Urb-Suburban Case: Mid-Sized Cities Across Canada

Panel Discussion with:

Dave Gordon

Professor, School of Urban and Regional Planning, Queen's University

Britt O'Hagan

Tyson McShane

Kasia Tota

Tami Kitay

Moderator:

Jacob Ritchie

manger City Building & Design, City of London

Long-Term Planner, City of Saskatoon

Principal Planner, City of Halifax

Director of Planning and Building Services, City of St. Catherines

Director of Operations Services, Halifax Regional Centre for Education, Halifax

1:00 - 2:15



Presenters

- Jacob Ritchie, LPP, MCIP
 Director of Operations Services, Halifax Regional Centre for Education
- Dr. David Gordon, P. Eng. RPP, MCIP, AICP
 Professor, School of Urban & Regional Planning, Queen's University
- Kasia Tota, LPP, MCIP
 Principal Planner, City of Halifax
- Tami Kitay, MPA, RPP, MCIP
 Director of Planning and Building Services City of St. Catharines
- Britt O'Hagan, RPP, MCIP

 Manager City Building and Design, City of London
- Tyson McShane, RPP, MCIP
 Acting Manager, Long Range Planning, City of Saskatoon





Suburban Growth & Downtown Decline in Canada's Mid-Sized Cities:

Evidence from the census

CanU 11 Hamilton – November 8, 2019

Dr. David Gordon RPP FCIP P. Eng. AICP

Professor, Queen's School of Urban & Regional Planning Council for Canadian Urbanism Research Chair &

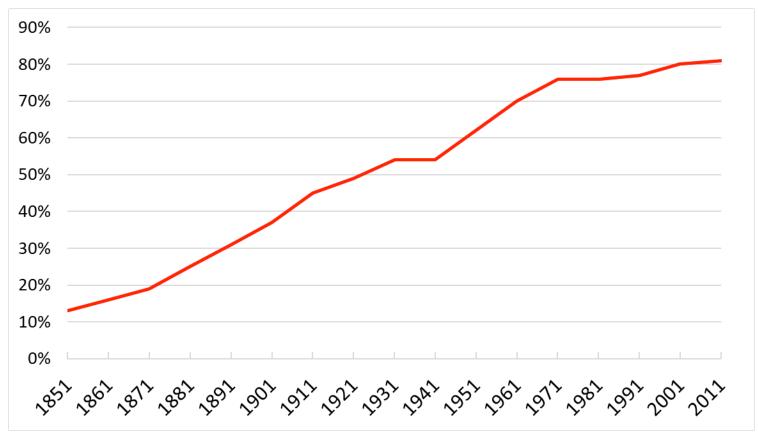
Chris Willms MPL '19, Ontario Ministry of Municipal Affairs and Housing







Canada is an Increasingly Urban Society



% of Population Considered Urban



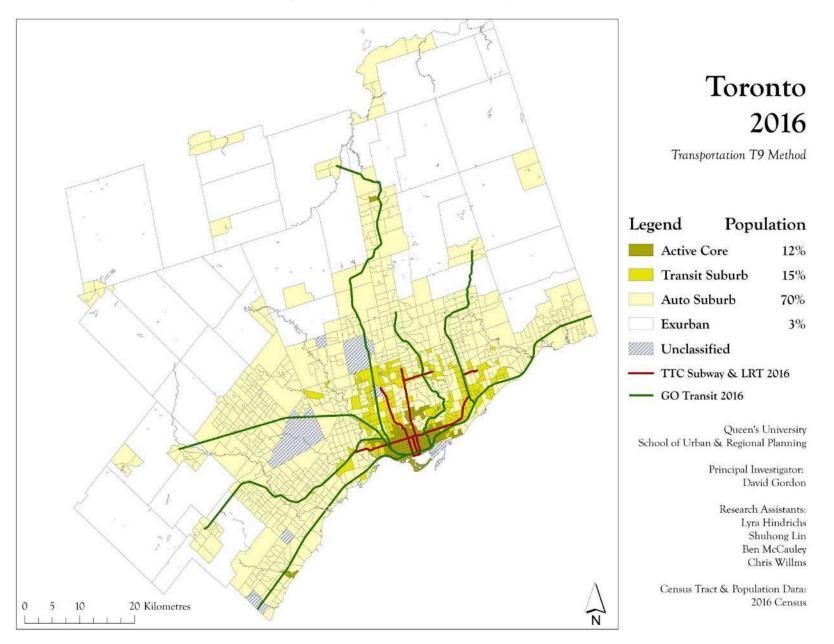
Source: Statistics Canada

Is This What We Mean by "Urban"?



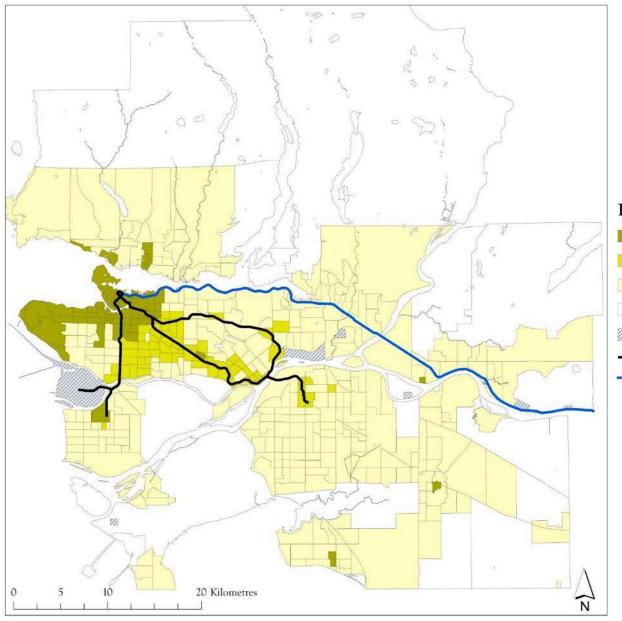


Or is it this?





Or is it?



Vancouver 2016

Transportation T9 Method

Legend Population Active Core 16% Transit Suburb 15% Auto Suburb 67% Exurban 2% Unclassified SkyTrain 2016 West Coast Express 2016 Queen's University School of Urban & Regional Planning

Principal Investigator: David Gordon

> Research Assistants: Lyra Hindrichs Shuhong Lin

Chris Willms

Census Tract & Population Data: 2016 Census



Transportation Method Definitions

Tested 12 different models for all 33 CMAs and a sample of the 100+ Census Agglomerations (10,000 to 100,000 pop.)

Most credible results with:

Active Core:

Active Transportation greater than 150% of CMA average

Transit Suburb:

Transit use greater than 150% of the CMA average

Auto Suburb:

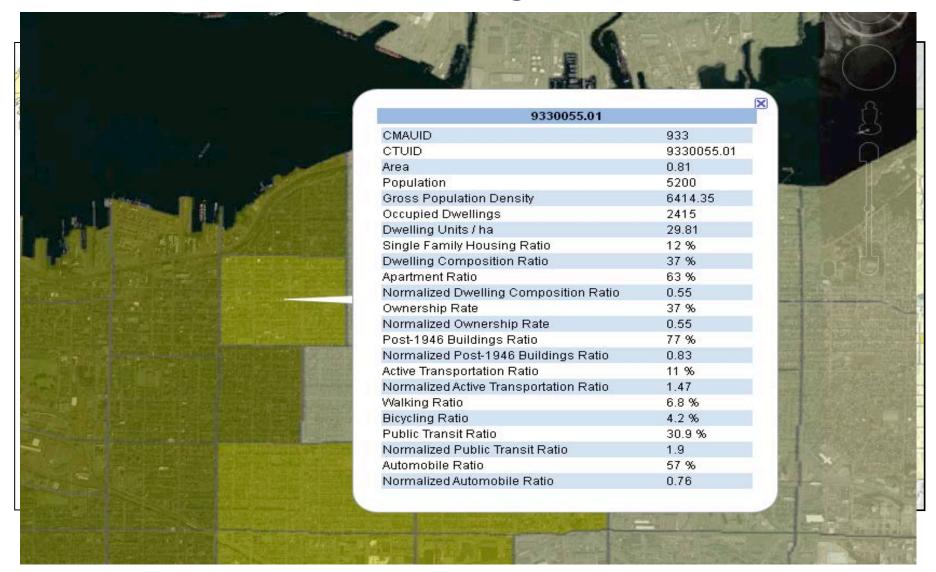
Transit use less than 150% of the CMA average

Exurban:

Density less than 150 people per square kilometre



Genstos Gragte Destath





Percentage of Suburbs, 2016

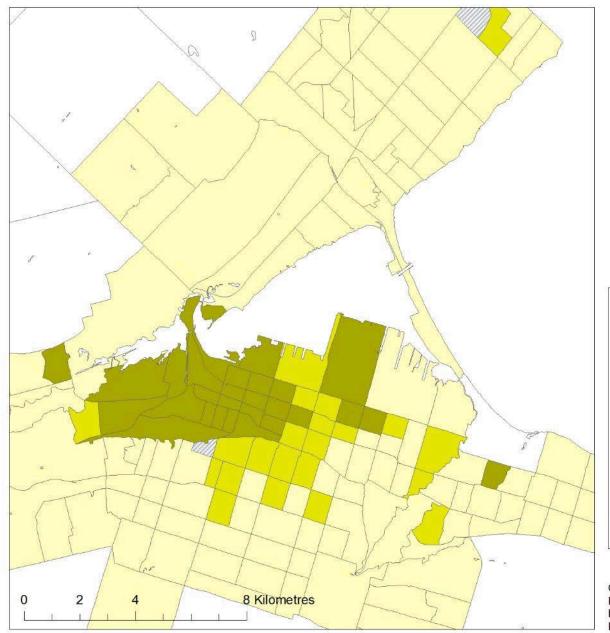
СМА	2016 Population	Active Core	Transit Suburb	Auto Suburb	Exurban
Toronto	5,928,040	12%	15%	70%	3%
Montréal	4,098,927	17%	14%	66%	3%
Vancouver	2,463,431	16%	15%	67%	2%
Calgary	1,392,609	12%	9%	76%	3%
Ottawa-Gatineau	1,323,783	15%	9%	62%	14%
Edmonton	1,321,426	8%	14%	68%	10%
Québec	800,296	19%	10%	56%	15%
Canada's CMAs	24,945,123	14%	12%	67%	8%

CMA Suburbs	19,601,652
CA Suburbs	2,621,199
CMA and CA Suburbs	22,222,851
50% Exurban	1,486,183

Total 2016 Suburb Pop. (estimated) 23,709,034

Total 2016 *National* Pop. 35,151,728 (67.5% suburban)

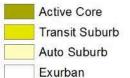




Hamilton

Transportation T9 Method

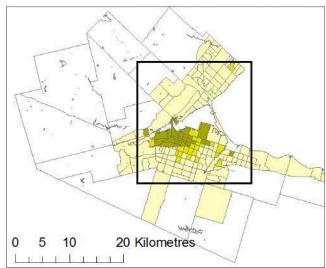
Legend



Unclassified

Active Core: 12%
Transit Suburb: 10%
Auto Suburb: 71%
Exurban: 6%

Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016

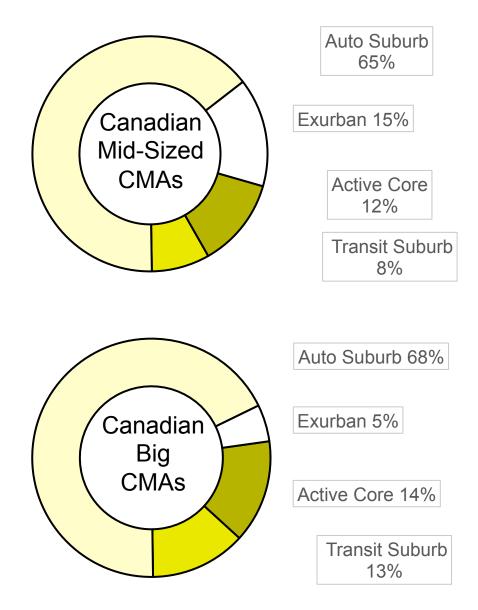


Queen's School of Urban and Regional Planning Principal Investigator: David Gordon Research Assistants: Chris Willms, Lyra Hindrichs & Ben McCauley



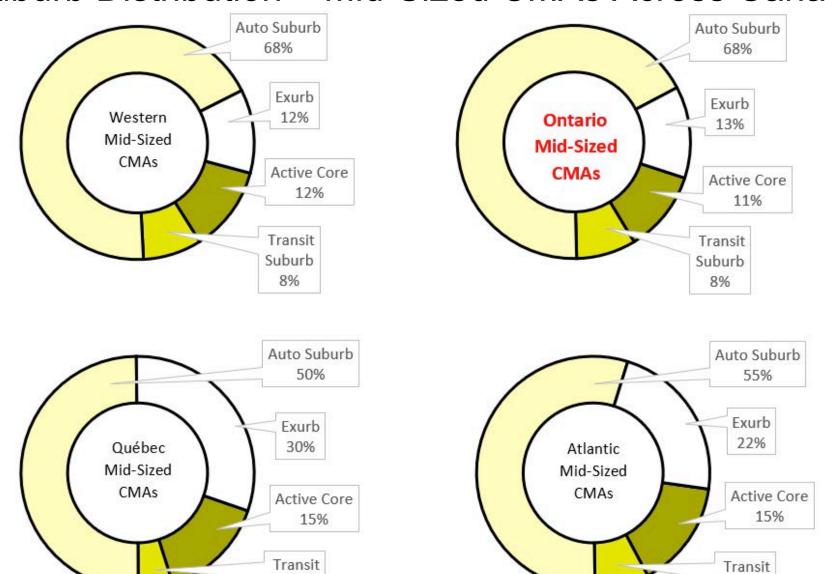


Suburb Distribution – Mid-Sized vs. Big CMAs





Suburb Distribution - Mid-Sized CMAs Across Canada



Suburb

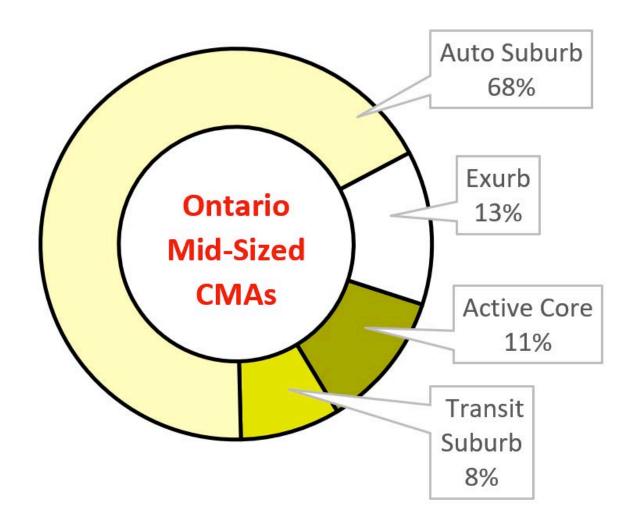
7%

Suburb

5%

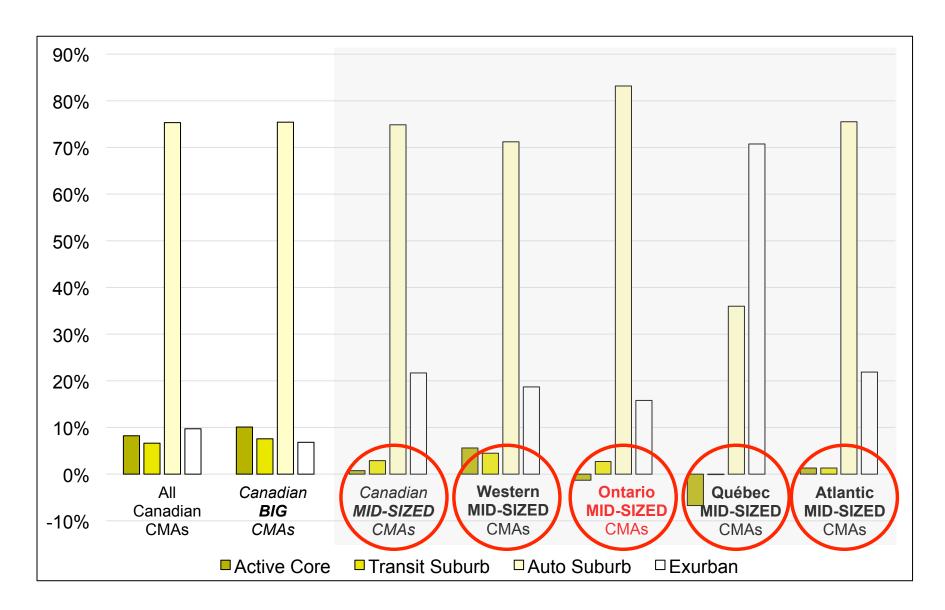


Suburb Distribution – Mid-Sized CMAs Across Canada





Where did population growth happen in Canadian CMAs, 2006-2016?







