will be a factor in evaluating major retail and commercial developments taking place throughout the city.
  - (ii) In order to facilitate appropriate market analysis, the City will monitor commercial land use in the Downtown and throughout the city.

- (iii) A convenient and attractive shopping environment will be provided in the Retail Core by encouraging continuous retail and service uses with doorways and display windows at grade level.
  - (iv) The provision of pedestrian amenities will be promoted in the Retail Core, including decorative paving, awnings, street furniture, enhanced lighting, bus shelters where appropriate, and other measures to create an enjoyable pedestrian environment.
- (e) The City will provide adequate community amenities and facilities to meet the needs of the City Centre and surrounding residential population, including an efficient transit system, parks, street trees, pedestrian amenities, a public library, and other cultural and entertainment facilities.
- (f) City Centre Housing
- (i) Within the City Centre, support new residential development and the conversion of commercial, heritage, and industrial buildings into residential buildings through a variety of means, including bonusing provisions, consideration of rezoning applications, provision of residential amenities, and ongoing upgrading of municipal infrastructure.
  - (ii) Assist in the assembly of land for housing projects in the City Centre.
  - (iii) Support the development of a variety of building sizes, types, and ages in the City Centre to provide a diversity of development and meet the needs of residents.
  - (iv) To protect significant heritage buildings within the City Centre, encourage their conservation, reuse, and conversion into residential uses.
- (g) Transportation
- (i) Provide and maintain a transportation network that allows for access to and from the City Centre by all modes of transportation.
  - (ii) The transportation network within the City Centre will facilitate appropriate access and movement for all modes of transportation. Vehicle through-traffic will be channeled away from areas intended to serve primarily retail or residential uses.
  - (iii) The City Centre will remain the principal focal point for public transit in the city, with a high level of service provided from all areas of the community.
  - (iv) The establishment and enhancement of cycling routes to and throughout the City Centre, and the promotion of cycling as a viable means of transportation to the City Centre, will be an ongoing objective of the City.
- (h) Parking
- (i) Prepare and maintain a parking plan for the City Centre to address supply and demand for parking, parking rates, and the City's role in the provision of parking lots, structures, and on-street parking.
  - (ii) Situate entry and exit points of parking facilities to reduce vehicular congestion and avoid conflicts with pedestrians and cyclists.
  - (iii) Suitably screen surface parking lots with landscaping and/or fencing.
- (i) Infrastructure
- (i) Maintain a long term infrastructure rehabilitation and replacement program. Wherever possible, coordinate these improvements with streetscape enhancements.
- (j) City Centre Design and Image
- Through the development review, design review, and capital budget processes, pursue the following design principles in the City Centre:
- (i) define and strengthen the principle entrance points to the City Centre;
  - (ii) work with Meewasin to protect and appropriately develop the resources of the river valley in the City Centre;
  - (iii) encourage "art in public places" throughout the City Centre and in other business improvement district areas;

## SUSTAINABLE GROWTH

- (iv) encourage the qualities of activity, variety, and visual enjoyment in the City Centre;
- (v) support design and programming of public spaces that serve residents during all seasons in the City Centre;
- (vi) encourage the most productive use of land in the City Centre;
- (vii) provide open space and pedestrian amenities in the City Centre by:
  - (A) designating appropriate areas for park space;
  - (B) encouraging the private sector to incorporate open space and other pedestrian amenities into major development projects;
  - (C) where appropriate, providing plazas, courtyards, and other public spaces along sidewalks and lanes; and
  - (D) linking the Meewasin Trail to the City Centre via greenways and pedestrian priority routes.
- (viii) safety in urban design will be promoted by reviewing proposed developments relative to personal safety, security concerns, and emergency services; and
- (ix) conserve, enhance, and create important vistas in the City Centre, as identified through appropriate design studies.

### (k) Pedestrian Environment

- (i) Develop a pedestrian-oriented environment in the City Centre that is comfortable, attractive, accessible, and inclusive.
- (ii) Over time, encourage a weather protected walkway system that includes landscaped sidewalks and lanes, as well as grade level interior walkways as part of major developments, in selected locations.

### (l) Heritage Resources

- (i) Through the Civic Heritage Policy (refer to Council Policy No. C10-020), develop programs and incentives to conserve heritage properties and sites.
- (ii) In recognition of 21st Street's role in the history of the Downtown, developments along this street should complement the character of existing buildings and streetscape enhancements, while promoting a human scale and pedestrian-oriented environment.

### (m) Active Frontages

Buildings in the Downtown should be developed to incorporate elements of an active frontage to help add animation, vibrancy, and interest as well as an element of comfort to the public realm. This could include incorporating the following principles:

- (i) frequent door and transparent window openings;
- (ii) no blank walls, continuous garage doors or high fences;
- (iii) interesting building facades along street frontages;
- (iv) building facades that vary along the block face;
- (v) building facades may be articulated or contain projections, including but not limited to bays and porches, to provide visual interest;
- (vi) locate public uses on ground floor; and
- (vii) internal uses should be visible from the sidewalk or may continue onto the sidewalk.



Photo Credit: 2012 Tourism Saskatoon



## 1.2 Community Focal Points

Community Focal Points are designated areas where people and activities come together for commercial, recreational, cultural, residential, or other purposes. The areas act as a focal point for the surrounding residential neighbourhoods, often providing daily amenities for residents and options for living in a higher density residential or mixed use environment. They vary in scale, density, and diversity of land uses so as to be sensitive to local conditions. Providing pedestrian-friendly and transit-oriented access to these areas helps the City achieve its goals of a denser, more dynamic, connected, and walkable city, while preserving the character of surrounding residential neighbourhoods.

### (1) Objectives

- (a) Provide a limited number of planned Community Focal Points throughout the city.
- (b) Provide strategically located destinations throughout the city that include a mix of services and amenities in a walkable, dynamic setting that is well served by transit services and active transportation networks.
- (c) To support appropriate levels of development at designated focal points, dependent on the needs of the service area and impact on the

viability of Downtown as the primary hub of entertainment, social, cultural, and economic activity in the city.

### (2) Policies

- (a) Establish and maintain guidelines for creating vibrant, transit-oriented mixed use areas tailored to the individual context of each location.
- (b) Within Community Focal Points, encourage retail and service uses at grade, with residential and office uses on upper floors.
- (c) Design Community Focal Points to support the safety, comfort, and enjoyment of pedestrians. Where an internal street network exists, it should be designed to be accessible for all users, including pedestrians.
- (d) Establish active transportation networks connecting Community Focal Points and surrounding neighbourhoods.
- (e) Support the redevelopment of existing Community Focal Points so that they remain viable and meet the needs of the community.
- (f) Encourage the introduction of residential dwellings and a mix of commercial, institutional, recreational, and community facilities in the redevelopment of shopping centres.

## SUSTAINABLE GROWTH

- (g) Design, locate, and access for vehicle parking to minimize impacts on transit and pedestrian access.
- (3) Objectives – Urban Centres**
- (a) Provide mixed use community focal points that serve the basic needs of the surrounding six to ten residential neighbourhoods.
- (b) Encourage and support the development or redevelopment of Urban Centres that provide opportunities for a mix of medium density, transit-oriented residential, institutional, and community uses.
- (c) Provide community focal points that are supported by all modes of transportation and accessible by the transportation network and high-frequency transit.
- (4) Policies – Urban Centres**
- (a) Urban Centres should consist of uses that complement related Urban Centre Commercial sites.
- (b) The land area allocated for an Urban Centre will be determined by:
- (i) the needs of the surrounding six to ten neighbourhoods;
  - (ii) the supply and demand for medium density, mixed use residential, institutional, and community uses on a city-wide basis; and
  - (iii) the level of connectivity to the transportation network and support by all modes of transportation and high-frequency transit.
- (c) Urban Centres will be accessible to all areas of the city by way of the transportation network, supported by all modes of transportation, and served by high-frequency transit.
- (d) Urban Centres will include residential dwelling options that range in form to accommodate a diverse economic range and age of population.
- (e) Urban Centres should be pedestrian-oriented and incorporate transit-oriented development principles.
- (f) Urban Centres will be planned and developed as part of a Concept Plan, which requires an overall minimum intensity of 75 residents and jobs combined per gross developable acre.
- (5) Objectives – District Villages**
- (a) Provide mixed use community focal points that serve the basic needs of the surrounding two to five residential neighbourhoods.
- (b) Encourage and support the development or redevelopment of District Villages that provide opportunities for a mix of low to medium density transit-oriented residential, commercial, institutional and community uses.
- (c) Provide community focal points that are supported by all modes of transportation and accessible by the transportation network and transit.
- (6) Policies – District Villages**
- (a) The land area allocated for a District Village will be determined by:
- (i) the needs of the surrounding two to five neighbourhoods;





- (ii) the supply and demand for low to medium density, mixed use residential, commercial, institutional, and community uses on a city-wide basis;
  - (iii) the potential effect on the viability of Downtown’s retail development; and
  - iv) the level of connectivity to the transportation network and support by all modes of transportation.
- (b) District Villages will generally be located at the intersection of arterial and/or collector streets and supported by all modes of transportation, including public transit.
  - (c) Public spaces should be included within or near District Villages.
- (7) Objectives - Neighbourhood Nodes**
- (a) Provide mixed use community focal points that serve the basic needs of the surrounding one to three residential neighbourhoods.
  - (b) Encourage and support the development or redevelopment of Neighbourhood Nodes that provide opportunities for a mix of low density residential, commercial, and institutional uses compatible in a neighbourhood setting.
- (c) Provide community focal points that are supported by all modes of transportation and accessible by the transportation network and transit, where possible.
- (8) Policies - Neighbourhood Nodes**
- (a) Provide Neighbourhood Nodes in each neighbourhood, as necessary, to serve the daily convenience needs of residents.
  - (b) Development within Neighbourhood Nodes should integrate commercial uses into a neighbourhood setting in way that helps create social spaces, vibrancy, and street life while enhancing social gathering opportunities.
  - (c) Locate Neighbourhood Nodes along collector or arterial roadways. Care will be taken to choose sites that minimize land use conflicts with nearby residential properties, while at the same time providing convenient access to neighbourhood patrons.
  - (d) Encourage moderate intensification of Neighbourhood Nodes to include a mix of uses and range of ground-oriented, low density housing.
  - (e) Encourage the creation of public spaces within or near Neighbourhood Nodes.

## SUSTAINABLE GROWTH

### 1.3 Infill Growth

A balance of greenfield and infill development supports the fundamental values of the Plan, contributing to the development of an environmentally and economically sustainable city. To achieve this, locations and types of infill development have been identified on the Planned Growth Map (refer to Map 3 - Planned Growth).

#### (1) Objectives

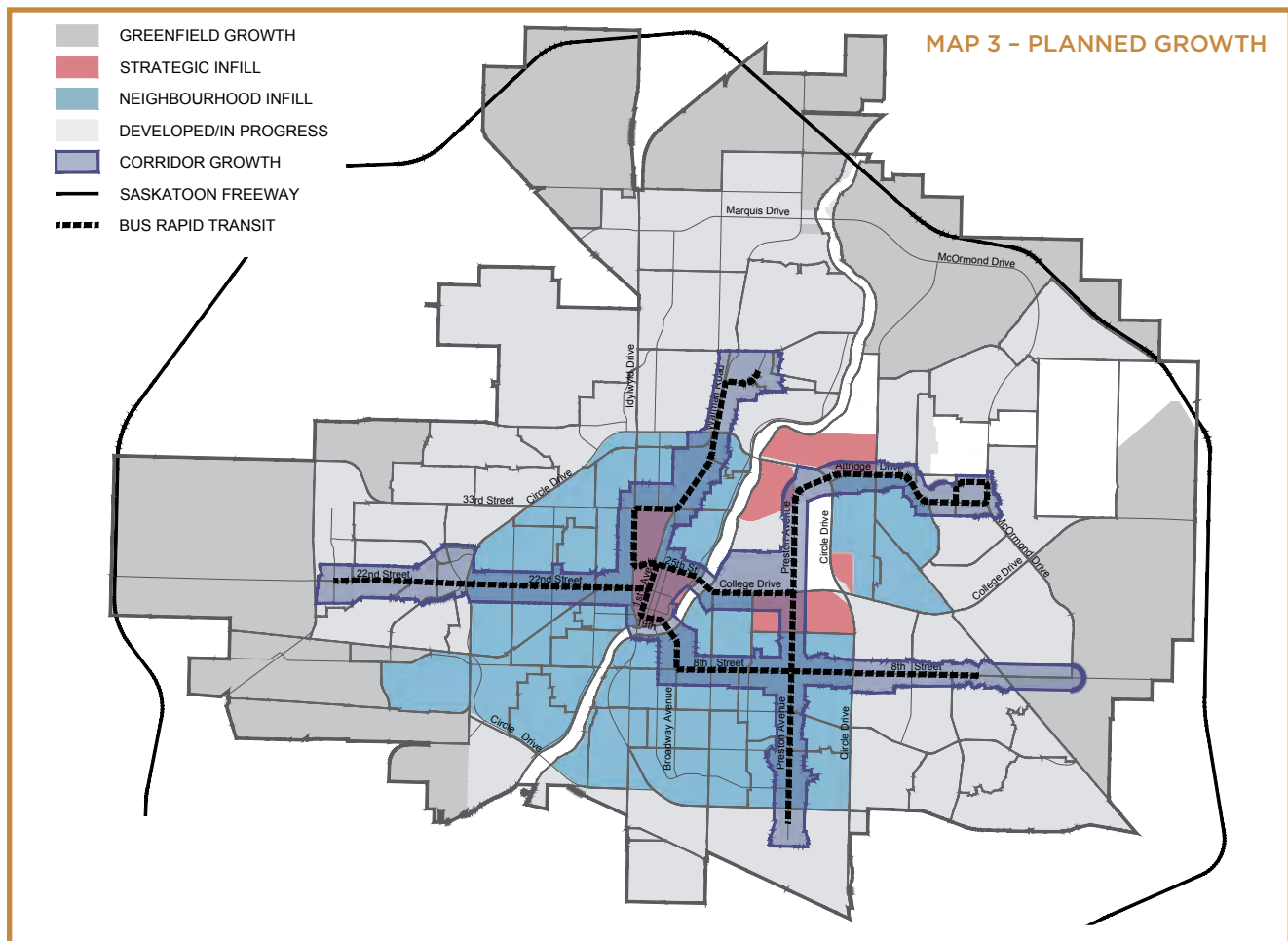
- (a) Support the City's goal of accommodating 50% of long-term growth as infill.
- (b) Support and encourage a variety of building types and sizes in existing areas, while improving access to employment opportunities, commercial businesses, and services.
- (c) Create public spaces that are inviting, active, and memorable, while improving mobility options along major corridors and around the city.

- (d) Create and enhance complete communities with a variety of housing choices, a high quality public realm, and overall vibrancy.

- (e) Promote the redevelopment of brownfields in the city.

#### (2) Policies

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





- (d) Facilitate and promote the remediation and redevelopment of brownfields by:
  - (i) reducing barriers to infill development;
  - (ii) establishing partnerships, programs, and incentives;
  - (iii) establishing criteria for interim use of brownfields; and
  - (iv) providing educational material on brownfields.
- (e) Promote the intensification of developed urban areas to minimize the urban footprint and accommodate long-term regional growth.

**(3) Objectives - Corridor Growth Areas**

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

**(4) Policies - Corridor Growth Areas**

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

**(5) Objectives - Strategic Infill Areas**

- (a) Support the City’s goal of accommodating 25% of total growth within Strategic Infill Areas.
- (b) Facilitate the development or redevelopment of Strategic Infill Areas to accommodate a range of densities and a mix of residential, commercial, institutional, and community uses that incorporate transit-oriented development principles.

**(6) Policies - Strategic Infill Areas**

- (a) Strategic Infill Areas will provide a mix of residential, commercial, institutional, and community uses, as well as interconnected open spaces (including parks and trails).
- (b) Design Strategic Infill Areas to support high-frequency transit by focussing higher density development within or adjacent to community focal points and identified transit corridors.

**STRATEGIC INFILL**

Strategic Infill Areas are high-priority areas for large scale redevelopment in Saskatoon’s established neighbourhoods. These areas are intended to accommodate a range of densities of residential, commercial, and institutional uses. They should be complete communities designed in a manner that is transit-oriented and supportive of all modes of transportation.

**HIGH FREQUENCY CORRIDOR GROWTH**

Corridor Growth Areas are identified along rapid transit corridors as high-priority locations for redevelopment/development into low, medium, and high density residential, mixed use, and transit-oriented areas that support an attractive, high-frequency transit service. These areas are intended to accommodate a mix of residential, commercial, and institutional uses oriented toward 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 rapid transit corridors is encouraged.

**NEIGHBOURHOOD INFILL**

Neighbourhood infill is intended to complement the existing character of established neighbourhoods while gradually increasing residential density and providing additional housing options to current and future residents. Residential infill is primarily smaller scale, including secondary suites, garden and garage suites, two-unit/semi-detached dwellings, and townhouses.



