Blairmore Sector Plan

Approved by City of Saskatoon City Council on XXXX

Prepared by:

Long Range Planning

Planning and Development Department

City of Saskatoon

[Month] [Year]

File Number: xxxx-xx-x

Amendments

- West Sector Plan – Approved by City Council on November 29, 2004
- Blairmore Sector Plan – Approved by City Council on March 7, 2011

This document supersedes any approved Sector Plans regarding this Sector prior to the approval date.

How to Use this Plan

The Blairmore Sector Plan (The Sector Plan) is intended to be used by everyone who is interested in the growth and development of this sector within the City of Saskatoon (City). The Sector Plan has been organized to allow the user to easily find the information by sequential order.

Residents are to use this plan to understand the long-term vision for the Blairmore Sector Plan, and to gain an understanding of how the Blairmore Sector will change over the coming years.

City Council are to use this plan to guide decision-making for the Blairmore Sector.

Concept Plan Proponents are to use this plan to understand the allowable uses, building form and densities in order to understand where and what type and scale of development may occur within the Blairmore Sector. The Sector Plan also provides an understanding of the future requirements for Concept Plans within respective areas of the Blairmore Sector, and the overarching guidelines regarding the installation of infrastructure.

City Staff are to use this plan with a lens to each department or division's responsibilities:

Planning and Development is to use the Sector Plan to guide form and density through land use, public space integration; and guidelines and requirements for subsequent Concept Plans.

Transportation and Construction, and Utilities and Environment are to use the Sector Plan to guide utility servicing, major infrastructure, street dedication, and related street infrastructure upgrades.

Community Services is to use the Sector Plan to guide park, trail, and amenity space creation and Municipal and Environmental Reserve dedication amounts and required upgrades to the public realm.

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Related Documents: The following files are available on the City of Saskatoon website

Kensington Neighbourhood Concept Plan, February 2012
Blairmore Sector Plan Report, March 2011

1. INTRODUCTION AND BACKGROUND

1.1 Purpose and Scope

The City of Saskatoon is a commercial, cultural, and educational centre located on Treaty Six Territory and the Traditional Homeland of the Métis in the province of Saskatchewan. Indigenous people have been living in the Saskatoon area for thousands of years and European settlement began in the 1880s. The city consists of approximately 23,300 hectares (57,600 acres) of land. The Blairmore Sector is located on the western edge of the city. As the city continues to grow, new residential neighbourhoods and commercial, retail, and industrial areas are needed. City Council has set strategic goals for how and where new growth should occur in order to achieve balanced growth geographically, a mix of infill and greenfield development, and to ensure that the Downtown remains a vibrant hub for culture, commerce, and civic life.

The intent of the Sector Plan is to provide sufficient direction on high-level land use, environmental conservation, transportation, servicing, and development phasing, such that the lands are ready for Concept Plans led by landowner(s), which will provide more detailed guidance for specific areas.

This plan supersedes all previous Sector Plans for the Blairmore Sector.

1.2 Planning Framework and Policy Framework

(1) The Planning and Development Act, 2007

Sector Plans are legislated by *The Planning and Development Act, 2007*, where Clause 44(1) states: "If a municipality has an approved official community plan, a council may, as an amendment to its official community plan, adopt a concept plan by bylaw in accordance with section 39 for the purpose of providing a framework for subsequent subdivision and development of an area of land." A Sector Plan is considered a Concept Plan under this legislation.

(2) Saskatoon North Partnership for Growth (P4G) District Planning

The Saskatoon North Partnership for Growth (P4G) is a regional collaboration which includes political and administrative representation from the City of Saskatoon, Rural Municipality (RM) of Corman Park, City of Martensville, City of Warman, and Town of Osler.

The P4G District Official Community Plan, P4G Planning District Agreement and P4G District Zoning Bylaw received ministerial approval to establish the P4G Planning District effective January 1, 2022. The P4G Planning District is managed jointly by the partnering municipalities where a collaborative approach to development review and more detailed planning are critical in achieving the overall agreed upon balance of growth throughout the District.

(3) Saskatoon's Plan for Growth

Saskatoon City Council approved The Growth Plan to Half a Million (Plan for Growth) in 2016. The Plan for Growth lays out a framework for growth that seeks to balance greenfield development with infill

development through new growth, continued neighbourhood level infill, strategic infill, and a new opportunity for growth along major corridors throughout the city.

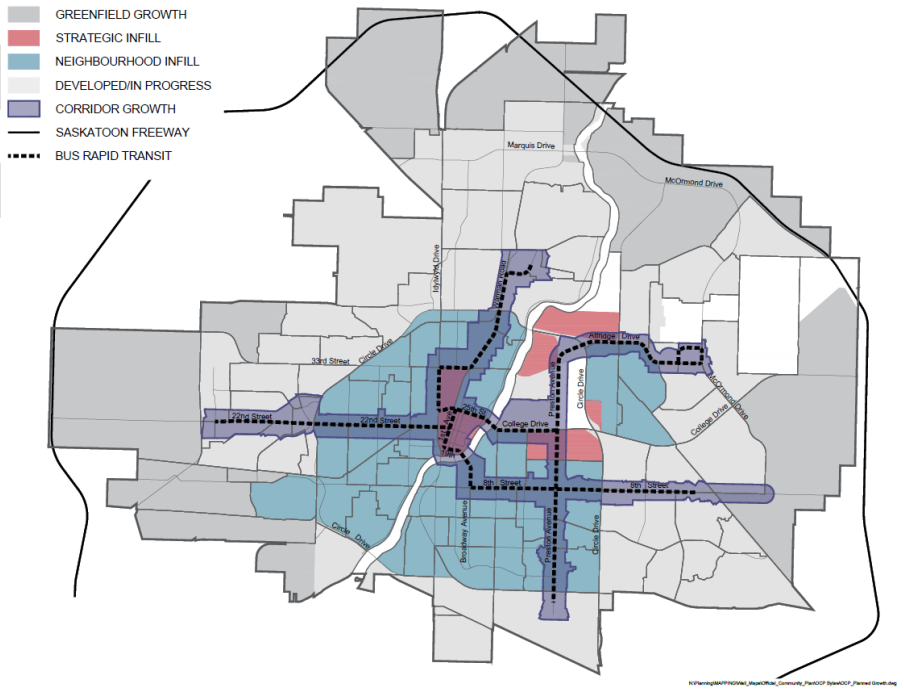
A truly sustainable sector takes a holistic approach that benefits the residents, the natural environment and the city. The Plan for Growth advances the City's goals for sustainable growth and mobility by guiding future development to create a city that is vibrant and attractive to future generations. The following key strategies for new neighbourhoods are important to ensure that the Blairmore Sector neighbourhood development aligns with the Plan for Growth:

(a) Development along "main streets" and corridors that support transit-oriented development;
(b) Provision of employment opportunities in the context of new development;
(c) The establishment of urban centres as the "focal point" of the sector; and
(d) Ensuring residential neighbourhoods are easy to get around and are well connected to the rest of the city.

Arterials and other major streets should be areas of focus, rather than being considered the boundaries between areas. Arterials streets should enhance connectivity between and within neighbourhoods. Arterial streets should be tree-lined, incorporate public spaces, and be lined by dense residential, commercial, and mixed use development. Fronting development should be human-scale and incorporate pedestrian-oriented and transit-oriented design and development principles, particularly at key nodes such as Bus Rapid Transit (BRT) stations and significant intersections.

The Plan for Growth has informed the Official Community Plan and the Planned Growth Map, shown as Figure 1 in this Sector Plan.

Figure 1: Official Community Plan Planned Growth Map



(4) Official Community Plan Bylaw, 2020, Bylaw No. 9700

The City's Official Community Plan Bylaw, 2020, Bylaw No. 9700 (Official Community Plan) provides the policy framework to define, direct and evaluate development in Saskatoon to a population of 500,000. The Official Community Plan provides guidance for development to take place in an orderly and rational manner, balancing environmental, social, and economic needs of the community. It provides both inspiration and direction, ensuring that the community's vision for Saskatoon is integrated into all aspects of planning and development.

(5) Sector Plans

Sector Plans are required by the Official Community Plan. Section F Urban Form and Structure (2)(a)(v) states: *"Long range planning for neighbourhoods and related community facilities shall be organized within the context of a Sector. A Sector typically contains six to ten neighbourhoods and the housing and community facilities necessary to accommodate 50,000 to 80,000 people as well as significant employment. This includes a transportation network that connects the Sector to the city-wide transportation network."*

The Blairmore Sector contains a significant industrial employment area, in addition to the urban centre and numerous residential neighbourhoods. Related to this, Official Community Plan Section F Urban Form and Structure (2)(f)(i) states: "*Industrial Employment Areas and related infrastructure will be organized within the context of Sector Plans and subsequent Concept Plans. The overall objective in Industrial Employment Area planning is to facilitate economic development opportunities in a rational and efficient manner, connecting these areas to the city-wide transportation network, while maintaining a high quality built and natural environment over the long term. Industrial Employment Areas typically require larger parcels of land, access to rail and highway infrastructure, and adequate separation distances from particular uses to reduce conflicts*."

The Blairmore Sector Plan forms part of the City's Official Community Plan. As part of the Official Community Plan, the Blairmore Sector Plan must be consistent with the overall policy framework and demonstrate how it conforms to the Official Community Plan and supports the urban structure and overall growth objectives. However, where the Blairmore Sector Plan provides greater detail than the Official Community Plan, the Blairmore Sector Plan will prevail. In the case where the Blairmore Sector Plan does not contain guidance or direction, the Official Community Plan continues to apply.

The Sector Plan is a large-scale plan which provides a framework for urban development over several decades. Given its scale and long-range timeframe, the Sector Plan is anticipated to undergo periodic amendments to address matters that may have been unforeseen at the time the plan was created and to accommodate changing development patterns. For this reason, the Blairmore Sector Plan should be considered a "living document."

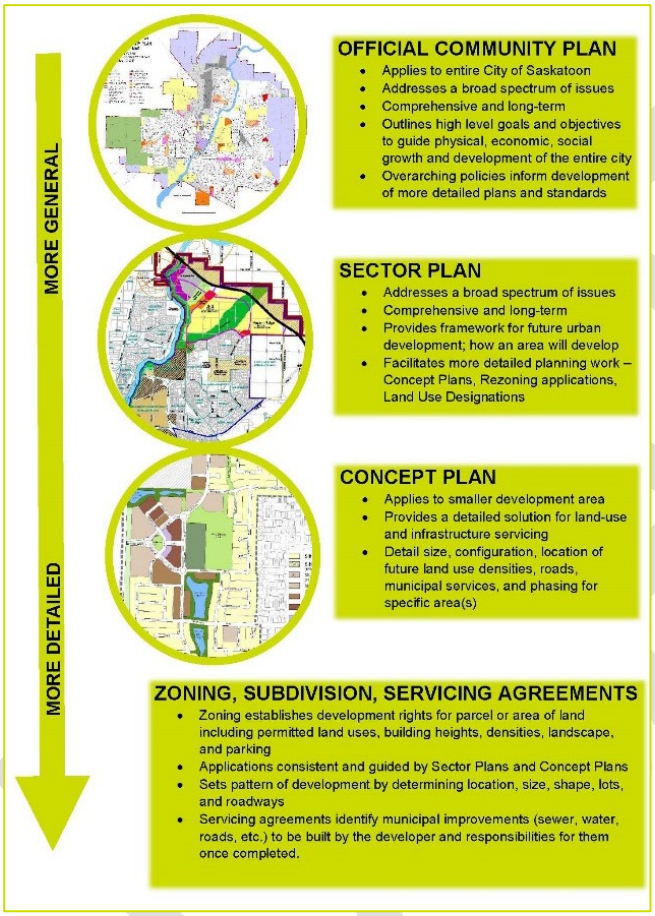
(6) Concept Plans

In accordance with the Official Community Plan Section F Urban Form and Structure (2)(a)(vi), "*Concept Plans prescribe the development vision and servicing framework for a defined area, in alignment with the [Official Community Plan] and applicable Sector Plan. Concept Plans are required for large scale*

development, such as residential neighbourhoods or Industrial Employment Areas, and smaller scale development, such as Urban Centres or significant infill development."

Concept Plans outline the land use, densities, transportation and servicing networks, the open space network, and any community facilities within the area. The location and general configuration of a Concept Plan's area within the Blairmore Sector, is established by the Blairmore Sector Plan.

Figure 2: Plan Hierarchy



in parts of the sector. Groundwater monitoring completed in some parts of the sector indicate high groundwater levels in the area. Policies related to ground and ground water can be found in subsection 5.2 (4).

3.4 Historical Resources

Most of the lands in the Blairmore Sector have been cultivated for many years; therefore, any historical findings may be few. A Heritage Resource Impact Assessment (HRIA) covering most of the area south of 22nd Street West, Kensington, and the future Elk Point neighbourhood areas was carried out in 1983 for the Saskatoon Perimeter Archaeological Resource Assessment. Conducted by Dr. Ernest Walker under Archaeological Investigation Permit No. 83-017, no heritage resources were identified as a result of this assessment.

The Natural Area Screening for the Blairmore Sector noted NE 13 36-6-W3M, NW 13-36-6-W3M, and SE 13-36-6-W3M, the future City of Saskatoon Recovery Park, to have moderate to high potential for discovery of intact archaeological sites. Policies related to historical resources can be found in subsection 5.3 (1). Figure 9 shows sites of historical interest in the Blairmore Sector.

Figure 11: Future Land Use

The purpose of this plan is to guide the development of residential, corridor, commercial, and industrial land uses within the context of fully serviced urban development. The Land Use Plan identifies:

(a) Residential
(b) Light Industrial
(c) Potential Business Park
(d) Heavy Industrial
(e) Urban Centre
(f) Potential Urban Centre
(g) Urban Centre Commercial
(h) Potential Urban Centre Commercial

(i) Neighbourhood Node
(j) Potential District Village
(k) Direct Control District
(l) Special Use Area
(m) Urban Holding
(n) Corridor Growth Area
(o) Potential Transit Village
(p) Open Space / Green Space

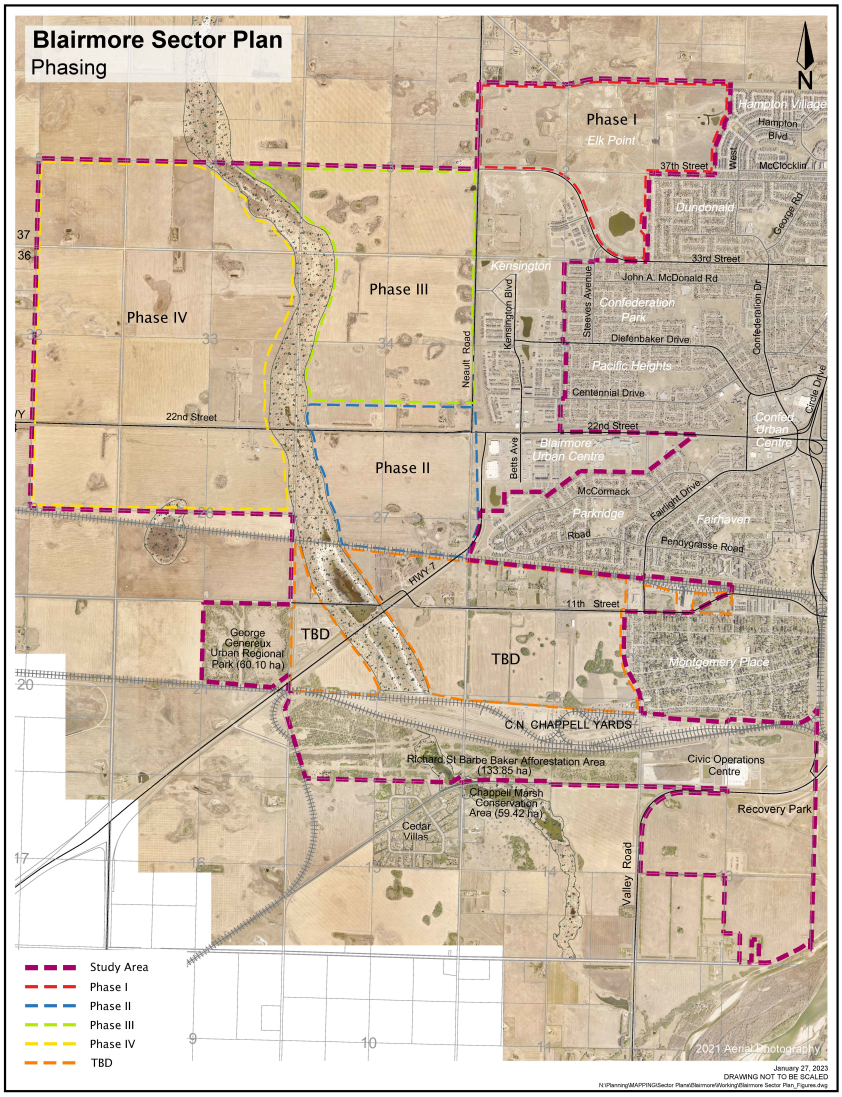
To build on the vision provided within this Plan, Concept Plans will be required for each neighbourhood, Urban Centre, and employment area to guide in greater detail the land uses, servicing and transportation networks proposed for this sector.

