

CITY OF SASKATOON

OFFICIAL COMMUNITY PLAN

BYLAW NO. 8769

To view the associated full-sized maps, please follow the link below:

[Land Use Map](#)

[Phasing Map](#)

The Official Community Plan Land Use Policy Maps for individual neighbourhoods that are not displayed on the Official Community Plan Map can be accessed on the City's website on the [Maps Page](#).

To inquire about obtaining paper copies of these maps,
please call (306) 975-2645

**With amendments up to and including Bylaw No. 9561
(City Council passed – February 25, 2019)
(Deputy Minister Approved April 5, 2019)**

BYLAW NO. 8769

The Official Community Plan Bylaw, 2009

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as The Official Community Plan Bylaw, 2009.

Purpose

2. The purpose of this Bylaw is to adopt an Official Community Plan for The City of Saskatoon.

Official Community Plan Adopted

3. The City of Saskatoon adopts Schedule "A" to this Bylaw as The City of Saskatoon Official Community Plan.

Bylaw No. 7799 Repealed

4. Bylaw No. 7799, The Development Plan Bylaw, 1998, is repealed.

Coming into Force

5. This Bylaw shall come into force upon receiving the approval of the Minister of Municipal Affairs.

Read a first time this 22nd day of June, 2009.

Read a second time this 22nd day of June, 2009.

Read a third time and passed this 22nd day of June, 2009.

"Donald J. Atchison"

Mayor

"Janice Mann"

City Clerk

"SEAL"

APPROVED
REGINA, SASK.
JUL 14 2009

"Russ Krywulak"
A/Assistant Deputy Minister
Ministry of Municipal Affairs

THE CITY OF SASKATOON

OFFICIAL COMMUNITY PLAN
SCHEDULE "A" to BYLAW NO. 8769

How to Interpret This Plan

The headings in the left-hand margin are intended to assist the reader by highlighting the corresponding policy statement, and are not to be interpreted as policy statements themselves.

In order to gain a complete understanding of the **Official Community Plan**, it is recommended that the reader review the entire document.

City of Saskatoon Official Community Plan

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SCHEDULE "A" to BYLAW NO. 8769

THE CITY OF SASKATOON

OFFICIAL COMMUNITY PLAN

1.0 Introduction

1.1 Short Title

The Official Community Plan for the City of Saskatoon may be cited as "the Plan".

1.2 Basis and Purpose of the Plan

This Plan has been established in accordance with the provisions of *The Planning and Development Act, 2007*, as amended. The Plan provides the policy framework to define, direct, and evaluate development in the City of Saskatoon, ensuring that development takes place in an orderly and rational manner, balancing the environmental, social, and economic needs of the community.

1.3 Scope of the Plan

This Plan is intended to guide the growth and development of the City of Saskatoon to a population of approximately 500,000.
(Revised – Bylaw No. 9087 – April 8, 2013)

2.0 Fundamental Values

2.1 Saskatoon as a Sustainable Community (Revised – Bylaw No. 9438 – May 23, 2017)

A sustainable community is one that meets its needs today without limiting the ability of future generations to meet their needs. This means a community that sustains its quality of life and accommodates growth and change by balancing long term economic, environmental and social needs. This Plan recognizes the following principles in building a community with a sustainable quality of life:

- a) economic diversity, economic security, and fiscal responsibility;
- b) environmental protection and stewardship;
- c) equity in land use decisions and a fair distribution of community services;

- d) efficient use of land, infrastructure and other resources in managing the City and accommodating growth and change;
- e) decision making based on democratic institutions and public consultation;
- f) community safety through the application of the principles of Crime Prevention Through Environmental Design (CPTED) as identified in Section 3.1.1; and
- g) conservation of heritage resources.

2.2 Regional Context - Cooperation With Other Jurisdictions

The City of Saskatoon has evolved to become one of two primary service centres in Saskatchewan, with a trade area of over 500,000 people, 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 of Saskatoon shares the Region with several urban and rural municipalities, First Nations, and other authorities, both within and outside the City Limits. The operations of the City and these other jurisdictions have major influences on each other. In recognition of this principle, the City of Saskatoon will continue to seek and maintain mutually beneficial relationships with all nearby municipalities and other jurisdictions in the implementation of this Plan and in the on-going objective of regional cooperation.

2.3 Fundamental Values – Strategic Plan 2012-2022

(Revised – Bylaw No. 9087 – April 8, 2013)

This Plan is intended to support the goals contained in the City of Saskatoon Strategic Plan 2012 – 2022. Progressive development proposals that exemplify the strategies of this plan and their related priorities shall be considered on a case-by-case basis. Where necessary, and where the quality of such proposal warrants it, facilitative amendments to this Plan and/or the Zoning Bylaw should be considered.

2.4 Fundamental Values – Growth Plan to Half a Million

(Revised – Bylaw No. 9437 – April 24, 2017)

This plan is intended to support the overall vision of the Growth Plan to Half a Million (Growth Plan), the recently adopted community planning initiative which sets the stage for a new growth model for Saskatoon. Progressive development proposals that align with the vision laid out in the Growth Plan

are encouraged and shall be considered on a case-by-case basis. Where necessary, and where the quality of such proposal warrants it, facilitative amendments to this Plan and/or the Zoning Bylaw should be considered.

3.0 City Form, Structure and Development Phasing

3.1 Safe Growth

3.1.1 Crime Prevention Through Environmental Design (CPTED)

3.1.1.1 Objective:

To build a safe and sustainable community by:

- a) applying the principles of Crime Prevention Through Environmental Design (CPTED), to development in the community; and
- b) maintaining a rational and effective system to review new designs and developments.

3.1.1.2 Policies:

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| <i>Civic Structures and Developments</i> | a) Civic structures and developments shall comply with the principles of CPTED. |
| <i>Review in Accordance with Policy</i> | b) Civic structures and developments shall be reviewed in accordance with Administrative Policy A09-034 - Crime Prevention Through Environmental Design Review. |
| <i>Concept Plans</i> | c) Area Sector and Area Concept Plans and amendments shall be reviewed for compliance with the principles of CPTED through the existing plan approval process.
(Revised – Bylaw No. 9087 – April 8, 2013) |
| <i>Private Developments</i> | d) Private developments will be encouraged to incorporate the principles of CPTED into design and development. |

3.1.1.3 Principles of CPTED:

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| <i>Principles Described</i> | a) The principles of CPTED are described in the following paragraphs. |
| <i>Natural Surveillance</i> | b) 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. |

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| <i>Access Control</i> | c) | 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. |
| <i>Image</i> | d) | 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. |
| <i>Territoriality</i> | e) | 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. |
| <i>Conflicting User Groups</i> | f) | 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. |
| <i>Activity Support</i> | g) | 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. |
| <i>Crime Generators</i> | h) | 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. |
| <i>Land Use Mix</i> | i) | 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. |
| <i>Movement Predictors</i> | j) | 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. |
| <i>Displacement</i> | k) | 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: |

- i) Negative displacement - crime movement makes things worse;
- ii) Diffusion of benefits - displacement can reduce the overall number of crimes more widely than expected; and
- iii) Positive displacement - opportunities for crime are intentionally displaced which minimizes the impact of the crime.

Cohesion

- l) 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 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.

Connectivity

- m) 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.

Capacity

- n) 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.

Culture

- o) 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.

3.2 City Form and Structure

3.2.1 Objective:

To build a fiscally, socially and environmentally sustainable community by:

- i) ensuring the efficient use of land and civic infrastructure;
- ii) maintaining a rational and effective system to manage urban growth; and
- iii) providing an appropriate distribution of important community facilities and services throughout the City.

3.2.2 Policies:

(Revised – Bylaw No. 9087 – April 8, 2013)

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| <i>Compact City Form</i> | a) | The development of a compact and efficient urban form shall be encouraged by setting overall density guidelines for new residential development areas, facilitating infill development in existing residential, commercial and industrial areas, and gradually increasing the overall density of the City. |
| <i>Role of the Downtown</i> | b) | The Downtown is the centre and heart of the City and Region and will continue to provide the highest level of administrative, commercial, cultural, and entertainment facilities. The Downtown will also contain the highest development densities in the City, a strong diversity of activity, and a growing resident population. Whenever possible, administrative, commercial, cultural and entertainment facilities that are significant to the City or Region shall be placed in or near the Downtown. <i>(Refer also to Section 6.1 for policies on Downtown development.)</i> |
| <i>Community Focal Points</i> | c) | In addition to the Downtown, a limited number of planned community focal points and corridors shall be designated throughout the City, including Suburban Centres, District Commercial Areas, Arterial Commercial Areas, and Neighbourhood Commercial Areas. The amount of commercial activity within these focal points will be based on local trade area requirements, locational policies for these activities as outlined in this Plan, and the impact on the viability of Downtown commercial development. |

- Concentrate Activities* d) Wherever possible, significant commercial, multiple-unit residential and community facilities shall be situated in or along designated nodes and corridors in order to maximize the use of existing community infrastructure and encourage the use of public transit.
- Transportation Needs* e) The proximity of new residential development to the Downtown and other major areas of employment shall be a goal in determining the overall form of the City. Designated mixed-use nodes and corridors, significant employment opportunities, and other major community facilities shall be situated to minimize the need for new transportation infrastructure, and to encourage greater use of the public transit system.
- Suburban Development Areas* f) Long range planning for neighbourhoods and related community facilities shall be organized within the context of Suburban Development Areas. Suburban Development Areas contain approximately 8 to 10 neighbourhoods and the housing and community facilities necessary to accommodate 50,000 to 80,000 people as well as significant employment. The seven existing Suburban Development Areas include Holmwood, Blairmore, Confederation, Lawson, Nutana, Lakewood, and University Heights. Alterations to established future growth patterns and existing Suburban Development Area configurations may be evaluated from time to time where demographic, market, or servicing considerations warrant.
- Suburban Centres* g) Suburban Centres are the primary mixed use focal point for a Suburban Development Area, providing commercial, institutional and recreational lands and activities serving the basic needs of the Suburban Development Area population. Medium to high density residential development is encouraged within Suburban Centres. Suburban Centres shall be designed as comprehensively planned areas, promoting a compatible integration of land uses and development densities.
- District Commercial* h) District Commercial Areas provide a focal point for commercial and mixed-use activity, at a smaller scale than the Suburban Centre, serving from two to five neighbourhoods. Medium density housing and related community services are encouraged to locate in and near District Commercial Areas. District Commercial Areas shall be oriented to serve all modes of transportation with appropriate development standards depending on the specific nature of the area involved.

- Local Area Plans*
- i) Local Area Plans are community-based, long-range plans that focus on the renewal of the core neighbourhoods and other distinct areas. Currently, there are twelve identified Local Area Plan areas. These areas include; Airport Business Area, Caswell Hill, City Park, King George, Nutana, Pleasant Hill, Riversdale, Sutherland, Varsity View, Warehouse District, West Industrial, and Westmount.
- Residential Land Use and Neighbourhoods*
- j) The predominant use of land within areas designated for Residential Land Use shall be residential. Within these areas, neighbourhoods are the basic building block of residential development and shall be combined to form Suburban Development Areas. Neighbourhoods shall be designed as a comprehensively planned unit, which is efficient to service and maintain over the long term. *(Refer to Section 5.1 for Neighbourhood Design and Development policies.)*
- Infill Development*
- k) A balance of both greenfield and infill development supports the fundamental values of this Plan, contributing to the development of an environmentally and economically sustainable city. To achieve this vision, locations and types of infill development have been identified on the Official Community Plan – Planned Growth Map. The types and location of infill shall consist of the following:
- i) **Strategic Infill** – Strategic infill areas are high-priority areas for large scale redevelopment in Saskatoon’s established neighbourhoods. Strategic infill areas are intended to accommodate a mixture of medium- to high-density residential, commercial, and institutional uses. These areas should be designed in a manner that is transit-oriented and supportive of a variety of transportation options, including active transportation modes.
- ii) **Corridor Growth** – Corridor growth areas are identified along the rapid transit corridors as high-priority locations for redevelopment/development into medium- and high-density residential, mixed-use, and transit-oriented areas designed to support an attractive and high-frequency transit service. Corridor growth areas are intended to accommodate a mixture of residential, commercial, and institutional uses that are oriented towards the street at a pedestrian scale with active building frontages. 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 the rapid transit corridors are encouraged.

- iii) **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 to be primarily of a smaller scale, including secondary suites, garden and garage suites, two-unit/semi-detached dwellings, and townhouses subject to the relevant infill policies of this Plan.
(Revised – Bylaw No. 9437 – April 24, 2017)

Parks and Open Space l) Public parks and recreation areas shall be provided throughout the City in a hierarchy of open spaces, sufficient to meet the public recreation needs of Saskatoon's residents. *(Refer to Section 10.0 for detailed Parks and Recreation Open Space policies.)*

Industrial Development m) Long range planning for industrial development areas and related infrastructure shall be organized within the context of industrial area concept plans and industrial area sector plans. The primary location for industrial development shall be the Northern Industrial Area; an area which encompasses a number of industrial areas stretching north from the Central Business District to the corporate limit of the City. The overall objective in industrial area planning is to facilitate economic development opportunities, in a rational and efficient manner, while maintaining a high quality built and natural environment over the long term. *(Refer to Section 7.0 for detailed Industrial Land Use policies.)*

New Planned Growth Map – The Official Community Plan - Planned Growth Map identifying approved locations and types of infill developments.
(Revised – Bylaw No. 9437 – April 24, 2017)

New Planned Growth Map – The Official Community Plan - Planned Growth Map identifying approved locations and types of infill developments can be accessed at the direct link below.
(Revised – Bylaw No. 9437 – April 24, 2017)

[Planned Growth Map](#)

3.3 Development Phasing

3.3.1 Objective:

To provide a rational and efficient phasing system for the servicing and development of urban land.

3.3.2 Policies:

Phasing of Development a) The phasing, servicing and development of land shall be in accordance with the Official Community Plan - Phasing Map.

Phasing Sequence Number I - indicates those areas considered to be suitable for development within the next five years.

Phasing Sequence Number II - indicates areas suitable for development beyond the next five years, but within the scope of this Plan.

Detailed Phasing b) Detailed phasing of development within both Phase I and Phase II areas, shall be determined according to the following considerations:

- i) The need to promote a compact and orderly pattern of development;
- ii) The availability, capacity and economics of extending transportation services, utilities, and other services;
- iii) The ability of the City and relevant Boards of Education to provide required community and educational services;
- iv) The rates of development and land utilization in the City;
- v) The financial capacity of the City to support development in the general area; and
- vi) The overall area sector plans, area concept plans and subdivision designs approved for the general area.
(Revised – Bylaw No. 9087 – April 8, 2013)

Once an area designated as Phase I has been approved for subdivision, and registered in the Land Titles Office, the Phase I designation may be removed from the affected area without formal amendment to this Plan.

Services Required for Development

c) In accordance with Section 13.2.2(c), development of any particular lands shall be permitted only in areas where roads and utility services exist or have been authorized by Council and for which community facilities have been programmed. Development for non-residential purposes may be permitted in areas of the City that do not have access to a full range of services and utilities in order to recognize existing situations and to facilitate economic development opportunities, provided that development and servicing agreements have been entered into with the City.

Contiguous Development

d) Development shall generally take place in a contiguous manner. Non-contiguous servicing and development that would require the inefficient extension of municipal services and community infrastructure shall only be permitted where it can be demonstrated there is a clear public interest.

Development Phasing Between SDA's

e) Residential development may occur simultaneously in more than one Suburban Development Area, subject to the approval of Council and the provisions of this Plan. However, neighbourhood development in one Suburban Development Area may be delayed until a neighbourhood in another Suburban Development Area is substantially completed if the development would require the inefficient extension of municipal infrastructure and community services.

Development Phasing Within SDA's

f) Within any one Suburban Development Area, 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 Suburban Development Area.

Applications for Annexation

g) Applications to alter municipal boundaries shall be reviewed in accordance with the policies of this Plan.

Extension of Services Beyond City Limits

h) In order to develop and maintain an efficient and sustainable regional settlement pattern, the extension, distribution, or sale of services beyond the boundaries of the City shall be undertaken only under the following circumstances:

i) no less than the full capital and operating costs of the services being provided are recovered;

- ii) the municipality or other jurisdiction receiving the service shall ensure that any benefiting development conforms to a rational long term land use and development strategy, that is economically, environmentally and socially sustainable; and
- iii) that the nature or volume of the service being provided will not place limitations on the provision of services within the City of Saskatoon, now or in the future.

Specific agreements between the City and the affected municipality or other jurisdiction, may be entered into in order to clarify the intent and implementation of service extensions.

4.0 Land Use Designations

4.1 Land Use Map

Land use patterns and zoning districts shall conform with the designations shown on the Official Community Plan - Land Use Map.