Metropolitan Growth in Toronto and Vancouver

170,000

New residents in *Active Cores* of Toronto and Vancouver, 2006-2016





CMA Growth Rates in Canada

	2006	2016	Share of Growth				
Total Population (33 CMAs)	21,506,000	24,724,000					
Active Core	3,107,000	3,373,000	266,000	8%	491 000	150/	
Transit Suburbs	2,708,000	2,923,000	215,000	7%	481,000	15%	
Auto Suburbs	14,100,000	16,524,000	2,424,000	75%	2 720 000	0. 0/	
Exurbs	1,573,000	1,887,000	314,000	10%	2,738,000	85%	



Mid-Sized CMA Growth Rates in Ontario

	2006	2016	Share of Growth					
Total Population (14 CMAs)	3,623,000	3,933,000						
Active Core	454,000	450,000	-4,000	-1%	4 000	10/		
Transit Suburbs	319,000	327,000	8,000	3%	4,000	1%		
Auto Suburbs	2,419,000	2,677,000	258,000	83%	207.000	000/		
Exurbs	430,000	479,000	49,000	16%	307,000	99%		



THE VANCOUVER SUN

"Canada: A suburban nation"

TORONTO STAR (

"GTA Sprawl out of control"

CALGARY HERALD

"Calgary's top city planner says higher density suburbs strike right balance"



"In search of the suburban ideal"



"Montreal Exurban growth is worst in country"





Condo boom masks out-of-control sprawl

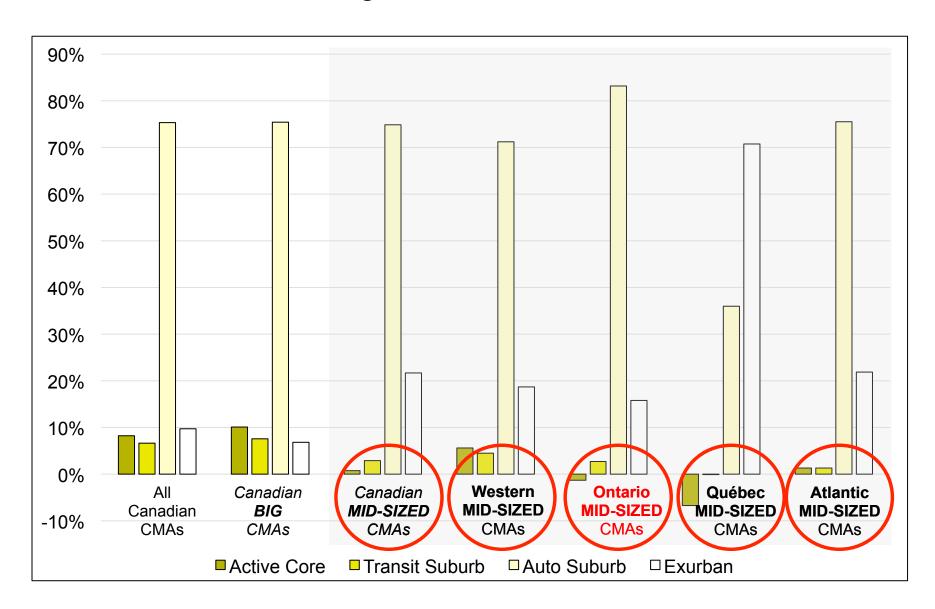
DAVID GORDON OP-CA-TORGRU STAR 15 SEPT Toronto's downtown condo boom at-

metropolitan areas, the proportion of And 99 per cent of that growth was i vast growth happening in the suburban Mississauga are all making com-

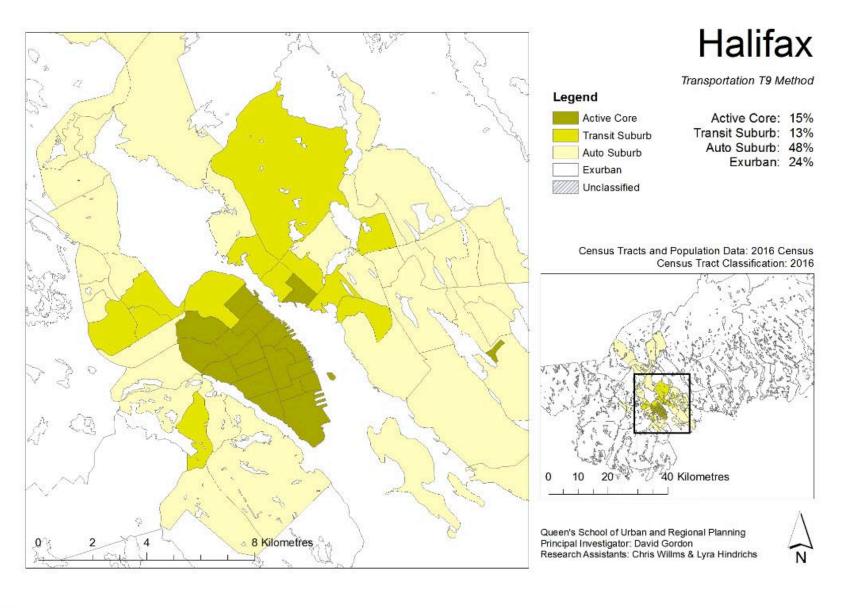
above) are low-density rural areas where rates, Canada's most i



What is Going on in the Mid-Sized Cities?





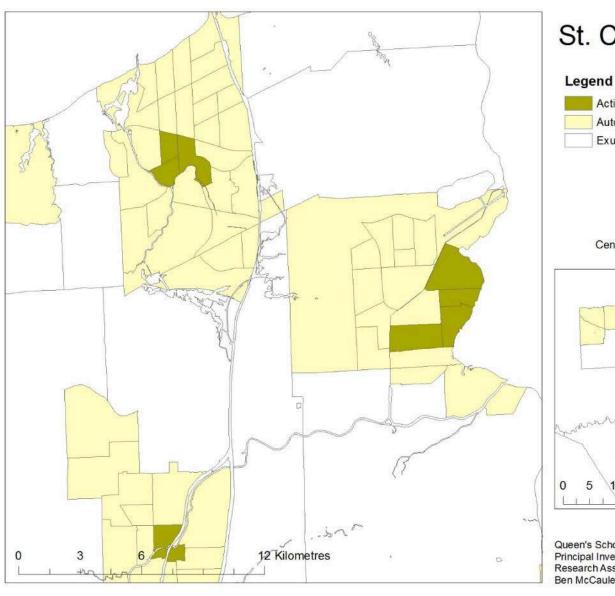


Halifax:

28% Active Core+ Transit Suburb72% Auto Suburb/ Exurban

Mid-Sized Cities:





St. Catharines - Niagara

Transportation T9 Method

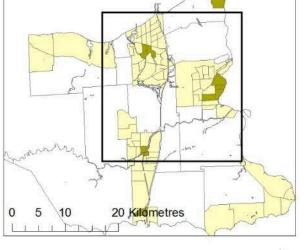
Core Active Core: 11%

Active Core
Auto Suburb
Exurban

Auto Suburb: 77%

Exurban: 12%

Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016



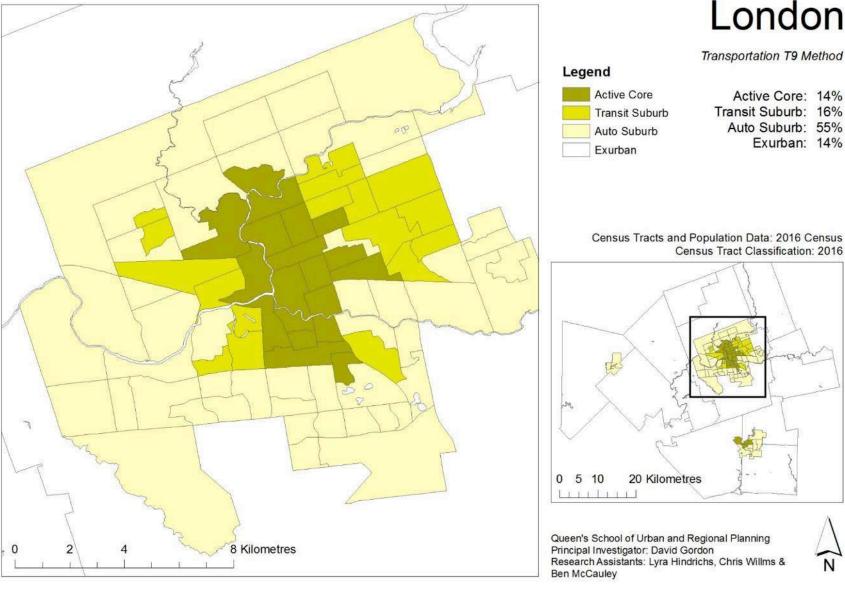
Queen's School of Urban and Regional Planning Principal Investigator: David Gordon Research Assistants: Lyra Hindrichs, Chris Willms & Ben McCauley

St. Catherines:

11% Active Core 89% Auto Suburb/ Exurban

Mid-Sized Cities:





London

Transportation T9 Method

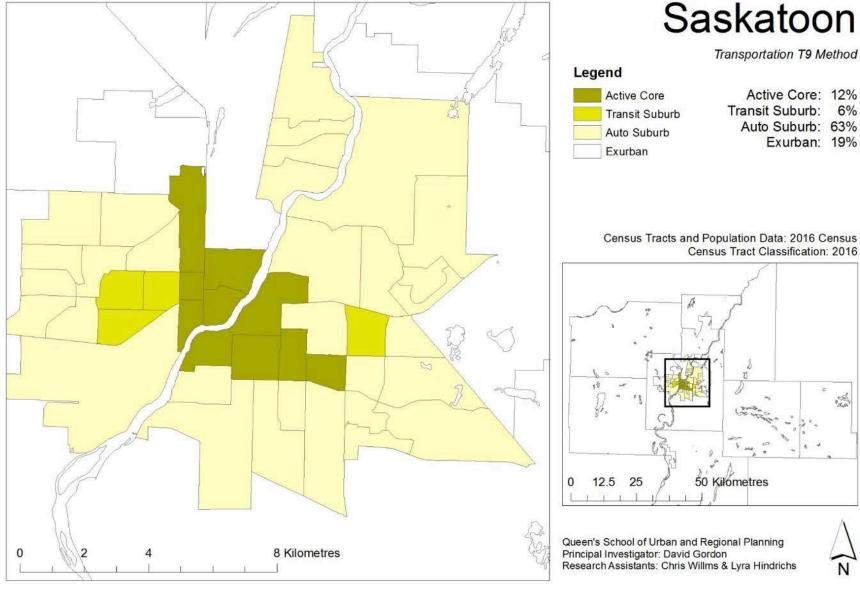
Active Core: 14% Transit Suburb: 16% Auto Suburb: 55% Exurban: 14%

London:

30% Active Core 70% Auto Suburb/ Exurban

Mid-Sized Cities:





Transportation T9 Method

Active Core: 12% Transit Suburb: 6% Auto Suburb: 63%

Exurban: 19%

Saskatoon:

18% Active Core 82% Auto Suburb/ Exurban

Mid-Sized Cities:



Halifax

St. Catharines

Saskatoon

London



Halifax CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth
Active Core	56,970	15.3%	59,593	14.8%	2,623	4.6%	8.6%
Transit Suburb	52,274	14.0%	53,832	13.3%	1,558	3.0%	5.1%
Auto Suburb	174,216	46.7%	193,085	47.9%	18,869	10.8%	61.8%
Exurban	89,328	24.0%	96,824	24.0%	7,496	8.4%	24.5%
Total	372,857		403,390		30,533	8.2%	

St. Catharines-Niagara CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth
Active Core	43,682	11.2%	43,688	10.8%	6	0.0%	0.0%
Transit Suburb	-	-	-	-	-	-	-
Auto Suburb	302,864	77.6%	314,270	77.4%	11,406	3.8%	72.4%
Exurban	43,771	11.2%	48,116	11.8%	4,345	9.9%	27.6%
Total	390,317		406,074		15,757	4.0%	

Saskatoon CMA	2006 Population		201 Popula		2006-2016 Population Growth		Share of CMA Population Growth
Active Core	35,959	15.4%	36,746	12.5%	787	2.2%	1.3%
Transit Suburb	17,448	7.5%	18,644	6.3%	1,196	6.9%	2.0%
Auto Suburb	145,005	62.0%	184,824	62.6%	39,819	27.5%	65.0%
Exurban	35,380	15.1%	54,881	18.6%	19,501	55.1%	31.8%
Total	233,792		295,095		61,303	26.2%	

London CMA	2006 Population		2016 Population		2006-2016 Population Growth		Share of CMA Population Growth
Active Core	72,657	15.9%	71,238	14.4%	(1,419)	-2.0%	-3.9%
Transit Suburb	72,086	15.7%	79,209	16.0%	7,123	9.9%	19.6%
Auto Suburb	249,328	54.5%	273,792	55.4%	24,464	9.8%	67.3%
Exurban	63,649	13.9%	69,830	14.1%	6,181	9.7%	17.0%
Total	457,720		494,069		36,349	7.9%	

What is Going on in the Mid-Sized Cities?

