



PUBLIC AGENDA MUNICIPAL PLANNING COMMISSION

Tuesday, June 27, 2017, 12:00 p.m.
Committee Room E, Ground Floor, City Hall
Members:

Ms. J. Braden, Chair (Public)
Dr. C. Christensen, Vice-Chair (Public)
Councillor M. Loewen
Mr. N. Anwar (Public)
Ms. D. Bentley (Public)
Mr. S. Betker (Public)
Ms. D. Fracchia (Public)
Mr. J. Jackson (Public)
Mr. S. Laba (Saskatoon Public Schools)
Mr. J. McAuliffe (Saskatoon Greater Catholic Schools)
Mr. R. Mowat (Public)
Ms. S. Smith (Public)
Mr. G. White (Public)

Pages

1. CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

That the agenda be approved as presented.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

Recommendation

That the minutes of Regular Meeting of the Municipal Planning Commission held on May 30, 2017 be adopted.

5. UNFINISHED BUSINESS

- 5.1 Update on the Items Previously Considered by the Commission and Considered by City Council at its meeting on May 23, 2017 [File No. CK.

3 - 3

175-16]

This item was deferred from the May 30, 2017 meeting due to time constraints.

Recommendation

That the information be received.

5.2 Bus Tour Planning

This item was deferred from the May 30, 2017 meeting due to time constraints.

The Municipal Planning Commission at its meeting on February 28, 2017 made the following resolution:

"That the Commission revisit the bus tour planning in May 2017."

The Commission is requested to plan the 2017 bus tour.

Recommendation

1. That a date be selected by the Committee;
2. That the bus be booked by the Committee Assistant; and
3. That the route be planned with the assistance of the Administration.

6. COMMUNICATIONS

7. REPORTS FROM ADMINISTRATION

- 7.1 Proposed Hampton Village Business Park Concept Plan [File No. CK 3500-1 and PL 4131-43 (BF No. 039-16)]** 4 - 36

Recommendation

That the Municipal Planning Commission recommend to City Council at the time of the public hearing that the proposed Hampton Village Business Park be approved.

8. REPORTS FROM COMMISSION

- 8.1 Update on the Items Previously Considered by the Commission and Considered by City Council at its meeting on June 26, 2017 [File No. CK. 175-16]** 37 - 37

Recommendation

That the information be received.

9. ADJOURNMENT

UPDATE ON REPORTS TO COUNCIL

The Chair will provide an update on the following items, previously considered by the Commission, and which were considered by City Council at its meetings held on May 23, 2017:

1. Discretionary Use Application – Tavern – 616 10th Street East
2. Proposed Official Community Plan Bylaw Amendment and Zoning Bylaw Amendments – Heritage
3. Proposed Official Community Plan Bylaw Amendment and Proposed Rezoning – Holmwood Sector and University Heights Sector

Proposed Hampton Village Business Park Concept Plan

Recommendation

That a report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed Hampton Village Business Park be approved.

Topic and Purpose

The purpose of this report is to consider an application from Dream Development, on behalf of the ownership group, for the proposed Hampton Village Business Park Concept Plan.

Report Highlights

1. The proposed Hampton Village Business Park Concept Plan (Concept Plan) will accommodate the development of a business park to the east of the Hampton Village residential neighbourhood. The proposed business park will provide for 79.77 hectares (197.12 acres) of land for commercial, retail, and industrial development, and is expected to employ between 2,500 and 3,000 people.
2. The development will provide amenities and employment opportunities to the residential neighbourhoods of Hampton Village, Dundonald, and Westview; the John G. Diefenbaker International Airport (Airport); and the adjacent business and industrial areas.
3. The proposed Concept Plan provides for an extension of 37th Street West to Cardinal Place that will provide enhanced connectivity between neighbourhoods and ensure appropriate response times for emergency service vehicles.
4. The servicing strategy developed for the Concept Plan includes provisions for servicing airport lands adjacent to Claypool Drive.

Strategic Goal

This report supports the City of Saskatoon's (City) Strategic Goal of Sustainable Growth through the creation of complete communities in new neighbourhoods that feature employment opportunities and greater connectivity, both internally and externally, as well as ensuring that new commercial areas include parks, paths, and routes that encourage walking, cycling, and transit use.

Background

The Hampton Village Neighbourhood Concept Plan, approved by City Council in April 2004, identified a business and industrial area to the east of the residential neighbourhood that would provide employment opportunities for the area.

The majority of the land referred to in the Concept Plan is located within an area subject to airport regulations. The airport regulations limit the height of new structures and limit the types of land uses to business park and light industrial uses.

At the December 5, 2016 meeting of the Standing Policy Committee on Planning, Development and Community Services (Committee), Zachary Berglund with the Saskatoon Airport Authority spoke regarding future development on the west end of the airport lands and the need to access City services in order to pursue the development. Following the presentation, the Committee resolved, in part:

- “2. That the Administration include an update on discussions and collaboration with the Airport, Saskatoon Land Division and Dream Development, with respect to development and servicing requirements around the airport and surrounding area, when reporting back on the Hampton Business Park Phase 1.”

Report

Proposed Concept Plan

The proposed business park consists of a total land area of 79.77 hectares (197.12 acres) and, upon completion, is expected to employ between 2,500 and 3,000 people. The development area is bound by the Hampton Village and Westview neighbourhoods to the west, Circle Drive to the south, the Airport to the north, and the existing Airport Business Area to the east (see Attachment 1). The development area is currently part of the Airport Business Area neighbourhood and, based on the geographical location and proposed uses for this area, will remain as part of this neighbourhood.

The proposed Concept Plan identifies a commercial node located along McClocklin Road and Claypool Drive. This commercial node will provide for neighbourhood and district commercial development, with opportunities for retail and other commercial uses that will serve the residents of the Hampton Village, Westview, and Dundonald neighbourhoods, as well as the Airport Business Area. The remainder of the area will facilitate business park development that is primarily intended for offices and light industrial uses. The proposed land uses are shown on the Concept Plan Map (see Attachment 2).

The Concept Plan provides for efficient roadways and large areas of land to provide for more developable space. A Municipal Reserve and dry storm pond are located along the south portion of the development, and a municipal buffer strip along the west side, to provide a buffer between the business park and the adjacent residential development. Details of the plan are contained in the Concept Plan report (see Attachment 3).

Active Transportation and Connectivity

The business park has been designed to accommodate walking, cycling, and transit users. As part of the Active Transportation Plan, connection to the multi-use off-road trail along Claypool Drive will be provided. Also included is a 3 metre-wide shared pathway around the dry storm pond which will serve as a passive recreation area.

Additionally, the 3 metre-wide shared pathway will connect to the existing dog park located south of the dry storm pond.

Currently, two transit routes exist within walking distance from the Hampton Village Business Park.

Extension of 37th Street West

In order to maintain emergency response times and coverage, a proposed extension to 37th Street West has been initiated by the Saskatoon Fire Department. The required extension will enhance neighbourhood connectivity and allow the future fire station in the proposed Elk Point neighbourhood to serve the Hampton Village Business Park and surrounding neighbourhoods.