4.2 Land Use Designations

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

- a) Residential
- b) Mixed Use
- c) Suburban Centre
- d) Commercial
 - i) Downtown
 - ii) Regional Commercial
 - iii) Suburban Centre Commercial
 - iv) Special Area Commercial
 - v) Arterial Commercial
 - vi) District Commercial
- e) Industrial
 - i) Business Park
 - ii) Light Industrial
 - iii) Heavy Industrial
 - iv) Environmental Industrial Park (EIP)
- f) Urban Holding Areas
- g) Transitional Land Use Areas
- h) Special Use Areas
- i) Local Area Plan Neighbourhood
- j) Direct Control Districts

5.0 Residential Land Use and Housing Policies

5.1 Neighbourhood Design and Development

5.1.1 Objective:

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

5.1.2 Policies:

(Revised – Bylaw No. 9087 – April 8, 2013)

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| <i>Neighbourhoods as Building Blocks</i> | a) | Neighbourhoods shall be the basic unit of residential development, and form the building blocks from which the overall residential community is created. Neighbourhoods shall be efficient to service and maintain over the long term. In the case of new neighbourhoods, a neighbourhood concept plan must be approved by Council prior to the neighbourhood being subdivided or developed. |
| <i>Neighbourhood Density</i> | b) | An overall density objective of at least seven dwelling units per gross acre shall be encouraged in the review of neighbourhood concept plans and other major proposals for residential development, recognizing that infrastructure considerations, market forces, and other factors may call for alternative density levels. Higher density uses should be situated strategically to support public transit, retail and mixed use areas. |
| <i>Integrated Community Centre</i> | c) | Neighbourhoods shall contain the necessary number and type of dwelling units required to support centrally located elementary schools or an Integrated Community Centre. One-unit dwellings and other housing forms designed for households with children shall normally be situated within 700 metres walking distance of the schools or Integrated Community Centre. |
| <i>Alternative Neighbourhood Designs</i> | d) | Notwithstanding Section 5.1.2 c), 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 shall be suitably integrated within an overall Area Sector Plan and shall conform with all other relevant policies of this Plan, including Section 3.2.2 d). |

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| <i>Street Layout</i> | e) | Streets in neighbourhoods shall be laid out and designed in such a manner as to promote traffic safety and connectivity with due regard to topography and shall normally be designed as local streets, served by appropriate collector streets. Traffic calming principles shall be employed in the design of neighbourhood streets. |
| <i>Transit Service/Routes</i> | f) | Neighbourhoods shall be designed so that collector streets can be used for transit routes. Wherever possible, transit service shall be provided within a walking distance of 450 metres of one-unit dwellings and townhouses, within 250 metres of medium and high density multiple-unit dwellings, and within 150 metres of special needs housing and other uses that generate high demand for transit services. |
| <i>Neighbourhood Commercial Sites</i> | g) | Neighbourhood commercial sites shall be provided, as necessary, to serve the daily convenience shopping needs of neighbourhood residents. <i>(Refer to Section 6.7 for related policies.)</i> |
| <i>Housing Variety</i> | h) | A variety of housing forms, densities and lot sizes, necessary to meet the needs of a range of household types and household incomes, shall be encouraged within each neighbourhood. The attainment of this policy guideline will be considered in the review of neighbourhood concept plans and other proposals for residential development. <i>(Refer also to Sections 5.2 and 5.3 for related policies.)</i> |
| <i>Subdivision Principles</i> | i) | The subdivision of land for residential purposes shall, insofar as possible, adhere to the following principles: <ul style="list-style-type: none"> i) In new neighbourhoods, any subdivision, or part thereof, shall be consistent with the overall Area Sector Plan and the Neighbourhood Concept Plan; and ii) In existing neighbourhoods, any subdivision, or part thereof, shall be compatible with the existing character and nature of the residential area. This shall be determined by examining the proposed subdivision in relation to the frontage, configuration and orientation of existing lots in the immediate area. |

- Respect Natural and Archaeological Resources* j) The development and subdivision of land in new and existing neighbourhoods shall respect the significant natural, archaeological, and environmental features of the area. *(Refer to Section 9.2 and 9.3 for related policies.)*
- Public Open Space* k) Public open space for parks, recreation and conservation purposes shall be provided as required for each residential development unit, and shall be based on the City's Park Development Guidelines. *(Refer to Section 10.0 for related policies.)*
- Buffer Incompatible Uses* l) Residential uses shall be properly buffered from incompatible uses, railways and major roadways. New residential development shall not be permitted in areas with an Airport Noise Exposure Forecast (NEF) rating of 30 or more.
- Location of MUD's* m) The location of multiple-unit dwellings in new or existing areas of the City shall, wherever possible, adhere to the following principles:
- i) High and medium density multiple-unit dwellings shall generally be located in and near the Downtown and in Suburban Centres. 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:
- located with satisfactory access to neighbourhood entry points and collector or arterial streets;
 - located with satisfactory access to public transit, parks, and other public amenities;
 - situated such that residential zoning districts of varying density provide a compatible gradation within the neighbourhood; and
 - in the case of medium density multiple-unit dwellings, they shall be located within designated nodes and along designated corridors.
- Infill Residential Development* n) Infill residential development shall be encouraged on vacant and underutilized lands in existing neighbourhoods, in accordance with Section 5.2 of this Plan.

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| <i>Barrier Free Neighbourhood Design</i> | o) | Public streets, sidewalks, walkways and other public areas shall provide reasonable accessibility to all persons, regardless of their physical abilities. |
| <i>Complementary Uses</i> | p) | The predominant use of land within neighbourhoods shall be residential. Neighbourhoods shall also permit a range of complementary institutional and community facilities that are compatible with and accessory to a residential environment. Examples may include places of worship, elementary schools, public libraries, community centres, public parks and recreation facilities, supportive housing forms, health services, other institutional uses, and neighbourhood commercial sites. These activities shall be compatible with the use and scale of the neighbourhood, shall provide a needed service to the area, and shall appropriately address issues of transportation, parking, and land use conflicts. |
| <i>Consistent Engineering and Servicing Details</i> | q) | In order to ensure consistent standards are applied over the time that an area is developed, all relevant planning, engineering, and servicing details for a neighbourhood or other area proposed for development shall be specified in the documentation attached to Council's approval of the area concept plan. |
| <i>Developers to Agree on Engineering Standards and Servicing</i> | r) | All developers in a neighbourhood or other area proposed for development shall be in agreement with any planning, engineering, and servicing details which deviate from the City's minimum standards. Such alterations shall be subject to the approval of the General Manager of the Community Services Department. |
| <i>Subdivisions to be Consistent With Area Concept Plan</i> | s) | Applications for subdivision shall be in conformance with approved neighbourhood or area concept plans. All relevant planning, engineering, and servicing details shall be consistent with those approved by Council, or amended from time to time by the General Manager, Community Services Department, and shall be outlined in a Development and Servicing Agreement between the developer and the City. |
| <i>Design Considerations For Integrating Storm Water Facilities and Parks</i> | t) | In the early stages of conceptual neighbourhood planning, due regard shall be given to ensuring that storm water basins are located at or near the centre of any proposed neighbourhood to facilitate integration with core parks. |

5.2 Infill Housing Development

5.2.1 Objective:

To encourage infill residential development that:

- a) helps to meet the housing needs of a diverse population;
- b) makes efficient use of civic and community infrastructure; and
- c) recognizes the interests of local residents and the impact of development on neighbourhood character and infrastructure.

5.2.2 Policies:

(Revised – Bylaw No. 9180 – May 5, 2014)

(Revised – Bylaw No. 9438 – May 23, 2017)

Context

- a) 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, or the redevelopment of existing residential properties.

Compatibility of Low Density Infill Development

- b) The compatibility of fully permitted low density residential development in established neighbourhoods shall be encouraged through appropriate development standards in the Zoning Bylaw.

Impact Analysis

- c) Infill housing proposals which involve an amendment to the Official Community Plan or Zoning Bylaw, an application for discretionary use, an application for subdivision, or a Development Appeal, shall be evaluated according to the following:

Conformance with Plan

- i) the nature of the proposal and its conformance with all relevant sections of this Plan, as well as any established area sector plans, area concept plans, local area plans or local area design plans;

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- 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;

Transportation

- iii) the capability of the existing roadway and public transit systems to service the proposal, and the adequacy of the proposed supply of on-site parking;

Services

- iv) the capability of existing community infrastructure including water and sewer services, parks, schools, and other utilities and community facilities;

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| <i>Scale and Compatibility</i> | v) | the compatibility of the proposal with the height, scale, and design of buildings in the surrounding neighbourhood, the continuity with the nearby residential streetscape and lotting patterns, and the overall compatibility with land uses in the general area; |
| <i>On-site Amenities</i> | vi) | the adequacy of proposed landscaping and screening, and preservation of existing vegetation; |
| <i>Heritage</i> | vii) | any resource, or group of resources, natural or cultural, tangible or intangible, that a community recognizes for its value as a witness to history or memory; |
| <i>Housing Choice</i> | viii) | the need to provide a range of housing opportunities throughout the City; and |
| <i>Compact City Form</i> | ix) | the on-going need to promote a compact and efficient City form. |
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| <i>Infill Residential Lots</i> | d) | This 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 the lot frontages in the immediate area. |
| <i>Secondary Suites</i> | e) | A secondary suite shall be a permitted accessory use to a one-unit dwelling in all areas of the City where one-unit dwellings are permitted. Appropriate development standards intended to minimize land use conflicts shall be applied through the Zoning Bylaw. These include the maximum size of a secondary suite, appropriate off-street parking requirements, and other relevant standards. Appropriate building and plumbing code, and fire safety standards shall also be applied to the approval and construction of secondary suites. |
| <i>Garden and Garage Suites</i> | f) | A garden or garage suite shall be a discretionary accessory use to a one-unit dwelling in low-density residential zoning districts. Appropriate development standards intended to minimize land use conflicts shall be applied through the Zoning Bylaw, including massing and off-street parking requirements. Garden and garage suites must be aesthetically pleasing and mitigate privacy concerns. Appropriate building and plumbing codes and fire safety standards shall also be applied to the approval and construction of garden and garage suites. |

5.3 Housing Supply and Maintenance

5.3.1 Objective:

To meet the demand for a broad range of dwelling types over the life of this Plan, to ensure that supportive housing resources are distributed evenly throughout the community, and to promote the maintenance of the City's housing stock to an acceptable standard.

5.3.2 Policies:

(Revised – Bylaw No. 8928 – May 9, 2011)

(Revised – Bylaw No. 9087 – April 8, 2013)

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| <i>Adequate Supply of Serviced Land</i> | a) | A supply of serviced residential land, sufficient to meet predicted market demand, shall be provided through the coordination of the Five Year Land Development Program, the Capital Budget process, and appropriate long range community planning. |
| <i>Housing Mix</i> | b) | The development of private and publicly owned residential lands shall provide a mix of housing types and forms reflective of the City's population profile, recognizing that this mix will vary somewhat by neighbourhood. The attainment of this policy guideline will be considered in the review of neighbourhood concept plans, and the on-going evaluation of applications for subdivision, rezoning and discretionary use. |
| <i>Supportive and Affordable Housing</i> | c) | The City of Saskatoon will continue to promote the long term supply of supportive and affordable housing through the implementation of the City's Affordable Housing Business Plan, which is updated on an annual basis. |
| <i>Innovative Housing</i> | d) | Residential developments that offer innovative or alternative design features, and which broaden the range of supportive and affordable housing choices available to City residents, shall be facilitated where they are consistent with the policies of this Plan. |
| <i>Supportive Housing</i> | e) | 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 will be facilitated in all areas of the City. In low-density residential areas, Type II residential care homes are to be compatible with the neighbourhood in which they are located and the concentration of these facilities shall be discouraged. The Zoning Bylaw will contain the densities, locations and development standards under which these uses may be established. |

- Housing Maintenance* f) The City of Saskatoon shall establish property maintenance standards and provide reasonable enforcement mechanisms to encourage acceptable housing conditions in terms of health, safety and appearance.

5.4 Home Businesses

5.4.1 Objective:

To facilitate economic development and foster entrepreneurship through home businesses that are clearly secondary to the residential use of the property and compatible with the surrounding residential environment.

5.4.2 Policies:

- Accessory Use* a) Home businesses shall be facilitated in dwelling units throughout the City, provided they are clearly secondary to the principal residential use of the dwelling unit.

- Compatibility* b) Home businesses shall be compatible with nearby residential properties and shall preserve the amenity of the overall residential neighbourhood. Home businesses shall not generate traffic, parking, noise, electrical interference, vibration, odour or other elements that are not normally found in the residential environment.

- Permitted Uses* c) The Zoning Bylaw shall specify the types of activities to be permitted as home businesses. Such uses are to be compatible with a residential environment and will not create land use conflicts.

- Development Standards* d) The Zoning Bylaw shall contain development standards pertaining to permitted home businesses, including standards for parking, use of accessory buildings, storage, product sales, resident and non-resident employees, number of business related vehicle trips per day, and other relevant matters.

5.5 Local Area Plan Neighbourhoods

5.5.1 Objective:

To recognize the historic and diverse residential land use character and future development potential of each Local Area Plan Neighbourhood and to provide a range of densities and housing types compatible with that character and potential.

5.5.2 Policies:

- Local Area Plan Neighbourhoods Defined*

a) Saskatoon’s Local Area Plan Neighbourhoods include, Pleasant Hill, Riversdale, City Park, Caswell Hill, Westmount, King George, Varsity View, Nutana, Sutherland and West Industrial.
- Distinct Policy Districts*

b) It shall be the policy of the City to recognize the existence of distinct sub-areas, or policy districts, within each Local Area Plan Neighbourhood and to follow the appropriate policies and implement the appropriate zoning controls in line with the character and potential of each policy district.
- Neighbourhood Land Use Policies*

c) The individual neighbourhood boundaries and the specific land use policies and land use patterns for each Local Area Plan Neighbourhood are contained in Section 20.1 of this Plan. The City shall follow the appropriate policies and implement the appropriate zoning controls in line with the character and potential of each policy district as stated therein.
- Local Area Plan Neighbourhood Policy Updates*

d) Comprehensive reviews and up-dates of the Local Area Plan Neighbourhood land use and development policies shall be undertaken at intervals of approximately 10 years. More specific studies within the Local Area Plan Neighbourhoods may be undertaken at more frequent intervals as circumstances require.

5.6 Golf Course Communities

5.6.1 Objective:

To facilitate the development of Golf Course Communities in Saskatoon to allow for a greater range of housing options, maximize economic benefit to the Saskatoon region, and to mitigate the potential negative impact on servicing and pre-paid rates which this type of low-density development may exert in an urban context.

5.6.2 Policies:

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| <i>Individual Design</i> | a) | Each golf course community will be individually designed for local conditions. Individual project design, land use, phasing and related servicing will be controlled through a Direct Control District (DCD); |
| <i>Servicing</i> | b) | Golf course communities must be fully serviced with water and sewer connections; |
| <i>Density</i> | c) | Golf course communities, by their nature, are low density developments and will not be part of the City’s overall density calculation for standard residential development; |
| <i>Mix of Residential Developments</i> | d) | Each golf course community may contain a mix of single family and multi-family developments; |
| <i>Associated Developments</i> | e) | Each golf course community may contain an associated commercial/retail development sufficient in size to serve the convenience needs of the golf course community residents; |
| <i>Extension of City Services</i> | f) | All proposals for new golf course communities must demonstrate that services can be economically extended to the community without reducing capacity in other planned residential areas of Saskatoon; |
| <i>Services Provided By City</i> | g) | The City will provide the following services upon development: <ul style="list-style-type: none"> (i) water supply; (ii) sanitary sewer; (iii) police protection; and (iv) fire protection. |

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| <i>Other Services</i> | h) | Typical Residential services such as, but not limited to, internal water and sewer, roadways, garbage collection, street cleaning, snow removal, transit and maintenance of parks and open space, shall be the responsibility of either a Bareland Condominium Association or Homeowners Association depending on the specific design characteristics of the development. |
| <i>Costs, Levies & Fees</i> | i) | All costs, levies and fees related to individual project development will be established in the Direct Control District and subsequent Development Agreements. Levy surcharges may be imposed over and above the standard Prepaid Servicing Rates to defray the cost of offsite servicing. The offsite servicing may include, but will not be limited to, Trunk Sewers, Primary Watermains, Lift Stations and Arterial Roadways. |
| <i>Market Studies</i> | j) | A market projection or market demand study must be submitted with each application for development. |
| <i>Phasing</i> | k) | Individual phasing approvals will be controlled by City Council through a Direct Control District (DCD). Golf Course Communities may be considered as exceptions to the Five (5) Year Land Development Program only after it is clearly shown that the form of development and intended market of the Golf Course is unique, and limited in size and scope such that it does not directly compete with other standard or traditional style developments contained in the Five Year Land Development Program. The uniqueness of the Golf Course Community will be measured by considering development factors including, but not limited to: minimum and average lot size, price, density, market niche, build-out period, and housing form. |

5.7 Mixed Use

5.7.1 Objective:

- a) To facilitate unique development opportunities, flexibility and reinvestment in neighbourhoods by encouraging new mixed use developments and the rehabilitation of existing mixed use development arrangements; and
- b) To ensure that a broad range of compatible commercial, industrial, institutional, cultural and residential uses, including live/work units, are accommodated in a carefully planned, high quality environment over the long-term.

5.7.2 Policies:

(Revised – Bylaw No. 9087 – April 8, 2013)

Location and Distribution

- a) Mixed Use areas shall be regulated as to their site area; location and distribution based on the following principles:
 - i) Mixed Use areas shall be located where residential, industrial and commercial land uses co-exist within the same geographical boundary or where they abut one another without a reasonable separation distance;
 - ii) (Repealed – Bylaw No. 9087 – April 8, 2013)
 - iii) Mixed Use areas provide diverse employment opportunities near residential areas to reduce the travel time to work and infrastructure costs;
 - iv) Mixed Use areas shall assist to preserve the character and purpose of adjacent residential, industrial and/or commercial areas, where applicable; and
 - v) Mixed Use areas shall not generate nuisance conditions normally considered incompatible with residential development.

Development Standards

- b) The Zoning Bylaw shall set development standards for Mixed Use area so as to provide for building setbacks, signage, landscaping and other relevant matters intended to minimize incompatibilities and enhance the environment of the area.

Discretionary Manufacturing Uses

- c) Small-scale manufacturing may be permitted in Mixed Use areas to encourage use of local labour, intensified use of existing infrastructure and economic development subject to the discretion of City Council. In the review of such applications, Council shall consider:

- i) the amount of industrial land that is currently available to accommodate the proposed use;
- ii) the compatibility of the proposal with surrounding land uses;
- iii) the potential for negative externalities such as pollution, product shipment, chemical storage and hours of operation associated with the proposed manufacturing process;
- iv) the effects of the proposal on the functioning of the existing roadway system;
- v) the effects of the proposal on the existing storm and sanitary servicing; and,
- vi) the overall scale and quality of the site and building in design.

6.0 Commercial Land Use Policies

6.0.1 Objective:

To maintain a hierarchy of planned commercial focal points throughout the community, including a strong Downtown and appropriate allocations of commercial activity in other nodes and corridors based on defined trade area requirements and locational policies.

6.1 The Downtown

6.1.1 Objectives:

- a) To ensure the Downtown remains the centre and heart of the financial, administrative, cultural and commercial activities of the City and Region;
- b) To ensure the Downtown is an attractive, functional, and vibrant place; and
- c) To encourage a significant share of the City's overall housing development to take place in the downtown.

