

TRANSIT VILLAGES

PROJECT OVERVIEW

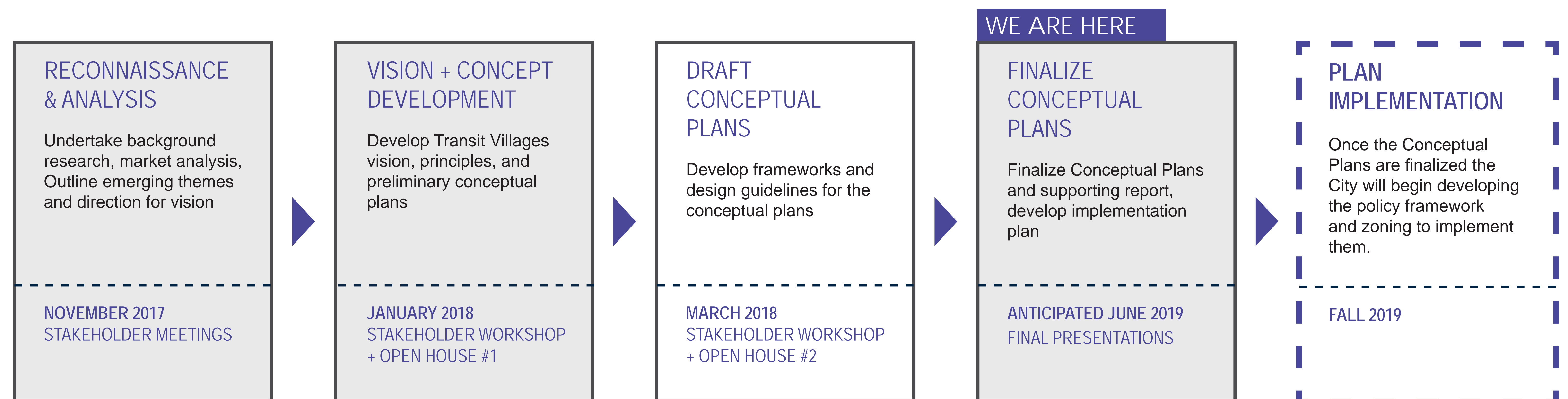
The Transit Villages project is one of several initiatives that will re-direct how the City manages growth and change. The Transit Village sites are located along the planned Bus Rapid Transit corridors, and have been identified because they have tremendous potential to redevelop and create distinct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

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



PROJECT PROCESS

The Transit Villages project is structured as a four phase process unfolding from September 2017 to approximately June 2019. The key milestones and dates are summarized in the graphic at right.



VISION AND PRINCIPLES

EMERGING VISION

The statement at right encapsulates the emerging Vision for the Transit Villages that was developed throughout previous workshops, open houses, and other public events. It gives direction to the conceptual plans and articulates a long-term aspiration for their development.

VISION STATEMENT

Transit Villages will be known as active, lively, and vibrant hubs for community life, complementing Saskatoon's character and enhancing the city's quality of life. They will be places where you can live and work, shop, linger, and spend an afternoon. Transit Villages will integrate with surrounding neighbourhoods through a walkable and multi-modal street network, which builds on the enhanced service and mobility of the Bus Rapid Transit system.

PLANNING PRINCIPLES

These Planning Principles build off of the Vision and help to guide the design of the conceptual plans as well as their long-term implementation.



Create a vibrant community hub and destination.

Transit Villages will be complete community hubs, providing vibrant mixed-use destinations for people to live, work, visit, linger, and enjoy.

- Provide opportunities for cultural facilities and activities with the Transit Villages that support the local arts community.
- Accommodate a mix of land uses that will appeal to a diverse demographic (youth, seniors, young families, newcomers, tourists/visitors to the city etc.) and create an accessible and inclusive character of place, that anyone can be a part of.



Cultivate a diverse mix of uses, and a critical mass of population.

Transit Villages should accommodate a range of uses to meet the varied needs of the community, and to help create an animated environment throughout the day and evening.

- Establish a robust mix of uses at each Transit Village, including residential, retail, office, institutional, and amenities that realize synergies with each other and provide complementary services.
- Plan for sufficient residential density and development to create a critical mass of population that will support local businesses and create an active, lively environment in the Transit Village.



Respond to local needs, complement surrounding neighbourhoods.

Transit Villages should complement the character of surrounding neighbourhoods by providing uses, amenities, services, and spaces that respond to local needs.

- Continue to involve residents in the planning, design, and development of the Transit Villages, so the community can feel a part of these places and shape their evolution.
- Consider the demographics and profile of surrounding neighbourhoods, provide for accessible services and uses.



Encourage design excellence and a welcoming sense of place.

Transit Villages should convey a high-quality design that contributes to a distinct sense of place.

- Implement design strategies to support gathering and use of public spaces in all seasons, especially during the winter.
- Create memorable and unique places that help to animate the public realm and define a distinct character. Transit Villages should be planned and designed as places where people can linger and spend time, they should provide opportunities for gathering.



Design for a walkable, multi-modal network.

Transit Villages should be designed to foster a walkable and pedestrian-oriented movement network that complements the function of the BRT.

- Design for universally accessible complete streets that accommodate all road users, and prioritize walking and other active transportation modes, like cycling.
- Foster physical health and well-being by creating a compact, safe, and walkable place that integrates active transportation modes.



Foster sustainable growth.

The Transit Villages should foster and encourage growth, but guide development phasing so that it is sustainable over the long-term, mitigating an over/under supply of new commercial and residential space.

- Plan for sufficient density to allow for redevelopment that is not only financially feasible, but presents a compelling business case.
- Manage the overall supply of new space within the Transit Village so that the market is not over saturated with one or two early developments.



Design for resiliency, sustainability, and adaptability.

The Transit Villages should implement green development infrastructure, while being designed to withstand extreme storm and climate events.

- Reduce and mitigate greenhouse gas emissions and climate change by encouraging the use of design features such as photo-voltaic cells, district energy, wind power, and passive heating and cooling.
- Enhance the ecology and natural function of the surrounding environment.

REDEVELOPMENT OPPORTUNITIES

WHAT IS A TRANSIT VILLAGE?

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

WHERE ARE THE TRANSIT VILLAGES?

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

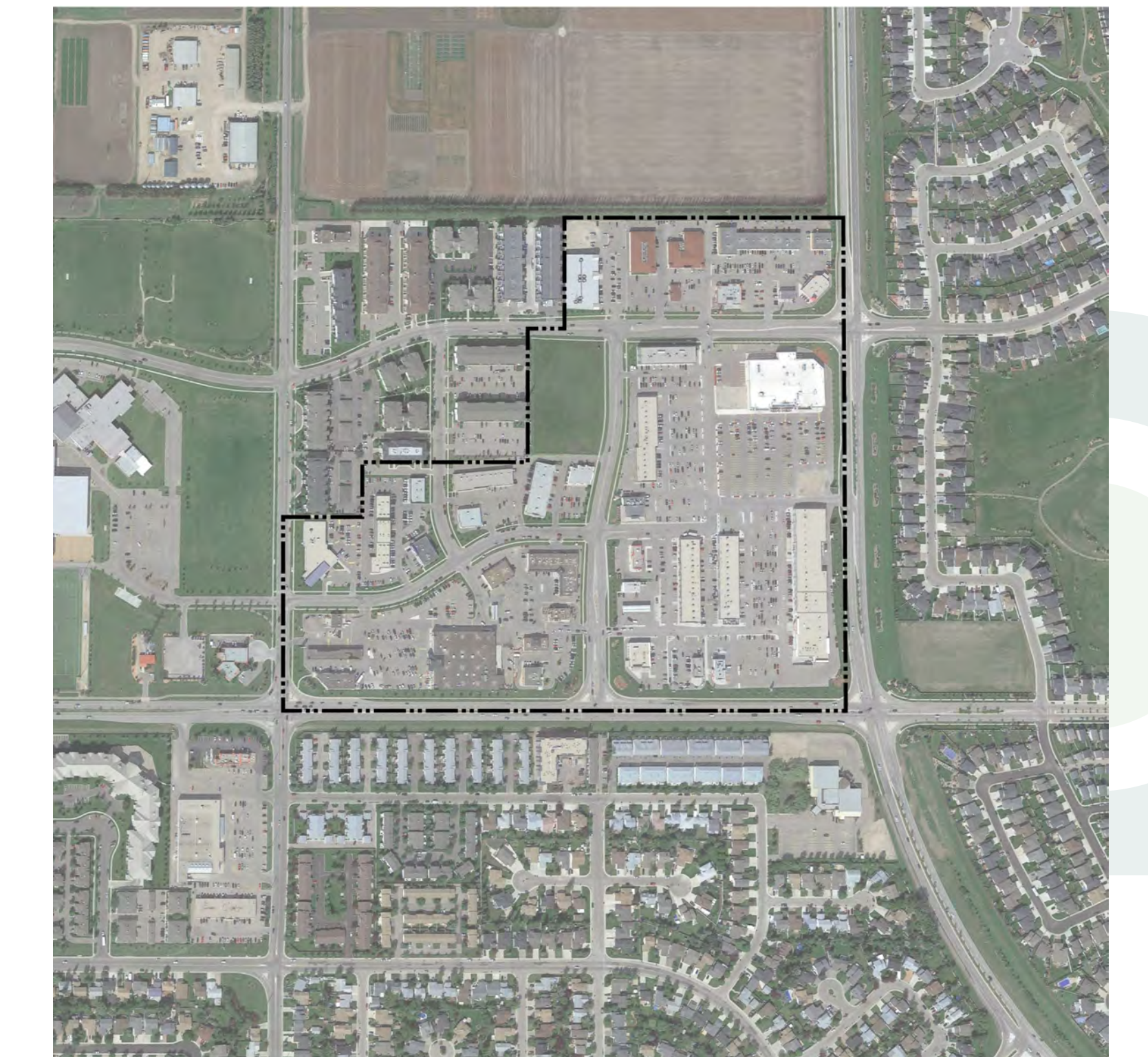
Centre Mall



Confederation



University Heights



WHAT CAN TRANSIT-ORIENTED DEVELOPMENT BRING TO YOUR COMMUNITY...



Safe, affordable, and efficient transportation for everyone



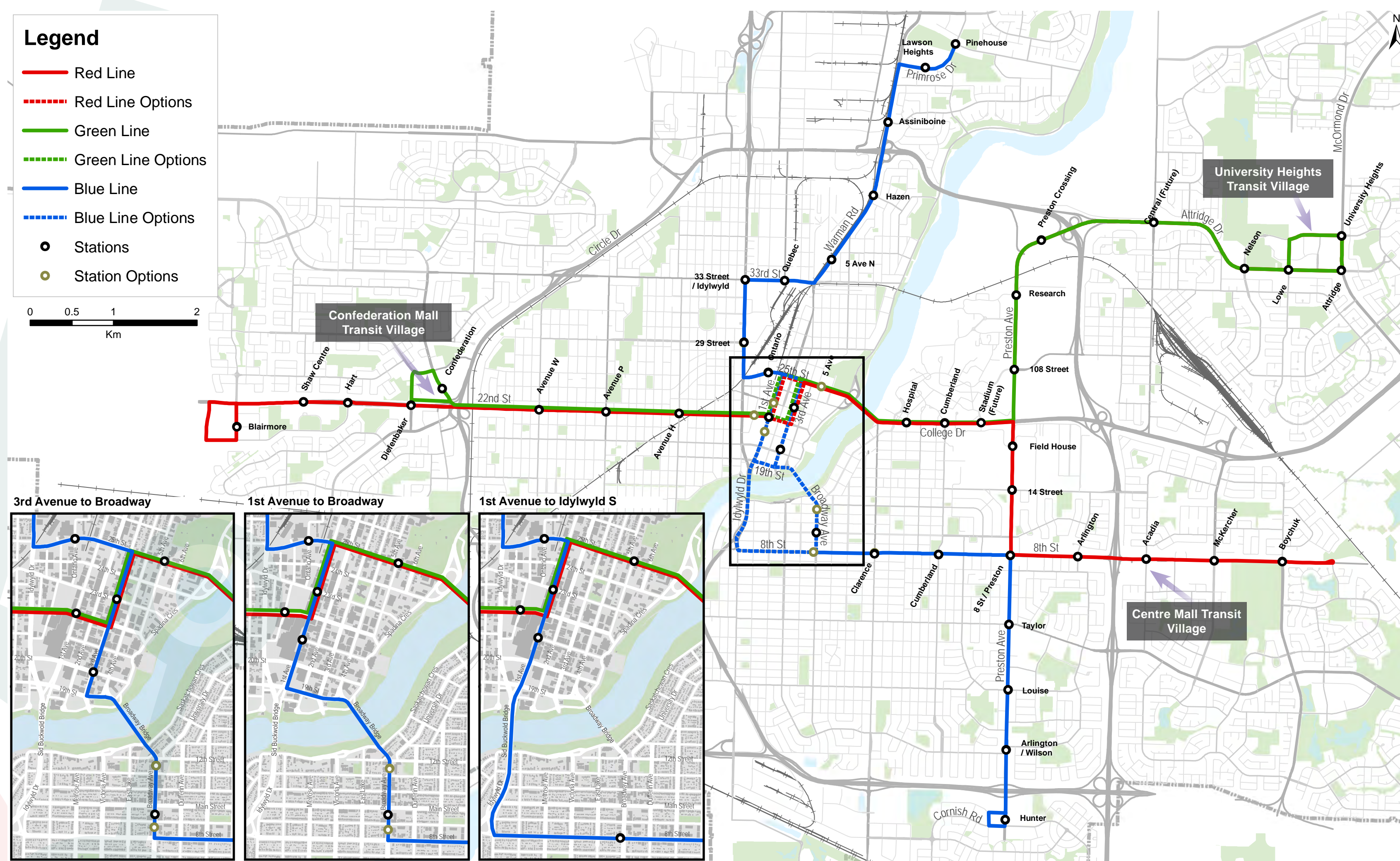
Mixed-use development with integrated commercial and residential components