- Smaller households?
- Plant closing?
- Rust Belt?

Thank You

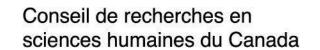
Funding: This research was supported by the Social Sciences and Humanities Research Council Canada, Ca



Presentation Design: Chris Willms, Hailey Morning









Next region in/ Prochaine région dans



Par/By Kasia Tota, LPP, MCIP Principal Planner, City of Halifax





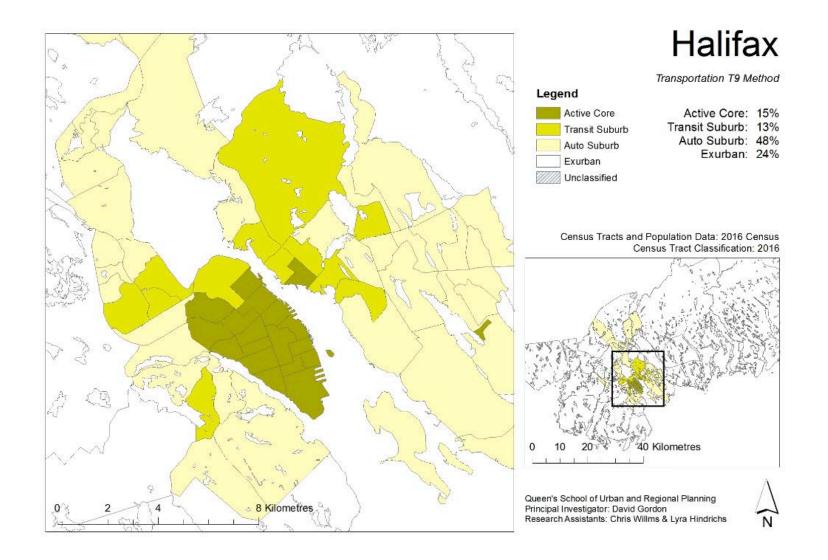
Halifax Case Study

Kasia Tota, Principal Planner

Halifax Regional Municipality



Is Halifax a bit different?



Halifax:

28% Active Core + Transit Suburb

72%: Auto Suburb/ Exurban

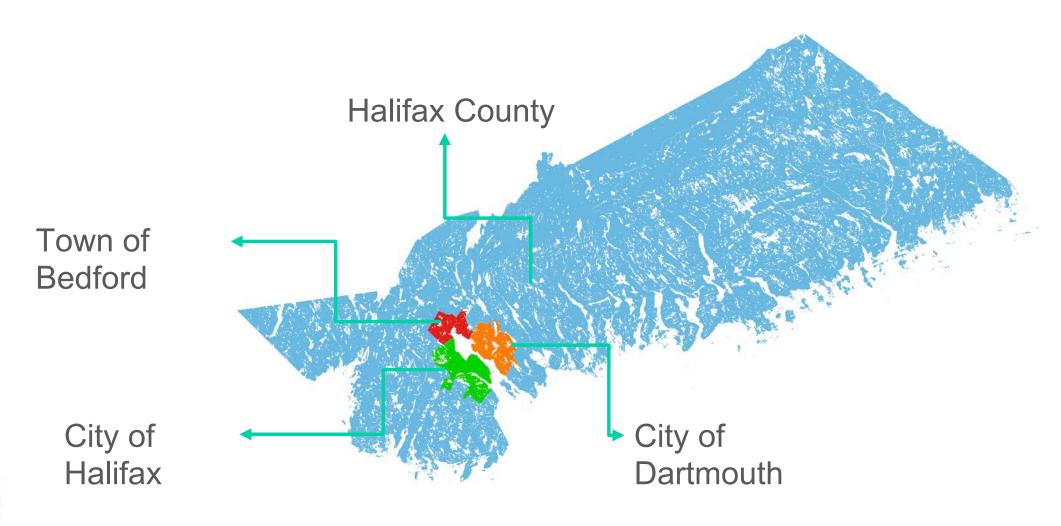
Mid-Sized Cities:

20% Active Core/Transit Suburb

80% Auto Suburb/Exurban

Mid-Sized City / Large Region

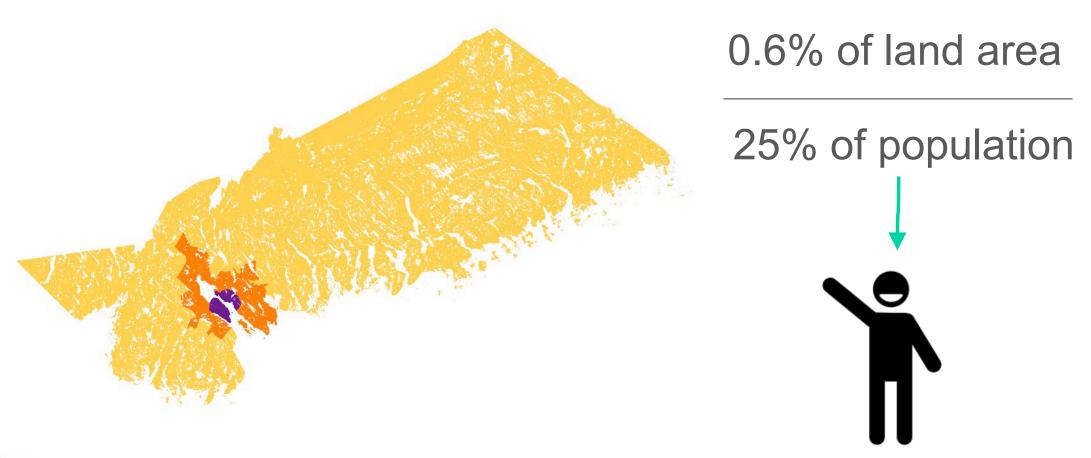
April 1, 1996 Amalgamation: 5,490 km²





Regional Centre

(Active Core/Transit Suburb)

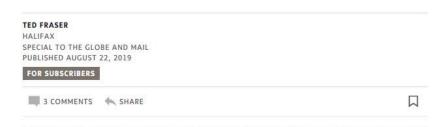




Halifax: Winds of Change?

Flurry of development signals new identity – and challenges – for Halifax







A rendering of the proposed Dexel Development project at Spring Garden Road and Robie Street in Halifax.

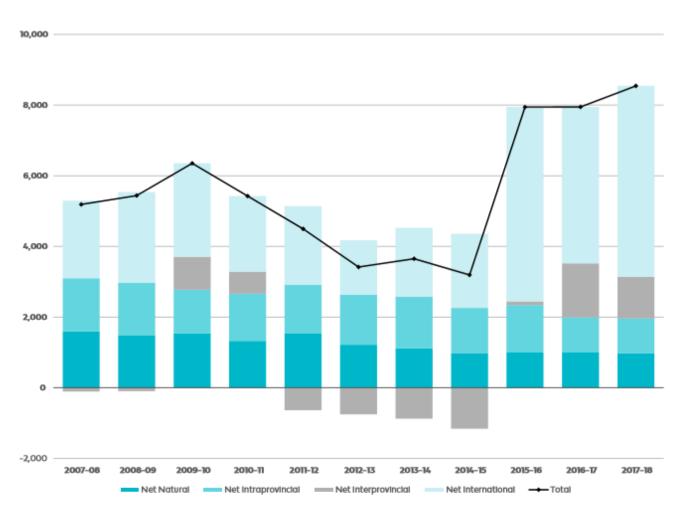
"Over seven days this July, Halifax Regional Council approved eight developments collectively housing more than 1,100 residential units – about as many units as council would normally approve in a year".

Ted Fraser, Globe and Mail



Halifax is Growing

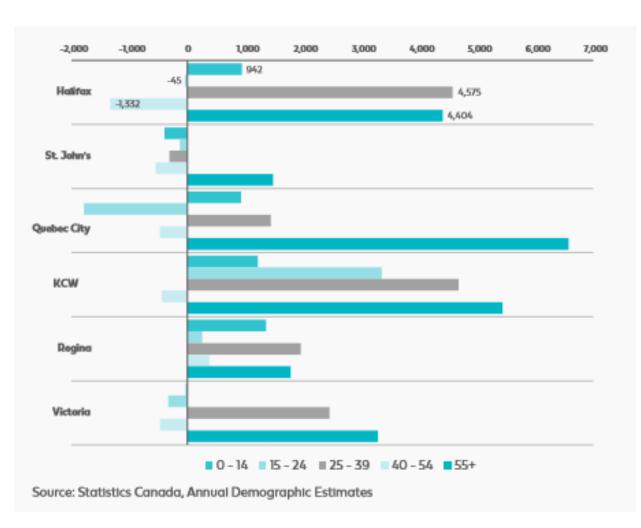
Population Growth by Source 2007 to 2018



- In 2018 Halifax grew by 8,544 people (2% growth)
- 2015-2018: 22,000 population increase
- Key sources: international and interprovincial migration
- Youthful city: 2,502 in the 20-29 year old category



"Can I go no-where with you?"



- Third year in a row of strong immigration and youth retention
- Is youth exodus behind us?
- Unprecedented development, including rentals
- 1.6% vacancy rates (1.1% on the Peninsula)





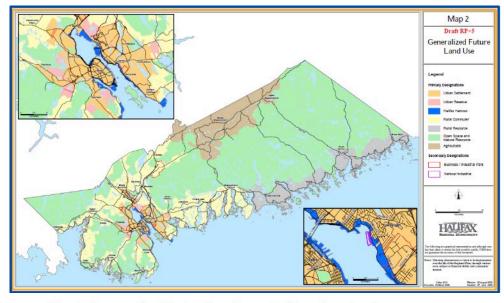
Key Planning Events

1996-1998	Amalgamation
1998–2000	Downtown Dartmouth Plan and Land Use By-law
2000–2006	First Regional Plan
2007–2009	Downtown Halifax Plan and Land Use By-law
2010–2013	Early work on the Regional Centre Plan
2012–2014	Regional Plan First Review
2015–2019	Regional Centre Plan & Integrated Mobility Plan

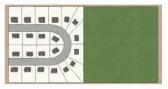


Regional Plan (2006, 2014)

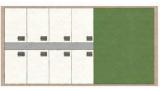
- First blueprint for regional growth
- Urban, Suburban and Rural Designations
- Strong environmental and sustainable development focus, including financial sustainability
- Established a clear service boundary
- Limits on private roads
- Mandated rural conservation design development subdivisions
- 25% urban growth target (at that time urban growth was less than 15%)
- Direction to develop a consolidated Regional Centre
 Plan
- Direction on a "greenbelting" approach
- New plans in Nova Scotia are not appealable



- Classic Conservation Design Developments (shared services)
 - · Only in Rural Growth Centres
 - Maximum density:
 1 unit per 0.4 ha (municipal water)
 1 unit per 0.5 ha (private well)
 - 50% retention of open space



- Classic Conservation Design Developments (on-site Services)
 - Only in Rural Growth Centres between Centres limited to 100 lots
 - · Maximum density: 1 unit per ha
 - 40% retention of open space

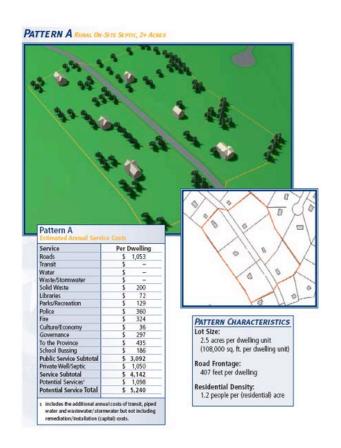


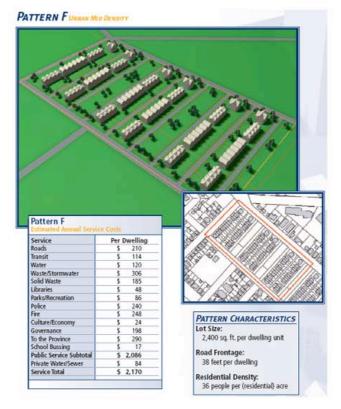
- Hybrid Conservation Design Development
 - Only in Rural Growth Centres between Centres limited to 30 lots
 - · Maximum density: 1 unit per ha
 - 80% retention of open space





Regional Plan 2006 Pattern Book





\$2,170/yr



\$5,240/yr



2009 Downtown Halifax Plan

H\(\text{LIF}\(\text{X}\)

DOWNTOWN HALIFAX

SECONDARY MUNICIPAL PLANNING STRATEGY





2013 Stantec Study

50% of urban growth could save \$715M



QUANTIFYING THE COSTS AND BENEFITS OF ALTERNATIVE GROWTH SCENARIOS

Halifax Regional Municipality, Nova Scotia

FINAL REPORT

- Current Regional Plan Growth Goals 25% Regional Centre, 50% Suburban, 25% Rural
- Actual Observed Growth (Post Regional Plan Adoption) 16% Regional Centre, 56% Suburban, and 28% Rural
- Hypothetical Growth Scenario A 40% Regional Centre, 40% Suburban, 20% Rural
- Hypothetical Growth Scenario B 50% Regional Centre, 30% Suburban, 20% Rural.