6.1.2 Policies:

6.1.2.1 Downtown Land Use Pattern

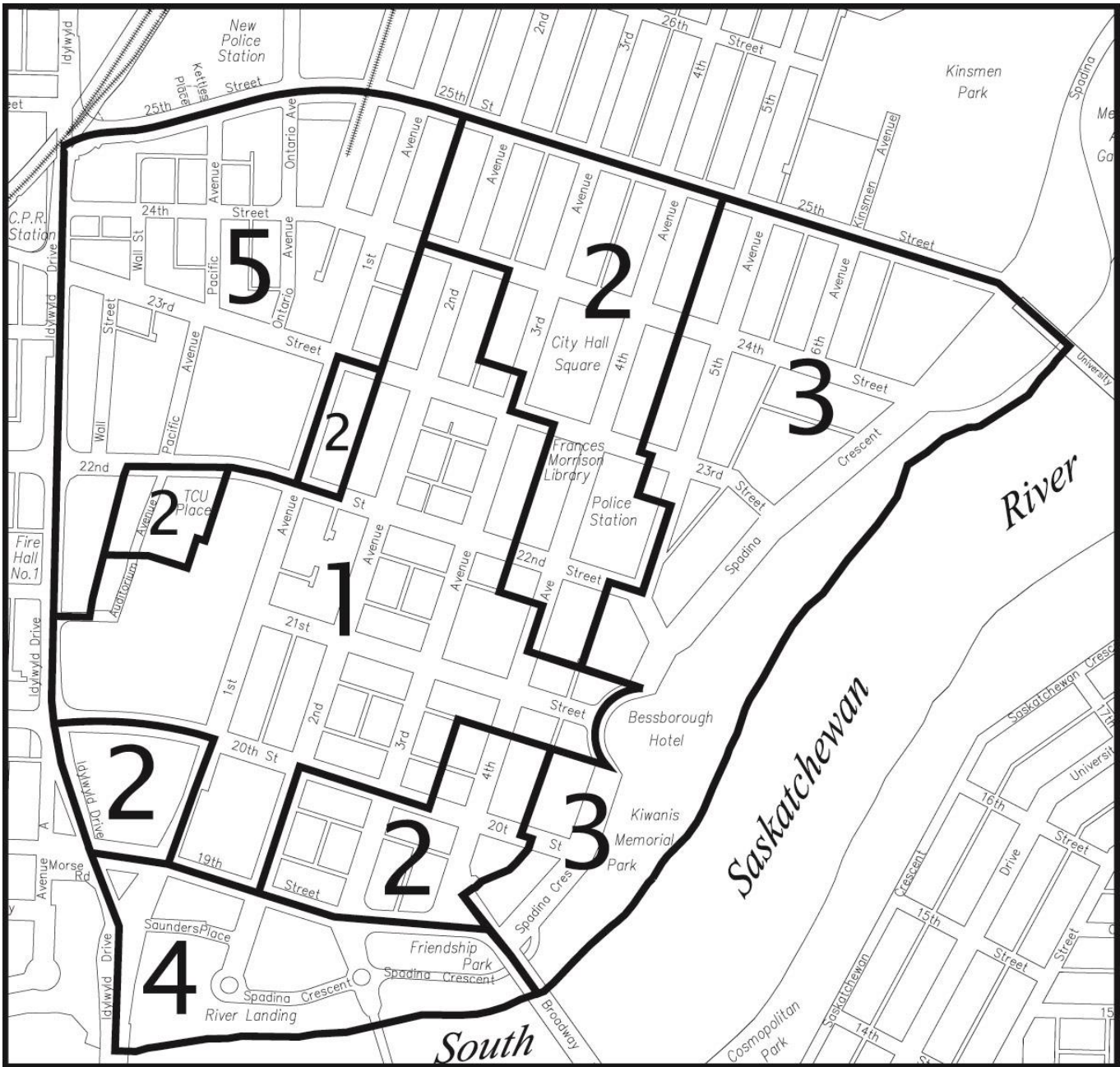
Downtown Land Use Pattern

- a) The Downtown land use and zoning pattern shall follow the general direction provided by the Downtown Land Use Map. The intended use-areas include:
 - i) **Area 1 - Retail Core Area:** This is 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) **Area 2 - Mixed-Use Commercial Area:** This area is intended for a mix of businesses, including office, retail and service uses. Residential development is also accommodated in this area.
 - iii) **Area 3 - Residential/Office Area:** This area is intended as one of the primary residential precincts within the Downtown, in addition to permitting a variety of office and institutional uses complementing the riverbank.

- iv) **Area 4 - South Downtown (DCD1) Area:** The South Downtown area is intended to accommodate a variety of activities which will complement both the riverbank and the Downtown.
- v) **Area 5 - Warehouse/Service Area:** This area is 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 buildings.

*Downtown Development
Densities*

- b) In general, the highest development densities in the City will be facilitated in the Downtown, reflected by the overall zoning pattern.



OFFICIAL COMMUNITY PLAN

Downtown Land Use Map

1. RETAIL CORE AREA
2. MIXED-USE COMMERCIAL AREA
3. RESIDENTIAL/OFFICE AREA
4. SOUTH DOWNTOWN AREA (DCD1)
5. WAREHOUSE/SERVICE AREA



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(Revised – Bylaw No. 9265 – March 23, 2015)

6.1.2.2 Retail Development

- Downtown Retail* a) The Downtown is to remain as the principal focus for retail and related commercial development for the City and Region. The long term viability of retail and commercial activity in the Downtown will be a factor in the evaluation of major retail and commercial developments taking place throughout the City.
- Land Use Inventory* b) In order to facilitate appropriate market analysis, the City shall continue to monitor commercial land use in the Downtown and throughout the City.
- Retail at Grade* c) A convenient and attractive shopping environment shall be provided in the Retail Core Area by encouraging continuous retail and service uses with doorways and display windows at grade level.
- Pedestrian Amenities* d) The provision of pedestrian amenities shall be promoted in the Retail Core Area, including decorative paving, awnings, street furniture, enhanced lighting, bus shelters where appropriate, and other measures to create an enjoyable pedestrian environment.

6.1.2.3 Downtown Housing

- Support for Downtown Housing* a) Whenever possible, the City shall support the development of Downtown housing through a variety of means including flexible development regulations, consideration of rezoning applications, the provision of residential amenities, and the on-going upgrading of municipal infrastructure.
- Conversion to Residential Uses* b) The City supports the conversion of commercial and industrial buildings to residential use where issues related to land use conflicts, potential environmental contamination, parking, National Building Code requirements, and fire safety can be resolved. The Zoning Bylaw shall facilitate the location of required parking for converted buildings on nearby sites.
- City Land Assembly* c) The City shall continue to assist in the assembly of land for public and private housing projects in the Downtown.
- Residential Amenities* d) The City shall continue to provide adequate community amenities and facilities to meet the needs of a Downtown residential population, including parks, street trees, pedestrian amenities, a viable transit system, public library, and other cultural and entertainment facilities.

- Diversity of Development* e) A variety of building sizes, types and ages shall be maintained in the Downtown in order to provide a diversity of development and to meet the needs of a variety of residents.
- Heritage Buildings* f) The Zoning Bylaw may provide bonus provisions and flexible development standards for the conversion of designated heritage buildings into residential units.

6.1.2.4 Transportation

- Roads to Downtown* a) The City shall maintain a system of access roads to assure a free flow of private, public and service vehicles to and from the Downtown.
- Downtown Streets* b) The street system within the Downtown shall facilitate appropriate access and movement for both pedestrians and vehicles. Wherever possible, through-traffic shall be channelled away from areas intended to serve primarily retail or residential uses.
- Public Transit* c) The Downtown shall remain as the principal hub for Public Transit in the City, with a high level of service provided from all areas of the community.
- Transportation Corridors* d) When appropriate, abandoned rail lines shall be examined for use as future transportation corridors to link Suburban Development Areas with the Downtown.
- Promote Cycling* e) The establishment and enhancement of cycling routes to the Downtown, and the promotion of cycling as a viable means of transportation to the Downtown, shall be an on-going objective of the City of Saskatoon.

6.1.2.5 Parking

- Downtown Parking Standards* a) The Zoning Bylaw shall contain appropriate parking standards for Downtown Development.
- Downtown Parking Plan* b) The City shall prepare and maintain a Downtown Parking Plan to address the supply and demand for parking, parking rates, and the City's role in the provision of parking lots, structures, and on-street parking.
- Entry Points to Parking* c) Entry and exit points to parking facilities shall be situated to reduce vehicular congestion and avoid conflicts with pedestrians.
- Parking Lot Screening* d) Surface parking lots shall be suitably screened with landscaping and/or fencing.

6.1.2.6 Infrastructure

Downtown Infrastructure a) The City shall continue to maintain a long-term infrastructure rehabilitation and replacement program. Wherever possible, these improvements shall be coordinated with streetscape enhancements.

6.1.2.7 Downtown Image and Design

Downtown Design Principles a) Through the development review, design review, and capital budget processes, the following design principles shall be pursued in the Downtown:

Downtown Entrance Points i) The principle entrance points to the Downtown shall be defined and strengthened.

Cooperation with MVA ii) The City shall continue to work with the Meewasin Valley Authority to protect and appropriately develop the resources of the River Valley in the Downtown Area.

Public Art in the Downtown iii) "Art in Public Places" shall be encouraged throughout the Downtown, and in other B.I.D. Areas.

Activity and Variety iv) The qualities of activity, variety and visual enjoyment shall be encouraged in the Downtown.

Efficient Use of Land v) The most productive and efficient use of land shall be encouraged in the Downtown.

Open Space and Amenities vi) Open space and pedestrian amenities shall be provided in the Downtown by:

- designating appropriate areas for park space;
- encouraging the private sector to incorporate open space and other pedestrian amenities into major development projects in the Downtown; and
- where appropriate, providing plazas, courtyards and other public spaces along sidewalks and lanes in the Downtown.

Safety vii) Safety in urban design shall be promoted by reviewing proposed developments relative to personal safety, security concerns, and emergency services; and

Vistas viii) Important vistas in the Downtown, identified through appropriate design studies, shall be conserved, enhanced and created.

6.1.2.8 Pedestrian Environment

- Pedestrian Environment* a) A pedestrian-oriented environment shall be developed in the Downtown which is efficient, aesthetically pleasing, and promotes public safety.
- Weather Protected Walkways* b) A walkway system shall be encouraged over time, which includes landscaped sidewalks and lanes, as well as grade level interior walkways as part of major developments, in selected locations.
- Corner Set-Backs* c) The Zoning Bylaw shall contain provisions for buildings to include "corner set-backs" at major intersections to reduce wind tunnel effects, to open vistas, and to enlarge pedestrian circulation and amenity spaces.

6.1.2.9 Heritage Resources

- Heritage Properties* a) Through the Civic Heritage Policy, the City shall develop programs and incentives to conserve heritage properties.
- 21st Street* b) In recognition of 21st Street's role in the history of Downtown, developments along this street shall generally complement the character of existing buildings and streetscape enhancements, while promoting a human scale and pedestrian oriented environment.

6.1.2.10 Active Frontages

- (a) An 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. The goal of Active Frontages is to create a relationship between the building and the street and can be achieved by 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 the 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) Where a building is setback from the property line, the space created should be dedicated to pedestrian activities, including plazas, seating areas, landscaping, or other uses that are active or provide visual interest.
- (vii) Public uses should be located on the ground floor where possible.
- (viii) Internal uses should be visible from the sidewalk or may continue onto the sidewalk.
(Revised – Bylaw No. 9266 – March 23, 2015)

6.2 Regional Commercial Areas

6.2.1 Policies:

- Regional Commercial Areas* a) Regional commercial areas provide space for large format or “big box” retail stores which serve a city-wide and regional market population. The land area allocated for Regional Commercial use shall be determined by:
- i) the needs of the City of Saskatoon and surrounding regional population;
 - ii) the supply and demand for retail and commercial space on a City-wide basis; and
 - iii) the potential effect on the viability of the Downtown and other established commercial areas.
- Location and Distribution* b) The site area, location and distribution of Regional Commercial Areas shall be regulated by the following principles:
- i) Regional Commercial Areas shall be located on or adjacent to a major roadway that connects to the provincial highway system;
 - ii) The number of such areas permitted shall be related to the need for the particular mix of services and to the potential influence or effect upon the function of the Downtown and other established commercial areas; and
 - iii) Compatibility with surrounding uses of land.
- Individual Design* c) Each Regional Commercial Area shall be individually designed for local conditions. Individual project design, land use, phasing, and related servicing will be regulated through either:

- i) a Direct Control District (DCD). Direct Control Districts are designed pursuant to Section 63 of *The Planning and Development Act, 2007*. No use or development of land or buildings is permitted except as directly regulated and controlled by the Council of the City of Saskatoon in accordance with Sections 63 to 68 of *The Planning and Development Act, 2007*, and the regulations set out in the Zoning Bylaw; or,
- ii) where a DCD is not considered appropriate due to site size or nature, the appropriate designation in the Zoning Bylaw in conjunction with Site Plan Control. No use or development of land or buildings is permitted except as shown in an approved site plan in accordance with Section 19 of *The Planning and Development Act, 2007*, and the regulations set out in the Zoning Bylaw.
(Revised – Bylaw No. 9204 – August 21, 2014)

6.3 Suburban Centre Commercial Areas

6.3.1 Policies:

Suburban Centre Commercial Areas

- a) Suburban Centre Commercial Areas provide a broad range of shopping centre services and associated commercial activities necessary to meet the needs of the population within the Suburban Development Area. The land area allocated for Suburban Centre Commercial use shall be determined by:
 - i) the needs of the Suburban Development Area population;
 - ii) the supply and demand for retail and commercial space on a City-wide basis; and
 - iii) the potential effect on the viability of downtown retail development.

Locational Criteria

- b) A Suburban Centre Commercial Area shall form part of the Suburban Centre, and shall be readily accessible to all parts of the Suburban Development Area by way of arterial roads and public transit.

6.4 Special Area Commercial Areas

6.4.1 Policies:

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| <i>Special Area Commercial</i> | a) | 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. |
| <i>Land Allocation</i> | b) | The amount of land allocated to the Special Area Commercial designation shall be determined by the anticipated need for retail and commercial space on a City-wide basis, the potential effect on the viability of retail and commercial activity in the downtown, the compatibility with surrounding uses of land, and the ability of the area to be served by transportation, public transit, and public utilities. |
| <i>Historic Commercial Areas</i> | c) | The Special Area Commercial designation has been applied to certain commercial lands along 20 th Street, 33 rd 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. As a consequence, the Zoning Bylaw shall prescribe development standards for these areas which reflect their unique character, while also promoting compatibility with surrounding residential land use. |

Specific local area plans or design studies may also be undertaken in these areas to further define future land use patterns and design and development standards.

6.5 Arterial Commercial Areas

6.5.1 Policies:
(Revised – Bylaw No. 9087 – April 8, 2013)

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| <i>Arterial Commercial</i> | a) | Arterial Commercial Areas shall include those business uses normally located along highways, major roadways, and in other locations considered strategic by the class of business involved. |
| <i>Location and Distribution</i> | b) | <p>Arterial Commercial Areas shall be regulated as to their site areas and their location and distribution by the following principles:</p> <ul style="list-style-type: none"> i) Arterial Commercial Areas shall be located on or adjacent to arterial streets; ii) The number of such areas permitted shall be related to the need for the particular type of service and to its potential influence or effect upon the function of the Downtown and upon other commercial areas; and iii) Compatibility with surrounding uses of land. |
| <i>Discourage Continuous Strip Development</i> | c) | (Repealed - Bylaw No. 9087 – April 8, 2013) |
| <i>Development Standards</i> | d) | The Zoning Bylaw shall set development standards for Arterial Commercial Areas so as to provide for building setbacks, off-street parking and loading facilities, signage, landscaping, and other relevant standards intended to minimize interference with transportation on the arterial streets and enhance the environment of the area for all users. |
| <i>Vehicle Sales Malls</i> | e) | In order to promote the infilling of more centrally located arterial commercial areas for retail use, zoning agreements may be used to facilitate the creation of planned and strategically located arterial commercial areas to be used exclusively for vehicle sales and service. Permitted uses may include new or used automobile, marine, farm implement, recreational and trailer coach sales lots, and associated public garages. Discretionary uses may include those uses related to the servicing and repair of vehicles. |

6.6 District Commercial Areas

6.6.1 Policies:

- District Commercial Areas* a) District Commercial Areas are intended to provide a level of service and a range of commercial uses above that found at the neighbourhood level, but less than that found at the Suburban Centre Commercial Area. Possible uses include retail stores, restaurants, service stations, small shopping centres, medical clinics, and related health services. District Commercial Areas shall be of a size sufficient to serve the needs of from two to five neighbourhoods.
- Locational Criteria* b) District Commercial Areas shall generally be located at the intersection of Arterial roads or Collector roads, and shall be close to existing or planned public transit routes.
- District Village Commercial Areas* c) District Commercial Areas, which because of existing or proposed site and building configurations are significantly oriented to pedestrians, may be designated as District Village Commercial Areas. District Village Commercial Areas may have development standards for building setbacks, off-street parking, site coverage and density which are more flexible than standard District Commercial Areas. The intent is to encourage development adjacent to the sidewalk, provide a stimulating pedestrian environment, and create a form of commercial development that encourages alternative forms of transportation. Such areas shall be designated by the symbol “DVC” in conjunction with the District Commercial Area land use designation.

6.7 Neighbourhood Commercial Areas

6.7.1 Policies:

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| <i>Neighbourhood Commercial</i> | a) | Neighbourhood Commercial sites shall be provided in each neighbourhood, as necessary, to serve the daily convenience needs of the residents in the neighbourhood. Possible uses include retail stores, personal service trades, professional offices, and small shopping centres. |
| <i>Locational Criteria</i> | b) | Neighbourhood Commercial sites shall be located along collector or arterial roadways. Care shall be taken to choose sites which will minimize land use conflicts with nearby residential properties, but at the same time, provide convenient access to neighbourhood patrons. |
| <i>Development Standards</i> | c) | The Zoning Bylaw shall contain development standards for Neighbourhood Commercial sites, including parking, landscaping, signage, intensity of development, and other matters, with the objective to minimize land use conflicts. |
| <i>Zoning Designations</i> | d) | No specific Neighbourhood Commercial Land Use classification is shown on the Official Community Plan - Land Use Map. Neighbourhood Commercial zoning designations are permitted within the Residential Land Use classification as shown on the Land Use Map. B1A and B1 zoning districts shall normally be applied to neighbourhood commercial sites. B2 zoning districts may be maintained on certain neighbourhood commercial sites in recognition of historical zoning patterns. |

7.0 Industrial Land Use Policies

7.0.1 Objectives:

- a) To promote economic development by providing an adequate supply of industrial land, in locations and in industrial use categories that are consistent with market requirements; and
- b) To ensure that industrial activity is consistent with maintaining a high quality built and natural environment over the long term.

7.1 General Policies

7.1.2 Policies:

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| <i>Adequate Supply of Serviced Land</i> | a) | An adequate supply of serviced industrial land shall be facilitated through the coordination of the Three Year Land Development Program, the Capital Budget process, and appropriate long range community planning.
(Revised – Bylaw No. 9087 – April 8, 2013) |
| <i>Industrial Use Categories</i> | b) | The Plan contains four classifications of industrial use, including Business Park, Light Industrial, Heavy Industrial, and Environmental Industrial Park (EIP). These classifications are intended to clearly define the four general categories of industrial use in Saskatoon, and to facilitate new forms of economic development. |
| <i>Location of Industrial Use</i> | c) | The various classifications of industrial land use shall 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 shall be segregated wherever possible, and in such cases screening by landscaping, buffer strips, berming or separation by transitional use may be required. |
| <i>Retail in Industrial Areas</i> | d) | <p>Areas designated for industrial use are intended to facilitate economic growth and employment through industrial development. Retail uses in industrial areas shall generally be limited to:</p> <ul style="list-style-type: none"> i) those retail activities which serve the industrial area; ii) showrooms and sales areas in association with manufacturing, warehousing, and other permitted uses; and iii) retail stores and services which are not of a scale to influence other retail markets in the City. |

- Discretionary Retail Uses* e) Retail uses which serve primarily the City-wide or regional consumer market and are large enough to influence other retail markets in Saskatoon, may be permitted in areas designated for industrial use subject to the discretion of Council. In the review of such applications, Council shall consider:
- i) the amount of commercial land that is currently available to accommodate the proposed use;
 - ii) the market influence of the proposal on the viability of the downtown and other existing retail and commercial areas;
 - iii) the effects of the proposal on the functioning of the existing roadway system;
 - iv) the ability to serve the proposal with transportation, public transit and other public utilities;
 - v) the compatibility of the proposal with surrounding land uses; and
 - vi) the overall quality of site and building design.

7.2 Business Park

7.2.1 Objective:

To facilitate economic development by providing business parks to meet the demand for a high quality business and industrial park environment.