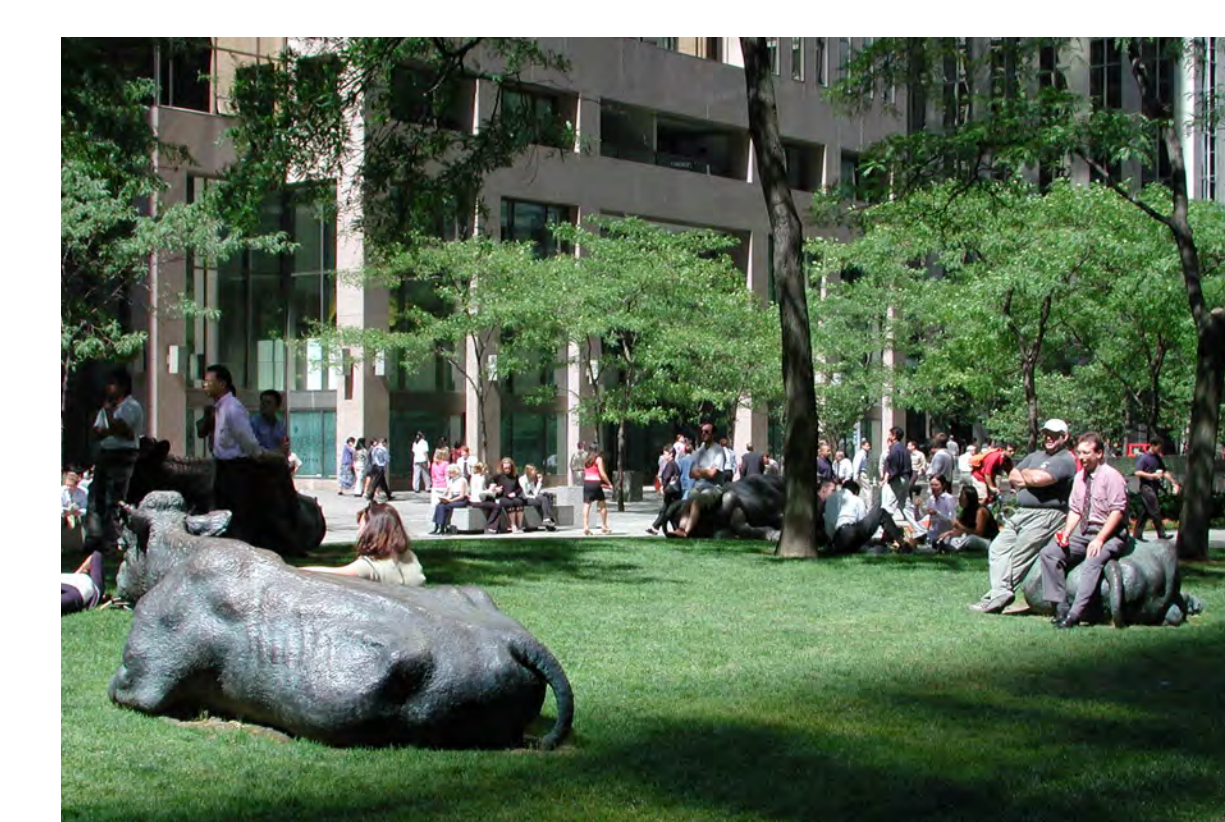
A convenient transit system



Pedestrian-oriented small scale retail



More diverse housing options



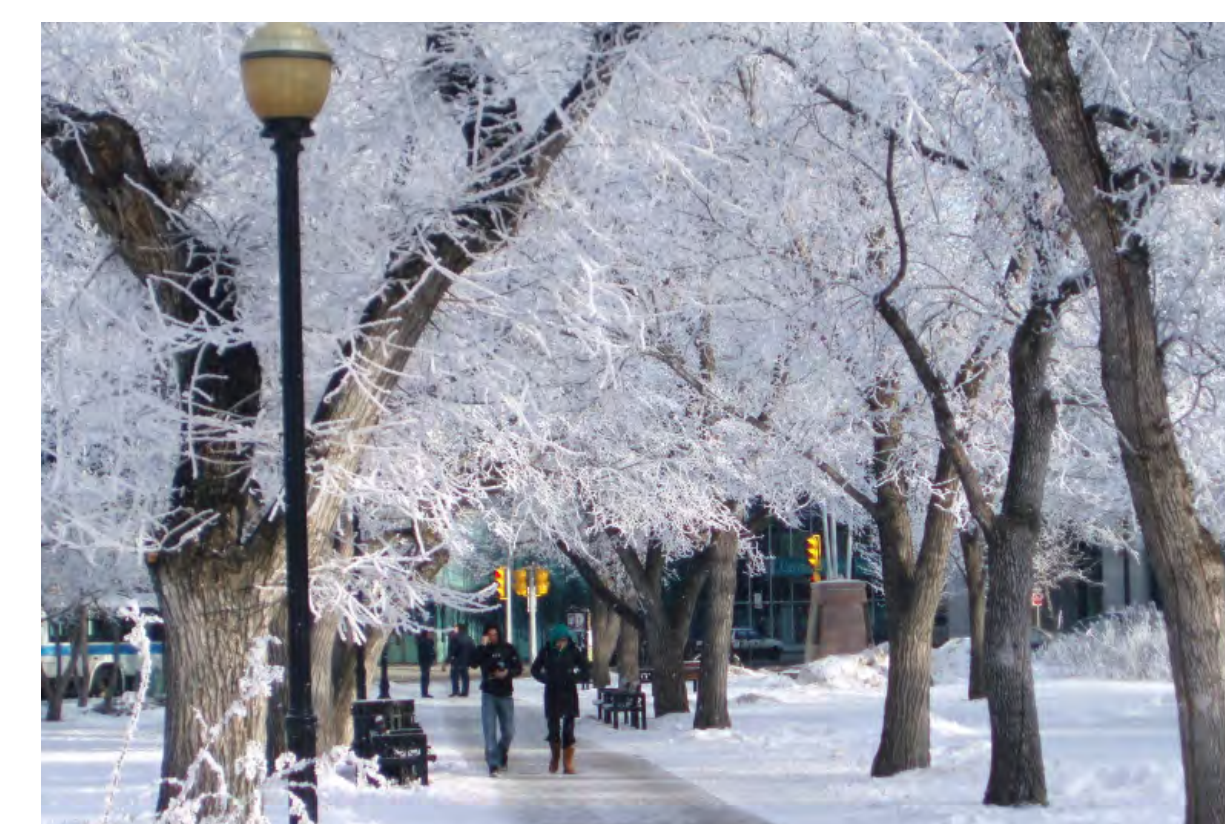
New, multi-functional open spaces



New hubs and destinations for community life



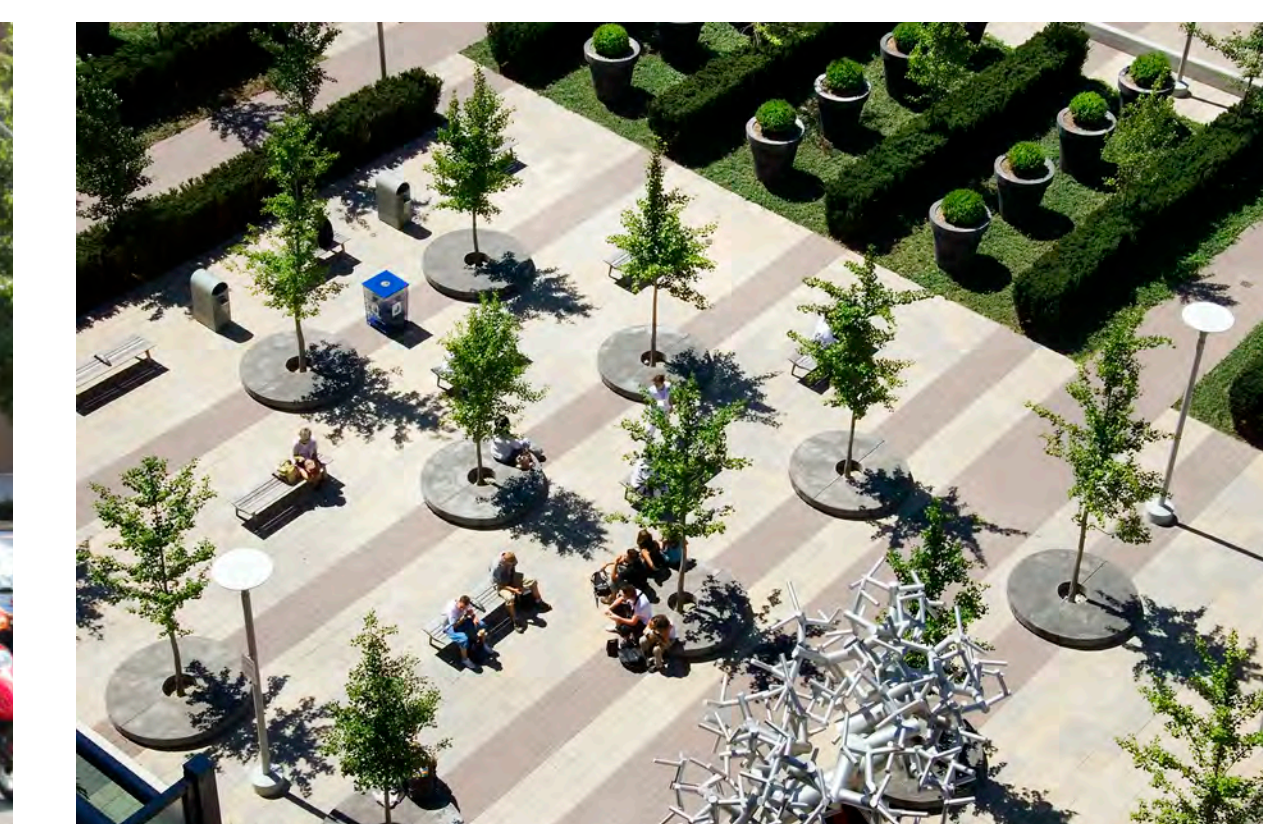
Pedestrian and bicycle-friendly neighbourhoods



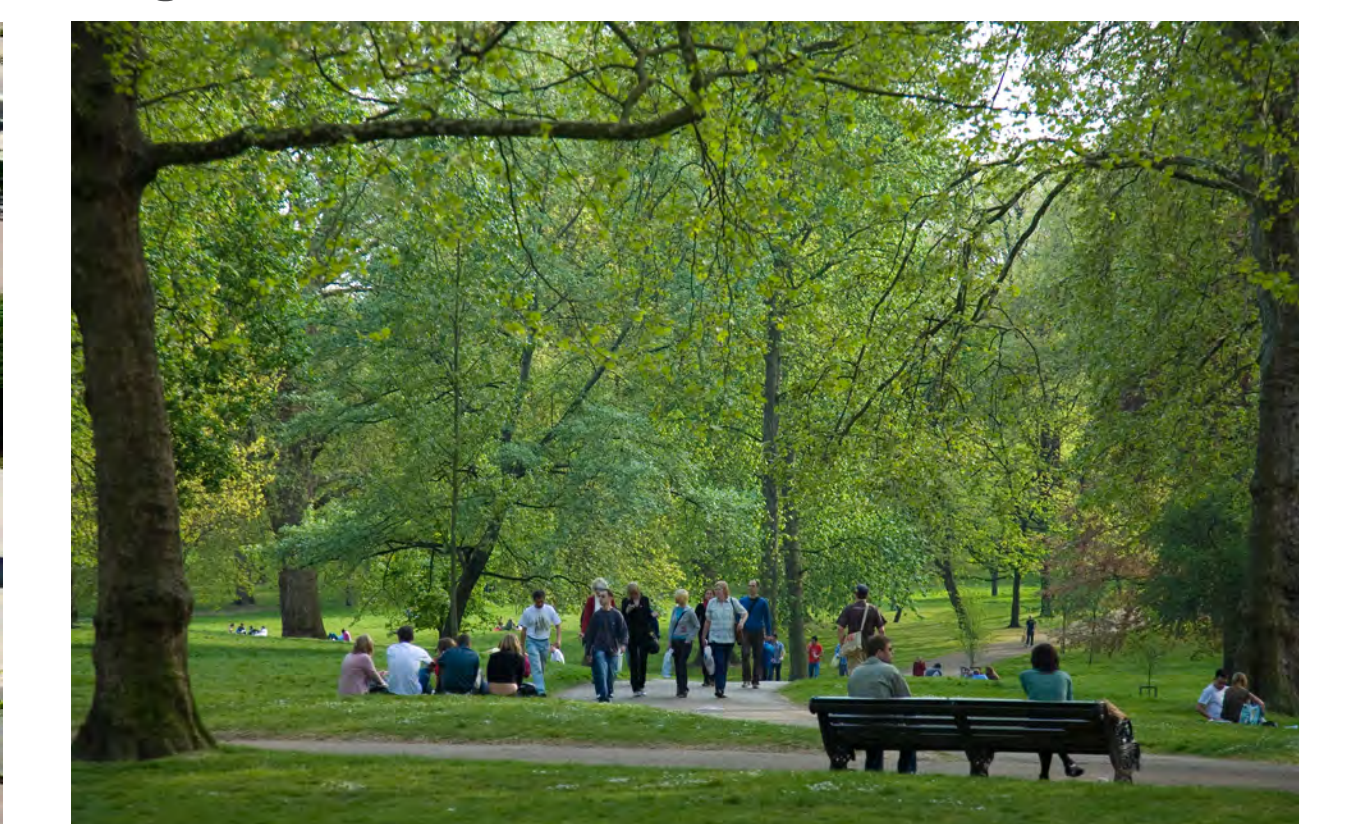
Inter-connected trail systems



Complete streets, accommodating all modes of movement



A greater diversity of open space destinations



Beautiful open spaces that enhance and contribute to local ecology

CONFEDERATION

DEMONSTRATION PLAN

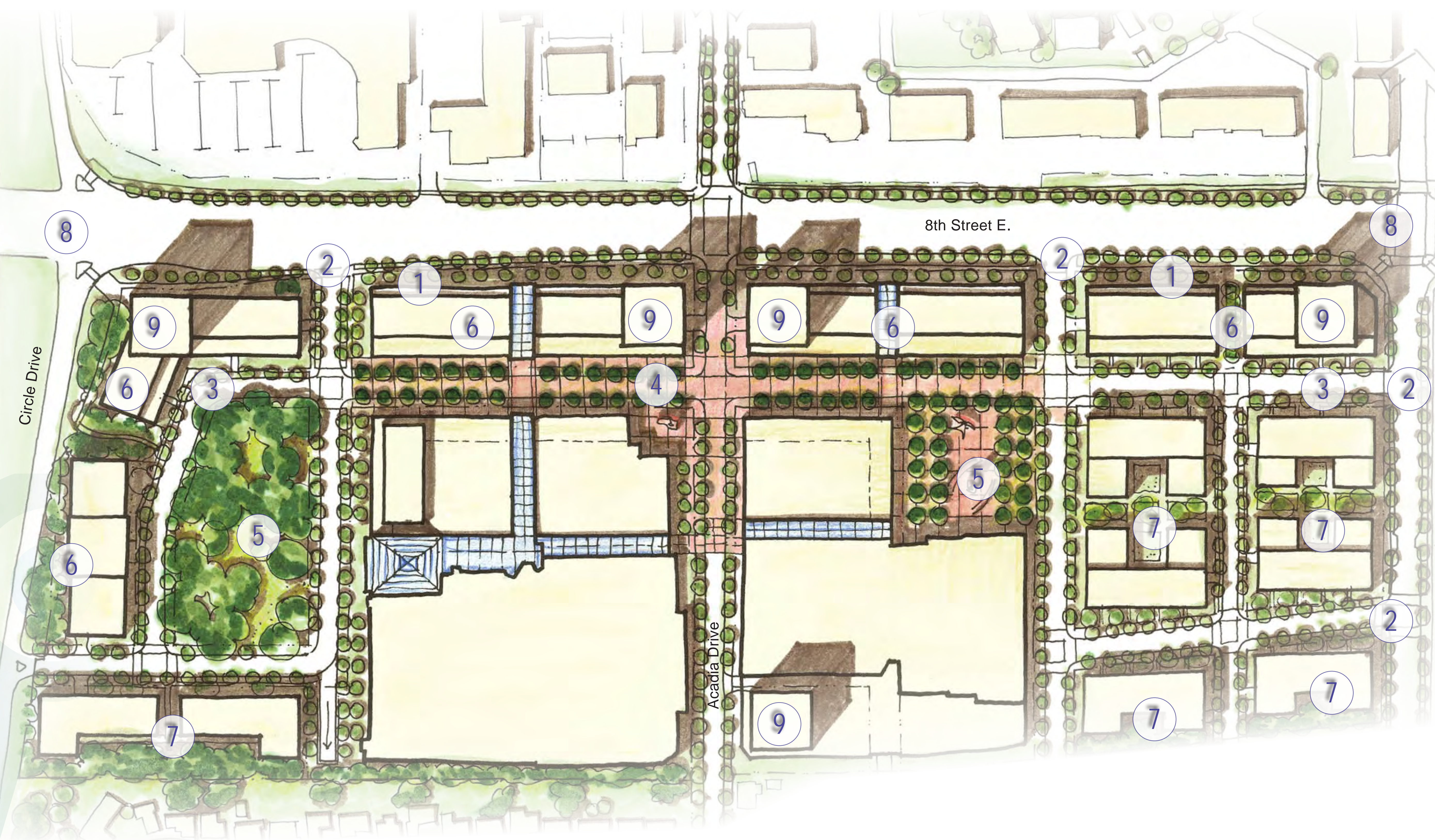


Following are key design features of the Plan:

- 1 Physical connections to the surrounding neighbourhood, and a new internal grid of streets
- 2 Mixed-use districts, with a range of uses including commercial and residential
- 3 Higher density residential development to create a critical mass of population and bring more vibrancy
- 4 Linear greenway and public open space, with a multi-use trail connected to the regional trail network to support active transportation
- 5 Higher density uses and active frontages along the greenway
- 6 New neighbourhood parks and open space amenities
- 7 Central community High Street, with active retail frontages at grade and residential or office uses above
- 8 Integrating the High Street with the BRT stop integrated through design and public realm improvements
- 9 Key gateways are emphasized with taller buildings, public art, and other site improvements
- 10 Connections to and across 22nd Street, to better connect the north and south areas, including a pedestrian crossing

CENTRE MALL

DEMONSTRATION PLAN



Following are key design features of the Plan:

- ① A new commercial frontage at grade along 8th Street East, with a more pedestrian-oriented design
- ② New connections to surrounding neighbourhoods, improving access and connectivity
- ③ Internal east-west street connecting the site, and its neighbourhoods
- ④ Community-oriented High Street with unique local businesses, complementing commercial activity of larger format retail and mall
- ⑤ Open space amenities to support activity and use of the public realm around commercial and residential areas
- ⑥ Mixed-use areas, integrating commercial retail, professional offices, and higher density residential
- ⑦ Residential areas, with a mix of building form and housing types
- ⑧ Streetscaping improvements along 8th Street East, to integrate the BRT with the public realm and make a pedestrian-friendly and safe street
- ⑨ Taller buildings and higher density development to emphasize gateways and create a sense of entry

UNIVERSITY HEIGHTS

DEMONSTRATION PLAN



Following are key design features of the conceptual planning framework, illustrative plan:

- 1 Ludlow Street is extended across the site as a key east-west connection
- 2 Internal streets that could be extended to adjacent neighbourhoods and areas if they redevelop
- 3 New east-west mid-block connection and green pathway
- 4 Mixed-use area combining office, larger format commercial and some residential development around Heal Avenue
- 5 Community-oriented High Street and retail destination along Ludlow Street, with active retail frontages at grade and residential or office uses above
- 6 Higher density residential areas, to create a critical mass of population and energy in the Transit Village
- 7 Public open spaces that cater to a wider range of needs, offering neighbourhood park space and plaza space for social gathering
- 8 Green buffer around the edge of the site from adjacent roadways, which also includes a multi-use trail that connects to regional trail systems
- 9 Taller buildings, public art, and other features help to define and reinforce gateways to the site and create a sense of entry

BUILT FORM FRAMEWORK

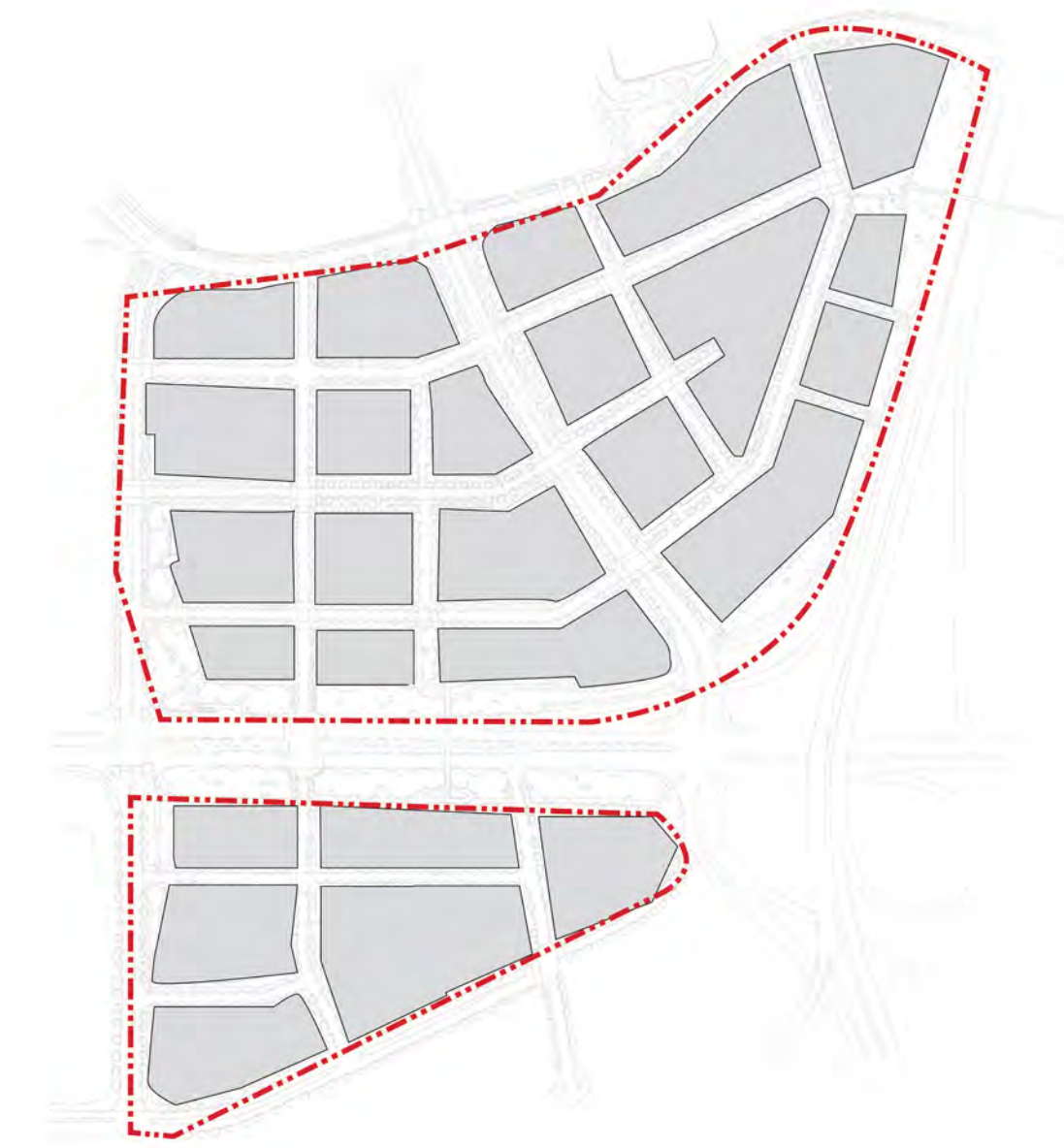
BLOCK STRUCTURE

The proposed block structure for the Transit Villages provides a flexible framework for development, allowing for creativity and innovation in specific proposals, while encouraging the compact and efficient development of the site. At each site, the block structure also sets out a highly connected and walkable grid of streets.

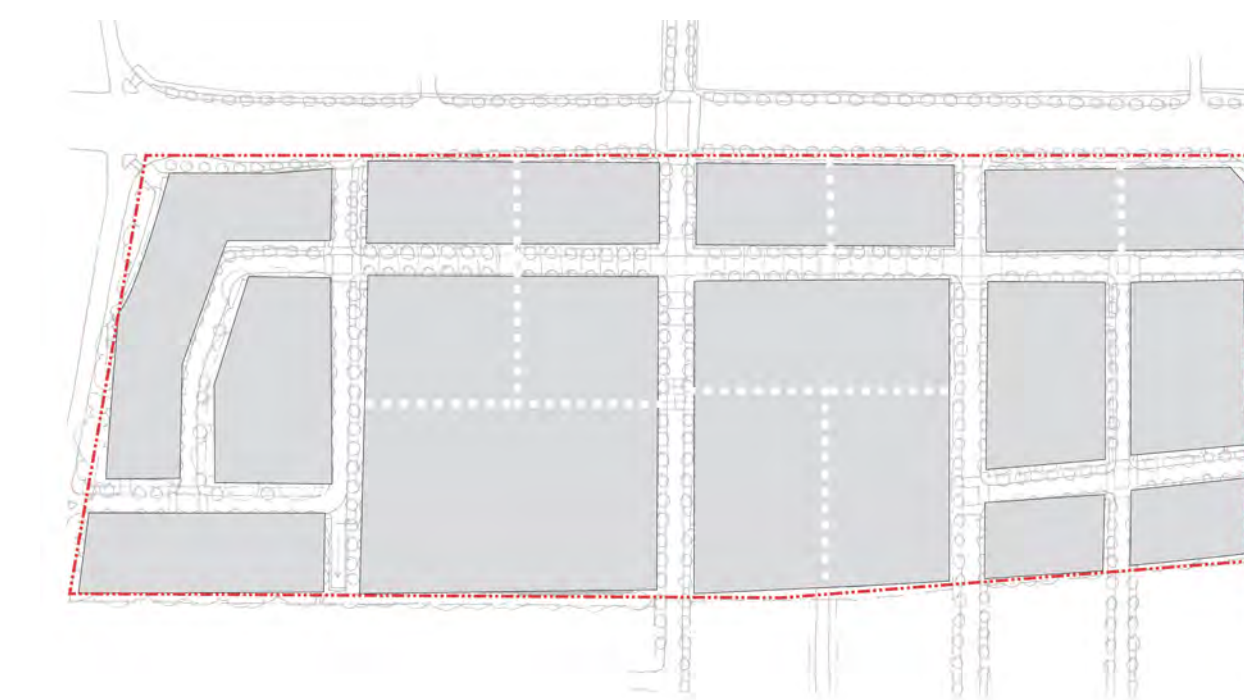
Key Recommendations

- Establish blocks of a sufficient depth that can accommodate a range of site designs and development proposals.
- Provide blocks of appropriate dimensions to support structured parking facilities in higher density development scenarios.
- Site buildings around the edge of blocks, with smaller setbacks to the street and right-of-way.
- Site buildings to allow for pedestrian and mid-block connections, as indicated in the open space framework.
- Define a fine-grain grid of streets and blocks to support walk-ability and connectivity across the site.