*A balance of greenfield and infill development supports the fundamental values of the OCP.*

- (c) Design Strategic Infill Areas in a manner that is transit-oriented and supportive of all modes of transportation.
  - (d) Facilitate development by working with landowners, rights holders, stakeholders, and other levels of government.
  - (e) Investigate strategies to promote the development or redevelopment of land within Strategic Infill Areas.
- (7) Objectives - Neighbourhood Infill**
- (a) Support the City's goal of accommodating 10% of total growth within Neighbourhood Infill areas.
  - (b) Facilitate neighbourhood infill that:
    - (i) helps meet the housing needs of a diverse population;
    - (ii) makes efficient use of civic and community infrastructure;
    - (iii) gradually increases residential densities, where appropriate; and
    - (iv) recognizes the interests of local residents and the impact of development on neighbourhood character and infrastructure.
- (8) Policies - Neighbourhood Infill**
- (a) Encourage and support infill development in alignment with targets established by the City in the Growth Plan to Half a Million.
  - (b) Encourage and support the gradual development of neighbourhood infill that is consistent with the form and character of existing areas.
  - (c) Infill housing may consist of development on vacant or underutilized parcels of land in established neighbourhoods, the conversion of non-residential buildings and sites to residential use, the redevelopment of existing residential properties, or the addition of a garden or garage suite.
  - (d) Infill housing proposals which involve an amendment to the Official Community Plan or Zoning Bylaw, or an application for discretionary use, will be evaluated based on the following criteria:
    - (i) the nature of the proposal and its conformance with all relevant sections of the Plan, as well as any established Sector Plans, Concept Plans, Local Area Plans, or local area design plans;
    - (ii) 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) the capability of the existing roadway and public transit system to service the proposal, integration with cycling and pedestrian facilities, and adequacy of proposed supply of onsite parking;
    - (iv) the capability of existing community infrastructure, including water and sewer services, parks, schools, other utilities, and community facilities;
    - (v) the compatibility of the proposal with the height, scale, and design of buildings in the surrounding neighbourhood, continuity with nearby residential streetscape and lot designs, and overall compatibility with land uses in the general area;
    - (vi) the adequacy of proposed landscaping and screening, and preservation of existing vegetation;
    - (vii) the preservation and integration of buildings considered to have historical or architectural significance;
    - (viii) the need to provide a range of housing opportunities throughout the city; and
    - (ix) the ongoing need to promote a compact and efficient city form.
  - (e) The Plan supports the development of one-unit dwellings on existing lots with site areas that are less than that applicable to the surrounding area, provided these lots have frontages generally consistent with lot frontages in the immediate area.
  - (f) A secondary suite will be a permitted accessory use to a one-unit dwelling in all areas of the city where one-unit dwellings are permitted.
  - (g) A garden or garage suite may be an accessory use to a one-unit dwelling.



### 1.4 Special Use Areas

Special Use Areas are unique places within the city. They typically include a broad mix of activities and accommodate a range of facilities and public utilities with a city-wide or regional focus. These facilities and utilities do not fit with any other specific land use category and therefore fall under a single land use that provides a special function for the city.

**(1) Objectives**

- (a) Accommodate major institutions, facilities, public utility installations, and land uses with a city-wide and regional focus.

**(2) Policies**

- (a) Special Use Areas may include a diverse range of uses such as, airports, cemeteries, railyards, significant open spaces, and major educational, institutional, government, recreational, ecological, cultural, and public facilities, and utility installations.
- (b) The underlying zoning regulations for Special Use Areas may vary subject to existing and proposed patterns of land use and development.

### 1.5 Greenfield Growth

Greenfield growth refers to development on the periphery of the city in areas previously not developed to an urban standard. This has been the primary type of growth in Saskatoon, with much of this growth occurring outside of Circle Drive. Greenfield growth has commonly been low density residential, commercial, or industrial development due to the abundance of undeveloped farmland around the edges of the city. Newer greenfield neighbourhood developments have typically incorporated an increased mix of housing types as well commercial development. This has resulted in a higher average density of dwelling units and increased amenities available in proximity to neighbourhood residents.

**(1) Objective**

- (a) That greenfield growth occurs in a balanced, and orderly manner.

**(2) Policies**

- (a) Greenfield development shall only occur in areas where a Sector Plan exists.



- (b) New greenfield Sector Plans should only be created for areas adjacent to and compatible with existing developments.
- (c) The initiation of a new greenfield Sector Plan will only occur when the City determines there is a reasonable relationship between projected demand and supply of developable land or when there is a need to outline high level land use and servicing plans to ensure development occurs in an orderly way, in alignment with the Plan.

### 1.6 Holding Areas

There are locations where future land use has yet to be determined. For these areas, Transitional Area or Urban Holding designations can be used to help manage expectations for how and when development may occur.

#### (1) Objectives – Transitional Areas

- (a) Identify previously developed areas of the city where significant land use changes may occur.

#### (2) Policies – Transitional Areas

- (a) Where land has been designated Transitional, through a Local Area Planning or secondary planning process, the City should undertake the necessary studies to establish future land uses.

- (b) In advance of studies to determine future land use, development may take place in accordance with existing zoning.
- (c) Requests for rezoning should conform to the long-range land use pattern for the area. In advance of studies to determine future land use patterns, requests for rezoning may be considered subject to J5.1(2) to J5.1(5) inclusive of the Plan.

#### (3) Objectives – Urban Holding

- (a) Identify areas where significant land use changes are likely to occur subject to a Sector Plan, Concept Plan, or comparable secondary plan process.

#### (4) Policies – Urban Holding

- (a) Lands identified as Urban Holding may:
  - (i) be capable of being fully serviced with a full range of utilities, but for which no Sector Plan, Concept Plan or comparable secondary plan has been approved for the general area; or
  - (ii) not be readily capable of being serviced with a full range of utilities, and for which no Sector Plan, Concept Plan or comparable secondary plan has been approved for the general area.

## 2 PUBLIC UTILITIES AND SERVICING

Saskatoon’s utilities and services are assets that provide the foundation for the city’s health, well-being, economic development, competitiveness, and prosperity. These assets include, but are not limited to, potable water, sanitary water, storm water lines, and electric, natural gas, and telecommunication lines. As Saskatoon grows, there will be a continued need for utilities and services to be installed, maintained, and updated in new and existing areas of the city. These assets must be managed to achieve long-term sustainable growth. In doing so, the City must also appropriately distribute the costs associated with development among utility agencies, development industry, and consumers.

### 2.1 Provision of Public Utilities

The development of land includes utilities provided by public utility agencies. These include natural gas, electricity, and telecommunications. To support a sustainable form of development, their delivery requires coordinated long-term planning by both the City and the utility agencies on service capacity, routes and rights-of-way.

#### (1) Objectives

- (a) Provide public utilities and utility rights-of-way throughout the city in a coordinated, responsible, and efficient manner.

#### (2) Policies

- (a) The City will work with public utility agencies to ensure that utilities are in place and provide an adequate supply of serviced land to meet future development needs.
- (b) Identify major utility rights-of-way well in advance of development to facilitate appropriate long-range planning.
- (c) Required rights-of-way or easements for all utility systems and structures will be identified prior to subdivision approval.
- (d) Locate future utility transmission lines, substations, and other major public utility structures to minimize adverse visual, environmental, health, or safety impacts, as well as to minimize fragmentation of properties. Such lines and structures should avoid residential areas and significant natural areas, except where it can be demonstrated that design features can be incorporated to minimize negative impacts.

- (e) Encourage the joint use of utility rights-of-way for distribution lines, transmission lines, and other public utility structures of a compatible nature. Roadways, lanes, walkways, and buffer strips may serve as utility rights-of-way subject to compatibility with surrounding land uses.
- (f) For safety and aesthetic reasons, encourage burying of utilities wherever economically and technically feasible.

### 2.2 Provision of Services

How land is developed affects the City’s ability to achieve its objective of a fiscally, socially and environmentally sustainable community. Managing their development through appropriate secondary planning processes helps achieve these objectives by ensuring their construction occurs in a balanced, compact, and contiguous manner.

#### (1) Objectives

- (a) Provide services in a rational and efficient manner that promotes sustainable growth.

#### (2) Policies

- (a) In general, subdivision and development of land will not be permitted without the provision of full services and utilities. These services include:
  - (i) sanitary sewage disposal facilities;
  - (ii) water supply facilities;
  - (iii) storm water management;
  - (iv) electrical and natural gas facilities;
  - (v) telecommunication network; and
  - (vi) transportation network.

- (b) Development shall be directed to areas that allow for the extension of sanitary and storm water sewer systems, water systems, transportation network, public transit, and other services in an economical and practical manner, within the financial capabilities of the City.
- (c) In order to develop and maintain an efficient, sustainable development pattern, the provision of services will be determined through the Sector Plan framework.
- (d) The provision of services will support a phased development pattern that is balanced, compact, and contiguous, as established in the applicable Sector Plan.
- (e) Maintain a level of servicing capacity capable of providing services in accordance with approved phasing and servicing plans.
- (f) Services may be provided outside of an approved Sector Plan’s phasing plan, subject to the following:
  - (i) the applicant provides a study, that is acceptable to the City, that:
    - (A) demonstrates the proposed alternative to the approved phasing and servicing plan is within the public interest; and
    - (B) identifies the opportunity cost of the alternative phasing and servicing plan to the City.
  - (ii) the applicant is responsible for direct and indirect costs associated with planning and construction of an alternative phasing and servicing plan. This may include costs of temporary services and their maintenance.
- (g) Where a developer proposes to initiate development contrary to the applicable Sector Plan and Concept Plan(s), the proponent developer will be required to “front end” the costs of extending major services to the proposed development site.

managed. This includes not only the installation of infrastructure and implementation of services, but how costs are divided amongst the parties involved. Development levies and agreements are some of the tools the City may use to aid in capturing costs of development that should not be borne on the public.

**(1) Objectives**

- (a) To appropriately distribute the costs of public utilities and services associated with land development among utility agencies, consumers, and the development industry.

**(2) Policies**

- (a) The net cost of services to a development site, after any contributions from utilities, the City, and other levels of government, shall be borne entirely by the developer as part of the subdivision process and shall be specified in the required servicing agreement. The cost of servicing shall include:
  - (i) direct servicing costs which directly benefit the subject property; and
  - (ii) off-site servicing costs which indirectly benefit the subject property and are specified in the applicable service rates.
- (b) Council may establish development levies by bylaw to recover all or a part of the capital costs of providing, altering, expanding, or upgrading services and facilities associated directly or indirectly with a proposed development.
- (c) Include municipal planning costs in applicable service rates to account for costs related to the City’s role in long-range community planning and coordination among the development industry, utility agencies, and other organizations involved in the overall development process. An operations reserve will be used to help stabilize fluctuating activity levels from year to year.
- (d) Applicable levies and municipal servicing arrangements for lands within the boundaries of the Saskatoon John G. Diefenbaker International Airport shall be the subject of an agreement between the City and the Saskatoon Airport Authority.

**2.3 Municipal Servicing and Infrastructure Financing**

For the city to develop in a fiscally sustainable manner, the costs of development need to be



### 3 NEIGHBOURHOODS AND HOUSING

Neighbourhoods are the building blocks of the city, each a part of the greater community of Saskatoon. Providing for a diversity of neighbourhoods and housing options, while also providing a consistent level of services and amenities, helps meet residents' expectations and contributes to the overall vitality and sustainability.

As Saskatoon grows, neighbourhoods should be thoughtfully developed and maintained to include appropriate linkages to the city-wide transportation network, support all modes of transportation, and provide the opportunity for housing that meets the needs of residents at all stages of life.

#### 3.1 Neighbourhood Design and Development

Saskatoon is made up of a diverse collection of neighbourhoods. As the city grows, neighbourhoods should be designed and developed in a way that continues to provide a high standard of living as well as a unique sense of place and community. To achieve this, each neighbourhood should provide a variety of housing types, sizes, and densities within an area that is walkable, efficiently connected to the transportation network, and includes schools, open spaces, and community focal points. Where neighbourhoods can provide this, they become dynamic areas that offer diverse lifestyle options and the ability to "age in place."

##### (1) Objective

- (a) Develop complete, and walkable

neighbourhoods that offer a quality living environment, while meeting the needs of a variety of household types and incomes in an efficient and environmentally sensitive way.

##### (2) Policies

- (a) Neighbourhoods will be the basic unit of residential development and form the building blocks from which the overall residential community is created. Neighbourhoods will be efficient to service and maintain over the long term. In the case of new neighbourhoods, Council must approve a Concept Plan prior to the neighbourhood being subdivided or developed.
- (b) An overall minimum density of 17.3 dwelling units, or 50 residents and jobs combined, per gross developable hectare is required in Concept Plans and other major proposals for



- residential development, unless other factors, such as infrastructure considerations, call for alternative density levels. Higher density uses should be situated strategically to support public transit, retail, and mixed use areas.
- (c) Neighbourhoods should contain the necessary number and type of dwelling units required to support centrally located elementary schools or community centres. One-unit dwellings and other housing forms designed for households with children should be situated within 700 metres walking distance of a school or community centre.
  - (d) Alternative neighbourhood design concepts may be developed where it can be demonstrated that economic, demographic, or market forces call for a neighbourhood form or size which may not be viable for the provision of elementary schools. Such neighbourhoods will be suitably integrated within an overall Sector Plan.
  - (e) Streets in neighbourhoods should be laid out and designed in such a manner as to promote safety and connectivity with due regard to topography and should be designed as local streets, served by appropriate collector streets. Traffic calming principles will be employed in the design of neighbourhood streets.
  - (f) The location of transit services and facilities within a neighbourhood will be determined via Saskatoon Transit service standards and Saskatoon’s city-wide transportation strategy by:
    - (i) providing neighbourhood designs, densities, and forms of development that support public transit;
    - (ii) locating developments which generate high transit use on sites with convenient access to existing or proposed transit service;
    - (iii) providing reliable transit services that support local area travel and connections to primary corridors; and
    - (iv) providing transit facilities that enhance customer safety and comfort.
  - (g) Provide Neighbourhood Nodes at strategic locations within neighbourhoods, as necessary, to serve the typical daily convenience needs of neighbourhood residents (refer to Section G1.2 for related policies).
  - (h) The subdivision of land for residential purposes will adhere to the following principles:
    - (i) in new developments, any subdivision, or part thereof, must be consistent with the overall Sector Plan and the Concept Plan; and
    - (ii) in existing developments, any subdivision, or part thereof, must be compatible with the existing character and nature of the area, in accordance with the Subdivision Bylaw and the Zoning Bylaw. This will be determined by examining the proposed subdivision in relation to the frontage, configuration, and orientation of existing lots in the immediate area.
  - (i) Development and subdivision of land in new and existing neighbourhoods shall respect important ecosystems, other forms of natural heritage, and paleontological and archaeological features of the area (refer to Section D4.0 Heritage Conservation for related policies).
  - (j) Provide public open space for parks, recreation, and conservation purposes as required for each residential development unit, as per City guidelines (refer to Section D5.0 Parks and Recreation Open Space for related policies).
  - (k) Buffer residential uses from incompatible uses, railways, and major roadways. New residential development will not be permitted in areas with an Airport Noise Exposure Forecast (NEF) rating of 30 or more.
  - (l) The location of multiple-unit dwellings should adhere to the following principles:
    - (i) high and medium density multiple-unit dwellings should be located in and near the Downtown, at Community Focal Points, and in Corridor Growth Areas. High density multiple-unit dwellings may be located in other areas of the city where proximity to transportation, employment, or other unique site attributes may apply;
    - (ii) medium and low density multiple-unit dwellings are appropriate in neighbourhood locations, provided they are:
      - (A) located with satisfactory access to neighbourhood entry points and collector or arterial streets;

## SUSTAINABLE GROWTH

- (B) located with satisfactory access to public transit, parks, and other public amenities;
  - (C) situated such that residential zoning districts of varying density provide a compatible gradation within the neighbourhood; and
  - (D) in the case of medium density multiple-unit dwellings, generally located within Community Focal Points and in Corridor Growth Areas.
- (m) Design neighbourhoods so that the transportation network, walkways, and other public areas provide reasonable accessibility to all persons, regardless of physical abilities.
  - (n) The predominant use of land within neighbourhoods should be residential. A range of complementary institutional and community facilities that are compatible with and accessory to a residential environment may also be permitted as contained in the Zoning Bylaw. They shall be compatible with the use and scale of the neighbourhood, provide a needed service to the area, and appropriately address issues of transportation, parking, and land use conflicts.
  - (o) Appropriate consideration should be given to the continued use of a Community Facility as a focal point of the community in the event its current use is proposed to be discontinued.

### 3.2 Golf Course Communities

The City recognizes that golf course communities provide residents a desirable alternative type of neighbourhood. Golf course communities integrate residential development with an operating golf course, providing low to medium density residential development which is accessory to a golf course and associated commercial development.

#### (1) *Objective*


- (a) Facilitate the development of Golf Course Communities in Saskatoon to allow for a greater range of housing options and lifestyle choices.

#### (2) *Policies*

- (a) Each Golf Course Community must include an active golf course maintained for private or public use.
- (b) Each golf course community should be individually designed for local conditions. Individual project design, land use, phasing and related servicing will be approved through a Direct Control District. For each development application, a market demand study and market projection must be submitted to and accepted by Administration.
- (c) Golf course communities typically have a low gross per acre density. As such, they will not be expected to align with required densities referenced in the Plan.
- (d) Golf Course Communities may include low to medium density residential development and a mix of commercial development regularly associated with, and of a scale appropriate to, the daily operations of a golf course and the daily needs of golf course community residents.
- (e) Typical residential services such as internal water and sewer, roadways, garbage collection, street cleaning, snow removal, transit, and maintenance of parks and open space, will be the responsibility of:
  - (i) a Bareland Condominium Association or Homeowners' Association;
  - (ii) the City, depending on the specific design characteristics, potential financial implications, and service impacts of the development; or
  - (iii) any combination thereof.

### 3.3 Housing Supply and Maintenance

The City does not build or supply housing as part of its core services, however, it is understood that permanent, affordable, appropriate, safe, and secure housing is a necessary foundation for building healthy, creative, and economically viable communities. A variety of housing choices provides options for residents, contributes to the long-term stability of neighbourhoods, and creates a varied built form.

A family of four is walking away from the camera on a paved path in a modern residential neighborhood. The father is on the left, wearing a striped polo shirt and khaki pants. The mother is in the center, wearing a floral dress and orange shoes. A young boy in a striped shirt and blue hat is on the left, and a young girl in a pink dress and floral hat is on the right. The path is surrounded by green grass and young trees. In the background, there are modern houses with dark roofs and balconies. The sky is blue with some clouds.

*A variety of housing choices provides options for residents, contributes to the long term stability of neighbourhoods, and creates a varied built form.*



## SUSTAINABLE GROWTH

### (1) Objective

- (a) Meet demand for a broad range of dwelling types over the life of the Plan so that supportive housing resources are distributed evenly throughout the community and to promote maintenance of the city's housing stock to an acceptable standard.