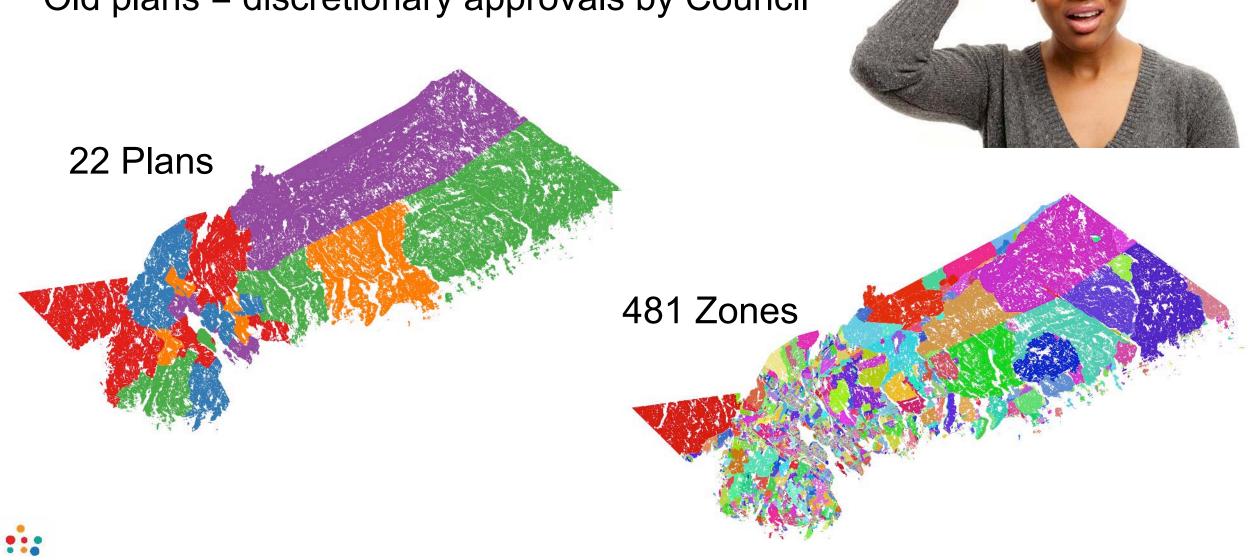
Table 9.5	Summary of Net Municipal Impacts (\$000s) by Scena 2009-2031	irio, HRM,

	RMPS	Post RMPS		
Category	Goals	Trend	Scenario A	Scenario B
Costs	\$3,243,263	\$3,294,595	\$2,844,354	\$2,375,832
Revenues	\$1,381,347	\$1,367,065	\$1,253,970	\$1,163,791
Revenues - Costs	-\$1,861,916	-\$1,927,530	-\$1,590,384	-\$1,212,041
Difference from trend	\$65,614	\$0	\$337,146	\$715,489



Planning Framework

Old plans = discretionary approvals by Council



Centre Plan

- First phase of simplification
- New Plan and Land Use By-law for the Regional Centre
- Support for 40% of regional growth
- 18,000 new units and 33,000 residents
- High quality growth at an appropriate density and scale through form-based zoning
- Diverse housing forms
- Greater certainty in the development / land value context and approval processes
- Incentivize heritage protection
- Create complete communities through mixed-use zoning
- Introduce bonus zoning framework for public benefits with 60% focused on affordable housing



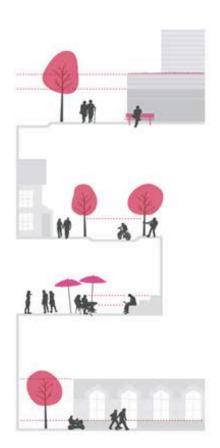


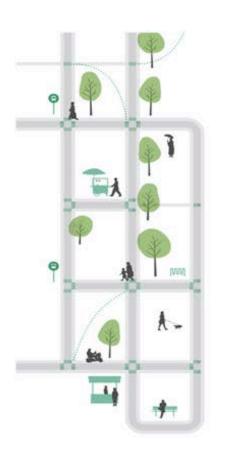
Centre Plan Core Concepts

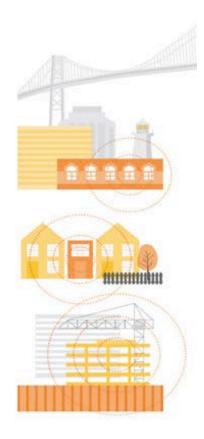
COMPLETE COMMUNITIES

HUMAN SCALE PEDESTRIAN FIRST STRATEGIC GROWTH







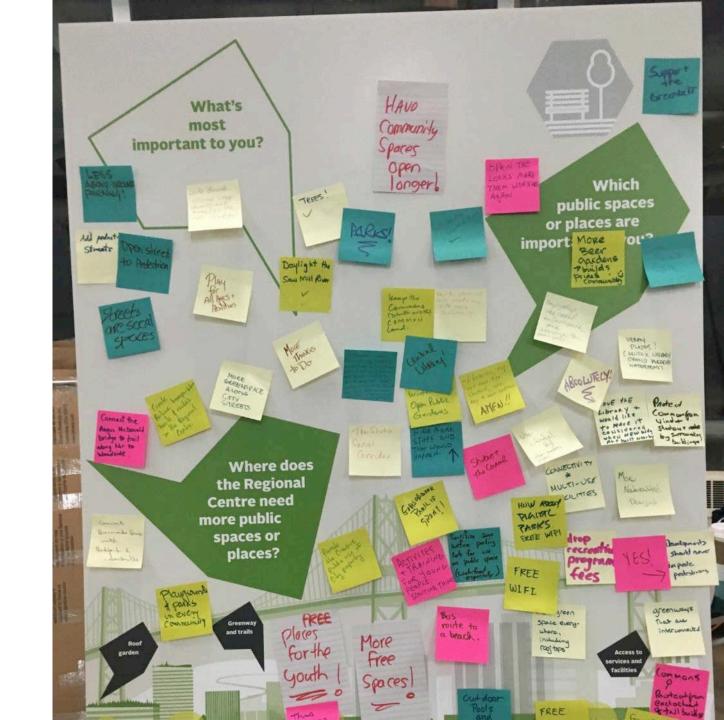




Dialogue for Change

- Committees of Council
- Public Open Houses
- Community Workshops
- Pop-up Meetings
- Walking Tours
- Participation Surveys
- Videos
- Website submission options
- Online Portal
- Stakeholder Workshops
- Road Show Presentations
- Storefront
- Individual Meetings
- Internal Business Unit Engagement

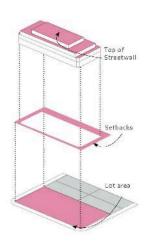




DRAFT CENTRE PLAN August 2019

CORRIDOR ZONE* - PROPOSED LUB REQUIREMENTS

*COR zone abutting a Transition line.



MINIMUM LOT AREA

MINIMUM LOT FRONTAGE

MAXIMUM BUILDING DIMENSIONS (IN METRES)

MAXIMUM HEIGHT (Mapped)

REQUIRED SIDE YARD

REQUIRED REAR YARD

REQUIRED FRONT DR FLANKING YARD

MAXIMUM STREETWALL HEIGHT

STREETWALL ARTICULATION BREAKS

MINIMUM CAR FARKING REQUIREMENTS

APPROVAL PRODESS

: 371 square metres

*unless otherwise specification map

12.2 metres

funiess at nerwise specified or map.

Below streetwall - 64m x 64m

4 to 6 storeys (8 storeys in limited areas)

o.o metres

(Subject to parisitions, see transition page)

6.0 metres where abutting a Transition Line', 3 metres elsewhere

Typically 1.5 to 3.0 metres

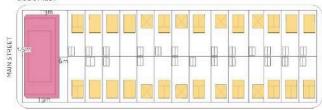
Typically 2 to 3 storeys

Every 8 metres

Most commercial and multi-unit residential uses exempt.

Development Permit, Site Plan Approval, Development Agreement, with Bonus Zoning for 20% of floor area that exceeds 2000 square metres.

SIDE STREET



This document it strates the proposed requirements. For full details on the draft Centre Plan and Land Use Bu-law go to Centre blanks. If or properties abouting industrial Lines, this page must be read in conjunction with the Transition Page.



BUFFER REQUIREMENTS ABUTTING TRANSITION LINES*

*Additional requirements for the Corridor, and Higher Order Residential zones when abutting a transition line.

A landscaped buffer must be provided when a COR, or HR development lot abuts a Transition Line. There are buffer requirements for landscaping and screening of the development based on the intensity of the abutting uses. Landscaping buffer requirements are categorized as either Landscaped Buffer) or La (Screen Landscaped Buffer), with additional standards for buffering off-street loading and surface parking.









L1 - GENERAL LANDSCAPE BUFFER REDUIREMENTS

- . 1 shrub for every 2.0 linear metres of buffer
- . 1 tree for every 4.5 linear metres
- Buffer ground area must include salt-tolerant plants, or

L2 - SCREENED LANDSCAPE BUFFER REQUIREMENTS

- Evergreen hedge forming an opaque and continuous visual barrier
- 1 tree for every 4.5 linear metres
- 1.8 metre-high opaque barrier (shrubs, wood or masonry fencing)
- Remaining ground area must include salttolerant groundcover plants.

SURFACE PARKING LOT ABUTTING A LOT LINE

- 2.5-metre-wide strip of soft landscaping that includes salt-tolerant groundcover plants.
- 1 shrub for every 2.0 linear metres of parking lot edge, or one tree for every 4.5 linear metre of parking lot edge.
- 1.8 metre-high opaque barrier (shrubs, wood or masonry fencing along Transition Lines or Higher Order Zones

OFF-STREET LOADING ABUTTING TRANSITION LINE

 1.8 metre-high opaque barrier (shrubs, wood or masonry fencing) is required along edge

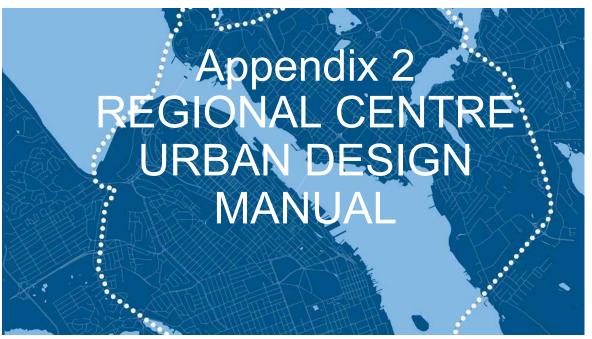
BUFFERS ASSIGNED BY SITUATION

ZONE FOR PROPERTY BEING DEVELOPED	ABUTTING ER Designation		
COR	L2		
HR-2	L1		
HR-1	L1		

This cocument illustrates proposed requirements. I of full details on the draft Centre Plan and Land Use Livillaw go to Centre Planca. This cocument must be read in continue, on with the Contribut, and Higher-Order Residential zone summary pages.











Package 'A': September 2019

Concentrated Nodes of commercial and mixed-use developments and high-density residential areas

Downtown (Dartmouth)

Centre

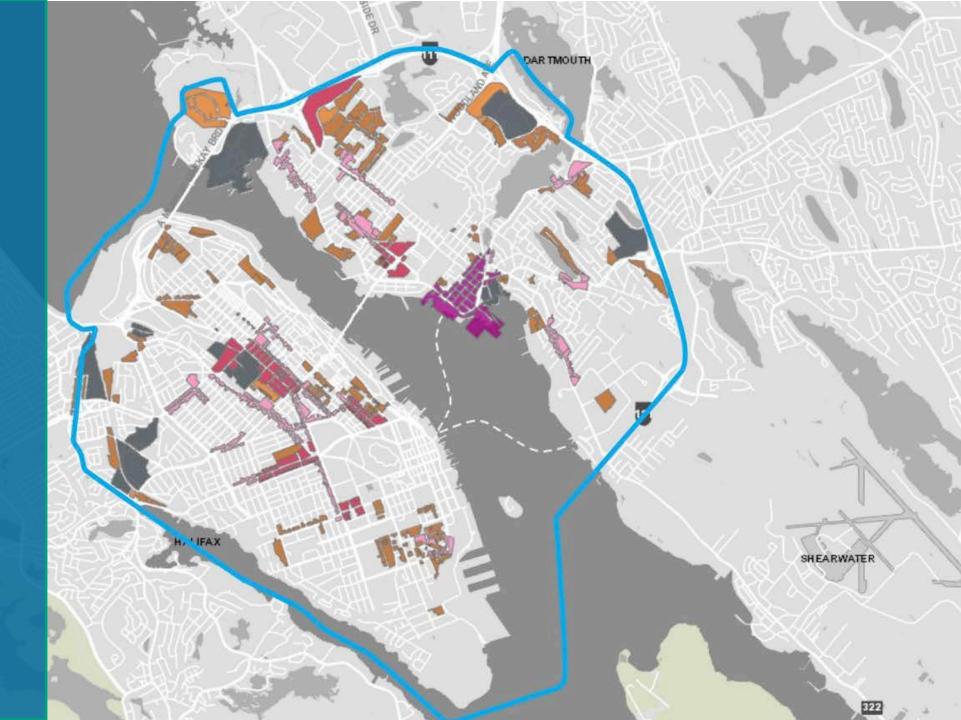
Corridor

Higher Order Residential

Future Growth Node

Package 'B': September 2019-2020

- Downtown Halifax and Cogswell Lands
- Employment Lands
- Low-density established residential areas
- Parks and Open Spaces



Why is Halifax starting to grow differently?

- Population growth
- Shifting demographics
- Positive economic climate
- Relative affordability & rental supply
- Active and local development community
- Investments in transit, active transportation, streetscaping, and public spaces
- More certainty in the planning framework
- Engaged community
- Council leading change





What to watch for....

- Ongoing population and development trends
- Impact of new planning framework
- Housing affordability
- Impact of transit & AT investments
- Provincial and federal infrastructure investments
- Climate change impacts





Thank you

KASIA TOTA, MCIP LPP

PRINCIPAL PLANNER
PLANNING & DEVELOPMENT COMMUNITY POLICY
CENTRE PLAN

HALIFAX

totak@halifax.ca halifax.ca centreplan.ca



Halifax's long-awaited Centre Plan approved









'This will provide more certainty for everyone,' says Coun. Shawn Cleary



Pam Berman · CBC News · Posted: Sep 18, 2019 3:26 PM AT | Last Updated: September 18



The proposed Centre Plan will govern new developments on peninsula Halifax and in parts of Dartmouth. (Darren Calabrese/Canadian Press)





Next region in/ Prochaine région dans



Par/By Tami Kitay, MPA, RPP, MCIP
Director of Planning and Building Services City of St. Catharines



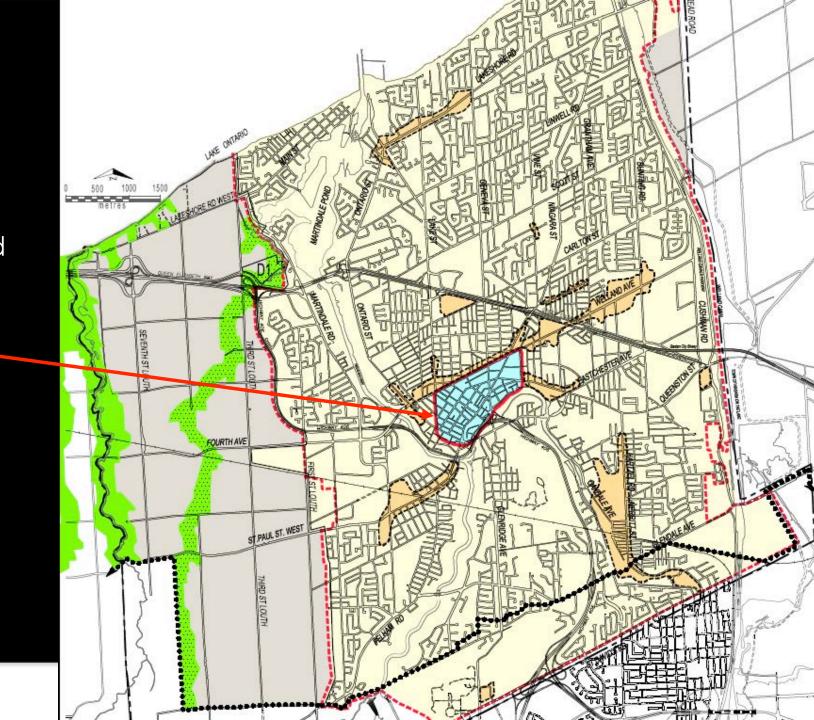
St. Catharines | Niagara Region | Ontario





