Saskatoon is growing.

Over the next few decades, Saskatoon is projected to grow to a population of 500,000 people. We’ve heard from the community that we need to balance this future growth between new areas (greenfield development) and existing areas (infill development) to ensure our city remains competitive and desirable for future generations.

Infill development takes advantage of existing infrastructure, places less demand on transportation systems, and enables the creation of more diverse and vibrant neighbourhoods.

Our Plan for Growth outlines the goals for new development in Saskatoon:

- 25% Strategic Infill Areas
- 10% Neighbourhood Infill
- 8-15% Corridor Growth
- 50-57% New Suburban Development

What is corridor growth?

Corridor Growth refers to infill development strategically directed along the planned Bus Rapid Transit (BRT) lines and based on the principles of Transit-Oriented Development.

Transit-Oriented Development refers to buildings and streets that are designed around transit. The principles of Transit-Oriented Development are:
1. Streets designed for all users
2. A wide variety and mix of land uses
3. Fine-grained, walkable neighbourhoods
4. Pedestrian-friendly buildings
5. Enhanced public realm
6. Balanced approach to parking

This translates to 11,000–22,000 new dwelling units along these corridors!*

* Total for all corridors, including north-south Blue Line (not shown—yet.)

What’s the timeline?

Phase One: Ideas & Options
- Research and analysis that will guide future land use, zoning, and public realm opportunities.
- Created a 3D model representation of the red / green line to be used for analysis of building density
- The Growth Plan “Come & Grow” public engagement event
- Introductory targeted stakeholder meetings with community associations and local developers
- Hosted 10 guided walking tours along 8th Street and 22nd Street and launched the Pedestrian Experience questionnaire
- Analyze existing zoning conditions and identify changes needed in order to accommodate new forms of development
- Create density transition areas in order to blend in sensitively with existing neighbourhoods
- Pop-up engagement events
- Launch the analysis of the blue line study area including data collection for a 3D model
- Create streetscape options and public realm improvements
- Targeted stakeholder meeting (We are here!)

Phase Two: Implementation
- Corridor Growth public engagement event
- Prepare transformational corridors plan and implementation/phasing strategy
- Implement new zoning and policy according to strategy
- Support ongoing and incremental redevelopment of corridors

Let us know what you think about corridor growth!

We’re listening.
Below is a list of feedback collected through written comments, an intercept survey, and a questionnaire at the “Come and Grow” event.

1. Participants provided 267 written comments and 593 sticky dots on a 122 ft. map. 162 dots indicated areas that need attention and 411 dots indicated areas that people enjoy or frequent. (A full map with comments is available on the Corridor Planning Program page on the City’s Website).

2. 59 people completed an intercept survey and this is what they said:
   - Pedestrian safety, neighbourhood connectivity, transportation efficiency, and green space are the top concerns of residents.
   - Essential streetscape elements (trees, lighting, sidewalks) are critically important.
   - Increased density is welcomed along our major corridors.
   - Changes to the land use mix along our corridors is desired.

3. 40 people responded to three questions about key important places, the types of business or services that are needed, and the requirements needed to live on a major corridor. Here is a summary of their responses:
   - Participants listed many historic churches, civic centres, community gathering places, the libraries, parks, the forestry farm, Meewasin Valley, and Broadway Avenue as a few of the places that should be maintained as the Corridor Planning Program evolves.
   - Respondents indicated that they would like to see flexible zoning including a variety of retail stores and service oriented businesses, grocery stores, local boutique shops, restaurants, lounges, mixed-use buildings, places for outdoor seating, 4 season bike lockers, programmed parks, community centres, children facilities, and food trucks along the major corridors.

   - To consider living on a major corridor, respondents mentioned the need for a good view, residential amenities, garden areas, near park space, reasonable pricing, balconies, mixed-use building, quality design, close to public transit, safe, welcoming, quiet, and underground parking.

The pedestrian experience questionnaire online survey was launched in conjunction with the walking tours to help capture the current conditions. As of early November, 56 people shared their experience after walking a section of 8th Street E or 22nd Street W. Here is a summary of their experiences:

The feedback from the event is shown below. The pink dots correlate to responses gathered for 8th Street and the blue dots are for 22nd Street.
CORRIDOR PLANNING PROGRAM

CHARACTER AREAS

‘Character areas’ define development density, built form, and the public realm. The following images represent examples of the type of development that could potentially occur in each character area. The buildings shown are for illustrative purposes—to express the general idea of potential building types.