### (2) Policies

- (a) Provide a supply of serviced residential land, sufficient to meet predicted market demand.
- (b) Development of residential lands will provide a mix of housing forms, densities, and lot sizes necessary to meet the needs of a range of household types and household incomes within each neighbourhood, recognizing that this mix will vary somewhat by neighbourhood. Attainment of this policy will be considered in the creation and maintenance of Sector Plans, Concept Plans, and Corridor Plans and in the ongoing evaluation of applications for subdivision, rezoning, and discretionary use.
- (c) Promote the long-term supply of supportive, attainable housing through the maintenance and implementation of a housing business plan.
- (d) Facilitate residential developments that offer innovative or alternative design features and that broaden the range of supportive and attainable housing choices available to City residents.
- (e) Facilitate supportive housing forms and tenures (such as residential care homes, custodial care facilities, child and adult day care, family shelters, and other forms of supportive housing) in all areas of the city.

- (f) In low density residential areas, Type II residential care homes are to be compatible with the neighbourhood in which they are located; concentration of these facilities will be discouraged.

## 3.4 Local Area Plan Neighbourhoods

The Local Area Planning program provides a framework for developing community-focused plans known as Local Area Plans (LAPs). LAPs set out objectives and action items (including proposed policies) and are intended to guide the future growth and development of a neighbourhood or selected area. LAPs engage local stakeholders to identify opportunities for neighbourhood enhancements and consider options to address issues impacting the area. LAPs contain recommendations that result in neighbourhood improvements; they are implemented over the short, medium, and long term.

### (1) Objective

- (a) Assist neighbourhoods in need of municipal intervention by addressing community issues and improvements identified through a comprehensive, community-focused planning process that involves neighbourhood residents, business owners, and other stakeholders in the development of long-range plans. This process also provides an opportunity for the community to shape future land use and growth opportunities in their neighbourhood.

### (2) Policies

- (a) The selection of a neighbourhood or area for the development of a Local Area Plan will be based on an analysis of relevant information and how the study area could benefit from a LAP.





- (b) Include appropriate provisions to engage local stakeholders during the Local Area Planning process; encourage participation to identify issues, opportunities, and solutions that reflect community needs.
- (c) A Local Area Plan will be submitted for consideration for approval, by resolution to Council. Where appropriate, recommended land use policies and land use patterns may be implemented as amendments to the Official Community Plan Land Use Map and the Zoning Bylaw.
- (d) Local Area Plans will set out action items for neighbourhood improvements. These action items may address issues of land use mix and compatibility, traffic planning, municipal services, parks and open space, neighbourhood safety, and any other matter that may require consideration. Where appropriate, the recommended neighbourhood improvements may be implemented with financial or in-kind support from Administration.

### 3.5 Home Businesses

To facilitate economic development and foster entrepreneurship, many types of businesses can operate from a residence. Standards for home based businesses are intended to seek a balance between a quiet, safe, and aesthetic residential environment and the aspirations of home based entrepreneurs.

#### (1) Objective

- (a) Facilitate economic development and foster entrepreneurship through home businesses that are secondary to the residential use of the property and compatible with the surrounding residential environment.

#### (2) Policies

- (a) Facilitate home businesses in dwelling units throughout the City, provided they are secondary to the principal residential use of the dwelling unit.
- (b) Home businesses must be compatible with nearby residential properties and preserve the amenity of the overall residential neighbourhood.
- (c) Development standards for permitted home businesses will be contained in the Zoning Bylaw.
- (d) Businesses operating from a residence may require a Home Based Business License.

### 3.6 Neighbourhood Multi Use

In some of Saskatoon's historic neighbourhoods, there remain elements of Saskatoon's earliest years, with industrial uses mixed in with residential development. Neighbourhood Multi Use provides a designation to recognize this historical pattern of development, while helping transition these areas to align with current expectations of residents.

#### (1) Objectives

- (a) Facilitate a unique mix of compatible residential, institutional, cultural, and community uses within a residential neighbourhood.
- (b) Transition existing industrial uses into uses compatible within a residential neighbourhood.

#### (2) Policies

- (a) Residential Multi Use areas may be located where industrial and residential land uses co-exist within the same geographical boundary or where they abut one another without a reasonable separation distance.
- (b) Residential Multi Use areas may provide diverse employment opportunities near or within residential areas to reduce the travel time to work and infrastructure costs.
- (c) Where industrial uses are adjacent to residential uses, appropriate buffering and screening will be required.

## 4 EMPLOYMENT AREAS

Where people work or access services significantly shapes how they experience a city, as well as what public infrastructure is required to support these areas. These areas are referred to as Employment Areas. They can vary from commercial, industrial, and institutional to a mix of each. As a key component of the city’s overall urban structure, Employment Areas are places that residents of Saskatoon and region travel to and from daily for work, often spending a large portion of time there.

The design and location of employment areas impacts how people get to and from their jobs, how they move around within employment areas, and the ease with which they are able to access services or amenities they may want or need while at work. These considerations and the investments required to support them are an important part of determining how Employment Areas should develop.

### 4.1 Employment Areas Design and Development

The design and development of Employment Areas must be comprehensively planned to ensure they are strategically located throughout the city, at a variety of scales, and any compatibility issues with surrounding land uses can be addressed. Employment Areas should include clusters of development that are efficient to service and accessible by all modes of transportation.

#### (1) Objectives

- (a) To comprehensively plan Employment Areas that maximize infrastructure investment and facilitate all modes of transportation, including high-frequency transit service, where possible.
- (b) Achieve a balanced distribution of Employment Areas throughout Saskatoon, supporting the efficient use of transportation infrastructure and providing employment options closer to where people live.
- (c) Retain Downtown and the City Centre as the primary destination for office, retail, entertainment, and cultural amenities for the city and region.

#### (2) Policies

- (a) Employment Areas will be comprehensively planned through the Sector Plan and Concept Plan framework prior to the area being subdivided and developed.

- (b) Employment Areas must be developed in accordance with the phasing and financing plan established in their respective Sector Plan and Concept Plan.
- (c) Employment Areas should include design elements such as:
  - (i) clustering of complementary development;
  - (ii) compatibility with adjacent land use; and
  - (iii) site and building design that supports sustainability and the establishment of a comfortable and attractive environment.
- (d) Through the Sector Plan, Concept Plan, and comparable secondary planning processes, Employment Areas are to be located



within a reasonable distance to residential neighbourhoods, Community Focal Points, and recreational amenities.

- (e) When locating new or redeveloping existing Employment Areas, consideration should be given to impacts on mode share and commuting patterns, including:
  - (i) investing in improved levels of service for all modes of transportation to Employment Areas from nearby residential and mixed use areas;
  - (ii) encouraging a form and density that supports walking, cycling, and transit and discourages large areas of surface parking; and
  - (iii) creating a safe, comfortable pedestrian environment between places of work and transit stops.
- (f) Support the strategic redevelopment of Employment Areas where land use conflict can be reduced or eliminated and existing infrastructure can be optimized.

**(3) Commercial**

(a) Objectives

- (i) Maintain a hierarchy of planned commercial focal points throughout the community, including a strong and appropriate allocation of commercial activity in key nodes and corridors based on defined trade area requirements and locational policies.

(b) Policies – Regional Commercial

- (i) Regional Commercial areas provide space for large format retail stores, which serve a city-wide and regional market. The land area allocated for Regional Commercial use will be determined by:
  - (A) the needs of the City and surrounding regional population;
  - (B) the supply and demand for retail and commercial space; and
  - (C) the potential impact on the viability of the City Centre and Downtown, as well as other established and planned commercial areas.

(ii) The following factors will be considered in determining appropriate locations for Regional Commercial sites:

- (A) the site being located on or adjacent to a major roadway that connects to the provincial highway system;
- (B) the number of Regional Commercial areas shall be related to the need for the particular mix of services and the potential influence or effect upon the function of the Downtown and City Centre, as well as other established and planned commercial areas; and
- (C) compatibility with surrounding land uses.

(iii) Each Regional Commercial area should be individually designed for local conditions. Individual project design, land use, phasing, and related servicing will be approved through either:

- (A) Direct Control District; or
- (B) where a Direct Control District is not considered appropriate due to site size or nature, the appropriate designation in the Zoning Bylaw in conjunction with Site Plan Control.

(c) Policies – Urban Centre Commercial

- (i) Land area allocated for an Urban Centre Commercial will be determined by:
  - (A) the needs of the surrounding six to ten neighbourhoods;
  - (B) the supply and demand for medium density mixed use residential, commercial, institutional, recreational, cultural, and community uses on a city-wide basis;
  - (C) the potential impact on the viability of Downtown’s retail development; and
  - (D) the level of connectivity to the transportation network and the site’s accessibility by all modes of transportation, including high-frequency transit.

## SUSTAINABLE GROWTH



- (ii) Urban Centre Commercial forms part of an Urban Centre, and will be accessible to all areas of the city by way of the transportation network.
  - (iii) Urban Centre Commercial will be accessible by all modes of transportation and should be served by high-frequency transit.
  - (iv) Urban Centre Commercial sites should be pedestrian-oriented and incorporate transit-oriented development principles.
  - (v) Urban Centre Commercial sites must be planned and developed as part of a Concept Plan, requiring an overall minimum intensity of 75 residents and jobs combined per gross developable acre.
- (d) Policies – Arterial Commercial
- (i) Arterial Commercial areas will include those business uses normally located along highways and major roadways.
- (ii) The following factors will be considered in determining appropriate locations for Arterial Commercial areas:
    - (A) the site being located on or adjacent to arterial streets;
    - (B) the need for the particular type of service and its potential influence or impact upon the function of Downtown and other commercial areas; and
    - (C) compatibility with surrounding land uses.
- (e) Policies – Special Area Commercial
- (i) The Special Area Commercial designation is intended for commercial areas that, because of unique attributes such as location, type of use, or development history, do not readily fit into the normal hierarchy of commercial land use designations. The underlying zoning pattern may vary according to the existing or proposed land use for the area.
  - (ii) The amount of land allocated to the Special Area Commercial designation will be determined by the anticipated need for retail and commercial space on a city-wide basis, the potential impact on the viability of retail and commercial activity in the City Centre and Downtown, the compatibility with surrounding land uses, and the ability of the area to be served by the transportation network, transit system, active transportation network, and public utilities.
  - (iii) The Special Area Commercial designation has been applied to certain commercial lands along 20th Street, 33rd Street, Central Avenue, and Broadway Avenue, primarily due to their long and unique development history. In general, these areas contain a built form which is oriented to pedestrians, with limited front or side yard setbacks, and with a relatively high density of development. Specific local area plans or design studies may be undertaken in these areas to further define future land use patterns and design and development standards.





536 2nd AVEN

*Employment Areas vary from commercial, industrial, and institutional to a mix of each, and are a key component to the city's overall urban structure.*

## SUSTAINABLE GROWTH

### (4) Industrial

#### (a) Objectives

- (i) Promote economic development by providing an adequate supply of industrial land in locations and industrial use categories that are consistent with market requirements.
- (ii) To encourage industrial activity that is consistent in the maintenance of a high quality built and natural environment over the long term.

#### (b) Policies

- (i) The Plan contains four classifications of industrial use: Business Park, Light Industrial, Heavy Industrial, and Environmental Industrial Park (EIP). These classifications are intended to define the four general categories of industrial use in Saskatoon and to facilitate new forms of economic development.
- (ii) The various classifications of industrial land use will be situated throughout the city according to their respective locational requirements and potential effects on other land uses. Where industrial uses are considered incompatible with residential uses, they should be segregated. In such cases, screening by landscaping, buffer strips, berming, or separation by transitional uses may be required.

(iii) Retail uses in industrial areas should be limited to:

- (A) those retail activities which serve the industrial area; and
- (B) showrooms and sales areas in association with manufacturing, warehousing, and other permitted uses.

#### (c) Objective – Business Park

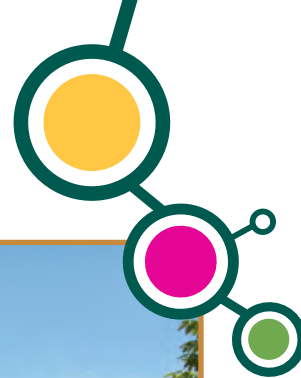
- (i) Facilitate economic development by providing Business Parks to meet demand for a high quality business and industrial park environment.

#### (d) Policies – Business Park

- (i) Business Parks are intended to accommodate business and light industrial uses seeking a high quality environment with respect to overall site and building design. Business Parks will be sufficient in size to form a comprehensively planned area.
- (ii) Business Parks will be strategically located with adequate access to utilities, the transportation network and transit. Proximity to the Saskatoon John G. Diefenbaker International Airport, the University of Saskatchewan, or Innovation Place would also be desirable for future Business Parks.
- (iii) In general, Business Parks may include uses such as business service, advanced



- technologies, research and development, light manufacturing, prototype development, related office uses, and compatible industrial activities. Business Park uses shall not create land use conflicts related to smoke, noise, vibration, dust, odour, or potential environmental contamination during their normal course of operations, and, therefore, may be located adjacent to residential areas.
- (iv) The physical design of Business Parks should include a high standard of building design, fully landscaped sites, screened parking and loading areas, limited and completely screened outdoor storage, and an overall quality of site development that is superior to Light or Heavy Industrial areas. Landowners in a proposed Business Park may be required to enter into an agreement to ensure consistent standards with respect to all planning, engineering, servicing, and design details over the entire Business Park development area.
- (e) Objective – Light Industrial
- (i) Facilitate mainstream industrial development that does not create land use conflicts in the normal course of operations.
- (f) Policies – Light Industrial
- (i) In general, Light Industrial areas may include a variety of industrial uses, including manufacturing, assembly and repair, warehousing, wholesale distribution, and limited retailing. These activities are normally carried on indoors, although outdoor storage is also permitted. Light Industrial land uses should not create land use conflicts due to excessive noise, vibration, dust, smoke, or odour.
- (ii) In order to minimize land use conflicts with potentially hazardous industrial activities, certain public assembly uses may be included in Light Industrial areas, as established within the Zoning Bylaw.
- (iii) Light Industrial lands may act as a buffer or transitional area between more intensive industrial uses and incompatible uses, such as residential areas.
- (g) Objectives – Heavy Industrial
- (i) Facilitate industrial development, including manufacturing and processing, that has the potential to create land use conflicts in the normal course of operations.
- (h) Policies – Heavy Industrial
- (i) In general, Heavy Industrial areas may include industrial land uses and processes that may create land use conflicts with regard to vibration, noise, dust, smoke, or odour. As a result, Heavy Industrial areas should not normally be situated adjacent to Residential or Business Park land use designations.
- (ii) In order to minimize land use conflicts with potentially hazardous industrial activities, certain public assembly uses may be permitted in Heavy Industrial areas only at the discretion of Council.
- (iii) Heavy Industrial areas should be well removed from residential and Business Park areas and concentrated in a minimal number of separate locations. New Heavy Industrial areas will generally be directed to the North Industrial area of the city.
- (iv) Care will be taken in siting industrial uses that create significant land use conflicts with regard to noise, vibration, smoke, dust, odour, or potential environmental contamination. Such uses should be located where separation from residential areas is maximized.
- (v) The Heavy Industrial classification may remain in some older industrial areas to accommodate historic land use patterns. However, in order to minimize land use conflicts between existing Heavy Industrial areas and nearby residential areas, the redesignation of Heavy Industrial areas to other land use classifications will be considered as opportunities arise.
- (i) Objectives – Environmental Industrial Park
- (i) Facilitate economic development for the safe storage, handling, and processing of dangerous or hazardous products.



- (j) Policies – Environmental Industrial Park
  - (i) The Environmental Industrial Park (EIP) classification is intended to accommodate industrial uses that are required to meet strict environmental criteria.
  - (ii) Lands designated for EIP development shall have locational characteristics that enhance public and environmental safety, and have geophysical, bio-physical, and surficial characteristics that maximize the ability of emergency service response, while limiting human and environmental risk.
  - (iii) EIPs are intended to accommodate industrial uses which transport, store, formulate, process, and use chemical-based products for a wide range of activities. The type of occupancy intended for an EIP is defined in hazardous substances and waste dangerous goods regulations or other applicable provincial regulations.
  - (iv) All uses contained within an EIP will be sited according to a stratification principle by siting industrial uses and facilities that store and handle dangerous goods at progressively greater distances from public assembly uses. Prescribed distances will be based on the degree of risk such inventory poses to the public. Stratification will allow a case by case analysis of siting requirements to ensure separation distances appropriate for each occupancy.
  - (v) Uses will be concentrated within each stratum, as far as possible, to allow for efficient provision of infrastructure, emergency services, and access to transportation links on dangerous goods routes.
  - (vi) Prior to municipal approvals being issued, proposed developments within the EIPs are subject to *The Environmental Assessment Act* and any other provincial requirements.

- (vii) Public assembly uses in adjacent land designated and zoned industrial may be permitted subject to separation distances set out in relevant federal and provincial regulations.

**(5) Institutional**

(a) Objectives

- (i) Facilitate the development of institutional lands and facilities (including educational, cultural, health, and government uses) that meet the needs of users, residents, and partners.
- (ii) To encourage growth and/or expansion of facilities or services compatible with surrounding development.

(b) Policies

- (i) Require institutional areas to be accessible, well served by transit, and provide a high quality public realm.
- (ii) Support a mix of uses within institutional areas that will complement their operations.
- (iii) Encourage provincial and federal governments to locate their facilities and services on lands designated Institutional Employment Areas.
- (iv) Related housing, services, and amenities should be located near or adjacent to institutional areas.

offices) should be located in the Downtown or other areas in close proximity to transit routes. Further, large office developments should be located such that they can connect with active transportation networks to provide additional transportation options for workers and customers.

**(1) Objectives**

- (a) Support the Downtown as the primary location for office development in the city.
- (b) Facilitate office development in strategic locations throughout the city.