As a result of the 37th Street West extension, traffic calming measures will be installed throughout the Hampton Village Business Park and into the Westview neighbourhood (see Attachment 4). A Traffic Impact Assessment was conducted for the Hampton Village Business Park and the analysis determined that the proposed mitigation measures will allow for an acceptable level of service.

The extension of 37th Street West was presented at the public open house for the Concept Plan held on April 26, 2017. Comments received were both in support of additional connectivity and about concerns with increased traffic. Concerns with the extension of 37th Street West were primarily noted by residents who live on the easterly edge of the Westview neighbourhood. While concerns about increased traffic have been expressed, the extension is necessary to improve connectivity between neighbourhoods. Traffic calming measures will be incorporated to ensure the safe and efficient movement of traffic.

Servicing of Future Development at the Airport

The servicing study conducted for the Airport Business Area in 2009 included the Airport, the Aerogreen Business Park, and the development area identified within the Concept Plan. An update to the servicing study was conducted for the purpose of this Concept Plan. The study reviewed the opportunity for servicing the area and the infrastructure capacity in the surrounding area, including the Airport.

The Airport administration has been consulted in preparation of the Concept Plan. The servicing strategy developed for this Concept Plan includes provisions for servicing airport lands adjacent to Claypool Drive.

Options to the Recommendation

City Council could choose to deny the application at this time. This option is not recommended as it will delay construction of McClocklin Road and delay development in this area.

Public and/or Stakeholder Involvement

Comments from internal divisions, as well as outside agencies, were solicited twice throughout the review process, and a summary of the outcomes of this consultation are outlined in Attachment 5. The developer will continue to work with Civic Administration and stakeholders to ensure technical requirements are fulfilled.

A public open house was held on April 26, 2017. A total of 5,092 notices were mailed out to Hampton Village and Westview neighbourhood residents and the surrounding commercial property owners. The Hampton Village and Westview Heights Community Associations were also notified. The Ward Councillor was in attendance, and more than 50 people attended the public open house. The Community Engagement Summary has been included in Attachment 6.

The key themes heard at the open house regarding the proposed Concept Plan include:

- a) support for additional commercial amenities to serve the community;
- b) questions on the types of land uses that would be permitted;
- c) support for increased connectivity between neighbourhoods;
- d) questions surrounding timelines for development;
- e) concerns over light industrial business activities causing a nuisance to adjacent residents;
- f) concerns over increased traffic in the area; and
- g) support for increased park space and multi-use paths for leisure use.

Financial Implications

The majority of new areas require additional off-site services funded by off-site service reserves that are generated from the collection of off-site service levies. The proposed Concept Plan area does not meet the economies of scale needed to fund a new separate trunk sewer system. To address this, Airport lands adjacent to Claypool Drive and the Aerogreen Business Park that will utilize the services proposed by this development have been included in the financial analysis of the servicing system. A special levy will also be assessed for the entire servicing area in addition to the normal off-site service levies. A special levy is typically implemented when the cost for the development of an area is in excess of the normal off-site levies

In the future, if there are additional lands identified in this area for development, those lands may help with the financial viability of the trunk sewer work for the area.

A servicing agreement will be prepared with the developer after the Concept Plan is approved, but prior to any subdivision of property, to address the funding of off-site services.

Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications or considerations; a communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

Following review by the Municipal Planning Commission, the Concept Plan will proceed to a public hearing at City Council.

Following City Council approval of the Concept Plan, the lands in question will require redesignation on Official Community Plan Bylaw No. 8769 – Land Use Map and rezoning under Zoning Bylaw No. 8770.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Public Notice Policy No. C01-021. Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. A notice will be placed in The StarPhoenix one week prior to the public hearing.

Attachments

1. Location Map
2. Hampton Village Business Park Concept Plan Map
3. Hampton Village Business Park Concept Plan Final Report
4. Traffic Calming Provisions
5. Comments from Internal Departments and Outside Agencies
6. Community Engagement Summary

Report Approval

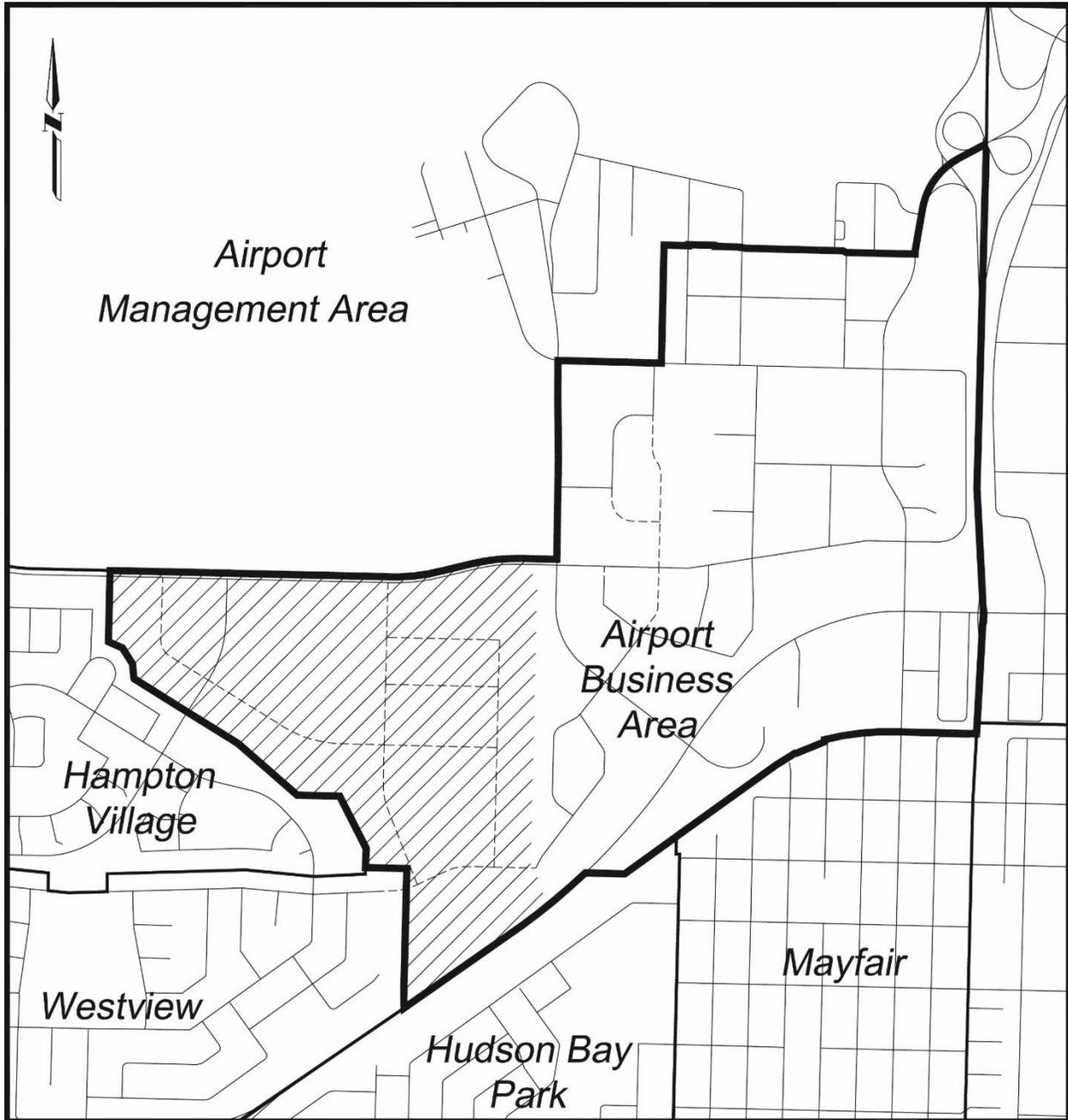
Written by: Jason Sick, Planner, Planning and Development
Darryl Dawson, Manager, Development Review Section