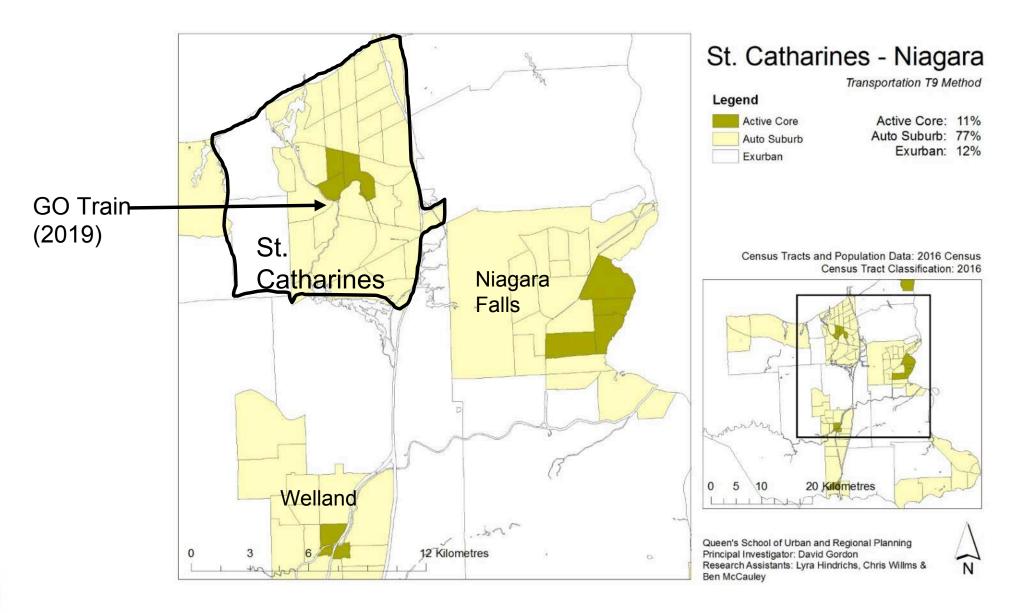
CONTEXT

- Two-tier system
- Lake Ontario, Greenbelt,
 Niagara Escarpment, Welland
 Canal
- Urban Growth Centre
- Firm built-boundary
- Growth target: 33,000 more people by 2041
- Infill and intensification





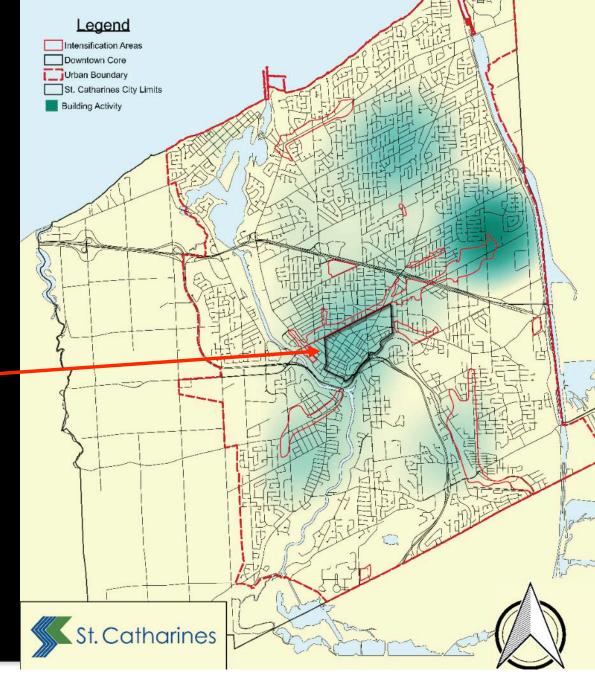
2016 SNAPSHOT





2016 - PRESENT

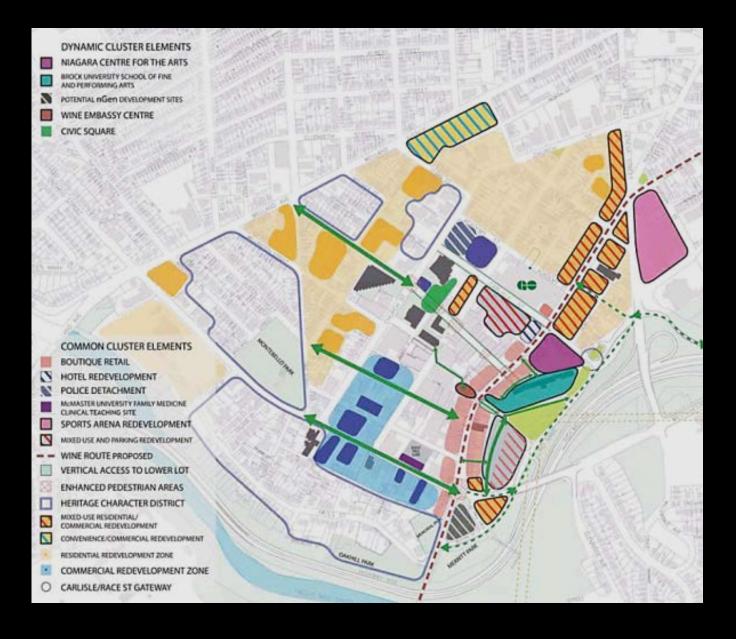
- Development activity mainly concentrated in:
 - Mixed-use corridors in proximity to larger neighbourhood plazas
 - Urban Growth Centre (downtown core)
 - Pen Centre/Glendale
 - West End (new hospital, medical, large format retail, mid-rise residential)
- Next time: Port Dalhousie











REVIVING THE CORE DOWNTOWN CREATIVE CLUSTER MASTER PLAN | APRIL 2008

- Wine route/Heritage Character District
- Meridian Centre (sports arena)
- Brock University School of Fine Arts
- Performing Arts Centre
- Bus terminal
- Civic Square



MAJOR DOWNTOWN INVESTMENTS

S28N CARLISLE ST PARKING GARAGE 600 PARKING SPACES 11K SQ.FT. OF RETAL STOREFRONT SPACE PERFORMING ARTS AND FACUL

SEAT HOCKEY ARENA

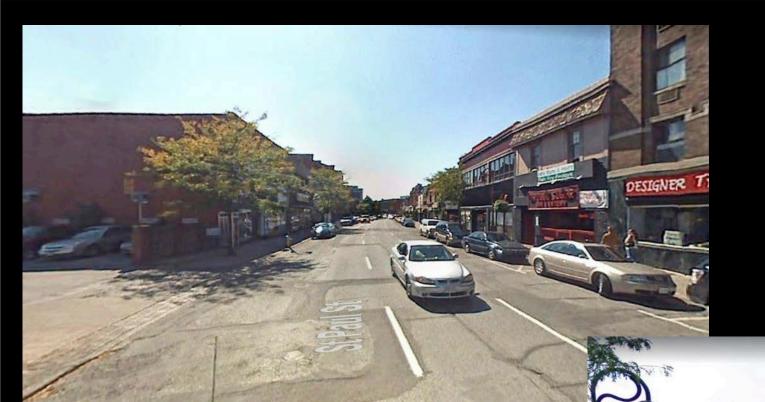
PERFORMING 4 THEATRE SPACE SEAT MAIN THEATRE TO BRING APPROX. 125K NIGHTTIME AND 25K DAY TIME VISITS PER YEAR

OF EXISTING WITH LANDMARK SIGNATURE









INCREMENTAL CHANGE

2007-2009

- One-way to two-way conversion
- Introduction of street furniture





CIVIC SQUARE POP-UP

- 5 weeks from idea to installation
- Council motion, July 2013
- Designed, approved, funded and sourced, Aug. 2013
- Road closure, installation, and open, Sept. 2013







CanU

















CHALLENGES

- Opioid, mental health crisis
- Homelessness
- Affordability

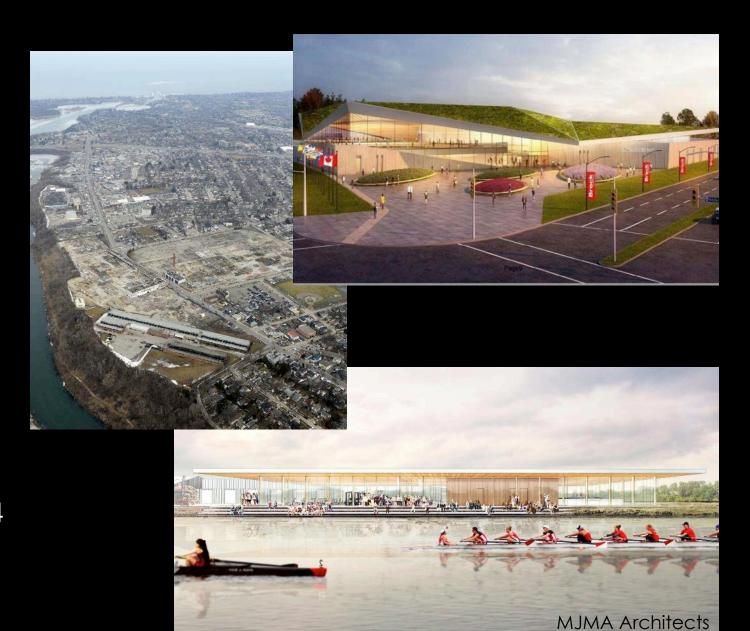






OPPORTUNITIES 2019+

- New CIP
- Civic Square
- Former GM lands redevelopment
- Canada Summer Games 2021
- World Rowing Championship 2024





Top 10 Ontario cities for real estate investment

Real Estate Investment Network

2nd strongest economy in the Country

National Bank of Canada (2018)

'Historic Downtown Undergoes Dramatic Transformation'

Toronto Sun Newspaper

'This City is a Seriously Underrated Cultural Hub'

Toronto Life Magazine

12th best city in Canada to invest in real estate for 2018

MoneySense Magazine

Top 10 Small Cities – Best FDI Strategy

FDI American Cities of the Future

'St. Catharines builds bridges to development'

Globe & Mail Newspaper

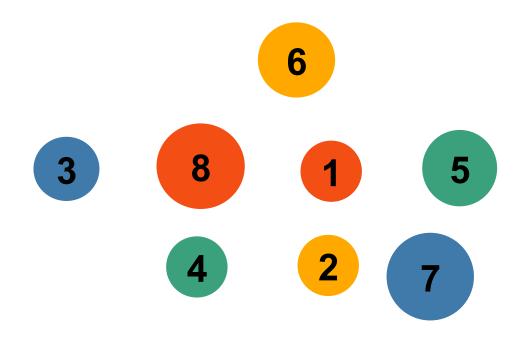
St. Catharines/Niagara top entrepreneurial cities in Canada

Financial Post /CFIB

'How the arts are redrawing St. Catharines'

Globe & Mail Newspaper

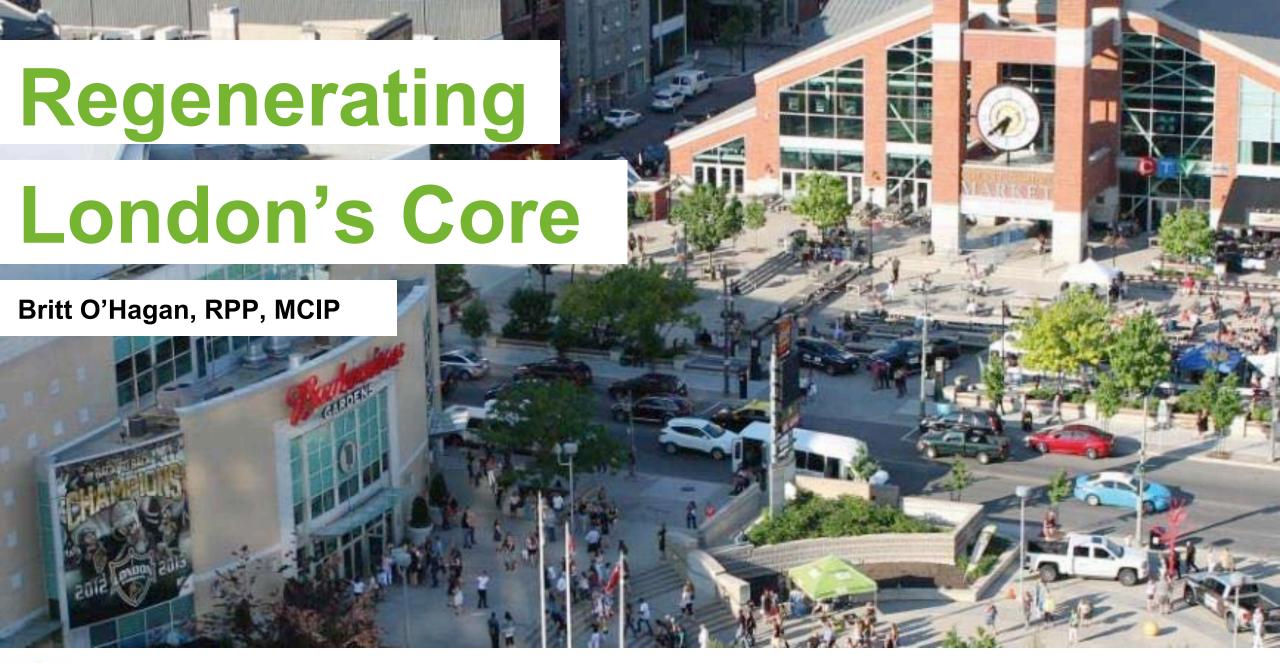
Next region in/ Prochaine région dans



Ontario

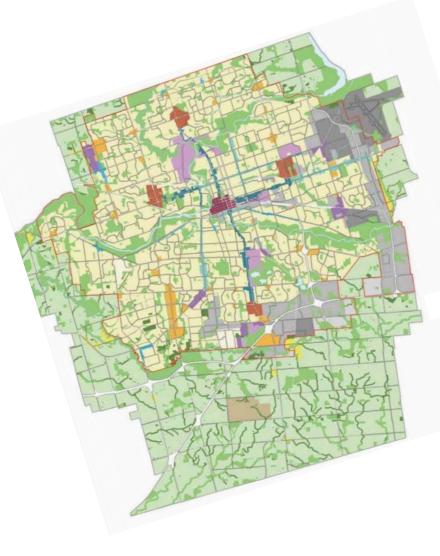
Par/By Britt O'Hagan, RPP, MCIP
Manager City Building and Design, City of London



