**Station Areas & Nodes**

- Applies to Properties:
  1. Near BRT stations;
  2. Close to major destinations; or,
  3. Near existing high-density development or other major nodes.

**Description:**
- High density, mixed-use development (commercial or other active frontages at ground level, office/employment and residential on higher floors).
- High standard of pedestrian-oriented urban design.
- Highest potential to support transit-oriented development.
- Concentrated to an approximately one or two block radius around key destinations.
- Building design and streetscaping support the area’s function as a high-traffic pedestrian area.
- Reduced and hidden parking to reflect transit priority (i.e. rear-access, tuck-under, or underground parking, shared parking arrangements, etc.).

- Reduced and hidden parking.
- Moderate/mid-density development.
- Mostly residential, some mixed-use such as ground floor commercial and smaller offices.
- Range of residential typologies and offerings, including ground-oriented units at the base of buildings.
- Provides an effective transition between higher density development at stations and surrounding lower-density areas.
- Provides an effective transition between higher density development at stations and surrounding lower-density areas.

**Corridors & Linkages**

- Applies to Properties:
  1. Fronting on the BRT corridors in-between stations;
  2. Connecting directly to the corridors at a station or other major node; or,
  3. Located between a corridor and other significant areas of activity which have a high potential for increased development.

**Description:**
- Low-to-mid density residential development such as duplexes, townhouses, or other small-scale multi-unit residential typologies.
- Some modest public realm enhancements in strategic locations.
- Maintains the neighbourhood character by providing a transition zone between lower density existing neighbourhoods and higher density corridor infill.
- The intent of these areas is to sensitively transition the density of development down into existing neighbourhoods.

**Transition Areas**

- Applies to Properties:
  1. Located off of the BRT corridor but adjacent to higher density development;
  2. Where multi-unit residential already exists; or,
  3. Within a short walking distance to the corridors and BRT stations.

**Description:**
- No changes proposed.
- It is anticipated that these areas will experience incremental redevelopment or infill gradually over time.
- Neighbourhood level infill (i.e. development that fits the character of the neighbourhood) will continue to be encouraged in these areas, as it is today.
- Any neighbourhood infill will continue to follow existing policy such as the Neighbourhood Level Infill Development Strategy and Local Area Plans.
- The Corridor Planning Program will play a role in monitoring and assisting in these areas.

**Areas of Influence**

- Applies to Properties:
  1. Along established or historical commercial streets outside of the Downtown which have pedestrian-oriented buildings and streetscapes and where the current zoning already facilitates transit-oriented development.

**Main Street Areas**

- Applies to Properties:
  1. Along established or historical commercial streets outside of the Downtown which have pedestrian-oriented buildings and streetscapes and where the current zoning already facilitates transit-oriented development.

saskatoon.ca/engage
**CORRIDOR PLANNING PROGRAM**

**EXISTING ZONING**

- There are 37 different zoning districts within the Corridor Planning study area (nearly 3/4 of all City zoning districts).
- The zoning in place today serves vastly different functions across the study area. Some districts are supportive of the Growth Plan vision and goals — but most are not.

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**MX1 – Mixed Use District 1**
- Districts present in the corridor area (only 3/4 of total), 1 RM3 earns at least 8.4% of the Corridor Planning Program. (University Endowment Lands, Riversdale, and Caswell Hills).
- Generally aligned with growth plan goals, despite a few barriers.

**B3 – Medium Density Arterial Commercial District**
- Should be in B3 district in every way, there is little business, though much less than desired along B1. The Corridor Planning Program.
- Inclusive land use framework (commercial, office, retail, etc), true mixed-use (range of services, land use coordination with adjacent areas, multiple uses in the same building)

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**RM3 – Medium Density Multiple-Unit Dwelling**
- Most prevalent residential zoning districts requiring direct contact with the corridor (13,454 m²), but extremely low density; the average is 16.6%.
- Commercial district; the average density is 22%.

**B4 – Arterial and Suburban Commercial District**
- Mixed-use zone along the corridor and suburban areas (514 m²)
- Mixed-use along the corridor and suburban areas (514 m²)
- Cannot produce significant impact along the corridor or suburban area.

