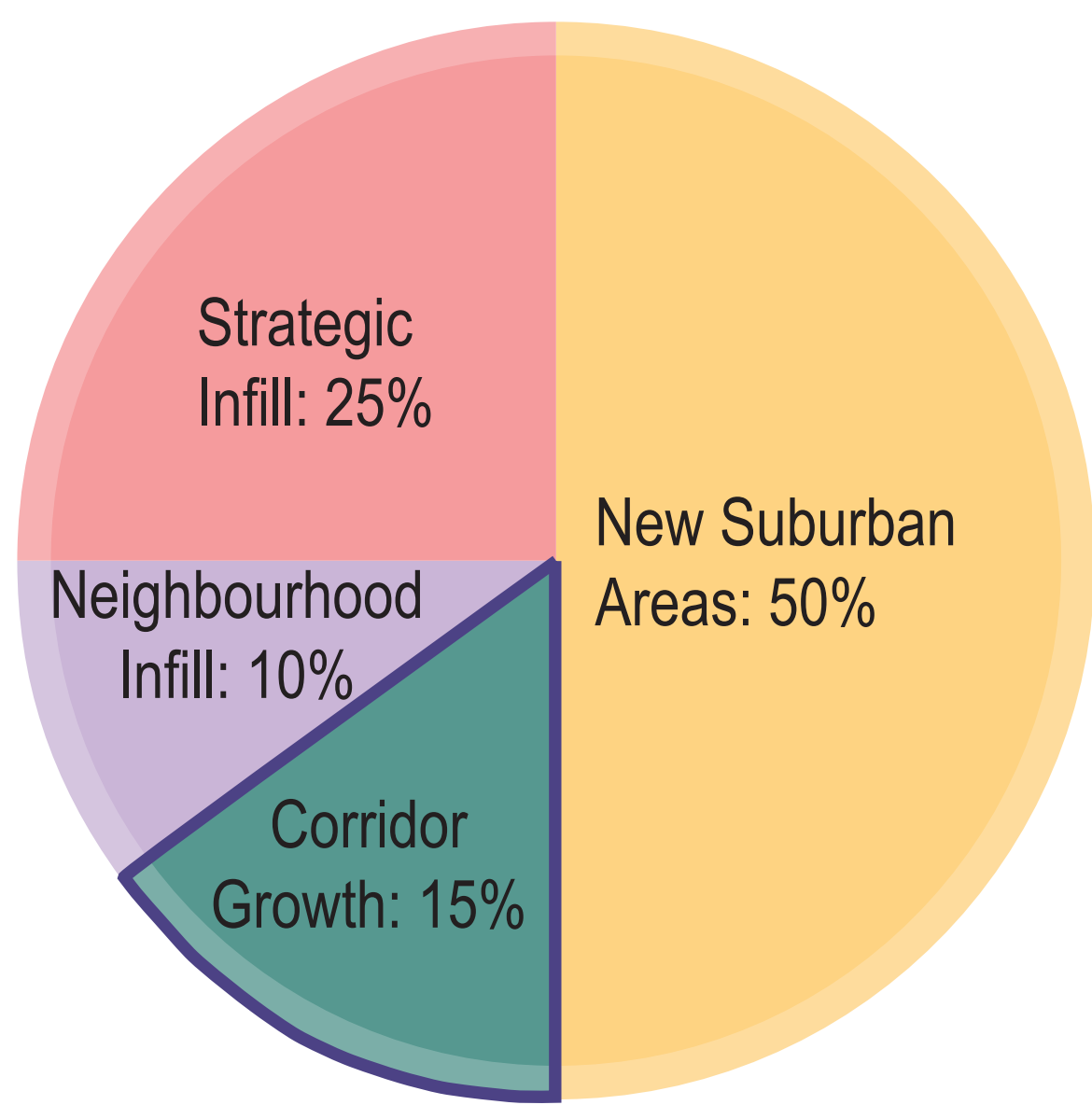


CORRIDOR GROWTH

CORRIDOR PLANNING PROGRAM

Over the next few decades, Saskatoon is projected to grow to a population of 500,000 people.

The Growth Plan set a target of 15% of growth to occur within the **Corridor Growth Area**. This equates to about 22,000 dwelling units or 30,000 to 57,000 more people.



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

Corridor Growth focuses on infill development along the planned Bus Rapid Transit (BRT) streets, essentially increasing the number of people who live within walking distance to a BRT stop. The goal is to transform the major corridors over time by incorporating transit-oriented development principles.