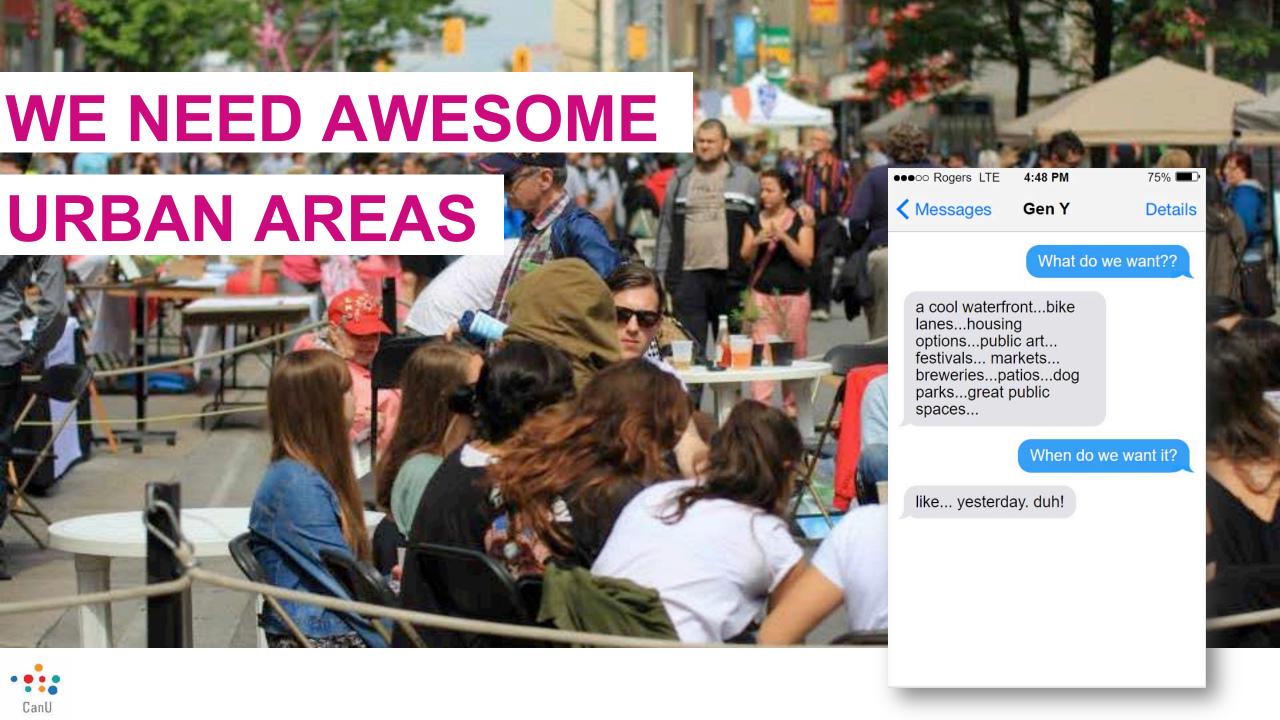
MID-SIZED CITIES

Make London millennial-friendly, advises local entrepreneur

David Billson writes that London is not attracting enough of the millennials fleeing Toronto

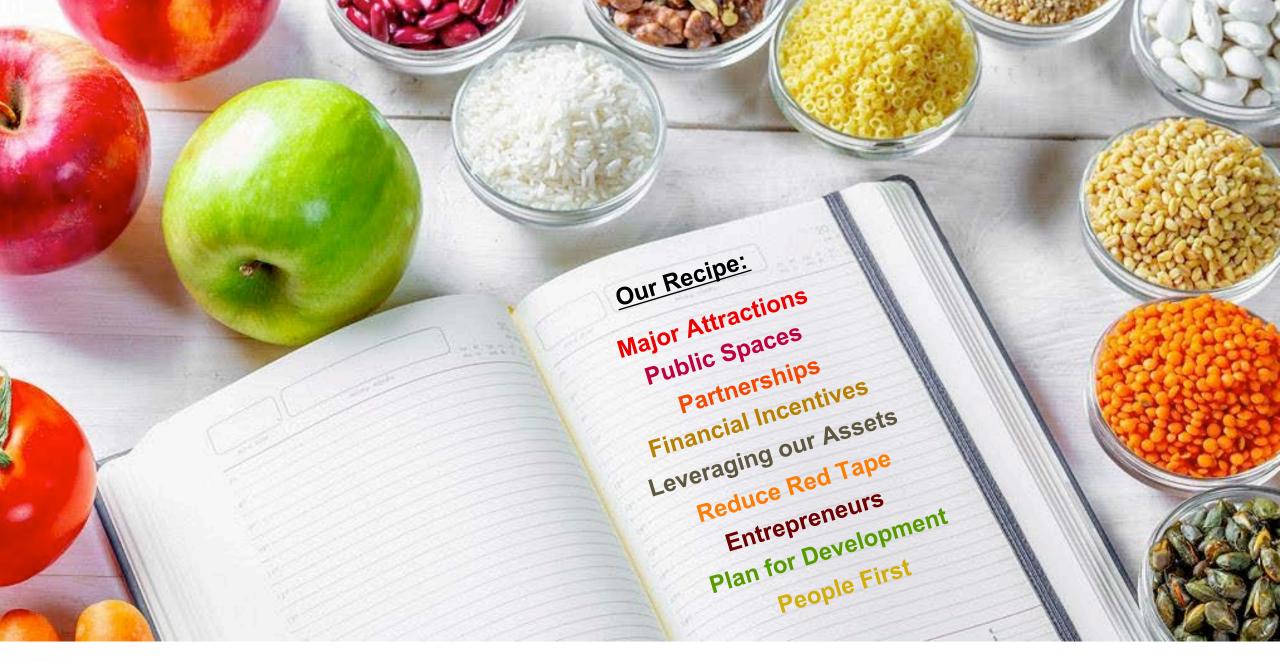


David Billson · By · Posted: May 13, 2018 5:00 PM ET | Last Updated: May 13

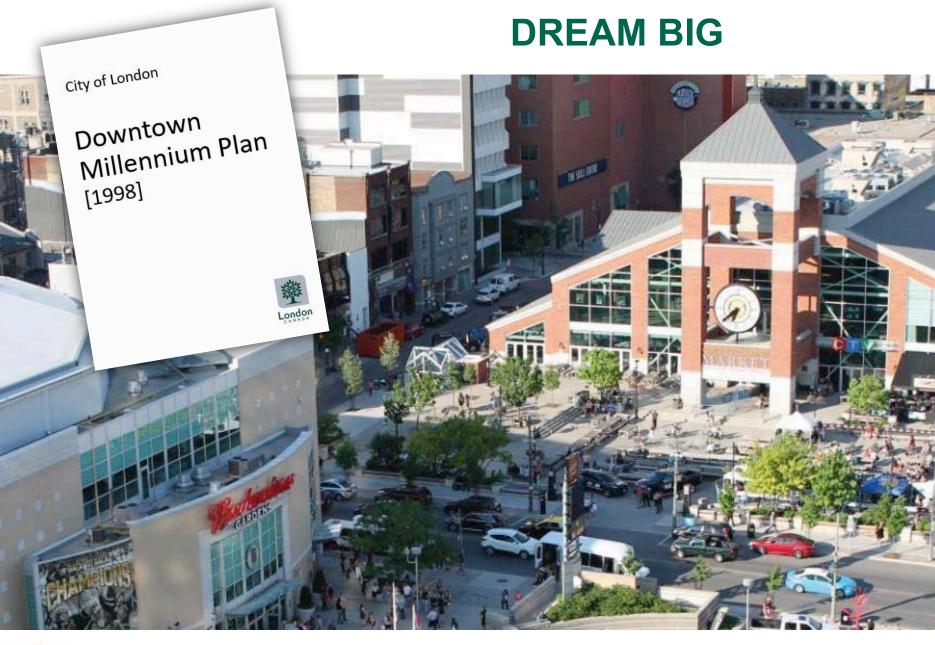




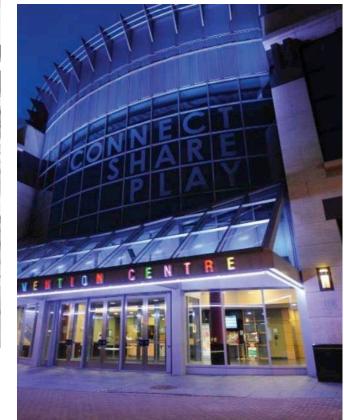


















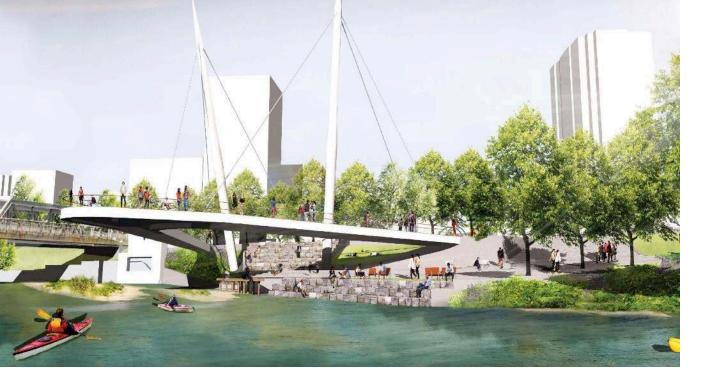




SEIZE YOUR OPPORTUNITIES







FIND GREAT PARTNERS

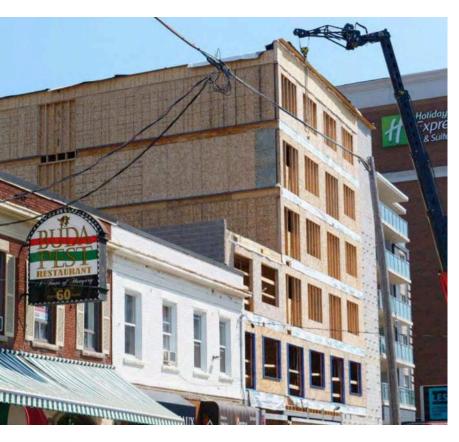


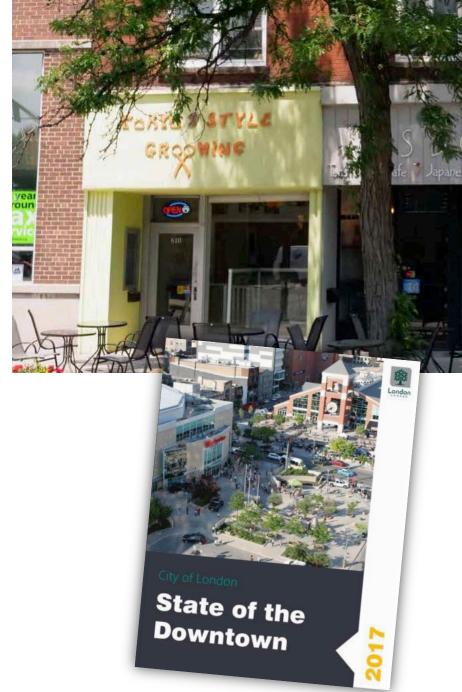






MAKE WISE INVESTMENTS





In 2016/2017,
every \$1 public
investment
in the DC Grant
program leveraged
\$18 private
investment.



BOOKSHOP





LEVERAGE YOUR ASSETS Legend The Four Corners Low-Rise Residential Mid-Rise Residential High-Rise Residential Park Lands Parklands Constrained by Significant Wildlife Natural Heritage Lands Transit-Oriented Mainstreet Corridor









Music, Entertainment & Culture Districts

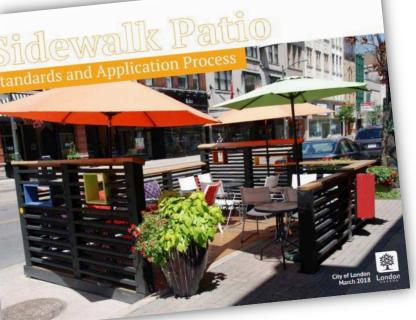
CUT THE RED TAPE











MAKE ROOM FOR WHAT PEOPLE WANT









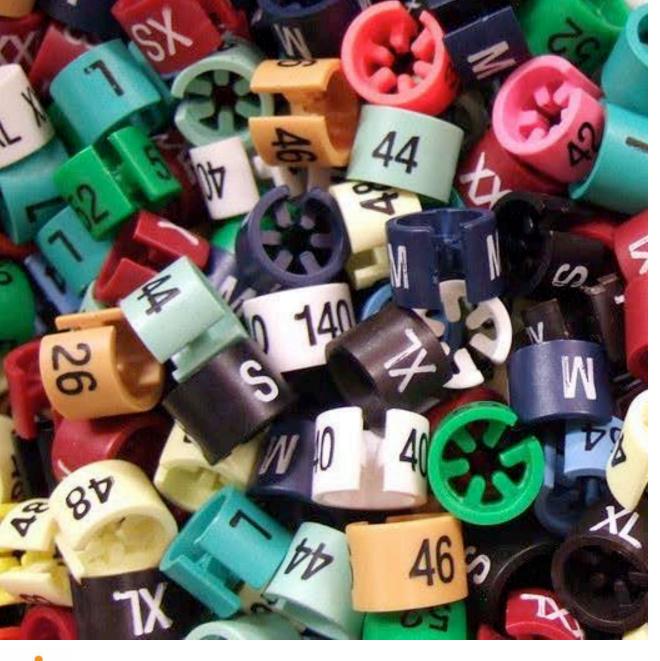


LET ENTREPRENEURS DO THEIR THING









DREAM BIG STICK TO THE VISION **SEIZE YOUR OPPORTUNITIES FIND GREAT PARTNERS MAKE WISE INVESTMENTS LEVERAGE YOUR ASSETS CUT THE RED TAPE MAKE ROOM FOR WHAT**

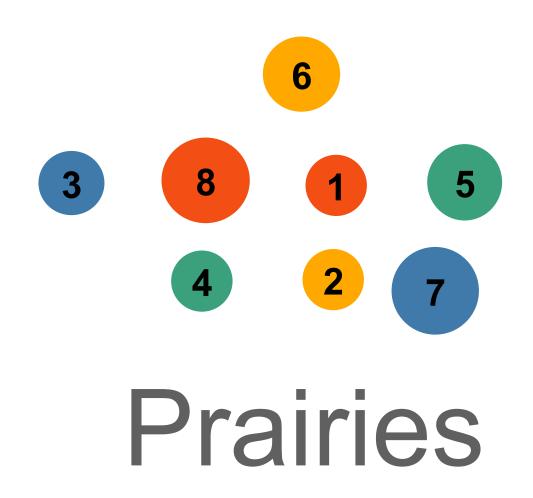
PEOPLE WANT

LET ENTREPRENEURS DO **THEIR THING MAKE DEVELOPMENT EASY**

FOCUS ON THE PEOPLE



Next region in/ Prochaine région dans



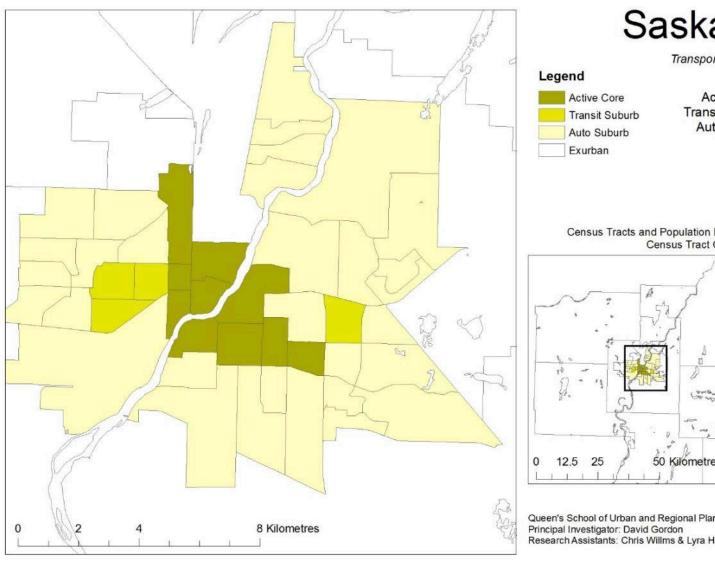
Par/By Tyson McShane, RPP, MCIP
Acting Manager, Long Range Planning, City of Saskatoon