7.2.2 Policies:

- General Context* a) Business Parks are intended to accommodate business and light industrial uses which are seeking a high quality environment with respect to overall site and building design. This category of industrial use complements the more traditional forms of industrial development by providing an overall setting with a prestigious and distinct identity. Business Parks shall be sufficient in size to form a comprehensively planned area.
- Uses Permitted* b) Business Parks shall permit 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.
- Development Standards* c) The physical design of Business Parks shall include a high standard of design for buildings, 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. The land owners 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.
- Business Park Location* d) Business Parks shall be strategically located with adequate access to transportation, utilities, and public transit. Proximity to the Saskatoon International Airport, the University of Saskatchewan, or Innovation Place would also be desirable for future Business Parks.

(Revised – Bylaw No. 9087 – April 8, 2013)

7.3 Light Industrial

7.3.1 Objective:

To facilitate mainstream industrial development that does not create land use conflicts in the normal course of operations.

7.3.2 Policies:

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| <i>Uses Permitted</i> | a) | Light Industrial areas shall permit 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 shall not normally create land use conflicts due to excessive noise, vibration, dust, smoke, or odour. As a result, Light Industrial areas may be located adjacent to residential areas, although some form of buffering may be required. |
| <i>Public Assembly Uses</i> | b) | In order to minimize land use conflicts with potentially hazardous industrial activities, certain public assembly uses shall be permitted in Light Industrial areas only at the discretion of Council. |
| <i>Development Standards</i> | c) | Appropriate development standards for Light Industrial areas shall be applied through the Zoning Bylaw respecting parking, loading, landscaping, signage, building setbacks, and all other relevant standards. |
| <i>Transitional Use</i> | d) | Light Industrial lands may act as a buffer or transitional area between more intensive industrial uses and incompatible uses, such as residential areas. |

7.4 Heavy Industrial

7.4.1 Objective:

To facilitate industrial development, including manufacturing and processing, that has the potential to create land use conflicts in the normal course of operations.

7.4.2 Policies:

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| <i>Uses Permitted</i> | a) | Heavy Industrial areas shall permit those 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. |
| <i>Public Assembly Uses</i> | b) | In order to minimize land use conflicts with potentially hazardous industrial activities, certain public assembly uses shall be permitted in Heavy Industrial areas only at the discretion of Council. |
| <i>Development Standards</i> | c) | Appropriate development standards for Heavy Industrial areas shall be applied through the Zoning Bylaw respecting parking, loading, landscaping, signage, buffering, building setbacks, and all other relevant standards. |
| <i>Heavy Industrial Location</i> | d) | Heavy Industrial areas shall generally be well removed from residential areas and concentrated in a minimal number of separate locations. In general, new Heavy Industrial areas shall be confined to the North Industrial area of the City. |
| <i>Significant Use Conflicts</i> | e) | Care shall be taken in the siting of industrial uses that normally create very significant land use conflicts with regard to noise, vibration, smoke, dust, odour or potential environmental contamination. Such uses shall be encouraged to find a location that maximizes separation from residential areas, and at the same time, can be provided with necessary services in an economical fashion. |
| <i>Historical Situations</i> | f) | 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 shall be encouraged as opportunities present themselves. |

7.5 Environmental Industrial Park (EIP)

7.5.1 Objective:

To facilitate economic development for the safe storage, handling, and processing of dangerous or hazardous products.

7.5.2 Policies:

- General Context* a) The EIP classification is intended to accommodate those industrial uses which are required to meet strict environmental criteria.
- EIP Location* b) Lands to be designated for EIP development shall have locational characteristics that enhance public and environmental safety, and have geophysical, bio-physical and surficial characteristics that will maximize the ability of emergency service response, and limit human and environmental risk.
- Permitted Uses* c) EIP's shall 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 normally includes those operations that store dangerous goods in quantities above the Small Quantities Exemptions as determined by the *Hazardous Substances and Waste Dangerous Goods Regulations*, Chapter E-10.2, Reg 3.
- Prohibited Uses* d) The following activities are prohibited in an EIP:
 - i) the disposal of waste dangerous goods as defined in Section 3 of *The Hazardous Substances and Waste Dangerous Goods Regulations*, including "indefinite storage" as defined and determined therein; and
 - ii) public assembly uses.
- Use Stratification* e) All uses contained within an EIP shall be sited according to a stratification principle. Stratification means the siting of industrial uses and facilities which store and handle dangerous goods at progressively greater distances from public assembly uses. The prescribed distances shall be based on the degree of risk such inventory poses to the public. CANUTEC's Initial Emergency Response Guide, 1992 has been adopted as the initial test of appropriate separation distances within the EIP. Stratification will allow a case by case analysis of siting requirements to ensure separation distances appropriate for each occupancy.

- Concentration of Uses* f) Permitted uses shall be concentrated within each strata as much as possible to allow for the efficient provision of infrastructure, emergency services, and access to transportation links on dangerous goods routes.
- Environmental Assessment Act* g) Proposed developments within the EIP are subject to the Provincial *Environmental Assessment Act* and any other Provincial requirements prior to municipal approvals being issued.
- Other Applicable Legislation* h) Notwithstanding compliance with the Official Community Plan and Zoning Bylaw, Development Permits for individual development sites and facilities within an EIP shall be reviewed for compliance with:
- i) *The Environmental Management and Protection Act,*
 - ii) *The Dangerous Goods Transportation Act,*
 - iii) *The Fire Prevention Act,*
 - iv) The Saskatchewan Fire Code Regulations;
 - v) Saskatoon's Fire Prevention Bylaw which adopts the National Fire Code, and Saskatoon's Transportation of Dangerous Goods Bylaw; and
 - vi) The National Building Code.
- EIP Uses in Other Areas* i) EIP uses in existing Industrial designations and zones will continue to be permitted provided they comply with the *Hazardous Substances and Waste Dangerous Goods Regulations*. Public assembly uses in existing Industrial designations and zones are permitted subject to the separation distances set out in the *Hazardous Substances and Waste Dangerous Goods Regulations*.

8.0 Holding Areas

8.0.1 Objective:

To identify areas within the City limits where the future use of land or the timing of development is uncertain due to issues of servicing, transitional use, or market demand.

8.1 Urban Holding Areas

8.1.1 Policies:

Context

- a) Urban Holding Areas may include:
 - i) Lands which are capable of being serviced with a full range of utilities, but for which no overall concept plan has been approved for the general area; or
 - ii) Lands which are not readily capable of being serviced with a full range of utilities, and for which no area concept plans have been approved for the general area.
(Revised – Bylaw No. 9087 – April 8, 2013)

Permitted Uses

- b) Agricultural uses and related rural activities may be permitted in Urban Holding Areas. Such areas may only be used for urban purposes upon amendment to the Official Community Plan - Land Use Map, Official Community Plan - Phasing Map, and the provision of the necessary City and community services.

8.2 Transitional Land Use Areas

8.2.1 Policies:

Context

- a) Transitional Land Use Areas include those parts of the City where significant land use changes are expected to occur and where additional studies may be required to determine appropriate future land use and development.

Interim Development

- b) In advance of studies to determine future land use patterns, development may take place in accordance with existing zoning patterns. However, the use of the holding symbol “H” may further limit current development. (Refer to Section 18.1.4 of this Plan)

Rezoning Requests

- c) Requests for rezoning shall normally 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 Section 18.1.2 of this Plan.

9.0 Environmental Management

9.1 Riverbank Stewardship

9.1.1 Objective:

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

9.1.2 Policies:

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| <i>Riverbank Protection</i> | a) | 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 <i>The Planning and Development Act, 2007</i> 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 citizens. The development of the Riverbank Area for visual amenity and public recreation shall be undertaken in a manner that enhances and complements the natural and historical features of the riverbank. |
| <i>Coordination</i> | b) | The City of Saskatoon shall continue to work in partnership with the Provincial Government and the University of Saskatchewan, through the Meewasin Valley Authority (MVA), and with the Rural Municipality of Corman Park, to maintain and conserve the South Saskatchewan River Valley within the City and Region. |
| <i>Development Review</i> | c) | The City of Saskatoon and the MVA partners shall work towards clarifying jurisdictions in the Riverbank Area, and in other areas in the vicinity of the South Saskatchewan River Valley. |

9.2 Conservation of Natural Areas and Archaeological Sites

9.2.1 Objectives:

- a) To identify and protect important ecosystems and other natural areas and archaeological sites, as part of the land development process;
- b) To enhance the beauty and enjoyment of the City and Region; and
- c) To conserve the biodiversity of both plant and animal life for the enjoyment of present and future generations.

9.2.2 Policies:

(Revised – Bylaw No. 9087 – April 8, 2013)

- Responsibility* a) The long-term preservation and protection of natural features is a responsibility of local residents, property owners, government agencies, and the private sector.
- Identification of Natural Areas* b) The City shall maintain a current inventory of remaining natural areas, as well as archaeological and paleontological sites, within the City and immediate area.
- Analysis of Natural Areas* c) As part of the area sector plan or area concept plan design process, a general screening shall be undertaken for important natural areas, features, or archaeological sites. If deemed appropriate, more detailed analysis of natural areas or features shall be undertaken by a qualified consultant, acceptable to both the City of Saskatoon and the developers, with all costs borne by the affected developers.
- Protection of Natural Areas* d) The conservation or mitigation for loss of important natural areas, features, or archaeological sites shall be considered in the review of area sector plans, area concept plans and subdivision applications, and proposals to include lands within Phasing Sequence I of the Official Community Plan - Phasing Map.

Interim Use

- e) In advance of an area 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 shall require a development permit issued under the Zoning Bylaw. The Development Officer shall 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.

Integrated Open Space

- f) Wherever possible, important natural areas, features, and systems shall be integrated into new development areas and form part of the park and open space system, including the retention of natural corridors and natural ponding areas.

Municipal Ownership

- g) Wherever possible, natural areas of significant value shall be placed in public ownership.

9.3 Urban Forestry

9.3.1 Objective:

To ensure the perpetuation of the urban forest through new planting, and the protection and maintenance of existing trees throughout the City.

9.3.2 Policies:

- Promotion* a) The City shall 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.
- Continuity* b) Wherever possible, the urban forest shall be developed and managed as a continuous system.
- Conservation* c) Tree conservation or replacement shall be a consideration in the review of applications for area concept plans, rezoning, subdivision, discretionary use, and infrastructure rehabilitation. Applicants may be required to submit tree surveys as part of the development review process.
(Revised – Bylaw No. 9087 – April 8, 2013)
- Landscaping Standards* 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.
- Tree Lined Streets* e) The urban forest shall be sustained and enhanced along City street rights-of-way 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 shall be compatible with nearby public infrastructure and utilities, both above and below ground, as well as the area’s natural ecosystem.
- Zoning Bonus* f) The Zoning Bylaw may contain bonusing provisions for the conservation of existing trees.

9.4 Source Water Protection

9.4.1 Objective:

To protect groundwater resources from contamination in order to ensure a safe supply of drinking water.

9.4.2 Policies:

- Water quality*
- a) The City shall 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
 - iii) Provide advanced waste water treatment and storm water management, to the greatest extent possible within the City's resources
- Water Conservation*
- b) The City shall encourage water conservation through public education and metering programs.
- River Crossings*
- c) The City shall design and operate river crossing and associated roadways in a manner that will reduce degradation of water quality.
- Coordination*
- d) The City shall continue to work in partnership with the Saskatchewan Watershed Authority and the Meewasin Valley Authority to maintain and conserve the South Saskatchewan Watershed and its Source Water resources.

9.5 Wetlands Conservation and Management
 (Revised – Bylaw No. 9138 – November 4, 2013)

9.5.1 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 ensure that natural and constructed wetland resources are integrated into the urban environment in a way that:
 - i) is sensitive to their ecological integrity;
 - ii) recognizes 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;
 - iv) considers the need for appropriate ongoing management; and
- c) To conserve the biodiversity and function of significant wetland resources prior to, during, and after land development.

9.5.2 Policies

- Council Wetland Policy* a) The policies contained in this section will be implemented through an applicable Council Wetland Policy.
- Mitigation Sequence* b) Urban development should strive to:
 - i) Avoid impacts to wetlands, where reasonably possible, 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.
- Preservation Preferred* c) During the review of area sector plans and area concept plans, the City will favour the preservation of existing significant wetland resources over the restoration of drained wetlands or the creation of new wetlands.

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| <i>Least Disturbance</i> | d) | Developers should consider creative ways to design development projects to ensure the least possible disturbance/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. |
| <i>Storm water Management Integration</i> | e) | Wetlands may be integrated into the storm water management system where it is feasible to do so. Storm water management plans must consider the sensitivity and ecological functions of wetlands and their associated riparian areas and work to ensure sustainability in an urban setting. |
| <i>Airport Zoning Regulations</i> | f) | Where wetlands are present on lands that are subject to the Saskatoon Airport Zoning Regulations, the developer may be required to seek the approval of Transport Canada, the Saskatoon Airport Authority, NavCanada, and such other agencies as may be appropriate, prior to a development permit being issued. |
| <i>Management and Monitoring</i> | g) | The City will manage and monitor retained wetlands and associated riparian areas with a goal to maintaining or enhancing water quality and function, both as natural areas and as part of the City's storm water management system. |
| <i>Regional Cooperation</i> | h) | The City will work with its regional partners to encourage responsible wetland stewardship in the region. |

10.0 Parks and Recreation Open Space

10.1 Objective:

To provide parks and recreation open space sufficient to meet the needs of Saskatoon's residents, ensuring that these resources are distributed throughout the City in a fair and equitable manner.

10.2 Policies:

- General Allocation* a) For the purposes of establishing a desirable standard for public open spaces within the City of Saskatoon, a ratio of four (4) hectares of public open space for every one thousand (1000) persons shall be considered adequate and reasonable. Such public open spaces may include Municipal Reserves and such other publicly owned areas as are dedicated or assigned to fulfilling the needs of public enjoyment and recreation. Streets and lanes shall not be considered as public open space.
- Park Development* b) The sizing, use, allocation and development of parks and recreation open space shall conform to the City of Saskatoon's Park Development Guidelines Policy. [Refer to Administrative Policy #A10-017 for further information.]
- Park Deficiencies* c) The City shall facilitate the acquisition of lands for new parks in neighbourhoods with identified deficiencies, as well as the upgrading of existing parks, on a priority basis, as opportunities present themselves. Funding for such park improvements may originate from a variety of sources including the Dedicated Lands Account, Local Improvement Act provisions, and the Capital Budget process.
- Park Linkages* d) Parks and natural areas shall be linked in a continuous public open space system wherever possible.
- Joint-Use Parks* e) Agreements to facilitate the joint use of parks and open spaces by the City, the various Boards of Education, and other public agencies shall be encouraged.
- Storm Water Basins -
District, Multi-District and
Special Use Parks* f) Due regard shall be given to locating District, Multi-District and Special Use Parks adjacent to storm water basins and drainage swales to facilitate integration.

*Storm Water Management
and Municipal Reserve* g)

Municipal Reserve may be used to convey storm water runoff to storm water storage basins and act as temporary water storage to allow water detention for a temporary period of time after a storm event. Municipal reserve land and land held for storm water management facilities will be integrated in all cases where circumstances permit. Storm water facilities, where located adjacent to parks, must be treated in a manner that complements the park development. The integration of these two land uses must be undertaken in accordance with the provisions of the Park Development Guidelines (Administrative Policy No. A10-017). Planning and development of all integrated sites will be a collaborative process involving the neighbourhood developers and the City administration. Funding for the construction and subsequent maintenance of the storm water management facilities on integrated sites must be one of the subjects of this consultative process and subsequent agreement. The developer will be required to pay the cost of required landscape plans for the storm water management facility on integrated sites.

11.0 Community Services and Facilities

11.1 Education and Community Facilities

11.1.1 Objectives: [Refer also to Section 17.0 - Social Development]

- a) To provide opportunities for schools and other institutional uses which serve the educational, recreational, cultural, health, and spiritual needs of the City, ensuring they are appropriately located according to size, function, and transportation requirements;
- b) To encourage appropriate public consultation processes for the re-use of closed school sites and buildings; and
- c) To strengthen the relationships between the City of Saskatoon, the various Boards of Education, and other public and private organizations delivering community-oriented services.

11.1.2 Policies:

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| <i>Neighbourhood Scale</i> | a) | Institutional uses that serve the needs of a neighbourhood population and are compatible with a residential environment, may be situated within neighbourhoods. |
| <i>City-Wide Scale</i> | b) | 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, shall be encouraged to locate in or near the Downtown, in Suburban Centres, and other areas with adequate access to roadways and public transit, and where there is no significant impact on surrounding land uses. The Zoning Bylaw shall contain provisions to permit large scale institutional uses in residential areas only at the discretion of Council. |
| <i>Integrated Community Centre</i> | c) | All Applications for neighbourhood concept plans shall make provision for elementary schools or an Integrated Community Centre. No proposals shall be submitted to Council until the appropriate Boards of Education, Regional Health District No. 6 and any other relevant agency have been consulted and the responses of such agencies have been considered by the Municipal Planning Commission.
(Revised – Bylaw No. 9087 – April 8, 2013) |

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| <i>Integrated Community Centre Site Location</i> | d) | All elementary school sites and Integrated Community Centre sites shall be located as close as possible to the centre of the areas they will ultimately serve, shall not be located on arterial streets and, where possible, shall be located at street intersections. Elementary schools and Integrated Community Centres shall generally be located within 700 metres walking distance of one-unit dwellings and other housing forms oriented to households with children. |
| <i>High School Sites</i> | e) | Secondary schools or high schools shall be located centrally within the area they are to serve. They shall, wherever possible, be located in Suburban Centres to facilitate public transit and roadway access to the facility during school and non-school functions, and to minimize impacts on surrounding land uses. |
| <i>Public Open Space</i> | f) | School sites shall, wherever possible, be located adjacent to Municipal Reserves or such other public open spaces as may have been created in the area. Development on such integrated school sites shall take place in such a manner as to encourage maximum utilization of all facilities at all times. The use of the school and park facilities as the recreational centre for the neighbourhood or area, as the case may be, shall be promoted. |
| <i>Site Size</i> | g) | Sites for schools and other institutional uses shall be of a size to accommodate the required buildings, structures, and recreation areas, as well as student, client, staff and visitor parking, and foreseeable expansion thereto. |
| <i>Site Suitability</i> | h) | Sites for school buildings and other institutional uses shall be suitable for such purpose in terms of topography, utilities, transit service, access, and site frontage. School sites shall also facilitate adequate pick-up and drop-off zones for students, including a separate service road for elementary schools fronting on a collector street. |
| <i>Post-Secondary Schools</i> | i) | Community colleges, universities, and other post-secondary facilities, including commercial and technical schools, generally serve the City as a whole and the broader Region. Accordingly, these educational facilities are encouraged to locate in the Downtown, Suburban Centres, and other areas that offer good access to transportation routes and public transit, and minimize land use conflicts. |

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| <i>Undeveloped School Sites</i> | j) | In the event that the Boards of Education decide that 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 land owner may seek a new zoning designation by applying to amend the Zoning Bylaw, subject to Rezoning by Agreement. |
| <i>Reuse of Schools and School Sites</i> | k) | School buildings and sites are focal points for many residential neighbourhoods. They are a community resource with more than one lifespan. In order to promote the stability and character of residential neighbourhoods, the City shall encourage the adaptive reuse of the school building and site for institutional, recreational, residential, educational, or other community-oriented use, subject to the provisions of the existing zoning district, after appropriate consultation with relevant community groups and local residents. |
| <i>Rezoning by Agreement</i> | l) | When it is clear that the existing school site and/or building have no adaptive reuse potential under the current zoning district, Council may consider the redevelopment of the site and/or buildings subject to Rezoning by Agreement. |
| <i>Shared Facilities</i> | m) | In order to promote the community use of available school facilities in meeting the educational, cultural, social, health, and leisure needs of the general population, the City shall promote the sharing of facilities and services with local Boards of Education and authorities. |
| <i>Impact Analysis</i> | n) | <p>When considering applications for discretionary use or amendments to the Official Community Plan or Zoning Bylaw to permit new educational or institutional uses or the expansion of such existing uses, Council shall consider the suitability of the proposal having regard to:</p> <ul style="list-style-type: none"> i) the need for the proposed use and the supply of land currently available in the general area capable of meeting that need; ii) the capability of the existing roadway system and public transit service, and the adequacy of the proposed supply of on-site parking for employees, students, clients and visitors; iii) the capability of existing community infrastructure, including water and sewer services, parks and other utilities and community facilities; iv) the compatibility of the proposal with adjacent land uses, and the height, scale, and design of buildings in the surrounding neighbourhood; and |

- v) the suitability of existing and proposed pedestrian routes providing access to the subject site.