Corridor Growth Area



- 20% of Saskatoon’s population live within the Corridor Growth Area
- 32% of Saskatoon’s population aged 85 and older live within the Corridor Growth Area
- 22% take public transit, walk or bike as their main mode of transportation
- 22,137 new homes were constructed in Saskatoon between 2009-2018

Source: Census, 2016 and City of Saskatoon, 2019

Transit-Oriented Development Principles:

- Streets designed for all users
- A wide variety and mix of land uses
- Close knit, walkable neighbourhoods
- Pedestrian-oriented buildings
- Enhanced public realm
- Balanced approach to parking



Examples of corridor infill development:



PLANNING PROCESS & ENGAGEMENT



BACKGROUND & RESEARCH

June 2017- March 2018

- Corridor Planning Program amendment to the Official Community Plan
- Gathered data and analyzed current conditions, land uses and building densities
- Created a digital 3D model
- Transit-oriented development case studies



IDEAS

March - August 2018

- Information gathering through numerous engagement events
- Place-making principles and project examples
- Zoning analysis and needs assessment
- Tested projected development/density distribution along the corridors using the 3D model



CONCEPTS & OPTIONS

August 2018 - January 2019

- Identified and developed corridor densities, land use mix, and public realm design opportunities and options
- Developed 'Character Areas' to provide examples of building forms and typologies for land use and public realm design options
- Gathered feedback on options for zoning, land use, and public realm improvements



TRANSFORM

February - December 2019

- Complete the Transformation Plan that incorporates the information prepared in the first three phases, including a list of key deliverables
- Prepare new Official Community Plan policy framework for Corridor Growth
- Create new land use designations and zoning



IMPLEMENTATION

Starting 2020

- Prepare Land Use and Zoning amendments for approval
- Create strategy for corridor development incentives
- Investigate opportunities for developing catalyst sites
- Implement recommendations from the Brownfield Renewal Strategy
- Begin Corridor Plans
- Monitor Corridor Growth infill targets

2017

Official Community Plan Framework Questionnaire

2018

Come & Grow 2018 Engagement Event



Community Meetings



Walking Tours & Pedestrian Experience Survey

8th Street and 22nd Street Pop-Up Engagement Events



Various Stakeholder Meetings



Targeted Stakeholder Engagement Session

2019

Come & Grow 2019 Engagement Event



Living Green Expo



Seniors' Forum

Transformation Plan Engagement (Fall/Winter 2019)



2020

ENGAGEMENT SUMMARY

To better understand the current issues and to guide the level of development along the corridors, City staff engaged with multiple stakeholders throughout the planning process. Residents, land and business owners, development industry representatives, and community groups all played a key role in shaping the direction of the plan.

Almost 2,000 people were able to share their opinions and ideas through one of the many engagement events.