Mid-Size Cities Across Canada- Saskatoon Dealing With Rapid Growth





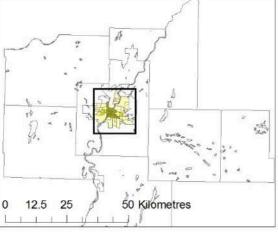
Saskatoon

Transportation T9 Method

Active Core: 12% Transit Suburb: 6% Auto Suburb: 63%

Exurban: 19%

Census Tracts and Population Data: 2016 Census Census Tract Classification: 2016



Queen's School of Urban and Regional Planning Research Assistants: Chris Willms & Lyra Hindrichs



Saskatoon:

2006

22.9% Active Core/Transit Suburbs 77.1% Auto Suburb/ Exurban

2016

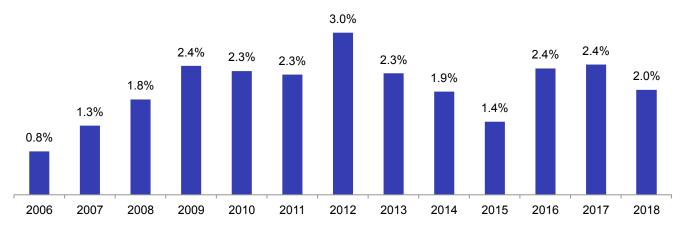
18.8% Active Core/Transit Suburbs 81.2% Auto Suburb/ Exurban

Mid-Sized Cities:

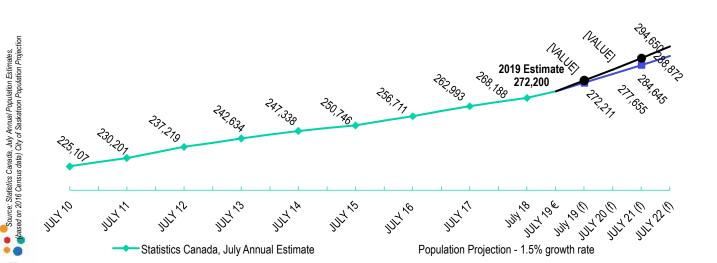
20% Active Core/Transit Suburb 80% Auto Suburb/Exurban

Rapid Population Growth

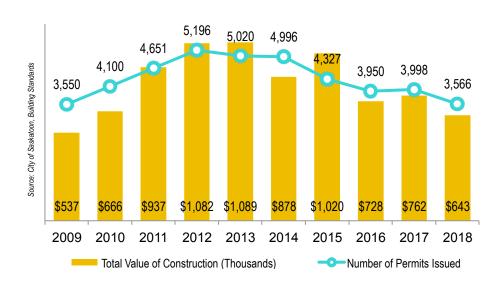
Saskatoon CSD Growth rate, July 2018



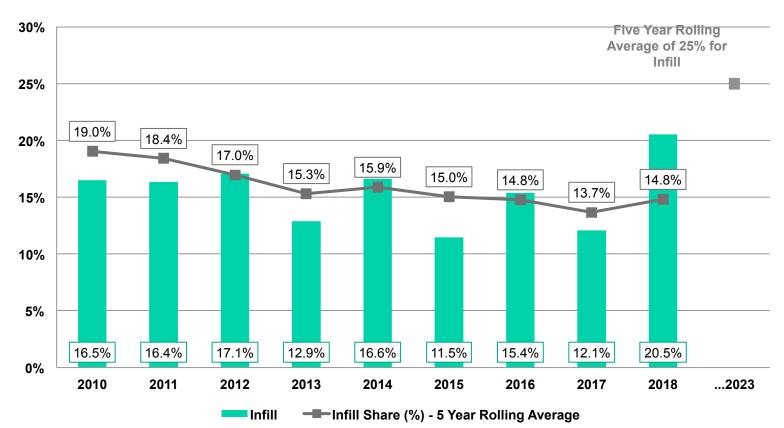
Source: Statistics Canada, Demography Division - Annual population estimates by sex, July 1, 2006 to 2018, Saskatoon CSD, based on the Standard Geographical Classification (SGC) 2016, annual (persons)