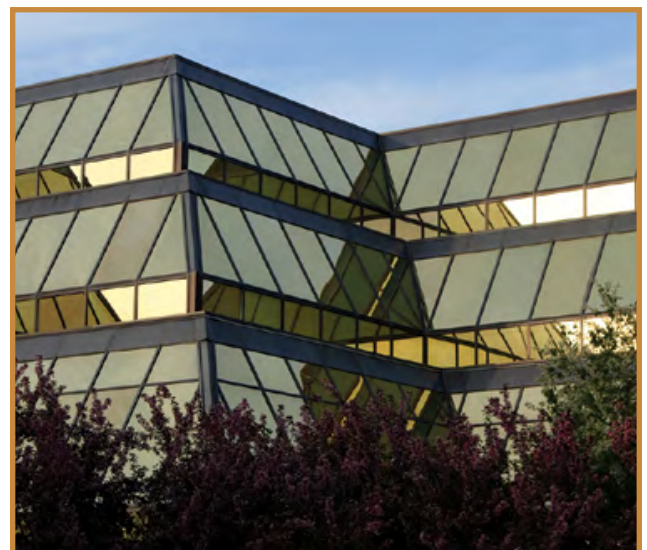
**(2) Policies**

- (a) Preserve the Downtown as the primary location for office development in the city by actively supporting high quality office development within its boundaries.
- (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.
- (c) Limit development of offices in Industrial Areas and Business Parks to those required to meet the needs of businesses in those areas and as provided for in Sector Plans.
- (d) Provide opportunities for retail and service functions to locate on the ground floor of office buildings to encourage a walkable, active street front.

**4.2 Office Development**

Office development supports high levels of employment density and can result in intensively used areas, which can both attract more people and development and result in challenges with people accessing these areas. They are considered employee intensive uses as they typically have a higher number of workers per square metre than most other employment uses. As such, depending on the scale of the office, there is potential for high concentrations of people on the site. This can have a significant impact on transportation patterns as these areas typically generate a substantial number of trips to and from the area for workers and customers.

In order to support a high quality, high-frequency transit system, employee intensive uses (e.g. large





## 5 REGIONAL GROWTH

The City affirms a vision for a vibrant, prosperous, and internationally competitive region. The City works with regional partners on comprehensive approaches to planning and servicing to sustain economic prosperity, support a high quality of life, and protect the region's natural beauty, ecology, and heritage.

### 5.1 Coordinated Growth

Coordinated planning between the City and its regional partners provides the opportunity for consistency in how development occurs within the region. This can enable compatible interim development in future urban growth areas, staged urban boundary alterations, and optimization of existing and planned infrastructure.

#### (1) Objectives

- (a) Provide for effective interjurisdictional coordination and management in land use and development policy and planning.

#### (2) Policies

- (a) Work with the regional partners to prioritize and develop Concept Plans for future urban growth areas.
- (b) Coordinate with regional partners to enable interim development proposed in future urban growth areas that facilitates efficient and cost-effective future urban development.

- (c) Where interim development is proposed in a future urban growth area that abuts a boundary of the City, the City will undertake negotiations on an inter-municipal development agreement pursuant to *The Planning and Development Act, 2007*.
- (d) When lands that are subject to a Concept Plan endorsed by all parties through a regional planning framework become part of the City's jurisdiction, the City will ensure any secondary planning for them aligns with the Concept Plan. Where changes may be required, the City will engage with the relevant regional partners.

### 5.2 Boundary Alterations

Boundary alteration is a distinct process under *The Cities Act*. The Plan provides a framework for boundary alteration proposals.

#### (1) Objective

- (a) Coordinate urban expansion and staged boundary alterations in future urban growth planning.

**(2) Policies**

- (a) Boundary alteration proposals should be incremental to minimize the effect on the tax base of the Rural Municipality of Corman Park.
- (b) The timing of boundary alterations should take into account the lead times necessary to have lands planned, serviced, and available for development.
- (c) Boundary alteration proposals will reflect the policies for boundary alterations in the Corman Park – Saskatoon Planning District Official Community Plan.
- (d) Boundary alterations should follow legal property boundaries and natural features to avoid a fragmented pattern of municipal jurisdiction.
- (e) When land becomes part of the City’s jurisdiction, a Sector Plan or comparable secondary plan will be completed for it as soon as is practicable.

**5.3 Extension of Infrastructure and Services Beyond City Limits**

Regional coordination of infrastructure and services including water supply, wastewater treatment, storm water management, and transportation can increase efficiencies, reduce costs and increase service quality.

**(1) Objectives**

- (a) Support regional approaches to providing infrastructure and services in a rational, efficient manner that aligns with the long-term growth plans of the City and regional partners.
- (b) Optimize the use of existing and planned infrastructure consistent with the servicing strategies of the City and regional partners.
- (c) The costs and benefits of regional infrastructure and services will be shared in a fair and equitable way through consistent financial models.

**(2) Policies**

- (a) The extension, distribution, or sale of infrastructure or services beyond the boundaries of the City may be considered under the following circumstances:

- (i) that development should take place in a contiguous manner. Infrastructure or servicing for non-contiguous development may be enabled where it can be demonstrated that there are no or limited impediments to infrastructure or servicing and there is a clear public interest;
  - (ii) the benefiting development is in alignment with the:
    - (A) Corman Park – Saskatoon Planning District Official Community Plan;
    - (B) Corman Park – Saskatoon Planning District Future Land Use Map; and
    - (C) Concept Plans or other detailed planning, where applicable.
  - (iii) the full capital and operating costs of the infrastructure and services being provided are recovered;
  - (iv) the nature or volume of the infrastructure or service being provided does not place limitations on the provision of infrastructure or services as established within the City’s servicing strategy; and
  - (v) notwithstanding G5.3(2)(iv), infrastructure or services may be provided where it has been established that there is sufficient time and opportunity to replace the capacity before it is needed within City boundaries.
- (b) Where infrastructure and/or services are extended beyond the boundary of the city, agreement(s) between the City and the municipality or other jurisdiction in which the benefiting development is located may be required.
  - (c) The City will coordinate its servicing strategies with the servicing strategies of regional partners.
  - (d) The City will work with regional partners to standardize approaches used to calculate development levies and servicing agreement fees and share information regarding these processes.

## 6 FUNDING GROWTH

Appropriate, deliberate funding of expenses related to growth is vital to the Saskatoon’s economic sustainability. Growth requires more land, infrastructure, and services, which inevitably leads to maintenance and operating costs. Financing the city’s growth means finding a balance between revenues and expenditures. To remain competitive on a global scale, the City must deliver programs, amenities, services, and infrastructure that meet the needs of residents while keeping the costs of living and doing business at a reasonable level. Saskatoon’s economic sustainability relies on supporting growth that maximizes infrastructure investments and assets, provides housing options throughout the housing continuum, and provides access and connectivity throughout the city by a range of transportation modes.

### 6.1 General

How growth is funded is an important element of a sustainable community. It can impact cost of living and the long-term financial sustainability of a community. To manage this, the City considers and pursues opportunities to maximize existing infrastructure and services, manage development costs, and source funds through partnerships or other means.

#### (1) Objectives

- (a) Ensure the City’s financial sustainability by understanding and planning for the full cost of capital investments, programs, and services in advance of development approval and subsequent capital expenses.
- (b) Ensure the City’s cost of servicing development is captured as authorized through provincial and federal legislation, while considering a balance of factors and funding sources to address cost recovery, competitiveness, affordability and transparency.
- (c) Encourage the development or redevelopment of infill growth areas to maximize existing infrastructure and lessen the capital and operating costs of growth.

#### (2) Policies

- (a) The City shall consider its capacity to finance growth as part of the review and approval of growth areas.
- (b) The City will maintain a corporate asset management plan for all asset classes within the city.
- (c) Explore all options for sustainable revenue and sources of funding.
- (d) Work with senior levels of government to obtain funding through grant programs and other funding opportunities for growth-related projects.
- (e) Ensure servicing agreement fees are comprehensive in nature in accordance with *The Planning and Development Act, 2007*.
- (f) The City may prepare and maintain a development levy bylaw.





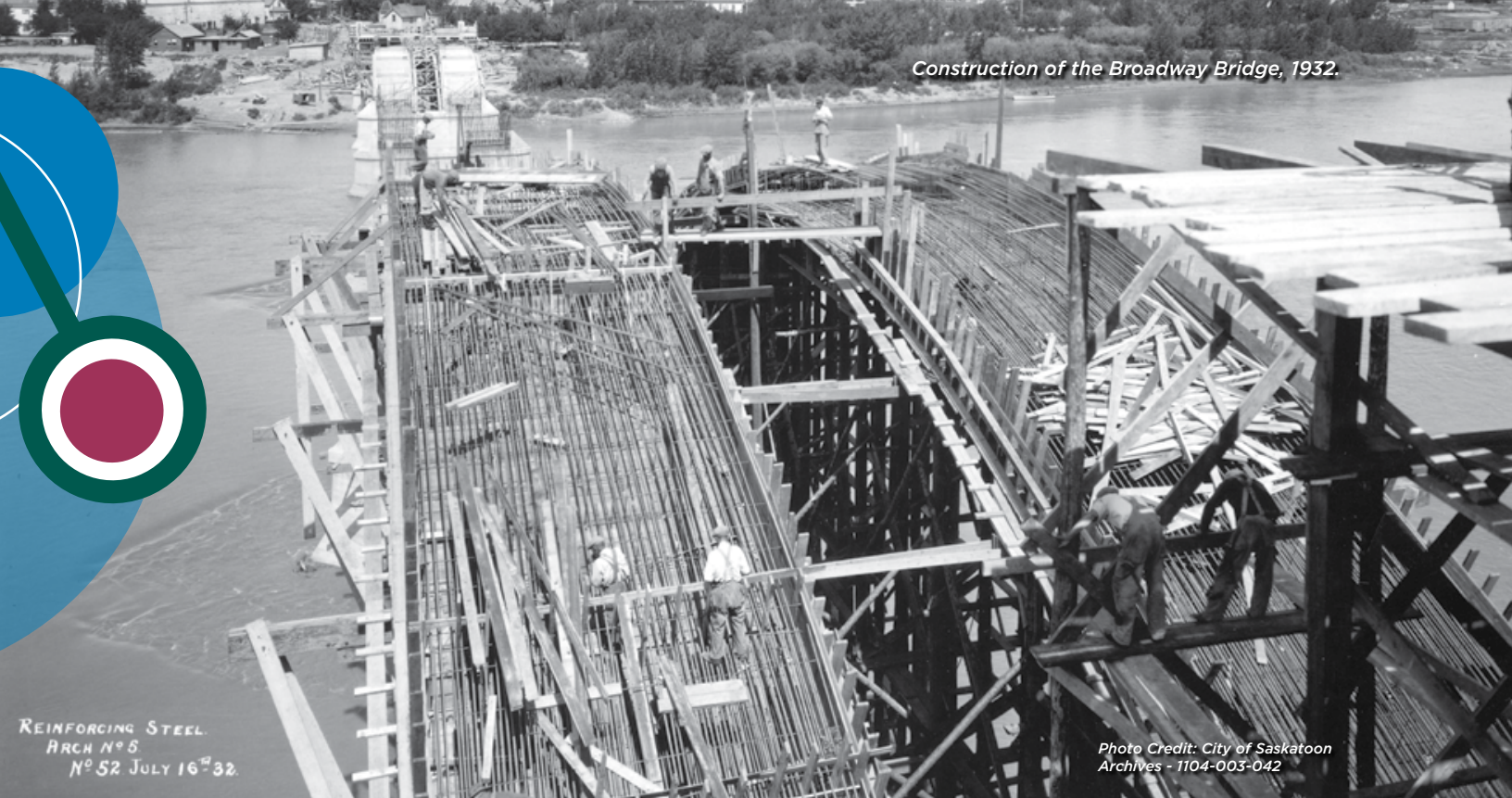
## SECTION H

# MOVING AROUND

The OCP supports Saskatoon's vision of a transportation system that provides opportunities to move throughout the city using different modes of transportation on a network of streets, paths, and transit routes.



*Photo Credit: Tourism Saskatoon/  
CONCEPTS Photography*



## 1 TRANSPORTATION PLANNING

Like many North American cities, Saskatoon initially developed outward from Downtown along a network of streetcar lines. During the first half of the twentieth century, streetcar lines and bridges helped to shape residential and commercial growth along key corridors. At the same time, the city remained relatively compact. In the Post-War period, the rise of the automobile led to the rapid expansion of the city's built up area, typically in the form of lower density, auto-oriented development. This style of development creates challenges with providing attractive transit, cycling, and walking infrastructure, while also resulting in increased costs as the city expands outwards.

To address these challenges, the City has committed to the model of development envisioned by the Growth Plan to Half a Million. This model includes an increased density and mix of land uses along identified corridors and at community focal points. To support the increased activity in these areas, increased mobility options need to be available. By coordinating land use planning and transportation, more attractive transit, walking, and cycling options can be provided, allowing more people to have the opportunity to live, work, and socialize in a denser, more sustainable city.

### 1.1 Coordinated Land Use and Transportation Planning

Land use and transportation are intricately linked and have significant impacts on transportation choices and quality of life in the city. It is important to strike a balance and create communities that provide for a variety of transportation options.

#### (1) Objectives

(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, and help to promote a balanced transportation network that meets the needs of Saskatoon's residents and visitors.

(b) To support the economy of the Saskatoon region by providing a transportation network that supports the movement of people and goods throughout the city and region.

**(2) Policies**

- (a) The timing, location, and design of major transportation network infrastructure, such as bridges, interchanges, streets, corridors, and transit facilities and routes will be determined through the Sector Plan and Concept Plan process, and appropriate land use and transportation studies.
- (b) Land use and street design decisions will align with the vision for a compact and defined city form, minimizing the need for extensions of the transportation network.
- (c) The City will develop and maintain a transportation strategy that will be used as a primary document guiding coordinated transportation policy, operations, and improvements within the City.
- (d) Medium to high density developments with a mixture of land uses should be concentrated in designated areas that are well served by the transportation network and the public transit system, including the Downtown and City Centre, Community Focal Points, Corridor Growth Areas, and Commercial and Institutional Employment Areas.
- (e) Neighbourhood design and site planning will be oriented to serve the needs of pedestrians, cyclists, transit riders, and motorists. Neighbourhoods should be designed to encourage walkability by providing multiple route choices and an intuitive street network.
- (f) New developments will include an interconnected street network that creates strong connections between and within new and existing neighbourhoods by all modes of transportation.
- (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.
- (h) Abandoned rail lines should be examined for use as future transportation corridors.
- (i) Through the Concept Plan approvals process, new development will include universally accessible pedestrian and cycling facilities that integrate with the existing and planned active

transportation network connecting to other neighbourhoods and destinations.

- (j) Any transportation, public transit, or parking studies required by the Plan to assess the impact of an application for an Official Community Plan or Zoning Bylaw amendment, discretionary use, or subdivision must be undertaken by the applicant or owner, to the satisfaction of the City.

**1.2 Street Classification**

The city's street network is organized as a hierarchy based on the intended function that the street is to serve. The classification is based on standardized criteria such as speed of travel, modes of travel, and the land uses fronting the street or within the area, adjacent property access, connectivity to other network elements, and typical traffic volumes.

**(1) Objective**

- (a) To provide a hierarchy of streets throughout the city, serving the needs of all modes of transportation.

**(2) Policies**

- (a) Streets will be classified in accordance to the City's design and development standards manual. Such classification will be based on the function the streets serve and the type and amount of service they should provide.



### 1.3 Street Design

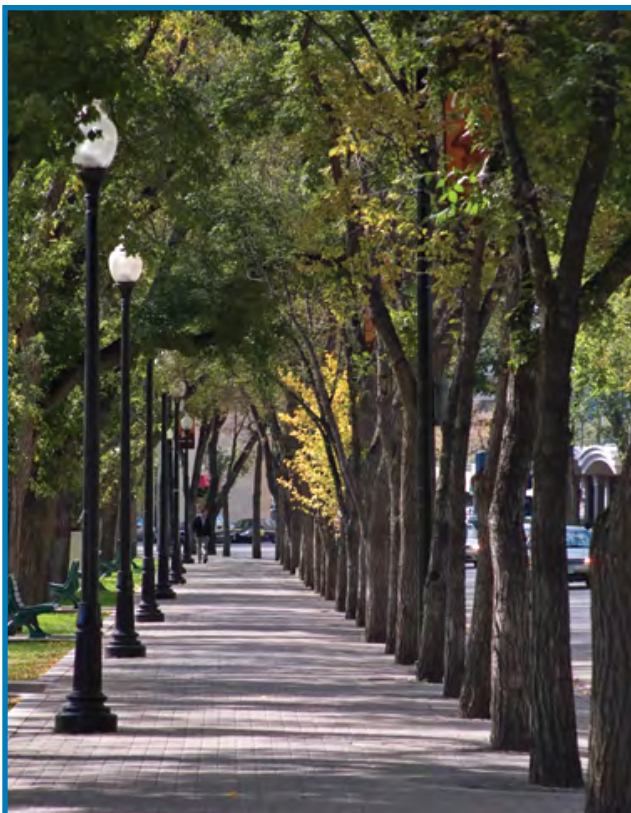
Streets are designed to address the context of the street while providing safe access for all intended users. The design and operation of the street should align with land uses and transportation function. Strengthening the connection between street designs, land use character, and modes of available transportation helps to ensure that streets are designed appropriately for their context, and contributes to building strong, livable, and vibrant communities.

**(1) Objective**

- (a) To plan and design streets to support the movement of people of all ages and levels of mobility, in all seasons of the year, by providing appropriate and accessible facilities that support pedestrians, cyclists, transit users, and motorists.

**(2) Policies**

- (a) Streets should be designed for all of modes of transportation and promote pedestrian friendly development to create an attractive and welcoming environment for pedestrians, cyclists, transit users, and motorists alike, within the intended transportation function of the street.



- (b) The City will maintain a street design policy as a guiding document for the planning and design of new and existing streets.
- (c) Surrounding land uses and intended users should be considered when planning and designing streets.

### 1.4 Site Design

How a site is designed, the orientation of the buildings, and on larger sites, the internal circulation and points of access to the transportation network have a significant influence on how people use those sites and the surrounding area. When combined with their surrounding sites, the design of a site can contribute to the overall vision for the site area and how it links with the vision for the city as a whole.