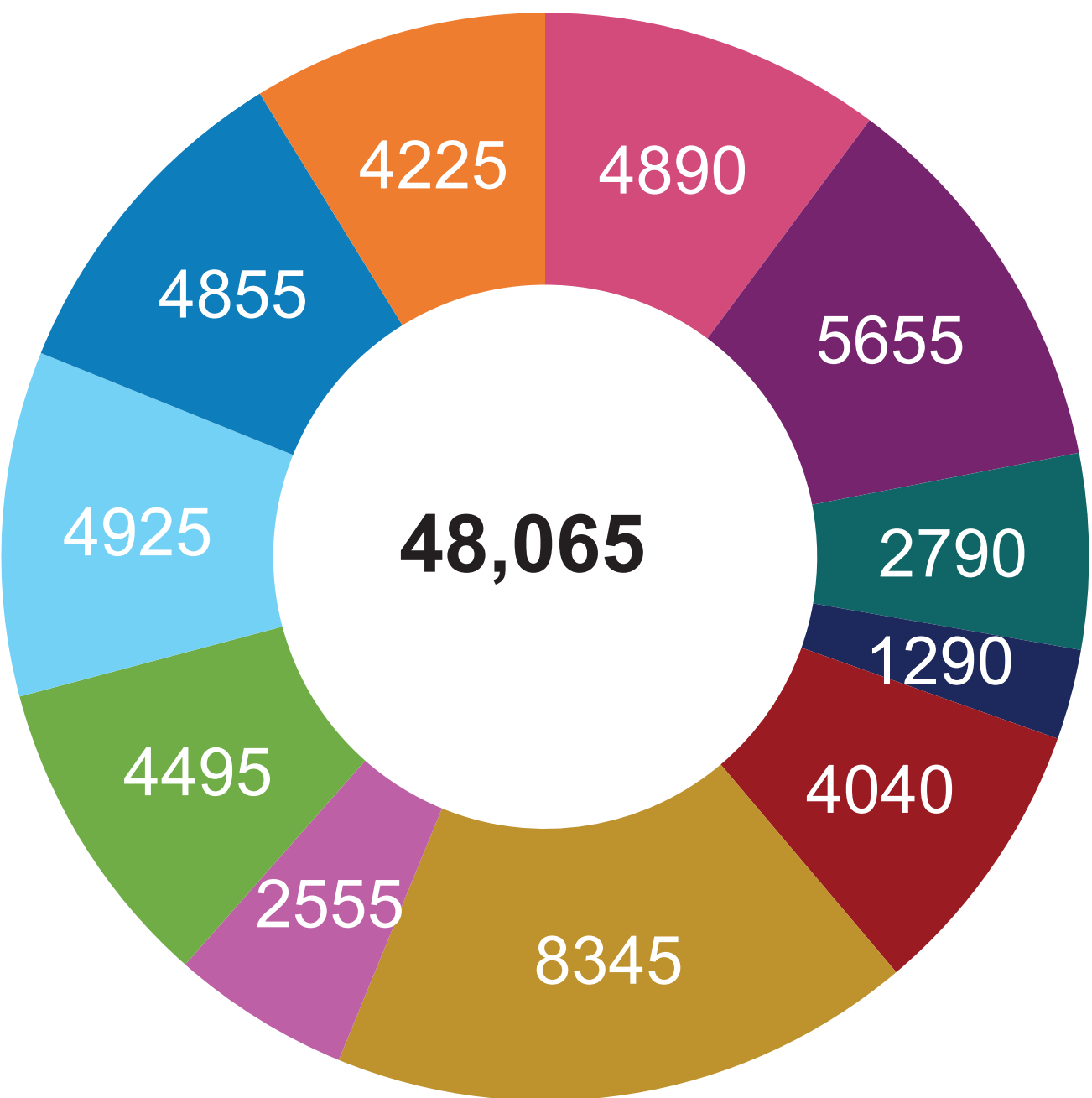
WHAT WE HEARD - KEY FINDINGS

- Increased building density is welcomed along the corridors
- The underutilized development potential of land is generally recognized
- Parks, trees and public spaces are seen as essential components of any higher-density urban residential development.
- An increase in housing availability, in a range of forms, is supported.
- There is a significant desire for more affordable/attainable housing
- Major improvements to the walking experience along the corridors is strongly desired
- Reduced parking in areas adjacent to rapid transit facilities is generally seen as logical. Support for alternative parking options (i.e. rear-yard parking is seen as acceptable or logical)
- Safety from crime and traffic is a major concern
- Sunlight availability and potential shadowing resulting from tall buildings needs to be addressed
- Year-round protection from the elements