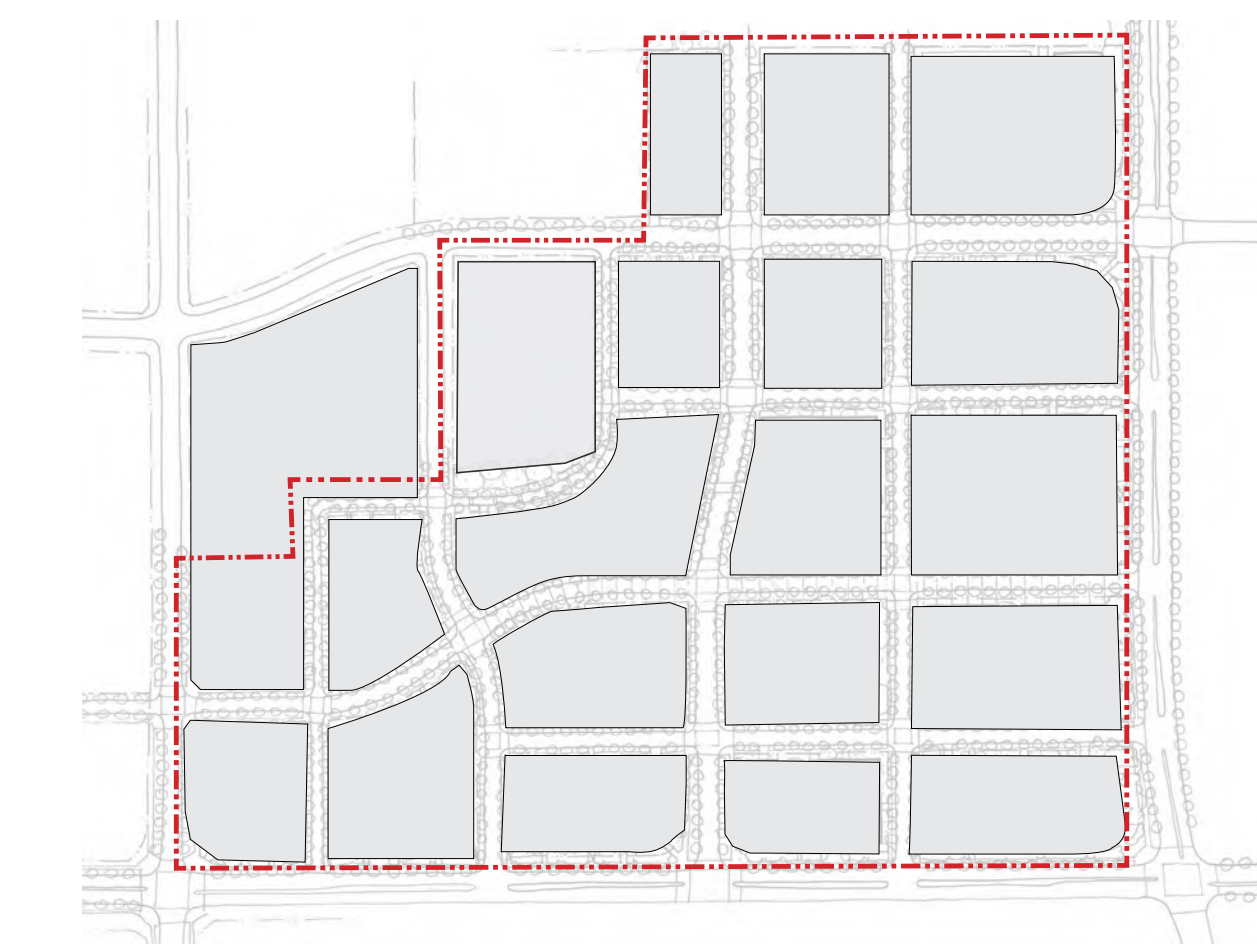
CONFEDERATION



THE CENTRE MALL



UNIVERSITY HEIGHTS



Legend

- Proposed Blocks
- Site Boundary

LAND USE

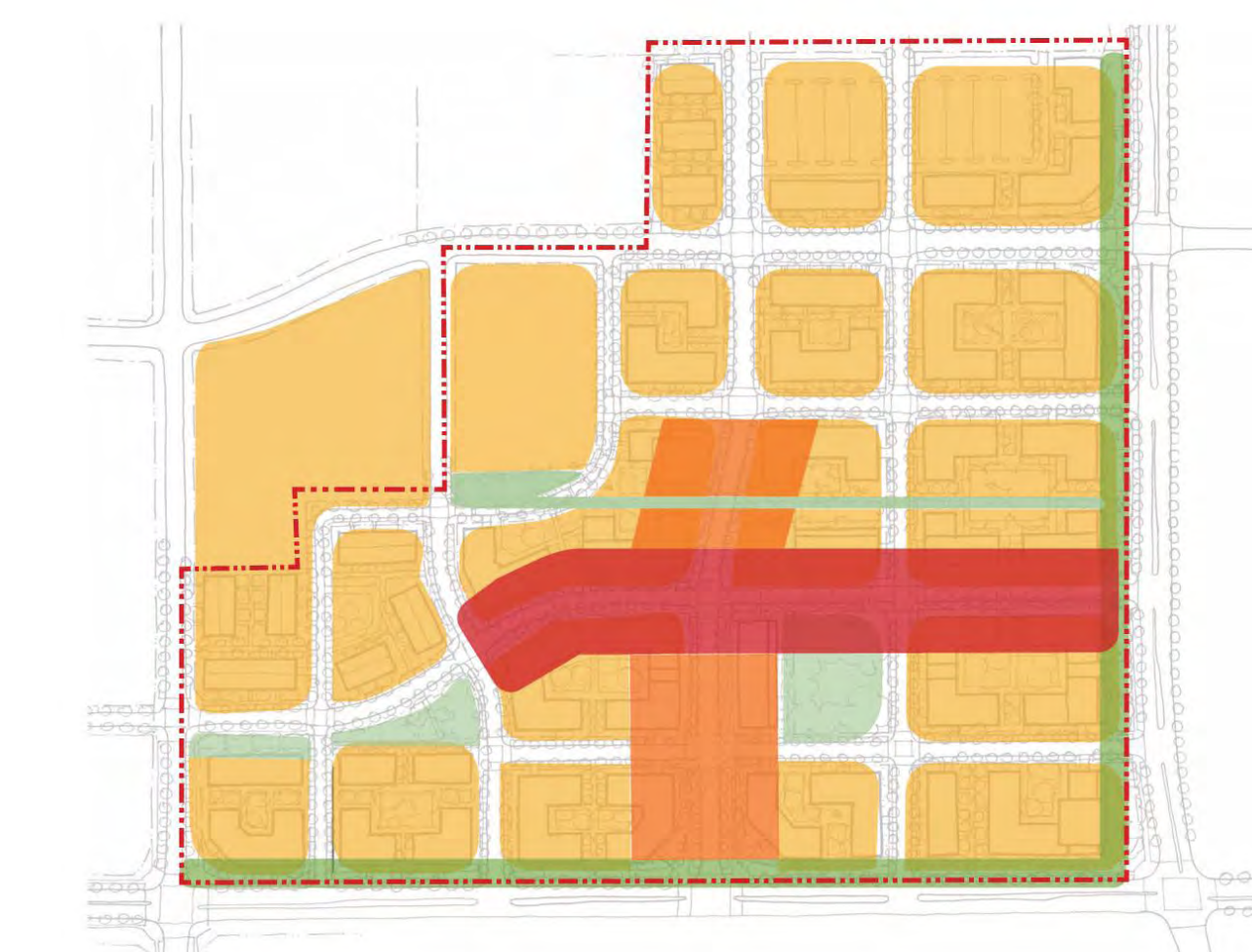
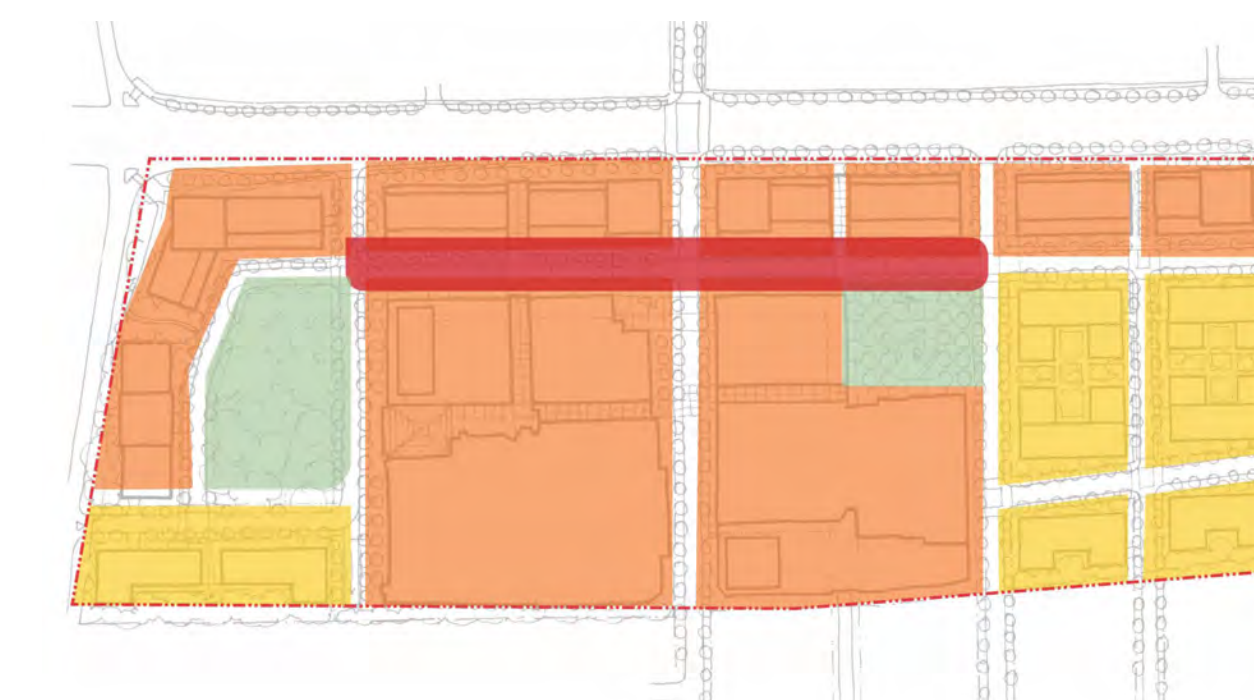
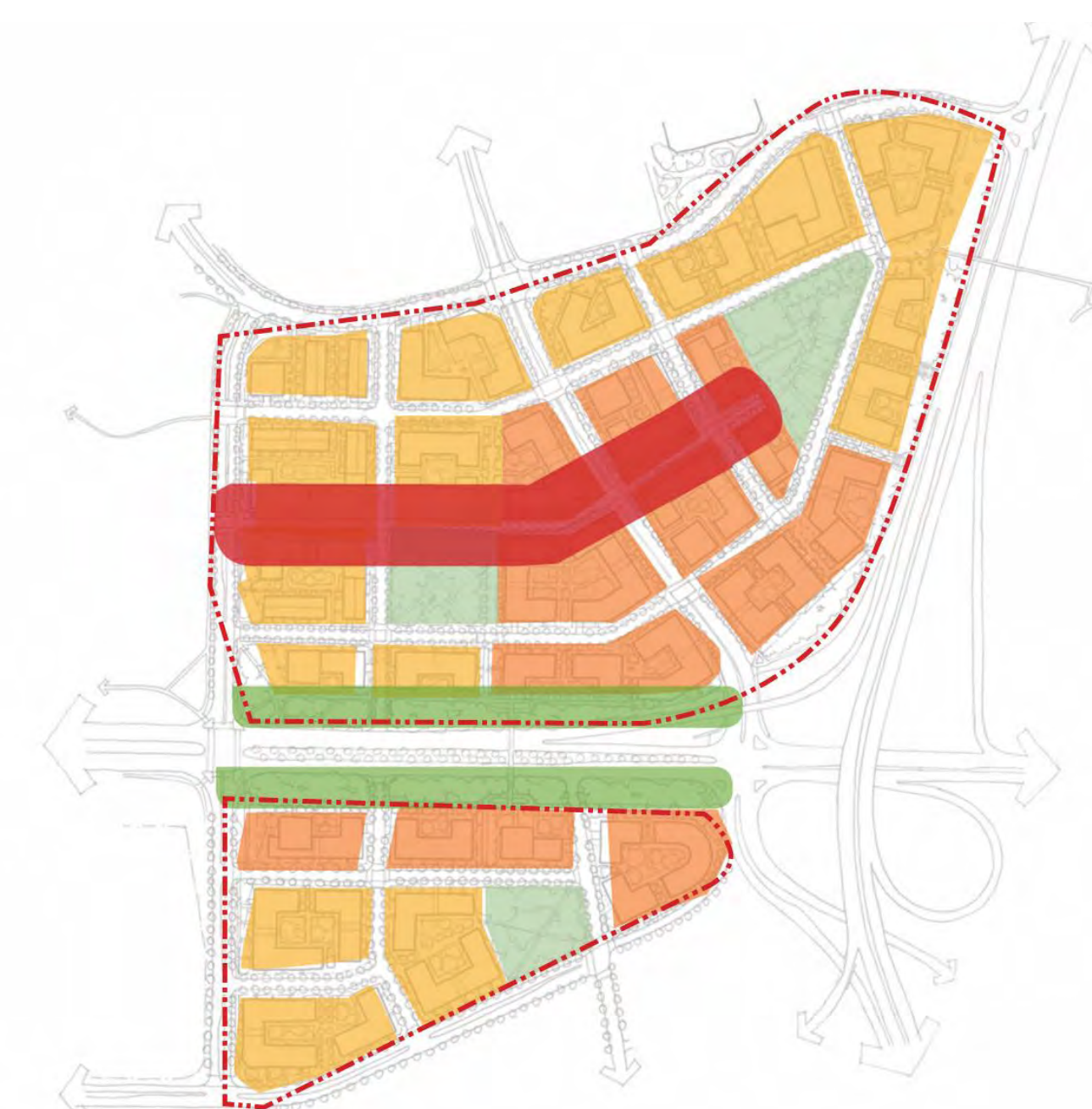
The structure of land uses creates distinct pockets of activity and destinations within each Transit Village. These uses and areas help to cultivate an active and vibrant quality of place, while providing more opportunities for employment, housing, retail, and other uses.

Key Recommendations

- Create a commercial High Street within the Transit Village that integrates a range of uses: retail at grade, and residential or office uses above. Leverage the foot traffic that is created by the BRT stop to support this type of development.
- Residential areas can include a range of medium to higher density typologies, such as semi-detached homes, townhomes, and medium to high rise apartment buildings.
- Mixed-use areas may include commercial retail, larger format retail (e.g. grocery stores), commercial office, and residential uses. Their objective is to provide flexibility to respond to market demand, while encouraging more growth and development on the site.

Legend

- High Street
- Mixed-Use
- Residential
- Open Space
- Green Buffer
- Site Boundary



DENSITY AND BUILDING HEIGHT STRATEGY

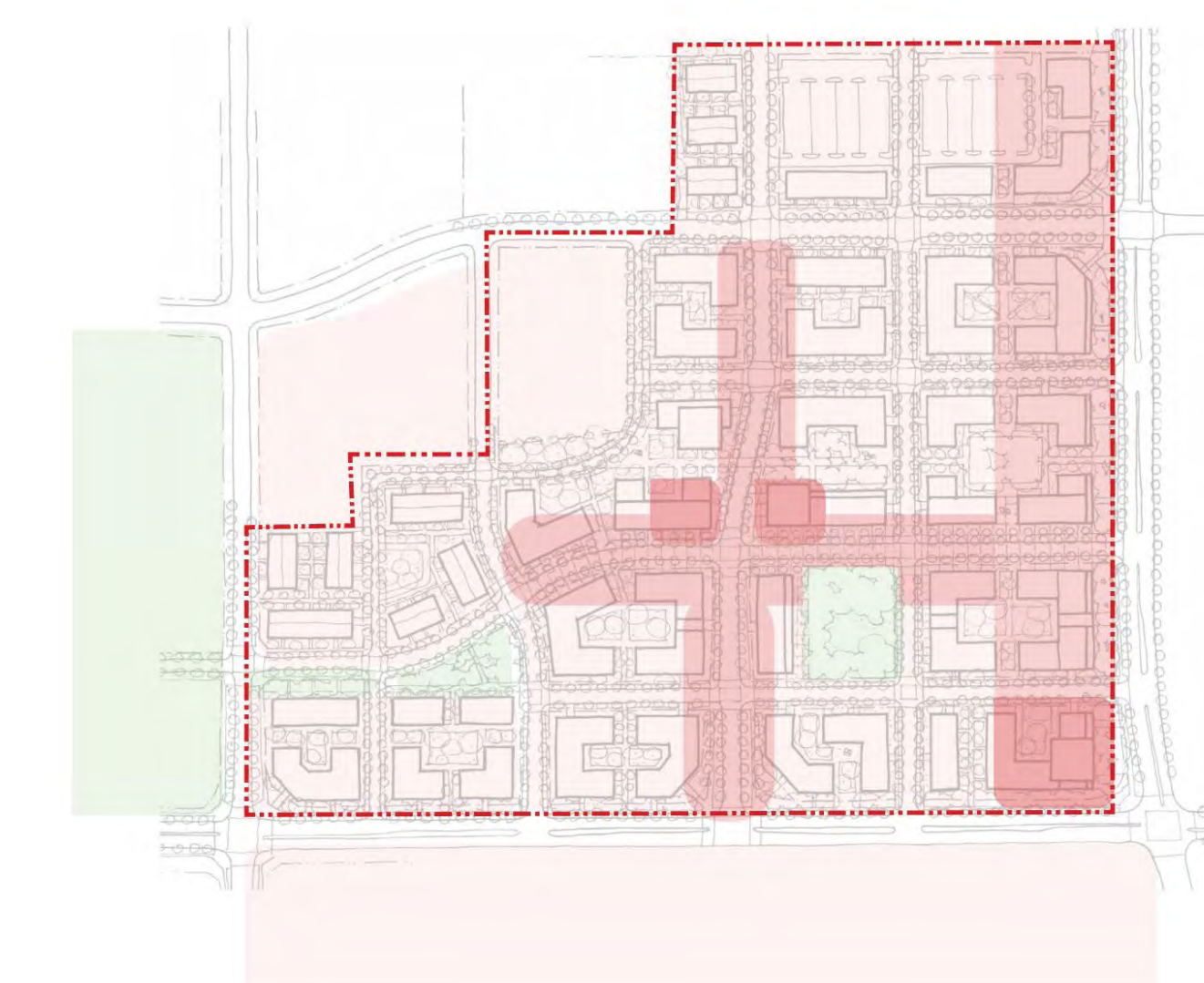
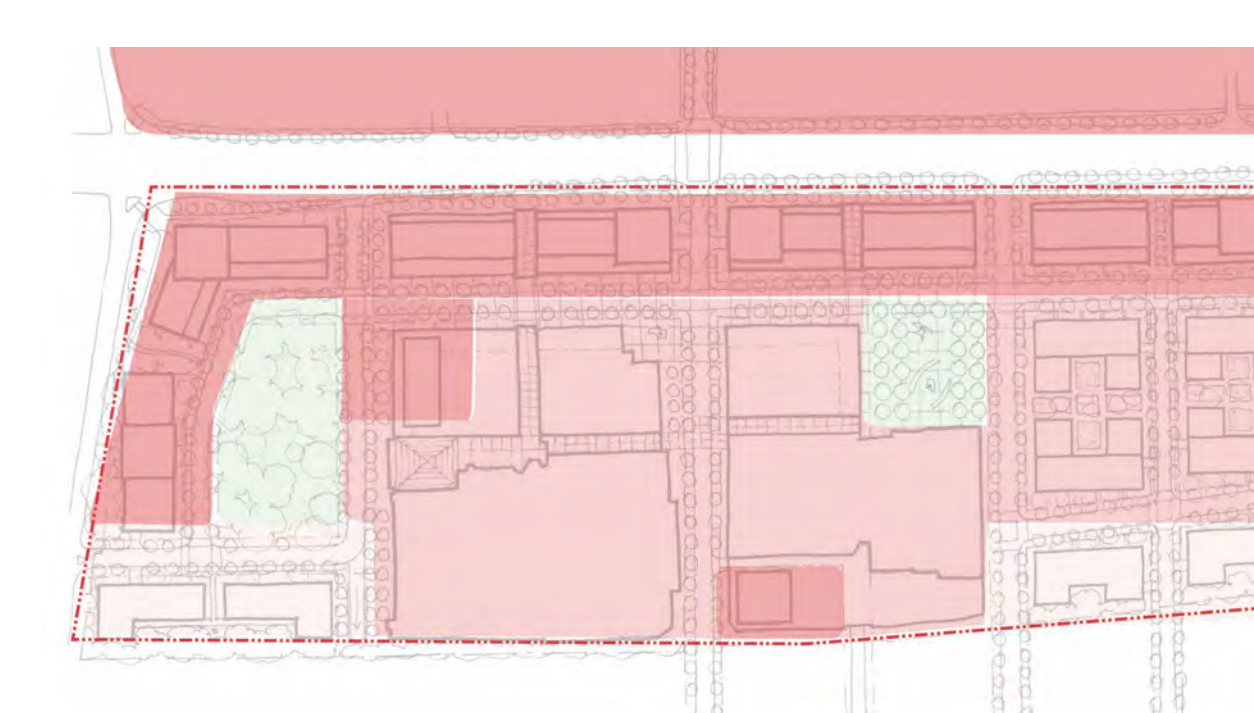
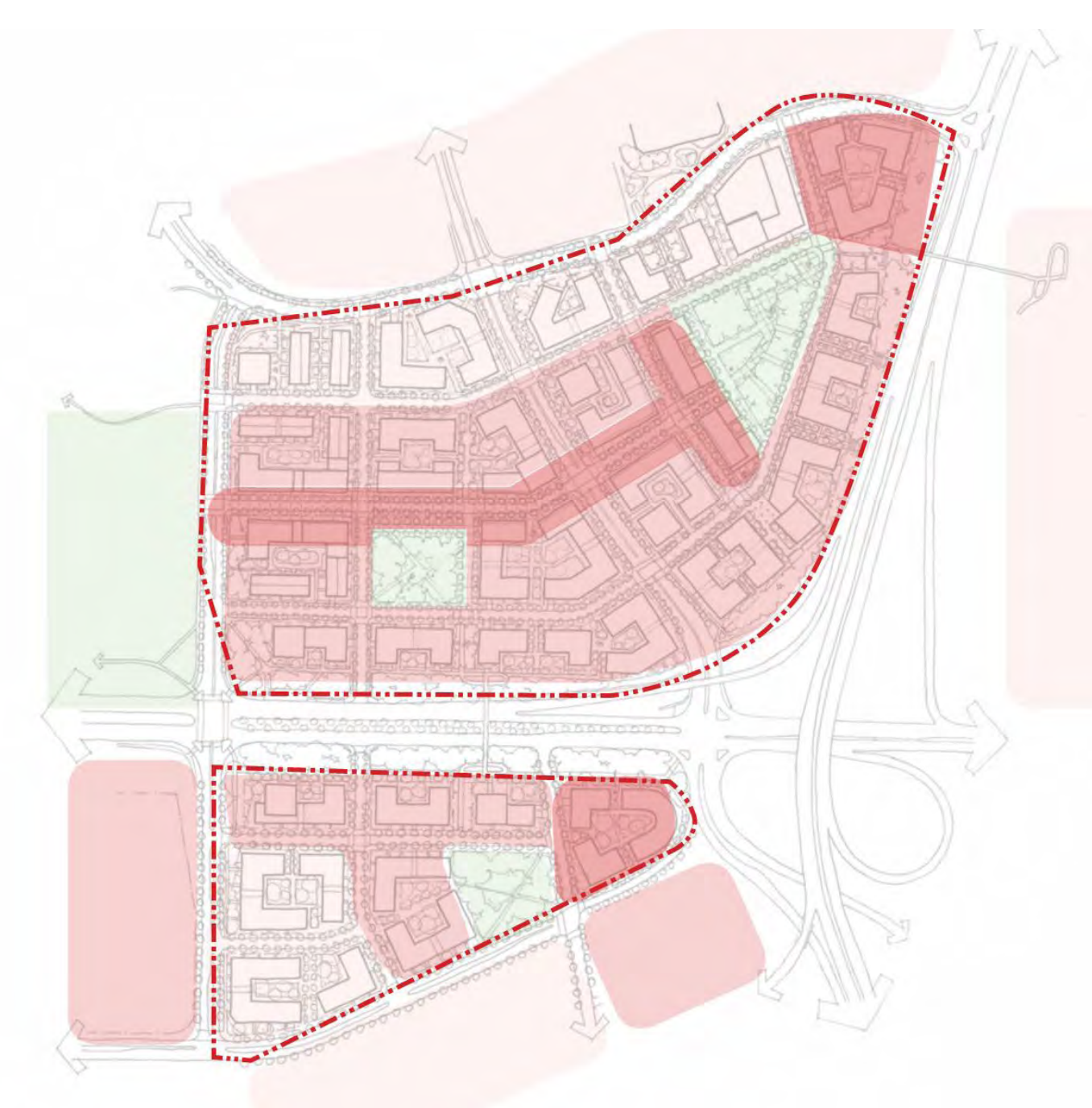
Development density and building heights are structured to create a transition to adjacent areas and respect the character of surrounding neighbourhoods. By allowing for higher development densities, the City can create an incentive for redevelopment, as well as build a mass of population and users to support local businesses and a vibrant quality of place.