The Land Use Plan supports development of the planned Bus Rapid Transit System, in alignment with Saskatoon's Plan for Growth, described in Subsection 1.2 (3). The residential land use designation allows for a wide range of densities and housing forms on the housing spectrum in terms of affordability, as well as other uses such as community facilities, parks, and natural areas throughout the sector. This designation is compatible with a high degree of pedestrian and bicycle circulation, connectivity, and accessibility. The Sector Plan supports development and infrastructure that will further the City's sustainability and climate goals while creating the opportunity for unique, welcoming neighbourhoods that strive to achieve complete communities that transition appropriately to the adjacent neighbourhoods.

The City will support all existing land uses within the Blairmore Sector as an interim land use, until a Concept Plan is approved and servicing in the area commences in preparation of shaping the lands for future development. Cost effective strategies for servicing, transportation, and land use considerations will be required.

The four phases of Blairmore's development are intended to accommodate primarily residential development in the Blairmore Sector. As shown on Figure 12, the Blairmore Sector accommodates seven future residential neighbourhoods: Phase I and II will comprise a single neighbourhood each, Phase III will be comprised of two neighbourhoods, and Phase IV will be comprised of three neighbourhoods. The lands south of the CP rail line, and west Montgomery Place are planned to be an industrial employment area (identified as 'TBD' in Figure 12), for which a Concept Plan submission is not expected to be received until at least the time at which Phase II is serviced or about to be serviced. The industrial employment area may also contain a business park on its' eastern side, depending on market needs at the time of development. A transition area will be required where the proposed industrial and/or business park area abuts residential areas, as per the policies described in Subsection 4.6 (2). Each neighbourhood, Urban Centre, and employment area should be designed with its own unique character and conservation theme, and range between 130-260 hectares (320-640 acres). Additional information on development phasing can be found in Section 8 of this Sector Plan.

Figure 12: Phasing



4.2 Neighbourhood Structure

Neighbourhoods are the basic unit of residential development and form the building blocks that create the overall residential community. They are defined in the Official Community Plan as a comprehensively planned unit containing a variety of housing and community services necessary to meet the needs of a neighbourhood population.

Concept Plans are a comprehensive development plan for an area of the city and are used to guide future development. A Concept Plan boundary may differ from a neighbourhood boundary or may cross multiple neighbourhood boundaries to fulfill a specific area intended for development.

The intent of this section is to provide broad guidance, resulting in the development of neighbourhoods that will maximize residents' quality of life, ensuring they have convenient access to amenities such as goods and services, open and green spaces, and a choice of transportation modes.

A broad range of housing choices are required throughout the Blairmore Sector. The range of housing will encourage a mix of densities, income levels, and building forms providing a "lifelong" sector where residents can age in place with affordable housing options in safe neighbourhoods.

The residential neighbourhoods in the Blairmore Sector will predominantly accommodate low to medium density housing forms. Housing types could include single unit detached, duplex, semi-detached, street and group townhouses, multi-unit residential complexes, and multi-unit mixed use developments. Additionally, residential neighbourhoods should include a mixture of commercial and institutional uses, at a variety of scales of intensity to serve the residents of these neighbourhoods. Institutional, Commercial, Community Uses, mixed use, and higher density residential development should be situated next to arterial or collector streets, near bus stops, Bus Rapid Transit stations, and in proximity to neighbourhood centres, or near Core Parks.

(1) Attainable Housing

Concept Plan proponents in the Blairmore Sector will be asked to provide a range of housing choices, including attainable housing. The City sets an annual target for attainable housing units to be distributed throughout the community. Based on demand and community need, Council may provide direction for this target to change. As a result, a select number of parcels may be identified for attainable housing, purpose built rental housing, and/or entry level housing within each phase of a developing neighbourhood.

(2) Residential Care Homes

In accordance with the Official Community Plan, supportive housing forms, including residential care homes, are to be facilitated in all areas of the city. These sites should be distributed geographically throughout residential areas of the sector and provision should be made for such uses within each phase of neighbourhood or urban centre development.

(3) 11th Street West Multi-Unit Residential

In 2011, a portion of the 11th Street West Bypass was modified to redirect traffic away from the east half of the Montgomery Place neighbourhood and accompanying single unit houses that fronted onto 11th Street West. This created three parcels between the 11th Street West Bypass and the original 11th Street West. The two parcels adjacent to Lancaster Boulevard have been developed as multi-unit residential development sites. The most western parcel is part of the Blairmore Sector and could potentially be developed in a similar manner to the neighbouring multi-unit residential sites. This residential parcel will be considered part of the Montgomery Place neighbourhood.

(4) Neighbourhoods West of the Swale

Three future neighbourhoods are proposed west of the West Swale and Range Road 3063. These lands are shown as Urban Holding Areas. The classification of these lands is due to mining interests in this general area. As discussed in Subsection 3.2 (1) of this Sector Plan, Nutrien has sub-surface mineral leases in this area. Since the Blairmore Sector Plan phasing builds out from east to west, neighbourhood development will not reach areas west of the swale for many years. To avoid potential conflicts between urban development and mining operations, the City has agreed to focus on developing the lands east of the swale, while Nutrien has agreed to focus mining operations west of the swale. Since the Blairmore Sector Plan phasing builds out from east to west, neighbourhood development will not reach areas west of the swale for many years. City Administration will continue to work with Nutrien to monitor the lands west of the swale and determine when those lands could be developed.

(5) Neighbourhood Structure Policies

(a) All neighbourhoods, Urban Centres, the Corridor Growth Area, and employment areas in the Blairmore Sector will require a Concept Plan, which must be approved by City Council prior to any permanent development.
(b) Concept Plans incorporating other sizes or combinations of neighbourhoods, Urban Centres, the Corridor Growth Area, and employment areas from those shown on Figure 12 may be considered based on servicing, transportation, or land use considerations.
(c) Any Concept Plan that includes streets that will be part of the City's Bus Rapid Transit network must consider development on both sides of the street in alignment with corridor planning policies in the Official Community Plan and the Corridor Transformation Plan.
(d) Any Concept Plan that includes residential development should reference and incorporate policies, in alignment with the City's housing goals, policies and strategies.
(e) Concept Plan proponents in the Blairmore Sector should identify during the Concept Plan phase, sites to be used for the purpose of Residential Care Homes. These sites should be distributed geographically throughout residential areas.
(f) The planning and development of lands within the Blairmore Sector should be highly integrated with adjacent lands, except where otherwise noted in the Sector Plan.
(g) Prior to development, areas west of the West Swale and Range Road 3063 require consultation with Nutrien and may require additional hydrogeological and geotechnical studies.

4.3 **Neighbourhood Statistics**

Table 2 shows the population, density, and employment projections for the Blairmore Sector at expected build-out. The table is divided into distinct land use designations. Based on the type of land use, the total estimated number of dwelling units, population, and employment for each land use were calculated.

At full build-out of the Blairmore Sector, the total estimated number of dwelling units is 34,201, the total estimated population is 77,586 and the total estimated employment is 21,289.

More recently approved and developed residential neighbourhoods have ranged from 15 to 20 units per hectare (7 to 9 units per acre), which equates to a population density of approximately 50 residents per

hectare (20 residents per acre). Given the vision of the Official Community Plan, the density targets for the Blairmore Sector are set using residents plus jobs per hectare as a measure. An estimated 50 residents plus jobs per hectare is used in primarily residential neighbourhoods, and an estimate of 75 residents plus jobs per hectare is used for the Urban Centre. The Employment Area is targeted to accommodate 45 residents plus jobs per hectare, though it is assumed that most, if not all, of this value will be attributed to jobs.

Dwelling unit densities are calculated based on Saskatoon household size data for existing neighbourhoods and urban centres as well as assumptions about the proportion of the residents plus jobs per hectare value that is expected to be residents. On this basis, the Blairmore Sector is projected to have neighbourhoods with an average gross density of approximately 18.5 units per hectare (7.5 units per acre) while the Urban Centre is expected to have a net density of 29.9 units per hectare (12.1 units per acre).

future development. The specific land use(s) will be determined at the time of Concept Plan. Regardless of the eventual land use(s) chosen, a buffering strategy will be required, as identified in Subsection 4.6 (2).

A significant portion of the industrial employment area is owned by Saskatoon Land, a self-financed municipal land developer that operates as an extension of the City of Saskatoon. Saskatoon Land's mandate includes providing an adequate supply of industrial land to the market. This is accomplished by having a suitable inventory of sites available to potential new businesses considering a location in Saskatoon.

From 2017 to 2021, Saskatoon Land averaged 8.53 hectares per year of industrial land sales and long-term leases. The sector contains 381 hectares (941 acres) of proposed light industrial. If all the proposed Industrial lands in the Blairmore Sector were to be serviced and subdivided, the Blairmore Sector could provide an estimated 5.1 million square feet of industrial inventory.

Table 3: Five-year Average Industrial Land Sales/Lease from 2017 - 2021

Year	Hectares
2017	4.90
2018	15.77
2019	3.95
2020	3.30
2021	14.75
Average	8.53

(1) Nuisance

Due to the proximity of surrounding neighbourhoods, the southern portion of the sector could be exposed to nuisances from industrial development, unless careful planning occurs. The City's Property Maintenance and Nuisance Abatement Bylaw No. 8175 contains nuisance requirements, which apply in the Blairmore Sector, just as they do elsewhere within city limits. Buffering residential neighbourhoods from incompatible uses is a requirement of Official Community Plan Section G Sustainable Growth, 3.1 (2)(k). As such, buffering between light industrial and/or business park lands and residential lands will be required, as described in Subsection 4.6 (2) of this Sector Plan. These requirements will be implemented through the process of creating a Concept Plan for the area, which will include a public engagement component. Specific zoning in compliance with the City's Zoning Bylaw No. 8770 will not be determined

until after a Concept Plan is approved. However, it should be noted that zoning districts typically associated with light industrial and business park do not permit:

"Any uses of land, building and industrial processes that may be noxious or injurious, or constitute a nuisance beyond the boundaries of the subject site by reason of the production or emission of dust, smoke, refuse, matter, odour, gas, fumes, noise, vibration or other similar substances or conditions."

(2) Industrial Employment Area Policies

(a) A strategy for buffering between existing residential areas and new industrial and/or business park land uses must be incorporated into Concept Plans that include areas where these land uses interface. Park space, landscaping, sound attenuation berms, and/or other buffering methods or tools should be located in the area between existing residential and new industrial and/or business park areas, through dedication of open space, municipal reserve, buffer strips, and/or other similar tools.
(b) Development adjacent to the CN Chappell Yards may require noise impact and vibration studies.
(c) Concept Plan proponent(s) for the proposed light industrial and/or business park area in the Blairmore Sector shall contact the City's Planning and Development department for guidance on residential-industrial interfaces.
(d) Concept Plan propnents should include a higher level of urban design and landscaping treatments for industrial and business park developments that are visible from exterior streets and at gateways into the city.

4.7 **Land Use Designations**

The land use map for the Blairmore Sector is shown in Figure 11. Existing streets are also shown within the land use map. The land use designations delineated within the Sector Plan align with the land use designations found within the Official Community Plan. All land use designations within the Blairmore Sector are generalized. Further land use designations will be applied during the development of a Concept Plan.

The Blairmore Sector Plan has been planned to include a range of housing densities, types, and options. The specific land uses will be implemented based on market conditions and consumer preferences at the zoning stage. More detailed residential and unit densities will be established at the Concept Plan stage.

Opportunities for mixed use development are provided within the Blairmore Sector Plan in several locations. Mixed use areas are to be located in prominent locations along arterial or collector streets and primarily located within Corridor Planning Area, which is further detailed in Section 4.4 Corridor Growth Areas.

(1) Land Use Designations Policies

(a) Portions of the neighbourhood(s) located east of the West Swale along 22nd Street West have been categorized as a Corridor Transit Village within this Sector Plan. Formalization of this land use will occur once a Concept Plan for this area is approved.
(b) Special Use Areas in the southeast of the sector are to be used by the City for Waste Management and Civic Operations facilities.

(c) The locations of Community Facilities are generalized, and locations will be determined further during a Concept Plan.

5. OPEN SPACE AND THE ENVIRONMENT: THE GREEN NETWORK

This section of the Sector Plan presents a framework to:

- Guide the sensitive incorporation of natural assets and historical resources into the Blairmore Sector; and
- Guide the development of future parks, public spaces, cultural sites, and other valuable natural assets.

Together, natural assets, historical resources, and open spaces create the Green Network, which provides a variety of places for outdoor activity, passive uses, linkages, and ecological areas. The quality of the Green Network is an important component of the public realm that shapes the form and function of the Blairmore Sector and will result in walkable, livable, and sustainable communities.

As outlined in the Green Infrastructure Strategy, appropriate management of the Green Network provides benefits such as resilience to climate change, carbon sequestration, better water quality, and reduced flooding risk. With the Blairmore Sector Plan vision of embodying environmental sustainability comes the responsibility to design the future phases of development to combine characteristics of function, aesthetics, and sustainability. This involves planning in a manner that incorporates green spaces and connections, including how the street network and infrastructure may impact the Green Network.

The design of future development should incorporate the guiding principles of the City's Green Infrastructure Strategy:

(a) Climate Change Adaptation and Mitigation – Our contributions to climate change are mitigated and our ability to adapt to local change is enhanced.
(b) Ecological Integrity – Biodiversity and connectivity of the urban green network is conserved and supported.
(c) Education and Awareness – Educational opportunities incorporate ecological, cultural, and traditional knowledge. The community is aware of appropriate uses of green spaces.
(d) Equitable and Accountable – Green infrastructure is distributed throughout the city to provide access to all residents.
(e) High Quality – Green spaces are evaluated and used for their best purposes, taking into consideration the types of infrastructure and amenities they have, the value of the functions they provide, and community needs,
(f) Integrated and Multifunctional – Green spaces are integrated into the city fabric to form a network that serves multiple uses and needs.
(g) Public Safety – The green network is safe, accessible, and inclusive for all.
(h) Recognizable and Unique Places – A range of green space types and functions reflect heritage; traditional land uses and community identity and needs.
(i) Sustainable – The green network responds to operational requirements, flood resiliency, community capacity, and environmental and local needs.
(j) Wellness: Physical and Mental – The green network meets community needs, recognizing that access to green space is strongly related to residents' physical, spiritual, and mental wellbeing.