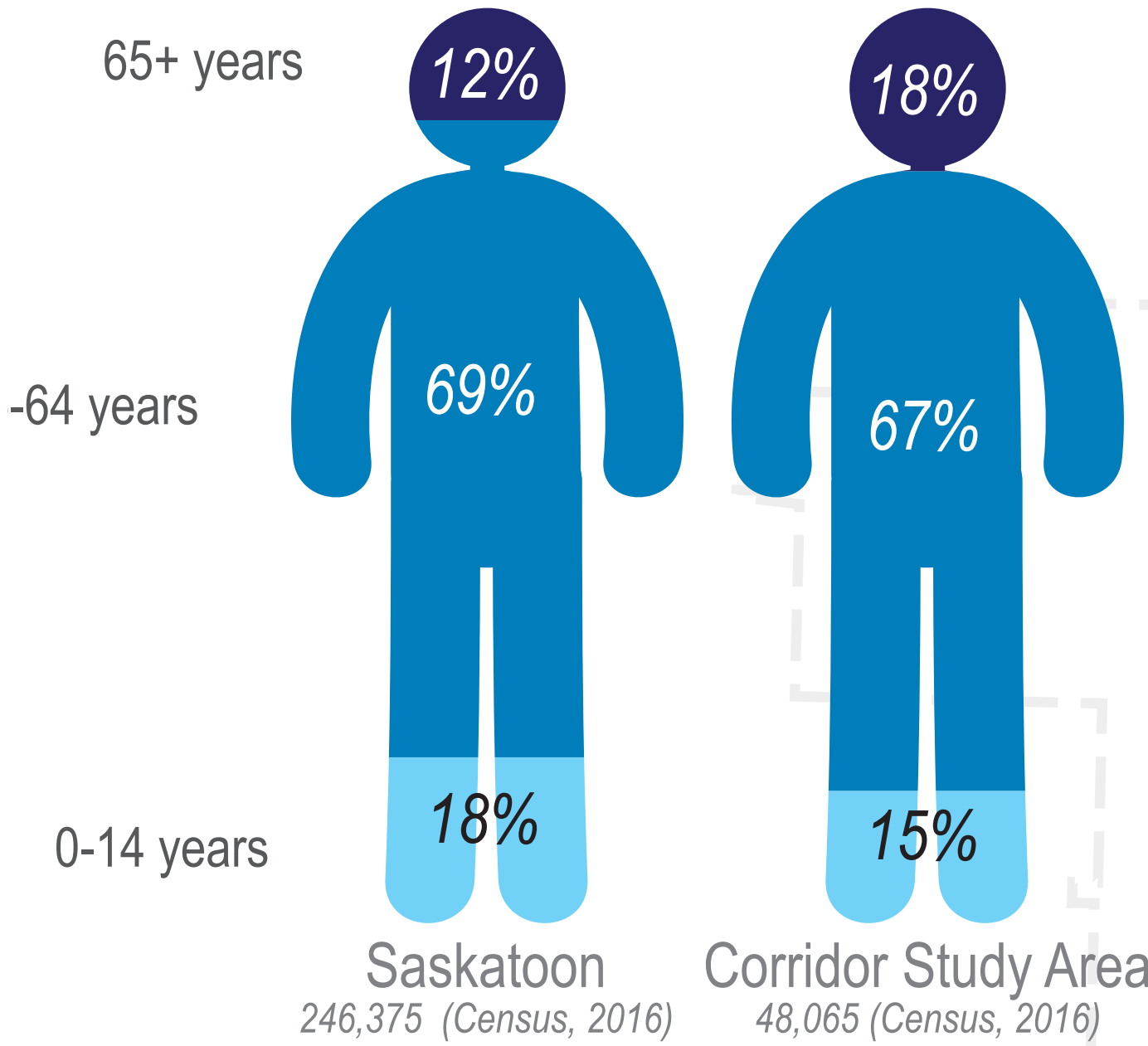
CORRIDOR GROWTH

CORRIDOR PLANNING PROGRAM

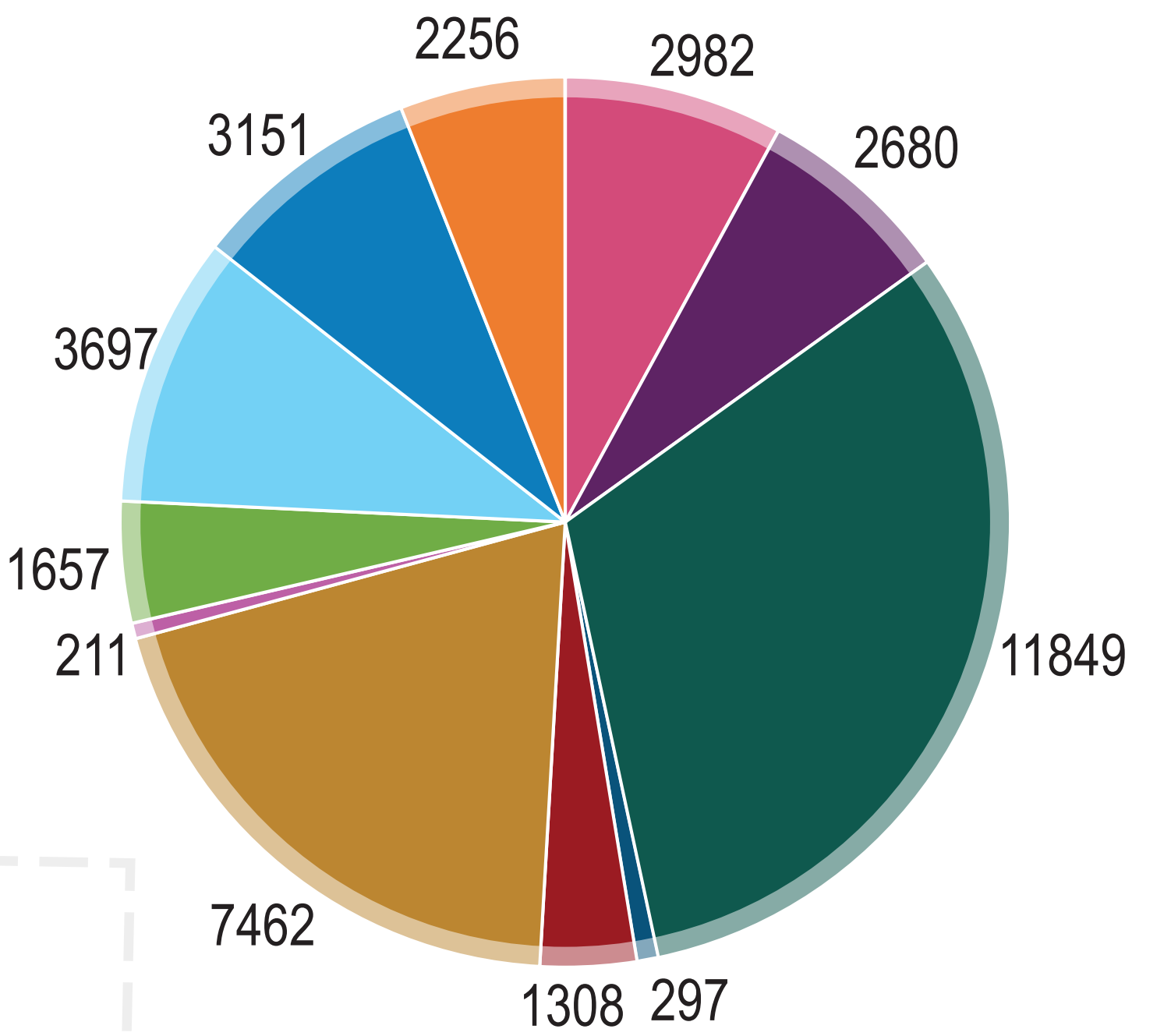