Reviewed by: Lesley Anderson, Director, Planning and Development
Angela Gardiner, A/General Manager, Transportation and Utilities Department
Kerry Tarasoff, CFO/General Manager, Asset Management and Financial Management

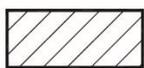
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2017PD/MPC – Proposed Hampton Village Business Park Concept Plan/gs

Location Map



**PROPOSED HAMPTON VILLAGE
EMPLOYMENT AREA**

 Development Area



Hampton Village Business Park Concept Plan Map

ATTACHMENT 2

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LEGEND

- Development Boundary
79.7665 ha (197.1ac)
- Land Use**
- Business Park
- Light Industrial
- Arterial Commercial
- Municipal Reserve
- Municipal Buffer
- Parks Maintenance Facility

Dream Development
 Hampton Village Business Park
Land Use Concept Plan



HAMPTON VILLAGE COMMERCIAL INDUSTRIAL CONCEPT PLAN FINAL REPORT



dream D
development

Wilshire
Properties Inc.

Betchar
Holdings Ltd.

101035073
Saskatchewan Ltd.

De Bruijn
Egnatoff



June 6, 2017

1. Introduction

The Hampton Village Commercial/Industrial Business Park (Business Park) was approved as an industrial business park in 2004 as part of the Hampton Village Concept Plan. It is located adjacent to the Hampton Village residential neighbourhood and south of the Saskatoon John G. Diefenbaker Airport. The Business Park's proximity to the airport and Hampton Village neighbourhood provides alternatives for business locations and opportunity to live closer to work. The Hampton Village Commercial/Industrial Concept Plan includes 79.7665 hectares (197.11 acres) of land. Figure 1 shows the study area.

The Concept Plan proposes to accommodate commercial and industrial development, providing amenities to the Hampton Village neighbourhood and further industrial development in the Airport Business area. It is expected development will begin upon approval and full build-out will be up to 20 years. The phasing of build-out is unknown at this time as there are multiple landowners in the area.

2. Location

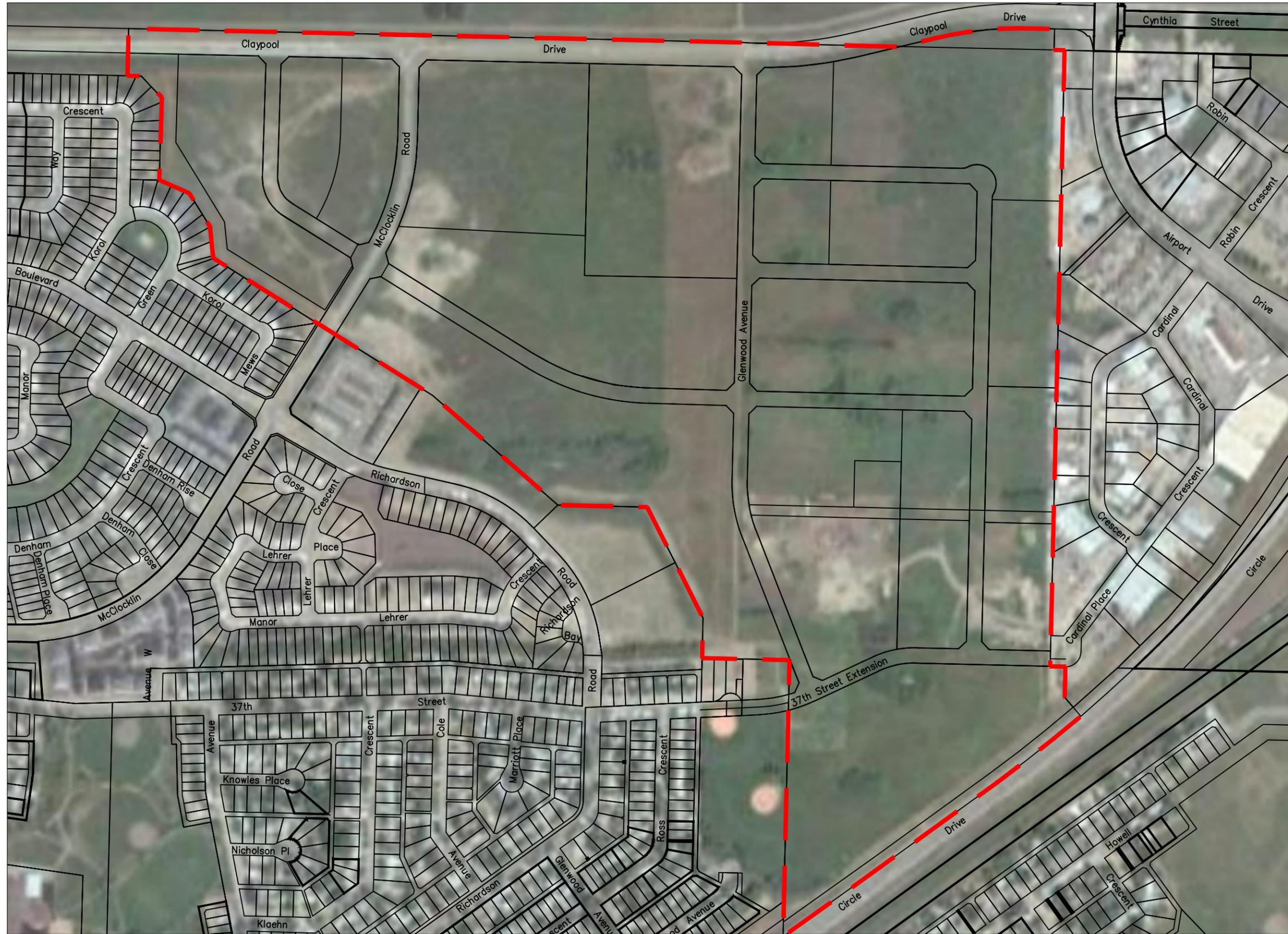
The Business Park is located within the Airport Business Area, in the northwest of the City of Saskatoon. It is bordered by Claypool Drive to the north, Hampton Village residential neighbourhood to the west, Circle Drive to the south, and Airport industrial to the east, which includes Aerogreen Business Park (formerly McNab Park).

The location is ideal for commercial development as there is little commercial development within the surrounding area. The proposed development will be supported by the surrounding neighbourhoods and the employees within the Airport Business Area.