5.1 Dedicated Lands

The Dedicated Lands Regulations, 2009 is a tool provided under *The Planning and Development Act, 2007* and is the means through which the City is able to accumulate the land required to meet the needs for parks, utility space, the ecological network, and recreational facilities. Additionally, it allows the City to ensure that development does not occur on lands that are subject to flooding, slumping, and instability.

(1) Municipal Reserve

When land is subdivided, *The Planning and Development Act, 2007* enables a municipality to require a portion of land to be reserved as Municipal Reserve for public recreation or similar purposes, or for money to be paid in lieu of land. The Municipal Reserve dedication requirement is ten percent gross land area for residential land and five percent of gross land area for non-residential land. The City's primary guiding document for park development outlines the distribution of park space to be dedicated as follows: Neighbourhood Park (61%), District Park (36%), and Multi-District Park (3%).

The Neighbourhood Park allocation must be dedicated within a neighbourhood. Neighbourhood Parks can be in the form of Core Parks, Pocket Parks, Linear Parks, and Village Squares. The locations of these parks should be consistent with the City's primary guiding document for park development, and when appropriate, be depicted in all proposed Concept Plans.

District and Multi-District Parks are intended to serve active and passive recreational needs of residents of more than one neighbourhood, therefore the space required for these parks tends to be allocated more heavily in some areas and less so in others. When this occurs, a neighbourhood may have either a surplus or deficit of dedicated Municipal Reserve. When a neighbourhood has a deficit of dedicated Municipal Reserve, the Concept Plan proponent(s) are required to pay money in lieu to offset the costs incurred by neighbourhoods which have an over-dedication (surplus).

Multi-District Parks are intended to serve active and passive recreational needs during all seasons of the year that may not otherwise be served by Neighbourhood and District Parks, (e.g., cultural facilities, multi-purpose leisure centre). These activities could be associated with a recreation complex.

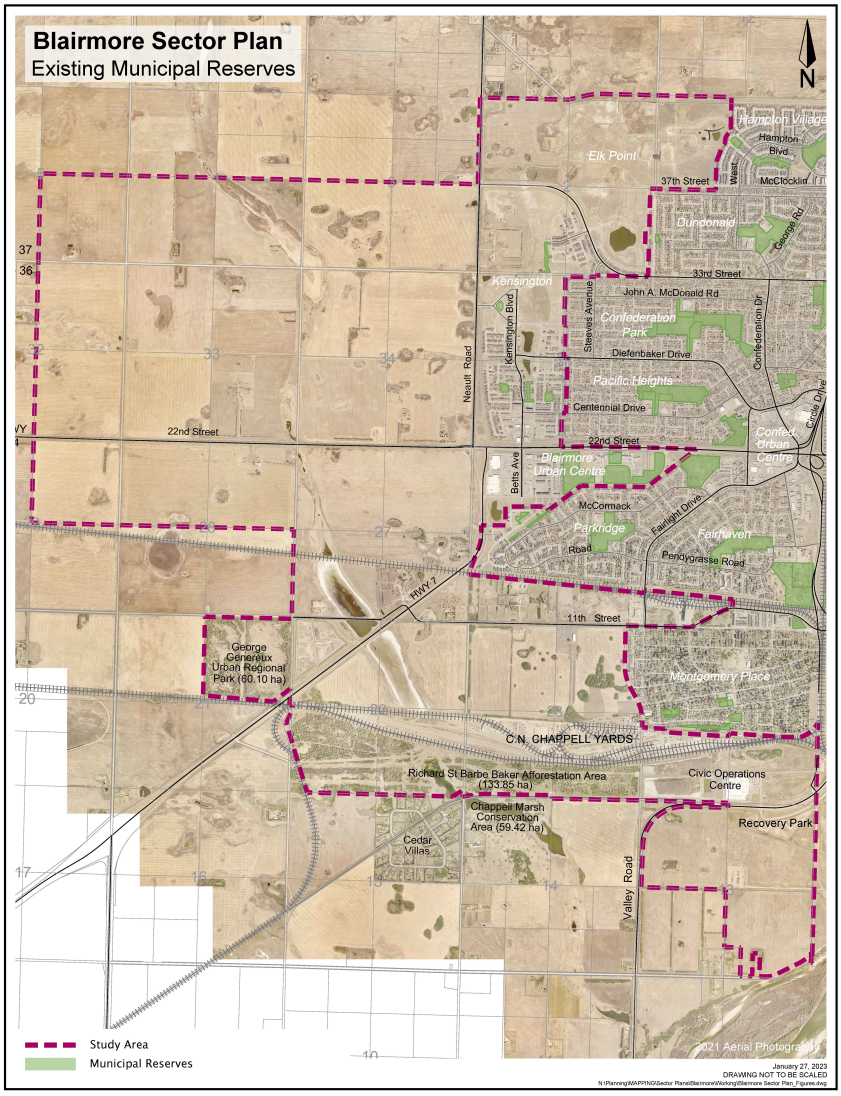
As part of the initial phasing of the Blairmore Sector, the Blairmore Urban Centre was developed with 15.4 ha (38.5 ac) of Multi-District Municipal Reserve to create Morris T. Cherneskey Park. The percentage of District and Multi-District Municipal Reserve required from the gross area of the Urban Centre would be less than the amount provided to build the park. Therefore, the City accepted an over-dedication of 8.11 ha (20.05 ac) of Multi-District Municipal Reserve anticipating the growth of the sector. A 2013 Concept Plan amendment, slightly decreased the size of the Blairmore Urban Centre, causing the over-dedication to increase to 8.32 ha (20.55 acres). As a result, Kensington and Elk Point were slated to be under-dedicated by an equivalent amount of Municipal Reserve. Most of this over-dedication was accounted for during the development of Kensington. The remainder of this under-dedication will need to be addressed in the Concept Plan for Elk Point. Table 4 provides a breakdown on the total amount of Municipal Reserve required in the Blairmore Sector. The locations of future District and Multi-District Parks will be determined through discussions between Concept Plan proponent(s) and the Recreation and Community Development Department as the Blairmore Sector develops, and park space is warranted.

Table 4: Municipal Reserve Analysis

Concept Plan Approved	Hectares	Acres	Municipal Reserve (MR) Dedication	Total MR (acres)	Neighbourhood 61%	District 36%	Multi-District 3%	Industrial MR
Blairmore Urban Centre[1]								
Commercial	22.53	55.68	5%	2.78				
Residential	61.36	151.62	10%	15.16				
Total Blairmore Urban Centre	83.89	207.30						
MR Required				17.94	10.94	6.46	0.54	
MR Dedicated				38.50			38.50	
Over-Dedication[2]				**20.56**				
Kensington[1]								
Commercial	2.01	4.97	5%	0.25				
Residential	189.55	468.40	10%	46.84				
Total Kensington	191.56	473.37						
MR Required				47.09	28.72	16.95	1.41	
MR Dedicated or Proposed				28.86	28.86			
Under-Dedication[2]				**18.23**				
Proposed Development[3]								
Phase I (Elk Point)	231.35	571.69						
MR Required			10%	57.17	34.87	20.58	1.72	
Required Under-Dedication[2]				**2.33**				
MR Expected after Under-Dedication				54.84				
Phase II								
Commercial	68.80	170.00	5%	8.50				
Residential	130.71	323.00	10%	32.30				
Total Phase II	199.51	493.00						
MR Required				40.80	24.89	14.69	1.22	
Phase III (South)	141.64	350.00	10%	35.00	21.35	12.60	1.05	
Phase III (North)	202.34	500.00	10%	50.00	30.50	18.00	1.50	
Phase IV (Central)	194.25	480.00	10%	48.00	29.28	17.28	1.44	
Phase IV (North)	271.14	670.00	10%	67.00	40.87	24.12	2.01	
Phase IV (South)	218.53	540.00	10%	54.00	32.94	19.44	1.62	
Timing To Be Determined[3]								
Kensington - Former Yarrow Youth Farm	15.80	39.05	10%	3.91	2.39	1.41	0.12	
TBD Phase (Light Industrial)[4]	364.22	900.00	5%	45.00				45.00
Blairmore Sector Developable Land	**2,114.25**	**5,224.41**		**465.91**	**256.75**	**151.53**	**12.63**	**45.00**
Combined Multi-District and District MR						**164.16**		

Note:
1- Blairmore Urban Centre and Kensington calculations have been adjusted to account for Concept Plan amendments that have occured since the 2011 Blairmore Sector Plan approval
2 - Combined under-dedication of Municipal Reserve in Kensington and Elk Point must equal over-dedication in Blairmore Urban Centre.
3 - With the exception of Phase II, Municipal Reserve for future developments has been calculated at a 10% residential rate, as the exact split of residential and commercial will not be determined until the time of Concept Plan. Any commercial lands proposed within these developments will be calculated at 5% when listed in any future Concept Plans. The residential-commercial split of Phase II may also be adjusted at the time of Concept Plan. The overall size of future developments will be determined at the time of Concept Plan.
4 - Note that levies for the Light Industrial area may be inadequate for park development and therefore, money-in-lieu is likely to comprise most or all of the industrial MR requirement.

Figure 13: Existing Municipal Reserves



(2) Environmental Reserve

Policies in Subsections 5.1 (4), 5.2 (4), and 7.1 (4) encourage the conservation of natural features and enhancement of these features by incorporating them into the layout of neighbourhood open space. One tool that can be used for environmental conservation is Environmental Reserve. When land is dedicated as Environmental Reserve, it is subtracted from the gross developable area of the neighbourhood. Municipal Reserve is then calculated based on the remaining lands.

There may be opportunities to utilize Environmental Reserve to conserve some of the wetlands in the Blairmore Sector. Wetlands left in a natural state can be aesthetically pleasing and can add value to surrounding development. They can also provide education and exploration opportunities while sustaining wildlife habitats and reducing carbon dioxide in the atmosphere. Further, such wetlands

perform a natural stormwater retention function, reducing the need for expensive engineered stormwater management solutions. However, it should be noted that some wetlands in their natural state may not be complementary to adjacent development and will need to be reviewed on a case-by-case basis. As noted in Subsection 5.1 (4), significant wetlands suitable to being kept in their natural state should be dedicated as Environmental Reserve.

(3) Municipal Utility Parcels

Municipal Utility parcels are parcels of land that are dedicated upon subdivision and become the property of the municipality for the purpose of a public work or public utility. Utility parcels may be leased to utility providers. Examples include but are not limited to stormwater retention ponds, electrical substations, and cell tower sites. Land designated as municipal utility parcel is subtracted from the gross developable area of the neighbourhood. Municipal Reserve is then calculated based on the remaining lands.

(4) Dedicated Lands Policies

(a) Municipal Reserve shall be required as outlined in Table 3 and in accordance with the requirement of *The Planning and Development Act, 2007*. The City may accept money in lieu instead of dedicating land as municipal reserve in areas where the dedication is not desirable.
(b) The remaining over-dedication of Municipal Reserve from the Blairmore Urban Centre will be credited towards the amount of required Municipal Reserve in the Elk Point neighbourhood.
(c) Environmental Reserve may be considered for ecologically sensitive areas identified in the Blairmore Sector.
(d) Significant wetlands that have been deemed suitable to be kept in their natural state should be dedicated as Environmental Reserve or identified as ecologically significant through other land dedication tools.
(e) Naturalized wetlands may be dedicated as Municipal Utility parcels.
(f) Environmental Reserve and Municipal Utility parcels should be surrounded by and integrated within designated parks, subject to the City's primary guiding document for park development.
(g) The specific configuration, size, and use of open space shall be determined as part of the Concept Plan stage.
(h) Parks shall be constructed in accordance with the City's primary guiding document for park development. Linear Parks or smaller park areas connecting to Core Parks should be considered as separate from the Core Park itself and will not be counted towards the minimum Core Park area of 6.5 hectares (16 acres).
(i) Where appropriate stormwater facilities may be contained within Linear Parks, these facilities should be landscaped as naturalized areas.
(j) Parks and open spaces should be co-located with areas that include higher residential densities to support the higher population expected in these areas.

5.2 **Natural Areas**

The Blairmore Sector Plan promotes conserving and restoring natural assets in the Green Network and sensitively incorporating them into the sector. Using the information derived from the Natural Area Screening, valuable natural assets and networks were mapped including soils, wetlands, wildlife, and

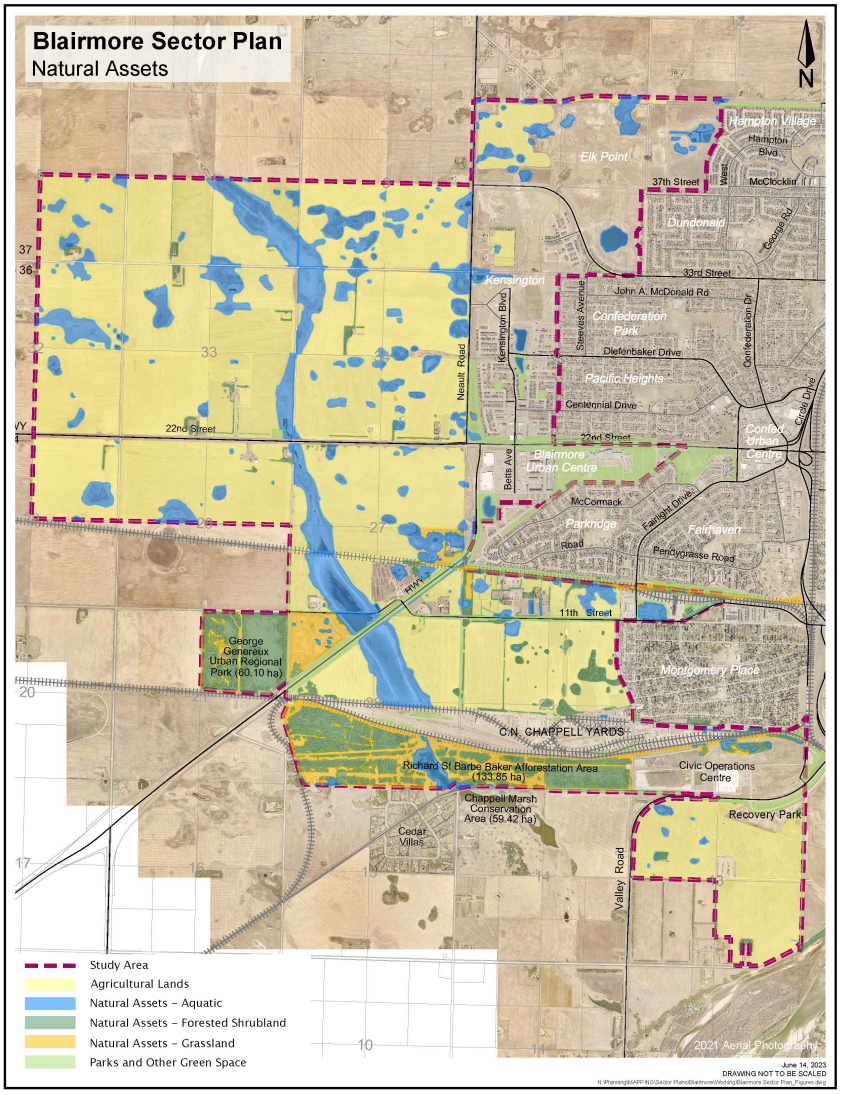
potential corridors. Detailed information and results regarding the Natural Area Screening and Environment can be found within Section 3.3 Physical Conditions of this plan and are further detailed in the full Natural Area Screening report.