Population by Segment



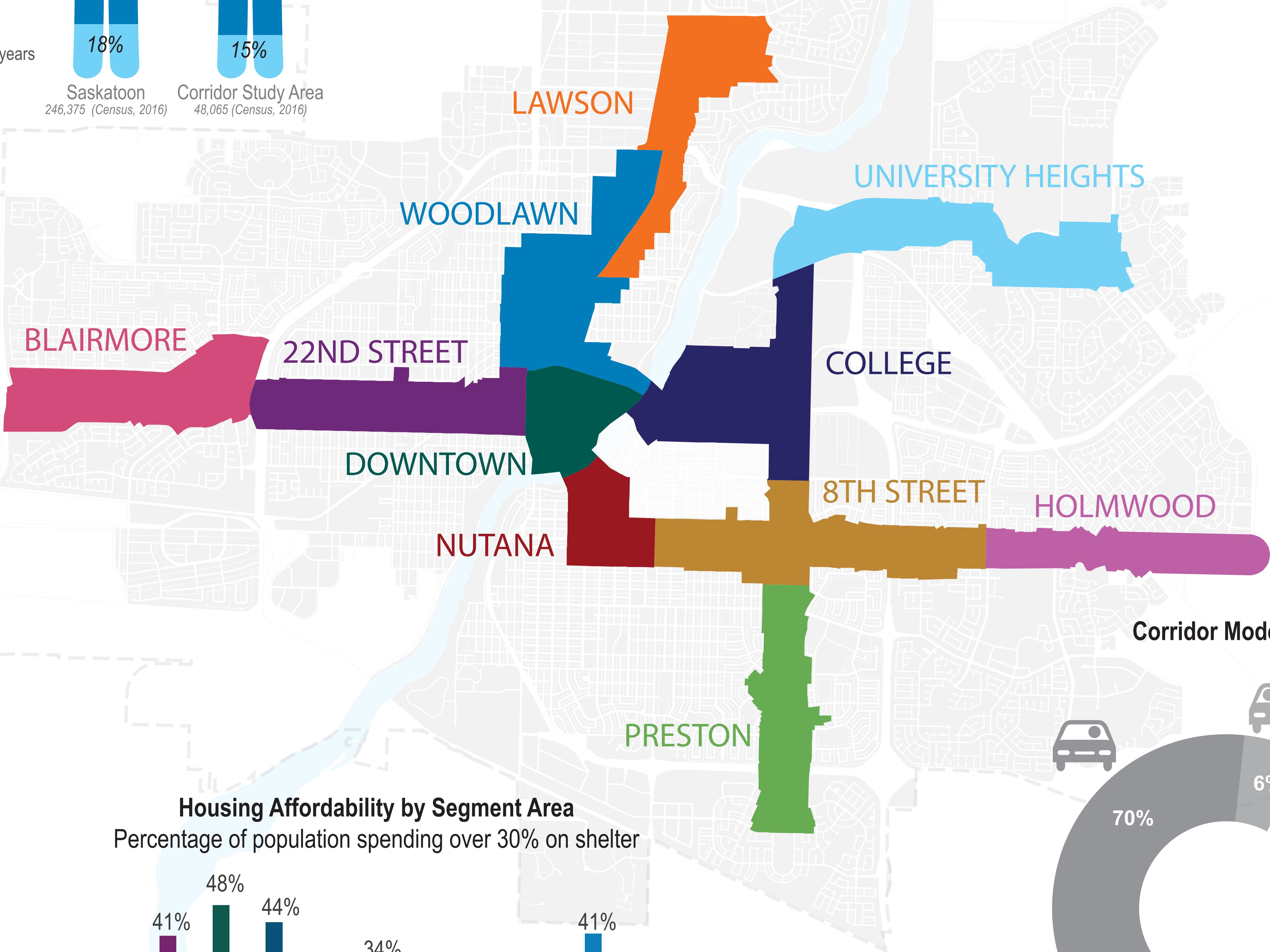
Population Age Distribution