3. Land Holdings

The land is currently zoned FUD – Future Urban Development District and AG – Agricultural District. It is undeveloped land designated for commercial and industrial development. The area is owned by six landowners; Saskatoon Land Devco Ltd (Dream), City of Saskatoon (COS), Wilshire Properties Inc. (Wilshire), du Bruijn's and Egnatoff's (du Bruijn), 101035073 Saskatchewan Ltd. (101035073), and Betchar Holdings Ltd. (Betchar). Figure 2 indicates the original ownership. The land ownership is broken down as per the following table:

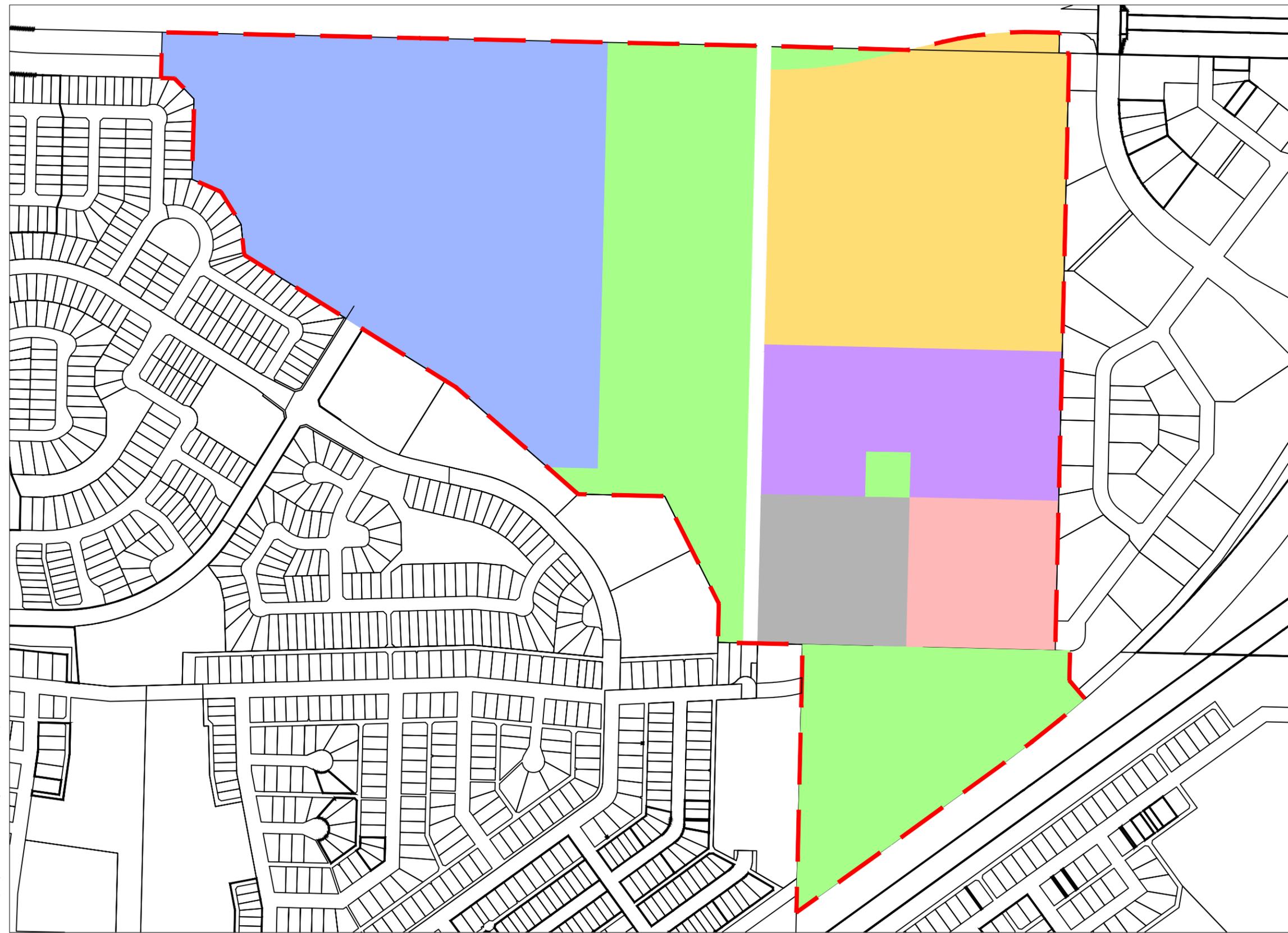
OWNER	Gross Land (ha)	Acres	% of Land
Dream	23.5776	58.261	30.171%
City of Saskatoon	22.5476	55.716	28.853%
Wilshire	16.1954	40.019	20.724%
Daniel du Bruijn	7.7105	19.053	9.867%
Betchar Holdings	4.0585	10.029	5.193%
101035073 Saskatchewan Ltd	4.0579	10.027	5.193%
Total Area in Titled Land	78.1475		
Glenwood Road	1.6190	4.000	
TOTAL GROSS AREA	79.7665	197.107	100.000%



Dream Development
Hampton Village Business Park
Study Area



Figure 1



LEGEND	
	Development Boundary 79.7665 ha (197.1ac)
	Dream Developments 23.5776 ha (58.3 ac)
	City of Saskatoon 22.5476 ha (55.7 ac)
	Wilshire Properties Inc 16.1954 ha (40.0 ac)
	du Bruijn Properties 7.7105 ha (19.1 ac)
	101035073 Saskatchewan Ltd. 4.0579 ha (10.0 ac)
	Betchar Holdings Ltd. 4.0585 ha (10.0 ac)
	Glenwood Road RoW 1.6190 ha (4.0 ac)

Dream Development
 Hampton Village Business Park
Original Ownership Area Plan



Figure 2

4. Existing Conditions

The surrounding land uses are residential to the south and west, industrial to the east, and directly north, located within the airport expansion area, is agricultural land. Portions of the Business Park are within airport regulated areas. Development within the Business Park will be regulated based on height and material due to the proximity to the airport.

Noise is generated by aircraft and has an impact on surrounding land uses. A Noise Exposure Forecast (NEF) has been developed to control land uses within the vicinity of the airport, ensuring compatible uses. Land uses within the NEF have been restricted to a business park and light industrial businesses, demonstrating the proposed land uses are ideal for this development. Figure 3 identifies the regulated and NEF areas.

Within the Airport Business Area, Aeorgreen Business Park is currently being developed. The site is 50 acres and is located along Airport Drive between 45th Street and Cynthia Street, northeast of the Hampton Village Commercial/Industrial Business Park. The Aerogreen Business Park will include four hotels and other uses such as office space and warehousing.

Directly north of the proposed development is a portion of the airport's Future Land Use Plan. The plan includes airside development, commercial development and additional parking space.

4.1 Topography and Drainage

The terrain generally slopes to the south and east with some minimal changes in elevation throughout the area. The area is separated into five sub-catchment areas. Due to the land being undeveloped, runoff from the sub-catchments flow overland off-site or it accumulates on site and infiltrates into the soil. Figure 4 shows the existing contours of the site.