Concept Plan proponents should seek to sensitively incorporate natural assets and complement the City's Green Infrastructure Strategy guiding principles, while considering:

(a) Adherence to the Wetland Policy, Natural Area Screening Guidelines, Contractor Environmental Guidelines, and other applicable policies and guidelines during development and construction
(b) Development of Natural Area Management Plans to define site specific management criteria for natural assets
(c) Use of native species in landscaping
(d) Commemoration of culture and heritage within the Green Network
(e) Use of nature-friendly design considerations in areas adjacent to natural assets (e.g., greenways, dark sky compliant lighting, bird-friendly glass in buildings, wildlife crossings) to reduce and mitigate impacts of development to natural assets
(f) Use of land dedications that reduces the risk of incompatible uses co-occurring at the same area (e.g., active recreation and conservation)
(g) Designation of buffers and connectivity corridors near and connected to natural areas

The Blairmore Sector contains natural assets, as well as enhanced assets (parks and other green spaces) and agricultural land, as shown in Figure 14 (Natural Assets), utilizing data from the City's 2019 Natural Area Inventory.

Figure 14: Natural Assets



(1) Soil and Geotechnical

Much of the lands within the Blairmore Sector will be suitable for development, though some areas may come with challenges. Phase I Environmental Site Assessments are required for each parcel within the Blairmore Sector boundary for due diligence, as identified in subsection 5.2 (4). Figure 3 within the Blairmore Natural Area Screening lists sites of potential concern which may require further environmental work after the Phase I Environmental Site Assessments are complete. This list is not inclusive; additional sites of concern may be found during the Environmental Site Assessment process. The Natural Area Screening identified 14 areas of potential soil contamination, including one which may be considered for a Phase II Environmental Site Assessment.

(2) Wetlands and Wetland Complexes

Wetlands are large depressions where the water table is at, near, or just above the surface, and where the depressions are saturated with water long enough to promote wet-altered soils and water tolerant vegetation. Many wetlands are found in the Blairmore Sector, as described in Subsections 3.3 (5) and (6) and shown in Figure 7 (Physical Characteristics).

(3) Vegetation and Wildlife

Per the Natural Area Screening, 105 vegetation species have been historically documented in the sector, primarily within the afforestation areas. Two plant Species of Management Concern – Red-Elder Berry and Small Yellow Lady's Slipper – were identified during the afforestation areas field study. Dominant vegetation in the afforestation areas included Common Caragana, Siberian Elm, Manitoba Maple, Green Ash, and American Elm. Many invasive species were found in the afforestation areas, including Smooth Brome, Quack Grass, and Crested Wheatgrass.

The Natural Area Screening noted that 91 bird species, 52 invertebrate species, and eight mammal species have been historically documented in the Sector, mostly within the afforestation areas. Among these species are several Species of Management Concern: 11 avian species and two amphibian species. A breeding bird survey completed in the afforestation areas for the field Natural Area Screening identified 32 bird species.

It is noted in the Natural Area Screening that urban development could have a detrimental effect on plant and wildlife habitat; however, it also concludes that the Blairmore Sector has already been significantly shaped by human activities through agriculture and other land uses. Acknowledging that urban development will occur allows for the delineation of areas that should be conserved.

Though development will inevitably displace some species, the establishment of one or multiple corridors of habitat rather than isolated patches would ensure that greater biodiversity is retained in the area.

(4) Natural Areas Policies

(a) Consultants and Concept Plan proponents completing further environmental studies within the Blairmore Sector must communicate with the City's Sustainability Department and Meewasin prior to commencement to ensure guidelines and approval requirements are met.

(b) All data and findings from environmental studies must be shared with the City's Sustainability Department and Meewasin.

(c) The desktop Natural Area Screening completed by Environmental Dynamics Inc. (EDI) must be supplemented by one or more field natural area screening(s) prior to all Concept Plans proposed within the Blairmore Sector. The field natural area screening(s) must be completed within two years or less prior to the date of a Concept Plan submission. If development is expected to impact any natural area(s) immediately adjacent to but not within the Concept Plan boundaries, the field natural area screening(s) should also include a study of those natural area(s).

(d) As part of the Concept Plan process, an Environmental Site Assessment (Phase I and/or II) must be completed by a qualified consultant. The assessment should determine potential and existing environmental contamination liabilities on the area of proposed development. If contamination is

present, the developer (or landowner) is responsible for remediating the site and preparing the land for its future use.

(e) Concept Plan submissions must include a plan to complete Phase I Environmental Site Assessments for each parcel and a plan to complete Phase II Environmental Site Assessments for parcels with potential environmental concern. The actual assessments should be completed as close as possible to the date of development; within one year or less.

(f) A hydrogeological study is required to be completed prior to the development of a Concept Plan and included as part of the Concept Plan submission. This study should collect data on the ground and groundwater conditions of the Concept Plan area with particular focus on the vicinity of existing wetlands, areas with identified hydrogeological concerns, and areas lacking in existing data. This analysis should identify potential underground aquifers, high water tables, and site drainage issues.

(g) A detailed geotechnical investigation is required at the Concept Plan stage for all areas west of the West Swale to confirm suitability of these lands for long-term development. The geotechnical report may result in proposed lands being removed from the developable areas, the proponent improving the land to support the development of the land, or restrictions being placed on development, among other options. A detailed investigation by a professional engineer is required to review these lands to determine potential for subsidence due to mining activity in the area.

(h) Development shall be compliant with the City's Wetland Policy C-09-041. Alterations to wetlands may be subject to compensation, per the Wetland Policy.

(i) All wetlands within the Concept Plan areas shall be identified, mapped, and classified by permanency and functionality in accordance with the City's Wetland Policy C09-041.

(j) Any wetlands classified as a Class III or higher must have a functional assessment completed prior to the Concept Plan stage.

(k) If avoidance of a high value wetland during development is not possible, a Wetland Mitigation Plan is required in accordance with the Wetland Policy C09-041. This plan must be submitted and approved prior to any alterations occurring to the wetland.

(l) Wetland design must be in accordance with the City's Wetland Design Guidelines.

(m) For areas identified by the Natural Area Screening as needing further study, Concept Plan proponents will be required to obtain a qualified consultant to identify the low-lying water bodies and to classify their importance. At the time of Concept Plan, the consultant should also suggest integration methods to incorporate these natural areas into an urban environment.

(n) The City and Meewasin will work in consultation with landowners to delineate the portions of the West Swale that are important to Meewasin's mandate based on habitat quality, biodiversity protection, presence of at-risk species, and cultural heritage resources.

(o) Consideration should be given during the creation of a Concept Plan for the establishment of habitat corridors linking significant wetlands to other significant natural and naturalized areas, such as the South Saskatchewan River Valley, Chappell Marsh, the afforestation areas, and the West Swale.

(p) Any field natural area screenings must include wildlife surveys following the most current versions of the Saskatchewan Ministry of Environment's Species Detection Survey Protocols in appropriate habitats.

(q) If species under Federal and/or Provincial protection are identified, the appropriate activity restriction setbacks must be utilized from the date of identification onward.

(r) To ensure important wildlife habitat is protected, the George Genereux Urban Regional Park and Richard St. Barbe Baker Afforestation Area are to be conserved.

(s) Usage of the afforestation areas will be subject to the provisions of any guiding plan(s) for the area(s). Should no guiding plan be in place, usage of the afforestation areas will be determined at the discretion of the City.

(t) Only improvements that conserve the natural and cultural heritage resources or enhance the recreational and educational use of the area, will be allowed within the George Genereux Urban Regional Park and Richard St. Barbe Baker Afforestation Area.

(u) During formulation of any guiding plan(s) for the afforestation areas, City staff must review and strongly consider implementing the final three Natural Area Screening recommendations listed in subsection 3.3 (3) of this Sector Plan.

5.3 Historical Resources

There is one known site of interest within the sector boundary, Smithville Cemetery. The Smithville Cemetery is located north of Highway 14 and east of Range Road 3063 adjacent to the western side of the West Swale. There are currently no properties in the Blairmore Sector protected by the City's Heritage Property Bylaw.

It is important that sites of historical, archaeological, and paleontological significance in the Blairmore Sector be preserved. At the time of Concept Plan submission, a referral will need to be prepared and forwarded to the Saskatchewan Ministry of Parks, Culture and Sport, and Heritage Conservation Branch for their review, as referenced in Subsection 5.3 (1). The Heritage Conservation Branch will then issue either clearance for the development to proceed as planned or provide detailed requirements for a Heritage Resource Impact Assessment (HRIA).

To conserve, revitalize, and honour Indigenous culture and heritage, Concept Plans should identify, with the guidance of a community Elder or Knowledge Keeper, opportunities for Indigenous place-keeping and place-making, including traditional ways of knowing, oral histories, beliefs, and languages. This may be achieved through a Traditional Land Use and Knowledge Assessment.

Cultural landscapes are landscapes that are considered historically significant. They connect residents to their past and help tell the story of how Saskatoon developed and how ancestors lived; they reflect our social, cultural, environmental, and economic history. Cultural landscapes should be considered when future detailed planning occurs within the Blairmore Sector. Consultation with the City, Meewasin, rights holders, and stakeholders to identify important cultural landscapes should occur as a Concept Plan is developed.

(1) Historical Resources Policies

(a) As part of a Concept Plan submission, a referral to the provincial Heritage Conservation Branch identifying heritage sensitive quarter sections shall be required and any further requirements regarding a Heritage Resource Impact Assessment must be fulfilled at the Concept Plan proponent's expense.

(b) If historical artifacts are discovered during development, they must be reported to the Ministry of Parks, Culture, and Sport and further assessment and/or mitigation may be required.

(c) If proposed development may impact sites listed on the City's Register of Historic Places, the City's Heritage Coordinator shall be consulted.

(d) Designated municipal heritage properties are protected by the City's Heritage Property Bylaw. Designated properties must be maintained, and the key heritage features cannot be altered without approval from the City.
(e) Information and knowledge provided by any available Traditional Land Use and Knowledge Assessments must be considered for any Concept Plans in the sector. If none are available, Indigenous knowledge should be incorporated in future Natural Area Screenings. Concept Plan proponents should consult with the City's Indigenous Initiatives and Sustainability divisions.
(f) Cultural Landscapes should be considered and identified as part of historical resources ahead of a Concept Plan submission.

5.4 Open Space

In addition to the Municipal Reserve dedication requirements that will form traditional parks within the Blairmore Sector, and the ecological areas, there are a variety of components that form the open space system.

(1) Sustainability

Design and construction of the Blairmore open space system should complement the City's Green Infrastructure Strategy and Climate Action Plan, including:

(a) Use of green infrastructure in neighbourhood design including protection of natural assets, use of native vegetation where appropriate, and incorporation of engineered green infrastructure such as bioswales and low impact development in built-up areas.
(b) Provision of safe, walkable streets in connected communities.
(c) Safe cycling routes physically separated from vehicular traffic.
(d) Tree-lined and shaded sidewalks and streets.
(e) Stormwater management within the green space system and in the street, design including permeable paving, rain gardens, and other low impact development best management practices.
(f) Heat island reduction practices in the green space system.
(g) Maximized solar orientation in green spaces and street activity.
(h) Incorporation of onsite renewable energy sources.
(i) Wind protection in green space design.
(j) Urban agriculture, food forests, and community gardens.
(k) Encouraging green roofs and rooftop greenhouses.
(l) Light pollution reduction, including dark-sky compliant lighting.
(m) Potential partnerships with the City on educational strategies that focus on sustainable design approaches and techniques.

(2) Low Impact Development

Low impact development (LID) is a collection of design techniques intended to manage stormwater in a way that mimics natural processes, thereby reducing the impact on storm drains. LID can come in the form of bioswales, rain gardens, green roofs, permeable pavement, and reuse of raw water, among other techniques. The Green Infrastructure Strategy identifies an increased use of LID as an action item.

(3) Stormwater Retention Ponds

Stormwater retention ponds are a significant part of the open space system. While they function as a necessary stormwater facility, they can also provide an opportunity to enhance the image and character of a neighbourhood area. Incorporating design elements that encourage pedestrian linkages and green space as part of the required grading of the stormwater ponds will be an opportunity to visually express the innovative and sustainable principles of the Blairmore Sector Plan while improving the public realm.

Naturalized stormwater management facilities can improve water quality, increase biodiversity, sequester carbon, decrease shoreline erosion, reduce maintenance costs, and provide wildlife habitat. Naturalized stormwater management facilities should go beyond managing stormwater, but also consider riparian design with the development of native grasses and wet meadow vegetation along the shorelines and wetland plants within the water. The design and implementation of naturalized stormwater facilities will necessitate collaboration among biologists, engineers, planners, and Concept Plan proponents. A cross section of what a naturalized stormwater facility should look like is presented in Figure 15. *Note that Figure 15 is provided as a conceptual example. Stormwater facility designs in the Blairmore Sector will be based on the local context and conditions.*

Figure 15: Example Stormwater Pond Cross Section

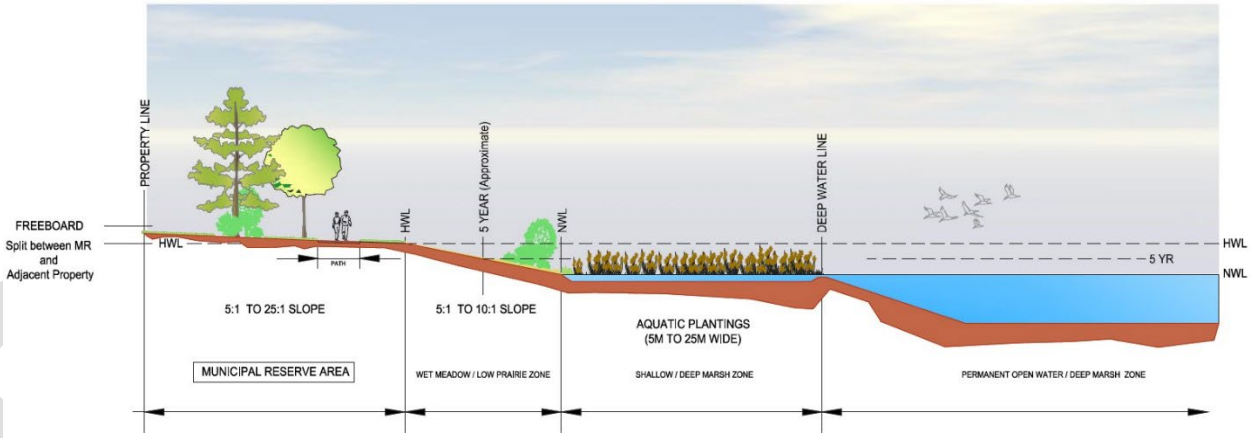


Figure 15 is used with permission from Dream Developments – Brighton Neighbourhood Concept Plan (Dream Developments, 2014)

Opportunities may exist to use a stormwater pond as a raw water source for park irrigation. Raw water irrigation could lead to significant savings compared to the standard potable water irrigation systems typically installed in new parks and open spaces.

Storm pond function and design should focus on the action items outlined within the City's Green Infrastructure Strategy:

(a) Incorporate wetlands and natural drainage paths into the stormwater network.
(b) Identify how green infrastructure can increase the storm system's capacity to respond to intense rain events.

(c) Evaluate opportunities to increase naturalization of existing storm ponds to improve water quality and habitat, while balancing community recreation and other uses.
(d) Consult with affected organizations when designing stormwater infrastructure to mitigate impacts to natural areas and cultural elements within the watershed.

(4) Public Green Space Easements

An easement is an arrangement where one party holds the right to use a portion of another party's property for a particular purpose, often to accommodate utility and/or servicing infrastructure. In some cases, there may be opportunities to align public green spaces such as Linear Parks with existing or planned easements. The co-location of green space and easements may be referred to as a public green space (or open space) easement.