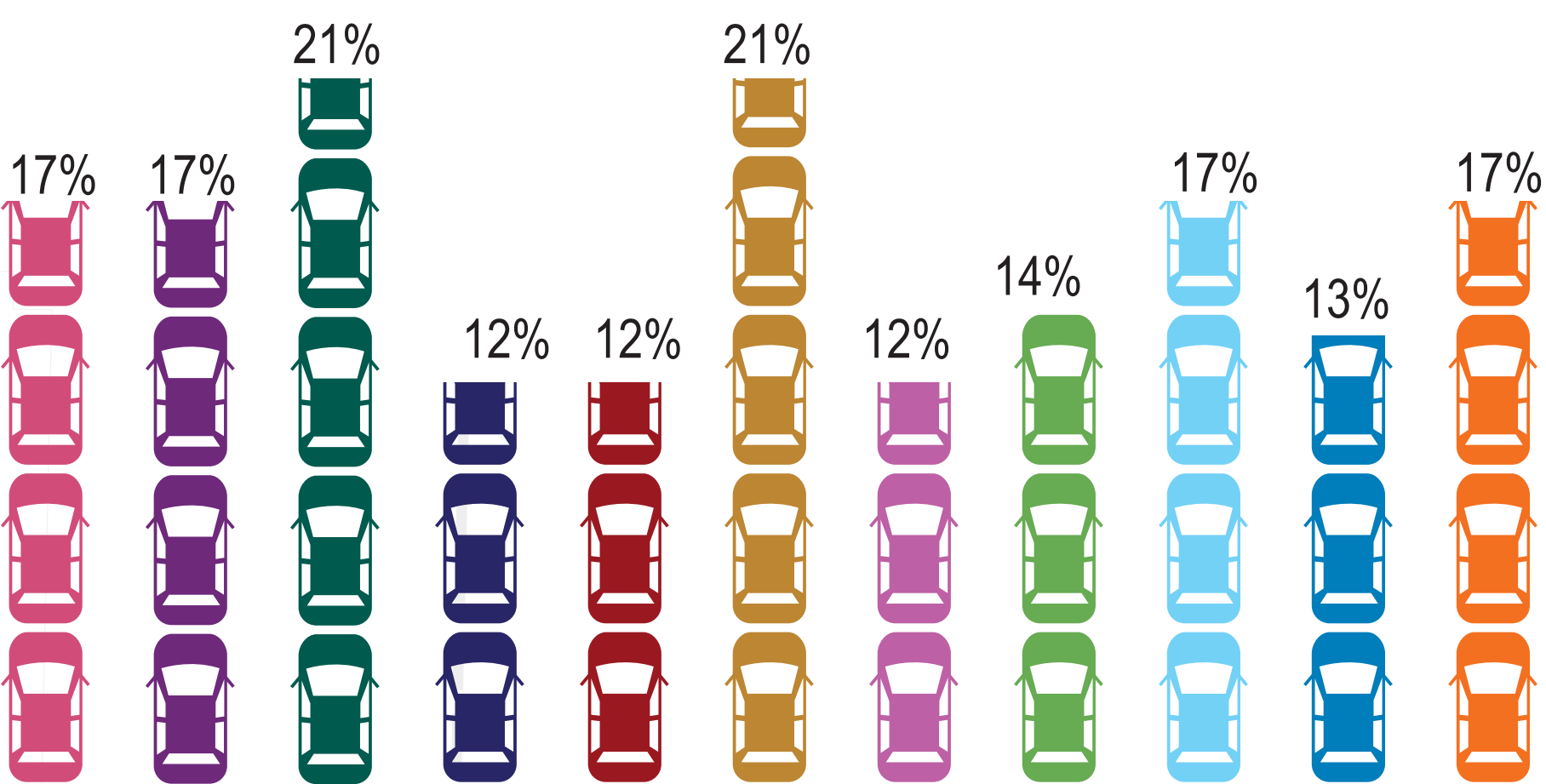
Number of Employees by Segment Area



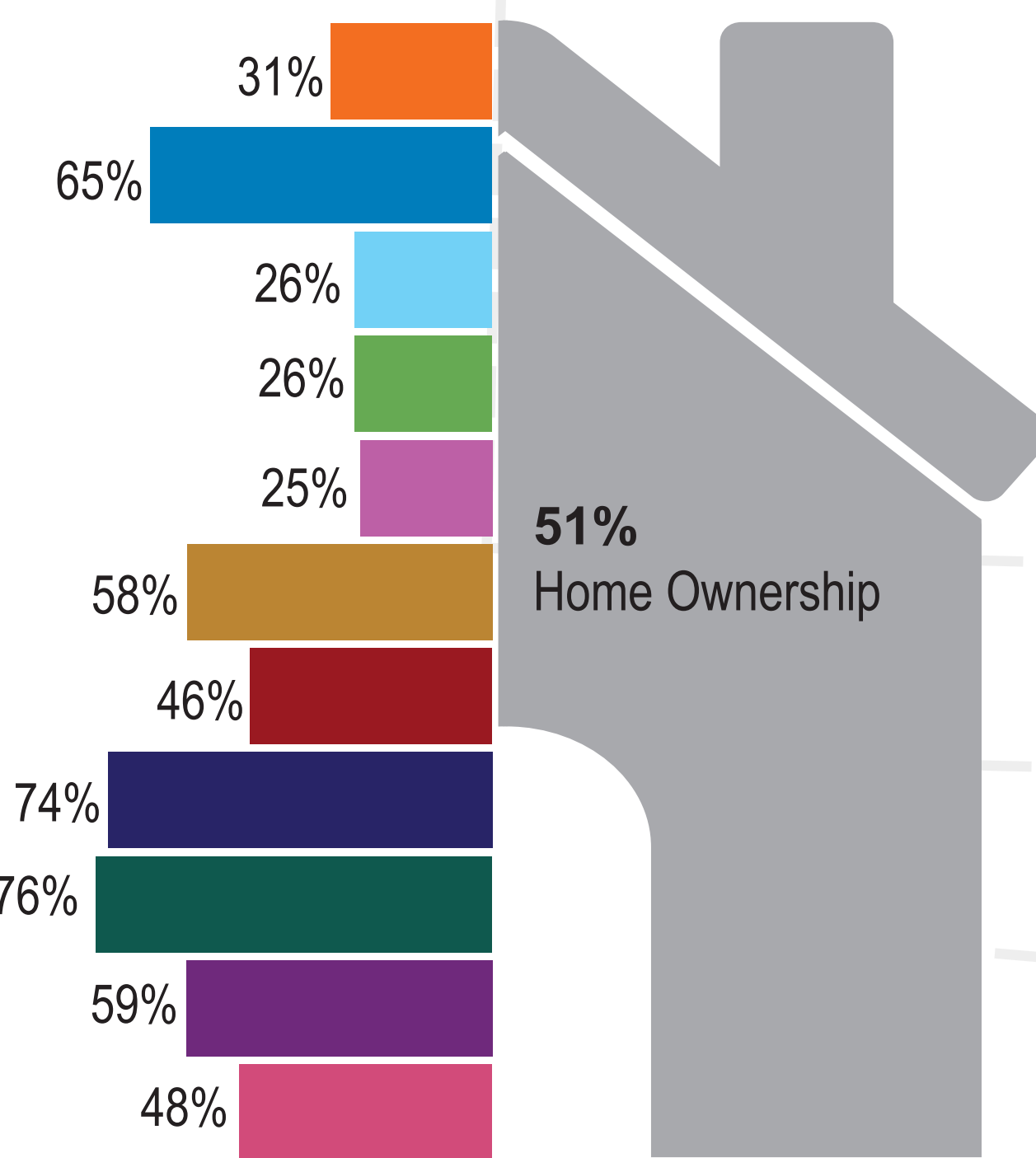
Segment Map