The surficial geology in the area is glaciolacustrine plain. Glaciolacustrine deposits are generally sand, silt and clay. Soil conditions are suitable for the Business Park however; the site is made up of firm to very hard clay, measuring from the surface down 8.3m below ground surface.

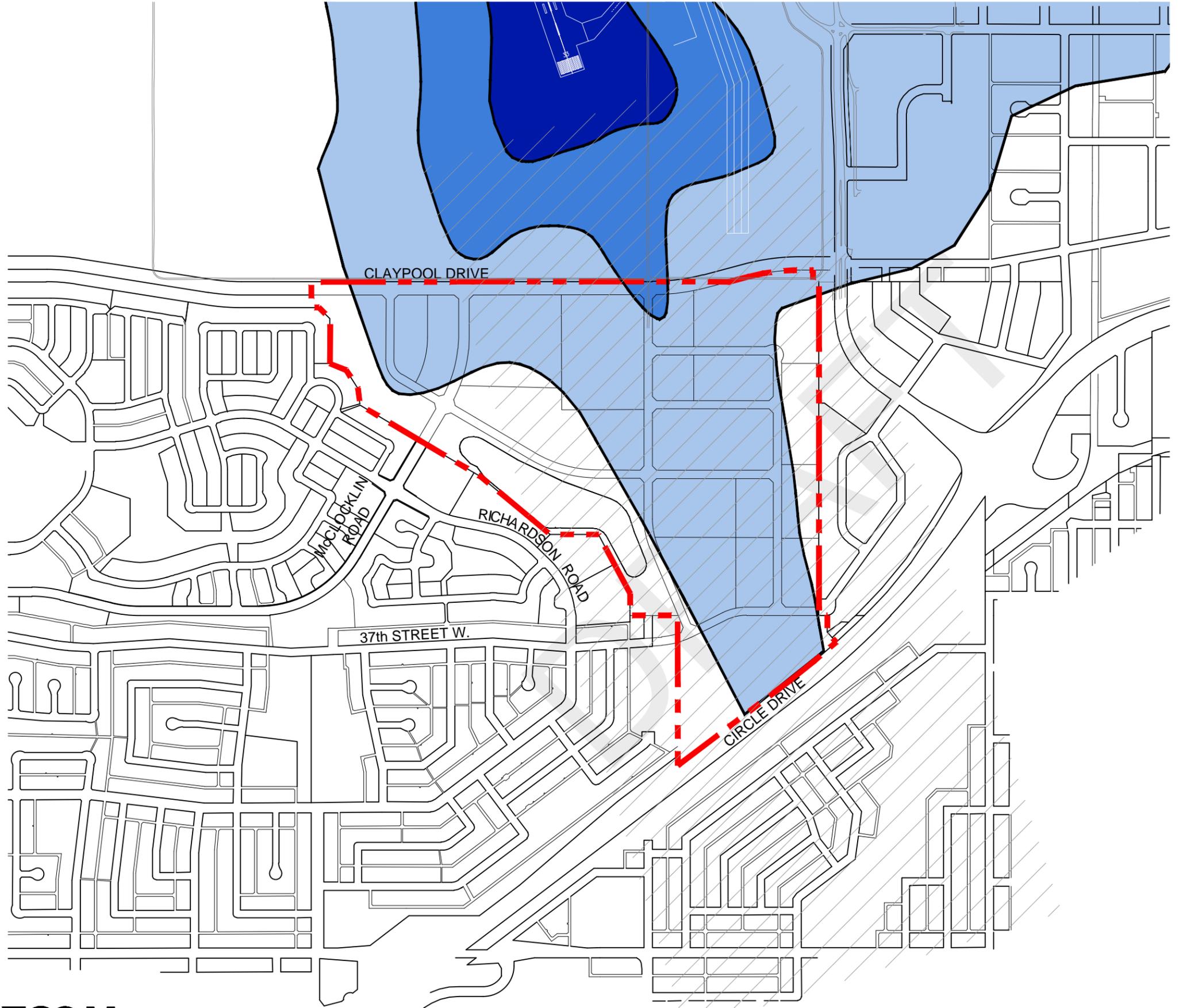
5. Proposed Concept

The Hampton Village Commercial/Industrial Business Park is 79.7665 hectares and is located adjacent to Hampton Village residential development. The Hampton Village neighbourhood is nearing completion and there have been development pressures to proceed with the Business Park which will provide support services to the residential development.

Hampton Village neighbourhood provides small scale commercial services. This development is proposing larger scale commercial uses which will service not only Hampton Village but the surrounding neighbourhoods such as Westview, Dundonald and the Airport Business Area.

The Business Park is strategically located among residential and industrial development as well as in proximity to the airport. It will provide a one-stop commercial node, filling the gap of services and needs of the surrounding residents as well as the employees within the airport area. It will provide a location for the adjacent and surrounding area to stop while they are commuting to and from work, traveling along Claypool Drive. The Proposed Land Use Concept Plan is attached as Figure 5.