Public green space easements can provide public benefits like improved connectivity and pedestrian access, or "stepping stone" habitats for species moving through the City's Green Network. For example, linkages connecting the sector to existing municipal reserve areas and the Chappell Marsh Conservation Area may be achieved through designated easements in future phases of development. Making use of an easement formalizes the location and use of an area to ensure it is appropriately incorporated into a development alongside other essential infrastructure. These easements should be designed to incorporate public realm elements and connections throughout the Blairmore Sector. Concept Plan proponents are encouraged to correspond with the appropriate utility and/or servicing agencies to identify what public realm possibilities exist for the development of easement areas. Specific utility details are described in Section 7: Utility Infrastructure of this Sector Plan. Easement locations should also be considered as potential mobility corridors that could be preserved for future right-of-way allowing for a street network accommodating transit, active transportation, and vehicle traffic.

(5) Streetscapes

The Bus Rapid Transit corridor along 22nd Street West will lend itself to the development of considerable public space along the corridor. The landscape and pedestrian public realm play an important role in establishing the character of future communities and ensuring the Corridor Growth Area is successful.

A variety of high quality, mixed mode streets are envisioned. Attention to boulevard space should be a priority as it creates an enjoyable public realm along public streets, including separated cycling facilities and tree-lined pedestrian zones. This should be achieved through implementing the principles of public realm outlined within the Corridor Transformation Plan.

(6) Landmarks

Entry, perimeter, and arrival landmarks provide opportunities to establish the image, character, and quality of the Blairmore Sector. Other streetscape and park elements (e.g., benches, light standards, street trees, bike racks, signage, facilities) would also coordinate with this design character. The design intent of these components is to express the sustainable, collaborative, and innovative principles of the Blairmore Sector.

(7) Tree Canopy

Trees provide a myriad of benefits. Canopy cover, or more precisely the amount and distribution of leaf surface area, is the driving force behind the urban forest's ability to produce benefits for the community. The Urban Forest Management Plan (UFMP) provides direction on the City's desired approach to the urban forest. Adherence to the UFMP will ensure an abundant and healthy urban forest in the Blairmore Sector.

The most pertinent benefits to the community provided by the tree canopy are:

(a) Rainwater retention;
(b) Mitigation of polluted stormwater run-off;
(c) Mitigation of poor air quality;
(d) Reduced energy for heating and cooling buildings;
(e) Mitigation of heat islands;
(f) Increased property values;
(g) Creation of a sense of place;
(h) Promotion of psychological, social, and physical health;
(i) Improvement of community image for tourism and business attraction; and
(j) Provision of wildlife habitat.

Trees planted alongside sidewalks and multi-use pathways provide the added benefit of creating shade for pedestrians and cyclists. While new tree species are typically planted with new development, the Concept Plan proponent is encouraged to incorporate existing trees and vegetation into future neighbourhood design.

The installation of underground utility services is a potential risk to trees and conflicts should be minimized, as per policies in Subsection 5.4 (8).

(8) Open Space Policies

(a) Stormwater retention ponds planned within the Blairmore Sector should be designed to a naturalized landscape standard and incorporated into the City's parks system, per Section 3.4 of the City's Wetland Policy C-09-041. These ponds should include a public space component (e.g., walking paths).
(b) Natural water bodies and drainage courses should be integrated into development using green infrastructure, wherever possible.
(c) Temporary stormwater retention facilities must adhere to the policies of the City's primary guiding document for park development.
(d) Landscaping and pedestrian public realm components should be incorporated into utility easement locations, where permitted.
(e) In accordance with the Green Infrastructure Strategy, new areas of development are strongly encouraged to include connections between significant areas of green space.
(f) As per the Official Community Plan, green infrastructure and other innovative technologies and best practices in environmental conservation and sustainable community design should be incorporated for all development within the Blairmore Sector.

(g) When preparing a Concept Plan, proponents should use the City's Climate Action Plan and Low Emissions Strategy as guiding documents. Concept Plans should display how the area will contribute to the City's Greenhouse Gas Reduction Targets and should include policies and strategies that address the actions outlined in the Low Emissions Community Plan.

(h) Sustainable building and design components should be considered and detailed within Concept Plans. Innovative design within the Blairmore Sector is encouraged.

(i) Low Impact Development techniques should be implemented in the design and construction of parks and public spaces.

(j) Public squares and other similar hardscaped public spaces may be considered part of Municipal Reserve dedication. Such consideration must be approved by the City's Community Services Division. Operating impacts to support this type of dedication need to be clearly identified at the Concept Plan stage.

(k) Non-standard park amenities (large fountains, destination playgrounds, amphitheatres, etc.) must be identified at the Concept Plan stage and approved by the City's Parks, Recreation and Community Development, and Facilities Departments to ensure ongoing asset management requirements can be met.

(l) In accordance with the Urban Forest Management Plan, opportunities for tree planting should be maximized in new developments.

(m) Concept Plans should be designed to prioritize tree planting at neighbourhood entrances, on arterial and collector streets, and along active transportation routes. Potential conflicts between utility easements and prioritized tree planting locations must be limited.

(n) Retention of existing healthy tree stands, as assessed by the City's Parks Department, will be encouraged, where possible.

(o) Trees should be planted within boulevards or medians, where possible. Tree plantings atop sound attenuation berms are discouraged. Where trees are planned to be located adjacent to berms, it must be demonstrated that the setback requirements found in the Standard Construction Specifications: Parks can be met. Potential tree locations should be considered and identified at the Concept Plan stage and/or as part of any major infrastructure improvements.

(p) Trees should be planted in locations conducive to tree growth. Potential locations should be considered and identified at the Concept Plan stage and/or as part of any major infrastructure improvements.

(q) Any proposed utility servicing and planting of new or additional trees should ensure potential conflicts are minimized. This should be outlined in a Concept Plan.

6. MOBILITY AND TRANSPORTATION

This Section provides a broad framework for the mobility and transportation network in the Blairmore Sector. Principles and policies have been written to consider how pedestrians, cyclists, transit users, and automobile users will move freely throughout the Sector and beyond the Sector.

As outlined in the Transportation Master Plan, the city's population is expected to double to half a million people over the next thirty to forty years. With this growth in mind, the mobility and transportation network will be designed to support future demands while still maintaining a city that is vibrant and attractive to future generations. Design and future development of the mobility and transportation network within the Blairmore Sector should incorporate the guiding objectives of the City's Transportation Master Plan:

Operating Procedures and Programs - To maintain and establish uniform, consistent, safe, and efficient operating procedures and programs for transportation facilities, infrastructure, and services that reflect our community's values.

Quality of Service - To operate and maintain a transportation network that supports the safe movement of people and goods throughout the city during all seasons of the year.

Transportation Network - To plan and design a hierarchy of streets for all modes of travel that support the movement of people of all ages and levels of mobility in all seasons of the year, while integrating the street environment with existing and future land uses.

Goods Movement - To recognize the important economic role of goods movement by providing a safe, efficient, and connected goods movement network within the city that is integrated with the regional highways network. The city street network provides an intermodal interface with the two national railway carriers and the airport.

Public Transportation - To provide reliable, accessible transit service that encourages more people to choose public transportation as their mode of choice in all seasons of the year.

Monitoring and Reporting - To provide a basis for effective strategic decision making by monitoring and reporting on the progress made toward achieving the relevant targets and strategies of the Active Transportation Plan and Growth Plan to Half a Million.

6.1 Mobility Network Design Principles and Context

(1) Design Principles

The vision for the Blairmore Sector mobility and transportation network was derived from design principles based on the City's Strategic Goals.

The City's Strategic Plan outlines success measures and action items that have a direct correlation to the design of the Blairmore Sector. The strategic goal of Moving Around speaks to investments in infrastructure and all modes of transportation. While the dominant method for moving around is still

personal vehicles, people should be given every opportunity to rely on options such as public transit, walking, and cycling.

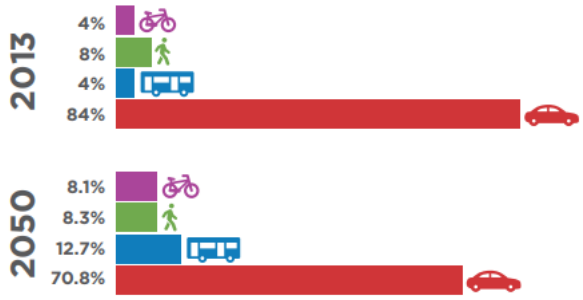
The mobility strategy for the Blairmore Sector Plan focused on providing attractive mobility options in addition to personal vehicles. This is to alleviate congestion and improve the ability for people and goods to move around this sector and city as a whole, quickly and easily. To achieve the Strategic Goals, specific design parameters and goals were examined as part of the mobility analysis for the Blairmore Sector. The following design considerations are listed based on priority:

(a) Capture the highest potential of pedestrian trips within the sector to major amenities or places of employment. The measure typically used is a 400 metre walking distance, or an average of a five minute walk for a non-disabled person.
(b) Capture the highest potential pedestrian access to transit service, particularly planned Bus Rapid Transit stations. The measure typically used is a 600 metre walking distance to the nearest planned BRT station; equivalent to an average of a seven and a half minute walk.
(c) Capture the highest potential cycling trips from within the Blairmore Sector to major employment centres, through newly planned infrastructure and retaining connections to existing infrastructure throughout the city. Increased cycling trips can be supported by safe, physically separated cycling lanes integrated into new and existing street designs.
(d) Accommodate remaining trip generation through a grid based street network that is appropriate for the built context and minimizes any future traffic conflicts in existing communities adjacent to the Blairmore Sector.

(2) Mode Share Targets

The Active Transportation Plan outlines mode share targets as a means to measure progress towards achieving mobility. The city-wide targets were established based on mode share, or the percentage of trips made by each type of transportation, as shown within Figure 16.

Figure 16: Mode Share Targets



The Sector Plan uses current mode share data from comparable surrounding neighbourhoods to guide transportation upgrades and ensure infrastructure is planned appropriately for all modes of transportation. The impact of planned upgrades to the City's transit and active transportation networks should also be considered during analysis of future infrastructure needs.

6.2 Active Transportation Network

Saskatoon's Active Transportation Plan (ATP) was approved in June 2016. It outlines a city-wide active transportation network that links sectors and neighbourhoods throughout the city. In addition to on-street bike lanes and neighbourhood sidewalks, the existing multi-use pathway network should be extended through the Blairmore Sector as each neighbourhood builds out, linking neighbourhood amenities, schools, parks, and natural features, and creating a network of active transportation facilities for residents to use for recreation or travel. The locations and design of the multi-use pathway network within the Blairmore Sector will be determined during the Concept Plan process and should be consistent with the standards and recommendations of the Active Transportation Plan and additional standards, as adopted by the City.

(1) Existing Connections

The existing multi-use pathway network connecting the Blairmore Sector to existing neighbourhoods, shown on Figure 17, consists of the following:

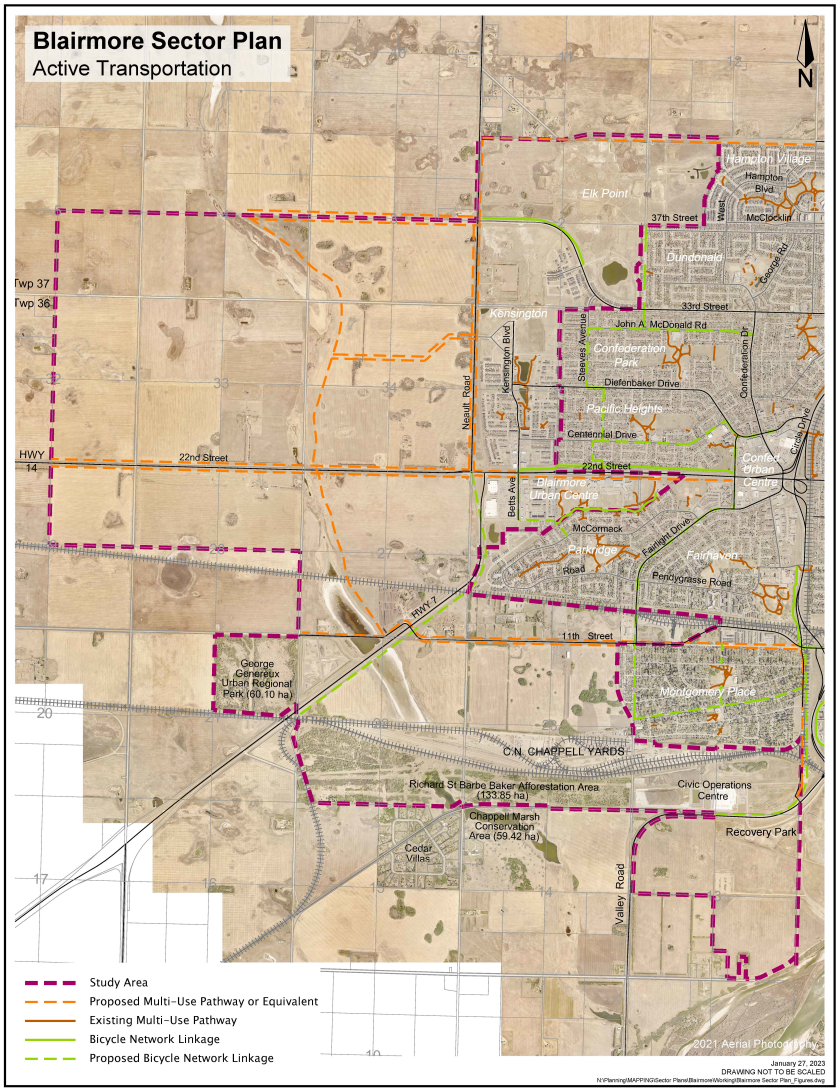
(a) Connections from the Parkridge neighbourhood to the Blairmore Urban Centre;

(b) An existing multi-use pathway along Circle Drive connects with Dundonald Avenue and the 11th Street West Bypass; and

(c) A multi-use pathway along the north side of 22nd Street West is built to the intersection of Kensington Boulevard and 22nd Street West.

(d) A multi-use crossing across 22nd Street West connecting the neighbourhoods north of 22nd Street West to the Blairmore Urban Centre, entering the sector at the Tommy Douglas Collegiate, Shaw Centre, and Bethlehem Catholic High School location.

Figure 17: Active Transportation



(2) Proposed Connections

The Active Transportation Plan proposed several new connections within the Blairmore Sector. The proposed new connections are as follows:

(a) Multi-use pathway connections are proposed between the Elk Point neighbourhood and the Dundonald and Hampton Village neighbourhoods.

(b) A multi-use pathway across the Canadian Pacific Railway tracks is proposed, connecting the neighbourhoods to the north of the industrial area across the CP Rail line at Highway 7. This multi-use pathway may be a grade separated crossing.