**(1) Objectives**

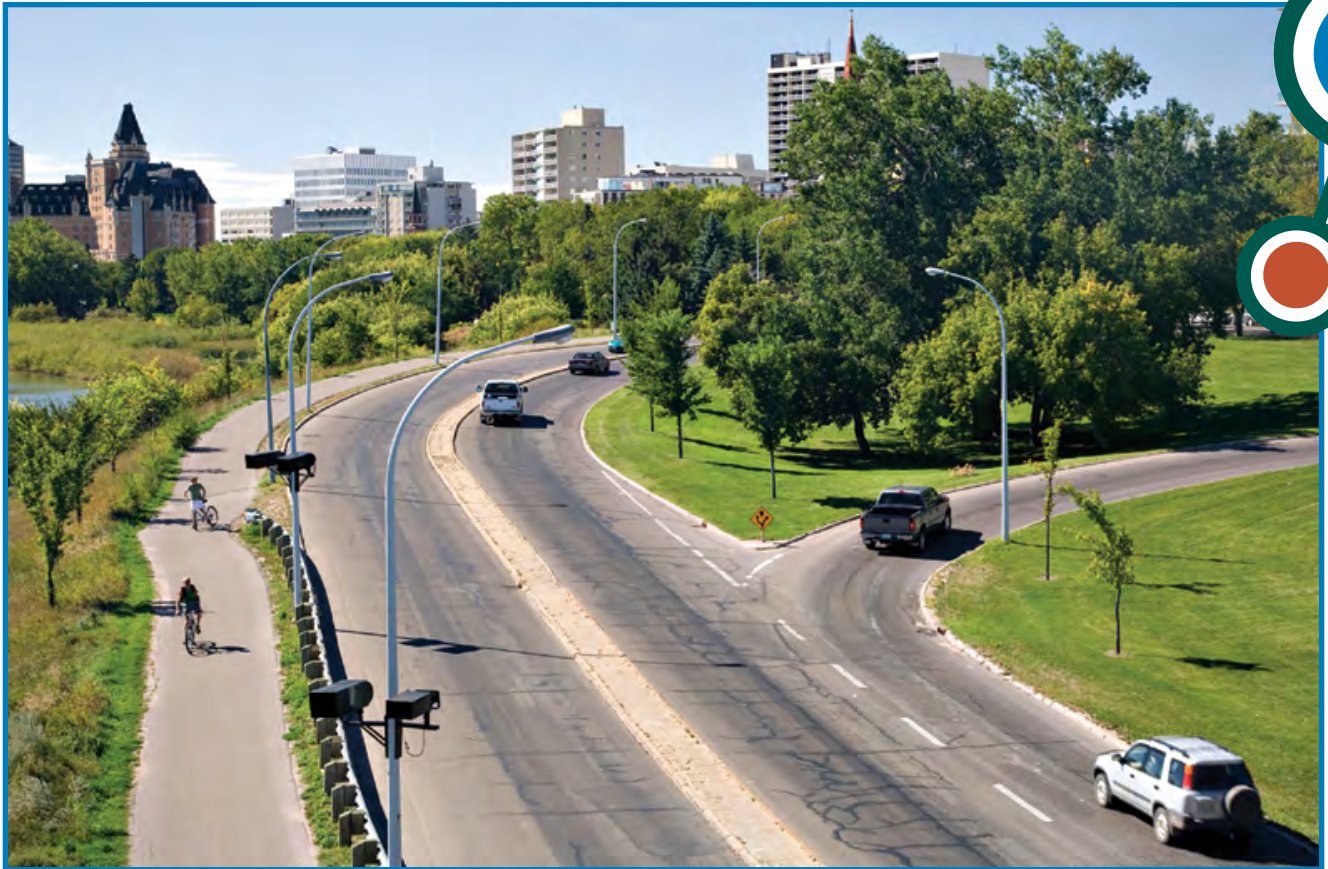
- (a) To provide safe and orderly access to sites and public streets.
- (b) To provide safe and orderly movement within a site.

**(2) Policies**

- (a) The City may establish site plan controls within the Zoning Bylaw.
- (b) The needs and safety of pedestrians will be considered at the design stage through the Sector Plan, Concept Plan, subdivision, and/or site plan review process. Pedestrian, cycling, and transit facilities, landscaping, street and pathway lighting, and CPTED principles should be considered in the design.
- (c) The City will maintain site access management regulations that establish standards for safe and orderly site access, consistent with the functional and operational requirements of the public streets, the accessibility needs of adjacent sites, and access to transit and active transportation facilities.

### 1.5 Accessibility

An accessible transportation network addresses the needs of a diverse population, regardless of mobility or vehicle ownership. Maximizing the accessibility of the transportation network provides the ability for all residents to move throughout the city with



ease. Transportation plans not only balance different options for moving around, but also work toward universal accessibility.

**(1) Objective**

- (a) To design streets and public space that can be accessed and used to the greatest extent possible by all people regardless of their age, ability, or disability in the most independent and natural manner possible without the need for adaptation, modification, assistance, or specialized devices.

**(2) Policy**

- (a) The City will plan and design new streets, and retrofit existing streets, to support the movement of people of all ages and levels of mobility by providing appropriate and accessible facilities that support pedestrians, cyclists, transit users, as well as motorists; and integrate the street environment with existing and future land uses.

## 1.6 Regional Transportation Network

Coordination of transportation infrastructure in the region is an essential component to access and movement in the city. It is the Province's role to manage the development and maintenance of highways and related infrastructure, and it is the role of the City to coordinate local transportation improvements, and cooperate in potential interjurisdictional projects.

**(1) Objective**

- (a) Support access, connectivity, and movement in the regional transportation network.

**(2) Policies**

- (a) The City will integrate transportation planning with regional land use planning policies in preparation for future development.
- (b) The City will make every effort to work with the Province and other regional partners to maintain and develop connections to the provincial highway system so people and goods may be moved efficiently within the city and region.

## 2 TRANSPORTATION INFRASTRUCTURE

To provide an efficient and effective transportation network, it is critical that transportation planning and infrastructure investment aligns with municipal and regional goals. Additionally, ensuring that transportation infrastructure is well managed is an important way to promote asset preservation as well as safety and efficiency.

### 2.1 Transportation Network

The transportation network is the combination of walking, cycling facilities, motor vehicle, and transit services that provide mode of travel options for people to move throughout the city. The transportation network serves all areas of the city with connected access for people of all abilities, throughout all seasons of the year. The transportation network includes all modes of transportation and therefore should provide opportunity for people to safely walk, cycle, as well as drive.

#### (1) Objectives

- (a) Develop and maintain a highly interconnected transportation network for moving people and goods throughout Saskatoon.
- (b) Provide safe pedestrian, cycling, and driving facilities.
- (c) Provide facilities that are universally accessible by all people.

#### (2) Policies

- (a) The transportation network and all facilities within it will be designed to be safely navigated by all users.
- (b) The City will maintain an active transportation plan that will be the primary document for guiding active transportation development in the city.
- (c) The city-wide network of sidewalks will be expanded and enhanced.
- (d) The City will eliminate barriers to travel by providing universally accessible pedestrian facilities.
- (e) Transit, pedestrian and cycling facilities should be integrated, with amenities to make walking, cycling, and other forms of active transportation more practical and convenient.





*Providing options for the ways people move throughout the city is a priority, whether that is by walking, cycling, using public transit, or driving a private vehicle.*

*Photo Credit: 2017 Tourism Saskatoon/  
Carey Shaw Photography*



## MOVING AROUND

- (f) A citywide network of cycling facilities will be provided through a mix of facilities for people of All Ages and Abilities (AAA) as well as non-AAA facilities.
- (g) The City will facilitate cycling and pedestrian movement throughout the city as part of a balanced transportation network as the city grows.
- (h) The City will support the expansion of trail connections in partnership with Meewasin.
- (i) The City will develop and maintain a highly interconnected transportation network for all modes of transportation.
- (j) Bridges, structures, interchanges, and grade separations should have the necessary facilities for access by all modes of transportation.
- (k) New communities will be designed with an appropriate mix of uses, interconnected street networks, and open space linkages that encourage walking, cycling, and transit use.
- (l) The City will provide pedestrian facilities that promote safety and are convenient, comfortable, and aesthetically pleasing.
- (m) Efficient, year-round maintenance should be a consideration in the street network and streetscape design, including consideration for the clearing and storage of snow.



## 2.2 Network Operation

The transportation network must operate in a way that supports the travel needs of all people, throughout all seasons of the year. To do so, infrastructure, facilities, services, and maintenance programs are needed to support equitable options for how people chose to travel throughout the city.

### (1) Objectives

- (a) To meet the needs of all intended users of the transportation network.
- (b) Operate and maintain a street network that supports the safe movement of people and goods throughout the city, during all seasons of the year.

### (2) Policies

- (a) The City will provide a transportation network that accommodates travel needs.
- (b) The operation of the transportation network shall equitably balance the needs of all intended users.
- (c) The City will develop and maintain effective strategies for year-round maintenance of sidewalks, trails, and bicycle infrastructure, including debris and snow clearing and storage.
- (d) Snow clearing of transit routes and facilities, and key commuter paths and trails will be prioritized to provide year-round access to all modes of transportation.





### 3 PARKING MANAGEMENT

Parking is an important part of the transportation network and how people access the services and amenities of the city. The effective management of parking can influence travel behaviour and mode utilization, making it an important means of meeting the travel needs of residents and visitors to Saskatoon.

#### (1) Objectives

- (a) To manage the City's parking resources and support the mobility needs of residents and visitors to Saskatoon.
  - (b) To provide adequate parking opportunities throughout the city, including the appropriate location and design of parking facilities as part of an efficient and functional transportation network.
- #### (2) Policies
- (a) The City will establish monitoring and evaluation procedures to measure parking trends and effectiveness of parking policies and regulations.
  - (b) The provision of on-street parking will be based on transportation network operation needs and adjacent land uses.
  - (c) On-street bicycle parking facilities may be provided where demand is high and the furnishing zone width is constrained.
  - (d) Parking facilities will be appropriately integrated with pedestrian, cycling, and transit facilities, including the provision of CPTED and universally accessible parking lots and linkages with transit services and routes.
  - (e) Developments should provide adequate off-street parking. The Zoning Bylaw will contain appropriate vehicle and bicycle parking standards for all forms of development.
  - (f) The Zoning Bylaw may permit underground parking facilities to project into required yards, provided the parking structure is below grade and does not interfere with the public right-of-way including amenities and public spaces. Ramps must not interfere with the adjacent street, cycling, and pedestrian network.
  - (g) The Zoning Bylaw may permit underground parking facilities provided the parking structure is below grade and does not interfere with the public right-of-way including utilities, amenities, and public spaces.
  - (h) Required parking spaces should be placed on the same site as the proposed development. However, where there is a clear public interest, the Zoning Bylaw may facilitate required parking on nearby sites.
  - (i) The City may introduce maximum parking requirements to reduce an over-supply of parking spaces in a defined area when needed, to support alignment with the vision for that area.





## 4 TRANSIT

Saskatoon has a vision for an accessible, efficient transit system with an attractive customer experience. An efficient transit system with rapid transit options provides desirable travel options for residents and visitors to Saskatoon, helping to alleviate congestion in the city. By coordinating land use and development patterns, this vision can be achieved.

### 4.1 Transit Network

Transit in Saskatoon should be an attractive, customer-oriented service. A broad range of services support various travel demands, with rapid transit being designed to complement the overall transit system and serving as the spine of the transit network. Rapid transit corridors and stations enhance travel for both residents and visitors.

#### (1) Objective

- (a) To promote land use and development patterns that support an efficient and effective public transit system.

#### (2) Policies

- (a) Maintain service and design standards to be used as a primary document guiding transit service in the city.
- (b) The transit system will provide a high level of service to the City Centre and Downtown from all parts of the city.
- (c) High-frequency transit corridors are intended to serve as the spine of Saskatoon's transit system, and will support high quality and high-frequency transit service that connects people to the City Centre and Downtown, residential neighbourhoods, Community Focal Points, and Employment Areas.
- (d) Development along identified high-frequency transit corridors should be oriented to the street at a pedestrian scale and encourage a mixture of uses at sufficient density to support the provision of high quality and high-frequency transit service throughout the system.
- (e) The phasing of greenfield neighbourhood or employment area development should allow for functional transit route(s) from initial build-out.

*The City aims to increase daily city-wide transit mode share from 4% to 8% percent over the next 30 years, and peak period transit mode share to the Downtown and University areas from 10% to 25%.*



**LIABILITY**  
Saskatoon Transit is not responsible for loss or damage to bicycles.



#### 4.2 Transit Facilities

The customer experience is central to the success of transit in Saskatoon. Part of the customer experience is the transit facilities themselves, which need to be comfortable, accessible, and safe in order to encourage transit ridership. Providing amenities, employment, and activities around transit stops will also help to create livable centres that are used throughout the day.

**(1) Objective**

- (a) Develop high quality transit facilities to encourage transit ridership.

**(2) Policies**

- (a) Provide facilities that enhance customer safety, comfort, and convenience.
- (b) Provide transit stations that are well-connected, visible, and accessible for passengers of all mobility levels, and designed to have a minimal impact on traffic flow.
- (c) Encourage an attractive and well-designed public realm that enhances the access and aesthetic of transit stops and shelters.

#### 4.3 Accessible and Efficient Transit

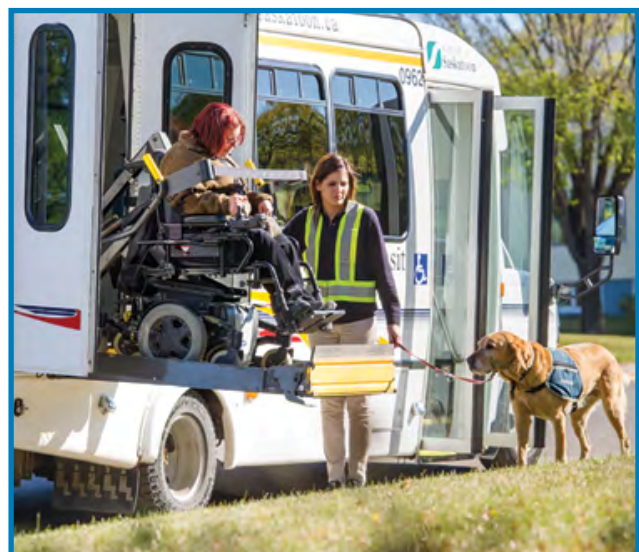
Transit provides access to jobs, education, health care, shopping, and social interactions; it is important for quality of life that all individuals have access to these opportunities.

**(1) Objective**

- (a) To operate and maintain an accessible and efficient transit system that provides individuals with the opportunity to use the system with ease and dignity.

**(2) Policies**

- (a) The City will provide a transportation network that accommodates the needs of all residents of the community, including persons without private vehicles and persons with special needs.
- (b) The City will develop and maintain procedures to identify improvements to support transportation demand management principles.





*Photo Credit: 2017 Tourism Saskatoon/Greg Huszar Photography*

## SECTION I

# ECONOMIC DIVERSITY AND PROSPERITY

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Saskatoon is a hub for the province's natural resources and agricultural industries as well as a retail and service centre for central and northern Saskatchewan. To promote a sustainable economy over the long term, the OCP provides a framework to support local and regional economic development, diversification, and collaboration.



## 1 REGIONAL ECONOMIC DEVELOPMENT

In order for Saskatoon to thrive, the economy of the city and surrounding region must be flexible, diversified, and globally competitive. Efforts to support the city's economic growth will consider the strengths of the region as a whole. Planning will provide the direction necessary to encourage coordinated development and investment that builds upon regional strengths as well as opportunities within individual jurisdictions. Policies reinforce that land use and development are linked to economic development.

### 1.1 Coordinate and Facilitate Business Growth among Regional Partners

The strong, vibrant economy of Saskatoon and the surrounding region has been a key driver of economic prosperity in Saskatchewan. A coordinated approach to economic development with regional partners, First Nations and Métis communities, Indigenous organizations, and economic development organizations and other agencies, will support current activities and prepare the region for future economic opportunities.

#### (1) Objective

- (a) Support economic development and business growth within the region.

#### (2) Policies

- (a) Work with regional partners to coordinate economic development planning and opportunities.

- (b) Work with regional partners to coordinate land use and development policies to attract, retain, and promote business growth in the region.

### 1.2 Support Initiatives to Strengthen and Diversify the Region's Economic Base

Strengthening the Saskatoon region's economic base will support stable business expansion and growth in the region.

#### (1) Objective

- (a) Collaborate with regional partners to strengthen, diversify, and support the region's economic base.

#### (2) Policies

- (a) Work with regional partners to support an equitable distribution of employment that reflects local community infrastructure and resources, and that encourages job growth in all municipalities.

- (b) Work with regional partners to support the agricultural and natural resource industries as important components of the regional economy.
- (c) Work with regional partners to encourage the development of value-added businesses in rural areas to support economic growth.

### 1.3 Promote the Region as a Tourist Destination

Capitalizing on the region's unique position in the agricultural sector and its varied recreational opportunities will generate significant interest and economic opportunities in the area.

#### (1) Objective

- (a) Promote the region's commercial and agricultural advantages as a tourist destination.

#### (2) Policy

- (a) Support commercial tourism and related development throughout the region, including opportunities for regional recreation, and working with First Nations and Métis communities.

### 1.4 Support Cost Sharing Mechanisms for Local Infrastructure

Creating a vibrant regional economy requires adequate local infrastructure to support economic growth within neighbouring jurisdictions. A cost sharing mechanism to build infrastructure in the region allows for expenses and benefits to be shared among all jurisdictions.

#### (1) Objective

- (a) Create a consistent framework for cost sharing when infrastructure connects and benefits multiple jurisdictions.

#### (2) Policies

- (a) Work with regional partners to maintain a framework for how and when extension of services may be offered, including a process for considering and implementing appropriate agreements to help pay for services.
- (b) Work with regional partners to coordinate joint application submissions for Provincial and Federal government funding for regional infrastructure projects.
- (c) Seek opportunities to work with First Nations and Métis communities and Indigenous organizations on regional service planning.



## 2 GROWTH AND DIVERSITY

Saskatoon is a hub for natural resource and agricultural industries in the province and contains a large variety of retail and service industries. Home based and commercial business licenses continue to grow year-over-year as the City promotes innovation and entrepreneurship. High quality education and a competitive business environment attracts people from across Canada, as well as new immigrants who continue to view Saskatoon as a place of opportunity. Increased cultural diversity in the city can have numerous economic benefits, including cultural events, tourism, and education.