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LEGEND

- STUDY AREA
- NOISE EXPOSURE FORECAST
- NEF 40
- NEF 35
- NEF 30
- OBSTACLE LIMITATION

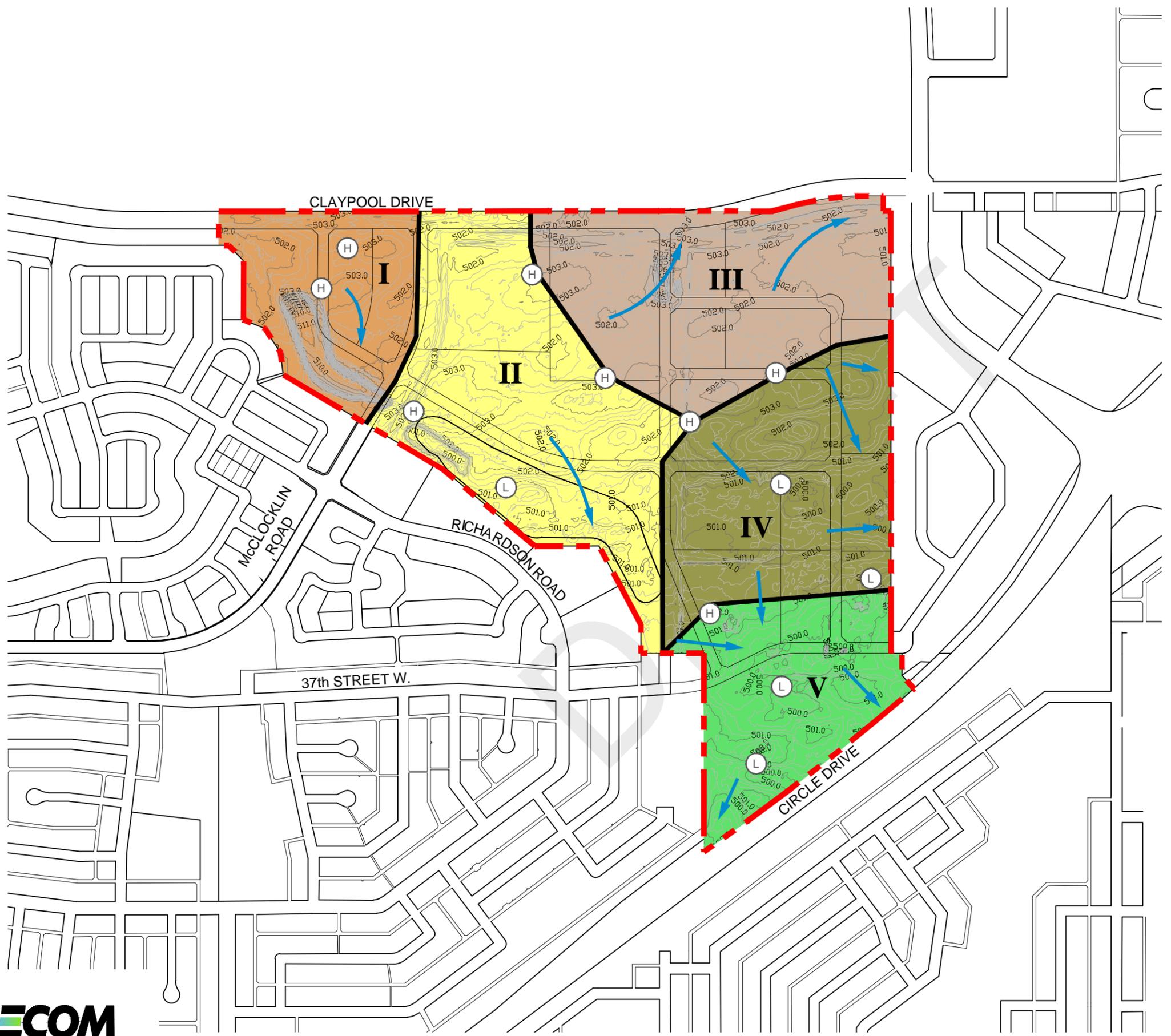


Dream Development
Hampton Village Business Park Servicing Study

Development Constraints
Figure 3

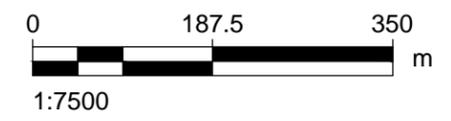


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LEGEND

- STUDY AREA
- HIGH POINT
- LOW POINT
- EXISTING MAJOR CONTOURS
- EXISTING MINOR CONTOURS
- DRAINAGE ROUTE
- SUBCATCHMENT AREA



Dream Development
Hampton Village Business Park Servicing Study

**Existing Topography
and Overland Drainage**

Figure 4

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LEGEND

- Development Boundary
79.7665 ha (197.1ac)
- Land Use**
- Business Park
- Light Industrial
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- Municipal Reserve
- Municipal Buffer
- Parks Maintenance Facility

Dream Development
Hampton Village Business Park
Land Use Concept Plan



Figure 5

5.1 Land Uses

The Business Park was designed with minimal roadways and large areas of land to provide for more developable space. There is municipal reserve and a dry storm pond located along the south portion of the development and municipal buffer along the west side, providing a natural buffer between the Business Park and residential development in Hampton Village.

The Business Park will provide commercial, retail and light industrial uses. The lands located adjacent to Claypool are designated as commercial; their location provides visibility and convenience to vehicles travelling by. The lands designated for business industrial are situated along the north and interior of the Business Park. The light industrial areas are along the east and south, located the furthest from residential development and along Circle Drive. The Business Park is expected to employ between 2,500 and 3,000 employees.

5.2 Municipal Reserve

The COS has a Park Development Guidelines Policy which enacts the *Planning and Development Act, 2007* clause that requires 5% of land in a non-residential development be dedicated as municipal reserve (MR). The 5% MR required for the Business Park is 3.99ha (9.86ac). The MR around the dry pond in the Business Park is 4.02ha (9.93ac), resulting in an over-dedication of 0.03ha (0.07ac). The dry pond is classified as a utility parcel.

The 37th Street extension will result in a loss of existing MR as it extends through Senator J. Gladstone Park in Westview. The resulting loss is 0.12ha. With the loss of 0.12ha and an over-dedication of 0.03ha, the Business Park is under-dedicated by 0.09ha (0.22ac). Cash-in-lieu will be provided for the under-dedicated MR.

As the development is a Business Park, active recreation is not planned for or anticipated in the municipal reserve. The intent of the MR space is that of a passive recreation area and will include support amenities including; benches, picnic tables, garbage receptacles and a shared-use pathway. A park maintenance facility will be included on the MR site as requested by the COS Parks division.

5.3 Servicing

A servicing study was conducted by AECOM for the Airport Business Area in 2009, which included the Saskatoon Airport Authority (SAA), Aerogreen Business Park and the Hampton Village Business Park. An update to the servicing study for the Business Park was conducted for the purposes of this Concept Plan, attached as Appendix A. The study reviewed the opportunity for servicing the area as well as the capacity of the infrastructure in the surrounding area.

5.4.1 Storm

The study required that a storm pond be included in the concept plan to manage storm water from this development as the existing storm water management system cannot handle the additional runoff the site will generate. The storm management system was designed following the lay of the land and the location of the larger natural depressions. The area was designed to drain toward the proposed dry pond. Due to the development's proximity to the airport, a dry storm pond was recommended to limit wildlife habitat.

The storm system on site is designed to store the runoff for a 100-year storm event with controlled release to the downstream storm sewer system once the system has recovered from an event. The pond will drain completely over a 48 hour period.

The storm pond requires an outlet that can tie into the COS storm system. Three options were outlined in the report. The option recommended for further analysis was to connect the dry storm pond to a 1,350 mm diameter storm trunk east of Senator James Gladstone Park in Westview. This option will be considered further in preliminary design. Figure 6 shows the storm sewer system with the recommended option.

5.4.2 Water

Water demands for consumption and fire flow for the site were determined using the proposed land uses. As the area is comprised of a number of land owners and the exact business types to be erected is unknown, the equivalent population densities were determined using the City of Saskatoon New Neighbourhood Design and Development Standards.

Potable water will be provided via three connections; east of 37th Street, Cardinal Place, and McClocklin Road. A simulation was run to evaluate the required flow at the three connection points. The results indicated the system will work and the required flow is satisfied. The proposed water distribution system is attached as Figure 7.

