

WELCOME!

This event is an opportunity for you to learn more about the **Transit Villages**, the **BRT**, and the City's **Plan for Growth**, and provide your feedback to the project team.

Thanks for coming and participating!

HOW CAN I PARTICIPATE?

There are several ways that you can participate:

1. Talk to a member of the project team, ask questions, share your thoughts.
2. Review the preliminary concept plans with a member of the project team, draw your ideas and mark up the plan.
3. Review the panels and mark them up, leave sticky dots on the design precedents and planning initiatives that most resonate with you.
4. Sign-up for email updates at www.saskatoon.ca/growth. Plan on coming to our next round of public engagement events in early March.



PLEASE BE ADVISED THAT PHOTOS AND/OR VIDEO MAY BE TAKEN DURING THIS EVENT



DIALOG®

WHAT IS A TRANSIT VILLAGE?

Transit Villages are envisioned to be enhanced community nodes and destinations that integrate a range of community-oriented activities, services, and land uses (i.e. commercial, employment, residential, recreational). Ultimately, the Transit Villages will support the BRT by providing higher population density along the corridor, while creating high-quality amenities and public spaces for the community.

WHERE ARE THE TRANSIT VILLAGES?

Transit Villages are sites along the BRT corridor that are currently developed as auto-oriented, low-rise areas that only permit commercial uses. Concept plans are being developed through this process to help guide and manage change at each of the Transit Village sites— Confederation Suburban Centre, the Centre Mall, and University Heights Suburban Centre.



The above diagram shows the red line of the planned BRT network, and the Transit Village locations in solid blue circles. Dashed blue circles indicate anticipated Transit Village locations at Blairmore and Holmwood.

Centre Mall



Confederation Mall



University Heights



INTRODUCTION

TRANSIT VILLAGES PROJECT OVERVIEW

The Transit Villages project is one of several initiatives that will re-direct how the City manages growth and change. The Transit Village sites are located along the planned Bus Rapid Transit corridors, and have been identified because they have tremendous potential to redevelop and create distinct new community hubs that offer a broad range of services and amenities. The Transit Villages project is developing concept plans that will implement a vision for how these sites could redevelop in the future. **We need your help to craft the vision and concept plans!**

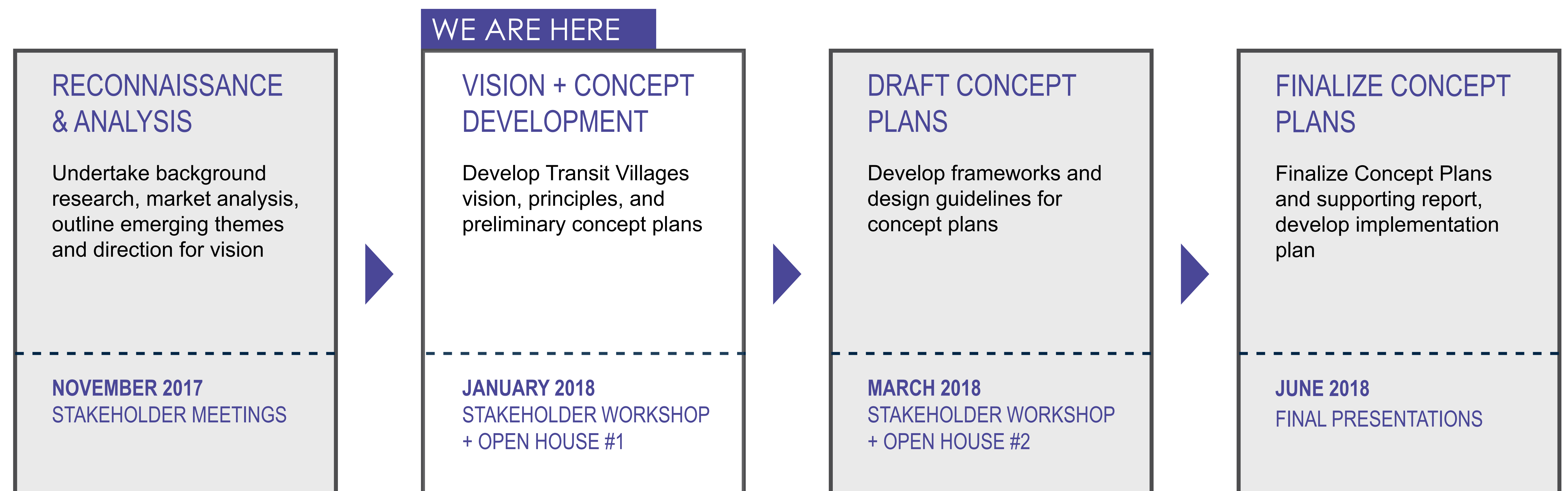
The Transit Villages project is guided by several objectives:

- **Understand** site-specific opportunities and local economics
- **Engage** stakeholders and the community to craft the vision and concept plans
- **Hear and Understand** people's objectives and concerns
- **Coordinate** with concurrent teams and projects (growth planning, BRT etc.)
- **Create** a compelling vision
- **Deliver** a clear path forward
- **Present** realistic solutions for each Transit Village



PROJECT PROCESS

The Transit Villages Concept Plan project is structured as a four phase process unfolding from September 2017 to approximately June 2018. The key milestones and dates are summarized in the graphic below.



WHAT WE'VE HEARD 1/2

EMERGING THEMES FROM PRIOR EVENTS

Early in the project we met with property owners to discuss what the vision for the Transit Villages should be, and what the concept plans need to consider and address. These emerging themes reflect some key ideas that were brought forward.



Do these ideas resonate with you? What else should the Transit Villages achieve, what else should the concept plans address?



Add your comments on sticky notes.

Transit Villages should **be more sustainable, compact, and walkable.**



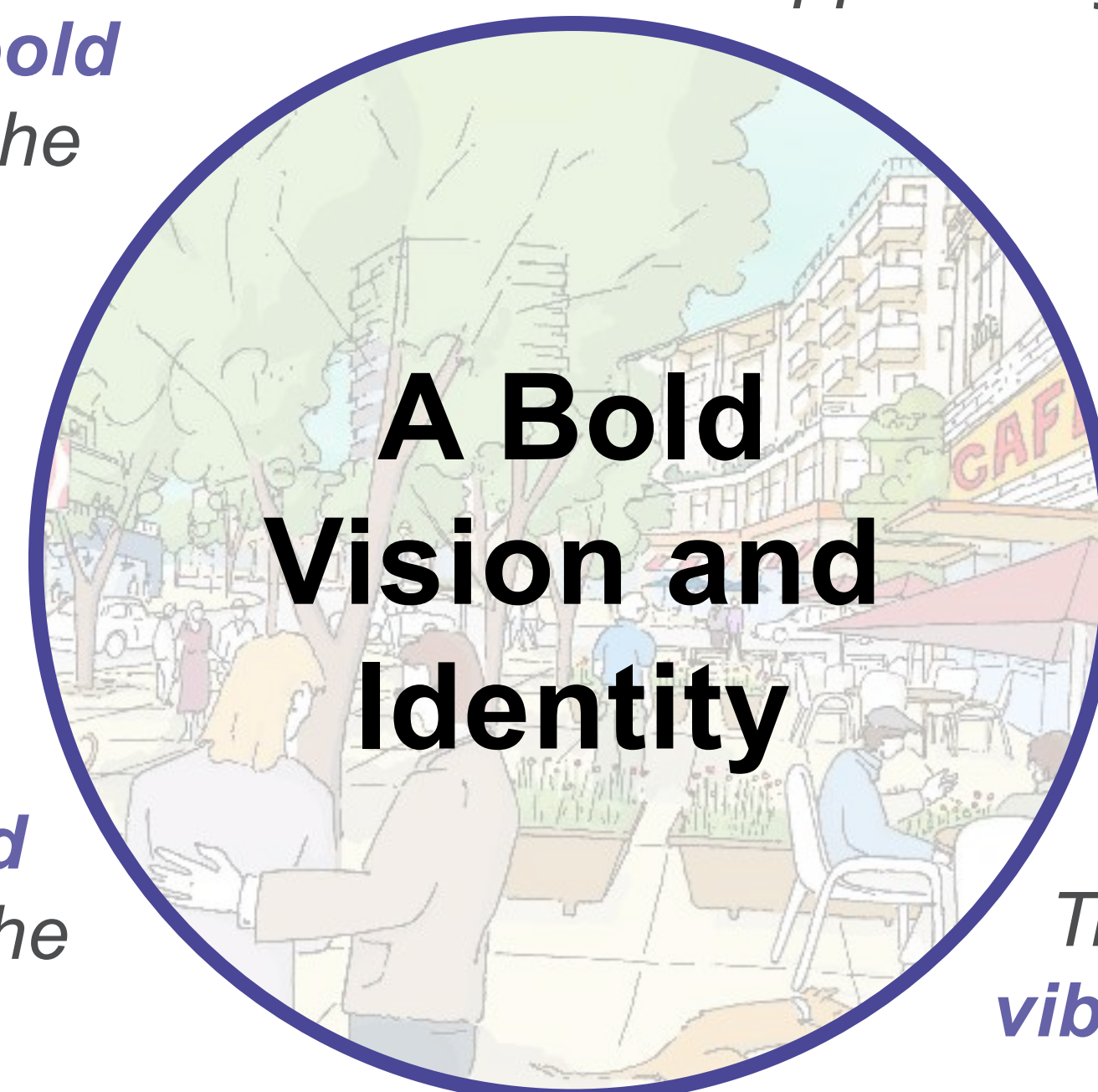
Sustainability and Resilience

Integrate a range of travel modes, including bicycles, as well as walking, transit, and vehicles.

Integrate **sustainable technologies** in the Transit Villages—enhanced tree canopy, soil cells, district energy.

This is about the whole city! It could be a huge win, or a missed opportunity.

Transit Villages need to be **bold and unique places** within the city, and very walkable!



A Bold Vision and Identity

These should be **accessible and inclusive** places.

The **community should be involved** in shaping the Transit Villages plans.

Transit Villages should be **vibrant hubs for public life.**

Let's build up! We need to move away from low-density developments, especially in urban locations.

Provide sufficient density to **encourage redevelopment, while creating a welcoming and beautiful place.**



Mixing Uses & Development Character

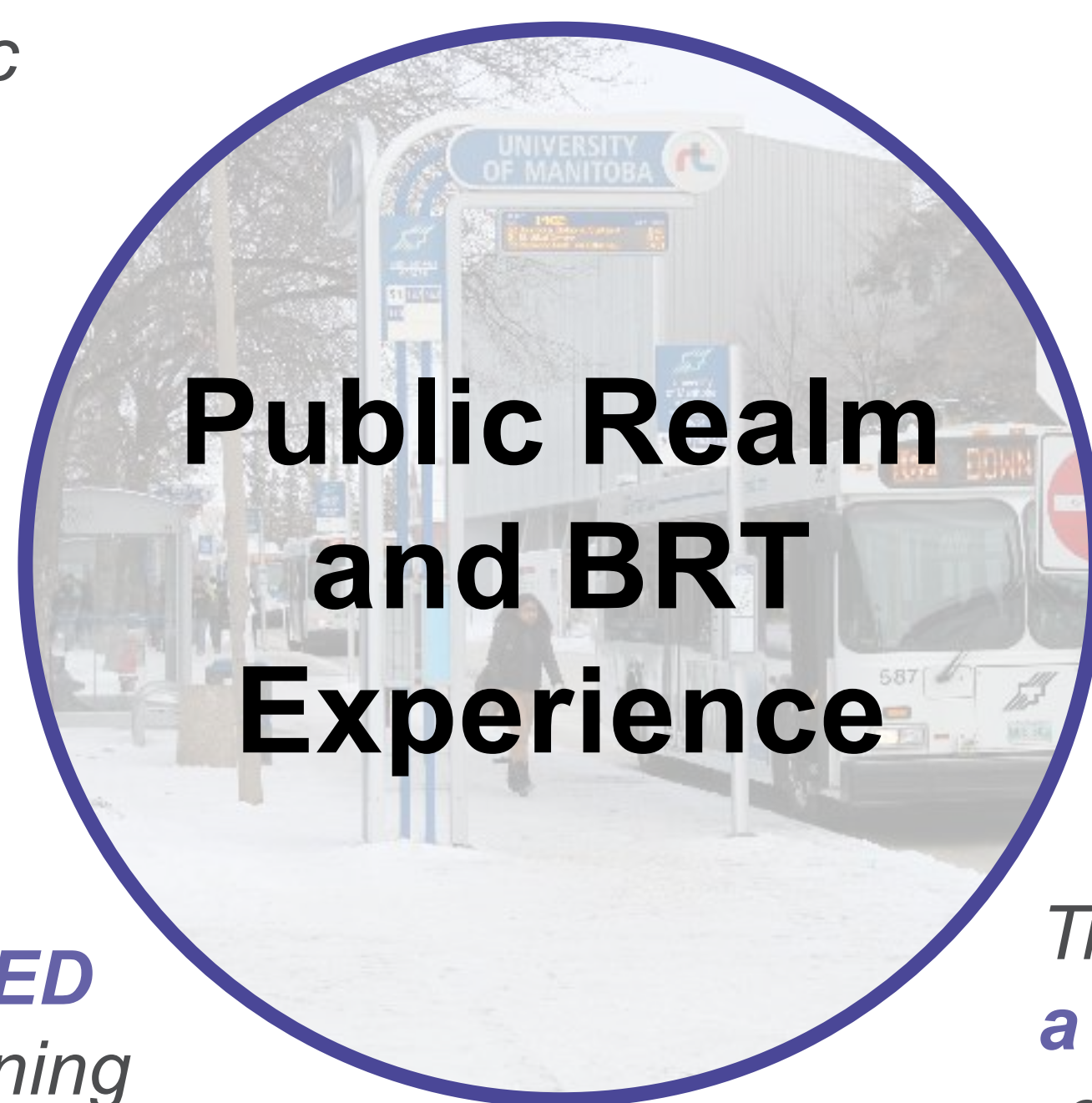
Support a range of land uses, people are interested in more diverse amenities, services, and employment opportunities.