Key Recommendations

- Encourage higher-density development around mixed-use and retail areas.
- Allow for taller buildings to be developed at key gateways to the site, in order to create a sense of entry, and assist in wayfinding.
- Transition building heights down from higher density mixed-use areas to residential areas, open spaces, and surrounding neighbourhoods.
- Locate buildings so as to minimize shadows cast on surrounding residential neighbourhoods and open spaces.

Legend

- High Density
- Medium Density
- Low Density
- Open Space
- Site Boundary



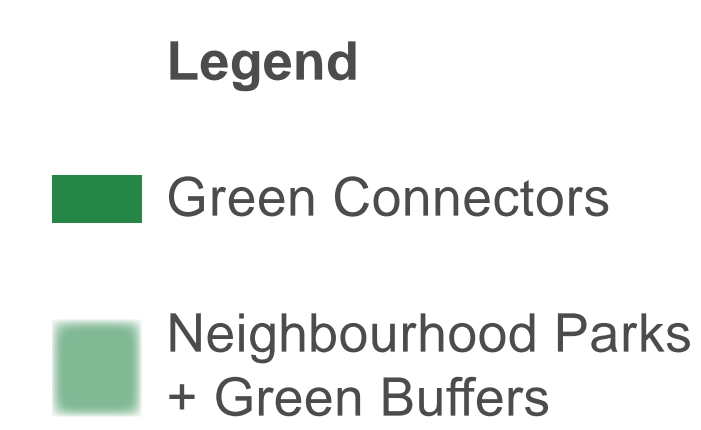
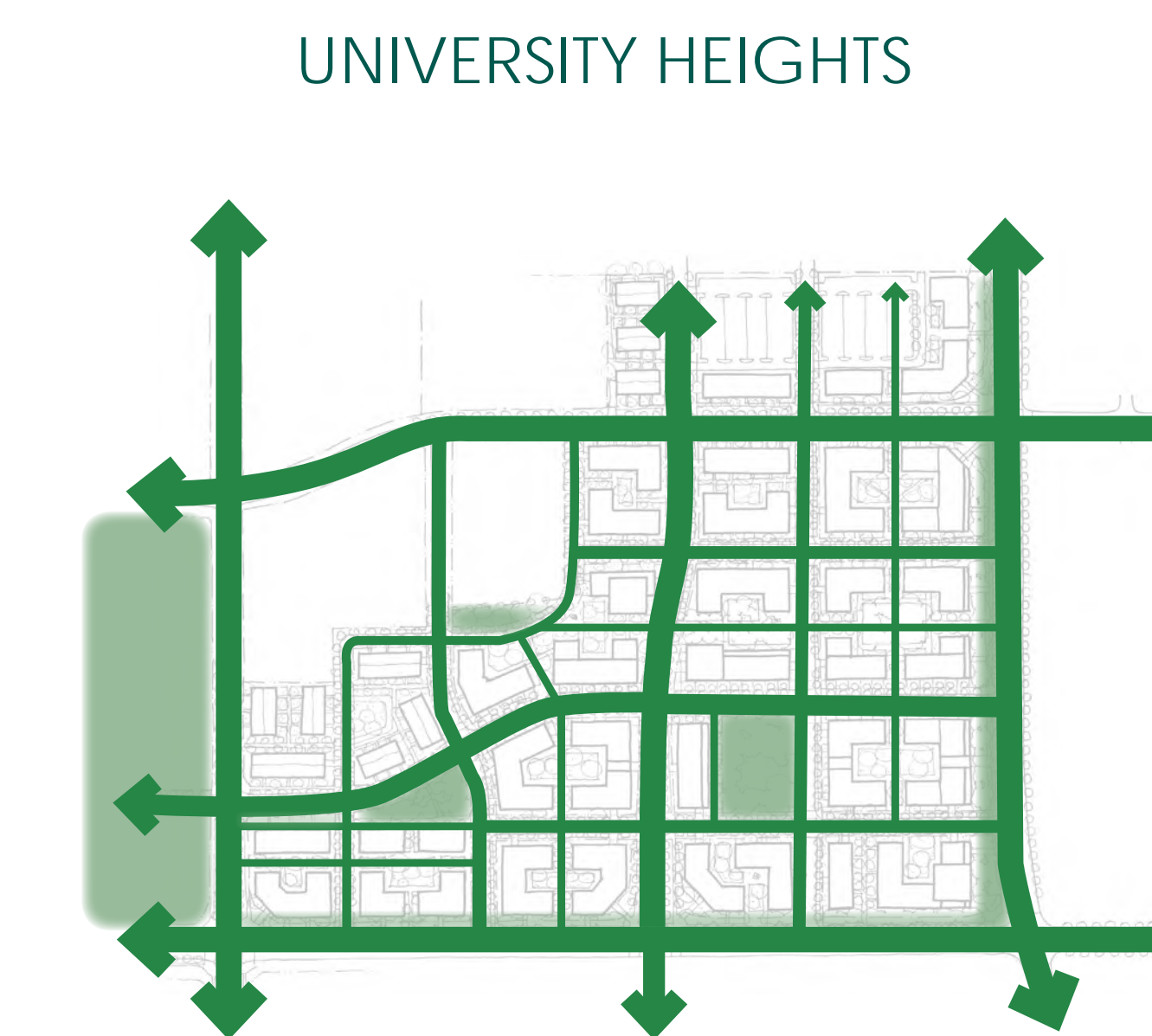
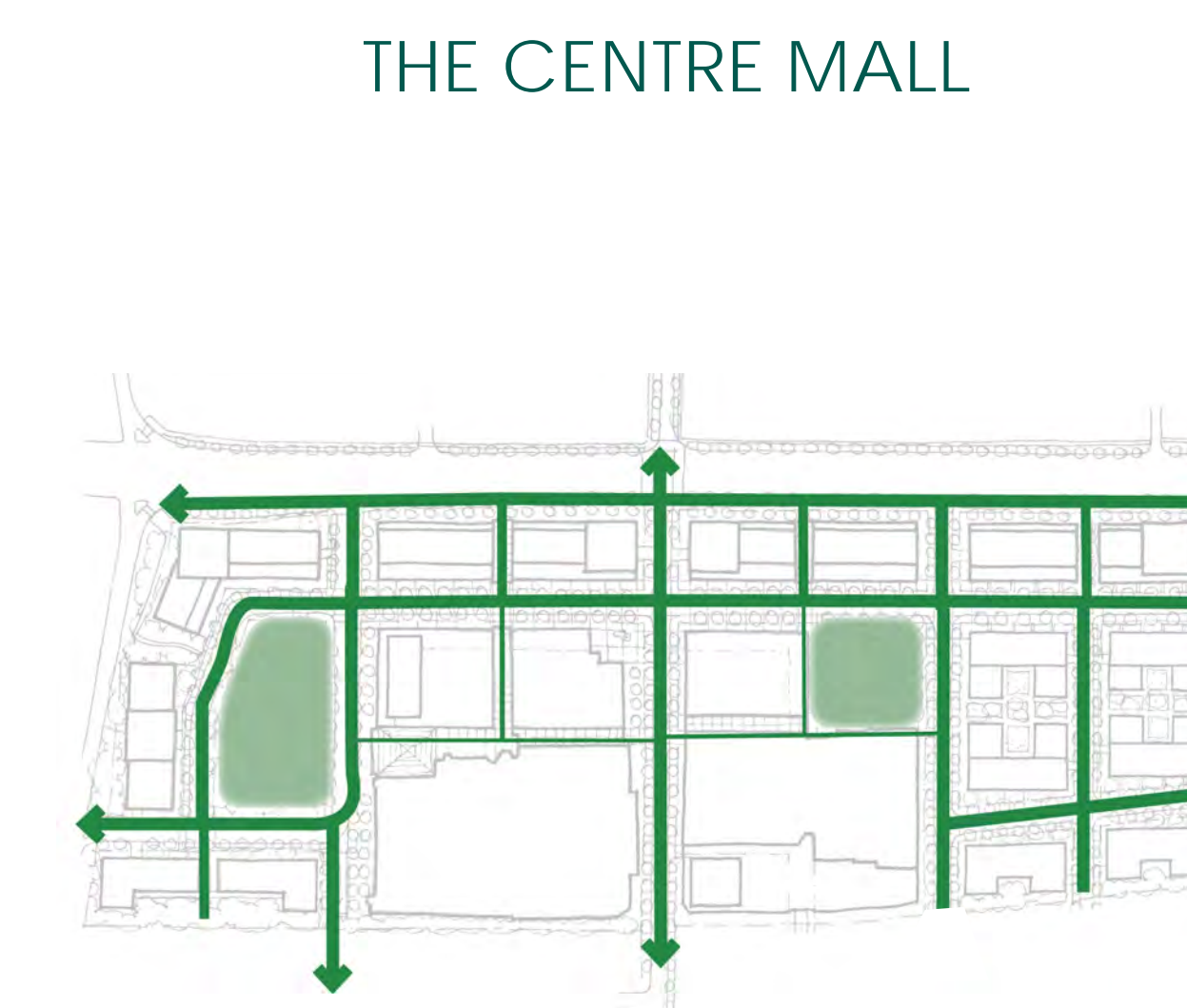
PUBLIC REALM NETWORK

PUBLIC REALM NETWORK

The public realm network integrates natural areas and systems within the Transit Village, and defines a beautiful and welcoming environment that supports walking, cycling, and use of public transit. It helps to define the sense of place within the Transit Village and facilitate a positive experience for visitors, residents, and users of the BRT.

Key Recommendations

- Develop a range of open space typologies that meet different needs for active and passive recreation, and to create destinations within the Transit Village.
- Green Connectors: Plan for and design streets and lanes as integral components of the public realm, that encourage walking, cycling, and other active transportation modes. They should integrate street trees, furnishings, and spaces for gathering where possible.
- Neighbourhood Parks: Create new neighbourhood parks as anchor points and destinations. These should be designed as multi-functional spaces that can be used in different ways throughout the year.
- Green Buffer and Activity Corridor: Confederation and University Heights will have green buffers along their perimeter from adjacent arterial roads. These spaces can serve as activity corridors with trails that connect to the wider system and support cycling, walking, and other active transit modes.



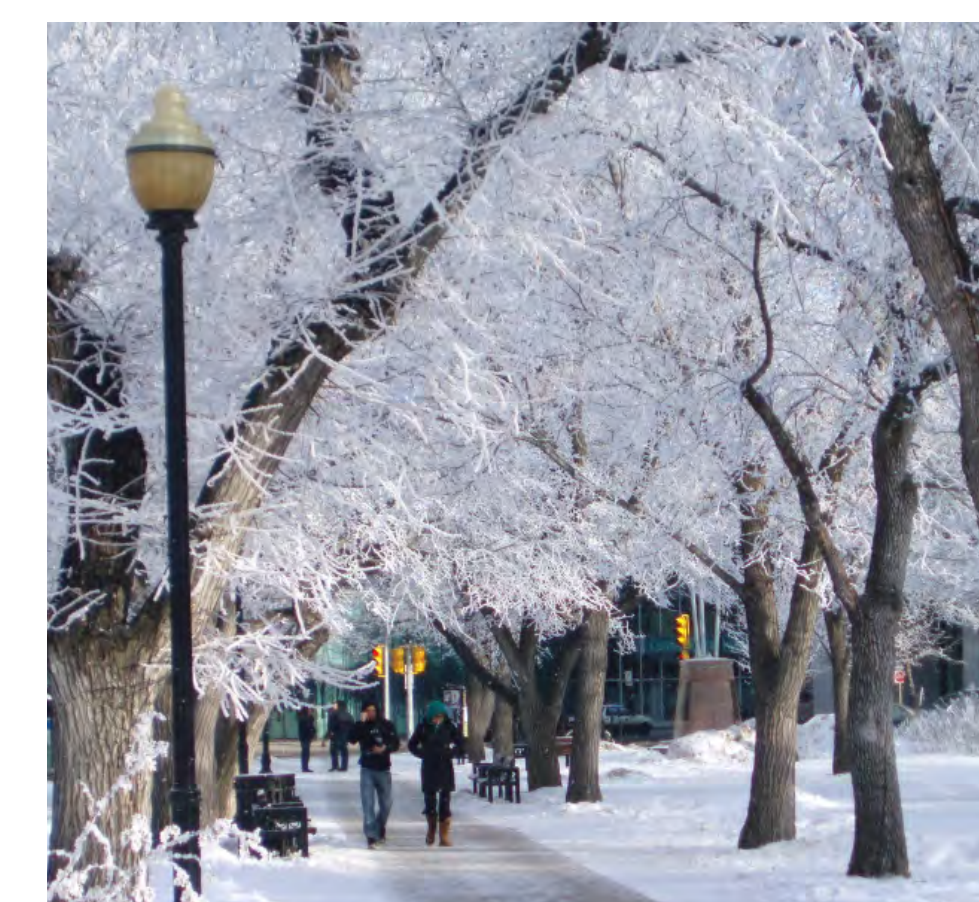
Green Connectors: Trails + Mid-block Connections



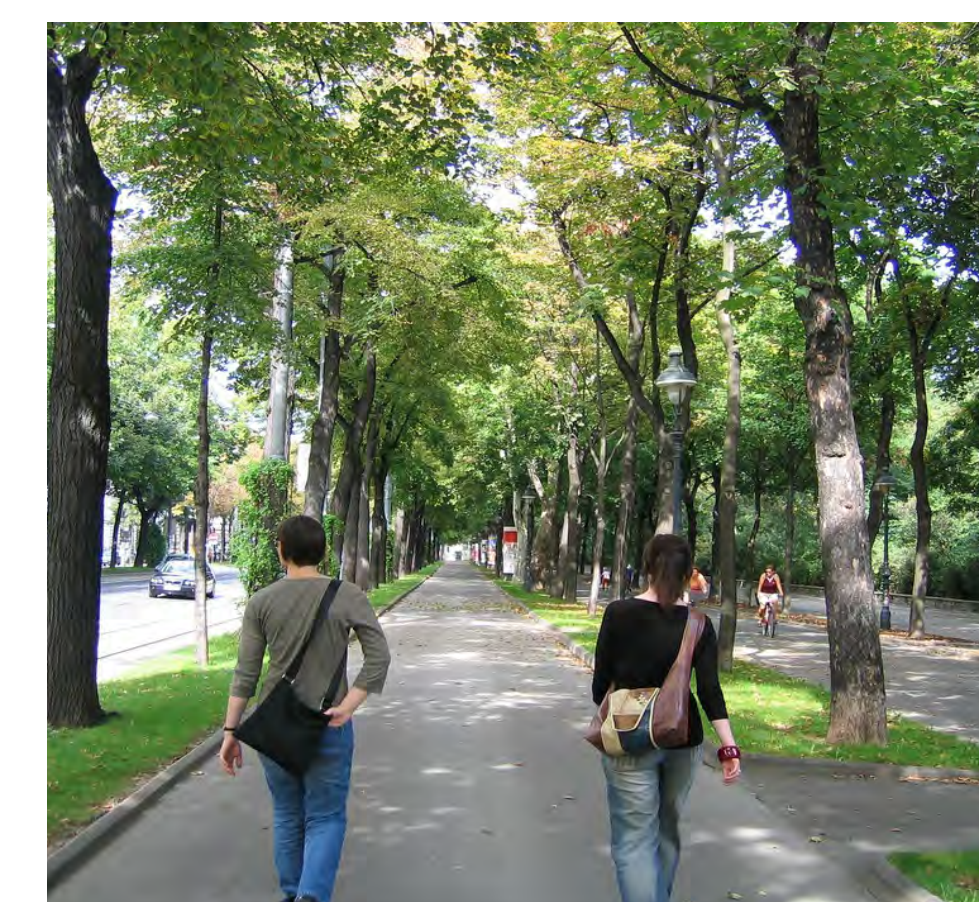
Green Connectors to enhance the tree canopy and local ecology