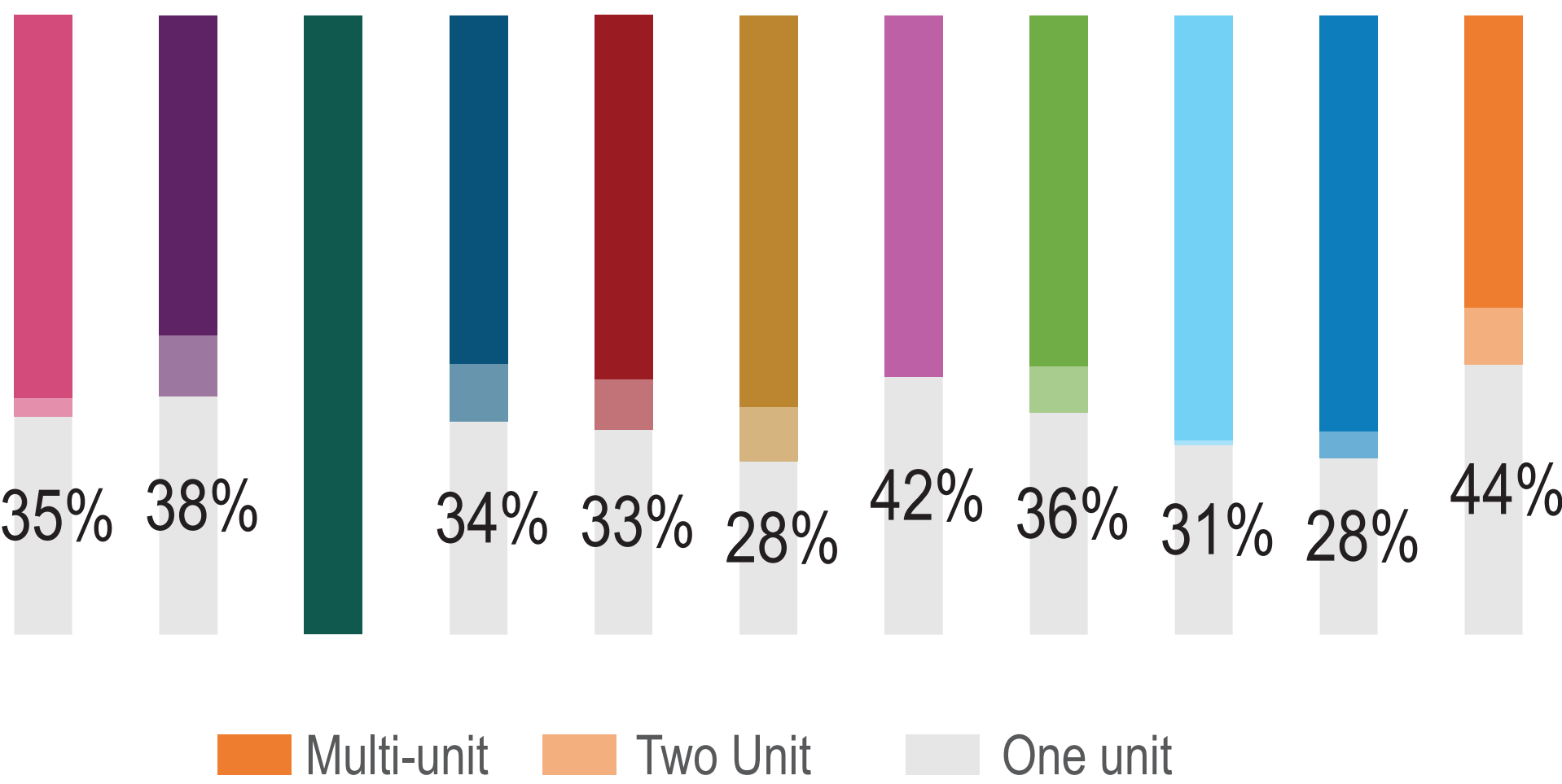
Percentage of Developed Commercial Land Dedicate to Parking By Segment Area