WHAT WE'VE HEARD 2/2

Provide **more cycling infrastructure** and connections.

Current zoning requires an **excessive amount of parking** spaces and limits redevelopment.

The BRT, local buses, and the public realm should all offer a **smooth, comfortable, and enjoyable experience** for users.



Transit villages are **currently very unfriendly for pedestrians**. We need to enhance their connectivity, build more sidewalks, and make these safe and accessible places to walk.

Consolidate surface parking to parking structures or underground.

Consider parking needs for transit users (e.g. park and ride).



Manage parking supply and demand more effectively, including through pay parking.

Free parking may be abused by BRT system users.

Integrate safe design and CPTED principles in the design and planning process.

Transit Villages should **define a unique sense of place** that contributes to and enhances people's experience of the BRT.

Phase growth so that the Transit Village feels complete over the short and medium term, and not like a construction site.



Respect the character of surrounding communities, and complement them.

Integrate with surrounding areas through an **inter-connected and multi-modal movement network**.

Update the zoning to be more flexible and offer development incentives like public realm investments.



Allow for **greater development density** that will make the BRT and Transit Villages a success.

Address policy contradictions and **limit sprawling development**.

Make the plans economically viable and enticing for developers.

Provide flexibility in the implementation plan to **enable development under different market conditions**.

COMMUNITY WELL-BEING

WHAT IS COMMUNITY WELL-BEING?

Community well-being describes the inter-related factors—social, environmental, economic, cultural, political—that influence people’s quality of life and overall sense of wellness. As we develop the Transit Villages’ concept plans we can use community well-being as a lens to make decisions about the planning and design of these communities. It allows us to be more comprehensive and thorough in addressing the wide range of factors that impact people’s day-to-day lives.

We use the following definition of community well-being:

- **Community Wellbeing:** the combination of social, economic, environmental, cultural, and political conditions identified by individuals and their communities as essential for them to flourish and fulfill their potential and which influences the overall physical, social, and mental wellness of a community. (Wiseman and Basher, 2008:358)

The graphic below outlines different factors for well-being (social, environmental, economic, etc.) and corresponding metrics. We can use these to evaluate the comprehensiveness of the concept plans and their potential to improve well-being for their communities.



What has the greatest impact on your quality of life? What is essential for you to have in a community?

Add your comments on sticky notes.

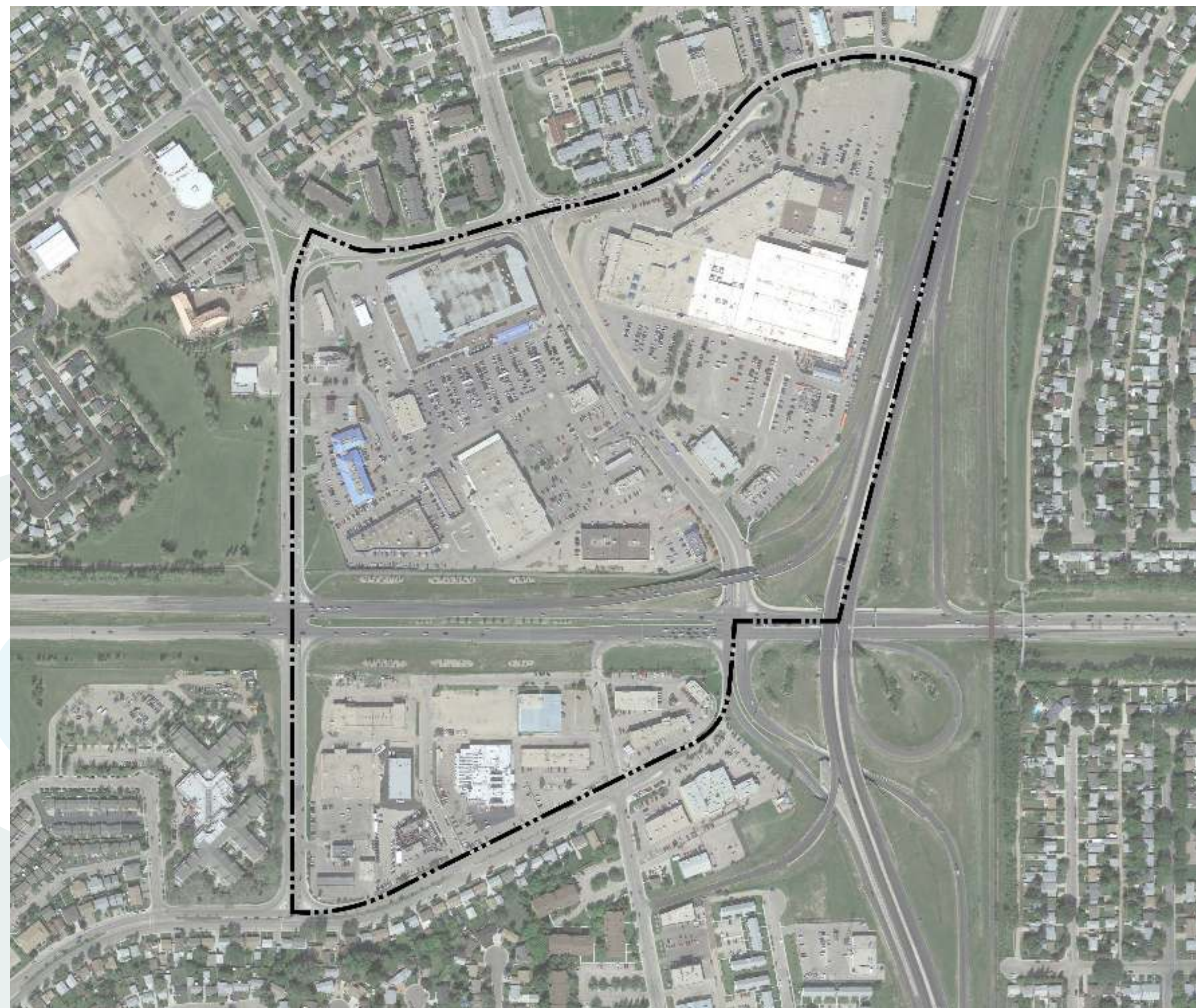


CHARACTER OF PLACE

SUPPORTING LOCAL CONTEXT

While the Transit Villages will have many attributes in common, it is anticipated that their concept plans will also define a unique character and sense of place that responds to their local context. Our objective is to complement the qualities that make the neighbourhoods around each Transit Village great places to live. Understanding the local context is thus key to defining each Transit Village's character.

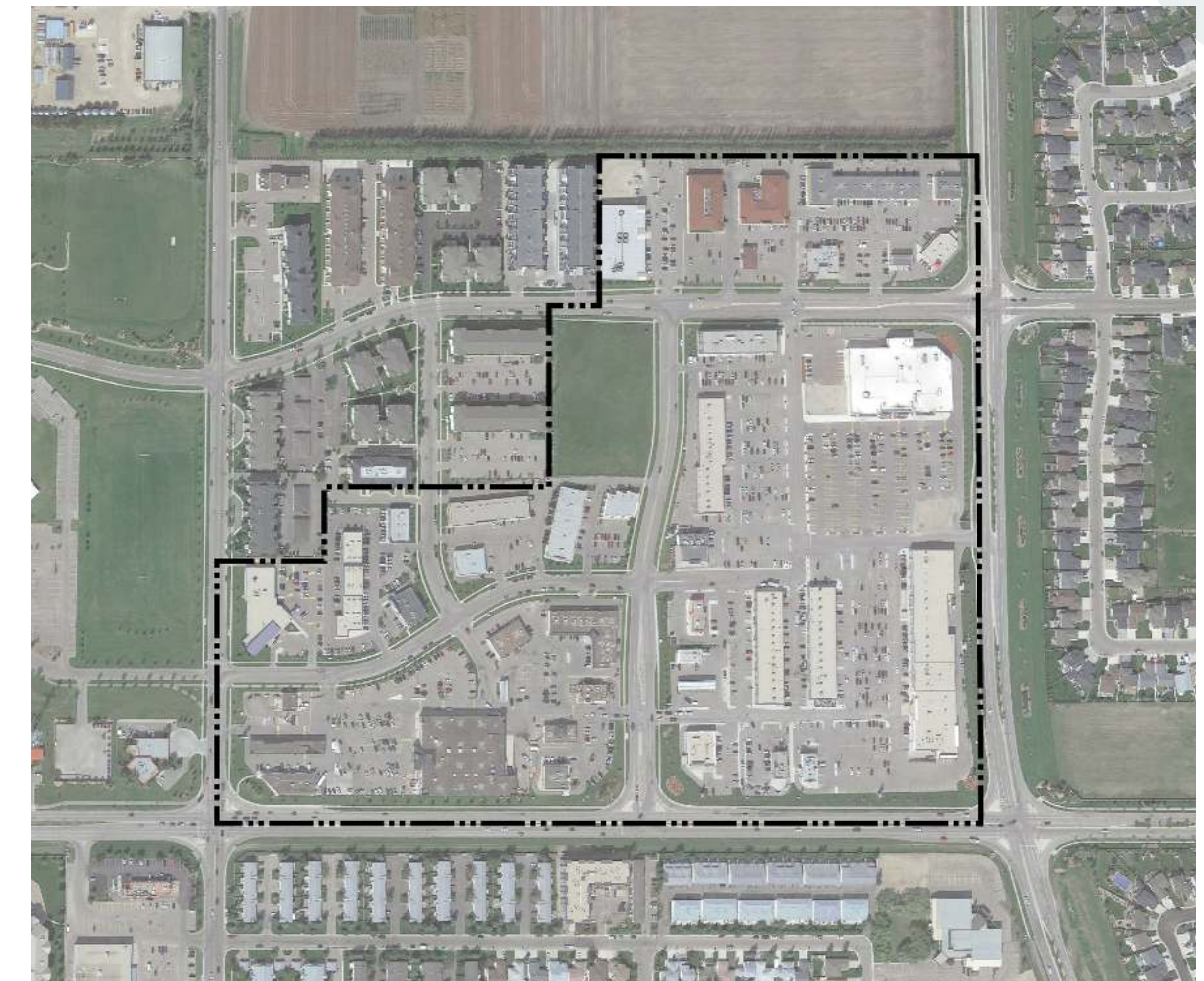
CONFEDERATION



CENTRE MALL



UNIVERSITY HEIGHTS

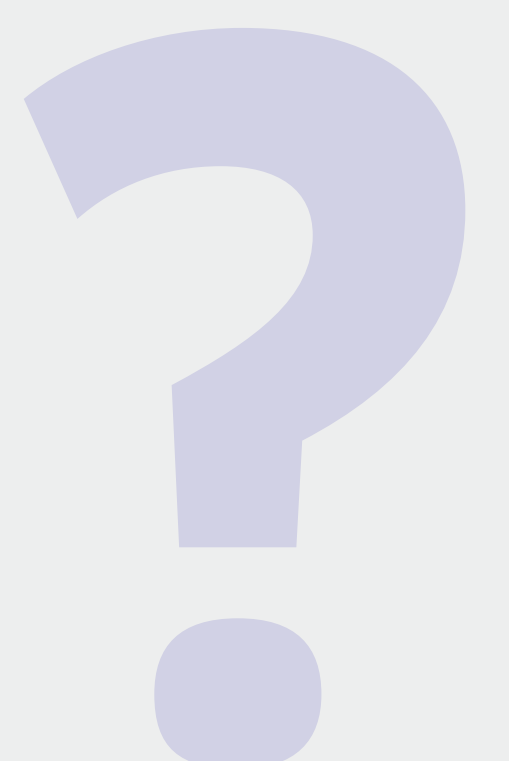


What makes these places unique? What do you value most about them? What would you like to change, or keep the same?

Add your comments on sticky notes.