### 2.1 Business Attraction and Support

Many factors go into creating an attractive business environment. Suitable site locations, a strong infrastructure network, and skilled workers all drive decisions by businesses to invest, or continue to invest, in a location.

**(1) Objective**

- (a) Encourage growth and diversification of the Saskatoon and region economy.

**(2) Policy**

- (a) Work to coordinate programs and incentives that attract new businesses and support existing businesses in order to facilitate investment and long-term job creation.

### 2.2 Increase Downtown Commercial and Residential Growth

A vibrant Downtown, one that boasts a variety of uses and employment opportunities, is the hub

of any economically strong city. New Downtown commercial development, low office and retail vacancy rates, and a growing Downtown residential population are key to growing the City's economy.

**(1) Objective**

- (a) To maintain the Downtown as an active, attractive place for businesses, residents, and visitors.

**(2) Policies**

- (a) Maintain and implement a city centre plan as the primary document for guiding development in the City Centre.
- (b) Maintain and develop incentives and regulations to encourage Downtown development and infill development.
- (c) Work with the Downtown Business Improvement District to maintain the Downtown as an active, attractive place for residents and visitors.







### 2.3 Growth in International and Out-of-Province Based Businesses

Increasing the number of new businesses by attracting international and out-of-province based businesses can increase investment and employment within the city.

#### (1) Objective

- (a) Increase the number of international and out-of-province based businesses in Saskatoon.

#### (2) Policy

- (a) Work with partners to attract international and out-of-province based businesses to Saskatoon.

### 2.4 Encourage and Strengthen Entrepreneurship and Small Businesses

Entrepreneurship spurs economic innovation and growth. Supporting a thriving small business community will keep wealth within the city and encourage the growth of a creative economy.

#### (1) Objective

- (a) Support and encourage entrepreneurs and small businesses within the city.

#### (2) Policy

- (a) The City should consider methods to provide easy access to programs, tools, and information for potential entrepreneurs on starting a business.

### 2.5 Residential, Industrial, and Commercial Land

The provision of an adequate inventory of serviced residential, industrial, and commercial land helps maintain a stable, predictable, and competitive market and allows the city to continue to grow.

#### (1) Objective

- (a) Maintain an adequate supply of residential, industrial, and commercial land.

#### (2) Policy

- (a) Through coordination of the Growth Monitoring Report, the Multi-Year Business Plan and Budget process, and appropriate long-range community planning, the City shall determine and maintain appropriate levels of serviced land for residential, industrial, and commercial uses.

### 3 COLLABORATION AND PARTNERSHIPS

Creating an economically viable city requires cooperation, collaboration, and partnerships among the City, its municipal and provincial partners, and other authorities.

#### 3.1 Foster Relationships with Existing Partners

Strong relationships with local businesses and business groups helps focus support for Saskatoon's economy.

**(1) Objective**

- (a) Foster existing partnerships to encourage strong relationships with organizations that are important in maintaining a strong economy.

**(2) Policy**

- (a) Partner with local business groups to encourage a coordinated, consistent approach to attracting business to Saskatoon.

#### 3.2 Indigenous Inclusion

The City supports the inclusion of First Nation and Métis communities and Indigenous organizations in planning for development. The general intent of these policies is to encourage opportunities to work together and partner with rights holders and stakeholders. This is important not only to provide for ongoing dialogue on issues of mutual concern, but also to work together on projects that can provide benefits to all participants.

**(1) Objective**

- (a) Engage and work together with First Nations and Métis communities, and Indigenous organizations on economic opportunities and challenges.

**(2) Policy**

- (a) The City shall engage in ongoing dialogue with First Nations and Métis communities, and Indigenous organizations to understand issues of joint interest, cooperate on strategic planning, and support regional development.



## SECTION J

# IMPLEMENTATION



Saskatoon has a strong history of planning that dates back to the city's earliest years. The Plan continues this tradition, using transparent processes and public engagement to ensure a safe, prosperous, inclusive, and sustainable community for years to come. This section outlines policies, processes, and tools that are used to guide the Plan's implementation.



*Photo Credit: Tourism Saskatoon 2017*



## 1 COORDINATION AND ENGAGEMENT

The City is committed to the interest of the greater public good and engaging with the public during the decision making process. The City conducts transparent and inclusive public engagement to inform policy development and decision making. This helps to actively engage residents and stakeholder groups in the governance of their city.

### 1.1 Public Engagement

The City values public engagement and participatory governance, and through meaningful engagement, we work as one community to address challenges and succeed. We engage the public in a timely manner regarding development matters, land use issues, and other appropriate items in accordance with approved processes.

- (1) In addition to the requirements of *The Planning and Development Act, 2007*, provisions for public engagement may be initiated which are appropriate to the nature and scope of the subject matter. The City's public engagement procedures will be used to determine the extent of the engagement, and development applications will follow the existing approved process for public notice.

Examples of initiatives for which the public engagement procedure may apply include:

- (a) land use issues;
- (b) social issues;

- (c) safety issues,
- (d) recreation issues;
- (e) the creation and implementation of a Local Area Plan or other area specific plans; and
- (f) utility services.

- (2) The public will have reasonable access to information regarding development matters, land use issues, and other related matters.
- (3) The Plan recognizes the advisory role of the Municipal Planning Commission (MPC) in terms of making recommendations to Council regarding community planning and development within the municipality.

### 1.2 Coordination with Other Jurisdictions

Fostering relationships with regional partners helps to solve shared issues and support sustainable growth. Taking a coordinated approach to land

use, development, and servicing can help to support mutually beneficial environmental, social, and economic well-being in the city and region. The City will continue to seek mutually beneficial relationships with all municipalities, jurisdictions, and authorities within the region and beyond.

- (1) The City will engage with other jurisdictions, agencies, and organizations to coordinate planning, development, and operating strategies.
- (2) The City will partner with the University of Saskatchewan and the Provincial Government in the Meewasin Valley Authority. This includes working closely with Meewasin to help ensure their jurisdiction evolves as appropriate to support their mandate.
- (3) The City supports and values the establishment of Urban Reserves within City limits.
- (4) The City will continue ongoing cooperation with the respective Boards of Education, the University of Saskatchewan, Saskatchewan Health Authority, Indigenous communities, Wanuskewin Heritage Park, the Saskatoon Regional Economic Development Authority, the Saskatoon Airport Authority, the respective Business Improvement Districts, and all other jurisdictions.

**1.3 Indigenous Inclusion**

Partnering with Indigenous communities, including First Nations and Métis, and other organizations based on respect for each other’s jurisdiction and a common understanding of mutual interests is a priority. Ongoing consultation and partnership will help to achieve effective, efficient, and coordinated land use and economic development, as well as environmental, social, and cultural well-being of the entire community.

- (1) Engage in ongoing dialogue with Indigenous communities and organizations to understand issues of joint interest, cooperate on strategic planning, support development opportunities, and enhance participation in the municipal decision-making process.
- (2) Where land has been selected through land

claims processes, Saskatoon will engage in discussions with the First Nation to enter into municipal services and land use compatibility agreements regarding matters such as:

- (a) establishing relationships and a framework for ongoing dialogue;
  - (b) land use and bylaw compatibility; and
  - (c) service provision, including payment for services.
- (3) Land use plans adjacent to Reserves will be complementary and, where possible, integrate with, Reserve development.
  - (4) The City shall seek opportunities for partnerships with Indigenous communities and organizations when planning facilities and infrastructure.
  - (5) The City will work with Indigenous communities and organizations to identify sites of culture and heritage that have significance to them.
  - (6) Address Indigenous history and culture as having shared value with the City that will be honoured and acknowledged.



## 2 SECONDARY PLANS

An essential tool in the implementation of the Plan is through the use of secondary plans, which include Sector Plans, Concept Plans, Local Area Plans, and Corridor Area Plans. These plans provide a predictable, transparent process for achieving the vision of Saskatoon as a prosperous, safe, inclusive, and sustainable community.

### 2.1 Sector Plans

Sector Plans provide a broad framework for future urban development in an individual Sector (refer to Appendix D, Map 7 – Sector, for each Sector’s boundaries), ensuring development in these areas aligns with the Plan. Sector Plans typically encompass an area that could include six to ten residential neighbourhoods and their supporting amenities. This framework allows for the preparation of more detailed Concept Plans for specific development areas.

- (1) Sector Plans should include the general location, size, and phasing of future neighbourhoods, employment areas, major infrastructure and transportation network connections, and significant open spaces, parks and natural areas, as well as other considerations necessary to align the development with the contents of the Plan.
- (2) Sector Plans may be developed for individual portions of a Sector, as needed, to ensure future development aligns with the Plan.

### 2.2 Concept Plans

Concept Plans provide a framework for the development of specific areas of the city. They are used to outline the development vision and servicing framework for a neighbourhood, Urban Centre, Employment Area, or other similarly sized development area. Concept Plans are required for new neighbourhoods, Urban Centres, or Employment Areas and may also be required for significant infill developments.

- (1) Concept Plans will outline the land uses, densities, infrastructure plans, transportation network, park system, community facilities, and phasing strategy for a development area.
- (2) Concept Plans may be required for individual development areas as needed to ensure future development aligns with the Plan.

- (3) Concept Plans will align with the Sector Plan for the Sector area they are contained in.
- (4) In existing development areas where a Sector Plan was not developed prior to urban development occurring, a Concept Plan may be approved without a Sector Plan if it aligns with the intent of the Plan.

### 2.3 Corridor Area Plans and the Corridor Planning Program

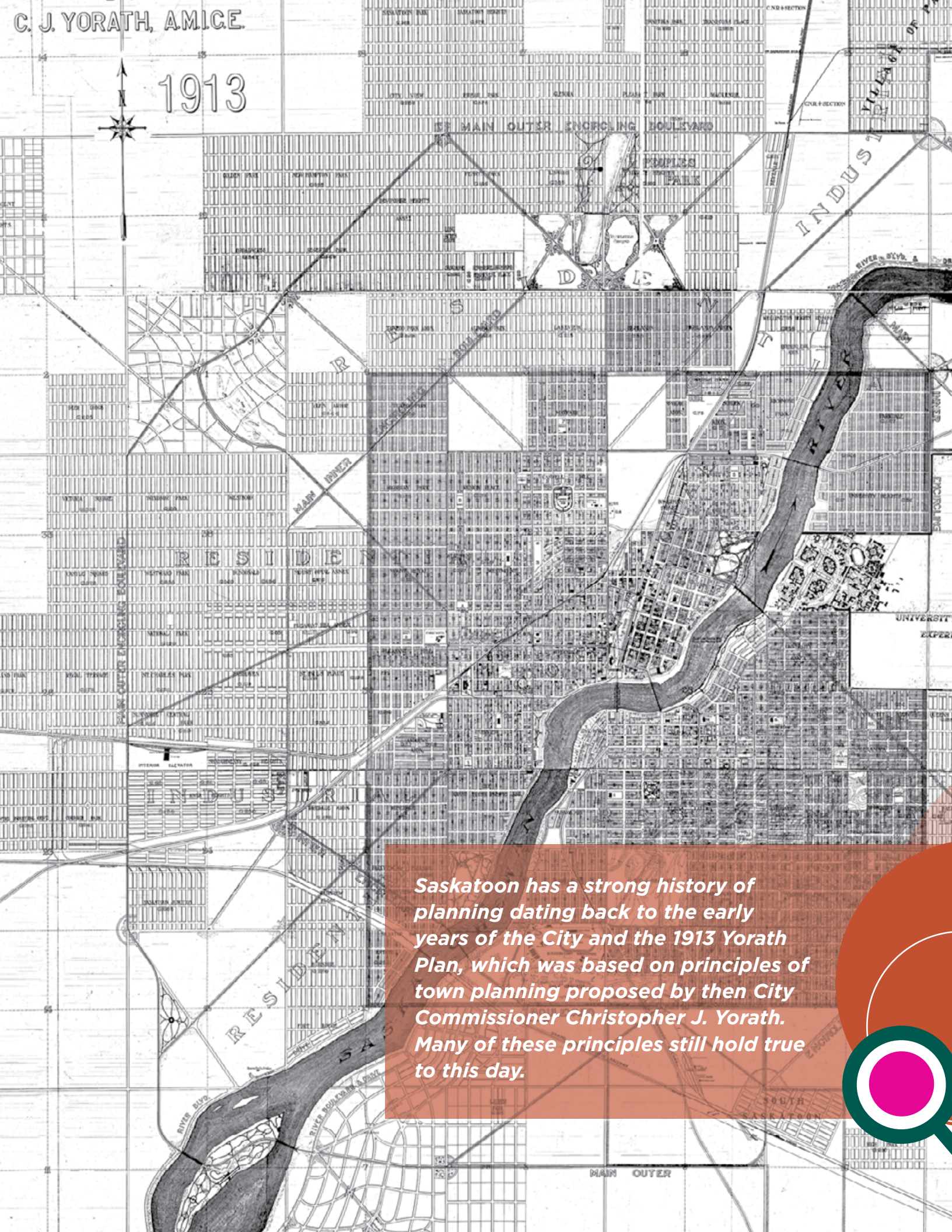
The corridor planning program provides a framework within which detailed land use planning activities will occur along the City’s major transportation corridors, and specific focal points along it, as a means of providing a balanced approach to growth, as outlined in the Growth Plan to Half a Million. Corridor growth areas are intended to accommodate a mixture of residential, commercial, and institutional uses that are oriented toward the street at a pedestrian scale, with active building frontages as a means of addressing the following items:

- 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;
- 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
- amenities that serve adjacent neighbourhoods are limited along the City’s major corridors.

#### (1) Objectives

- (a) To provide a mix of land uses that provide a balance of employment opportunities

1913



*Saskatoon has a strong history of planning dating back to the early years of the City and the 1913 Yorath Plan, which was based on principles of town planning proposed by then City Commissioner Christopher J. Yorath. Many of these principles still hold true to this day.*



## IMPLEMENTATION

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 BRT 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.

### **(2) 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 the building densities necessary to support the establishment and use of a BRT 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.

## **2.4 Guiding Plans**

To ensure Saskatoon develops in a manner that meets the objectives of the Plan, the City may undertake studies and develop guiding plans in addition to the secondary plans outlined in this section. These guiding plans may be area specific or address broader civic objectives that may be applied city-wide.

- (1) The City may develop other guiding plans to provide a vision or direction for how a specific area or characteristic of the city can be expected to change over time.
- (2) Guiding plans may be described as master plans, strategic plans, or through other names.
- (3) Guiding plans may provide further detail and guide future decisions on how the City may achieve the goals and policies laid out in the Official Community Plan, or other secondary plans.



### 3 DEVELOPMENT PHASING

In order for Saskatoon to continue as a resilient city with a high quality of life, the development of land and infrastructure assets must be carefully phased. The Plan provides the tools for implementing a rational and efficient phasing system for the servicing and development of urban land. Ensuring that growth is balanced, compact, and contiguous is a proactive and sustainable model for growth.

- (1) The phasing, servicing, and development of land shall be in accordance with the phasing plan included in the relevant Sector Plan.
- (2) Detailed phasing of development in each Sector Plan will be determined based on the following considerations:
  - (a) the need to promote a compact and orderly pattern of development;
  - (b) the availability, capacity, and economics of extending transportation services, utilities, and other services;
  - (c) the ability of the City and relevant Boards of Education to provide required community and educational services;
  - (d) the rates of development and land utilization in the City;
  - (e) the financial capacity of the City to support development in the general area; and
  - (f) the overall area Sector Plans, area Concept Plans, and subdivision designs approved for the general area.
- (3) Development of any particular lands will be permitted only in areas where roads and utility services exist or have been authorized by Council and for which community facilities have been planned for the City.
- (4) Development should take place in a contiguous manner. Non-contiguous servicing and development that would require the extension of municipal services and infrastructure shall only be permitted where it can be demonstrated there is a clear public interest.
- (5) Residential development may occur simultaneously in more than one Sector, subject to the approval of Council and the provisions of the Official Community Plan. However, neighbourhood development in one Sector may be delayed until a neighbourhood in another Sector is substantially completed if the development would require the inefficient extension of municipal infrastructure and community services.
- (6) Within any one Sector, residential development shall not be undertaken in any neighbourhood unless the preceding neighbourhood has been substantially completed, except where servicing limitations may confine current neighbourhood development options to one Sector.





## 4 CONSTRAINTS TO DEVELOPMENT

Identifying constraints to development in Saskatoon can help to alleviate or prevent the potential for adverse effects on new developments or surrounding land uses. Development on or near sites that may be contaminated, noisy, or flood prone can occur as long as appropriate mitigation efforts take place.

### 4.1 Potentially Contaminated Sites

Sites containing environmental contaminants that have a history of hazardous commercial or industrial uses may be considered brownfields. The City promotes and facilitates brownfield redevelopment to ensure that appropriate contaminated site management is undertaken prior to development.

- (1) All aspects of contaminated site management, as outlined within the Saskatchewan Environmental Code (Code), including spill and discovery reporting, site assessment, corrective actions, and notice of site conditions, must be followed and adhered to in accordance with all applicable regulatory standards.
- (2) Proof of completion of contaminated site management actions, through the submission of reports prepared and signed off by relevant qualified persons, as defined within the Code, may be required in conjunction with an application for permitting or licensing approval from the City.

### 4.2 Roadways and Rail Lines

Land uses adjacent to roadways and rail lines may be adversely impacted by noise and vibration. As such, the City strives to keep the level of noise and vibration exposure from roadways and rail lines within acceptable limits.

- (1) Noise and vibration levels near roadways and rail lines will be a factor in the evaluation of proposals throughout the development review process. Noise and vibration assessments may be required in order to prescribe attenuation measures for developments in proximity to existing or proposed roadways and rail lines, as well as to determine the viability of foundation structures.
- (2) Development in proximity to rail yards or rail lines should be consistent with the Guidelines for New Development in Proximity to Railway Operations prepared for the Federation of Canadian Municipalities and the Railway Association of Canada.
- (3) In reviewing proposals for residential development adjacent to existing and



proposed roadways, exterior noise levels should not exceed a level of 65 dBA Ldn.