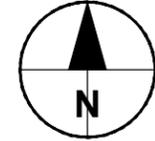
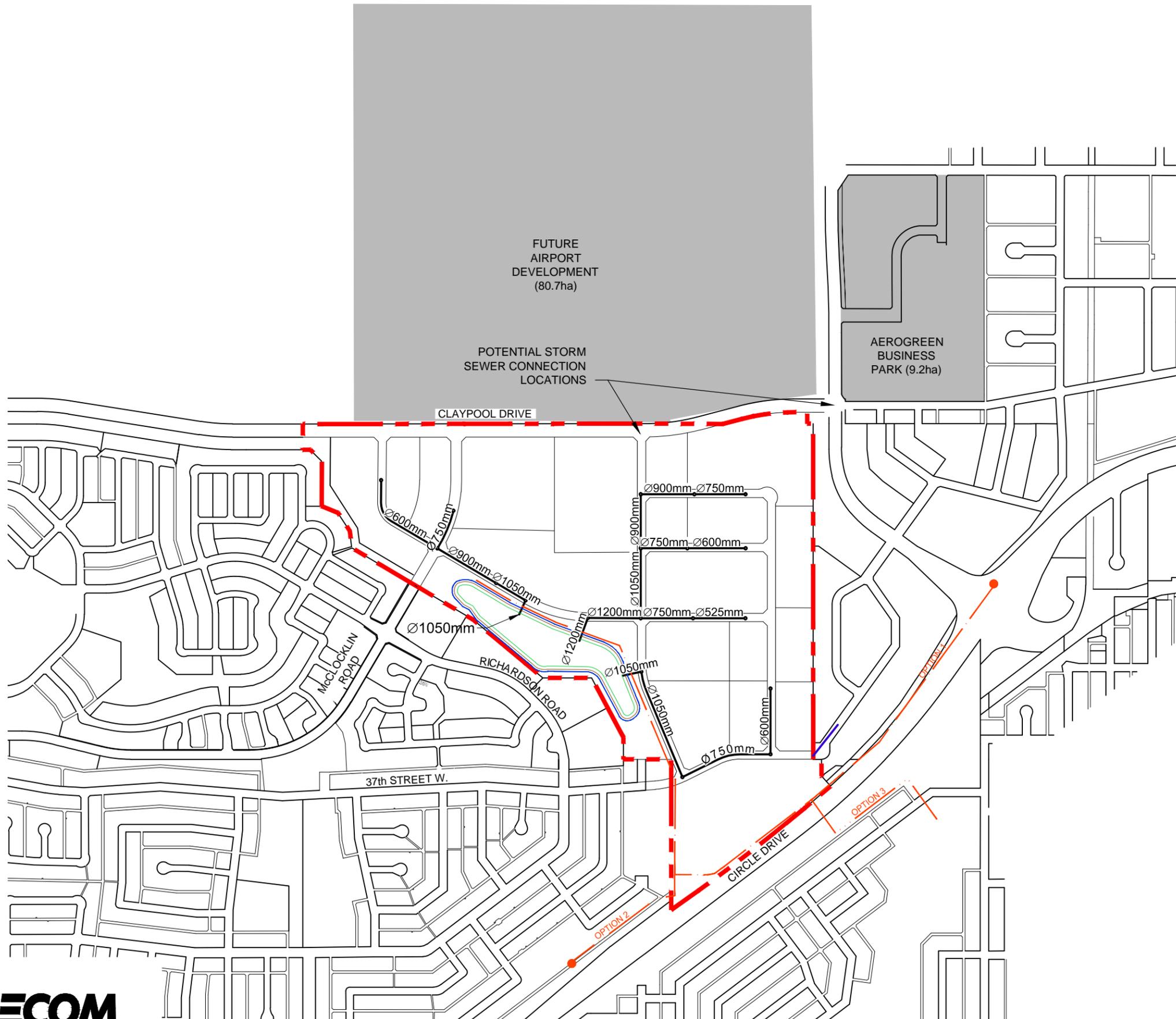
5.4.3 Sanitary

The equivalent population estimation method was used to determine sanitary sewer capacity. The study evaluated the sanitary requirements for the Business Park, but also included flows for the Aerogreen Business Park and Saskatoon Airport Authority (SAA).

Modelling analysis was conducted for the sanitary sewer system. As the current sewage facility within the surrounding area is at capacity, it is recommended a sewage pumping station and force main be constructed to manage sanitary flows. The sanitary sewer servicing is divided into two stages as the downstream sanitary system requires upgrades in order to service the total proposed sanitary flows from the Business Park, Aerogreen Business Park and the SAA. The downstream sanitary sewage system has limited capacity, but can handle Stage 1 flows, which includes 30.97 ha of the Business Park, phase 2 of the Aerogreen Business Park (9.2 ha), and 11.3 ha of commercial development at the SAA, for a total of 83.8 L/s. Figure 8 shows the sanitary staging. It is proposed the pumping station be located on the east side of the dry pond.

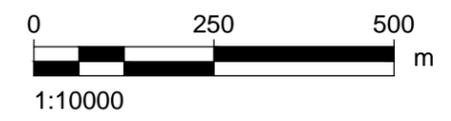
A number of options were reviewed for sewage force main locations in the 2009 study. A report conducted by the COS in 2014 reviewed an additional three options for force main locations. These three locations were further evaluated in this study using the updated flow rates from the current servicing study. The recommended option is Option 1B, a connection at Warman Road / 43rd Street. This option includes a force main using existing roadways for most of the route, including Cynthia Street and 44th Street E., connecting into an existing 600mm sanitary main at the intersection of Warman Road / 43rd Street. This option has enough capacity to handle Stage 1 flows, but is not capable of handling the remainder of the area. The force main would have to be extended in order to manage any Stage 2 flows. The proposed sanitary sewer layout and the three forcemain options are shown in Figures 9 and 10.

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LEGEND

- STUDY AREA ---
- PROPOSED STORM SEWER PIPE —
- PROPOSED MANHOLE ○
- POND FLOOR —
- HIGH WATER LEVEL (HWL) —
- FREEBOARD (FB) —
- CONNECTION TO EXISTING STORM SEWER
- OPTION No. 1 ---
- OPTION No. 2 ---
- OPTION No. 3 ---