Mid-block connections between buildings, to support pedestrian connectivity

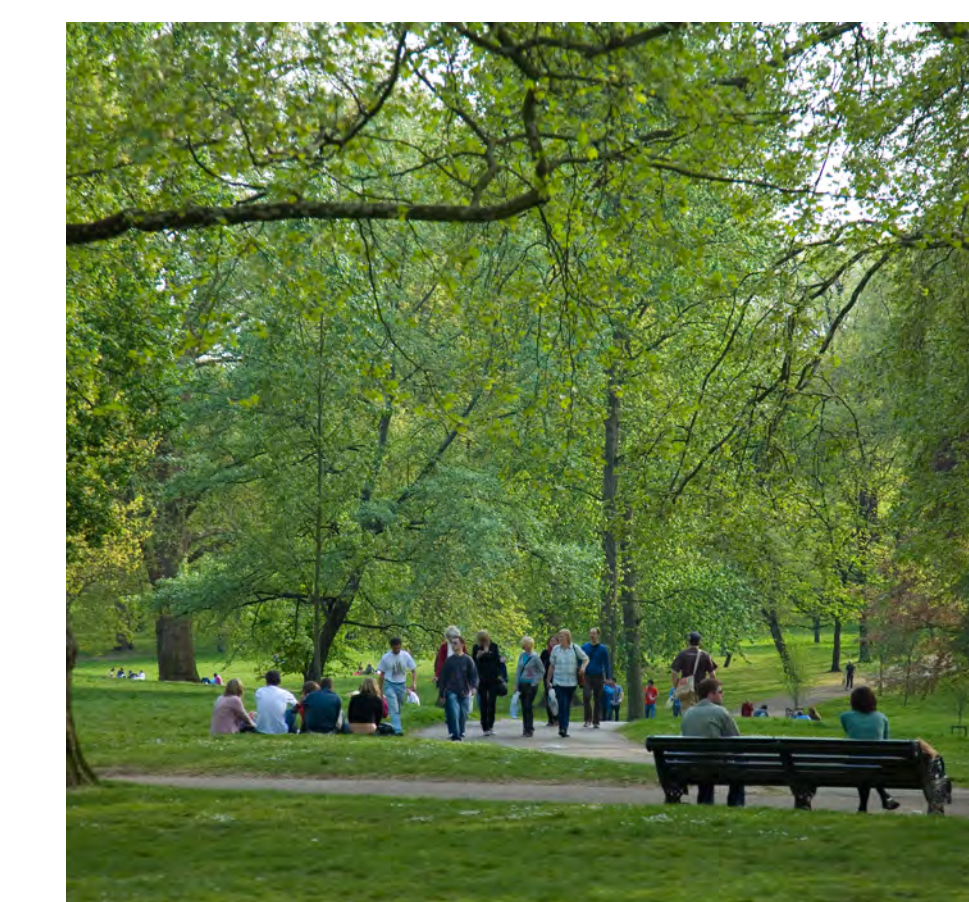


Multi-use trails to animate park space and connect destinations



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

Neighbourhood Parks: Active + Passive Recreation



Beautiful spaces that enhance and contribute to local ecology



Integrating public art to create seasonal destinations



Space for relaxation, conversation, and lingering



Flexible spaces that can be programmed seasonally

Green Connectors: Streetscapes



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



Enhanced furnishings on key streets, to create places to linger



Lighting to convey warmth and a sense of place

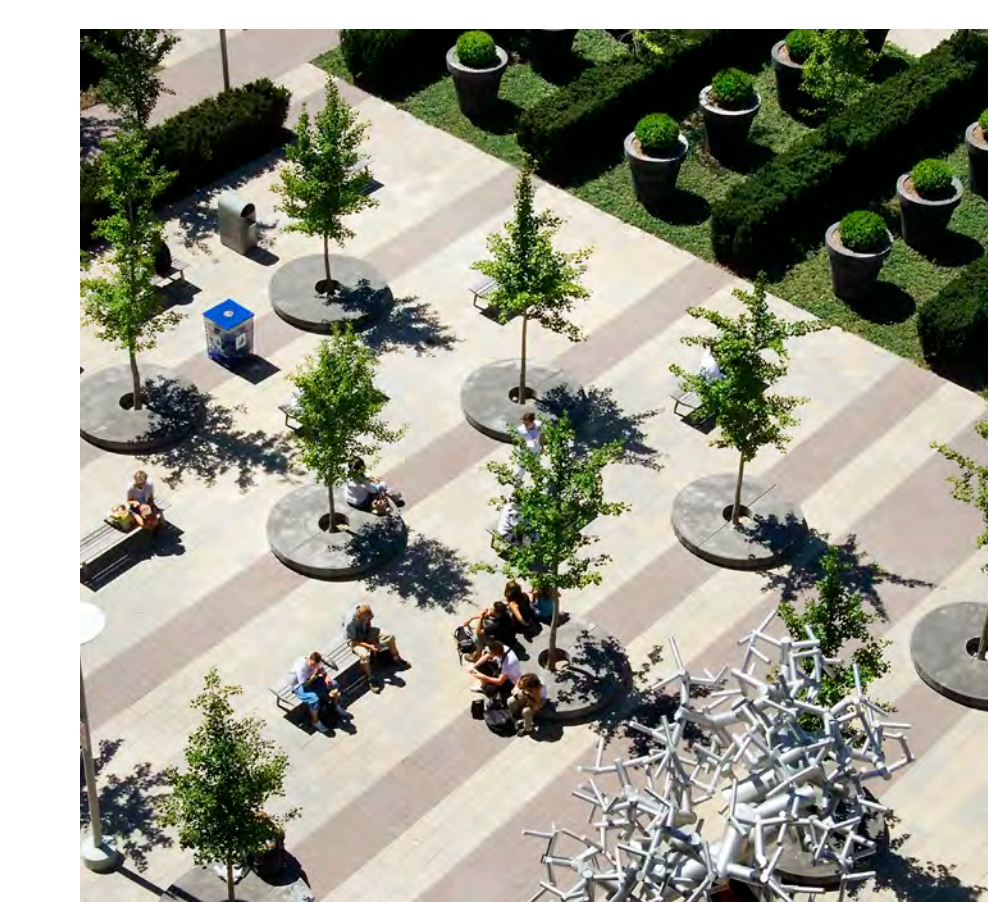


Robust planting areas for street trees

Neighbourhood Parks: Urban Plazas/Parkettes



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



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



Flexible space for markets, regular events, and community gathering



Integrating public art to complement park uses

MOVEMENT NETWORK

STREET HIERARCHY

The recommended street hierarchy supports a more walkable and pedestrian-oriented environment, while defining a distinct character and role for streets that responds to adjacent development. Elements of the pedestrian-friendly streetscape could include narrower travel lanes, reduced travel speeds, sidewalks on both sides of the street, and integration of active transportation modes.

Key Recommendations

- **Arterial/Primary Street:** The primary street type is anticipated to handle the highest volume of movement. These streets typically lie at the perimeter of Transit Villages and are one of the primary routes by which people will arrive to the Transit Village.
- **Secondary Street:** The secondary street type is a key connection through the Transit Village sites, enabling larger volumes of people to move between destinations in the Transit Village. It is anticipated that several of these street types would accommodate cycling facilities as well as sidewalks and vehicular traffic.
- **Local Street:** The local street type is the typical neighbourhood street within the Transit Villages. Its design features vary depending on site and location, but can include sidewalks, street trees, larger building setbacks to accommodate cafe and gathering space, cycling facilities, and on-street parking.
- **Residential Access Street:** This street type accommodates local access to residential buildings. It is narrower than other streets, giving flexibility to respond to local site constraints.
- **Primary and Secondary Gateways:** These help to mark locations where significant amounts of people will be arriving to the Transit Villages, whether by bus, bicycle, foot, or car. As gateways they include design features in built form, wayfinding features, and public art, that help to create a sense of arrival.

PUBLIC TRANSIT

Public transit is a key component of the overall movement network, and each Transit Village has a BRT stop either located within it or at its edge. The conceptual plans reflect the presence of higher order transit, such as the BRT, and integrate these systems within the overall movement network.

Key Recommendations

- Plan and design sidewalks and paths to connect to and integrate with transit stops, allowing sufficient room for loading, unloading, and circulation. All transit stops, including the BRT, should be connected with the street network and integrated into the public realm.
- BRT stops may also include an enhanced public realm in their surrounds that provides for protection from the elements and a sense of safety and security for transit users.
- Provide additional bike storage facilities, such as racks and lockers in proximity to transit and BRT stops, in order to support integrated multi-modal movement, since some users may use a bicycle for a portion of their journey.

ACTIVE TRANSPORTATION

All streets within Transit Villages should be designed to support active transportation modes, such as walking and cycling. In this regard, the design of streets can accommodate specific facilities, such as extra-wide shared use paths, planted boulevards, street trees, and other features to create a safe and welcoming environment. Designing for universal accessibility should be a priority in all areas of the Transit Village.

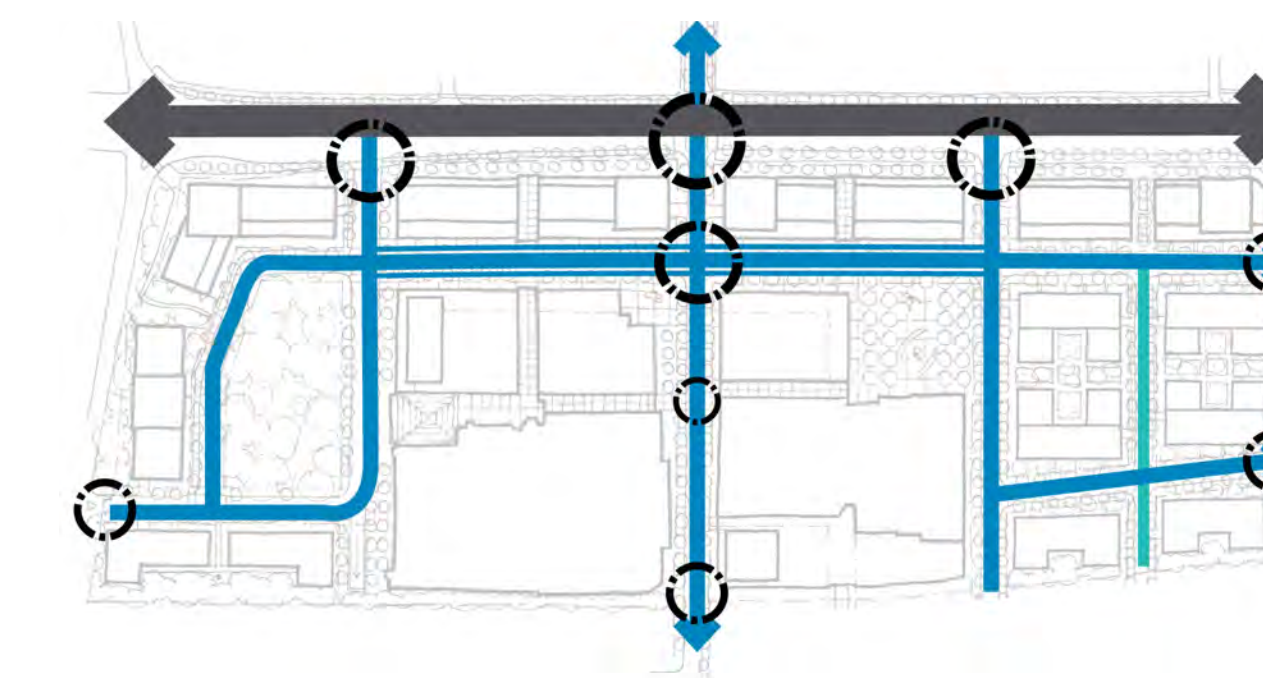
Key Recommendations

- Street and block design should include landscaping plans that integrate street trees, sidewalks on both sides of the street, and boulevards wherever possible.
- Effort should be made to provide generous sidewalk widths, particularly along busy streets. The following standards may be considered when creating new sidewalks or multi-use paths: 1.8m allows two pedestrians to pass in opposite directions; 2.0m allows a wheelchair user to pass a pedestrian coming the opposite way; 2.4m allows two wheelchair users to pass in opposite directions; and 3.5m allows cyclists to pass in opposing directions and to pass pedestrians.
- Paths and sidewalks should be designed for universal accessibility, with signalized crossings at key intersections.