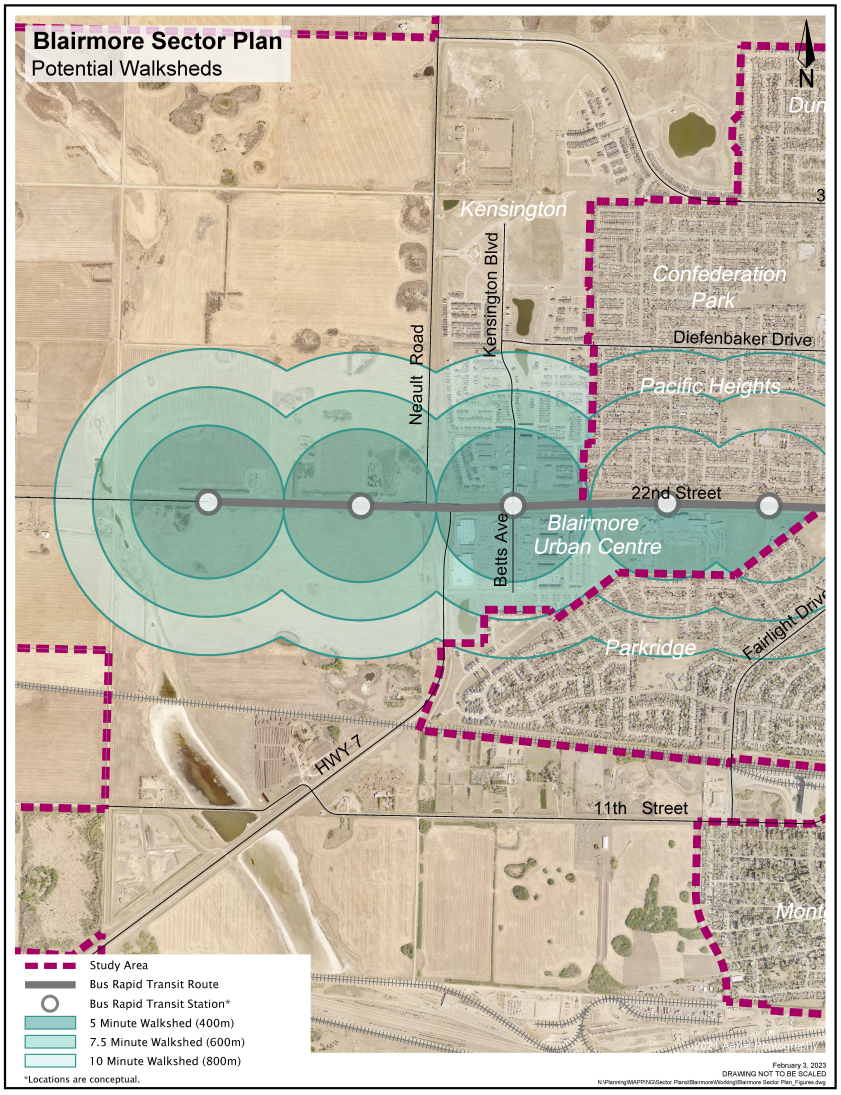
(c) A multi-use pathway connection is proposed between Dundonald Avenue and Valley Road, connecting the Montgomery Place neighbourhood to the Civic Operations Centre and Richard St. Barbe Baker Afforestation Area.
(d) A multi-use pathway connection is proposed at Kensington Gate between the Kensington neighbourhood and the neighbourhoods to the west.
(e) As part of the Active Transportation Plan, an All Ages and Abilities (AAA) facility is proposed along 22nd Street West.
(f) A multi-use pathway connection is proposed along 11th Street West through the sector.
(g) A multi-use pathway connection is proposed along 33rd Street West, connecting Kensington and Elk Point with the neighbourhoods west of Neault Road. A north/south connection is also proposed along Neault Road between 22nd Street West and 33rd Street West.
(h) As development commences in the area, multi-use pathway alignments to the Circle Drive South pedestrian bridge, Chappell Marsh, and the West Swale should be considered.
(i) A multi-use pathway is proposed along Claypool Drive.

The specifics of new active transportation connections will be determined through the Concept Plan process. Note that some of the above connections are subject to railway and Transport Canada regulations.

(3) Pedestrians

A comprehensive network of sidewalks and pathways are planned for the Blairmore Sector to accommodate pedestrians. The goal of the pedestrian network is to provide people with numerous travel route options and create an attractive walking environment that will encourage more people to travel by foot. Land use and density levels for proposed residential development is based on potential of 5-minute, 7.5-minute, and 10-minute walking radius from residences to employment, schools and major amenities, green spaces, and planned BRT stations. BRT station walksheds can be seen in Figure 18.

Figure 18: Potential Walksheds



Multi-use pathways are planned in strategic locations to serve the area and to connect to other destinations in future phases of development. Another key component of the pedestrian network is the design of crosswalks. Pedestrian safety and comfort are enhanced through traffic calming measures throughout the Blairmore Sector.

The pedestrian mode share assumptions and targets are listed within Figure 16. Mode share baseline information is based on Census data. Figure 16 should be used as a guideline for proponents when developing Concept Plans.

(4) Cycling

The City's Active Transportation Plan includes the existing and proposed All Ages and Abilities (AAA) Bicycle Network. To help create a culture of cycling, the Blairmore Sector has been designed to incorporate cycling connections within the sector. This will allow future residents the ability to access local services and destinations by cycling. Linkages to the remainder of the city shall be prioritized to allow all ages and abilities to ride safely.

A major component of the cycling plan should involve maintaining and enhancing safe multi-use pathways and connections, including multi-use pathways around the Blairmore Urban Centre and along 22nd Street West, 33rd Street West, 11th Street West, and Neault Road. Maintaining and enhancing these connections while facilitating new on and off-street facilities will contribute to increasing the City's mode share target for cycling.

(5) Active Transportation Network Policies

(a) Pedestrian connectivity should be established between the Blairmore Sector and adjacent neighbourhoods and facilities outside the sector boundary.

(b) Active transportations connections proposed in Subsection 6.2 (2) of this Sector Plan should be considered during the development of Concept Plans.

(c) The locations and design of the multi-use pathway network will be determined as part of the Concept Planning process. The Concept Plan should illustrate how the proposed multi-use pathways link to existing multi-use pathways and how they connect to the City's Bicycle Facility Network and green network.

(d) Sidewalks shall be provided on both sides of streets to facilitate walkability and maximize pedestrian safety as per the City's Design & Development Standards Manual, Section 8 – Transportation System.

(e) Sidewalk widths that are proposed through Concept Plans will be consistent with the City's Street Design Policy C07-030. Wider standard sidewalks will be required where higher pedestrian volumes are anticipated, such as commercial areas and transit facilities.

(f) A Traffic Impact Assessment (TIA) will be required for all Concept Plans to confirm where sidewalks and multi-use pathways will be accessible for people moving throughout the sector and city, especially along transit routes.

(g) At the time of Concept Plan submissions, proponents will be required to demonstrate how their design supports the City's mode share target for pedestrians.

(h) A pedestrian/cyclist connection linking the neighbourhoods to the north of the Canadian Pacific Rail line to both the proposed industrial area and the afforestation areas should be strongly considered. This connection may be incorporated as part of the street network design or through parks, boulevards, or other open spaces.

(i) A pedestrian/cyclist access linking the Montgomery Place neighbourhood to Richard St. Barbe Baker Afforestation Area and the Civic Operations Centre in the vicinity of Dundonald Avenue and Valley Road should be strongly considered.

(j) Public realm design and development strategies should be developed as part of Concept Plans or major infrastructure projects for any area within or along an identified Corridor Growth Area. The public realm design shall be consistent with the public realm design features outlined within the Corridor Transformation Plan.

(k) Pedestrian connections to planned BRT stations shall be maximized to facilitate greater pedestrian connectivity.
(l) As part of any Concept Plan where industrial lands are proposed, an explanation of how pedestrian movements are incorporated into the design will be required along with a Transportation Impact Assessment.
(m) Traffic calming measures will be identified at time of Concept Plan and will be constructed as streets are built.
(n) The design of the public realm throughout the sector should include street trees and consider including attractive street furniture and facilities to improve the quality of the public realm within the Blairmore Sector.
(o) The cycling network within the Blairmore Sector should accommodate both internal trips within the Sector and external trips between the sector and major facilities and destinations outside the sector.
(p) Multi-use pathways and/or separated pedestrian and cycling facilities should be included along 22nd Street West, 33rd Street West, 11th Street West, Neault Road, and Claypool Drive
(q) Proposed cycling infrastructure that is included within the Active Transportation Plan should be incorporated within Concept Plan submissions.
(r) At the time of Concept Plan submissions, proponents will be required to outline how the design supports the City's mode share target for cycling.
(s) Where transit routes and on-street bicycle lanes are located on the same street, the street must be designed to accommodate both modes safely.
(t) Based on the TIA prepared for a Concept Plan proposing industrial lands, multi-use pathways or on-street bicycle lanes shall be considered for all collector streets, if appropriate.

6.3 Transit Service

The City's Plan for Growth identified BRT as a key strategy to shape the future of Saskatoon. The planned red BRT line will run along 22nd Street West terminating at the Blairmore Urban Centre. A future extension further to the west is proposed in this Sector Plan.

Future phases of development in the sector will be designed to be transit supportive with regard to densities, mix of uses, and pedestrian friendly urban design. The addition of a BRT line along 22nd Street West connecting to Downtown and institutional destinations such as the University of Saskatchewan and Saskatchewan Polytechnic campuses will help support a higher demand for transit service.

The use of a grid-based street network design within the development of the sector is ideal for transit service. Grid network elements allow for linear routes and minimize the number of turns. In addition, grid elements provide for greater pedestrian connectivity, allowing more complete community coverage.

As the Blairmore Sector builds out, consideration will be given to improve the transit system to best serve the growing population within the sector. Existing transit services and routes will need to be re-routed or new routes may need to be created to meet a necessary service level for the growing neighbourhoods in the sector.

(1) Transit Service Policies

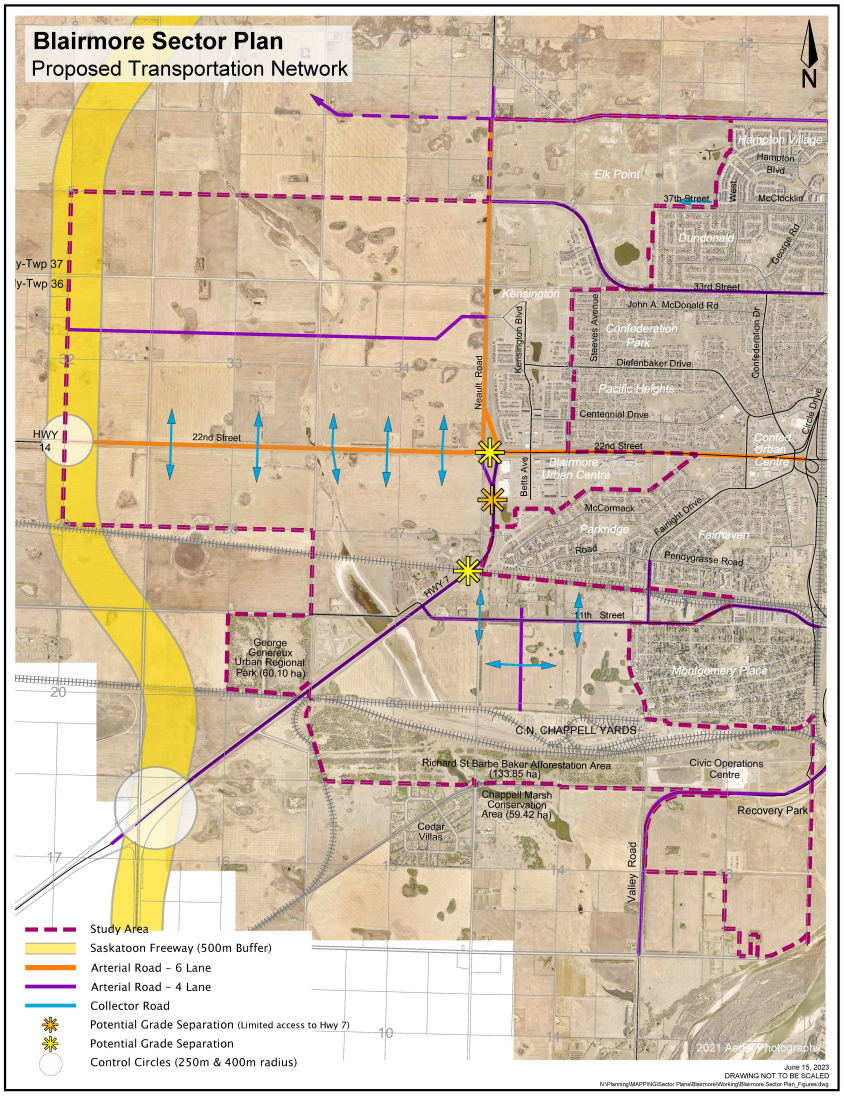
(a) Transit feeder routes for the BRT system shall be further refined at the Concept Plan stage without requiring amendment to this Sector Plan.
(b) Detailed design of the BRT stations shall be determined by Saskatoon Transit in consultation with the City's Corridor Transformation Team.
(c) Direct pedestrian connections to BRT stations should be provided.
(d) Concept Plan proponents shall work with Saskatoon Transit to determine preferred routing of future transit routes.
(e) Developments should contain grid network elements, wherever possible, to minimize the number of turns for transit and maximize community coverage.
(f) At the time of Concept Plan submissions, proponents will be required to demonstrate how the design supports the City's mode share target for transit.

6.4 **Street Network**

Streets within the Blairmore Sector should be designed so people using all modes of transportation can safely and comfortably move throughout the Blairmore Sector.

Most of the east-west arterial street network that will serve future phases of development in the Blairmore Sector are extensions of existing arterial streets. These are outlined on Figure 19 (Proposed Transportation) along with the realigned CN Chappell Yards access road. Several connection points for collector streets are shown in the transportation map. These connection points should be seen as conceptual and flexible. There are four highways within the Blairmore Sector that serve the city and surrounding area. These highways serve as parts of the truck and dangerous goods transportation networks. The detailed street network design within the sector will be completed at the Concept Plan stage for each phase.

Figure 19: Proposed Transportation



(1) Access

During the early stages of development, primary access to the Blairmore Sector will be provided by 33rd Street West, 22nd Street West, and 11th Street West.

Potential access points into future phases of development have been identified through the transportation analysis for this plan. The access points identified followed the existing street network and rural road network. Based on the access points identified, the proposed street network can accommodate the proposed full build-out population of each phase of development. Additional access points beyond those identified may be useful and may be supported. Typically, additional access points result in less capacity needed on main arterial streets, providing for a more resilient and flexible street network. The access scheme is to be developed in detail during the Concept Plan stage.

(2) Arterial Streets

The internal street network for the Blairmore Sector will be determined as part of the Concept Plan process; however, the arterial street network should employ grid elements and accommodate the safe and efficient movement of all modes of transportation including long combination semi-trailers.

Figure 19 reflects the intended final form of the street network for the Blairmore Sector. In Subsection 6.4 (9), Policies (n) and (o) identify instances where highways may be converted into expressways as an interim step, prior to their eventual conversions into arterial streets closer to the time of adjacent development. As shown on Figure 19, there are eight arterial streets that lead into and shape the Blairmore Sector:

(a) 33rd Street West runs between, and provides access to, Kensington and Elk Point and terminates at Neault Road.
(b) 22nd Street West will be classified as an arterial street between Circle Drive and the West Swale. Between Neault Road and the swale, the form of 22nd Street West will be an urban arterial street with a multi-modal corridor and Bus Rapid Transit infrastructure. The transformation to an urban arterial street will occur prior to development adjacent to 22nd Street West. In the future, 22nd Street west of the swale may be converted into an urban arterial street, as described in subsection 6.4 (9)(o).
(c) The alignment of McClocklin Road is proposed to be extended west as a minor collector connecting Elk Point to Hampton Village and terminating at Claypool Drive.
(d) Diefenbaker Drive extends west converting from an arterial to a minor collector connecting Kensington to the existing neighbourhoods to the east.
(e) Claypool Drive will be an arterial street which extends across the north boundary of Hampton Village and Elk Point to Neault Road and continues to connect to the Saskatoon Freeway outside city limits.
(f) 11th Street West is the main access point into the southwest portion of the sector. It is classified as a major arterial between Dundonald Avenue and Fairlight Drive. From Fairlight Drive to Highway 7, it is classified as a minor arterial. It runs east-west between Circle Drive south and Highway 7 providing important access to the proposed industrial area and to the adjacent Montgomery Place neighbourhood. In 2011, the 11th Street West Bypass was built to divert traffic away from the northeastern portion of Montgomery Place residences along the original 11th Street West.
(g) Fairlight Drive provides access to the southwest portion of the sector from the north and is classified as a minor arterial.