11.1.3 Integrated Community Centre Policies

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| <i>Permanent Core Facility</i> | a) | Each Integrated Community Centre shall include a permanent core facility. |
| <i>Contents of Core Facility</i> | b) | The core facility of an Integrated Community Centre shall provide recreation space, meeting space, and the necessary mechanical, storage and janitorial space. |
| <i>Additional Uses</i> | c) | Uses such as health offices, clinics, libraries, learning institutions, and other uses complementary to the neighbourhood may be permanently or temporarily adjoined to the core of an Integrated Community Centre. |
| <i>Design of Integrated Community Centres</i> | d) | Integrated Community Centres should be designed so that each participating organization can meet its own unique mandate, reflect its core objectives and maintain its own identity. |
| <i>Design Principles</i> | e) | <p>The design of Integrated Community Centres should incorporate the following principles:</p> <ul style="list-style-type: none"> (i) the design should allow for use of the Centre by the majority of people in the neighbourhood for as much of the day as possible; (ii) the design should provide for the maximum possible degree of interaction by members of the community; (iii) the Centre should be accessible to all groups in the neighbourhood; and (iv) the design should allow sufficient flexibility to change over time, ensuring a long-term sustainable future use. |
| <i>Needs Evaluation</i> | f) | An evaluation of the demographic, social and economic needs of the community shall be a requirement in the design process for Integrated Community Centres. Community participation in such an evaluation shall be required. |
| <i>No Precedent</i> | g) | The adoption of a design for one Integrated Community Centre should not set a precedent for future community centre design. |
| <i>Compatibility</i> | h) | The design of an Integrated Community Centre shall take into consideration the surrounding residential environment and be compatible in design and material with permanent structures in the neighbourhood. |

11.2 Special Use Areas

11.2.1 Objective:

To accommodate major institutions, facilities and public utility installations with a City-wide and Regional focus.

11.2.2 Policies:

Designated Uses

- a) The Special Use classification includes the Saskatoon International Airport, SIAST Kelsey Campus, the University of Saskatchewan and its related institutions, Saskatoon's three major hospitals, the Exhibition Grounds, city-wide parks and recreation facilities, rail yards, and other major facilities and utility installations.
(Revised – Bylaw No. 9087 – April 8, 2013)

Development Standards

- b) The underlying zoning regulations for Special Use Areas may vary subject to the existing and proposed patterns of land use and development.

12.0 Transportation

12.1 Land Use and Urban Form

12.1.1 Objective:

To develop an urban form and settlement pattern that will enhance the efficiency of the transportation system, encourage a variety of transportation options including walking, cycling and public transit, and help to promote a balanced transportation system that meets the needs of Saskatoon's residents.

(Revised – Bylaw No. 9087 – April 8, 2013)

12.1.2 Policies:

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| <i>Develop Compact Form</i> | a) | This Plan is intended to develop a compact and defined city form that will minimize the need for new extensions to the transportation infrastructure. |
| <i>Development Consideration</i> | b) | The costs of transportation infrastructure and the transportation costs for individuals and businesses shall be considered in all land use and development decisions. |
| <i>Designated Centres</i> | c) | Medium and high density developments, large retail facilities, and a mix of land uses are encouraged to concentrate in designated centres that are well served by the road system and by public transit, including the Downtown, Suburban Centres, and centrally located Arterial Commercial corridors. |
| <i>Infill Development</i> | d) | 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 a variety of transportation options.
(Revised – Bylaw No. 9087 – April 8, 2013) |
| <i>Neighbourhood Design</i> | e) | Neighbourhood design and site planning shall be oriented to serve the needs of pedestrians, cyclists, and transit riders, as well as private vehicles. |
| <i>Transportation</i> | f) | Any transportation, public transit, or parking studies required by this Plan to assess the impact of an application for an Official Community Plan or Zoning Bylaw amendment, discretionary use, or subdivision, shall be undertaken by the applicant or owner, to the satisfaction of the City of Saskatoon. |
| <i>Transportation Planning</i> | g) | The timing, location and design of major transportation infrastructure, such as bridges, interchanges, roadways, and corridors, shall be determined through appropriate land use and transportation studies. |

12.2 Street Classification and Design

12.2.1 Objective:

To provide an effective hierarchy of roadways throughout the City, serving the needs of all forms of transportation.

12.2.2 Policies:

- Street Classification* a) Streets shall be classified as freeway/expressway, arterial, collector, and local streets. Such classification shall be based on the function the streets serve and the type and amount of service they should provide.
- Arterial Street Design* b) Arterial street systems shall be designed appropriately, according to the land use context along them, serving higher density uses and supporting all forms of transportation.
(Revised – Bylaw No. 9087 – April 8, 2013)
- Street Location* c) All streets shall be located with due regard to topography, in order to avoid excessive cutting and filling. They shall be aligned in the light of circulation and utility requirements and with due regard to the function assigned to them.
- Adequate Servicing* d) The Downtown, Suburban Centres, and other major employment and commercial areas shall be adequately served by roadways, pedestrian routes, cycling routes, and public transit.

12.3 Public Transit

12.3.1 Objective:

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

12.3.2 Policies:

Transit Routes

- a) Wherever possible, potential transit routes shall be provided within a walking distance of 450 metres of one-unit dwellings and townhouses, within 250 metres of medium and high density multiple-unit dwellings, and within 150 metres of special needs housing, and other uses that generate high demand for transit services. Subdivisions shall be designed so that collector streets within the area can be used for transit routes if required.

Encourage Transit Use

- b) Through the sector plan and neighbourhood concept plan approval processes, as well as the development review and urban design processes, transit ridership shall be encouraged by:
 - i) providing neighbourhood designs, densities, and forms of development that will support public transit;
 - ii) locating developments which generate high transit use on sites that have convenient access to existing or proposed transit service; and
 - iii) providing facilities that will assist transit riders, including: benches, rest areas, climate shelters, convenient pedestrian access to transit stops, and a well designed collector road system.

Access to Downtown

- c) The Transit System shall continue to provide a high level of service to the Downtown from all parts of the City.
- d) Rapid transit corridors are intended to serve as the spine of Saskatoon’s transit system, supporting high-quality and high-frequency transit service that connects people to the Downtown, suburban neighbourhoods, commercial areas, and major employment areas. The Official Community Plan – Planned Growth Map in Section 3.2.2. illustrates rapid transit corridors in Saskatoon. Development along these corridors should generally 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.
(Revised – Bylaw No. 9437 – April 24, 2017)

12.4 Cycling

12.4.1 Objective:

To facilitate cycling as an integral form of transportation within a balanced transportation system.

12.4.2 Policies:

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| <i>City Bicycle Plan</i> | a) | The City shall prepare and implement a Comprehensive Bicycle Plan, which recognizes the importance of cycling as a form of transportation as well as recreation. |
| <i>Safe Cycling Features</i> | b) | The City shall promote design initiatives for safe and convenient cycling. These include: convenient and well designed routes, traffic calming features, road/pathway maintenance, proper lighting, security features, convenient bike parking facilities, landscaping, and proper separation from vehicles on busy roads. |
| <i>Bicycle Parking Facilities</i> | c) | In recognition of cycling as a growing transportation alternative, the Zoning Bylaw shall contain appropriate standards for required bicycle parking facilities. |

12.5 Pedestrians

12.5.1 Objective:

To encourage pedestrian movement throughout the City by promoting a safe and accessible pedestrian environment.

12.5.2 Policies:
(Revised – Bylaw No. 9087 – April 8, 2013)

- Pedestrian Oriented Design* a) The needs of pedestrians shall be satisfied at the design stage through the area concept plan and subdivision review processes. In general, provisions shall include adequate sidewalks and walkways, pathways in linear parks, lighting, and convenient transit stops. In the case of walkways, care shall be taken to promote public safety.

- Sidewalk Standards* b) New residential, institutional, and commercial development areas shall provide sidewalks or pathways on both sides of collector streets, and on at least one side of arterial streets. Sidewalk standards for local streets shall be determined at the area concept plan and subdivision design stage.

- Pedestrian Facilities* c) Where appropriate, the City shall provide pedestrian oriented facilities that promote safety, and are convenient and aesthetically pleasing. Facilities may include trees, benches, weather protection, proper lighting, security features, appropriate sidewalk maintenance, separation from vehicles on busy roads, and barrier free access for the physically challenged, including barrier free bus stops.

- Safe Crossings* d) The safe crossing of all major roadways shall be encouraged through the use of traffic control devices, crosswalks, pedestrian signage, pedestrian corridors, pedestrian signals, and pedestrian grade separations as necessary.

12.6 Parking

12.6.1 Objective:

To ensure that adequate parking facilities are provided throughout the City, including the appropriate location and design of parking facilities as part of an efficient and functional transportation system.

12.6.2 Policies:

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| <i>Adequate Parking</i> | a) | In general, developments shall provide adequate off-street parking. The Zoning Bylaw shall contain appropriate parking standards for all forms of development. |
| <i>Parking Area Design</i> | b) | The Zoning Bylaw shall contain standards addressing the design of parking areas, including, but not limited to, aspects of visibility, lighting, landscaping and screening, maximum frontage along streets, dimensions of parking spaces and aisles, parking for disabled persons, drainage and storm water storage, pedestrian and vehicular circulation, personal safety, the location and grading of parking ramps, and other factors as may be required. |
| <i>Off-Site Parking</i> | c) | Required parking spaces shall normally 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>On-site Loading Facilities</i> | d) | The Zoning Bylaw shall contain appropriate standards for on-site loading facilities required for developments that regularly receive/dispatch goods. The location of loading facilities shall minimize the effects of noise and fumes on adjacent uses and shall not interfere with pedestrian movement or customer/employee parking. |
| <i>Underground Parking</i> | e) | The Zoning Bylaw shall permit underground parking facilities to project into required yard requirements, provided the parking structure is below grade. |

13.0 Public Utilities

13.1 The Provision of Public Utilities

13.1.1 Objective:

To ensure that public utilities and utility rights-of-way are provided throughout the City in a coordinated, responsible and efficient manner.

13.1.2 Policies:

(Revised – Bylaw No. 9087 – April 8, 2013)

- Supply of Serviced Land* a) The City and other public utility agencies shall ensure that utilities are in place to provide an adequate supply of serviced land to meet future development needs.
- Major Rights-of-Way* b) Major utility rights-of-way shall be identified well in advance of development to facilitate appropriate long range planning.
- Provision of Easements* c) The comments of all agencies involved in the supply of utilities and other relevant public services shall be received before any subdivision design is approved. Subject to the other policies of this Plan, provision shall be made in any subdivision for the rights-of-way or easements of all utility systems and structures as may be defined by the utility agencies concerned.
- Location of Utilities* d) Future utility transmission lines, substations, and other major public utility structures shall be located in order to minimize adverse visual, environmental, health or safety impacts, as well as to minimize the fragmentation of properties. Where possible, such lines and structures shall avoid residential areas and significant natural areas, except where it is demonstrated that design features can be incorporated to minimize negative impacts.
- Joint-Use Corridors* e) Wherever possible, this Plan encourages the joint-use of utility rights-of-way for distribution lines, transmission lines, and other public utility structures of a compatible nature. In this regard, roadways, lanes, walkways, and buffer strips may serve as utility rights-of-way subject to compatibility with the right-of-way or buffer strip design and function, as well as compatibility with the surrounding uses of land.
- Burying of Utilities* f) For safety and aesthetic reasons, the burying of utilities shall be encouraged wherever economically and technically feasible.

13.2 Public Utilities and Development Costs

13.2.1 Objective:

To ensure that the costs of public utilities associated with land development are distributed appropriately among utility agencies, consumers, and the development industry.

13.2.2 Policies:

(Revised – Bylaw No. 9087 – April 8, 2013)

Development to Require Full Services

a) In general, the subdivision and development of land shall 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 facilities;
- iv) electrical power, natural gas, telephone, and cable television service; and
- v) viable roadway and transit service.

Servicing Agreements

b) The net cost of services to a development site, after 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 prepaid service rates.

Extension of Services

c) Subject to all other provisions of this Plan, and any relevant Area Sector Plans and Area Concept Plans, new development shall be directed to areas that fall within the Development Phasing Sequence, as shown on the Official Community Plan – Phasing Map, which allows for extensions to existing sanitary and storm water sewer systems, water systems, roadways, public transit, and other services in an economical and practical manner within the financial capabilities of the City. In cases where a developer wishes to initiate development contrary to this intent, the

developer shall be required to “front end” the costs of extending major services to the proposed development site. Standards for servicing shall be established by the City.

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| <i>Development Levies</i> | d) | In accordance with Section 169 of <i>The Planning and Development Act, 2007</i> , Council may establish development levies for the purpose of recovering all or a part of the capital costs of providing, altering, expanding or upgrading services and facilities associated with a proposed development. |
| <i>Municipal Planning Levy</i> | e) | A municipal planning levy shall be included in the prepaid service rates to account for costs related to the City’s role in long range community planning and the coordination among developers, utility agencies, and other organizations involved in the overall development process. An operations reserve shall be used to help stabilize fluctuating activity levels from year to year. |
| <i>Airport Servicing</i> | f) | Development levies and relevant municipal servicing arrangements for lands within the boundaries of the Saskatoon International Airport shall be the subject of an agreement between the City of Saskatoon and the Saskatoon Airport Authority. |

14.0 Urban Design and Design Review

14.0.1 Objectives:

- a) 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; and
- b) To facilitate design review in areas of the City where there is a clear public interest to preserve existing character or to promote a selected design theme.

14.1 City-Wide Urban Design Principles

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| <i>Urban Design Principles</i> | a) Within the provisions of <i>The Planning and Development Act, 2007</i> , the following urban design principles shall be considered in the preparation and review of Local Area Plans, Local Area Design Plans, Neighbourhood and Area Concept Plans, amendments to the Plan and Zoning Bylaw, Discretionary Use applications, Development Permit applications, Subdivision applications, and standards contained within the Zoning and Subdivision Bylaws: |
| <i>Design With Nature</i> | i) 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; |
| <i>Human Scale</i> | ii) 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; |
| <i>Building Design</i> | iii) 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; |

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| <i>Open Space</i> | iv) | 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; |
| <i>Streetscapes</i> | v) | The character of the street environment shall be enhanced through the integrated design of sites, buildings, streets, and streetscape improvements; |
| <i>Views and Vistas</i> | vi) | To ensure, wherever possible, that views and vistas of the built and natural environment are preserved and enhanced; |
| <i>Barrier Free Access</i> | vii) | 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; |
| <i>Safety</i> | viii) | Publicly accessible spaces shall be designed for increased safety, provide for improved surveillance at all times of the day, and include appropriate lighting; |
| <i>Art in Public Places</i> | ix) | 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; and |
| <i>Landscape Design</i> | x) | <p>Landscape design shall be encouraged to achieve the following objectives:</p> <ul style="list-style-type: none"> • incorporate natural features throughout the City; • add visual interest to open spaces and blank facades; • soften dominant building mass by adding colour, scale and texture with natural elements; • provide definition to public walkways and open areas; • provide a consistent visual image between adjacent properties along the streetscape; • screen aesthetically poor areas from view using a variety of natural features and attractive fencing; • incorporate design features that will provide protection from excessive wind and sun; • enhance the aesthetic appearance of building setbacks and yard areas; • minimize the visual impact of parking and service facilities from adjacent properties and streets; |

- ensure the preservation of trees and other valuable natural elements within and surrounding the City;
- minimize conflicts between vehicles and pedestrians;
- ensure appropriate site drainage; and
- create and maintain safe urban environments.

14.2 Design Review Process

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| <i>Architectural Control Districts</i> | a) | 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. |
| <i>Rationale for Design Review</i> | b) | In general, Architectural Control Districts shall 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 <i>The Planning and Development Act, 2007</i> . Examples of where a design review process may be applied include, but are not limited to, the Downtown, Suburban Centres, areas containing heritage properties, business improvement districts, entry points to the City, key transportation corridors, sensitive infill development sites, or new development areas. |
| <i>Design Review Process</i> | c) | The design review process for Architectural Control Districts shall 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. |
| <i>Design Review Committee</i> | d) | Council may appoint Design Review Committees, as necessary, to assist with the design review process in Architectural Control Districts. |
| <i>Local Area Design Plan</i> | e) | Prior to designating an area as an Architectural Control District, Council shall approve a Local Area Design Plan, which would prescribe design guidelines for the area, generally consistent with the urban design principles set out in Section 14.1 of this 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. |

15.0 Heritage

(Revised – Bylaw No. 9438 – May 23, 2017)

15.1 Objective(s):

- a) To identify and conserve Saskatoon’s heritage resources and recognize their importance in telling the story of Saskatoon (pre- and post-settlement); and
- b) To provide property owners of heritage buildings with incentives for successful conservation projects.

15.2 Policies:

The City will implement a Civic Heritage Policy, which will serve to achieve the following objectives:

- a) establish and maintain an inventory of the City’s heritage resources, and identify, through the Saskatoon Register of Historic Places (The Register), the sites which are deemed to have significant heritage value;
- b) support the conservation of heritage resources through the use of incentives;
- c) conserve, and where possible and appropriate, enhance heritage resources;
- d) consider the impact of heritage resources and opportunities for heritage conservation in the review of sector plans, local area plans, concept plans, and other planning documents;
- e) work with partners to promote heritage awareness and education in the city; and
- f) interpret the history of, and conserve the artifacts relating to, the history of Saskatoon’s municipal government.

16.0 Constraints to Development

16.1 Potentially Contaminated Sites

16.1.1 Objective:

To limit the potential for development to take place on contaminated sites, resulting from new proposals for subdivision, rezoning and discretionary use.