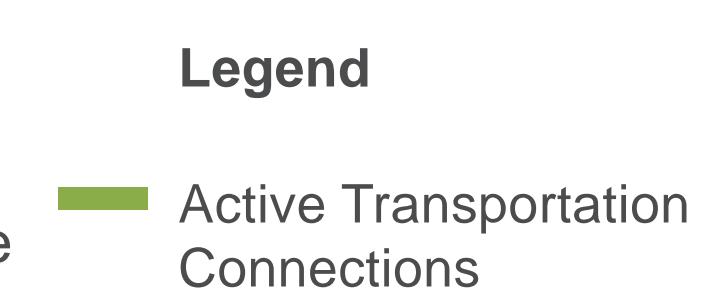
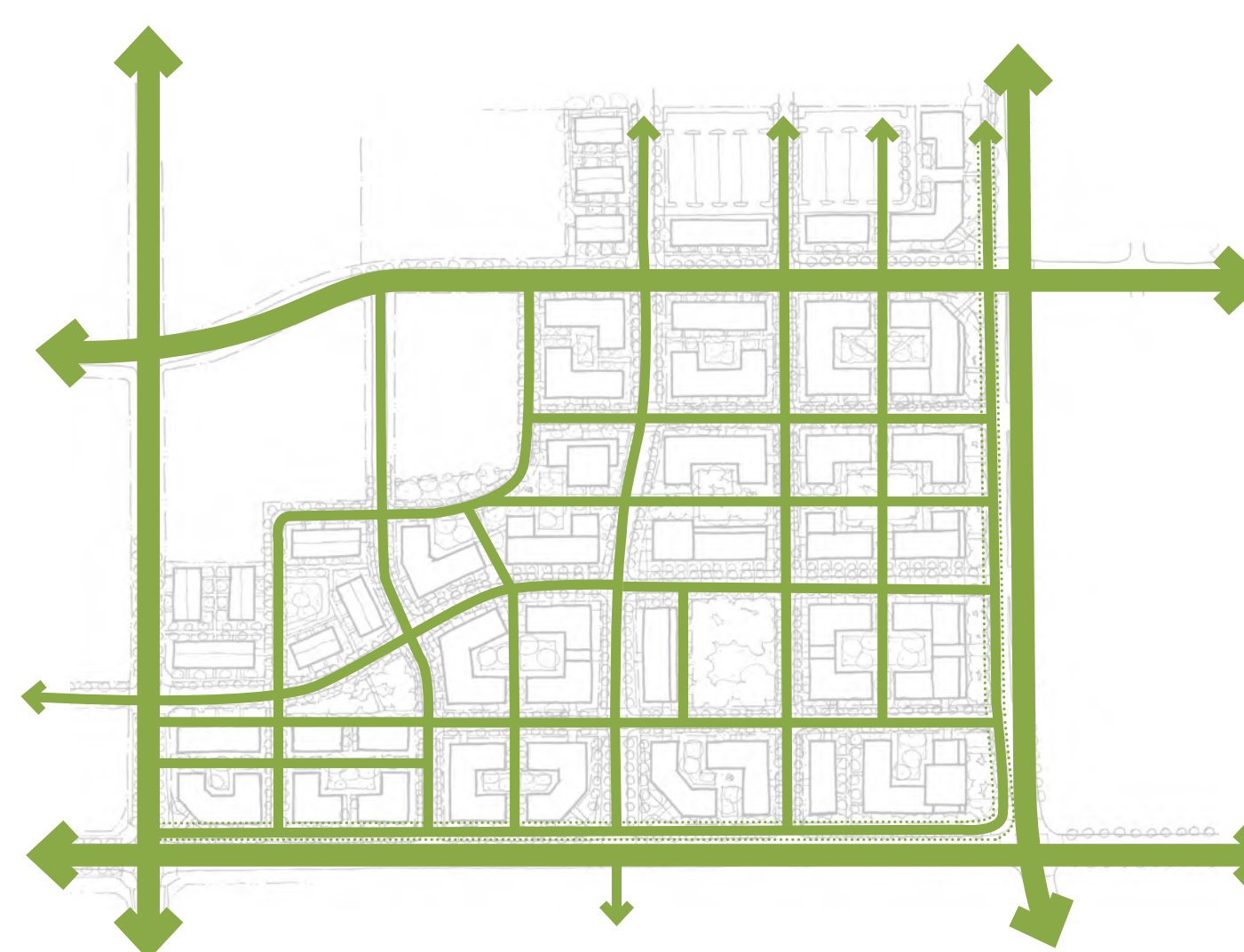
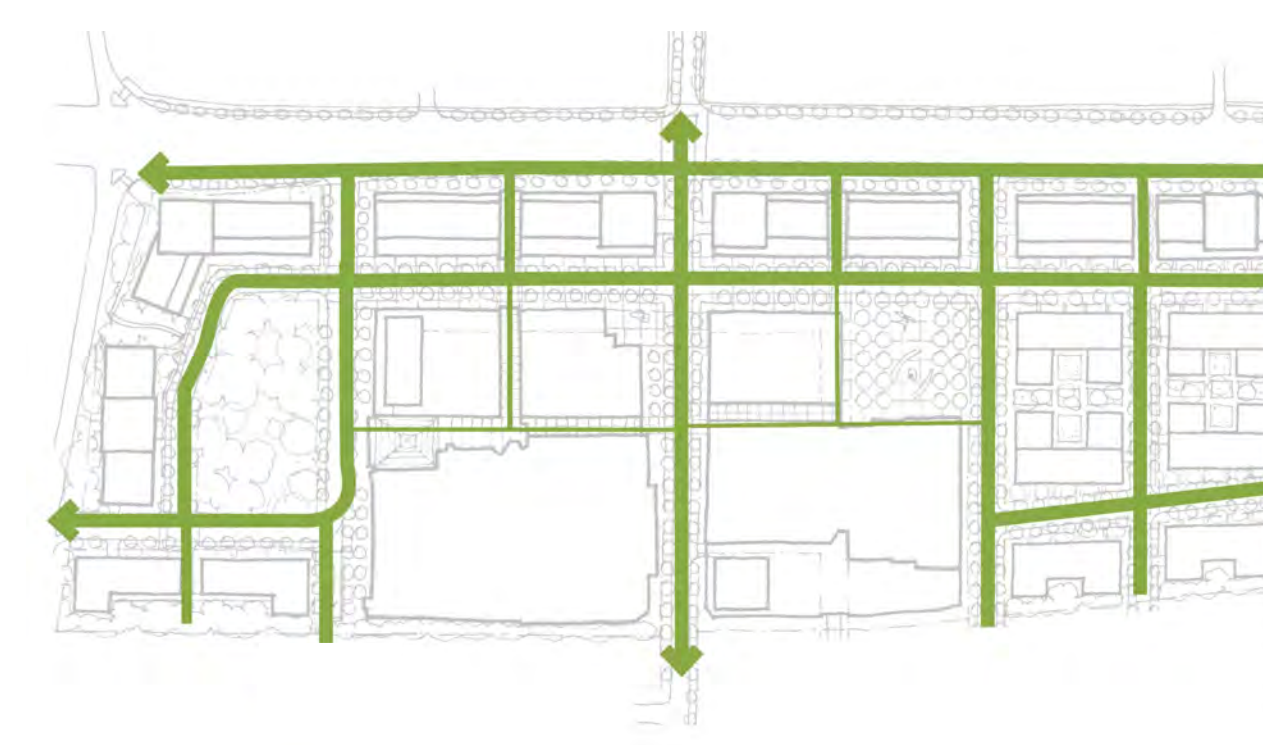
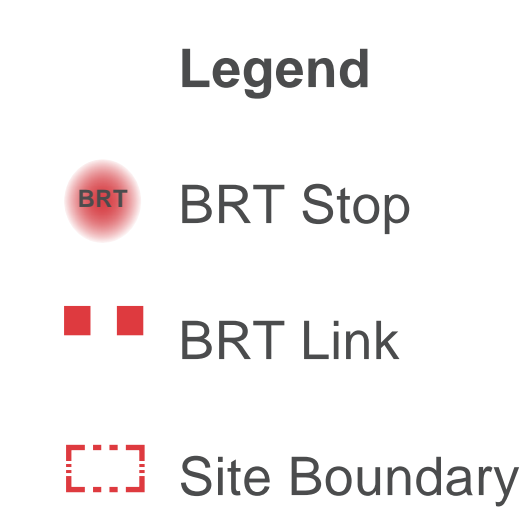
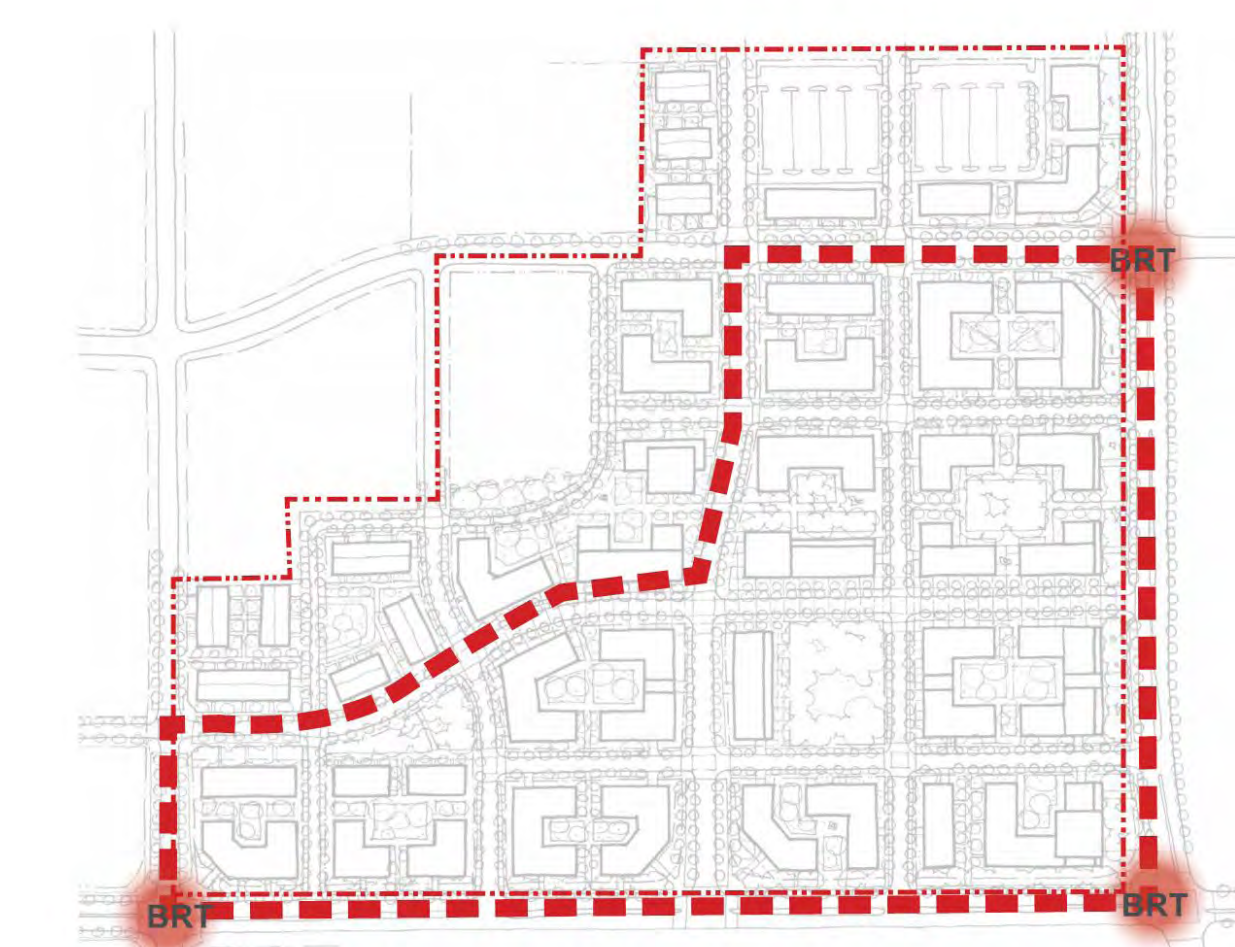
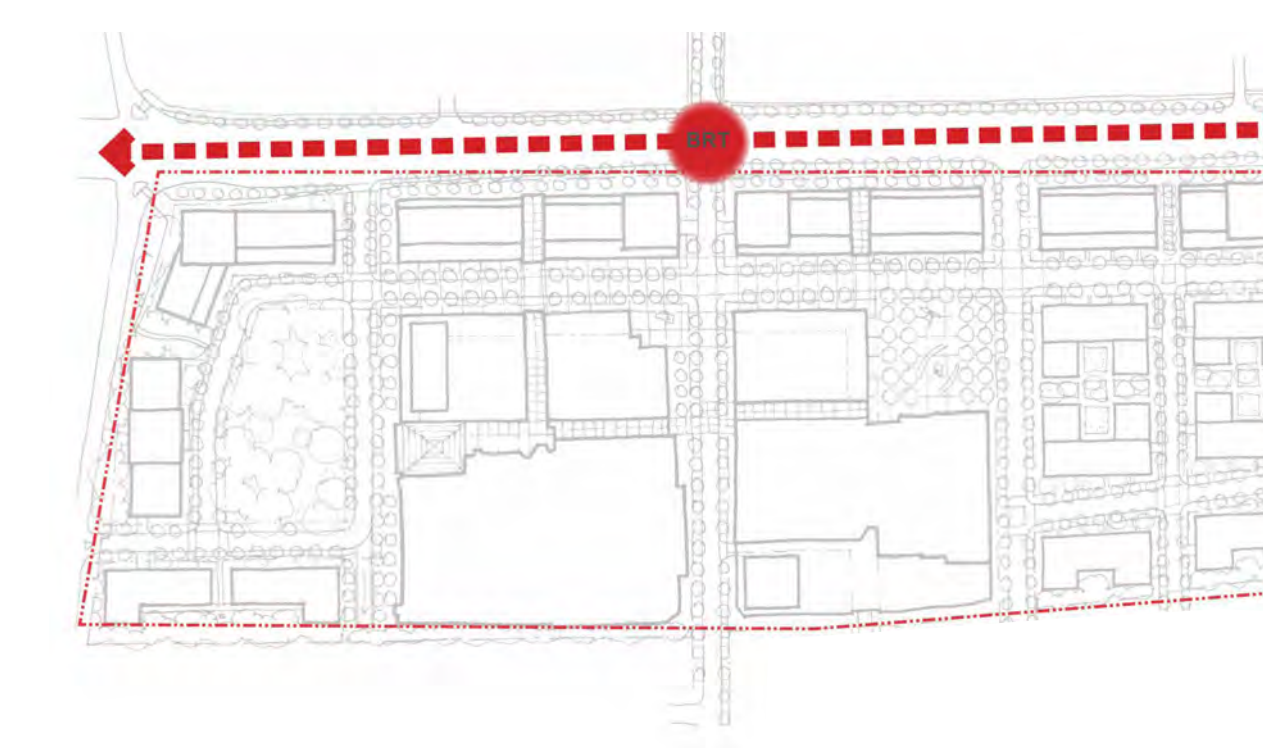
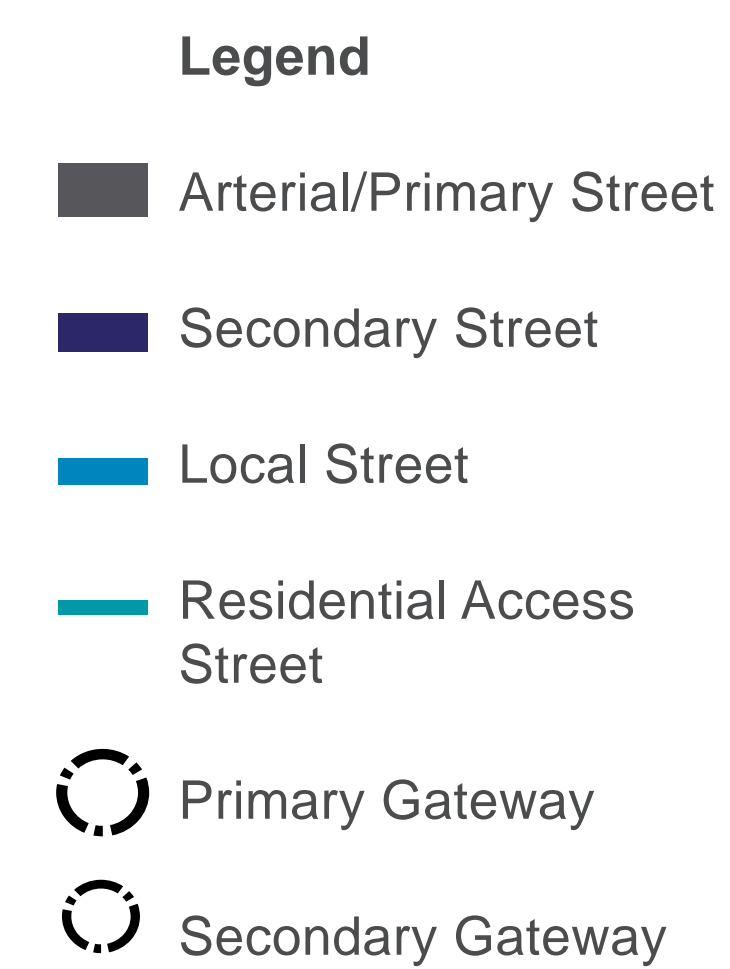
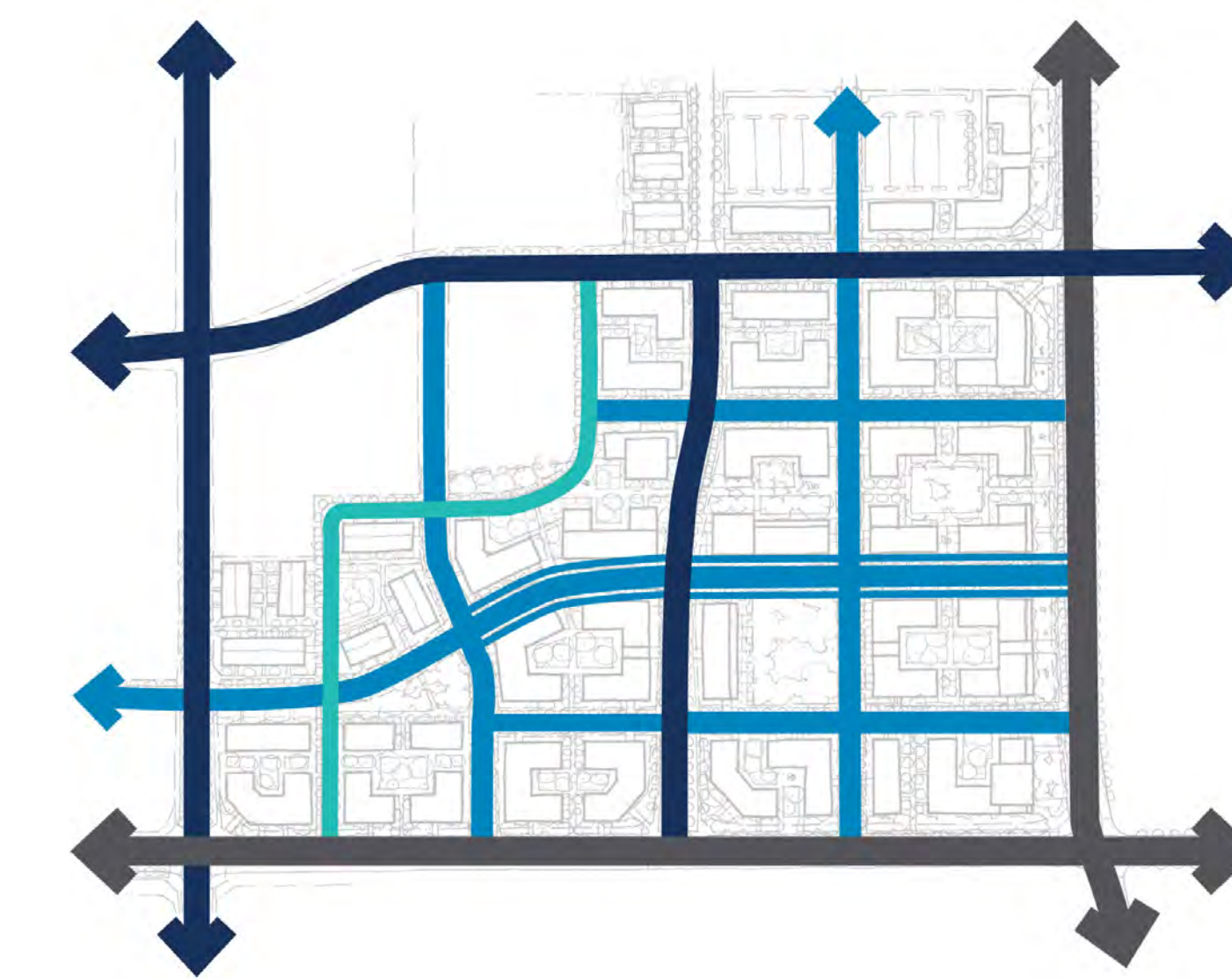
CONFEDERATION



THE CENTRE MALL



UNIVERSITY HEIGHTS



IMPLEMENTATION

THE PHASING STRATEGY

Transit Villages are primarily privately held lands. Redeveloping the sites will entail private sector investment and municipal coordination. The phasing strategy for the Transit Villages operates on two key principals:

- Coordination between City staff, councillors, and landowners to realize the Vision and phase development in a logical and efficient process.
- Clustering early phases of development to the extent feasible, to build momentum and synergies between investments.