In addition to the arterial street network, Circle Drive South provides access to the southern portion of the sector via 11th Street West and Valley Road. Neault Road will serve as an interim truck route until the west portion of the Saskatoon Freeway is built linking Highways 7 and 14 to Highway 16.

Existing arterial streets may require modifications or enhancements within the Blairmore Sector to accommodate increased trip generation. Any modifications or enhancements should ensure that the existing street network will be able to maintain an acceptable service level.

Identifying where enhancements may be needed should be an area of focus for proponents and the transportation engineer responsible for producing the TIA as part of the Concept Plan submission. The identification of enhancements at this stage also allows for the landowner(s) to incorporate these

measures within the design of future development, as enhancements may have implications for adjacent properties or require changes to existing street configurations, or relocation of existing utility infrastructure.

Priority streets have been identified that may require enhancements in the future. These streets and their future function are important arterial streets in the city and should strive to provide an appropriate service level. In each case, consideration must be given to the City's long-term mode share targets. Any assessment or proposal should consider impacts on transit and active transportation facilities, as well as projected mode share based on enhancements to these facilities.

The impacts to the following streets should be assessed as part of the TIA:

(a) 11th Street West from Circle Drive to Highway 7, including the intersection at 11th Street West and Highway 7;
(b) Chappell Drive within the industrial area, including its proposed future location when it is relocated westward away from the Montgomery Place neighbourhood;
(c) Highway 7 north of the CN main line; and
(d) Further engineering is required to convert the rural cross section of 22nd Street West (west of Neault Road) to an urban cross section.

Possible enhancements to the Blairmore Sector's street network will be incremental as development occurs over time. This Sector Plan is a long-term plan, therefore new information and data at the time of development may frame different considerations of street network enhancements. Planned investments in the City's transit and active transportation networks, as well as changes in technology and mobility habits could have significant impacts on transportation infrastructure needs. These scenarios and the impacts of any existing or planned upgrades, should be confirmed through a TIA at the Concept Plan stage.

(3) Highways

There are four highways within the Blairmore Sector. The southern portion of Highway 684 is known as Neault Road within city limits and the northern portion in the RM of Corman Park is known as Dalmeny Road. Highway 7 begins at the intersection of Neault Road and 22nd Street West, leading southwest beyond city limits. Highway 7 is an important trade and travel route linking Saskatoon to Calgary, Alberta, and acts as a primary route for commutes to the Nutrien Vanscoy Potash Mine. 22nd Street West continues westward beyond city limits as Highway 14, a rural highway. Highway 762, also known as Valley Road, originates at an interchange with Circle Drive and leads west, then south, as a rural highway.

(4) Saskatoon Freeway Alignment

The alignment of the proposed Saskatoon Freeway surrounding Saskatoon was a cooperative project of the City of Saskatoon, Saskatchewan Ministry of Highways and the RM of Corman Park in 2000. The Saskatoon Freeway will be a high-speed corridor to move provincial highway traffic around Saskatoon.

On December 15, 2008, City Council approved the alignment of the West Saskatoon Freeway. The approved alignment has been represented on Figure 19. Initially, the West Saskatoon Freeway alignment

severed the northwest corner of the Blairmore Sector. The approved Saskatoon Freeway now follows the city boundary, providing more developable land in the Blairmore Sector.

In October 2021, the Saskatchewan Ministry of Highways announced that the West Saskatoon Freeway alignment portion of the project had been deferred. As of April 2023, the Ministry of Highways has indicated that functional planning of the West Saskatoon Freeway will resume in the coming years. However, it will still be many years before this portion of the Saskatoon Freeway is constructed, so in the interim, Neault Road will serve as a truck route between 22nd Street West and Highway 16 northbound.

(5) Grade Separations

A grade separation interchange at the intersection of Highway 7 and Highway 14 is under consideration. It is possible that a grade separation at this location may not be necessary, given that the future Saskatoon Freeway will direct much of the heavy traffic on the west side of the city away from this intersection. If it is determined that a grade separation is not needed at this location, the intersection would remain at-grade. However, the Sector Plan has been written to leave open the possibility that the intersection could be upgraded to a grade separation interchange in the future.

A grade separation interchange is under consideration at the intersection of Highway 7 and Hart Road. This grade separation would allow for the flow of north-south traffic along Highway 7 and east-west traffic along Hart Road, linking the existing Blairmore Urban Centre and the Phase II neighbourhood to the west. Access between Highway 7 and Hart Road would likely be limited, due to the proximity of the intersection with Highway 14. It should be noted that a grade separation at this location will likely be challenging to design and construct.

The CP rail line crossing across Highway 7 is also proposed for consideration as a grade separated crossing. This grade separation would allow traffic on Highway 7, including emergency vehicles, to avoid disruptions caused by train crossings.

Future grade separations, including those related to the Saskatoon Freeway, will be considered at a later time.

(6) Industrial Employment Area

The proposed industrial employment area in the southwest portion of the Blairmore Sector will require changes to the existing transportation network in the area. The Montgomery Place Local Area Plan includes a recommendation to relocate Chappell Drive further to the west, away from residences. Township Road 364, which passes through the West Swale and has been closed in recent years, will remain closed. George Genereux Urban Regional Park currently lacks formal access; this will need to be remedied if the area is to be properly utilized. Each of these matters are addressed through policies in 6.4 (9).

(7) Truck Routes

Highway 684, known as Neault Road within city limits, is classified as a Secondary Truck Route for trucks under 46,500 kilograms which are entering the city from Highway 7 and want to bypass the city,

connecting to Highway 11, 12, or 16 going north. As residential development nears Highway 684, consideration should be made to re-route the Highway 7 Secondary Truck Route. The relocation of the Secondary Truck Route would allow for better cross connectivity between the residential neighbourhoods on either side of Highway 684 and would allow it to maintain an arterial street standard with urban speed limits. The ideal re-routing of the truck route would be along the Saskatoon Freeway.

The main truck route in the southwest portion of the sector is currently 11th Street West. The Collector streets within the proposed industrial area should be designed to accommodate trucks and long combination semi-trailers.

(8) Dangerous Goods

The City's Transportation of Dangerous Goods Bylaw No. 8153 prescribes routes for the transportation of dangerous goods in Saskatoon. All trucks transporting dangerous goods must use Highway 7, Highway 14 or Circle Drive for access and egress to the Blairmore Sector.

(9) Street Network Policies

(a) Street crossings of the West Swale will follow existing crossings, cross at locations where disturbance has already occurred, and/or in areas that minimize adverse environmental effects.
(b) If utilities are required to cross the West Swale, they should be co-located with street crossings in order to reduce construction disturbance.
(c) All Concept Plan submissions will require a Traffic Impact Assessment from a qualified transportation engineer. Traffic Impact Assessment requirements and recommendations will be subject to the approval of the City's Transportation Department.
(d) Concept Plan proponents will be responsible for any land acquisition that may result from enhancements identified as part of a Traffic Impact Assessment.
(e) All internal streets within future phases of development should be designed with grid elements, wherever possible.
(f) Connections to arterial and collector streets between phases of development should be maximized.
(g) If existing roads are removed or relocated, consideration must be given to how adjacent properties, including those in the RM, will be accessed.
(h) Any intersections with arterial streets shall have traffic signals.
(i) Within neighbourhoods, on-street parking may be incorporated into streetscape design particularly on main streets with retail at street-level.
(j) Rear lane design should be open and have clear site lines in accordance with CPTED principles. Specific design principles should be considered at the Concept Plan design stage.
(k) Grade separation should be considered, at the following locations:
    i) At the intersection of Highway 7 and Highway 14.
    ii) At the intersection of Highway 7 and Hart Road.
    iii) At the crossing of Highway 7 and the CP rail line.
(l) Alterations to the transportation network for the industrial employment area are proposed during the development of a Concept Plan and/or as part of any relevant City-led infrastructure projects, as follows:

(i) Chappell Drive shall be relocated west of its current alignment, providing greater distance from the Montgomery Place neighbourhood. Any plans to realign Chappell Drive must also identify how appropriate access to the CN Yards will be retained.

(ii) Formal access to the George Genereux Urban Regional Park shall be provided.

(iii) Township Road 364 through the West Swale shall be permanently closed and either removed or converted into an active transportation route. It should be replaced by a new collector street further to the west, intersecting with Highway 7 west of the swale, as development progresses.

(m) The portion of Highway 684 within city limits should be reclassified to an arterial street standard prior to lands within Phase III being developed. Highway 684 north of city limits may remain as a rural highway.

(n) Between 11th Street West and 22nd Street West, Highway 7 is proposed to be changed to an expressway. Upon further traffic analysis in this area, this expressway could be reclassified as an arterial street.

(o) Between Neault Road and the West Swale, Highway 14 should be reclassified as an arterial street standard prior to the adjacent lands within Phase II being developed. In the future, Highway 14 between the West Swale and the Saskatoon Freeway should be reclassified as an expressway. The portion of Highway 14 west of the swale should then be reclassified to an arterial street standard prior to the lands within Phase IV being developed.

6.5 Sound Attenuation

Sound attenuation measures related to traffic noise have already been taken around much of the perimeter of Kensington. As development progresses, additional sound attenuation measures may be needed. Specific measures and locations would be proposed during the Concept Plan phase.

Noise resulting from industrial operations is site specific and varies with the type of industrial activity taking place. Noise resulting from rail operations is a key issue with regards to liveability of residential developments in proximity to railways. Since rail noise is site-specific in nature, the level and impact of noise on a given site should be accurately assessed by a qualified acoustic consultant through the preparation of a noise impact study.

The need for further sound attenuation measures will be determined as development progresses in the sector.

(1) Sound Attenuation Policies

(a) Sounds attenuation measures must align with the City's Traffic Noise Sound Attenuation Policy C07-028 and the principles of CPTED, as prescribed by the Crime Prevention Through Environmental Design Policy A09-034 and Official Community Plan Section D Quality of Life, 1.2 (2).

(b) Sound attenuation will be required for the development of one-unit residential lots adjacent to the Saskatoon Freeway. The need for these measures should be identified at the Concept Plan phase.

7. UTILITY INFRASTRUCTURE

Utility infrastructure plays a crucial role in the development of a sector. Without well-planned utility servicing plans and the infrastructure that supports them, new neighbourhoods cannot be constructed. This section discusses water, sanitary, stormwater, electric, energy, and communications utilities, as well as the rail lines that a provide transportation service to business entities in the city and region.

7.1 Water, Sanitary, and Stormwater Utilities

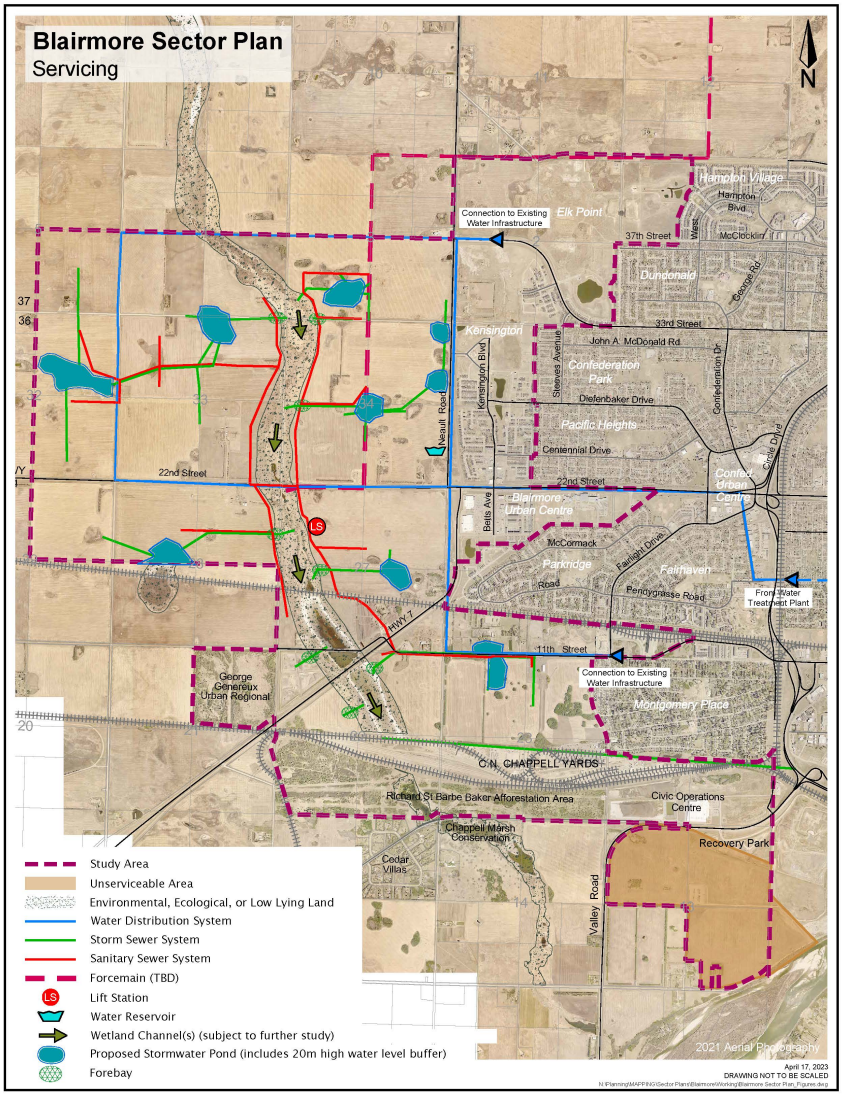
This section outlines the water, sanitary, and stormwater systems to service the growth and development planned within the Blairmore Sector. The servicing scheme is based on the land use analysis and population projections. This information was used to inform modelling exercises for the various infrastructure systems. To ensure that the servicing scheme within the Sector Plan can be implemented and allow for the proposed land use and density to be achieved, policies have been included to guide development. For ease of reference, these are located at the end of the section.

(1) Water Distribution

Water servicing requirements for the Blairmore Sector have been assessed through high-level modelling of the impacts of increased demand on system capacity due to population growth projected in the Blairmore Sector. The water distribution system was examined to evaluate areas that may need upgrades and expansions to the water distribution system to service the growth within the Blairmore Sector. Modelling used assumptions known at the time.

As shown in Figure 20, the Blairmore Sector will be serviced by primary water and fill mains extending from the Water Treatment Plant, along 22nd Street West to the Blairmore Sector, as well as connections and extension to existing water infrastructure at 11th Street West and 33rd Street West. A new reservoir will be required near Neault Road, north of 22nd Street West. A large looped primary water main system will follow 22nd Street West, Range Road 3064, 33rd Street West, and Neault Road. Another primary water main will connect to the south along Neault Road/Highway 7 and along 11th Street West to connect to the existing Montgomery water system.

Figure 20: Servicing



(2) Sanitary Collection

The sanitary assessment was completed for this Sector Plan, building on the Saskatoon city-wide sanitary model. Existing system efficiency was measured to ensure what capacity was available with existing infrastructure. Recommendations were developed to uphold levels of service to accommodate growth and comply with the City's current design criteria for sizing new sanitary mains.

A complete analysis of the detailed sanitary system was not completed as part of the Sector Plan. This detailed work typically occurs at the Concept Plan stage. Alternate proposals for servicing may be incorporated and examined at the Concept Plan stage, as well.