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**DISCLAIMER:** The map above is a modified version of the City of Saskatoon’s zoning map and is for illustrative purposes only. It is not to be used for legal purposes. All proposed line work is subject to change. This map may not be reproduced without the express written consent of the Regional Planning, Mapping & Development Branch.

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**B2**
- Partial.

**B3**
- Partial.

**B4**
- Partial.

**B4A**
- Partial.

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**M2 – Community Institutional Service District & M3 – General Institutional Service District**
- Not very prevalent throughout the area (514 m²). The Corridor Planning Program.
- Generally speaking for medical facilities, service centres, and institutional use. The Corridor Planning Program.

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**B1**
- Specific to the B1 corridor.

**B2**
- Specific to the B2 corridor.

**B3**
- Specific to the B3 corridor.

**B4**
- Specific to the B4 corridor.

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**Plan for GROWTH**

In order to meet the goals of the Growth Plan, we need to change the zoning rules along these corridors.

Specifically, we need future development to:
- be oriented toward the rapid transit system and its users.
- serve and respect the adjacent neighbourhoods.
- provide housing options for a growing and changing population.
- connect it all with safe and enjoyable urban public spaces.

Check out the rest of the displays to see what we have in mind!
CORRIDOR PLANNING PROGRAM
A DIFFERENT APPROACH TO ZONING

The zoning rules along the Bus Rapid Transit corridors need to change in order to meet the goals of the Growth Plan. To encourage transit-oriented development (see ‘Welcome’ board), zoning needs to be more focused on the form of development, including building massing, scale, density and street activation, rather than on use, as is the case for most of our current zoning practices.

This form-based approach to zoning focuses less on use and more on scale, intensity, massing, public space, and the interrelationships between buildings.

<table>
<thead>
<tr>
<th>Conventional Zoning</th>
<th>Form-Based Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Segregated land-use planning principles which often result in development that is automobile-oriented</td>
<td>• Mixed use, walkable, compact development principles</td>
</tr>
<tr>
<td>• Organized around single use zones</td>
<td>• Based on spatial organizing principles that identify a hierarchy in city structure, from low density to high density</td>
</tr>
<tr>
<td>• Use is primary; form is secondary, addressed in a basic way through setbacks and building height maximums</td>
<td>• Physical form and character are primary, with secondary attention to use</td>
</tr>
<tr>
<td>• Reactive to individual development proposals</td>
<td>• Proactive community visioning</td>
</tr>
<tr>
<td>• Proscriptive regulations, regulating what is not permitted, as well as unpredictable numeric parameters, like density and FAR</td>
<td>• Prescriptive regulations, describing what is required, such as build-to lines and combines min/max building heights</td>
</tr>
</tbody>
</table>

Are form-based codes used elsewhere?
Form-based development regulation is being used in parts of other jurisdictions across Canada (including Halifax, Charlottetown, Revelstoke, and Calgary), but to our knowledge it has not yet been used in Saskatchewan.

Will there be a new Zoning Bylaw?
If we pursue this type of zoning, new “zones” will be created that will contain form-based regulation. An entirely new Zoning Bylaw will not be required. This has typically been the practice of other Canadian municipalities.

Will the use of buildings still be regulated?
Yes. The regulations will focus on building form, but still include a very flexible list of uses. (Possibly an ‘inclusive’ land use framework, whereby all uses of land are permitted except for specific uses.)

Examples of form-based regulations

These are some examples of form-based code regulations created by SmartCode. Form-based codes divide areas into ‘transects’ which form the basis of different regulations in order to create distinction. Transects typically increase in intensity, from rural (T1) to urban city core (T6).

• The example on the left shows building configuration, setbacks, and parking in a hypothetical “T5” transect.
• The example on the right shows building configurations at different heights for each transect.

How does this apply to Corridor Planning?
The concept of Character Areas are, essentially, transects. (See ‘Character Areas’ board.) The character areas will likely be further broken down into specific sub-zones and regulations will apply to specific areas in response to local conditions.

Why form-based code?
Ultimately, form-based codes are focused on creating more desirable places, where people want to be. Below are some examples of urban transformations that are achievable through form-based regulation and public realm improvements, but would be difficult to achieve through conventional zoning.
The design of the public areas around streets has a profound affect on the comfort, safety, and desirability of walking, living, and waiting for the bus on these corridors. There are many unique conditions throughout the study area and these images illustrate the goals we would like to work towards.