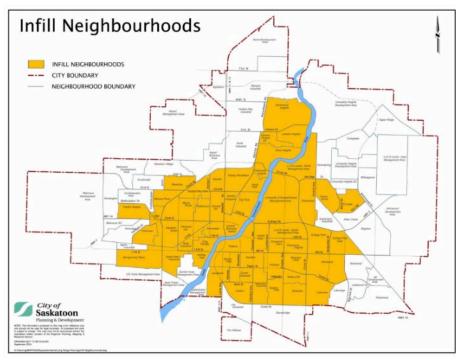


City of Saskatoon Building Permits, 2009-2018

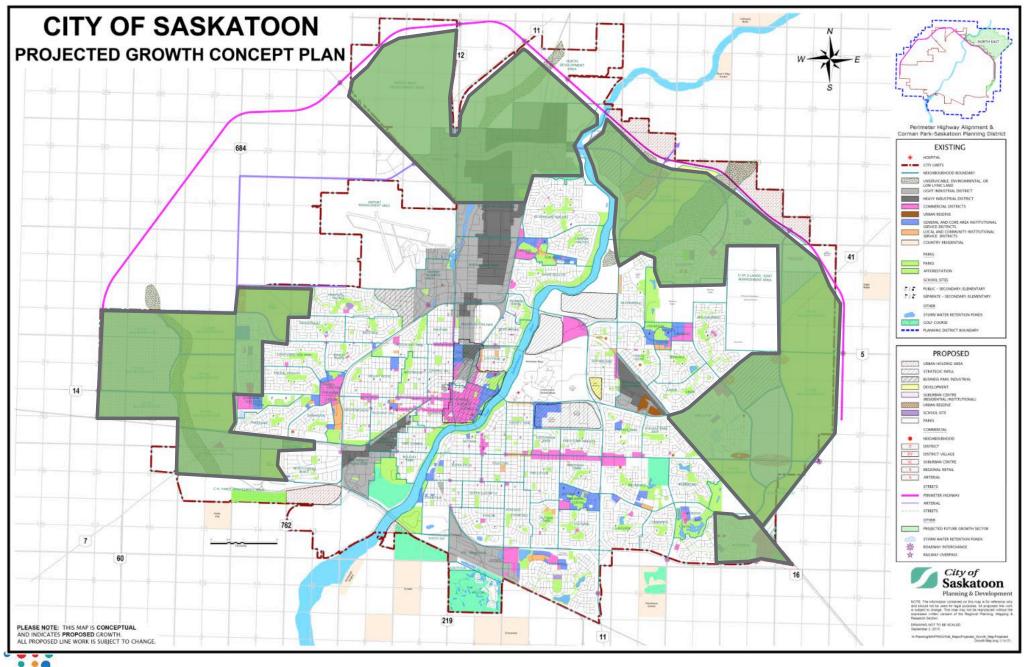


Rapid Population Growth....but in the wrong locations



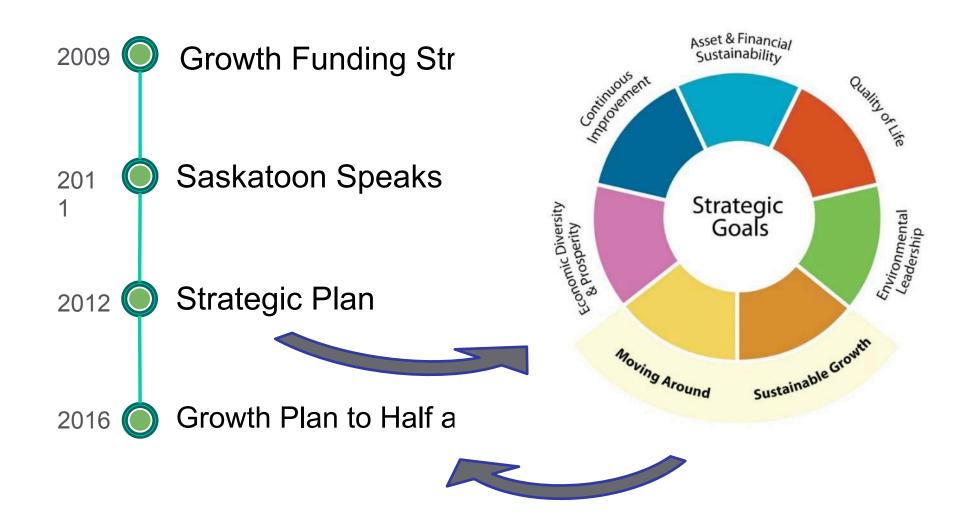




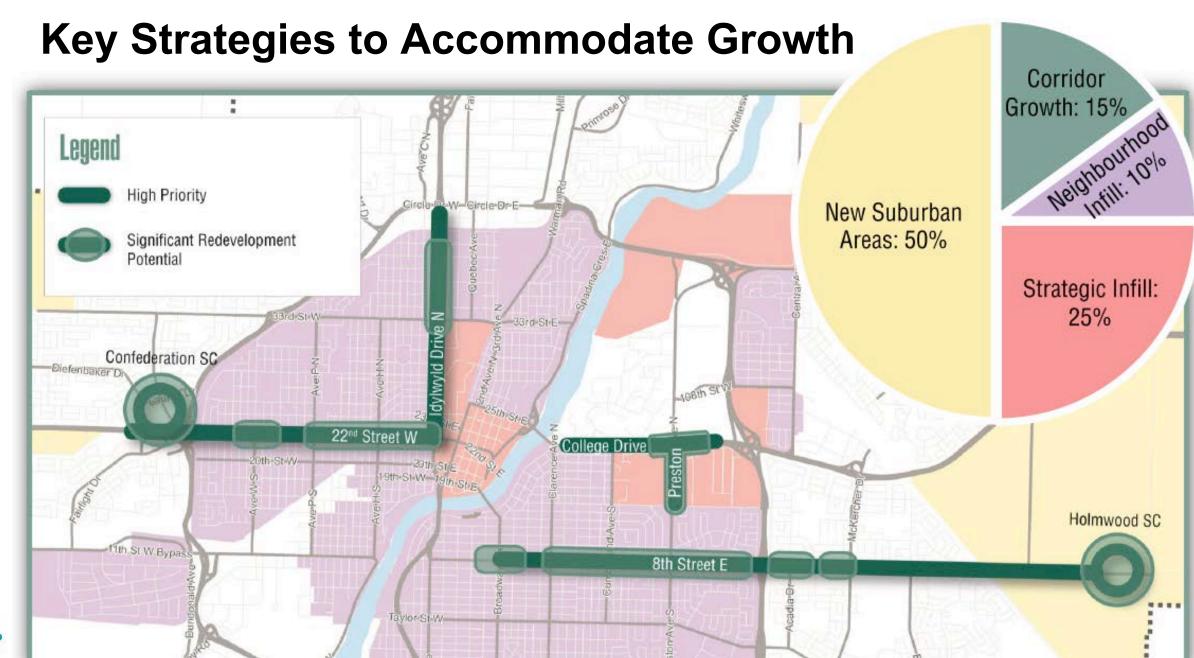




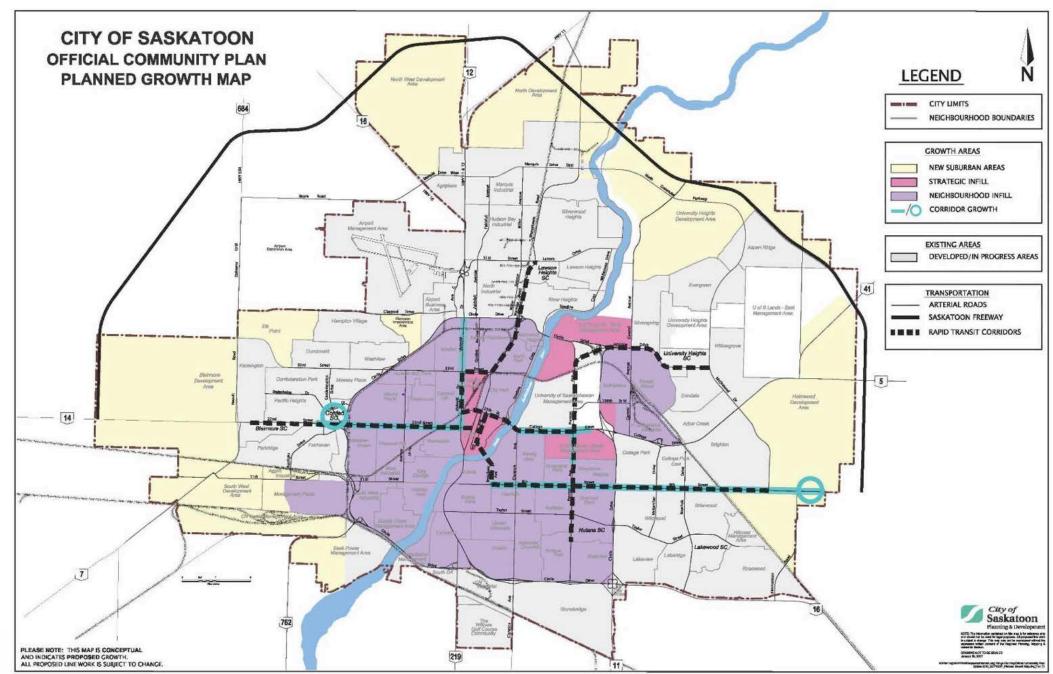
A New Vision For Growth

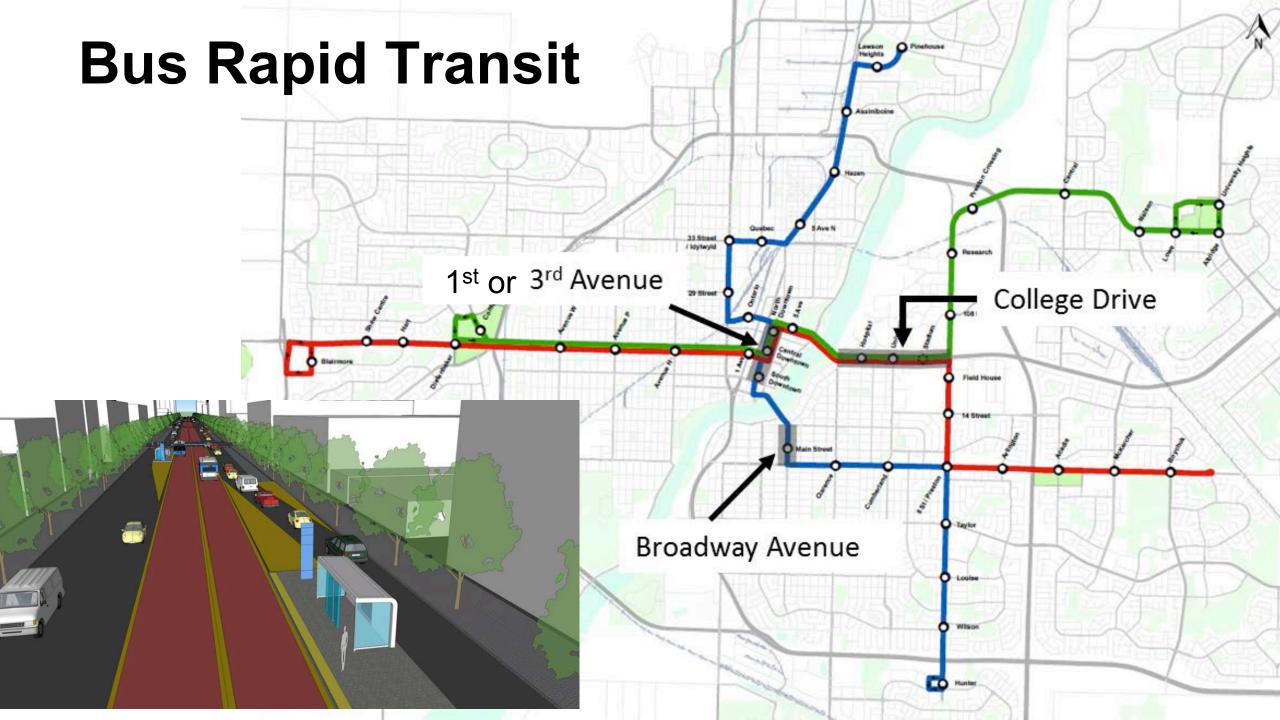


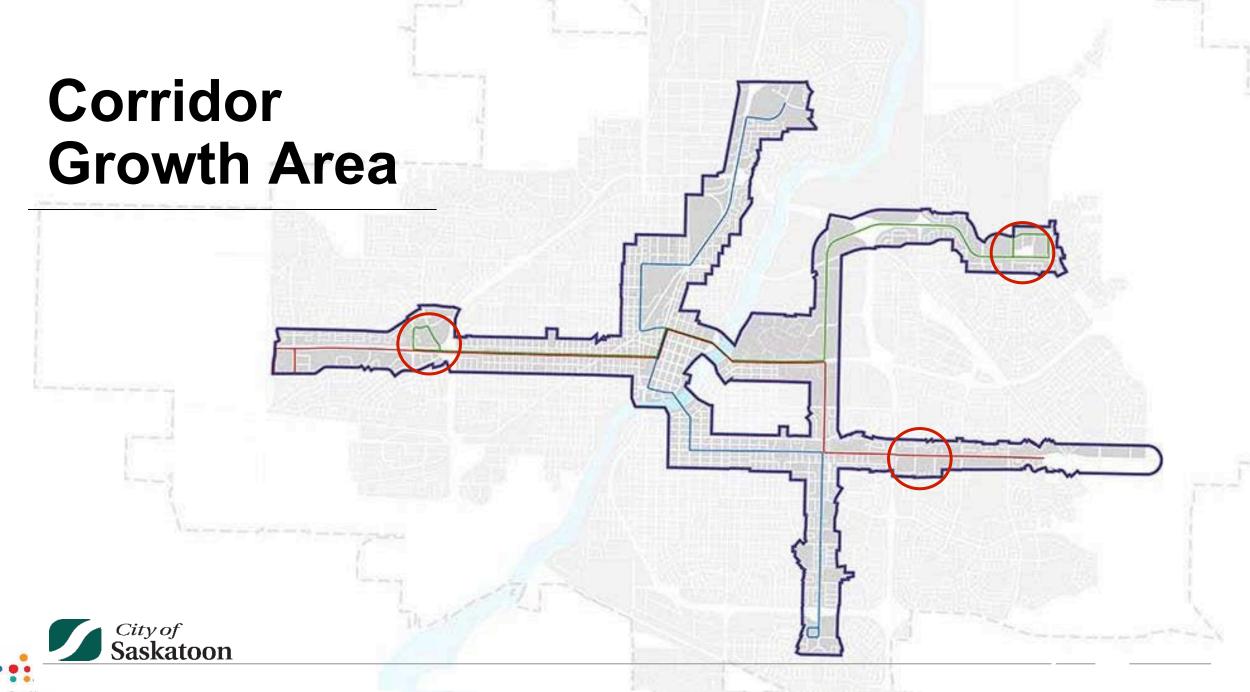












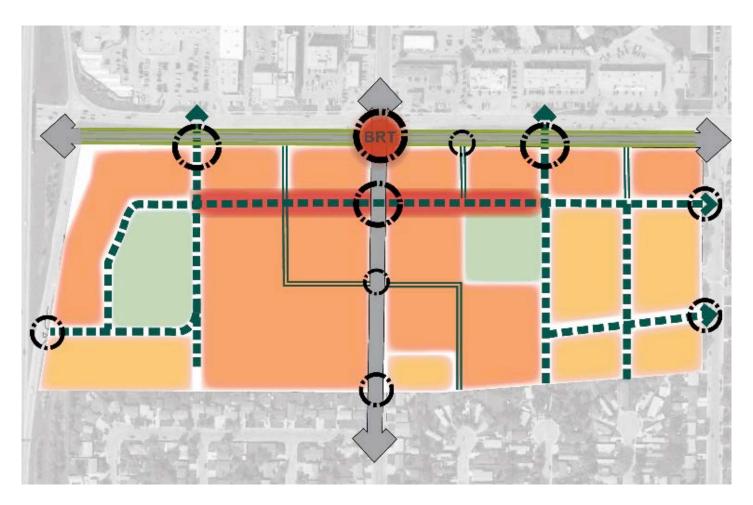


Corridor LAWSON **Growth Areas** WOODLAWN BLAIRMORE 22ND STREET COLLEGE DOWNTOWN 8TH STREET HOLMWOOD NUTANA PRESTON Plan for City of Saskatoon

LAND USE AND BUILT FORM



TRANSIT VILAGES









University Sector Plan



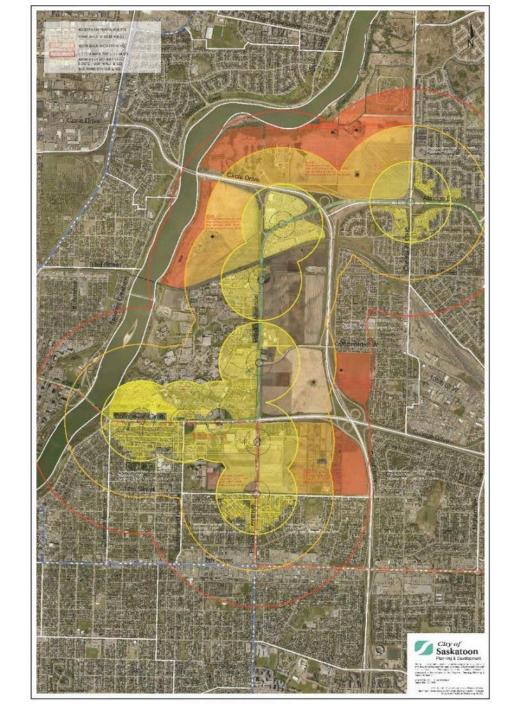




University Sector Plan

Design Principles:

- Design for high potential pedestrian trip first (~5 min. walk)
- Design for high potential pedestrian access to BRT Stations (highest densities near planned BRT stations)
- 3. Design for high potential cycling trips
- 4. Design Meewasin Valley connectivity/access to established neighbourhoods
- 5. Accommodate remaining vehicular trip generation with road network





North Downtown Master Plan

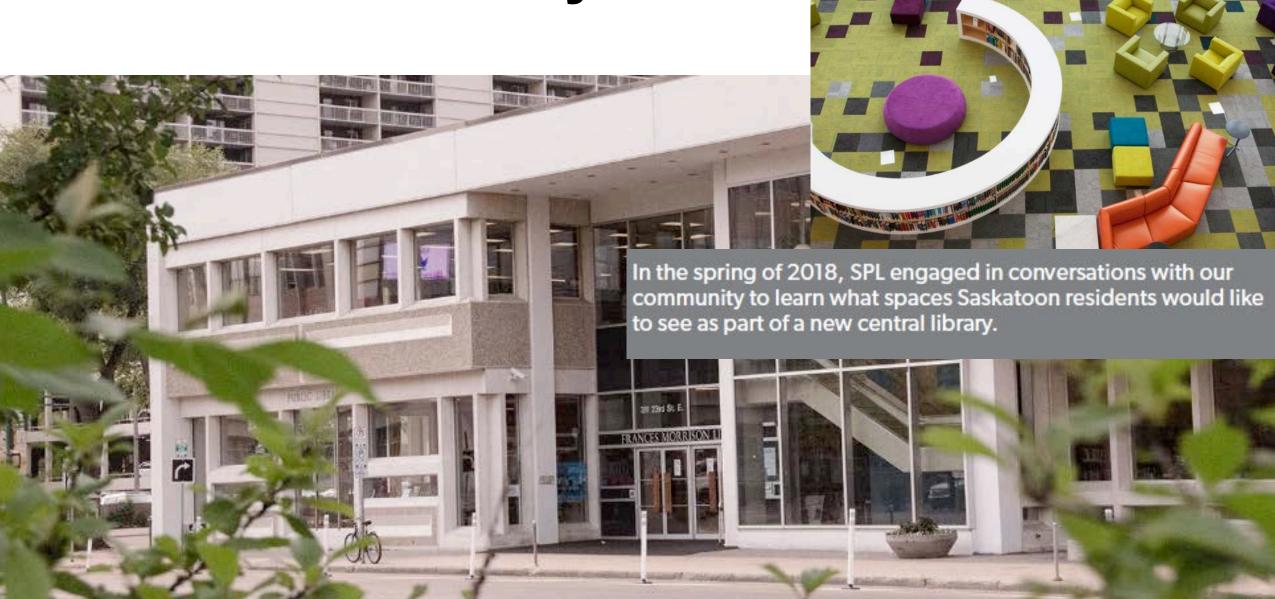
From brownfield to vital community

Currently On Hold

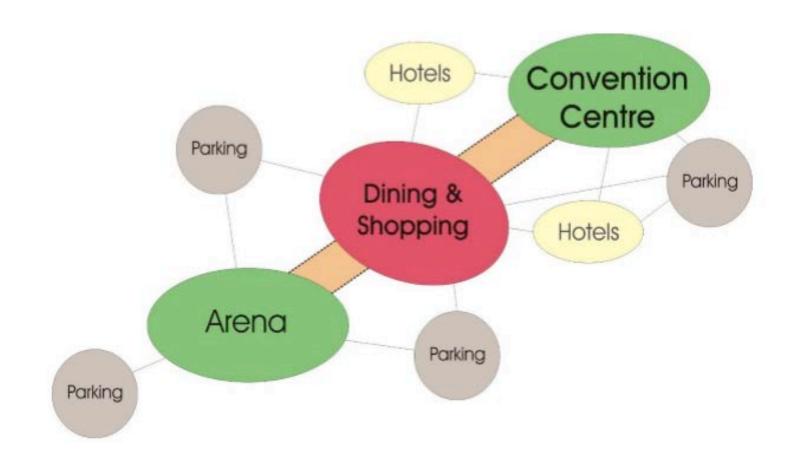




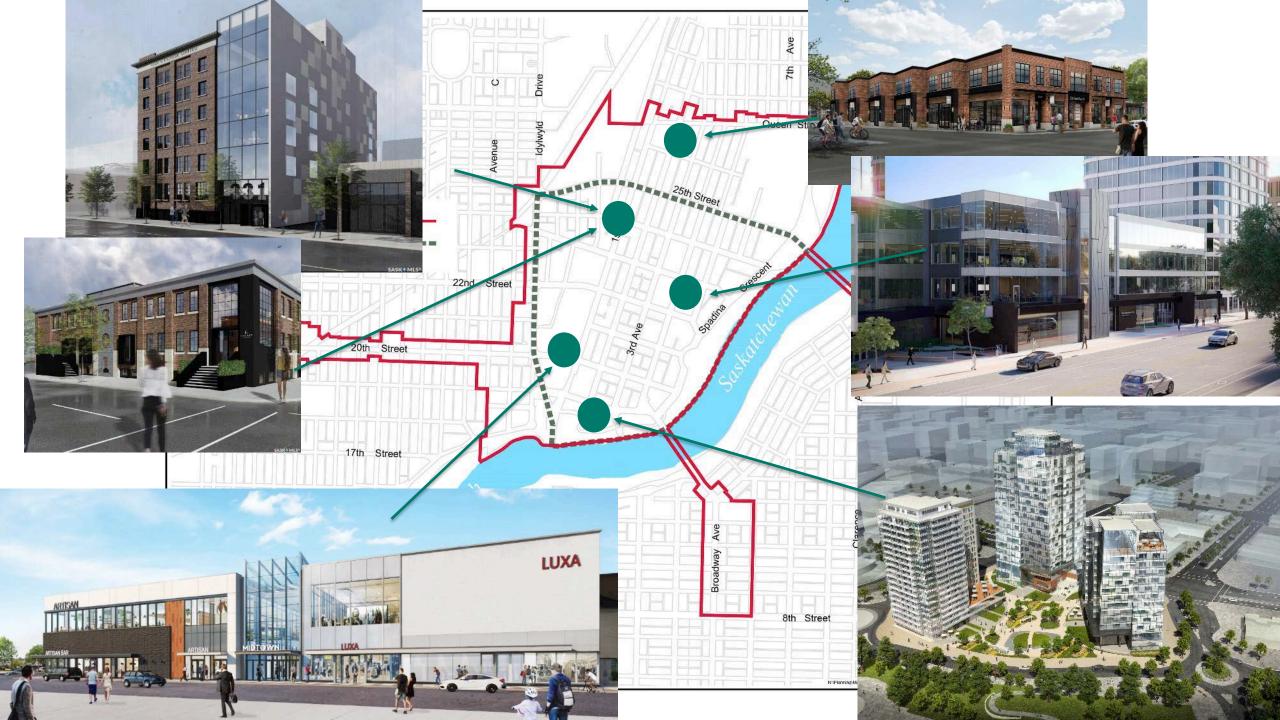




New Arena & Convention Centre











Council for Canadian Urbanism

Presentation Design: Hailey Morning