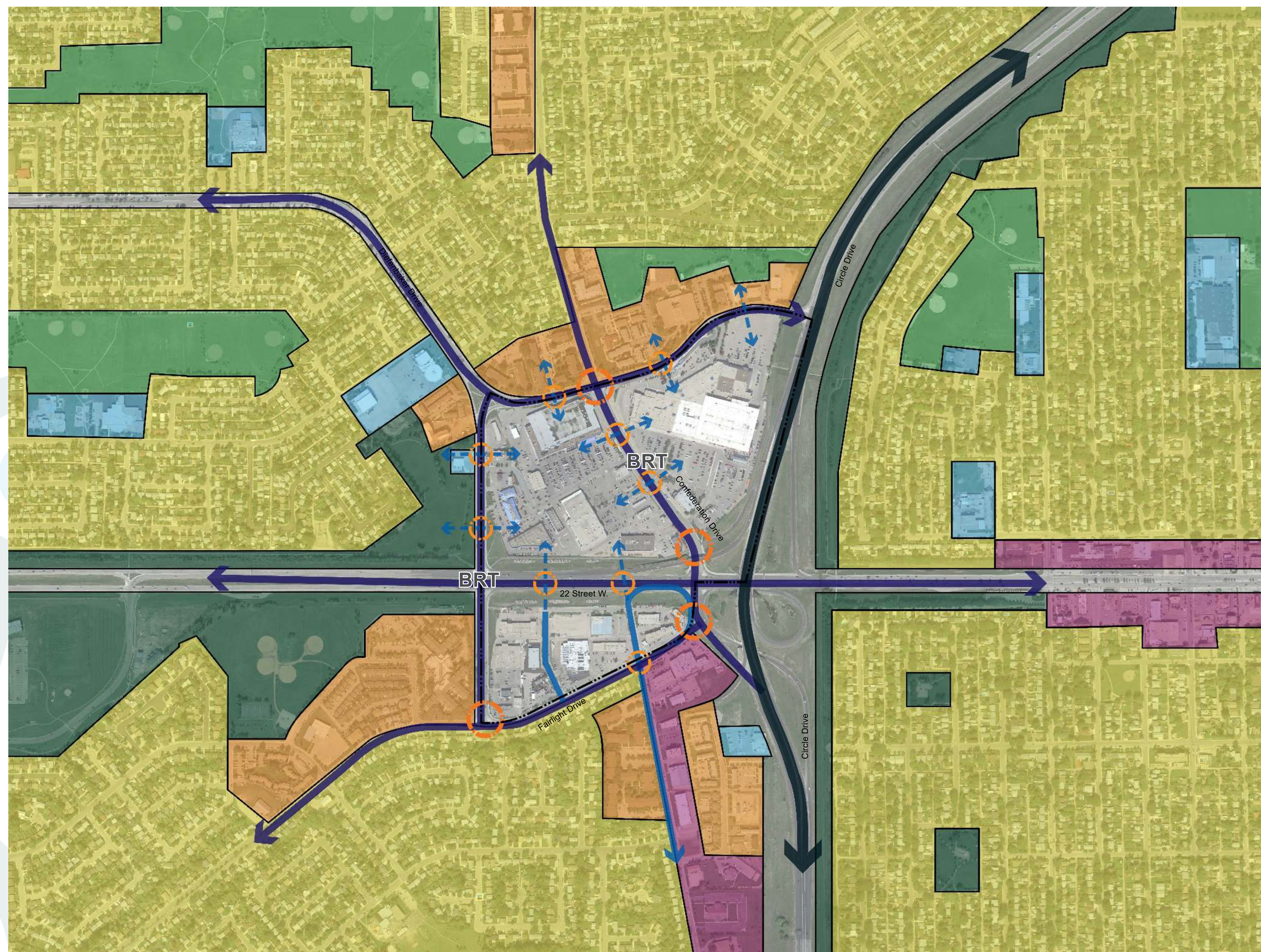
Which are your favourite places?

Which are your least favourite places?



CONFEDERATION

EXISTING CONDITIONS AND OPPORTUNITIES



EXISTING CONDITIONS

The Confederation site is a local commercial hub that includes a range of commercial amenities, including a mall. It is surrounded by predominantly low-density residential uses, although there are some higher density residential uses along its edge. There are a number of green spaces, schools, and community facilities nearby. The Confederation site is an important commercial destination within the city, providing access to a range of retailers and other services for surrounding neighbourhoods.

The site contains several commercial buildings and properties. In many cases, the properties are not orthogonal and do not follow a typical urban grid.

URBAN CONTEXT OPPORTUNITIES

- Continue to provide a commercial destination for the surrounding community, but with a more diverse range of amenities and services.
- Complement the structure of surrounding open spaces, by providing unique spaces that meet a greater range of needs for active and passive recreation.
- Improve the character and appearance of 22nd Street W. so that it aligns with and complements the pedestrian-friendly and vibrant character of the Transit Village.

What other opportunities do you see here? How would you like to see the Transit Village evolve?

Add your comments on sticky notes.

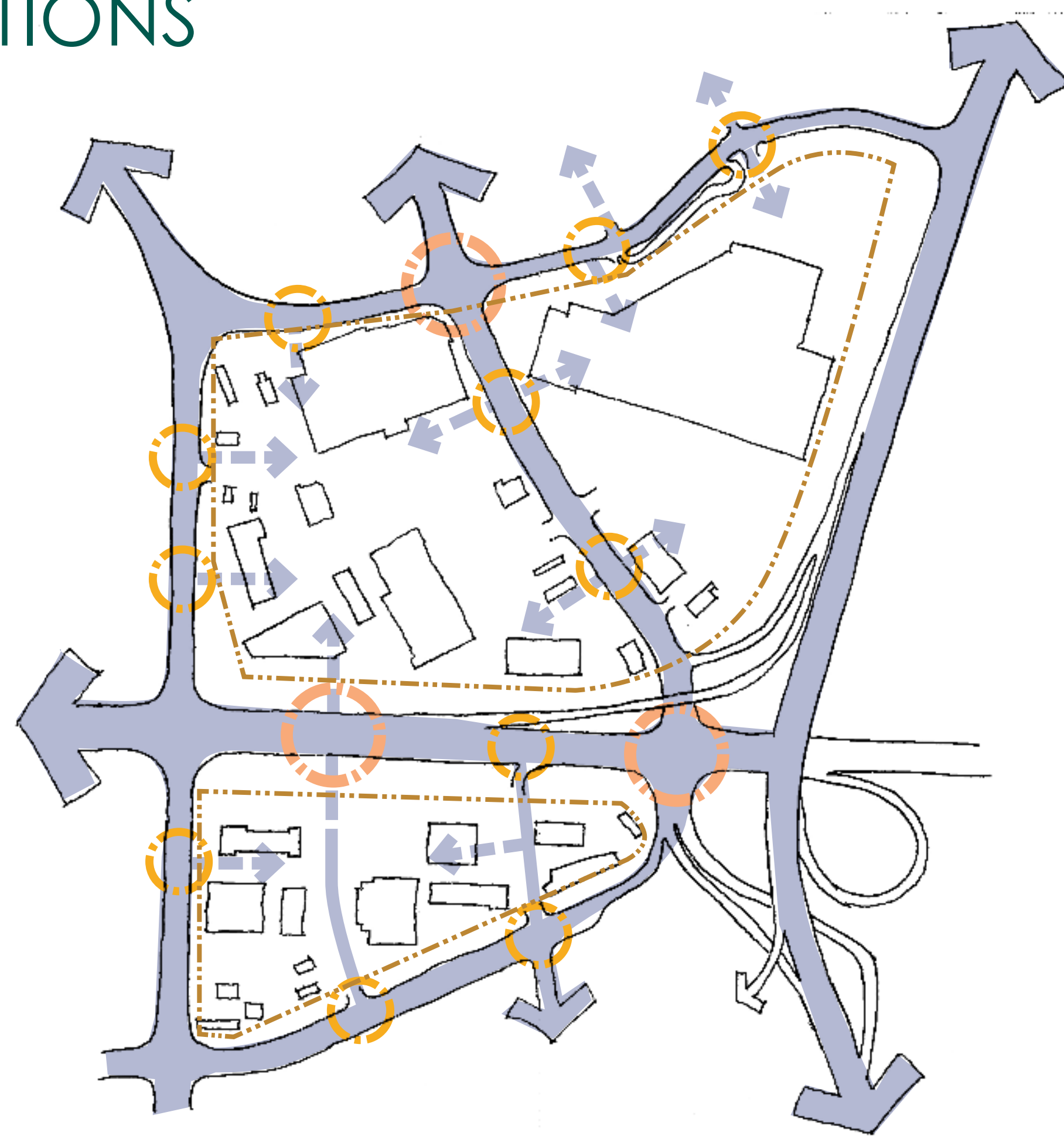


CONFEDERATION

CONCEPT OPPORTUNITIES

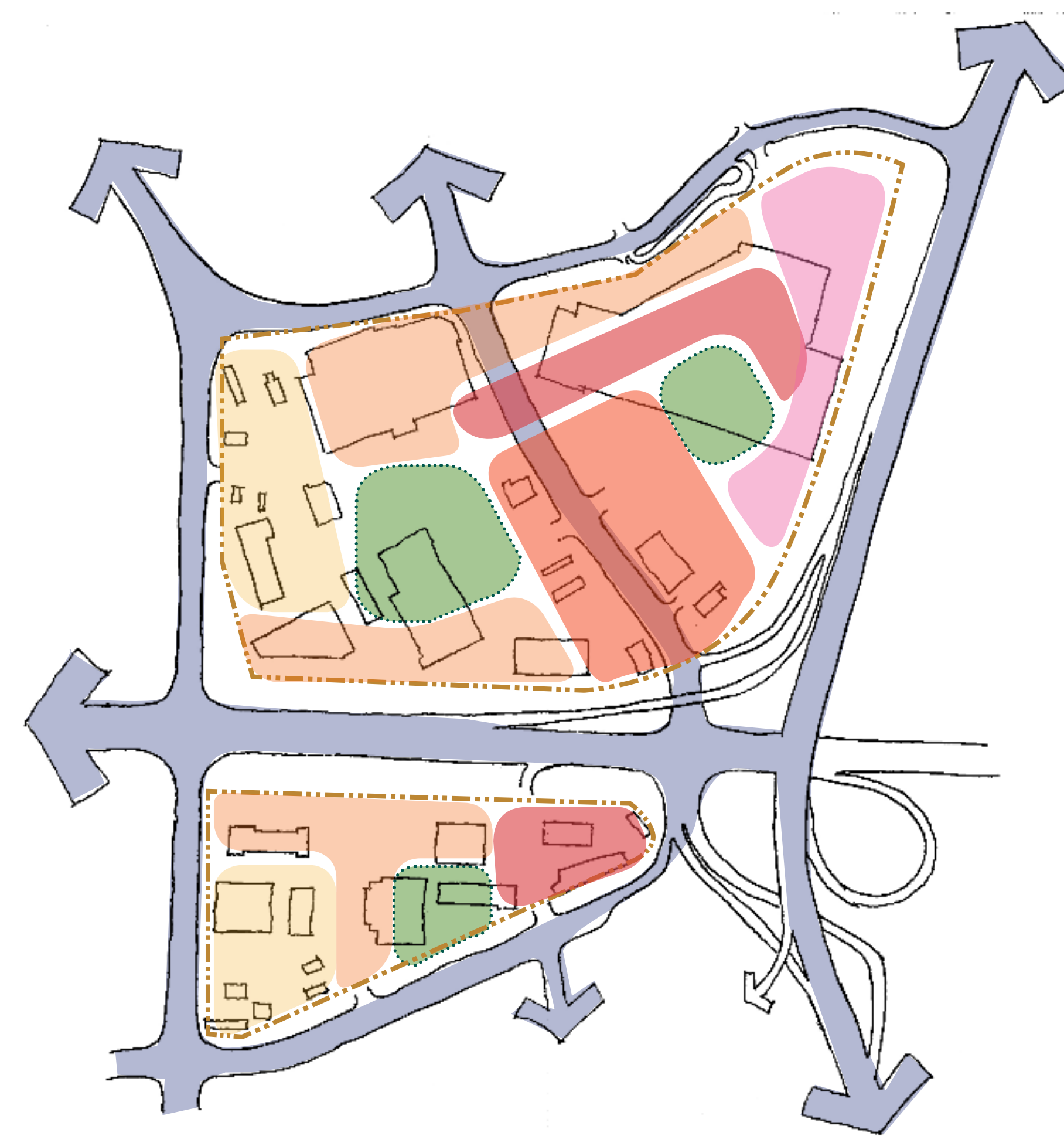
KEY CONNECTIONS

There is a great opportunity to improve connectivity across the site, especially for pedestrians. Connections must be designed to be safe, accessible, and inviting, in order to encourage walking, cycling, and support a pleasant experience of the BRT.