The following guidelines and accompanying phasing diagrams are based on the principals.

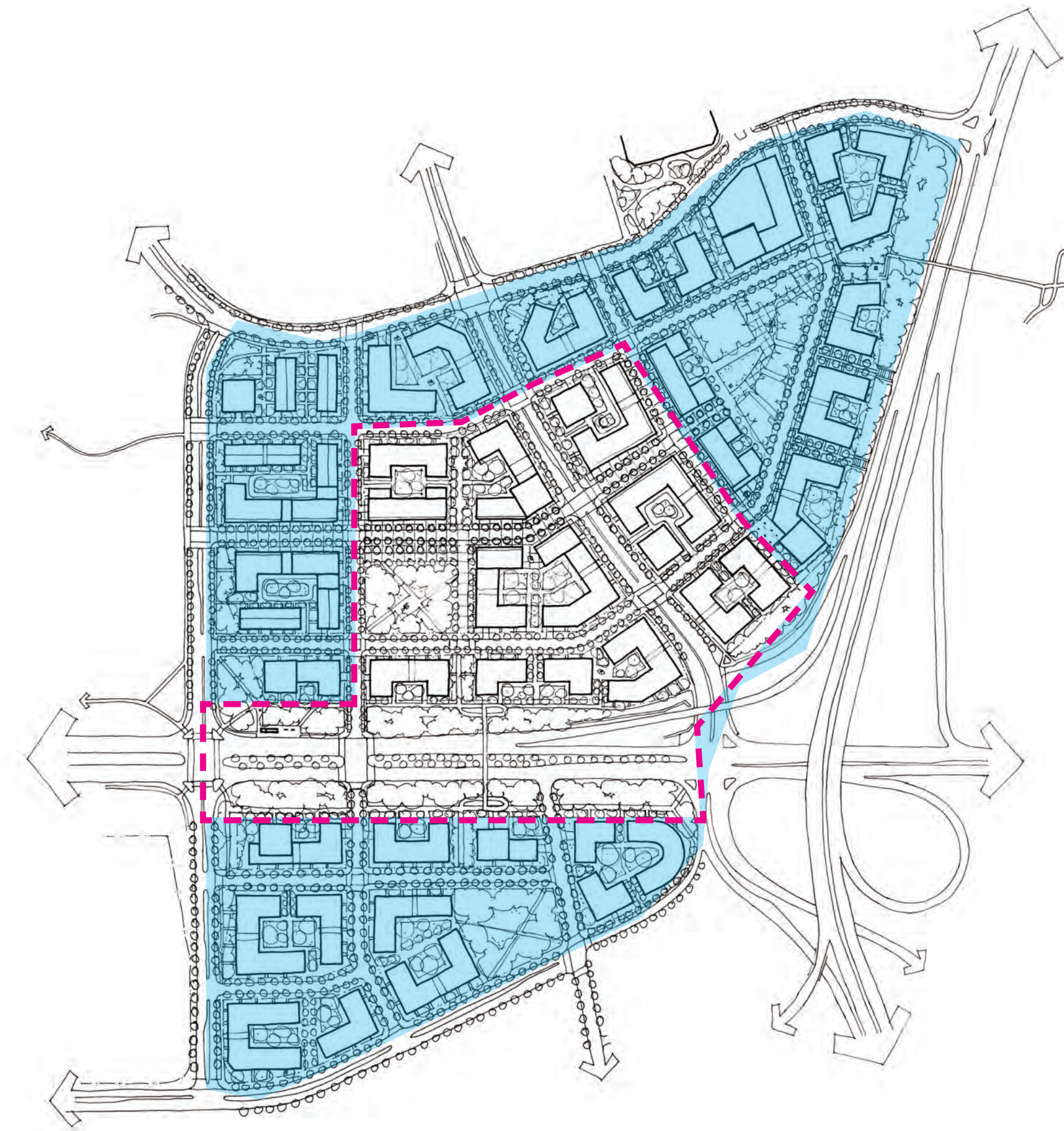
Overall Guidelines

- Within the Transit Villages, implementation of the recommendations below must align with the Plan's guidelines and Vision.
- The development framework follows existing property lines wherever feasible. In some cases, property consolidation may need to occur before development, but most blocks can be developed incrementally.
- In general, surface parking lots are straight-forward redevelopment sites that can be targeted in early development phases.
- Investing in the public realm and creating spaces for activity and public gathering are proven catalysts for development. Early development initiatives and public investments (such as the BRT) should include a public realm investment to incent further development.
- Early phases of development are designed to align with higher density permissions.
- The City should work with any landowner wishing to redevelop, regardless of what phase their property is associated with.

ONGOING ENGAGEMENT

In implementing the Plan, there will be a need for ongoing engagement with landowners, the public, and other stakeholders, in order to further the conversation and continue to align interests and objectives around the Plan. Beyond statutory engagement requirements for amending the Official Community Plan or Zoning Bylaw, it is critical that the City continue promoting the Transit Villages by engaging landowners. An awareness raising strategy built around the next steps for implementing the Transit Villages provides a logical way of continuing to engage the development community.

CONFEDERATION



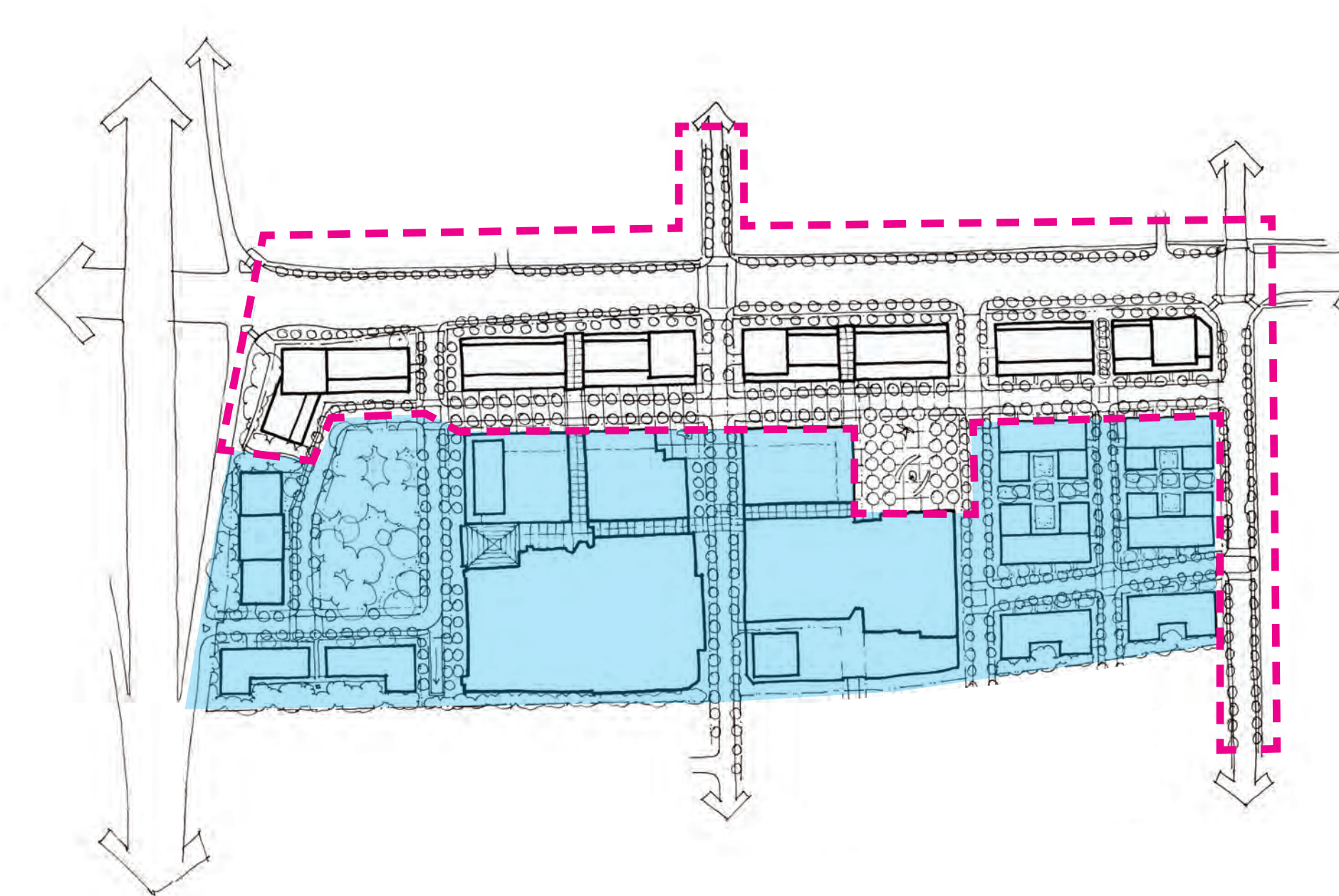
Confederation Transit Village

Confederation is well positioned for implementation in the near-term. As an older commercial centre, some buildings at the Transit Village may require upgrading or replacement in the near term.

Phase 1 initiatives:

- Improve the streetscape and public realm along Confederation Drive, in coordination with the BRT.
- Create a green buffer and activity corridor along 22nd Street West that connects with the regional trail system.
- Encourage redevelopment of surface parking lots and under-utilized sites to create a Main Street and new nucleus of animation and vibrancy at the centre of the Transit Village.
- Build the West Park.

THE CENTRE MALL



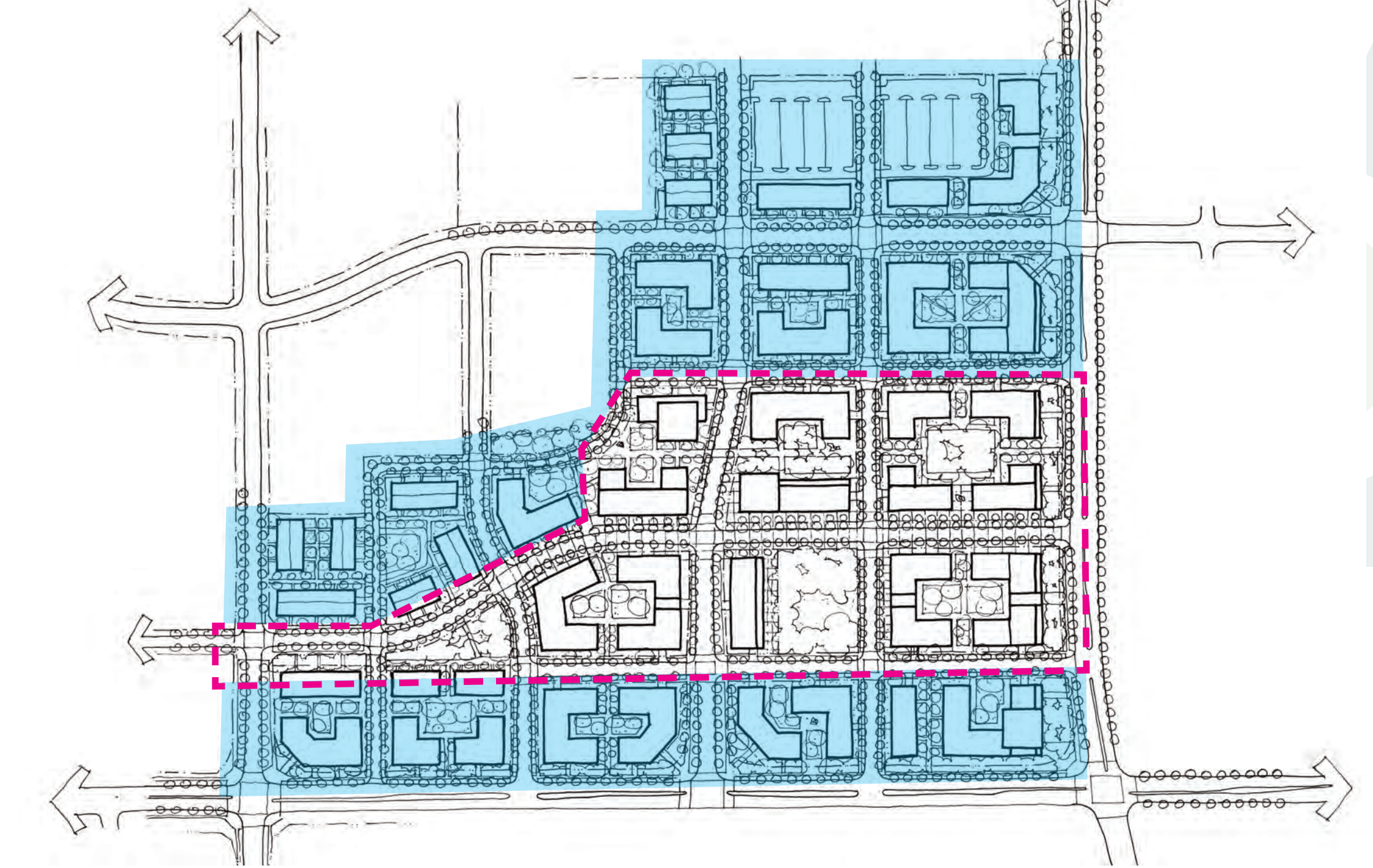
Centre Mall Transit Village

Centre Mall is a site with significant near-term development potential. Large surface parking along 8th Street could be redeveloped while retaining the existing mall structure.

Phase 1 initiatives:

- Implement streetscape improvements along 8th Street East to make it a more pedestrian-friendly and welcoming environment. This will support use of the BRT and present a welcoming face to the Transit Village.
- Streetscape improvements along adjacent and adjoining streets.
- Encourage development along the Transit Village's edge, adjacent to 8th Street East, where there are currently surface parking lots.
- Build the Main Street by creating a high-quality streetscape as blocks redevelop, and providing fine-grain commercial frontages accordingly.
- Improvements to the mall structure to define the south edge of the Main Street, creating street-facing commercial units.
- Create the East Plaza adjacent to the Main Street.

UNIVERSITY HEIGHTS



Legend
Phase 1

University Heights Transit Village

University Heights is a newer commercial centre. It has some near-term development potential, especially on under-utilized surface parking lots, but not as much as Confederation or Centre Mall.

Phase 1 initiatives:

- Focus development around the Main Street and higher density areas.
- Develop the Main Street with a high-quality streetscape and street-facing commercial frontages.
- Build the East Park.