16.1.2 Policies:

Environmental Assessment

a) The City of Saskatoon may require an environmental site assessment in conjunction with applications for rezoning, discretionary use or subdivision. The decision as to whether an environmental assessment is required shall be subject to:

- i) the nature of the proposed use;
- ii) the current and historical use of the subject property and surrounding lands; and
- iii) information from other sources that suggests the subject property may contain environmental contaminants.

The cost of any assessment shall be borne entirely by the owner or applicant.

Site Assessment Standards

b) Environmental site assessments shall be undertaken by qualified consultants, and completed to current industry standards, as specified by the City of Saskatoon from time to time.

Remediation of Contaminants

c) Appropriate remediation measures shall be carried out on any property containing environmental contaminants prior to development being commenced on the subject site.

16.2 Roadways and Rail Lines

16.2.1 Objective:

To ensure that the level of noise and vibration exposure to residential areas from roadways and rail lines is within acceptable limits throughout the City.

16.2.2 Policies:

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| <i>Development Review</i> | a) | Noise and vibration levels near roadways and rail lines shall 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. |
| <i>Residential Noise Exposure</i> | b) | In reviewing proposals for residential development adjacent to existing and proposed roadways, exterior noise levels should not normally exceed a level of 65 dBA Ldn. |
| <i>Attenuation Costs</i> | c) | All costs associated with preparing the noise and vibration assessment and implementing the approved attenuation measures shall be borne by the affected developers. |
| <i>Road Noise Near Existing Residential Areas</i> | d) | Where appropriate, the City shall consider the installation of noise attenuation measures for existing residential areas located near transportation routes when noise levels exceed accepted standards. |

16.3 Airport Operations

16.3.1 Objective:

To protect the operations of the Saskatoon International Airport from incompatible uses and structures.
(Revised – Bylaw No. 9087 – April 8, 2013)

16.3.2 Policies:

(Revised – Bylaw No. 9087 – April 8, 2013)

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| <i>Safe Operation</i> | a) | Land use in the vicinity of the Saskatoon International Airport shall be of such type, height and density as to be compatible with airport operations at present and in the future. Agricultural lands around the Saskatoon International Airport will require detailed study and impact assessments prior to designation for appropriate urban uses. |
| <i>Incompatible Land Uses</i> | b) | The City of Saskatoon will continue to work with the Saskatoon Airport Authority to ensure that incompatible land uses are not developed in the vicinity of the Saskatoon 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 International Airport. |
| <i>Airport Noise Exposure</i> | c) | 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 Transport Canada or its official designate. |

16.4 Flood Hazard Areas

16.4.1 Objective:

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

16.4.2 Policies:

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| <i>Flood Hazard Areas</i> | a) | Flood hazard areas shall be defined and regulated in accordance with the Canada-Saskatchewan Flood Damage Reduction Program, in cooperation with the Saskatchewan Water Corporation and the Meewasin Valley Authority. |
| <i>Two-Zone Flood Policy</i> | b) | A two-zone flood management policy shall be utilized where the flood hazard area is divided into the floodway and the flood fringe. Development is prohibited within the floodway of the South Saskatchewan River, and limited development is permitted within the flood fringe zone, provided proper flood proofing measures are incorporated. |
| <i>Development Standards</i> | c) | 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. |
| <i>Alterations to Existing Buildings</i> | d) | 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 <i>The Planning and Development Act, 2007</i> , dealing with non-conformity. |
| <i>Public Open Space</i> | e) | In general, lands contained within the flood hazard area are to be used for public open space. |
| <i>South Downtown Development</i> | f) | 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. |

17.0 Social Development

17.1 Objective:

To support the social needs of Saskatoon's residents through appropriate public consultation, a fair distribution of community services, and the on-going consideration of social issues in land use policy and land use decisions.

17.2 Policies:

- Public Participation* a) Public participation shall be encouraged as part of the land use planning and decision-making process. The Official Community Plan and Zoning Bylaw shall include principles and policies that will facilitate public involvement.
- Equitable Distribution of Community Facilities* b) An equitable distribution of community services and facilities, including parks and recreation areas, school sites, supportive housing, access to public transportation, and other services, shall be provided through appropriate long range planning and the development review process.
- Partnerships* c) The City of Saskatoon shall work cooperatively with other public, private, and voluntary sector organizations in addressing the social aspects of land use planning.
- Neighbourhood Viability* d) Neighbourhood viability and quality of life shall be enhanced through appropriate land use policies, zoning patterns and design standards.
- Housing Needs* e) The City shall continue to monitor the supply and demand for housing, including the need for supportive and affordable forms of housing that are not being met by the private sector.
- Accessibility* f) The City shall ensure accessibility is considered in the design of all areas and facilities intended for public use.
- Balance* g) The City shall 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 of the City.

- Maintenance Bylaw* h) An appropriate standard of safety and property maintenance shall be encouraged through the enforcement of the Property Maintenance Bylaw and any other related property bylaws.
- Transportation* i) The City shall promote a transportation system that accommodates the needs of all residents of the community, including persons without private vehicles and persons with special needs.
- Research* j) The research of social issues and demographic changes shall be an ongoing part of the land use planning process, and shall seek to further explore the relationship between physical and social development, and the community planning process.

18.0 Implementation

18.1 Zoning Bylaw

18.1.1 Basis and Intent of the Zoning Bylaw

<i>Zoning Bylaw to Complement Plan</i>	a)	The zoning controls and development standards to complement this plan shall be the Zoning Bylaw of the City of Saskatoon. The Zoning Bylaw and amendments thereto, adopted in accordance with the provisions of this Plan, shall provide for the regulation and control of the major land use types, all sub-categories and transitional uses, in conformity with the development patterns and policies of this Plan.
<i>Zoning Bylaw Amendments</i>	b)	When considering applications to amend the zoning regulations or requests for the rezoning of land, Council shall consider the suitability of the proposal having regard to:
<i>Conformance with Plan</i>	i)	the nature of the proposal and its conformance with all relevant sections of this Plan, as well as any established area concept plans, local area plans or local area design plans;
<i>Compatibility</i>	ii)	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;
<i>Demand</i>	iii)	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;
<i>On-site Amenities</i>	iv)	the adequacy of proposed landscaping and screening, and the preservation of the urban forest;
<i>Transportation</i>	v)	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;
<i>Services</i>	vi)	the capability of existing community infrastructure to service the proposal, including water and sewer services, parks, schools, and other utilities and community services;
<i>Community Viability</i>	vii)	the impact of the proposal on the continued viability of the local community and local community services; and
<i>Compact City Form</i>	viii)	the on-going need to promote a compact and efficient city form.

18.1.2 Zoning by Agreement

- Zoning by Agreement* a) 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 Section 69 of *The Planning and Development Act, 2007*.
- Development Review* b) Section 18.1.1 of this Plan shall apply in the review of applications for rezoning by agreement.
- Terms of Agreement* c) Council may enter into an agreement with the applicant setting out a description of the proposal and reasonable terms and conditions with respect to:
 - i) the uses of the land and buildings and the forms of development;
 - ii) the site layout and external design, including parking areas, landscaping, and entry and exit ways; and
 - iii) any other development standards considered necessary to implement the proposal, including all appropriate standards from the requested zoning district.
- Use Limitations* d) Council may limit the use of the land and buildings to one or more of the uses permitted in the requested zoning district.

18.1.3 Bonus Provisions

(Revised – Bylaw No. 9173 – April 14, 2014)

- Bonus Provisions* a) 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.

In this regard, 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.

18.1.4 Use of the Holding Symbol "H"

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|---------------------------------------|------|---|
| <i>Use of Holding Symbol</i> | a) | 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. |
| <i>Council to Specify Use</i> | b) | 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. |
| <i>Holding Symbol Removal</i> | c) | 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, Council shall consider the suitability of the land for such use and development having regard to: |
| <i>Capacity of Servicing</i> | i) | the capacity of existing municipal services or the economic provision of new services to facilitate such use and development; |
| <i>Transportation System</i> | ii) | the effects of such use and development upon the transportation and public transit systems; |
| <i>Environmental Concerns</i> | iii) | the need to minimize or remediate environmental impacts or conditions in relation to air, water, soil or noise pollution; |
| <i>Natural or Historical Features</i> | iv) | the need to protect any significant natural or historical feature upon or adjacent to the land; and |
| <i>Other Circumstances</i> | v) | any other matter that Council deems necessary. |
| <i>Applicability</i> | d) | Holding provisions may be applicable to all land use categories in the Plan, and may be applied to any zoning category and to a specific site within a zoning category. |
| <i>Existing Uses</i> | e) | Existing uses shall be permitted subject to the relevant sections of <i>The Planning and Development Act, 2007</i> , dealing with non-conformity. |

18.2 Direct Control Districts

- | | | |
|---------------------------------|----|--|
| <i>Direct Control Districts</i> | a) | In accordance with Sections 63 through 68 inclusive of <i>The Planning and Development Act, 2007</i> , 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. |
| <i>Development Guidelines</i> | b) | The use and development of land and buildings within a Direct Control District shall be regulated and controlled according to specific guidelines that shall be contained within this Plan and the Zoning Bylaw. |
| <i>Development Agreement</i> | c) | Council may require the applicant to enter into a development agreement as a condition of approval for development in a Direct Control District. |
| <i>Specific Guidelines</i> | d) | Direct Control Districts are designated pursuant to Section 63 of <i>The Planning and Development Act, 2007</i> . No use or development of land or buildings is permitted in the District except as directly regulated and controlled by the Council of the City of Saskatoon in accordance with Sections 63 through 67 of <i>The Planning and Development Act, 2007</i> , and the guidelines thereto in Section 13.0 of the Zoning Bylaw. |

18.2.1 Direct Control District 1

The Direct Control District 1 (DCD1), also known as the South Downtown Area, offers an unprecedented and unique waterfront development opportunity to strengthen the image of the downtown by providing a consistent set of development guidelines for unified riverfront development. These development guidelines will ensure that a strong, functional link is developed between the Downtown, South East Riversdale, the Gathercole site, Friendship Park and the South Saskatchewan River.

18.2.2 Direct Control District 2

As of June, 1988, the area designated as Direct Control District 2 (DCD2) is used for one and two-unit dwellings and consists of five culs-de-sac, namely: Stanley Place, Minto Place, Aberdeen Place, Grey Place and Connaught Place, each of which has access to Idylwyld Drive, and each of which separated from the other by a 20-foot lane. The DCD2 is meant to help transition this area from the current one and two-unit dwellings to a mix of medium density residential, community uses and commercial uses.

18.2.3 Direct Control District 3

The purpose of the Direct Control District 3 (DCD3) is to create a site for a new class of retail land in Saskatoon located on land owned by The University of Saskatchewan in the vicinity of Circle Drive and Attridge Drive. The primary focus of the new retail class will be to accommodate large-format or “big box” retail stores which are not readily accommodated in other standard commercial areas of Saskatoon. The Official Community Plan policies create a hierarchy among commercial areas in the City. The DCD3 is a new category of retail land placed between the Downtown and Suburban Centre Commercial uses in this hierarchy.

18.2.4 Direct Control District 4

The purpose of the Direct Control District 4 (DCD4) is to facilitate the development of an integrated golf course community associated with the Willows Golf and Country Club.

18.2.5 Direct Control District 5

The purpose of the Direct Control District 5 (DCD5) is to create a site for a regional retail development at Circle Drive and Clarence Avenue. The primary focus of the retail development will be to accommodate large-format or “big box” retail stores which are not readily accommodated in other standard commercial areas of Saskatoon. The Official Community Plan policies create a hierarchy among commercial areas in the City. The DCD5 is a category of retail land placed between the Downtown and Suburban Centre Commercial uses in this hierarchy.

18.2.6 Direct Control District 6

The purpose of the Direct Control District 6 (DCD6) is to create a site for a regional retail development at 22nd Street West and Betts Avenue. The primary focus of the retail development will be to accommodate large-format or “big box” retail stores which are not readily accommodated in other standard commercial areas of Saskatoon. The Official Community Plan policies create a hierarchy among commercial areas in the City. The DCD6 is a category of retail land placed between the Downtown and Suburban Centre Commercial uses in this hierarchy.

18.2.7 Direct Control District 8
(Revised – Bylaw No. 9456 – July 26, 2017)

The purpose of the Direct Control District 8 (DCD8) is to create a mixed-use village centre in the Brighton Neighbourhood. The primary focus of the Brighton Village Centre is intended to provide a wide variety of uses that will serve the needs of the Brighton Neighbourhood. The development of the Brighton Village Centre will serve as a gateway into the Brighton Neighbourhood and include features to increase pedestrian use and comfort, human-scale buildings, architectural integrity, high quality materials, and demonstrated environmental sustainability.

18.3 Subdivision

- | | | |
|---------------------------|----|---|
| <i>Subdivision Bylaw</i> | a) | The Subdivision Bylaw shall be in conformance with the principles of this Plan, and may contain any provisions necessary to implement the objectives and policies contained herein. |
| <i>Subdivision Design</i> | b) | When an area is authorized for development, an area or neighbourhood concept plan shall be prepared, followed by a detailed subdivision design. No building or structure shall 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 secondly, any other development patterns, including the Area Sector Plan of which the neighbourhood forms part. |

18.4 Coordination With Other Jurisdictions

18.4.1 Objective:

The City of Saskatoon will continue to seek mutually beneficial relationships with all municipalities, jurisdictions and authorities within the Region.

18.4.2 Policies:

- Regional Cooperation* a) The City of Saskatoon will continue to consult with other jurisdictions in the Region in order to coordinate planning, development and operating strategies.
- Shared Services* b) The City shall consider the sharing of services and facilities with other municipalities and jurisdictions, subject to *Section 3.3.2 h)* of this Plan.
- District Planning* c) The City will continue to work with the R.M. of Corman Park through the District Planning Commission and other means.
- MVA* d) The City will continue to partner with the University of Saskatchewan and the Provincial Government in the Meewasin Valley Authority.
- Other Jurisdictions* e) The City will continue on-going cooperation with the respective Boards of Education, the University of Saskatchewan, Saskatoon District Health, the Saskatoon Regional Economic Development Authority, the Saskatoon Airport Authority, the respective Business Improvement Districts, and all other jurisdictions.
- First Nations* f) The City supports the establishment of First Nations Reserve Lands within and near the City Limits, subject to appropriate agreements regarding matters such as:
 - i) Compensation for loss of municipal taxation;
 - ii) Payment for municipal services; and
 - iii) Bylaw compatibility and compatibility of enforcement.

18.5 Public Consultation in the Planning Process

18.5.1 Objective:

Consistent with *The Planning and Development Act, 2007*, to ensure that the public is informed and consulted in a timely manner regarding planning and development processes, including applications for rezoning, discretionary use, and other appropriate matters.

18.5.2 Policies:

Community Engagement a)

In addition to the requirements of *The Planning and Development Act, 2007*, special provisions for public participation may be initiated which are appropriate to the nature and scope of the planning matter being addressed.

The City of Saskatoon Community Engagement Process will be used to determine the extent of these provisions.

Examples of initiatives for which the community engagement process applies include:

- i) Land use issues;
- ii) Social issues;
- iii) Safety issues,
- iv) Recreation issues;
- v) The creation and implementation of a Local Area Plan; and
- vi) Utility services.

In addition, for any situation where the City of Saskatoon engages the public, the City of Saskatoon will be respectful of the following principles:

- i) Municipal government decisions must be made in a context that is sensitive and responsive to public concerns and values;
- ii) The community engagement process must demonstrate openness, honesty and transparency of purpose, as well as communication of results;

- iii) The process must be respectful of decision-making protocols; and
- iv) The process must demonstrate a commitment to being time-sensitive and cost-effective.

Access to Information

- b) Within the guidelines of the City's policy respecting freedom of information and the protection of privacy, all citizens shall have reasonable access to information regarding development applications, land use issues, and other related matters.

Role of MPC

- c) This Plan recognizes the role of the Municipal Planning Commission (MPC) in terms of facilitating public participation prior to making recommendations to Council on planning and development issues.

18.6 Definitions

<i>Architectural Control District</i>	[Refer to Section 14.2]
<i>Area Concept Plan</i>	A comprehensive plan showing land use patterns, lotting arrangements, street layouts, open spaces and other relevant design details for a defined area. An area Concept Plan may be undertaken for a Neighbourhood, Suburban Centre, Industrial Area, or other similar area.
<i>Area Sector Plan</i>	A comprehensive plan that provides a broad framework for future urban development and includes the location and size of future neighbourhoods, arterial road alignments, employment areas, parks, and significant natural areas. An area sector plan can be undertaken for a Suburban Development Area or other configuration of several neighbourhoods or industrial areas.
<i>Barrier Free</i>	A building, area, or facility that can be approached, entered, and used by persons with physical or sensory disabilities.
<i>Council</i>	The Council of the City of Saskatoon.
<i>Flood Hazard Area</i>	The area that would be covered by flood waters in a 1:500 year flood event.
<i>Flood Fringe</i>	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.
<i>Floodway</i>	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.
<i>Industrial Area Concept Plan</i>	An Area Concept Plan for a specific industrial area.
<i>Industrial Area Sector Plan</i>	An Area Concept Plan for several industrial areas combined into one industrial sector.
<i>Integrated Community Centre</i>	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 boards, health districts and other agencies which are intended to serve a local neighbourhood population may be located in an Integrated Community Centre.

<i>Integrated School Site</i>	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.
<i>Landmark</i>	A prominent historical, architectural, cultural or artistic structure erected on a site which is not occupied or used and which serves primarily an aesthetic purpose.
<i>Local Area Design Plan</i>	A plan approved by Council that would prescribe design guidelines for an area, generally consistent with the urban design principles set out in Section 14.1 of this Plan. [Refer also to Section 14.2e)]
<i>Local Area Plan</i>	[Refer to Section 19.0]
<i>Neighbourhood</i>	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.
<i>Neighbourhood Concept Plan</i>	An Area Concept Plan for a specific neighbourhood.
<i>Noise Exposure Forecast (NEF)</i>	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.
<i>Public Assembly Uses</i>	A use where large numbers of individuals collect to participate or to observe programs of participation.
<i>Public School</i>	Any building or group of buildings the use of which meets requirements for elementary, secondary, post-secondary, or other forms of education and training, and which secures the major part of its funding from a governmental agency.
<i>Private School</i>	Any building or group of buildings the use of which meets requirements for elementary, secondary, post-secondary, or other forms of education and training, and which does not secure the major part of its funding from a governmental agency.
<i>Riverbank Area</i>	Land within the corporate limits of the City of Saskatoon being within ninety-two (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 twenty (20) percent, 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.