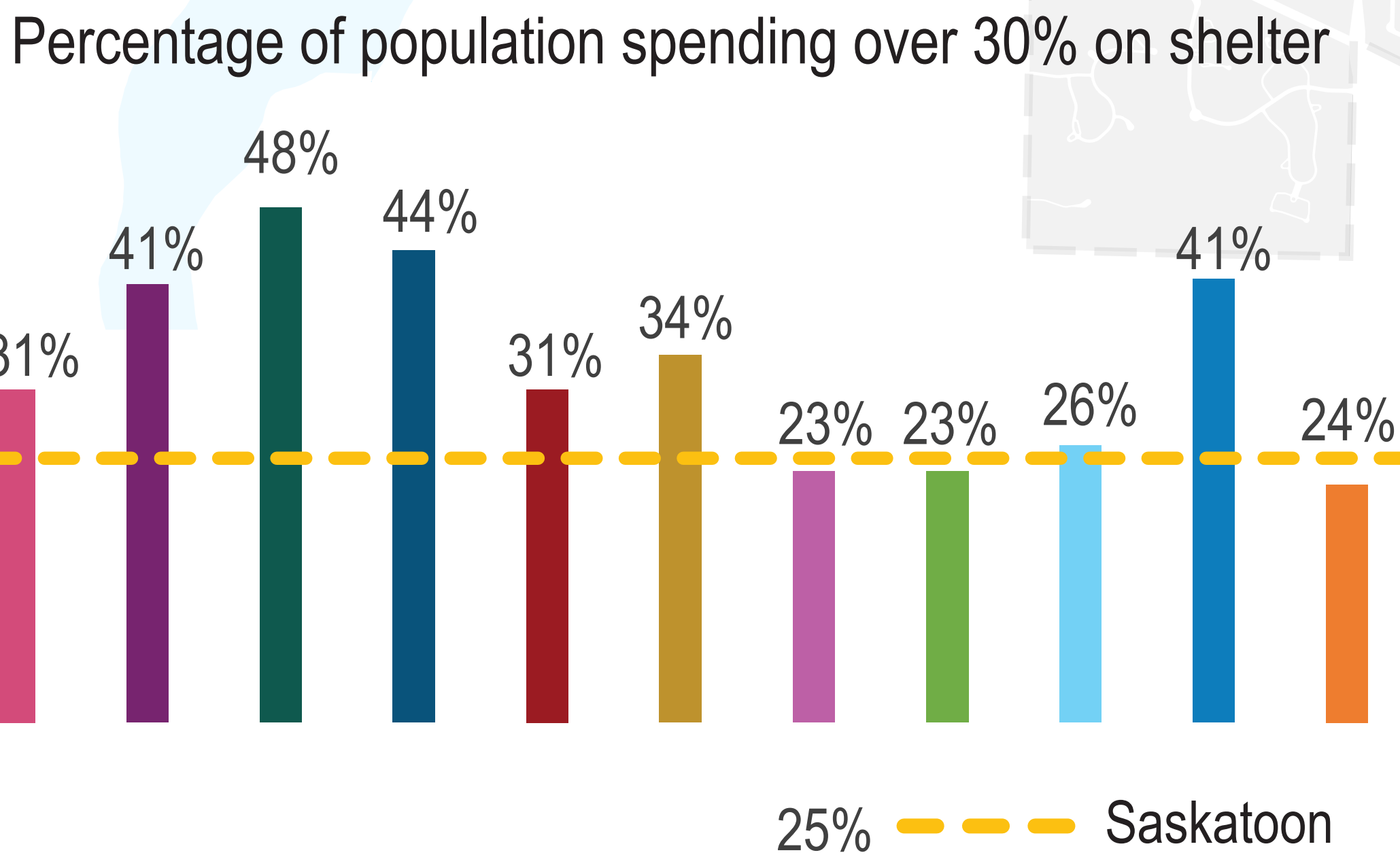
Rental Rate by Segment Area



Dwelling Unit Type by Segment Area



Housing Affordability by Segment Area



Corridor Mode Share