PUBLIC REALM - How comfortable and safe you feel on the sidewalk depends a lot on the speed and volume of traffic on the street, as well as on what is between you and the cars. “Slow” Streets, with on-street parking and plenty of intersections, feel very different than “Fast” Streets, where there is no parking and few cross streets or accesses that slow cars down. Other factors such as shading, wind shelter, storm water management, and maintenance are all important considerations for street design. The images below illustrate some proposed guidelines for improving the public realm on different types of streets along the corridor.

STATION AREAS - The new BRT stations will create areas of increased activity and opportunities for commerce, art, community building, and fun! These stations could include permanent amenities like outdoor exercise and play equipment, or they could simply have space for flexible uses such as food trucks, pop-up market stands, musical performances, or art activities. Stations themselves can also incorporate public art and heritage elements that celebrate the community around them. The sketches to the right illustrate how some of the proposed stations could be laid out.
Saskatoon’s major corridors connect and often divide the city’s neighbourhoods, but they are also part of our lives and identity. As we invest in new infrastructure along the corridors we want to celebrate the diversity in Saskatoon’s regions and support local identities and way-finding.
Although Saskatoon's major corridors connect the city, they are often divided based on geography, neighbourhoods, and amenities. As we invest in new infrastructure, we want to ensure the materials/proposed treatments are cohesive with the environment and link the communities together.

**HARD SURFACE TREATMENTS**

Options: Unit Pavers  
Stamped Concrete  
Coloured Concrete

**Pros:** Many different colours, shapes, & patterns.  
Concrete provides long term durability / less replacement.  
Easier replacement (when required).  
Minimal annual maintenance.

**Cons:** Periodic settling of unit pavers can cause trip hazards.  
Seasonal washing / cleaning.

**SOFT LANDSCAPE TREATMENTS**

Options: Lawn - Irrigated  
Lawn - Ornamental Grass (non-irrigated)  
Rocks / Boulders

**Pros:** Lawn provides green boulevard adjacent to roadway.  
Boulders provide low maintenance, hardy surface.

**Cons:** Seasonal maintenance required.  
Irrigation systems for lawns are expensive to construct & maintain.  
Lawn seed must be salt tolerant.

**AMENITIES**

Options: Sun Shades  
WiFi  
Swings  
Exercise Equipment  
Misting Station / Water Fountain

**Pros:** Provides uniqueness to the space.  
Encourages patrons to utilize the space while waiting for BRT.  
Promotes healthy, active lifestyle.

**Cons:** Additional maintenance and infrastructure required.  
Equipment / technology becomes out of date quickly.

**PLANTING/GROUND COVER**

Options: Deciduous Street Trees  
Coniferous Tree Massings  
Drought Tolerant Shrubs  
Native Grasses (Drought Tolerant)  
Bio-Filtration Swales

**Pros:** Provides oxygen.  
Year-round greenery / colour.  
Entices patrons to the area.  
Utilizes rain run-off.

**Cons:** Seasonal maintenance required.  
Irrigation recommended for establishment and drought periods.  
Replacement when dead/diseased.  
Additional infrastructure.

**SITE FURNITURE**

Options: Bench  
Trash Receptacle  
Bike Rack

**Pros:** Provide refuge / rest areas along corridors.  
Establishes clean appearance of area.  
Encourages pedestrians to utilize the space.  
Unifies BRT / Corridor network.

**Cons:** Weekly, seasonal, & annual maintenance required.  
Elements need to be updated periodically.

**LIGHTING**

Options: Pedestrian Lighting  
Bollards  
Accent Lighting

**Pros:** Well lit areas can improve security.  
Accents focal features.  
Unifies BRT network.

**Cons:** Out of date quickly.  
Seasonal / annual maintenance required.  
Often damaged / vandalized.

**WAYFINDING / SIGNAGE**

Options: Directional Signage  
Poster Boards  
Banners  
Graphics throughout  
Electronic Boards

**Pros:** Provides direction.  
Unifies corridors.  
Encourages multi-cultural diversity & ownership.  
Compliment site furniture.

**Cons:** Out of date quickly.  
Can be vandalized.

**PUBLIC ART**

Options: Art Platforms / Focal Features  
Electronic Art

**Pros:** Provides uniqueness to area.  
Emphasizes theme / branding.  
Injects culture into the area.

**Cons:** Vandalism

**TELL US WHAT MATERIALS/AMENITIES YOU WOULD LIKE TO SEE!**