<i>Suburban Centre</i>	A multi-use complex consisting of commercial, institutional, medium and high density residential, and recreation facilities serving a suburban development area.
<i>Suburban Centre Commercial Area</i>	[Refer to Section 6.3]
<i>Suburban Development Area</i>	An overall residential development area providing housing, significant employment and related facilities for a population unit of approximately 50,000 to 80,000 persons. (Revised – Bylaw No. 9087 – April 8, 2013)
<i>Trade Area Requirements</i>	An area of the City containing the population and purchasing capacity necessary to support a given retail or commercial activity.
<i>Wetland</i>	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. (Revised – Bylaw No. 9138 – November 4, 2013)

18.7 Plan Evaluation Procedures

Five Year Review

- a) Council shall review the Official Community Plan at regular intervals of not more than five years. During the review process, Council shall ensure that:
 - i) the Plan's objectives and policies remain valid in view of possible changes in terms of population, employment, development patterns, and market trends;
 - ii) the Plan's objectives and policies are adequate for the implementation of the City of Saskatoon's Strategic Plan;
 - iii) the Plan's objectives and policies are measured against a comprehensive set of indicators that track the year to year changes in Saskatoon's quality of life; and
 - iv) the Plan's public consultation processes are adequate to provide an effective voice to the public and provide necessary information to the civic Administration and Council in the decision making process.

19.0 Local Area Plans

19.1

Objective:

Notwithstanding the other land use policies contained in this Plan, Local Area Plans may be applied to neighbourhoods or other specific areas of the City to:

- i) maintain the quality, safety and viability of the area;
- ii) guide and prioritize the expenditure of public funds on community improvements and infrastructure;
- iii) encourage the renewal, rehabilitation or redevelopment of private and public properties;
- iv) resolve situations where the policies of this Plan do not accurately reflect the individual needs of an area; and
- v) provide the basis for amendments to the Official Community Plan and Zoning Bylaw.

19.2

Policies:

Content

- a) A Local Area Plan will normally consist of policy objectives, statements, and/or maps that provide a more detailed approach to land use planning matters than is contained in the Official Community Plan. In addition to the objectives outlined in Section 19.1, Local Area Plans may address issues of land use mix and compatibility, road alignments and traffic planning, municipal services, residential densities, road access points, location of community and commercial facilities, buffering conditions, the suitability of existing development standards, urban design guidelines, and any other matter that may require consideration.

Adoption of Plan

- b) A Local Area Plan shall be adopted by resolution of Council. Where appropriate, the recommended land use policies and land use patterns may be implemented as amendments to the Official Community Plan and Zoning Bylaw.

Public Participation

- c) The preparation of a Local Area Plan shall include appropriate provisions to encourage participation by area residents, property owners, and other interested groups.

20.0 Specific Area Policies

The policies contained in this section apply to specific areas of the City where additional detailed policies are required to accurately reflect the intent of Council with respect to the future use of the land.

20.1 Local Area Plan Neighbourhood Land Use Policies

- 20.1.1.1 Varsity View
- 20.1.1.2 Nutana
- 20.1.1.3 Pleasant Hill
- 20.1.1.4 Westmount
- 20.1.1.5 Caswell Hill
- 20.1.1.6 City Park
- 20.1.1.7 Riversdale
- 20.1.1.8 King George
- 20.1.1.9 Sutherland
- 20.1.1.10 West Industrial

20.1 Local Area Plan Neighbourhood Land Use Policies

The Official Community Plan contains specific land use and development policies for the Local Area Plan Neighbourhoods, which include Pleasant Hill, Riversdale, City Park, Caswell Hill, Westmount, King George, Varsity View, Nutana, Sutherland and West Industrial. The specific policies are intended to increase the level of certainty about existing and proposed land uses in the Local Area Plan Neighbourhoods and to increase the opportunity for public input into land use policy changes through the appropriate public consultation processes.

The land use policies and land use patterns for the Local Area Plan Neighbourhoods are based on the analysis of demographic, economic and development characteristics, as well as discussions held with affected neighbourhood community associations, and other interested persons and groups. The land use policies and land use patterns for the Local Area Plan Neighbourhoods are intended to achieve the following goals:

- a) to increase certainty about the locations and magnitudes of new development in each Local Area Plan Neighbourhood;
- b) to clearly define the future character of each neighbourhood and influence to a high degree the kinds of development taking place in the Local Area Plan Neighbourhoods;
- c) to protect and preserve established, stable, low density areas, and the unique form of housing stock which exists in the Local Area Plan Neighbourhoods;
- d) to protect stable, low density areas from undesirable and potentially harmful development; and
- e) to provide a clear and concise regulatory framework for the administration of land use change in the Local Area Plan Neighbourhoods.

20.1.1 Local Area Plan Neighbourhood Land Use Policy Districts

The following Land Use Policies apply to the Policy Districts for each Local Area Plan Neighbourhood, except the Sutherland Neighbourhood. The Land Use Policy Districts for the Local Area Plan Neighbourhoods are as outlined on the respective Neighbourhood Land Use Policy Maps.

(A) Low Density Policy District

- (a) These districts shall be preserved as low density residential districts containing primarily one and two unit dwellings. These districts may accommodate dwelling unit conversions and new residential development of up to four units.
- (b) In its review of discretionary use applications and rezoning applications in this policy district, Council shall consider:
 - (i) the nature of the proposed use and site, the size, shape and arrangement of buildings, and their compatibility with the scale and character of surrounding buildings and the neighbourhood as a whole;
 - (ii) the concentration of multiple unit developments on a block where the intent is to limit the concentration of multiple unit development to ensure that a balance of housing types remains on individual blocks;
 - (iii) the accessibility and traffic patterns for persons and vehicles;
 - (iv) the provision of appropriate landscaping, screening, open space, parking and loading areas, lighting and signs; and
 - (v) the goals and recommendations of the applicable Local Area Plan.
- (c) These districts are not normally intended to accommodate multiple-unit dwellings with more than four dwelling units.

(B) Low/Medium Density Residential Policy District

- (a) These districts are suitable for the development of a variety of residential developments in a low to medium density form, as well as related community uses. They are not intended to accommodate extensive apartment development.
- (b) The development of street townhouses of not more than six units shall be encouraged.

- (c) Rezoning for apartments shall be allowed only after it is demonstrated that a particular need will be served or when there are no other suitably zoned sites available in the neighbourhood.

(C) Medium Density Residential Policy District

- (a) The development of multiple-unit dwellings, street townhouses, and dwelling units of six units or more and up to three or four stories shall be permitted as allowed under the relevant zoning district.
- (b) In its review of discretionary use applications and rezonings in this policy district, Council shall consider:
 - i) the nature of the proposed use and site, the size, shape and arrangement of buildings, and their compatibility with the scale and character of surrounding buildings and the neighbourhood, the accessibility and traffic patterns for persons and vehicles;
 - ii) the provision of appropriate landscaping, screening, open space, parking and loading areas, lighting and signs;
 - iii) overall neighbourhood density; and
 - iv) the goals and recommendations of the applicable Local Area Plan.

(D) High Density Policy District - High Density Multiple-Unit Dwellings

- (a) These districts are suitable for the development of high-density multiple-unit dwellings and limited commercial uses.
- (b) High-density development shall be permitted only in such numbers and in areas which will minimize negative impacts on adjacent and surrounding low-density environments.
- (c) High-density residential uses shall be developed with adequate off-street parking and landscaping provisions, and be located within close proximity to existing or proposed public transit services.

(E) Community Facilities Policy District

- (a) Community facilities are focal points for many residential neighbourhoods. They are a community resource with more than one life span. They are typically larger scale facilities within the neighbourhood and may include, but are not limited to, schools or churches. In order to promote the stability and character of residential neighbourhoods, the City shall encourage the adaptive reuse of the community facility and site for residential, educational, institutional,

recreational 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.

(F) Office/Institutional Policy District

- (a) These districts are intended for small office complexes, institutional and residential uses.
- (b) Development in these districts shall not include uses which will adversely affect traffic patterns and/or adjacent land uses.

(G) Commercial Policy District - Neighbourhood, District, Arterial and Special Area Commercial

- (a) These districts include Neighbourhood (N), District (D), Arterial (A), and Special Area (SA) commercial designations.
- (b) These districts are suitable for commercial development, subject to the appropriate policies contained under section 6.0 of the Official Community Plan.

(H) Industrial Policy District - Light and Heavy Industrial

- (a) The land uses in these districts include existing Light (L) and Heavy (H) industrial activities, as well as some commercial uses. While these districts may generally not be suitable for residential development at the present time, the transition of these areas from industrial to commercial or residential uses shall be encouraged.
- (b) It is intended that the land area devoted to industrial use not be expanded unless there is a clear public interest.
- (c) Notwithstanding the above, over time some areas may become suitable for medium and high density residential uses. Council shall encourage projects which are intended to provide housing which is compatible with or complementary to the surrounding land uses.

(I) Special Use Area

- (a) Special Use Areas are intended to accommodate major institutions and facilities with a City-wide focus. Examples include hospitals, the University of Saskatchewan and other major facilities and utility installations.
(Revised – Bylaw No. 9087 – April 8, 2013)

(J) Riverbank Area

- (a) The Riverbank Area includes dedicated parks and open space adjacent to the South Saskatchewan River or its riverbank. It is intended that these lands will be primarily used for parks and open space.

(K) Mixed Use Policy District

- (a) The Mixed Use Policy District is intended to facilitate unique development opportunities, flexibility and reinvestment in neighbourhoods by encouraging new mixed-use developments and the rehabilitation of existing mixed-use development arrangements.
- (b) The Mixed Use Policy District is intended to ensure that a broad range of compatible commercial, industrial, institutional, cultural, and residential uses, including live/work units, are accommodated in a carefully planned, high quality environment over the long-term.

(L) Transitional Land Use

- (a) As described in Section 8.2, the Transitional Land Use District is intended for those parts of the City where significant land uses changes are expected to occur and where additional studies may be required to determine appropriate future land use and development.
- (b) In advance of studies to determine future land use patterns, development may take place in accordance with existing zoning patterns. However, the use of the holding symbol 'H' may further limit current development. Refer to Section 18.1.4.
- (c) Requests for rezoning shall normally 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 Section 18.1.2.

(M) Public Utility

- (a) Public Utility District is used to identify uses that are major, publicly owned facilities or sites that are used for the specific purpose of providing utility service to the general public.

(N) Direct Control District

- (a) As described in Section 18.2 of this Plan, in accordance with Sections 63 through 68 inclusive 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, City Council may in the Official Community Plan and Zoning Bylaw designate an area as a Direct Control District.

20.1.1.1 VARSITY VIEW

Varsity View - Land Use Policies

The Land Use Policy Districts for the Varsity View Neighbourhood are outlined on the Neighbourhood Land Use Policy Map. Refer to Section 20.1.1 for a description of the corresponding land use categories within the Neighbourhood.

In addition to the general land use policies, it is intended that the Office/Institutional District along College Drive be developed with uses which complement the University Hospital and the University of Saskatchewan. Such developments may include offices, residential care homes, hostels, medical clinics, housing for the elderly and other institutional uses.

(Revised – Bylaw No. 9087 – April 8, 2013)

(Revised – Bylaw No. 9555 – January 28, 2019)

Varsity View Land Use Policy Map – The Official Community Plan Land Use Policy Maps for individual neighbourhoods that are not displayed on the Official Community Plan Map can be accessed on the City’s website at www.saskatoon.ca. Below is the direct link:

[Varsity View Land Use Policy Map](#)

20.1.1.2 NUTANA

Nutana - Land Use Policies

The Land Use Policy Districts for the Nutana Neighbourhood are outlined on the Neighbourhood Land Use Policy Map. Refer to Section 20.1.1 for a description of the corresponding land use categories within the Neighbourhood.

(Revised – Bylaw No. 9087 – April 8, 2013)

(Revised – Bylaw No. 9469 – November 20, 2017)

(Revised – Bylaw No. 9561 – February 25, 2019)

Nutana Land Use Policy Map – The Official Community Plan Land Use Policy Maps for individual neighbourhoods that are not displayed on the Official Community Plan Map can be accessed on the City’s website at www.saskatoon.ca. Below is the direct link:

[Nutana Land Use Policy Map](#)

Broadway Area Nutana Land Use Policy Map – The Official Community Plan Land Use Policy Maps for individual neighbourhoods that are not displayed on the Official Community Plan Map can be accessed on the City’s website at www.saskatoon.ca. Below is the direct link:

[Broadway Area - Nutana Land Use Policy Map](#)

20.1.1.3 PLEASANT HILL

Pleasant Hill - Land Use Policies

The Land Use Policy Districts for the Pleasant Hill Neighbourhood are outlined on the Neighbourhood Land Use Policy Map. Refer to Section 20.1.1 for a description of the corresponding land use categories within the Neighbourhood.

In addition to the general land use policies, development in the Office/Institutional Policy District shall include uses which will complement the activities of the St. Paul's Hospital. Such developments may include offices, residential care homes, hostels, medical clinics, housing for the elderly and other institutional uses.

(Revised – Bylaw No. 9087 – April 8, 2013)

Pleasant Hill Land Use Policy Map – The Official Community Plan Land Use Policy Maps for individual neighbourhoods that are not displayed on the Official Community Plan Map can be accessed on the City’s website at www.saskatoon.ca. Below is the direct link:

[Pleasant Hill Land Use Policy Map](#)

20.1.1.4 WESTMOUNT

Westmount - Land Use Policies

The Land Use Policy Districts for the Westmount Neighbourhood are outlined on the Neighbourhood Land Use Policy Map. Refer to Section 20.1.1 for a description of the corresponding land use categories within the Neighbourhood.

(Revised – Bylaw No. 9087 – April 8, 2013)

Westmount Land Use Policy Map – The Official Community Plan Land Use Policy Maps for individual neighbourhoods that are not displayed on the Official Community Plan Map can be accessed on the City’s website at www.saskatoon.ca. Below is the direct link:

[Westmount Land Use Policy Map](#)

20.1.1.5 CASWELL HILL

Caswell Hill - Land Use Policies

The Land Use Policy Districts for the Caswell Hill Neighbourhood are outlined on the Neighbourhood Land Use Policy Map. Refer to Section 20.1.1 for a description of the corresponding land use categories within the Neighbourhood.

(Revised – Bylaw No. 9087 – April 8, 2013)

Caswell Hill Land Use Policy Map – The Official Community Plan Land Use Policy Maps for individual neighbourhoods that are not displayed on the Official Community Plan Map can be accessed on the City’s website at www.saskatoon.ca. Below is the direct link:

[Caswell Hill Land use Policy Map](#)

20.1.1.6 CITY PARK

City Park - Land Use Policies

The Land Use Policy Districts for the City Park Neighbourhood are outlined on the Neighbourhood Land Use Policy Map. Refer to Section 20.1.1 for a description of the corresponding land use categories within the Neighbourhood.

(Revised – Bylaw No. 9127 – August 14, 2013)

(Revised – Bylaw No. 9252 – January 26, 2015)

City Park Land Use Policy Map – The Official Community Plan Land Use Policy Maps for individual neighbourhoods that are not displayed on the Official Community Plan Map can be accessed on the City’s website at www.saskatoon.ca. Below is the direct link:

[City Park Land Use Policy Map](#)

20.1.1.7 RIVERSDALE

Riversdale – Land Use Policies

The Land Use Policy Districts for the Riversdale Neighbourhood are outlined on the Neighbourhood Land Use Policy Map. Refer to Section 20.1.1 for a description of the corresponding land use categories within the Neighbourhood.

(Revised – Bylaw No. 8851 – June 28, 2010)

(Revised – Bylaw No. 9087 – April 8, 2013)

(Revised – Bylaw No. 9289 – June 22, 2015)

Riversdale Land Use Policy Map – The Official Community Plan Land Use Policy Maps for individual neighbourhoods that are not displayed on the Official Community Plan Map can be accessed on the City’s website at www.saskatoon.ca. Below is the direct link:

[Riversdale Land Use Policy Map](#)

20.1.1.8 KING GEORGE

King George – Land Use Policies

The Land Use Policy Districts for the King George neighbourhood are outlined on the King George Local Area Plan - Land Use Policy Map. Refer to Section 20.1.1 for a description of the corresponding land use categories within the neighbourhood.

(Revised – Bylaw No. 9087 – April 8, 2013)

King George Land Use Policy Map – The Official Community Plan Land Use Policy Maps for individual neighbourhoods that are not displayed on the Official Community Plan Map can be accessed on the City’s website at www.saskatoon.ca. Below is the direct link:

[King George Land Use Policy Map](#)

20.1.1.9 SUTHERLAND LOCAL AREA PLAN

Sutherland - Land Use Policies

The Land Use Policy Districts for the Sutherland neighbourhood are outlined on the Neighbourhood Land Use Policy Map. Refer to Section 20.1.1 for a description of the corresponding land use categories within the neighbourhood.

(Revised – Bylaw No. 9087 – April 8, 2013)

(Revised – Bylaw No. 9480 – January 29, 2018)

Sutherland Land Use Policy Map – The Official Community Plan Land Use Policy Maps for individual neighbourhoods that are not displayed on the Official Community Plan Map can be accessed on the City’s website at www.saskatoon.ca. Below is the direct link:

[Sutherland Land Use Policy Map](#)

20.1.1.10 West Industrial Local Area Plan

The Land Use Policy Districts for the West Industrial Neighbourhood are outlined on the West Industrial Local Area Plan - Land Use Policy Map. Refer to Section 20.1.1 for a description of the corresponding land use categories within the neighbourhood.

West Industrial Land Use Policy Map – The Official Community Plan Land Use Policy Maps for individual neighbourhoods that are not displayed on the Official Community Plan Map can be accessed on the City’s website at www.saskatoon.ca. Below is the direct link:

[West Industrial Land Use Policy Map](#)

21.0 Corridor Planning Program
(Revised – Bylaw No. 9458 – June 26, 2017)

21.1 Intent:

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

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

21.2 Objectives:

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

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

21.3 Policies:

- a) The City will encourage a mix of land uses and densities along its major transportation corridors to provide employment opportunities, commercial services, housing options, amenities, and other uses that support surrounding neighbourhoods and that help to create year-round vibrant and accessible urban corridors.
- b) The City will encourage, through the Corridor Planning Program process, the building densities necessary to support the establishment and use of a Bus Rapid Transit system and other multi-modal transportation options.
- c) The City will engage with residents and stakeholders at each phase of the Corridor Planning Program process in order to identify issues, opportunities, and solutions that are reflective of community needs, while striving to encourage infill development to provide a balanced approach to growth.
- d) The City will strive to maximize the use of existing water and sewer infrastructure and will assess the impacts of increasing density on the capacity of the system. Necessary infrastructure upgrades and replacement cost estimates will be identified through each Corridor Planning Program process, along with potential financial strategies to address the estimated costs.
- e) The City will encourage the use of renewable energy sources, sustainable building technologies, materials, and practices and Low Impact Development guidelines to help reduce energy consumption, greenhouse gas emissions, promote storm water infiltration and the long-term maintenance requirements for the City's waste management infrastructure and facilities.
- f) The Corridor Planning Program will incorporate transit-oriented development design principles, including street-level analysis of the existing built form and public realm to identify potential form and character guidelines and strategies for new development. Components may include, but are not limited to:

- i) building scale and massing elements;
- ii) streetscape design elements and landscaping;
- iii) universal accessibility;
- iv) four-season environmental considerations and strategies;
- v) shadow-cast studies and strategies; and
- vi) building and public realm materials.