As shown in Figure 20, the Blairmore Sector will be serviced by a new lift station and force main to the Wastewater Treatment Plant, which is at least 14 km away depending on routing. The proposed location for the lift station is east of the West Swale south of 22nd Street West. This places it inside the Phase II neighbourhood and allows sanitary servicing to progress from this point. A small portion of Phase II can be serviced by the existing system, but the remainder relies on the lift station being built in advance of further development.

Sanitary sewer trunks generally run alongside the swale to the north and south, and then reach east and west to service the full sector.

(3) Stormwater Management

An assessment of stormwater capacity to accommodate the planned land use must be completed in detail at the Concept Plan stage. An overall stormwater management strategy must also be done by the proponent(s) when completing a required water and sewer servicing strategy closer to the time of development. The use of a natural systems approach to stormwater management may allow for more innovative solutions and potentially lower costs.

Stormwater assessments should maximize on-site source controls to capture, store, and allow for infiltration or the reuse of water. Low impact measures or source controls include features that promote infiltration of water, including rain gardens, grass swales, pervious paving, and absorbent soils for landscaping features.

In addition to on-site detention and infiltration features, water quality treatment is recommended for both infiltrated water to protect longevity of infiltration systems and the detention pond water quality, and water going into storm sewers to protect the water quality in receiving water bodies.

Best practices in stormwater management include incorporating the use of natural wetlands, and stormwater ponds, to manage stormwater runoff. As part of the design and development of a Concept Plan, proponents are encouraged to have a qualified environmental specialist work with a stormwater engineer to develop a stormwater model identifying the natural boundary of the West Swale, the significance of the wetlands in the West Swale, and the best location for the pre-treatment stormwater sediment forebays. The Natural Area Screening identified that construction of stormwater structures within the West Swale and other wetland complexes should be minimized.

The storm sewer and drainage plan is shown in Figure 20. Since the Blairmore Sector has very little elevation change and areas west of Neault Road naturally drain toward the West Swale, the drainage plan will likely involve some stormwater being directed to the swale. However, it should be noted that any inclusion of the West Swale in a stormwater plan will be dependant on the findings of future hydrogeological and ecological studies.

The West Swale was effectively dammed by development in the 1960s, largely blocking the natural drainage though Chappell Marsh and eventually to the river. The swale water level fluctuates from nearly flooding Highway 7 in 2013 after a series of wet years, to completely dry in 2022 after a series of dry years. Water currently leaves the swale primarily by evaporation or infiltration, with minor percolation through the CN Rail Yards.

If the West Swale is included in a stormwater plan, it will need to be reconnected to the river to provide an outlet for overflow water and reduce flooding risk. This would be accomplished by a 4 km long 1350 mm outlet pipe that connects from the south end of the West Swale to the Dundonald Storm Trunk near Dundonald Avenue and Burma Road, on the east side of Circle Drive, which in turn, connects to the river via an existing stormwater outfall. Due to deep design depths and site constraints through the south edge of Montgomery Place, trenchless construction would be anticipated for much of this installation.

Several stormwater ponds are planned throughout the sector in naturally wet areas. Local areas drain to these ponds, which will then be connected to downstream stormwater facilities. Forebays located at each storm pond and at any locations where stormwater is discharged into the West Swale, will allow for sedimentation of direct runoff before it is released into the water bodies.

The neighbourhood ponds and the swale waterbodies are encouraged to be set up as naturalized engineered wetlands rather than artificial storm ponds. The required function of stormwater runoff storage and delayed release can be accomplished in either style of waterbody. The City of Saskatoon is transitioning to building or retaining more wetlands, and this sector may provide an opportunity to keep more natural spaces and improve the swale from the currently altered state into a rehabilitated habitat for many species and an attractive natural space for residents.

A naturalized engineered wetland will have larger shallow zones near the shoreline to encourage more diverse plant species to grow, while still having deep zones to maintain open water and discourage issues with algae and odour that would potentially impact nearby development.

(4) Water, Sanitary, and Stormwater Utilities Policies

(a) Every Concept Plan submission requires a detailed water and sewer servicing strategy report from a qualified engineer. The requirements for this report and its approval will be overseen by Saskatoon Water.
(b) Design and function of stormwater ponds and wetlands in the sector will require consultation with Saskatoon Water and the City's Sustainability Division.
(c) Alternative locations and strategies for new infrastructure must be considered at the Concept Plan stage.
(d) Alterations to the West Swale must be minimized and will only be permitted to the extent necessary to make the stormwater system functional.
(e) Hydrogeological and ecological field studies for the entirety of the West Swale within city limits must occur before or during the Concept Plan stage for any development that intends to utilize the swale for drainage. The City will lead or direct these studies.
(f) The broad design concept for stormwater plans in the neighbourhoods west of Neault Road is to occur no later than the time of the first Concept Plan that abuts or includes the West Swale. The construction of stormwater facilities may occur in stages, as development progresses.
(g) Any field Natural Area Screening that includes the West Swale should investigate the potential for rehabilitating disturbed areas of the wetland complex.
(h) Existing wetlands are to be conserved or naturalized, wherever possible. Consideration for minimizing wetland alterations must be made at time of Concept Plan.
(i) Any newly created stormwater ponds or wetlands should be naturalized.

(j) Naturalized wetlands should serve as part of the natural environment, stormwater management system, and be aesthetically pleasing.
(k) Where grading is limited near wetlands, considerations must be given to avoid design incompatibilities between development and wetlands.
(l) Forebays will be required where stormwater enters existing wetlands. Forebays for any stormwater facilities entering the West Swale should be located outside the swale itself.
(m) To the extent possible, schools and large programmed recreational sites should be located separate from stormwater ponds.
(n) All open water facilities within the Saskatoon Airport Zoning Regulations 4,000 metre buffer, that have the potential to cause aircraft and bird hazard conflicts, will be required to seek approval by Transport Canada, Saskatoon Airport Authority, Nav Canada, and other such agencies as may be appropriate, prior to a development permit being issued for the area.
(o) All applications for open water facilities within the Saskatoon Airport Zoning Regulations 4,000 metre buffer must file a location plan with the Saskatoon Airport Authority and be approved by City Council. If open water facilities are needed within the buffer (e.g., for conservation of natural wetlands), measures must be implemented into the plan to detract large birds and flocks of birds from using the area.

7.2 Electric, Energy, and Communication Utilities

(1) SaskPower

SaskPower provides electrical distribution and servicing to the Blairmore Sector. Concept Plan proponents will work with SaskPower to determine how the electrical servicing will be achieved within Concept Plans. Details of this servicing may include incorporating existing distribution facilities throughout future phases of development, utility agencies requesting suitable easements for the installation and maintenance of distribution facilities, and provision of suitable space in street rights-of-way for the installation and maintenance of distribution facilities.

Existing overhead and future overhead electrical lines have been identified within the Blairmore Sector. Electrical lines are expensive and disruptive to relocate. The existing and planned electrical lines within the sector should be incorporated within the design of future development. If the Concept Plan proponent(s) require a relocation of any line or portion thereof, they must provide a justification on how the utility line cannot be incorporated within the design of future development. The proponent(s) will be fully responsible for the financial costs of line relocation, unless otherwise agreed upon by the proponent(s) and the utility provider.

Landscaping and design considerations will be critical to ensuring the easement areas within the electrical line right-of-way are incorporated and function efficiently within any future phases of development. Specific design parameters for each electrical line easement should be clarified with SaskPower before any Concept Plan is designed. Concept Plan proponents are not permitted to build within any utility easement without prior written consent, as per the terms set out in the easement agreement.

(2) SaskEnergy and TransGas

As part of the Concept Plan process, sufficient right-of-way will be required for existing natural gas pipelines or negotiations between the proponent(s) and service provider regarding the relocation of these pipelines will need to occur. If these pipelines remain, provisions should be made to incorporate these utilities into street rights-of-way or green space connections.

Pipeline rights-of-way are a significant matter in new development. As the development of future neighbourhoods can be dynamic in the servicing period, issues with lot, block, and street ROW's can have a major impact on pipeline routing. Installing gas mains in the street can be very constricting and costly. The provision of a 2.5 metre-wide green space within boulevards or allowing parallel installation under proposed sidewalks should create sufficient space to install and maintain most gas distribution facilities, alongside other required infrastructure and amenities. However, requirements from the service provider will need to be determined at time of development.

SaskEnergy may require future district regulator stations within the Blairmore Sector. Suitable sites will be determined as development progresses based on immediate and future needs.

As development progresses the Concept Plan proponent(s) are required to work with SaskEnergy to establish appropriate locations for future regulator stations, pipeline routing, and system isolation zones.

(3) Telecommunications Utilities

Negotiations between the proponent(s) and the service providers will be required prior to development commencing, ideally beginning at the Concept Plan stage. Consideration should be given to incorporating facilities onto a proposed building rooftop to be more discreet. Alternatively, if facilities cannot be placed on rooftops, facility sites should be landscaped and screened at the proponent's expense to visually blend into the surrounding neighbourhood from grade level.

Future cellular tower facilities will be required throughout the Blairmore Sector. Locations must follow the Design & Siting Guidelines within the City's Antenna Systems Policy C09-037. As part of the Concept Plan process, land should be secured to integrate these facilities with the surrounding land uses.

(4) Electric, Energy, and Communication Policies

(a) Utility alignments may be refined at the Concept Plan stage without an amendment to this Sector Plan.
(b) Prior to the approval of a Concept Plan, the proponent shall submit information determined necessary to identify the location and alignment requirements for utilities within the development.
(c) The location of existing utilities should be incorporated within the design of future phases of development.
(d) As part of the Concept Plan stage for each neighbourhood, sufficient rights-of-way will be required for overhead lines or negotiations between the Concept Plan proponent and service provider regarding the relocation of these lines will need to occur.
(e) The Concept Plan proponent bears the full cost of any relocation of utility lines proposed as part of the Concept Plan, unless otherwise agreed upon by the proponent and the utility provider.

(f) Easements should be designed and landscaped to encourage an active pedestrian realm or a green linkage to incorporate ecological functions within the built environment.
(g) Concept Plans should identify anticipated cell tower locations.
(h) Telecommunication utility facilities should be placed on rooftops, if possible. If not possible, landscaping and screening features should be incorporated to integrate these facilities with the surrounding land uses.
(i) A 2.5-metre-wide green space within boulevards, where needed, should be considered in future Concept Plans to create sufficient space for gas distribution utilities, alongside space for other required infrastructure and amenities.
(j) Through the Concept Plan process, a strategy must be developed to address existing gas lines, how they could be integrated into future developments, or be relocated prior to development commencing west of Neault Road.
(k) Where utilities are to be installed along arterial and collector streets, sufficient space that adheres to planting setback requirements as detailed in the Standard Construction Specifications: Parks must be allocated to include street trees in the boulevard space.

7.3 Rail Lines

The two rail lines in the Blairmore Sector have experienced an increase in the number and length of trains that pass through.

The lands between the two rail lines are proposed to be light industrial and/or business park and may not need the accessibility of a spur line. The need or desire to have a spur line in this area should be determined as part of the Concept Plan process and the proponent should apply for approval from the appropriate rail company.

(1) Rail Line Setbacks

The Federation of Canadian Municipalities Guidelines for New Development in Proximity to Railway Operations (FCM-RAC Guidelines) state that the standard recommended setback for new residential development is 30 metres from railway operations and 300 metres from freight rail yards.

The FCM-RAC Guidelines do not include setback requirements for the development of industrial or commercial parcels adjacent to rail yards or rail lines. However, the adjacent property owner must install and maintain a chain link fence that is a minimum of 1.83 metre high along the mutual property line.

In addition to building setbacks, safety barriers are also recommended to reduce the risks associated with railway incidents. The FCM – RAC Guidelines offer a variety of safety barriers for railway lines, including berms and crash walls.

(2) Rail Crossings

As growth in the sector progresses, future railway crossings will be determined and confirmed as part of a Concept Plan. Pedestrian railway crossings are an important consideration for connectivity and safety. Multi-use pathways are proposed to cross railways at two locations: across the CN line between

Dundonald Avenue and Valley Road, and across the CP line between the Phase II neighbourhood and the proposed industrial area to its' south (see Figure 17).

(3) Rail Lines Policies

(a) Development in proximity to rail yards or rail lines should be consistent with the Guidelines for New Development in Proximity to Railway Operations prepared for the Federation of Canadian Municipalities and the Railway Association of Canada.
(b) Any proposed residential development will require a minimum 30 metre setback distance from the Canadian Pacific Railway line.
(c) Proposed pedestrian crossings will require detailed engineering and rail safety assessments to be completed prior to Concept Plan submission.
(d) A noise impact and vibration study will be required with the submission for any Concept Plan adjacent to the railway lines.

8. PHASING

8.1 Development Phasing

In the Blairmore Sector, each phase of development will be determined by planned infrastructure improvements. Development must proceed in compliance with the individual Concept Plan(s) for each area and supported by planned infrastructure servicing until each area is substantially complete. This phasing strategy allows some flexibility in terms of which area is developed first, but once infrastructure investments have been confirmed, future phasing of development will be set based on this investment.

Residential development in the Blairmore Sector is now occurring within the Kensington Neighbourhood. The next phase will comprise the Elk Point neighbourhood west of the Hampton Village and Dundonald neighbourhoods. The remainder of the residential development in the sector will commence with the southernmost neighbourhood between the West Swale and Neault Road and progress northward to 33rd Street West; the lands between the West Swale and the future Saskatoon Freeway will be the last residential areas to be developed (see Figure 12).

Light industrial development is proposed within the southwest portion of the sector, as shown in Figure 11. The industrial area is identified as a "To Be Determined" (TBD) phase in accordance with Figure 12. This area is scheduled to be one of the last locations in the sector to be serviced. Due to this servicing schedule, development of this area out of the prescribed phasing would be cost prohibitive and likely not possible until servicing reaches the southwest portion of the sector. Therefore, the earliest that industrial development can proceed in the sector will be during or after the time that Phase II is serviced.

(1) Development Phasing Policies

(a) Development phasing will be determined based on available or planned servicing.
(b) Once infrastructure investments have been confirmed, future phasing must align with these investments. In the event a proponent wishes to proceed with alternative phasing, their proposal must align with Official Community Plan Section G Sustainable Growth, 2.2 (2)(f) and (g).
(c) In accordance with the Official Community Plan's Section J Implementation, 3 (6), residential development of a new phase shall not proceed until the preceding residential phase is substantially complete. This will be determined by City growth policies and the City's Planning and Development Department.
(d) Individual phases of development can contain multiple Concept Plan areas, depending on the unique nature or each site and existing or proposed servicing availability.
(e) Residential, Urban Centre, and industrial area development may proceed concurrently, if servicing is in place and has been deemed to be financially feasible.

9. FUNDING

The role of this Sector Plan is to provide a framework within which development of the sector can take place, and plan for development to reflect the Official Community Plan and principles in the Plan for Growth. Sector Plans enable the City to begin more detailed infrastructure analysis, and to address this infrastructure in operating budgets, capital budgets, and capital plans. It is important to acknowledge that the costs for development of new growth sectors are funded in a fiscally sustainable manner, ensuring that growth is paid for by those who benefit most from it.

It is possible to provide very general estimates of upfront costs. The sector requires significant upfront investment in infrastructure to continue development beyond Phase I. While much of this infrastructure has a funding source (prepaid service rates for direct and off-site services), some costs are funded from other sources. When infrastructure is partially funded or unfunded, the City works to identify and secure funding sources. Funding sources typically include changes to prepaid service rates, special assessments, developer contributions, public-private partnerships, and senior government funding. In principle, infrastructure that has a direct benefit to a sector rather than a more general city-wide benefit, is to be paid for by the growth of the sector.