- (4) All costs associated with preparing the noise and vibration assessment and implementing the approved attenuation measures shall be borne by the affected developers.
- (5) The City may consider the installation of noise attenuation measures for existing residential areas located near transportation routes when noise levels exceed accepted standards.

### 4.3 Airport Operations

The Saskatoon John G. Diefenbaker International Airport is located within the Saskatoon municipal boundary. The City works with the Saskatoon Airport Authority to protect airport operations from incompatible uses and structures, and ensure that land use decisions at the Airport are complementary with surrounding areas and maintain required safety standards.

- (1) Land use in the vicinity of the Saskatoon John G. Diefenbaker International Airport shall be of such type, height, and density as to be compatible with airport operations. Agricultural lands around Saskatoon John G. Diefenbaker International Airport will require detailed study and impact assessments prior to designation for appropriate urban uses.
- (2) The City will work with the Saskatoon Airport Authority to ensure that incompatible land uses are not developed in the vicinity of the Saskatoon John G. Diefenbaker International Airport. Subject to an agreement with the Saskatoon Airport Authority, the City's Zoning Bylaw may contain provisions for the special review of

development in proximity to the Saskatoon John G. Diefenbaker International Airport.

- (3) New residential development shall not take place in areas with an Airport Noise Exposure Forecast (NEF) rating of 30 or more (or equivalent measure), as defined by Federal regulations.

### 4.4 Flood Hazard Areas

Development within the South Saskatchewan River flood hazard area is regulated to prevent injury and loss of life, and to minimize property damage.

- (1) Flood hazard areas will be defined and regulated in accordance with the Flood Damage Reduction Program, in cooperation with the Water Security Agency.
- (2) A two-zone flood management policy will be utilized where the flood hazard area is divided into the floodway and the flood fringe. Development is prohibited within the 1:500 year flood elevation of the South Saskatchewan River, and limited development is permitted within the flood fringe zone, provided proper flood proofing to an elevation 0.5 metres above the 1:500 year flood elevation is incorporated.
- (3) The Zoning Bylaw shall contain provisions for a flood hazard area overlay zoning district, including appropriate maps delineating the floodway and the flood fringe. The Zoning Bylaw shall also establish standards for flood proofing measures.
- (4) No alterations or additions shall be performed on existing buildings or structures contained within the floodway or flood fringe zones, without incorporating appropriate flood proofing measures, and subject to the relevant sections of *The Planning and Development Act, 2007*, dealing with nonconformity.
- (5) In general, lands contained within the flood hazard area are to be used for public open space.
- (6) Development may be permitted within the flood hazard area in Direct Control District 1 (South Downtown Area), subject to the approval of the Province of Saskatchewan and the use of appropriate flood proofing measures.

## 5.0 ZONING BYLAW

*The Planning and Development Act, 2007* requires that all municipalities enact a zoning bylaw after the adoption of an official community plan. A zoning bylaw is a regulatory document that facilitates implementation of an official community plan.

The City of Saskatoon Zoning Bylaw No. 8770 contains regulations applicable to all development within Saskatoon. The regulations contained within the Zoning Bylaw must be consistent with the objectives and policies of the Official Community Plan. The Zoning Bylaw establishes zoning districts and development standards, and prescribes permitted and discretionary uses within the zoning districts.

The following policies provide direction regarding regulations, enforcement, and amendment of the City of Saskatoon Zoning Bylaw.

### 5.1 Zoning Bylaw

- (1) The zoning controls and development standards to implement the Plan must be contained with the City's Zoning Bylaw. The Zoning Bylaw provides for the regulation and control of the major land use types, all sub-categories, and transitional uses.
- (2) 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;
  - (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;
  - (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;
  - (d) Onsite Amenities - the adequacy of proposed landscaping and screening, and the preservation of the urban forest;
  - (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;
  - (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;
  - (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.
- (3) Where an application is made to Council to rezone land to permit the carrying out of a specified proposal, Council may, for the purpose of accommodating the request, enter into an agreement with the applicant pursuant to *The Planning and Development Act, 2007*.
- (4) J5.1(1) and J5.1(2) of the Plan shall apply in the review of applications for rezoning by agreement.
- (5) Council may enter into an agreement with the applicant setting out a description of the proposal and reasonable terms and conditions with respect to:
  - (a) the uses of the land and buildings, and the forms of development;



- (b) the site layout and external design, including parking areas, landscaping, and entry and exit ways; and
  - (c) any other development standards considered necessary to implement the proposal, including all appropriate standards from the requested zoning district.
- (6) Council may limit the use of the land and buildings to one or more of the uses permitted in the requested zoning district.
- (7) To facilitate a degree of flexibility for optimal site utilization as well as to encourage certain desirable elements not normally proposed in the development process, the Zoning Bylaw may provide for adjustments to specific development standards in exchange for commensurate facilities, services, or matters as specifically set out in the Bylaw.

The Zoning Bylaw may provide for adjustment to density limits, parking standards, building setbacks, building height, number of principal buildings on a site or other similar standards, for the provision of supportive housing units, community facilities which are owned by a

non-profit corporation or public authority, the conservation of important natural areas, the provision of enclosed parking, the provision of community benefits, and the conservation of designated heritage properties.

- (8) Council may use the Holding Symbol “H”, in conjunction with any other use designation in the Zoning Bylaw, to specify the use to which lands shall be put at some time in the future, but which are now considered premature or inappropriate for immediate development.
- (a) Council shall specify the use to which lands or buildings may be put at any time that the holding symbol is removed by amendment to the Zoning Bylaw. Such circumstances may require the identification and further consideration of social, environmental, or economic issues and opportunities prior to permitting the use and development of the specified lands.
  - (b) In making a decision as to whether or not to remove the Holding Symbol “H” by amendment to the Zoning Bylaw and thereby permit the development of the land as specified in the Zoning Bylaw, the following criteria will be relevant to the suitability of the proposed development:
    - (i) Capacity of Servicing - the capacity of existing municipal services or the economic provision of new services to facilitate such use and development;
    - (ii) Transportation System - the effects of such use and development upon the transportation and public transit systems;
    - (iii) Environmental Concerns - the need to minimize or remediate environmental impacts or conditions in relation to air, water, soil, or noise pollution;
    - (iv) Natural or Historical Features - the need to protect any significant natural or historical feature upon or adjacent to the land; and
    - (v) Other Circumstances - any other matter that Council deems necessary.

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- (c) Holding provisions may be applicable to all land use categories in the Plan, and may be applied to any zoning district and to a specific site within a zoning district.
- (d) Existing uses will be permitted within lands under the use of the Holding Symbol “H” subject to the relevant sections of *The Planning and Development Act, 2007*, dealing with nonconformity.

### 5.2 Direct Control Districts

- (1) In accordance with the relevant sections of *The Planning and Development Act, 2007*, where it is considered desirable to exercise particular control over the use and development of land and buildings within a specific area, Council may, in the Official Community Plan and Zoning Bylaw, designate an area as a Direct Control District.
- (2) The use and development of land and buildings within a Direct Control District will be regulated and controlled according to specific guidelines contained within the Official Community Plan and the Zoning Bylaw.
- (3) Council may require the applicant to enter into a development agreement as a condition of approval for development in a Direct Control District in accordance with the relevant sections of *The Planning and Development Act, 2007*.

### 5.3 Architectural Control Districts

- (1) In accordance with the relevant sections of *The Planning and Development Act, 2007*, where it is considered desirable to preserve the physical character of an area or to promote a selected design theme for an area, Council may designate the area as an Architectural Control District in the Zoning Bylaw, using the symbol “AC” in conjunction with any Zoning District.
- (2) Architectural Control Districts should be applied only in areas where there is a clear public interest, and where it is considered economically feasible to establish and fund a design review process, consistent with the

terms and conditions of the relevant sections of *The Planning and Development Act, 2007*.

- (3) The design review process for Architectural Control Districts will be specifically outlined in the Zoning Bylaw, including the requirements for a complete application, the review of the proposal for conformance with area design guidelines, and the procedure for approving Development Permits, including the imposition of terms and conditions that may be attached to such an approval.
- (4) Council may appoint Design Review Committees, as necessary, to assist with the design review process in Architectural Control Districts.
- (5) Prior to designating an area as an Architectural Control District, a Local Area Design Plan must be approved, which will prescribe design guidelines for the area, generally consistent with the city-wide urban design principles set out in Appendix C of the Plan. The specific design guidelines for each area are to be contained within the Zoning Bylaw. The Local Area Design Plan may be prepared as part of an overall Local Area Plan or as a separate design study.





## 6 SUBDIVISION AND DEVELOPMENT

The Plan is implemented through several regulatory tools including the Subdivision Bylaw. A subdivision is used to divide land into smaller parcels for the purpose of legally registering separate ownership titles for the parcels within the provincial Information Services Corporation system. A subdivision must conform to Provincial and municipal regulations and its intended use(s) considered appropriate for the location.

- (1) The City will maintain a subdivision bylaw to regulate and control subdivision in the City.
- (2) When an area is authorized for development, an area or neighbourhood Concept Plan must be prepared, followed by a detailed subdivision design. No building or structure may be erected or any land use established on a site which is not in conformity with the Concept Plan and subdivision design for the area in which it is located. Subdivision designs and the reservation of lands for community facilities shall be related to, first, the Neighbourhood and its needs, and second, any other development patterns, including the Sector Plan of which the neighbourhood forms part.
- (3) The City may require land proposed for subdivision to be dedicated for Municipal Reserve or money-in-lieu through the subdivision process that supports equity for all subdivision applicants and regional partners.
- (4) The City will designate locations of Municipal Reserve lands for school purposes. The size and location of sites dedicated for school purposes will be identified on Concept Plans.
- (5) In order to complement the existing character of the Montgomery Place Neighbourhood, the minimum site frontage for the new residential lots shall, in accordance with the Zoning Bylaw, 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.



## 7 OPERATING AND CAPITAL BUDGETS

The City undertakes operating and capital budgeting to support current and future financial sustainability. Operating and capital budgets are based on the strategic priorities outlined in the Strategic Plan and support the long-term vision of the Official Community Plan.

- (1) The City shall, as per the Multi-Year Business Plan and Budget Policy (refer to Council Policy No. C03-036), create Operating and Capital Budgets that align with Council's Strategic Priorities and the objectives of the Official Community Plan.
- (2) The City will undertake full lifecycle costing for municipal infrastructure to assess the capital and operating costs within the city while maintaining acceptable levels of service.
- (3) The City will develop and maintain long-term financial plans for capital projects to help support and facilitate growth.
- (4) The City will explore sustainable sources of funding for both operating and capital needs, including working with other levels of government to secure funding.
- (5) The City may borrow in accordance to the Borrowing for Capital Projects Policy (refer to Council Policy No. C03-027), ensuring the City's overall credit worthiness and ongoing financing of its committed programs are not adversely impacted.







# APPENDIX

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## APPENDIX A: DEFINITIONS

**active frontage** – Refers to building frontages that face and open onto a public sidewalk and are designed to promote animation, vibrancy, and interest, as well as an element of comfort to the public realm.

**active transportation** – Any form of human-powered transportation, such as walking, jogging, cycling, skateboarding, cross-country skiing, and using mobility aids.

**attainable housing** – Any housing that adequately meets the needs of a household and costs less than 30% of the household's gross monthly income.

**Architectural Control District** – An overlay district that provides appropriate development standards in order to preserve the physical character, reinforce and enhance qualities, or promote a selected design theme for an area.

**asset management** – An integrated business approach involving an organization wide collaborative effort geared toward effectively managing existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users.

**barrier free** – A building, area, or facility that can be approached, entered, and used by all members of society/the community.

**biodiversity** – The richness and variety of living organisms and habitats within an ecosystem, including urban ecosystems.

**brownfield** – An abandoned, vacant, derelict, or underutilized property that, because of its past use, may have perceived or actual contamination.

**Bus Rapid Transit (BRT)** – High-frequency transit service concentrated along specific high-demand corridors.

**City** – Refers to the municipal government of the City of Saskatoon.

**city** – Refers to the area within the municipal boundary of the City of Saskatoon.

**climate adaptation** – Involves activities that increase the ability to prepare for, withstand, and recover from the impacts of changing climate conditions. These activities increase community resilience to climate change by adapting current services, practices, and infrastructure to withstand current and future climate-related risks.

**climate mitigation** – Actions taken to address the root cause of climate change by decreasing the rate that heat trapping greenhouse gases are emitted into the atmosphere. Mitigating emissions is expected to slow the effects of climate change, which can decrease the need to adaptive actions.

**community centre** – A multi-purpose building providing recreation space, meeting space, and necessary mechanical, storage, and janitorial space, suitable in size and scale to serve the needs of a local neighbourhood. Services provided by School Divisions, health districts, and other agencies which are intended to serve a local neighbourhood population may be located in a community centre.

**Concept Plan** – A comprehensive plan showing land use patterns, street layouts, open spaces, and other relevant design details for a defined area. A Concept Plan may be undertaken for a Neighbourhood, Urban Centres, Industrial Employment Areas, or other similar areas.

**conservation** – The sustainable use, protection, and management of natural areas and assets to prevent decline or loss. Conservation does not attempt to preserve natural areas and assets in a particular condition.

**Council** – The Council of the City of Saskatoon.

**Environmental Reserve** – Land dedicated at the time of subdivision that contains wildlife habitat or areas that are environmentally sensitive or contain significant historical or natural features; ravines, coulees, swamps, natural drainage courses; land subject to flooding or land that is unstable; land that abuts a body of water and is required to prevent pollution, preserve the bank, or protect land against flooding.

**Employment Area** – Areas of concentrated industrial, commercial, or institutional development,

or a mixture of each, where there is opportunity for the production, distribution, and trade of goods or services.

**flood hazard area** – The area that would be covered by flood waters in a 1:500 year flood event.

**flood fringe** – The area between the floodway and the flood hazard area boundary, which would be covered by flood waters during a 1:500 year flood event, but not during a 1:100 year flood event.

**floodway** – The area that would be covered by flood waters during a 1:100 year flood event, within which the majority of the flood waters will flow. The flood depths and water velocities are generally higher than those experienced in the flood fringe.

**greenfield growth** – The development of land on the periphery of the city not previously developed to an urban standard.

**green infrastructure** – A system of natural, enhanced, and engineered assets that provide municipal and ecosystem services by protecting, restoring, or emulating nature.

**integrated school site** – The combination of a site or sites owned by statutory local school authorities with property dedicated for parks and recreation purposes so that development may take place for recreational use without relation to individual school site boundaries or park boundaries.

**infill development** – The development of vacant or under-utilized land within established areas.

**Local Area Design Plan** – A plan approved by Council that would prescribe design guidelines for an area, generally consistent with the urban design principles set out in Appendix C of the Plan (refer also to Section G3.4).

**Local Area Plan** – A comprehensive neighbourhood plan that identifies objectives and action items, including proposed policies for the future growth and development of an existing neighbourhood or select area (refer to Section F1.2(vii)).

**mode share** – The percentage of travelers using a particular type of transportation or number of trips using said type.

**Municipal Reserve** – Dedicated lands that may be used for open space, park, recreation facilities, public buildings, natural areas, and more.

**natural area** – An area containing natural assets that work together to provide ecosystem services (e.g. habitats, nutrient cycling, water purification, climate regulation, carbon sequestration) and social benefits (e.g. recreational, aesthetic, cultural).

**natural asset** – Ecological resources that are native to the Saskatoon region including the South Saskatchewan River, grasslands, woodlands, wetlands, and soil systems. These sites often contain important cultural and archaeological features.

**neighbourhood** – A residential area designed as a comprehensively planned unit containing a variety of housing and community services necessary to meet the needs of a neighbourhood population.

**neighbourhood Concept Plan** – A Concept Plan for a specific neighbourhood.

**Noise Exposure Forecast (NEF)** – The standard used to determine noise levels adjacent to airports. NEF's are based on the frequency of take-offs and landing patterns, types of aircrafts, and runway alignments.

**organic waste** – Solid waste that is readily capable of being biologically degraded, including paper, food residuals, wood wastes, yard debris, and plant wastes, but not metals, glass, and plastic.

**public assembly uses** – A use where large numbers of individuals collect to participate or to observe programs of participation.

**public realm** – Public space that is available and accessible to everyone, and includes sidewalks, streets, open space, squares, riverfronts, and other public spaces.

**Riverbank Area** – Land within the corporate limits of the City of Saskatoon being within 92 metres of the shoreline of the South Saskatchewan River or on any part of the slope leading down to said shoreline where the gradient is in excess of 20%, plus 10 metres, whichever extends the greatest distance measured horizontally from the shoreline.

However, the Riverbank Area does not extend into the area of land regulated under the provisions of the Direct Control District 1.

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**Sector** – An overall residential development area providing housing, significant employment, and related facilities for a population unit of approximately 50,000 to 80,000 persons.

**Sector Plan** – A comprehensive plan that provides a broad framework for urban development and includes the location and size of future neighbourhoods and/or employment areas, arterial road alignments, parks, and significant natural areas and open spaces. A Sector Plan can be undertaken for a full Sector or other configuration of several neighbourhoods or employment areas.

**trade area requirements** – An area of the city containing the population and purchasing capacity necessary to support a given retail or commercial activity.

**Transit Oriented Development** – A form and practice of development that provides a high quality and livable urban environment that is functional and attractive, supports new employment and residential opportunities, and integrates with existing adjacent neighbourhoods. It is generally described as higher density mixed use, human scale development, with an emphasis on providing access to frequent transit services and facilities and a range of transportation choices.

**transportation demand management** – Various strategies that change travel behavior (how, when, and where people travel) to increase transport system efficiency. Specifically, Transportation Demand Management strategies are used to attempt to reduce dependency on single-occupant auto trips and encourage more sustainable travel modes such as transit, walking, cycling, and carpooling.

**wetland** – Lands having water at, near, or above the land surface or land that is saturated with water long enough to promote wetland or aquatic processes as indicated by poorly drained soils, aquatic vegetation, and various kinds of biological activity which are adapted to a wet environment. Wetlands can hold water temporarily or permanently, with water levels fluctuating over the course of a single year and over many years with climatic cycles.