21.1.0 Subdivision Policy for the Montgomery Place Neighbourhood

Minimum Site Frontage

- a) In order to complement the existing character of the Montgomery Place Neighbourhood, the minimum site frontage for the new residential lots shall be 18.25 metres and the minimum site depth shall be 39.6 metres. All other applicable standards of the Subdivision and Zoning Bylaws shall apply in Montgomery Place.
(Revised – Bylaw No. 9458 – May 23, 2017)

22.0 Schedule of Official Community Plan Amendments

- Bylaw No. 8784** Map amendment – August 17, 2009
Land Use Policy Map – Pleasant Hill Local Area Plan Neighbourhood
To change the land use policy designation of lands from Low Density Residential – No Conversions to Low/Medium Density Residential.
(Deputy Minister Approved – September 22, 2009)
- Bylaw No. 8789** Map amendment – September 14, 2009
Land Use Map – Phasing Map – To re-designate certain land from District Commercial to Residential and to amend the Phasing Map to re-designate lands from Phase II to Phase I.
(Deputy Minister Approved – October 14, 2009)
- Bylaw No. 8804** Map amendment – December 14, 2009
Land Use Policy Map – Pleasant Hill Local Area Plan Neighbourhood
To change the land use designation from Low Density Residential (No Conversions) to Special Area Commercial.
(Deputy Minister Approved – February 18, 2010)
- Bylaw No. 8819** Map amendment – February 8, 2010
Land Use Policy Map – Pleasant Hill Local Area Plan Neighbourhood
To change the land use designations from Low/Medium Density Residential and Medium Density Residential to Special Area Commercial.
(Deputy Minister Approved – March 5, 2010)
- Bylaw No. 8851** Text amendment – June 28, 2010
To revise the summary of the Riversdale Local Area Plan Neighbourhood and its land use policies.
(Deputy Minister Approved – July 29, 2010)
- Bylaw No. 8852** Map amendment – June 28, 2010
Land Use Policy Map – Riversdale Local Area Plan Neighbourhood which includes a portion of the West Industrial Policy Map.
To change the land use designations from Low Density Residential – No Conversions to Mixed Use; from Industrial [Light (L)] to Mixed Use; and from Industrial [Heavy (H)] to Mixed Use.
(Deputy Minister Approved – July 29, 2010)

- Bylaw No. 8853** Map amendment – June 28, 2010
Land Use Policy Map – Riversdale Local Area Plan Neighbourhood
To change the land use designation from Low Density Residential (No Conversions) to Transitional; from Commercial [Neighbourhood (N)] to Transitional; from Low Density Residential (No Conversions) to Low Density Residential (Including Conversions); and from Low Density Residential (No Conversions) to Medium Density Residential.
(Deputy Minister Approved – July 29, 2010)
- Bylaw No. 8854** Map amendment – June 28, 2010
Land Use Policy Map – Riversdale Local Area Plan Neighbourhood
To change the land use designations from Industrial [Light (L)] to Commercial [Arterial (A)]; from Industrial [Light (L)] to Commercial [Special Area (SA)]; from Industrial [Heavy (H)] to Commercial [Special Area (SA)]; and from Commercial [Arterial (A)] to Commercial [Special Area (SA)].
(Deputy Minister Approved – July 29, 2010)
- Bylaw No. 8855** Map amendment – June 28, 2010
Land Use Policy Map – Riversdale Local Area Plan Neighbourhood
To change the land use designation from Low Density Residential (No Conversions) to Community Facility; and from Commercial [Special Area (SA)] to Community Facility.
(Deputy Minister Approved – July 29, 2010)
- Bylaw No. 8886** Map amendment – October 25, 2010
Land Use Policy Map – Riversdale Local Area Plan Neighbourhood
To change the land use designation from Low Density Residential (No Conversions) to Office/Institutional.
(Deputy Minister Approved – November 30, 2010)
- Bylaw No. 8891** Map amendment – November 8, 2010
Land Use Policy Map – Pleasant Hill Local Area Plan Neighbourhood
To change the land use designation from Low/Medium Density Residential to Office/Institutional.
(Deputy Minister Approved – December 23, 2010)

- Bylaw No. 8893** Map amendment – November 8, 2010
Land Use Map – To change the land use designation from Transitional to Business Park; from Special Use Area to Business Park; and from Light Industrial to Business Park.
(Deputy Minister Approved – December 23, 2010)
- Bylaw No. 8901** Map amendment – December 6, 2010
Land Use Map – To change the land use designation from Business Park to District Commercial.
(Deputy Minister Approved December 23, 2010)
- Bylaw No. 8903** Map amendment – December 6, 2010
Land Use Policy Map – City Park Local Area Plan Neighbourhood
To change the land use designation from Low Density Residential (No Conversions) to Office/Institutional.
(Deputy Minister Approved December 23, 2010)
- Bylaw No. 8915** Map amendment – February 7, 2011
Land Use Policy Map – Riversdale Local Area Plan Neighbourhood
To change the land use designation from Low Density Residential (No Conversions) to Mixed Use.
(Deputy Minister Approved March 4, 2011)
- Bylaw No. 8924** Map amendment – April 4, 2011
Land Use Map - To change the land use designation from Special Use Area to Direct Control District 3 (DCD3).
(Deputy Minister Approved May 6, 2011)
- Bylaw No. 8928** Text amendment – May 9, 2011
To amend the provisions dealing with Supportive Housing to add a reference to residential care homes.
(Deputy Minister Approved June 1, 2011)
- Bylaw No. 8959** Map amendment – September 12, 2011
Land Use Policy Map – Varsity View Neighbourhood
To change the land use designation from Low Density Residential (No Conversion) to Medium Density Residential.
(Deputy Minister Approved October 18, 2011)

- Bylaw No. 8964** Map amendment – October 11, 2011
Land Use Policy Map – City Park Neighbourhood
To change the land use designation from Heavy Industrial (H) to Light Industrial (L).
(Deputy Minister Approved November 18, 2011)
- Bylaw No. 8966** Map amendment – October 11, 2011
Land Use Policy Map – City Park Neighbourhood
To change the land use designation from Light Industrial (L) to Mixed Use.
(Deputy Minister Approved November 18, 2011)
- Bylaw No. 8968** Map amendment – October 11, 2011
Land Use Policy Map – City Park Neighbourhood
To change the land use designation from High-Density Residential to Medium-Density Residential.
(Deputy Minister Approved November 18, 2011)
- Bylaw No. 8970** Map amendment – October 11, 2011
Land Use Policy Map – City Park Neighbourhood
To change the land use designation from Light Industrial (L) to Special Use Commercial.
(Deputy Minister Approved – November 18, 2011)
- Bylaw No. 8972** Map amendment – October 11, 2011
Land Use Policy Map – City Park Neighbourhood
To change the land use designation from Low-Density Residential to Community Facility.
(Deputy Minister Approved – November 18, 2011)
- Bylaw No. 9004** Map amendment – February 6, 2012
Land Use Map – To change the land use designation from District Commercial to Residential.
(Deputy Minister Approved – April 12, 2012)
- Bylaw No. 9007** Map amendment – March 12, 2012
Phasing Map – To re-designate land from Phase II to Phase I.
(Deputy Minister Approved – April 18, 2012)

- Bylaw No. 9038** Map amendment – August 15, 2012
Phasing Map – To re-designate land from Phase II to Phase I.
Land Use Map – To change the land use designation from Urban Holding to Residential.
(Deputy Minister Approved – October 3, 2012)
- Bylaw No. 9060** Map smendment – December 10, 2012
Land Use Policy Map – Pleasant Hill Neighbourhood
To change the land use policy designation from Low Density Residential – No Conversions to Medium Density Residential.
(Deputy Minister Approved – January 23, 2013)
- Bylaw No. 9066** Map amendment – December 10, 2012
Land Use Map – To change the land use designation from Special Use to Direct Control District 7.
(Deputy Minister Approved January 23, 2013)
- Bylaw No. 9087** Text amendment – April 8, 2013
To connect with the City’s Strategic Plan; include terminology consistent with the City’s Integrated Growth Plan; update the targeted City growth to 500,000 consistent with the Integrated Growth Plan; revise the suburban development area description to reflect current practice; include all modes of transportation; encourage arterial roads to be designed to connect neighbourhoods rather than bisect them; and increase the overall density objective for new neighbourhoods to support sustainable growth objectives in the Integrated Growth Plan and current practice.
(Deputy Minister Approved June 12, 2013)
- Bylaw No. 9089** Map amendment – April 8, 2013
Land Use Map - To change the land use designation from Residential to District Commercial.
(Deputy Minister Approved June 12, 2013)
- Bylaw No. 9104** Map amendment – June 24, 2013
Phasing Map – To re-designate land from Phase II to Phase1.
(Deputy Minister Approved August 1, 2013)

- Bylaw No. 9105** Map amendment – July 19, 2013
Land Use Policy Map – City Park Local Area Plan Neighbourhood
To change the land use designation from Low/Medium Density Residential to Low Density Residential – No Conversions.
(Deputy Minister Approved – September 4, 2013)
- Bylaw No. 9107** Map amendment – July 19, 2013
Land Use Policy Map – City Park Local Area Plan Neighbourhood
To change the land use designation from Low/Medium Density Residential to Medium Density Residential.
(Deputy Minister Approved – September 4, 2013)
- Bylaw No. 9109** Map amendment – July 19, 2013
Land Use Policy Map – City Park Local Area Neighbourhood
To change the land use designation from Medium Density Residential and Low/Medium Density Residential to Medium Density Residential.
(Deputy Minister Approved – September 4, 2013)
- Bylaw No. 9111** Map amendment – July 19, 2013
Land Use Policy Map – City Park Local Area Neighbourhood
To change the land use designation from Office/Institutional and Low/Medium Density Residential to Office/Institutional.
(Deputy Minister Approved – September 4, 2013)
- Bylaw No. 9127** Map amendment – August 14, 2013
Land Use Policy Map – City Park Local Area Neighbourhood
To change the land use designation from Low/Medium Density Residential to Office/ Institutional.
(Deputy Minister Approved – September 4, 2013)
- Bylaw No. 9131** Map amendment – September 9, 2013
Land Use Map – To change the land use designation from Special Use to Direct Control District 3 (“DCD3”).
(Deputy Minister Approved – October 23, 2013)
- Bylaw No. 9138** Text amendment – November 4, 2013
To add provisions regarding wetlands management and conservation.
(Deputy Minister Approved – December 13, 2013)

- Bylaw No. 9147** Map amendment – December 2, 2013
Land Use Map – To change the land use designation from Suburban Centre to Residential.
(Deputy Minister Approved – January 21, 2014)
- Bylaw No. 9173** Text amendment – April 14, 2014
To include the provision of community benefits as an item for which development standards in the Zoning Bylaw may be adjusted.
(Deputy Minister Approved – May 16, 2014)
- Bylaw No. 9180** Text amendment – May 5, 2014
To add policies regarding garden and garage suites.
(Deputy Minister Approved – June 18, 2014)
- Bylaw No. 9185** Map amendment – May 20, 2014
Land Use Map - To change the land use designation from Saskatoon Planning District Development Plan Bylaw No. 75/95 to Residential, District Commercial and Arterial Commercial.
(Deputy Minister Approved – July 4, 2014)
- Bylaw No. 9192** Map amendment – June 9, 2014
Land Use Map - To change the land use designation from Suburban Centre to District Commercial.
(Deputy Minister Approved – July 4, 2014)
- Bylaw No. 9195** Map amendment – June 23, 2014
Land Use Map - To change the land use designation from Residential to District Commercial (District Village Commercial).
(Deputy Minister Approved – July 11, 2014)
- Bylaw No. 9197** Map amendment – June 23, 2014
Phasing Map – To re-designate land from Phase II to Phase I.
(Deputy Minister Approved – July 11, 2014)
- Bylaw No. 9198** Map amendment – June 23, 2014
Land Use Map – To apply Residential, District Village Commercial and Urban Holding Area land use designations to lands which were previously annexed into the City of Saskatoon and were formerly designated under the Saskatoon Planning District Development Plan Bylaw No. 75/95.
(Deputy Minister Approved – July 11, 2014)

- Bylaw No. 9204** Text amendment – August 21, 2014
To add provisions allowing for the option of a Site Control Plan in Regional Commercial Areas where a Direct Control District (DCD) may not be considered an appropriate tool for implementation due to site size or nature.
(Deputy Minister Approved – November 4, 2014)
- Bylaw No. 9206** Map amendment – August 21, 2014
Land Use Map – To change the land use designation from Urban Holding Area to Light Industrial, Regional Commercial, District Commercial and Residential.
(Deputy Minister Approved – October 29, 2014)
- Bylaw No. 9208** Map amendment – September 29, 2014
Land Use Map – To change the land use designation from Low/Medium Density Residential to Community Facility and Medium Density Residential; from Low Density Residential – No Conversions to Medium Density Residential and Low/Medium Density Residential; from Office/Institutional to Medium Density Residential and Low/Medium Density Residential; from Community Facility to Medium Density Residential and Low/Medium Density Residential.
(Deputy Minister Approved – November 3, 2014)
- Bylaw No. 9210** Map amendment – August 21, 2014
Land Use Map – To change the land use designation from Low Density Residential to Medium Density Residential.
(Deputy Minister Approved – October 9, 2014)
- Bylaw No. 9212** Map amendment – August 21, 2014
Phasing Map – To re-designate the land from Phase II to Phase I.
(Deputy Minister Approved – October 9, 2014)
- Bylaw No. 9252** Map amendment – January 26, 2015
Land Use Policy Map – City Park Neighbourhood - To change the land use designation from High Density Residential to Special Area Commercial.
(Deputy Minister Approved March 6, 2015)

- Bylaw No. 9254** Map amendment – January 26, 2015
Land Use Map – To change the land use designation from Special Area Commercial and Special Use Area to Residential.
(Deputy Minister Approved March 6, 2015)
- Bylaw No. 9265** Map amendment – March 23, 2015
Downtown Land Use Map – identifying the realignment of the northern boundary of the Downtown with the new 25th Street extension.
(Deputy Minister Approved April 30, 2015)
- Bylaw No. 9266** Text amendment – March 23, 2015
To include design guidelines for building frontages in the Downtown area.
(Deputy Minister Approved May 15, 2015)
- Bylaw No. 9278** Map amendment – April 27, 2015
Land Use Map – To change the land use designation from Heavy Industrial to Light Industrial.
(Deputy Minister Approved June 1, 2015)
- Bylaw No. 9289** Map amendment – June 22, 2015
Land Use Policy Map – Riversdale Neighbourhood – To change the land use designation from Low-Density Residential to Mixed Use.
(Deputy Minister Approved July 22, 2015)
- Bylaw No. 9306** Map amendment – September 28, 2015
Land Use Map – Lawson Heights Suburban Centre - To change the land use designation from Suburban Centre to Suburban Centre Commercial.
(Deputy Minister Approved October 21, 2015)
- Bylaw No. 9311** Map amendment – September 28, 2015
Land Use Map – Kensington Neighbourhood – To change the land use designation from Residential to District Commercial.
(Deputy Minister Approved October 26, 2015)
- Bylaw No. 9394** Map amendment – August 18, 2016
Land Use Map – Brighton Neighborhood – To change the land use designation from Residential to District Commercial.
(Deputy Minister Approved November 22, 2016)

- Bylaw No. 9399** Map amendment - November 28, 2016
Land Use Map for the Hampton Village Neighbourhood – To change the land use designation from Residential to District Commercial.
(Deputy Minister Approved February 22, 2017)
- Bylaw No. 9404** Map amendment - November 28, 2016
Land Use Map for the Marquis Industrial area - To change the land use designation from Heavy Industrial to Light Industrial.
(Deputy Minister Approved February 22, 2017)
- Bylaw No. 9417** Map amendment – January 23, 2017
Land Use Map for the Exhibition Neighborhood area – To change the land use designation from Special Use Area to Light Industrial.
(Deputy Minister Approved March 13, 2017)
- Bylaw No. 9426** Map amendment – March 27, 2017
Land Use Map for the Eastview Neighborhood area – To change the land use designation from Residential to Suburban Centre Commercial.
(Deputy Minister Approved May 4, 2017)
- Bylaw No. 9437** Text and Map amendment – April 24, 2017
To add a new Planned Growth Map and associated text amendments to support implementation of the Growth Plan to Half a Million.
(Deputy Minister Approved October 19, 2017)
- Bylaw No. 9438** Text amendment – May 23, 2017
To improve upon the success of the City of Saskatoon’s (City) Heritage Conservation Program based on recommendations outlined in the Heritage Policy and Program Review.
(Deputy Minister Approved June 30, 2017)
- Bylaw No. 9442** Map amendment – May 23, 2017
Land Use Map – To change the land use designation of the land from Control of the Corman Park-Saskatoon Planning District to Urban Holding Area, and from Control of the Corman Park-Saskatoon Planning District to Special Use Area.
(Deputy Minister Approved July 5, 2017)

- Bylaw No. 9444** Map amendment – May 23, 2017
Land Use Map – To change the land use designation of the land from Control of the Corman Park-Saskatoon Planning District to Urban Holding Area.
(Deputy Minister Approved July 5, 2017)
- Bylaw No. 9456** Text and Map amendment – July 26, 2017
To provide for development of Brighton Village as Direct Control District 8, and to change the land use designation from Residential to Direct Control District 8.
(Deputy Minister Approved August 28, 2017)
- Bylaw No. 9458** Text amendment – June 26, 2017
To establish the Corridor Planning Program which is intended to guide future detailed land-use activities along major transportation corridors.
(Deputy Minister Approved July 31, 2017)
- Bylaw No. 9469** Map amendment – November 20, 2017
Nutana Land Use Policy Map – To change the land use designation from Low Density Residential to High Density Residential.
(Deputy Minister Approved February 12, 2018)
- Bylaw No. 9480** Map amendment – January 29, 2018
Sutherland Land Use Policy Map – To change the land use designation from Low Density Residential to Medium Density Residential.
(Deputy Minister Approved March 20, 2018)
- Bylaw No. 9490** Map amendment – March 26, 2018
Land Use Map – To change the land use designation for the lands described in the Bylaw from Control of the Corman Park-Saskatoon Planning District to Urban Holding Area, Special Use Area, Residential Area, and Heavy Industrial Area; and to change the land use designation for the lands described in the Bylaw from Light Industrial to Heavy Industrial.
(Deputy Minister Approved May 15, 2018)
- Bylaw No. 9493** Map amendment – March 26, 2018
Land Use Map – To redesignate land in the Hampton Village Business Park from Business Park to District Commercial.
(Deputy Minister Approved May 15, 2018)

- Bylaw No. 9535** Map amendment – December 17, 2018
Land Use Map – To change the land use designation for the lands described in the Bylaw from Control of the Corman Park-Saskatoon Planning District to Urban Holding, Light Industrial and Heavy Industrial.
(Deputy Minister Approved February 14, 2019)
- Bylaw No. 9555** Map amendment – January 28, 2019
Land Use Policy Map – Varsity View Neighbourhood
To change the land use designation from Medium Density Residential and Office/Institutional to High Density Residential.
(Deputy Minister Approved May 3, 2019)
- Bylaw No. 9561** Map amendment – February 25, 2019
Land Use Policy Map – Nutana Neighbourhood
To change the land use designation from Medium Density Residential and High Density Residential to Special Area Commercial.
(Deputy Minister Approved April 5, 2019)