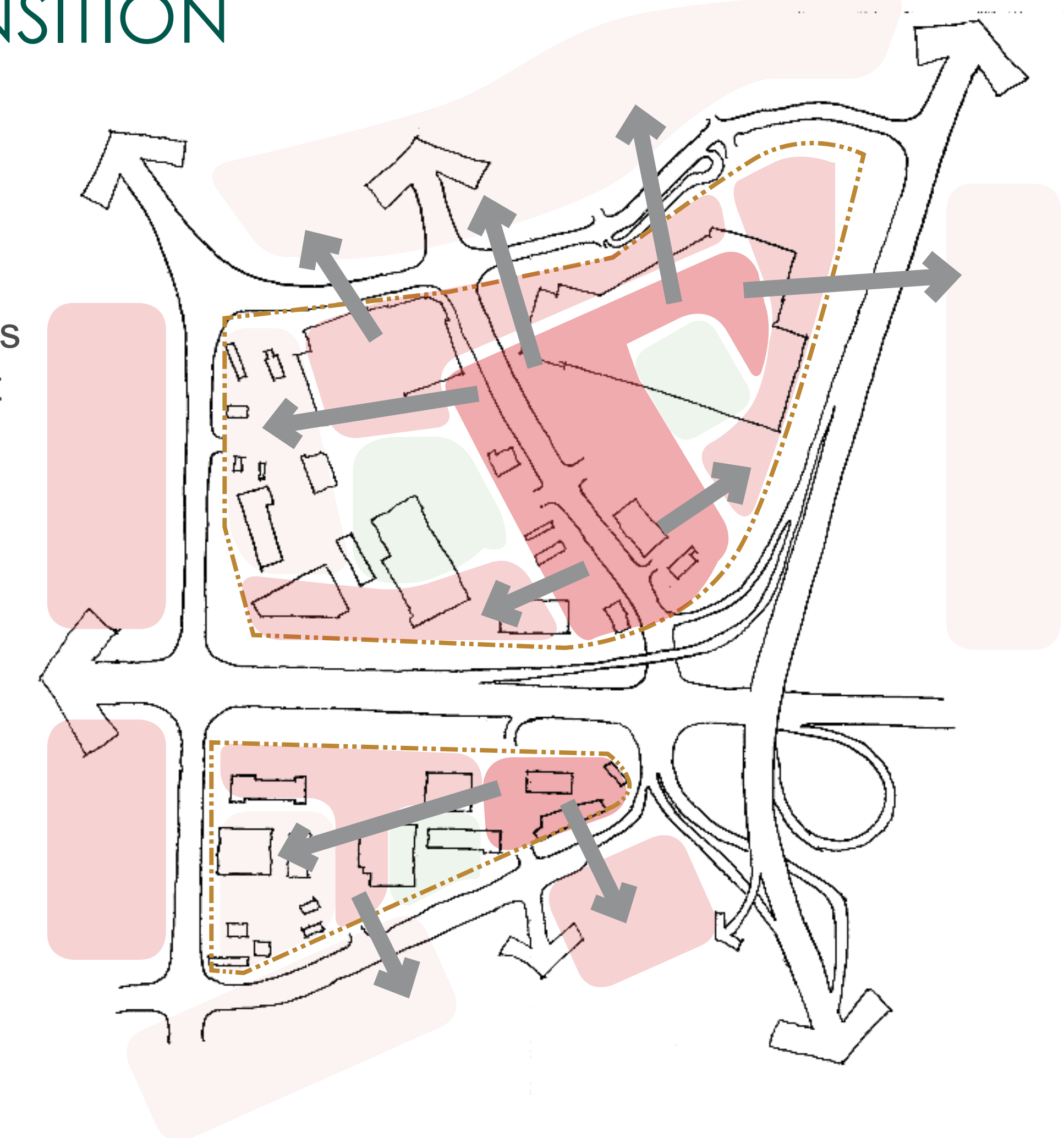
LAND USE

Provide a greater mix of land uses on the site that cater to people's needs. Allow for a greater range of commercial amenities, services, and retailers, consider opportunities for residential and mixed-use development.



DENSITY TRANSITION

Allow for pockets of higher density uses to encourage redevelopment and establish a critical mass of people in the Transit Village. Transition building height and density down toward existing established areas to integrate the site with surrounding areas.



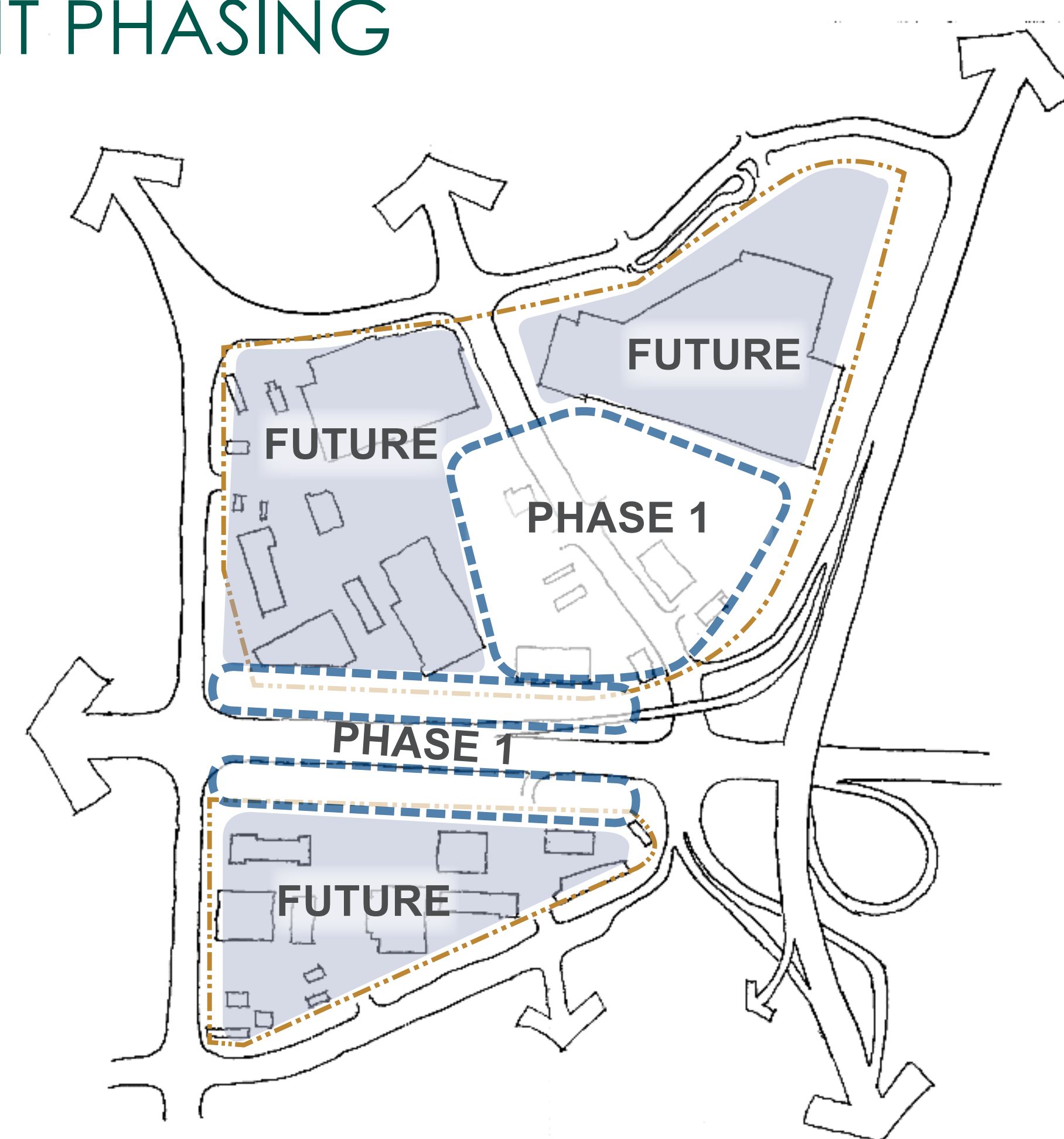
PUBLIC REALM

Create a robust and enhanced public realm to support an active and vibrant character of place. Provide new and unique open space destinations and create strong connections between them. Take advantage of the wide Right-of-way on 22nd Street W. to create an enhanced linear park space.



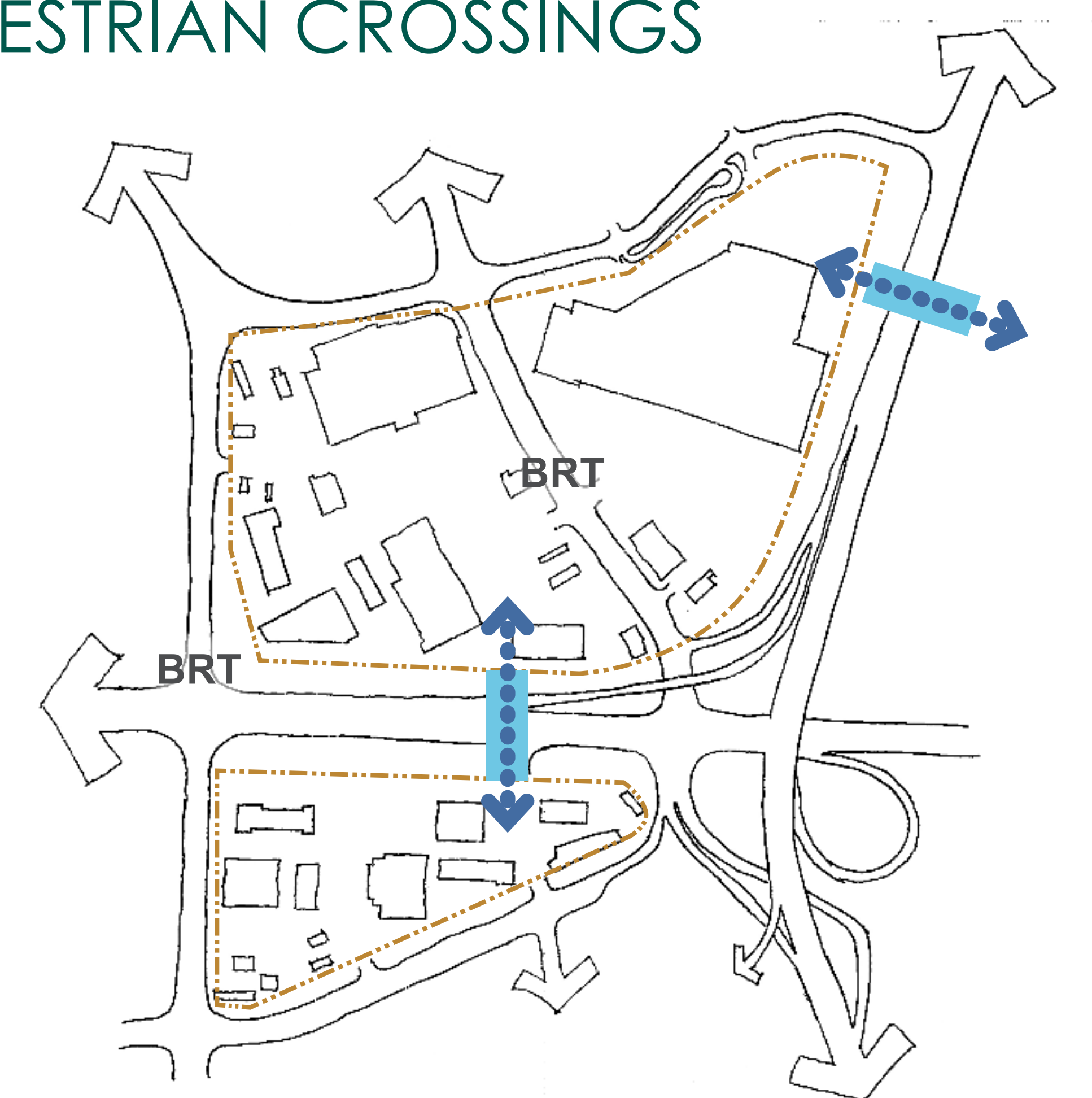
DEVELOPMENT PHASING

Focus development in order to create a sense of completeness around early site improvements and harness initial momentum for further redevelopment.



BRT AND PEDESTRIAN CROSSINGS

Integrate the existing pedestrian crossing (over Circle Drive) into the site and plan for an additional crossing over 22nd Street W. to facilitate active transportation and access to the BRT stops. Design this infrastructure to be used by cyclists as well.