## APPENDIX B: PRINCIPLES OF CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The principles of Crime Prevention Through Environmental Design (CPTED) are described in the following paragraphs.

- (1) Natural Surveillance  
Natural Surveillance is the concept of putting eyes on the street and making a place unattractive for potential illegitimate behavior. Street design, landscaping, lighting, and site and neighbourhood design all influence the potential for natural surveillance.
- (2) Access Control  
Access Control is controlling who goes in and out of a neighbourhood, park, or building. Access control includes creating a sense of ownership for legitimate users by focusing on formal and informal entry and exit points.
- (3) Image  
Image is the appearance of a place and how this is instrumental in creating a sense of place or territory for legitimate users of the space. A place that does not appear to be maintained or cared for may indicate to criminals that the place will not be defended and criminal activity in the area will be tolerated.
- (4) Territoriality  
Territoriality is the concept of creating and fostering places that are adopted by the legitimate users of the space. These legitimate users take ownership of the space, which makes it more difficult for people who do not belong to engage in criminal or nuisance behavior at that location.
- (5) Conflicting User Groups  
Conflicting User Groups refers to instances where different user groups may conflict. Careful consideration of compatible land uses and activities can minimize potential conflicts between groups.
- (6) Activity Support  
Activity Support is the concept of filling an area with legitimate users, by facilitating or directly scheduling activities or events, so potential offenders cannot offend with impunity. Places and facilities that are underused can become locations with the potential for criminal activity.
- (7) Crime Generators  
Crime Generators are activity nodes that may generate crime. The location of some land uses is critical to ensuring an activity does not increase the opportunities for crime to occur or reduce users' and residents' perceptions of their safety in the area.
- (8) Land Use Mix  
Land use mix is the concept that diversity in land uses can be a contributor or detractor for crime opportunities. Separating land uses from each other can create places that are unused during certain times of the day.
- (9) Movement Predictors  
Movement predictors force people, especially pedestrians and cyclists, along a particular route or path, without providing obvious alternative escape routes or strategies for safety. Potential attackers can predict where persons will end up once they are on a certain path.
- (10) Displacement  
Displacement can be positive or negative so it is critical to understand how crime may move in time or space and what the impact may be. In general, the displacement that must be considered is:
  - (a) negative displacement - crime movement makes things worse;
  - (b) diffusion of benefits - displacement can reduce the overall number of crimes more widely than expected; and
  - (c) positive displacement - opportunities for crime are intentionally displaced which minimizes the impact of the crime.
- (11) Cohesion  
Cohesion is the supportive relationships and interactions between all users of a place to support and maintain a sense of safety. Though not a specific urban design function, design can enhance the opportunity for positive social cohesion by providing physical places

## APPENDIX

where this can occur, such as activity rooms, park gazebos, or multi-purpose rooms in schools and community centres. In some cases, property owners or building managers can provide opportunities for social programming. This will increase the ability of local residents or users of a space to positively address issues as they arise.

(12) Connectivity

Connectivity refers to the social and physical interactions and relationships external to the site itself. It recognizes that any given place should not operate in isolation from surrounding neighbourhoods and/or areas. Features such as walkways and roadways connecting a particular land use to the surrounding neighbourhoods and/or areas can accomplish this. Features such as centrally located community centres or program offices can also encourage activities to enhance this.

(13) Capacity

Capacity is the ability for any given space or neighbourhood to support its intended use. For example, excessive quantities of similar land uses in too small an area, such as abandoned buildings or bars, can create opportunities for crime. When a place is functioning either over or under capacity, it can be detrimental to neighbourhood safety.

(14) Culture

Culture is the overall makeup and expression of the users of a place. Also known as placemaking, it involves artistic, musical, sports, or other local cultural events to bring people together in time and purpose. Physical designs that can encourage this include public multi-purpose facilities, sports facilities, and areas that local artists and musicians might use. Community memorials, public murals, and other cultural features also enhance this. These features create a unique context of the environment and help determine the design principles and policies that best support the well-being of all user groups and contribute to their cohesiveness.

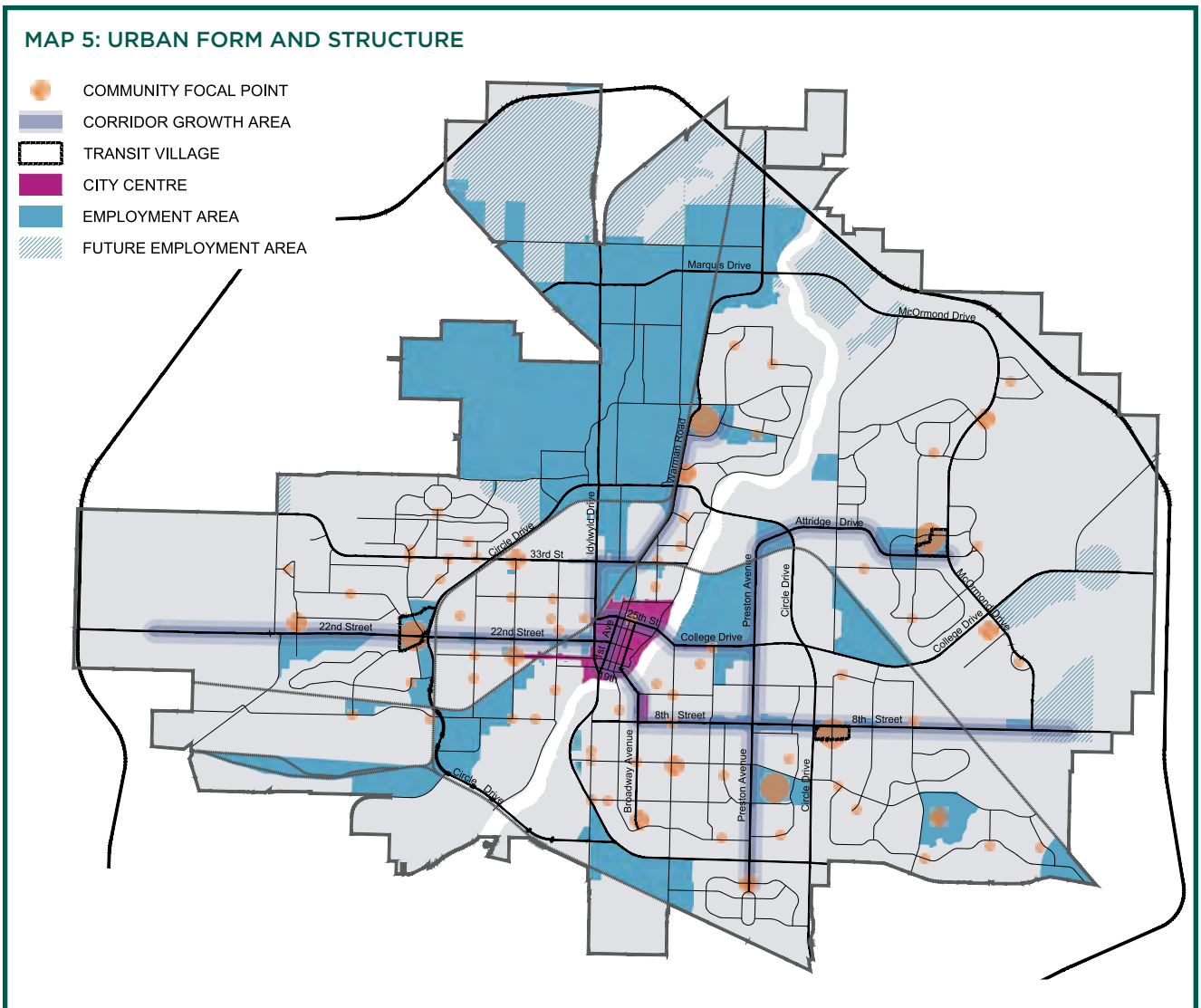
## APPENDIX C: CITY-WIDE URBAN DESIGN PRINCIPLES

- (1) Design with Nature  
Developments shall incorporate, preserve, and complement all significant natural features, shall respect the physical capacity of land to accommodate development, and shall preserve and promote the urban forest.
- (2) Human Scale  
Developments shall respect human dimensions, mobility and perceptions, and shall facilitate user comfort through appropriate location and design of outdoor furniture, walkways, open spaces, lighting, and other related features.
- (3) Building Design  
Buildings shall achieve a high standard of design based on the compatibility of new development with the existing urban pattern, while accommodating a gradual evolution of architectural styles and innovative building forms, providing a built environment aimed at long-term public benefit.
- (4) Open Space  
Open Space shall be used to help shape the City, to provide for a variety of public activities, to separate incompatible land uses, and to improve the overall quality of the urban environment.
- (5) Streetscapes  
The character of the street environment shall be enhanced through the integrated design of sites, buildings, streets, and streetscape improvements.
- (6) Views and Vistas  
To ensure, wherever possible, that views and vistas of the built and natural environment are preserved and enhanced.
- (7) Barrier Free Access  
New buildings, public spaces, and the retrofitting of existing buildings shall be designed to be accessible to all persons, in a sensitive and unobtrusive manner.
- (8) Safety  
Publicly accessible spaces shall be designed for increased safety, provide for improved surveillance at all times of the day, and include appropriate lighting.
- (9) Art in Public Places  
Art shall be promoted in publicly accessible places, in order to enhance the enjoyment of the built environment and contribute to the cultural and historical well-being of the community.
- (10) Landscape Design  
Landscape design shall be encouraged to achieve the following objectives:
  - (a) incorporate natural features throughout the city;
  - (b) add visual interest to open spaces and blank facades;
  - (c) soften dominant building mass by adding colour, scale, and texture with natural elements;
  - (d) provide definition to public walkways and open areas;
  - (e) provide a consistent visual image between adjacent properties along the streetscape;
  - (f) screen aesthetically poor areas from view using a variety of natural features and attractive fencing;
  - (g) incorporate design features that will provide protection from excessive wind and sun;
  - (h) enhance the aesthetic appearance of building setbacks and yard areas;
  - (i) minimize the visual impact of parking and service facilities from adjacent properties and streets;
  - (j) preserve trees and other valuable natural elements within and surrounding the city;
  - (k) minimize conflicts between vehicles and pedestrians;
  - (l) ensure appropriate site drainage; and
  - (m) create and maintain safe urban environments.

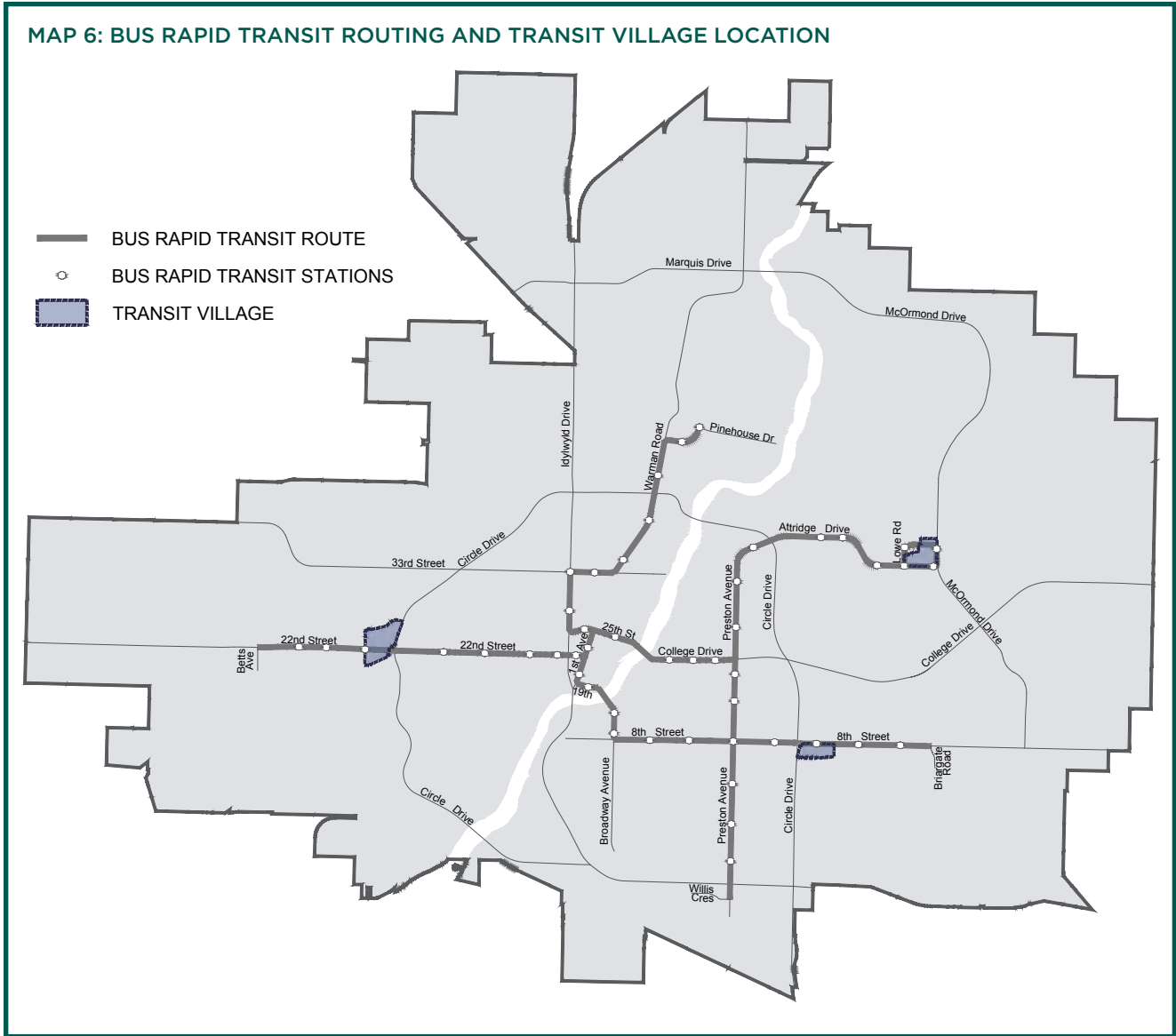
**APPENDIX D: MAPS**

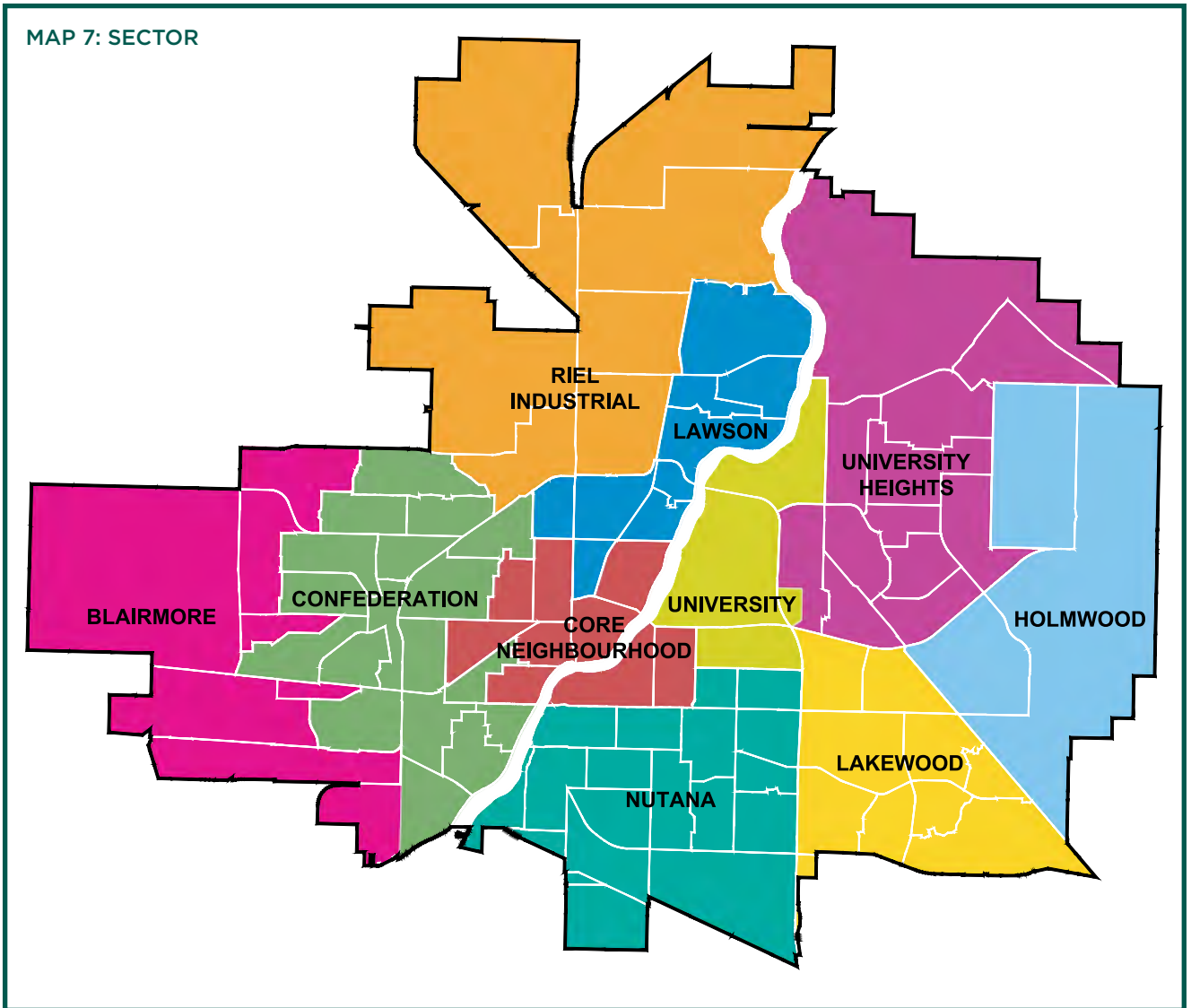
[MAP 4: LAND USE](#)





MAP 6: BUS RAPID TRANSIT ROUTING AND TRANSIT VILLAGE LOCATION











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*Prepared by*  
**Planning & Development**

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