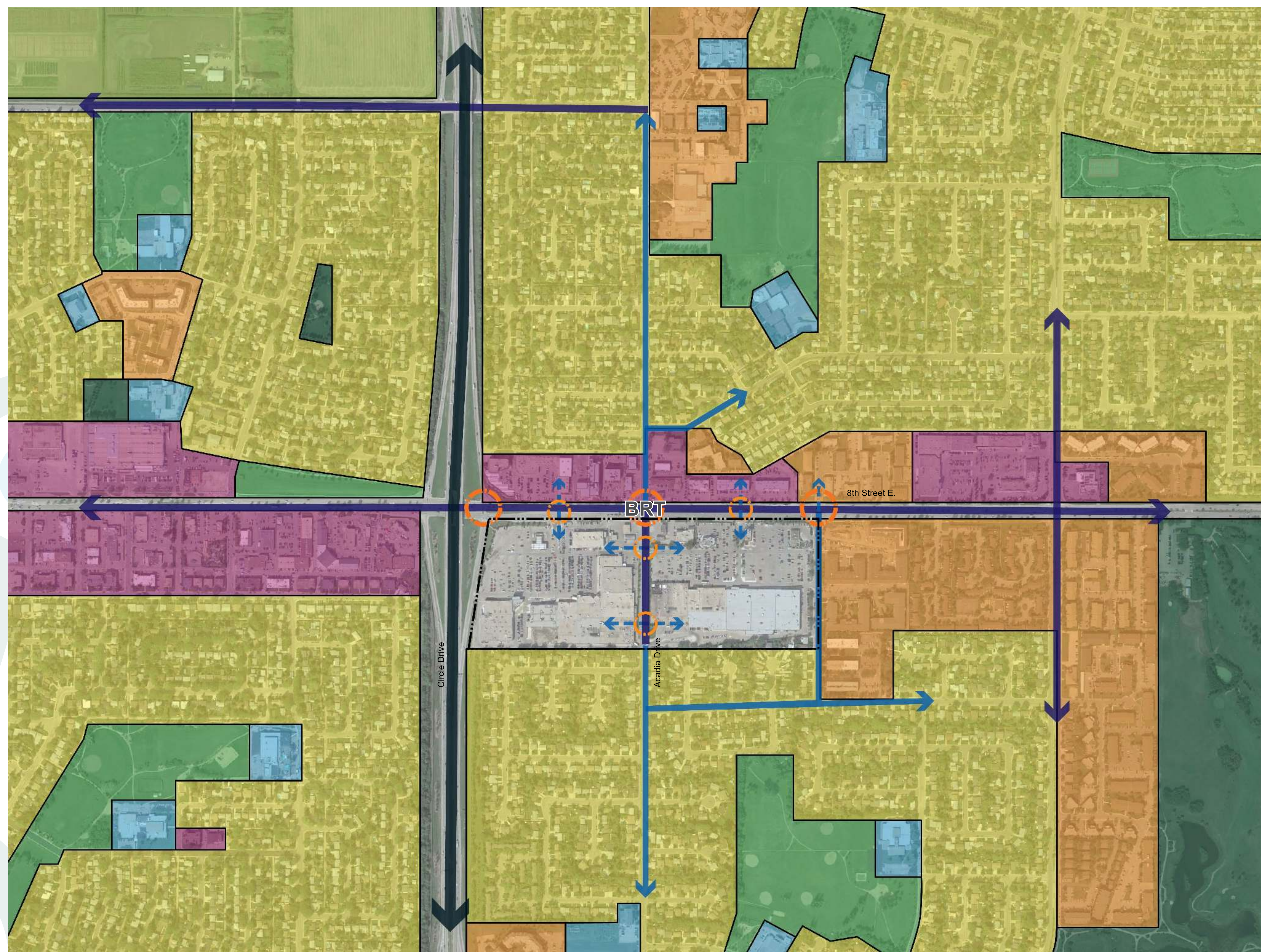
What other opportunities do you see here? How would you like to see the Transit Village evolve?

Add your comments on sticky notes.



CENTRE MALL

EXISTING CONDITIONS AND OPPORTUNITIES



EXISTING CONDITIONS

The Centre Mall site is a local commercial hub along 8th Street East, which, in this area, is an important commercial street. The site is surrounded with predominantly low-density residential uses although there are some medium-density residential uses to the east. The character of streets around the site are generally auto-oriented and, with the exception of a few arterial streets, there is poor connectivity in the area, making for circuitous walking routes.

The Centre Mall, straddling Acadia Drive, currently occupies the site and serves as a regionally important commercial centre and amenity for local neighbourhoods as well as the City at large.

URBAN CONTEXT OPPORTUNITIES

- Complement the commercial character of 8th Street with unique retail and commercial uses, such as more offices and local neighbourhood-oriented convenience retail.
- Re-define the character of 8th Street E. to make it a more pedestrian-oriented environment. Advocate for traffic-calming measures along the street.
- Develop higher density residential uses at the site, to take advantage of proximity to the BRT and provide a greater diversity of housing typologies within the city.
- Continue to support Centre Mall's operation as a regionally significant commercial destination, while taking advantage of new place-making and development opportunities spurred by the BRT.

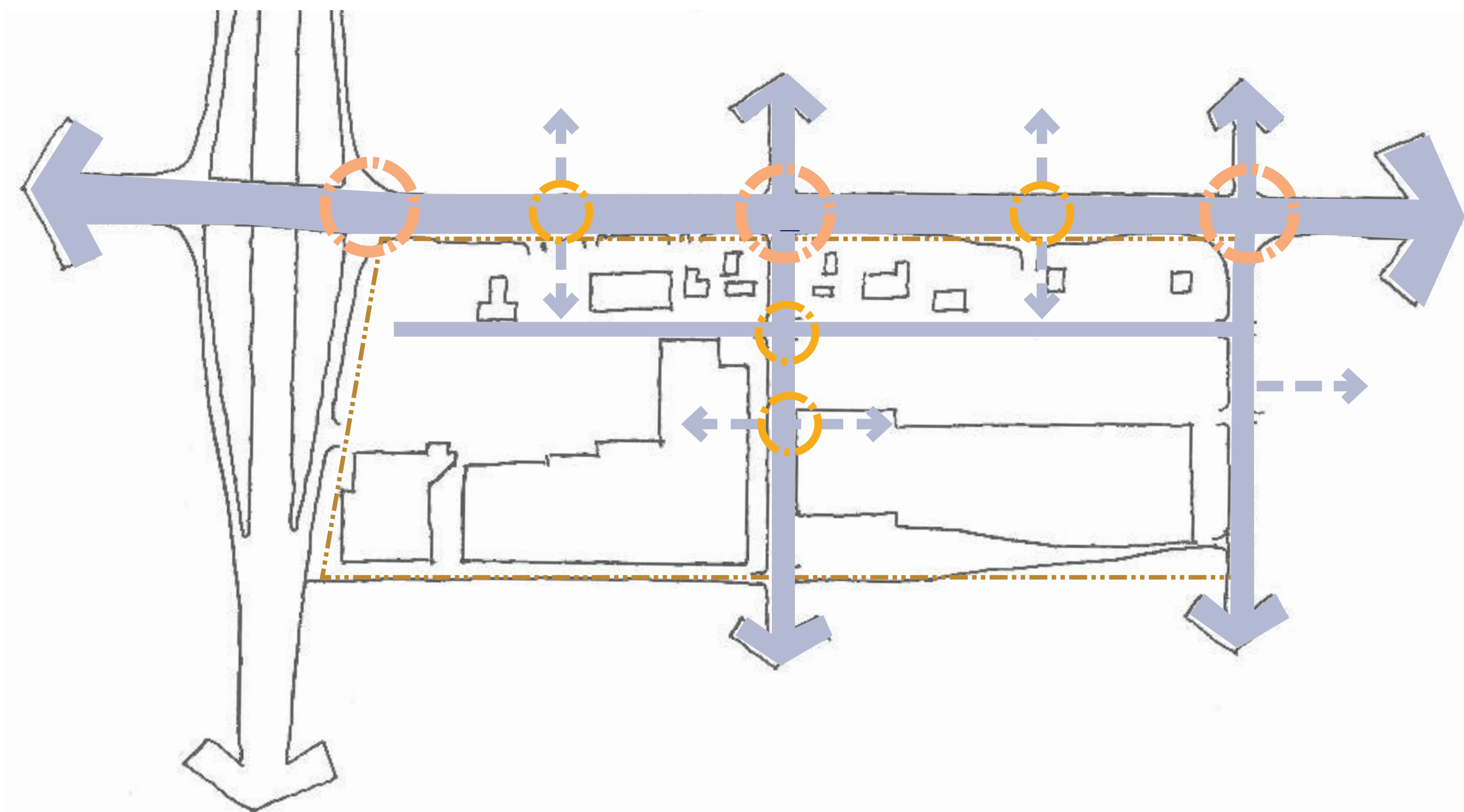
What other opportunities do you see here? How would you like to see the Transit Village evolve?

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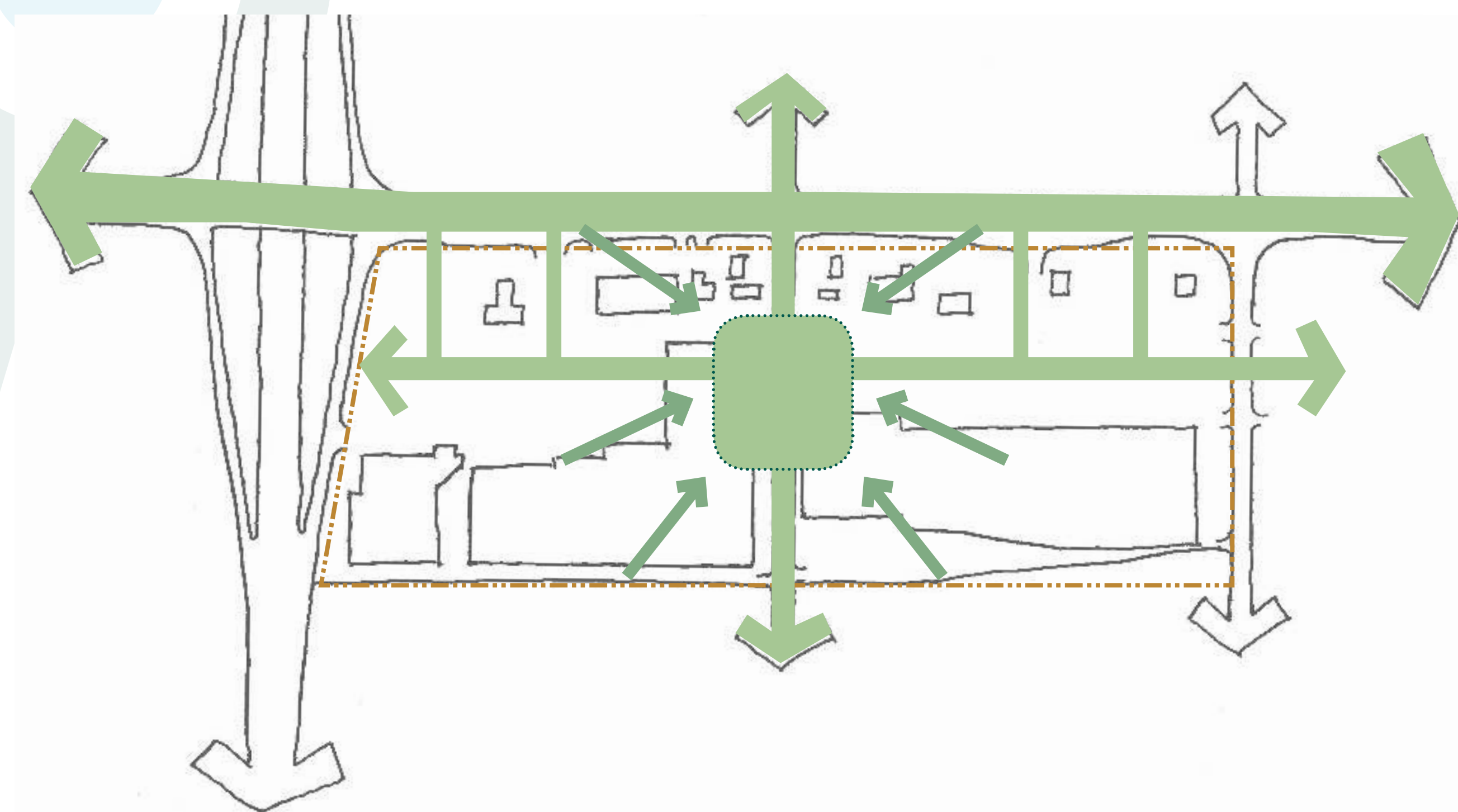
CENTRE MALL

CONCEPT OPPORTUNITIES



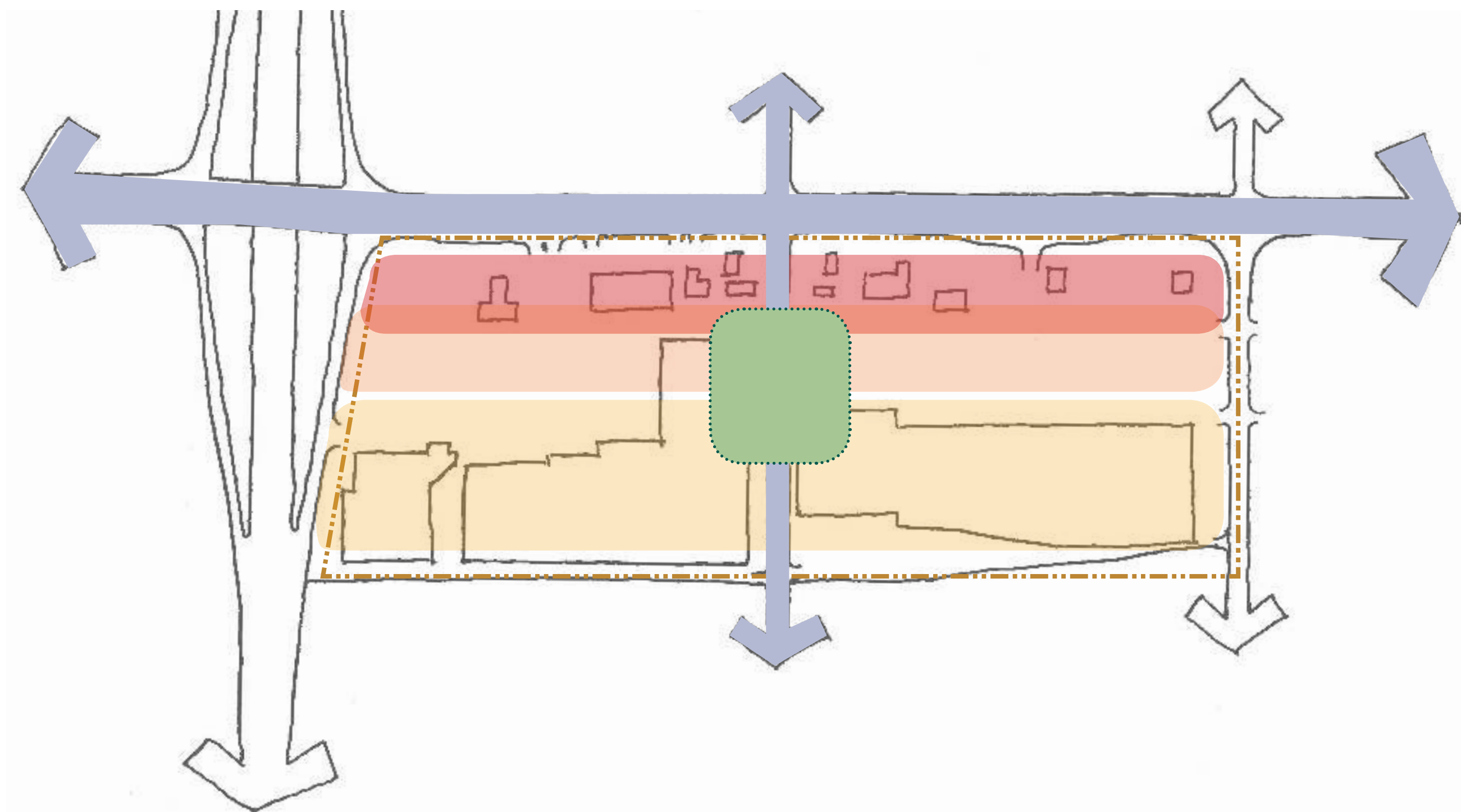
KEY CONNECTIONS

Improve connectivity and options for multi-modal movement across the site by providing new street connections, sidewalks, and paths.



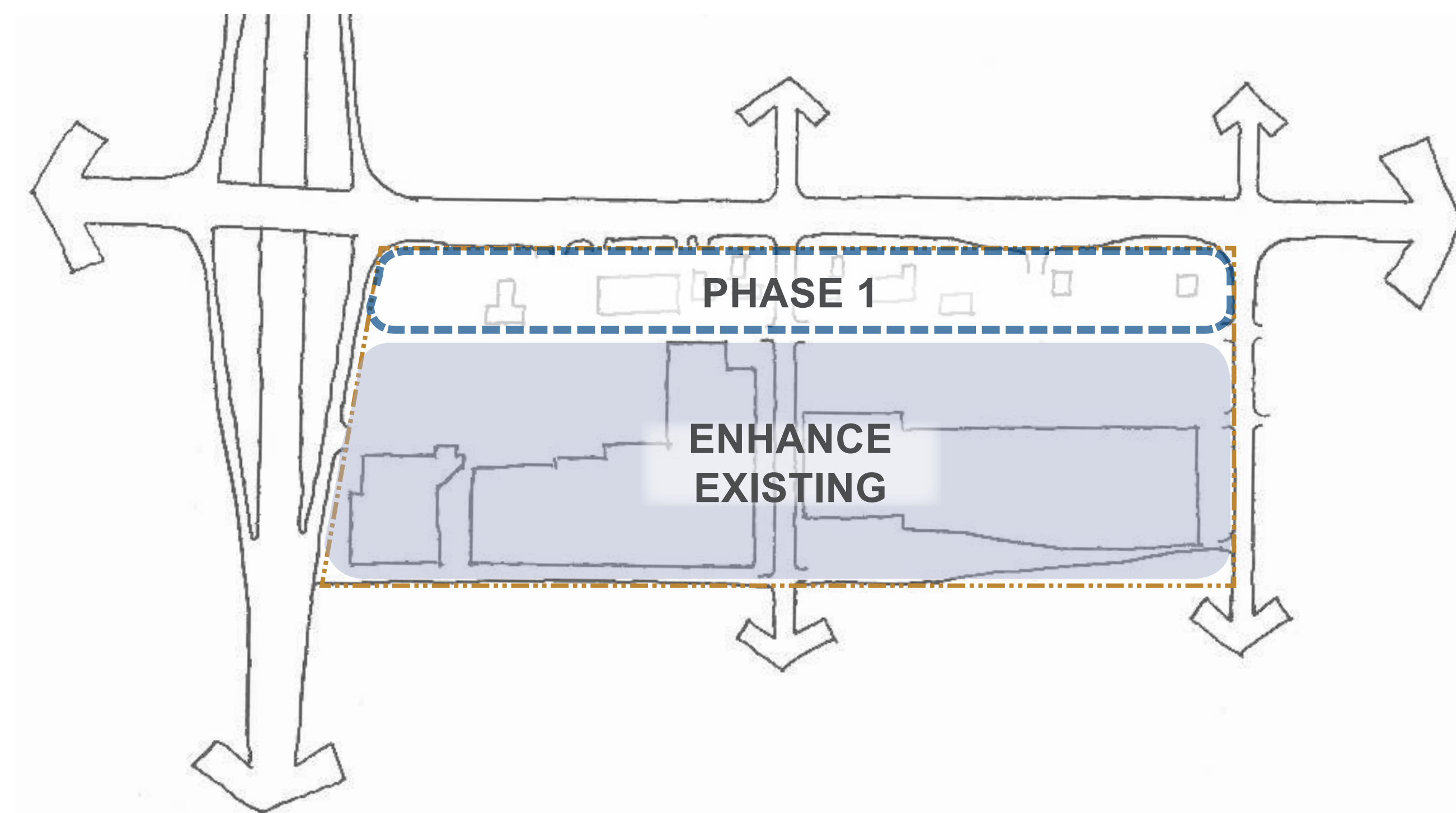
PUBLIC REALM

Create a pedestrian-oriented public realm, especially along 8th Street and any new streets internal to the site. Create a new community hub and destination with a central public open space.



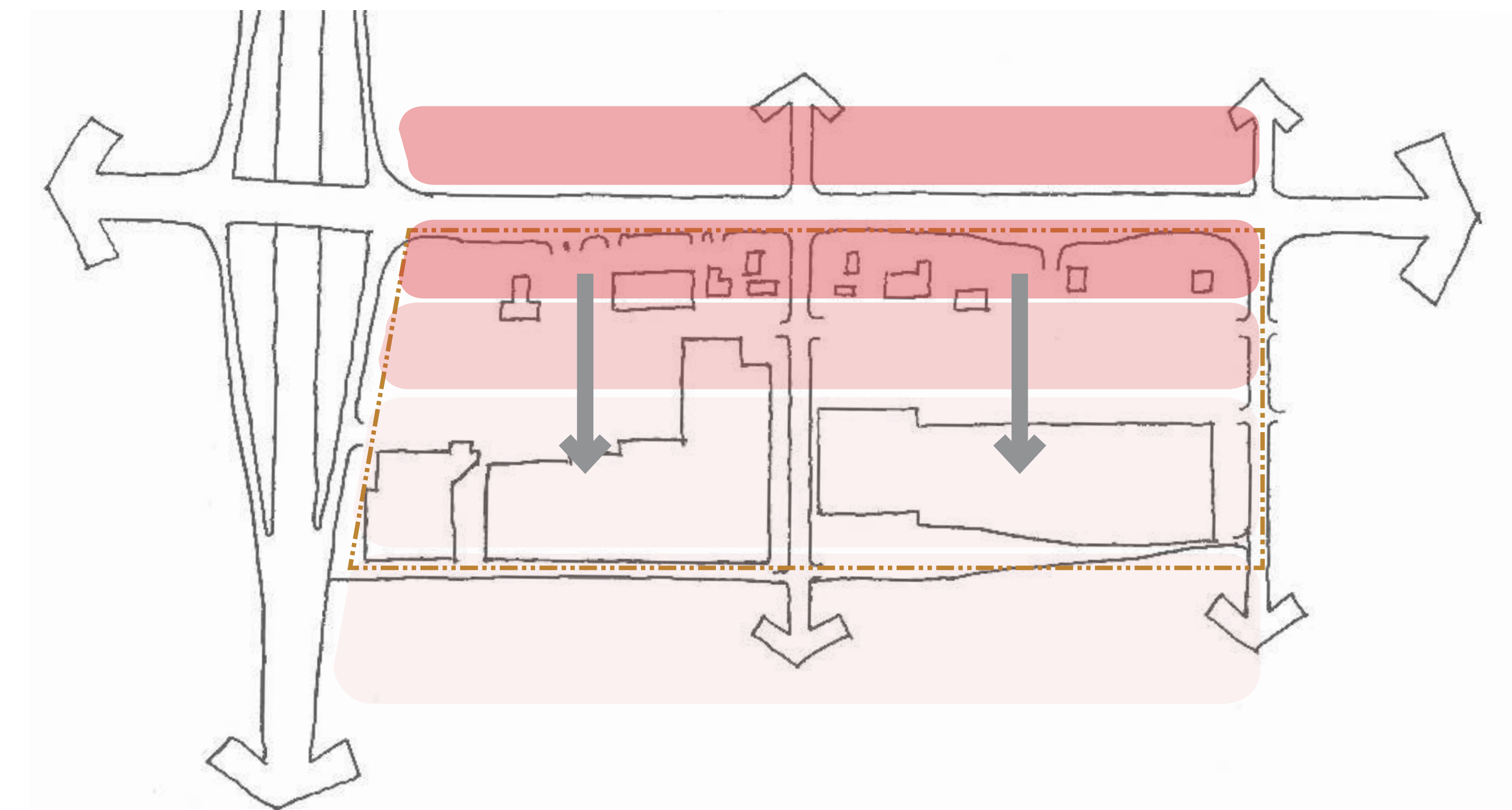
LAND USE

Reflect the commercial character of 8th Street by providing a unique mix of commercial land uses (office, retail, destination uses) along it.



DEVELOPMENT PHASING

Over the short and medium term, enhance the operation and draw of existing commercial developments by improving underdeveloped portions of the site. Protect for the potential redevelopment of the overall site in the long term.

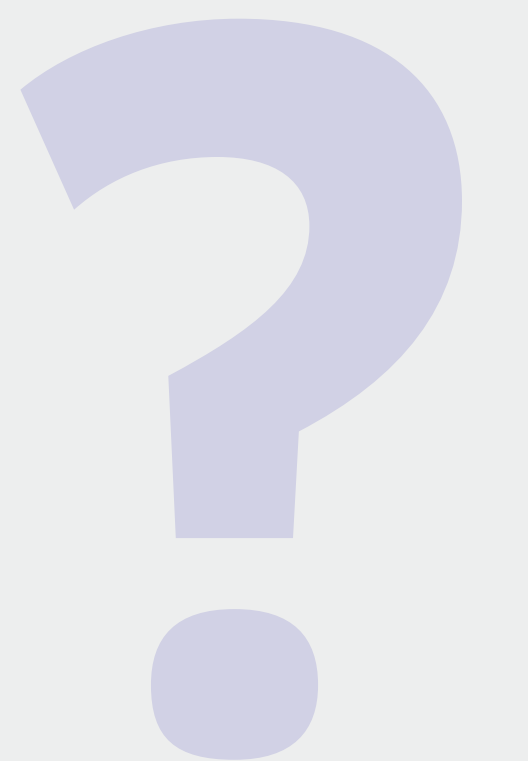


DENSITY TRANSITION

As the Transit Village redevelops and intensifies, provide a transition in building height and density toward surrounding neighbourhoods, to better integrate the Transit Village in the city.

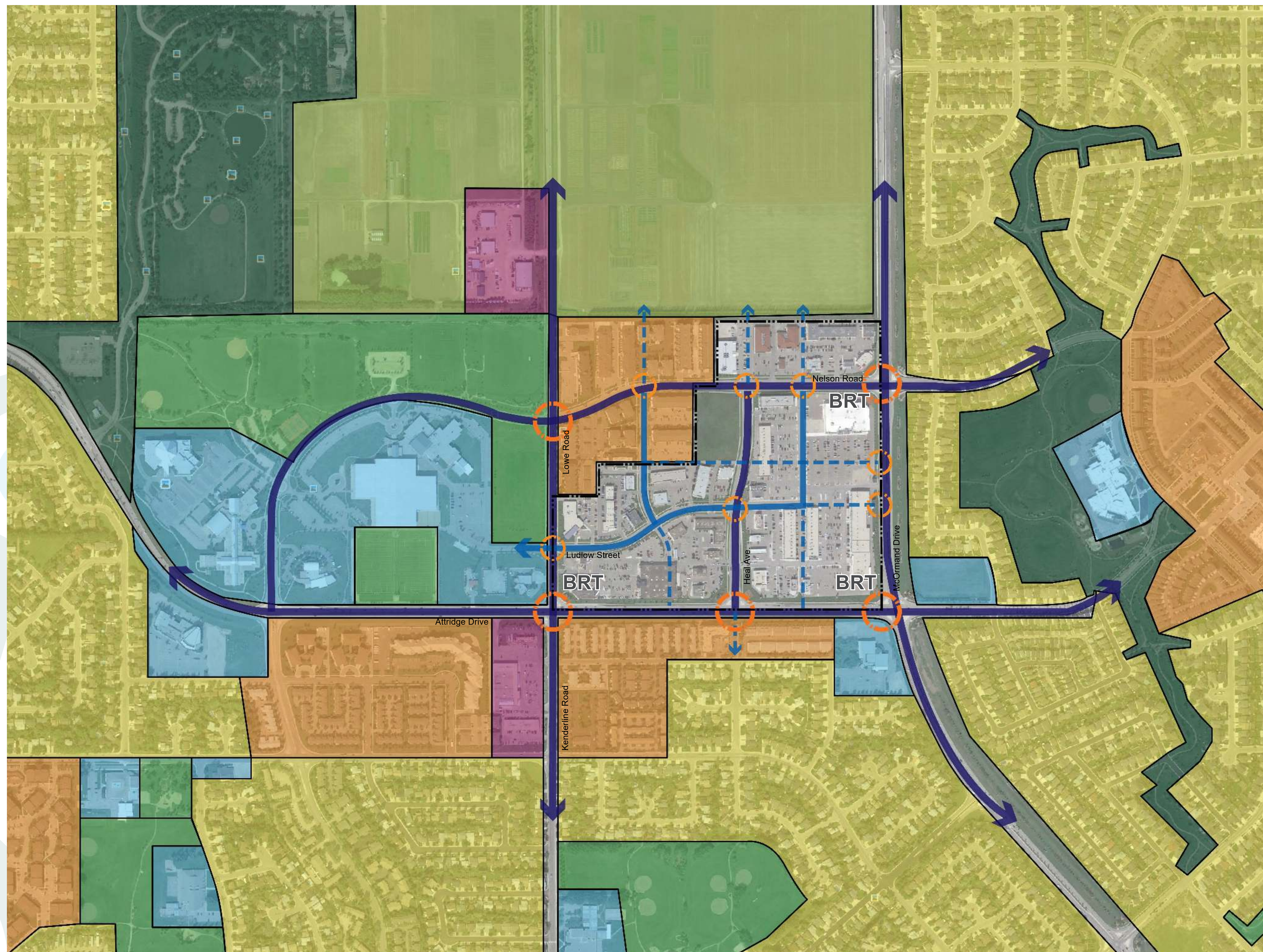
What other opportunities do you see here? How would you like to see the Transit Village evolve?

Add your comments on sticky notes.



UNIVERSITY HEIGHTS

EXISTING CONDITIONS AND OPPORTUNITIES



EXISTING CONDITIONS

The University Heights site is one of the few commercial hubs in the area, serving a fairly far-reaching suburban community. It is surrounded by a mix of land uses including some medium-density residential uses, community facilities, and open spaces, although there is a predominance of low-density residential development in the area. While there is a fair amount of open space in the area, most of it is designed to serve specific active recreational functions. The site contains a number of low-rise commercial buildings that surrounded by surface parking.

URBAN CONTEXT OPPORTUNITIES

- Continue to provide a hub for commercial services at the site, but diversify the range of retail offerings to provide more community-oriented and unique local businesses.
- Provide new employment uses, such as commercial office space, or potentially light manufacturing, that will provide local opportunities for residents to live and work in the neighbourhood.
- Take advantage of proximity to the SaskTel Sports Centre to create a distinct local destination by providing complementary uses, such as restaurants.
- Re-define and influence the character of surrounding streets, in particular Attridge Drive and McOrmand Drive to create a more pedestrian-friendly environment.

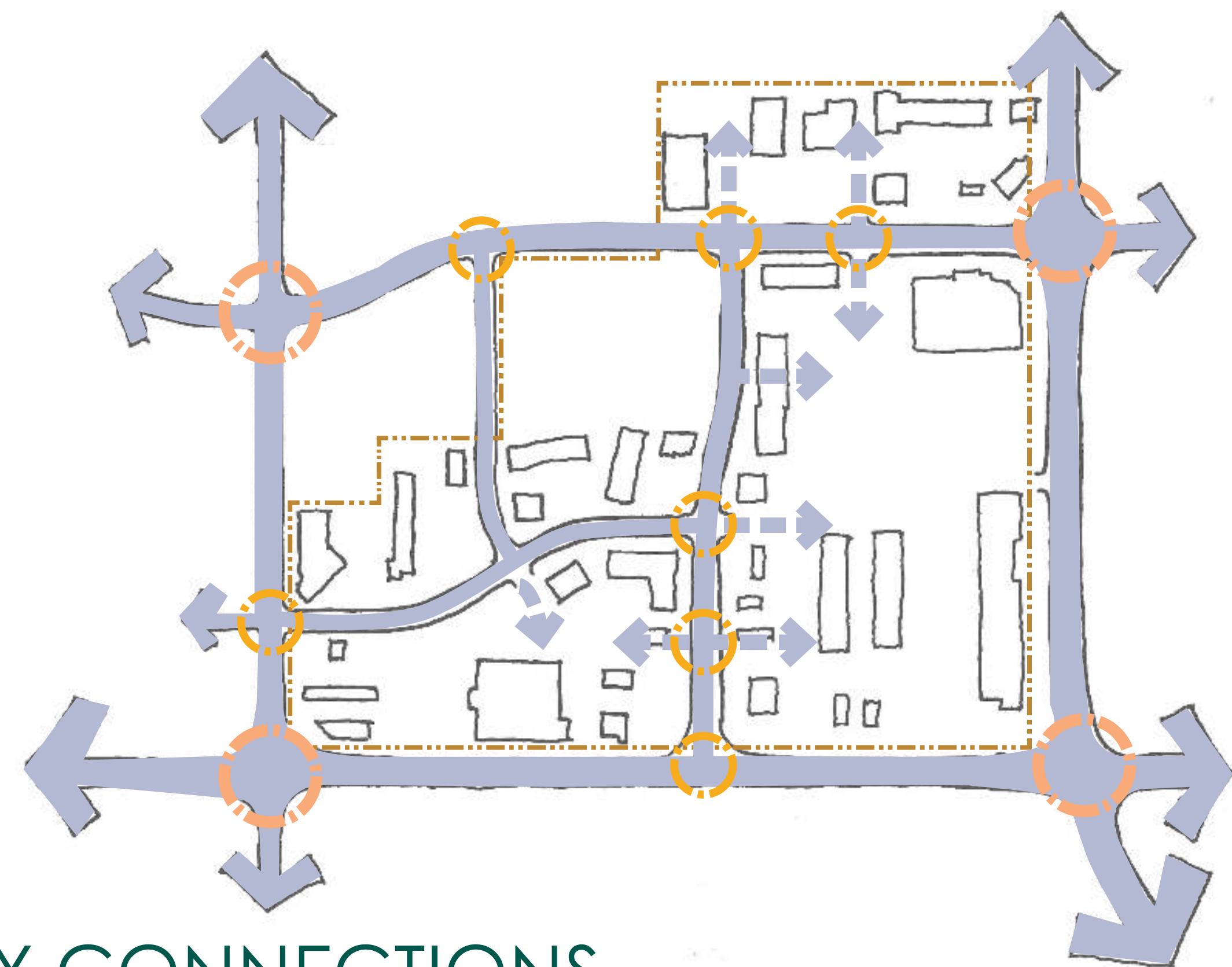
What other opportunities do you see here? How would you like to see the Transit Village evolve?

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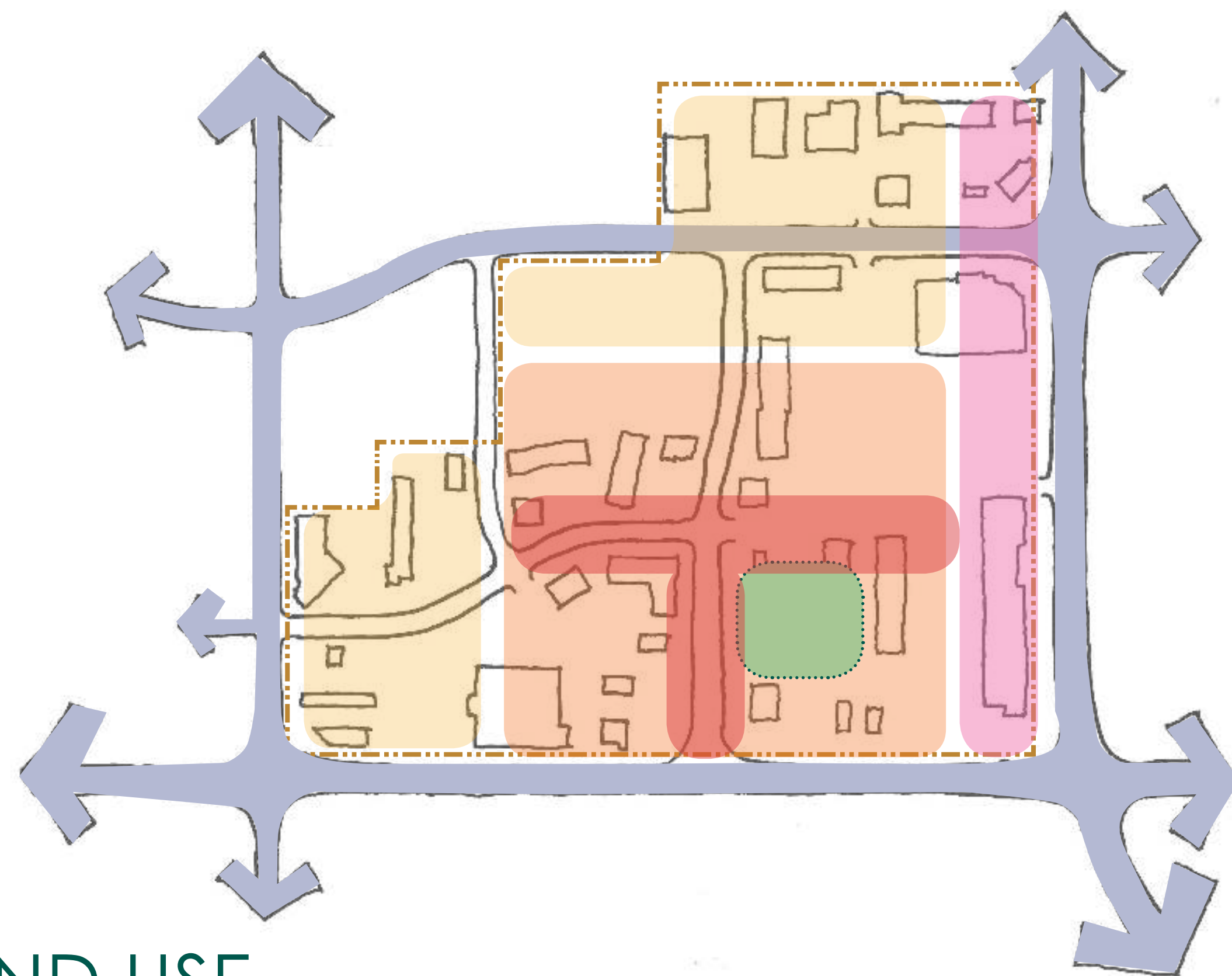
UNIVERSITY HEIGHTS

CONCEPT OPPORTUNITIES



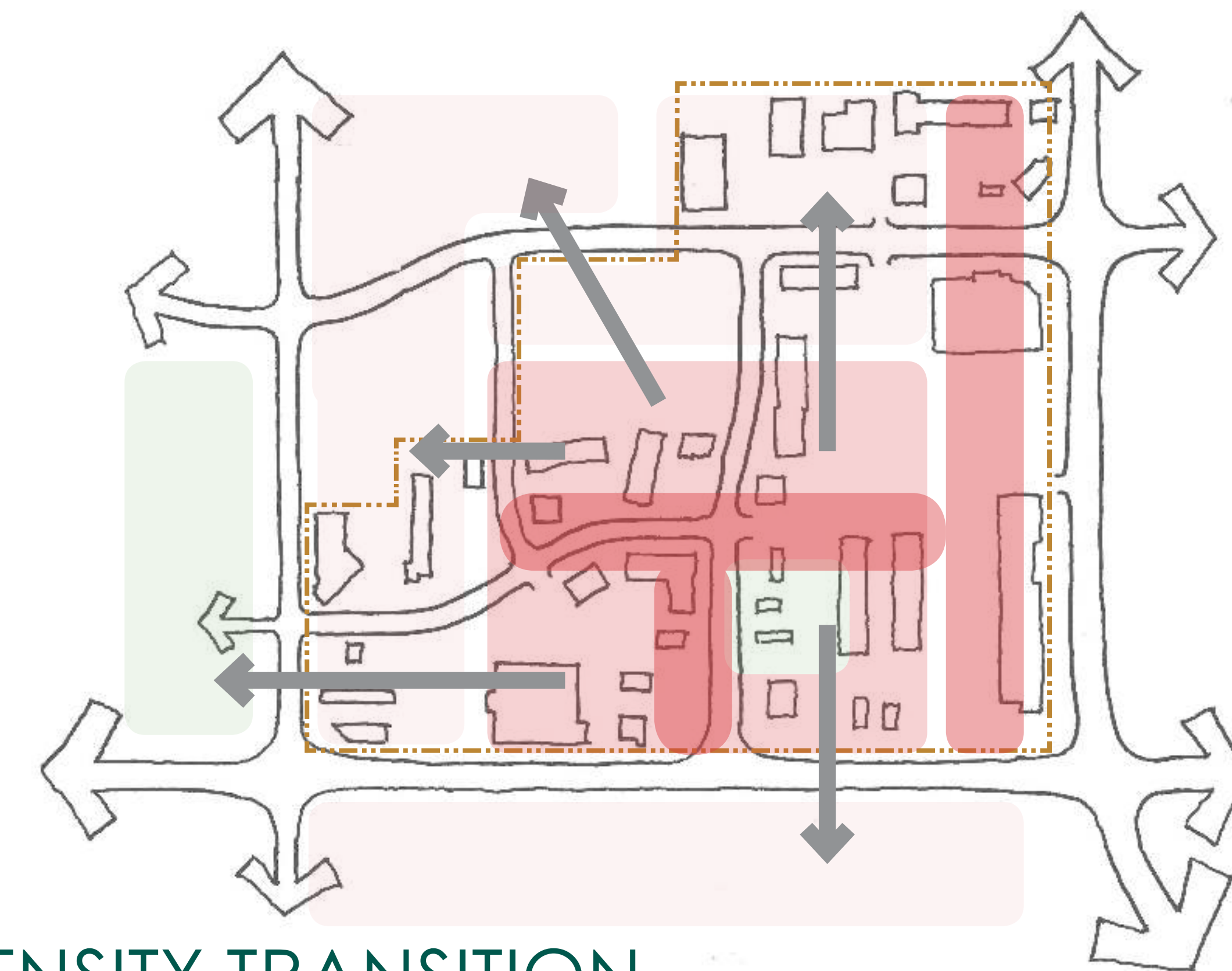
KEY CONNECTIONS

Create stronger connections to surrounding neighbourhoods, in particular with new streets and paths wherever possible. Provide for improved pedestrian movement and connections across the site in the long-term, especially for pedestrians.



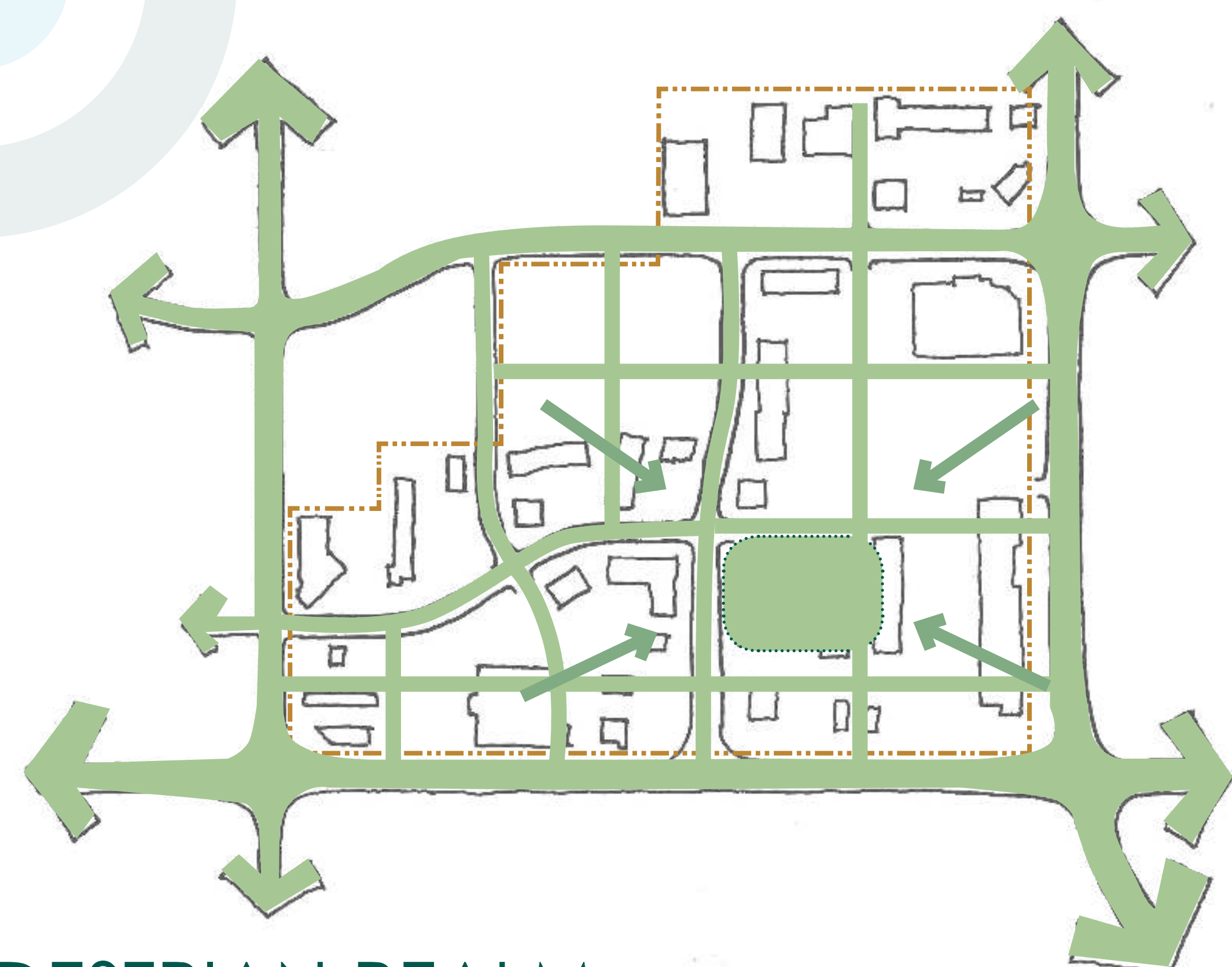
LAND USE

Allow for a mix of land uses to create a unique community-oriented destination. Locate commercial and office uses along McOrmond Drive and other major streets to create a buffer to finer grain retail and residential uses within the site.



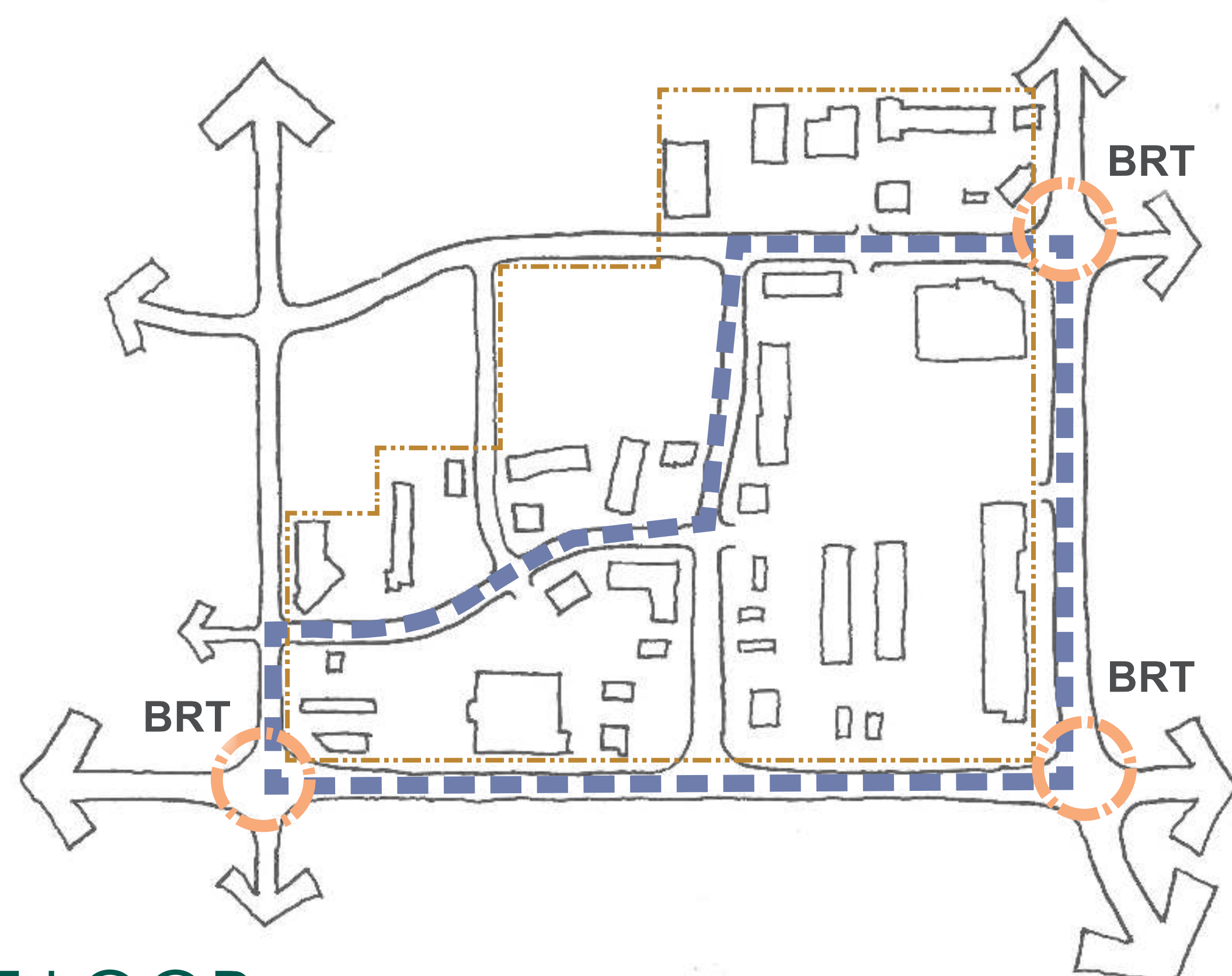
DENSITY TRANSITION

Allocate greater development density within the site to provide a critical mass of people, and landmark buildings that aid in way-finding. Transition building heights down to surrounding open spaces and neighbourhoods.



PEDESTRIAN REALM

Provide an improved public realm that facilitates community gathering and active, frequent, use of outdoor spaces. Provide a open spaces that complement the character and use of existing open spaces surrounding the Transit Village.



BRT LOOP

Take advantage of excellent access to the BRT by integrating these destinations in the public realm, and planning for complementary, adjacent uses that cater to transit users.

What other opportunities do you see here? How would you like to see the Transit Village evolve?

Add your comments on sticky notes.

BUILT FORM

LAND USES, SERVICES, AMENITIES

What types of services, amenities, and uses (residential, mixed-use, office, etc.) would you like to see at the Transit Villages?

Add your comments on sticky notes.

What would you like to see at the Transit Villages?

Add your comments



Mixed uses



Pedestrian-oriented fine grain retail



Vertical mix of uses, with retail at grade



At grade retail with office and residential above



Higher density mixed-use buildings

Commercial uses



Commercial offices



Creative spaces and maker spaces



Larger format retailers



Professional offices, specialty services

Residential uses



Stacked town homes



Medium density condominiums



Walk-up apartment buildings



Apartment towers

Community uses/facilities



Child and day care facilities



Community gardens



Arts and cultural facilities



Recreation and wellness centres

PUBLIC REALM

As the Transit Villages redevelop and intensify, there will be a growing demand for access to public open spaces within walking distance. It is important that each concept plan consider where these spaces are provided as well as what their character should be and what needs (eg. active vs. passive recreation) they cater to.

What types of open spaces would you like to see at the Transit Villages? How should they be designed? How would you use them?

Add your comments on sticky notes.

What would you like to see at the Transit Villages?

Add your comments



Streetscapes



Pedestrian-friendly design (e.g. wide sidewalks, street trees, active building frontages)



Enhanced furnishings on key streets, to create places to linger



Lighting to convey warmth and a sense of place



Robust planting areas for street trees

Green Connectors + Trails



Green Connectors to enhance the tree canopy and local ecology



Mid-block connections between buildings, to support pedestrian connectivity



Multi-use trails to animate park space and connect destinations



Using plantings and landscaping to aid in way-finding and emphasize a connection

Neighbourhood Park + Parkette



Flexible spaces that can be programmed seasonally



Space for relaxation, conversation, and lingering



Integrating public art to create seasonal destinations



Beautiful spaces that enhance and contribute to local ecology

Urban Plaza



Unique spaces that define the Transit Village's sense of place



Spaces that integrate hard surfaces with plantings, to support more intensive use



Flexible space for markets, regular events, and community gathering



Integrating public art to complement park uses

MOVEMENT + SUSTAINABILITY

What design opportunities resonate with you?

Add your comments on sticky notes.

What would you like to see at the Transit Villages?



Movement Network



An efficient and convenient transit system



Improved parking lot design with enhanced plantings and walkways



Shared-use paths to support multi-modal movement



Pedestrian-friendly multi-modal street design



Furnishing and planting zones to buffer and protect sidewalks



Wrapping parking structures with active uses



Designing for complete streets, accommodating all road users



Covered bicycle parking, and integrated way-finding features

Sustainability



Enhancing urban ecological systems and natural capital



Passive ventilation and solar panels



High-quality sustainable architecture (LEED) + design



Green roofs



Providing recycling and composting bins



Bio-swales to filter stormwater run-off and facilitate local infiltration



Supporting access to local food and healthy food providers



District energy