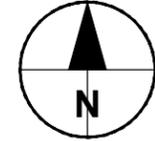
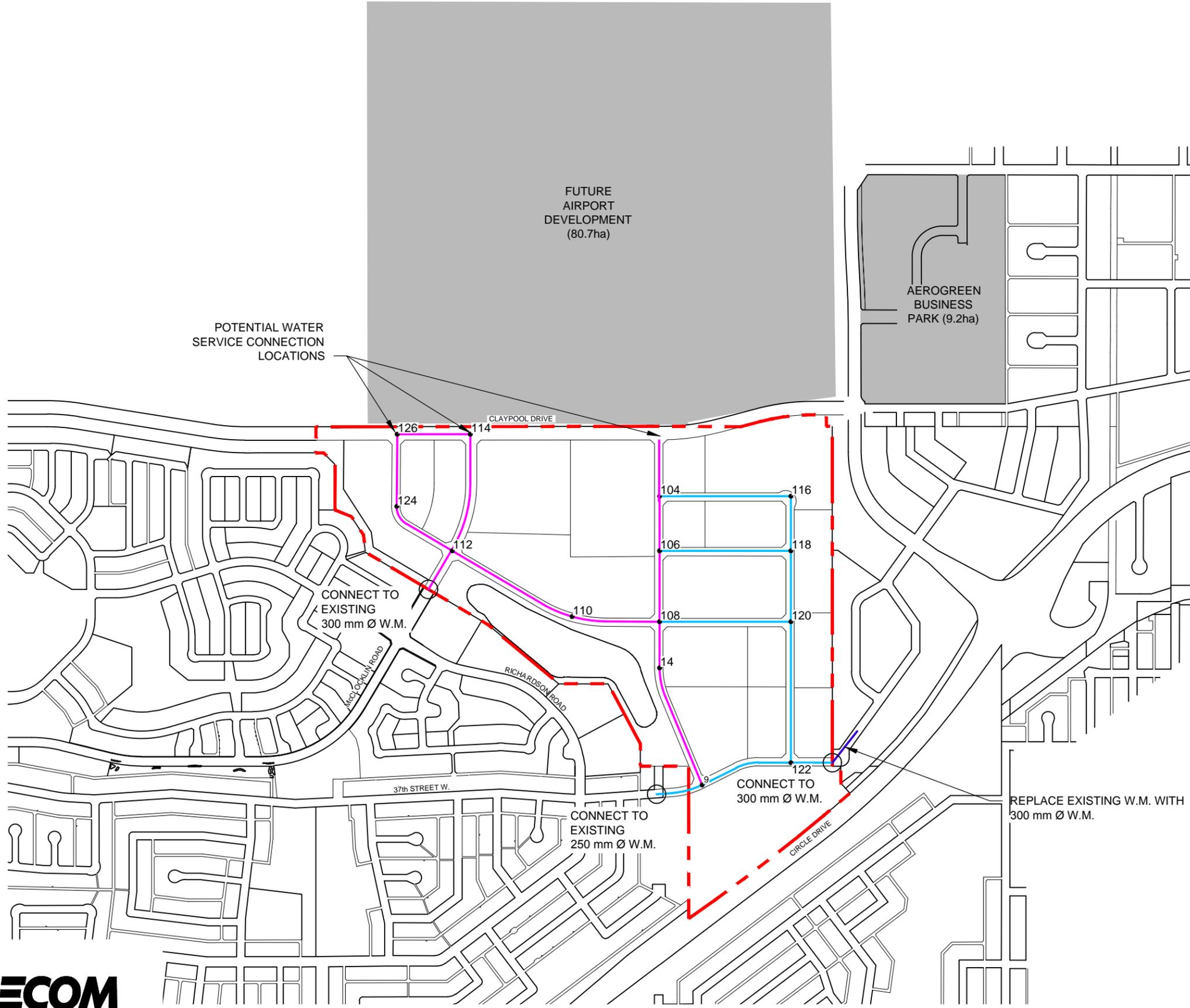


Dream Developments
 Hampton Village Business Park Servicing Study

**Proposed Storm Sewer
 Minor System**

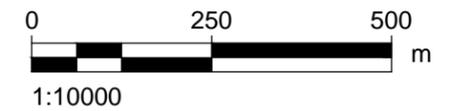
Figure 6

ISS/REV: AECOM FILE NAME: 60222251-400-HVBP NDA PLOT: 7/14/2016 3:04:57 PM B SIZE 11" x 17" (279.4mm x 431.8mm)
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LEGEND

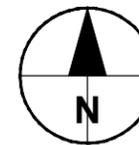
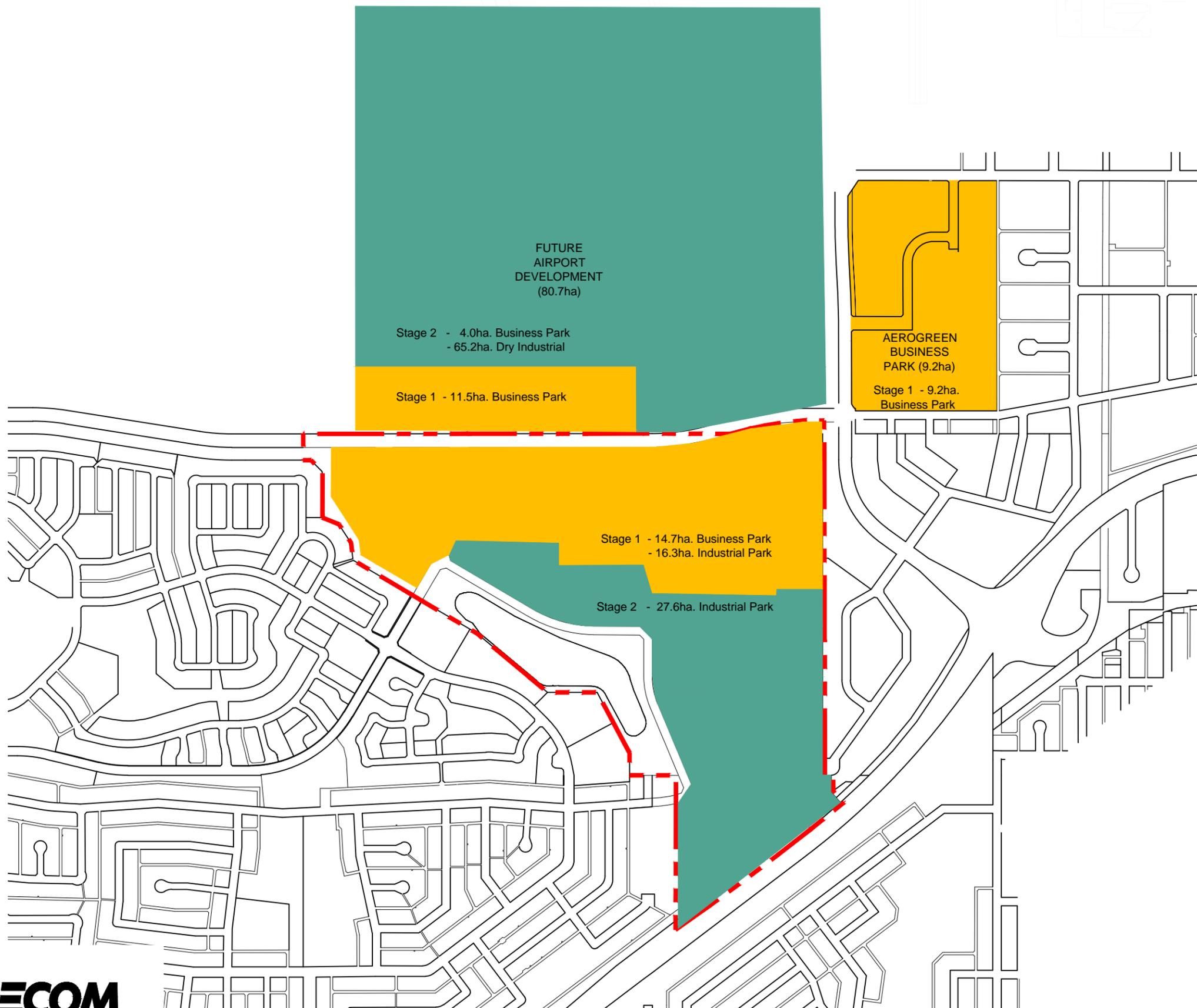
- STUDY AREA - - - - -
- Ø 250 mm WATER MAIN —————
- Ø 300 mm WATER MAIN —————
- NODE ●



Dream Developments
 Hampton Village Business Park Servicing Study

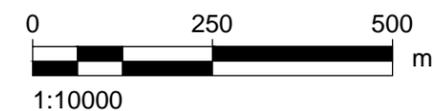
**Proposed Water System and
 WaterCAD Model Results**

Figure 7



LEGEND

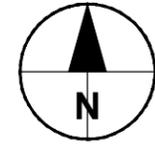
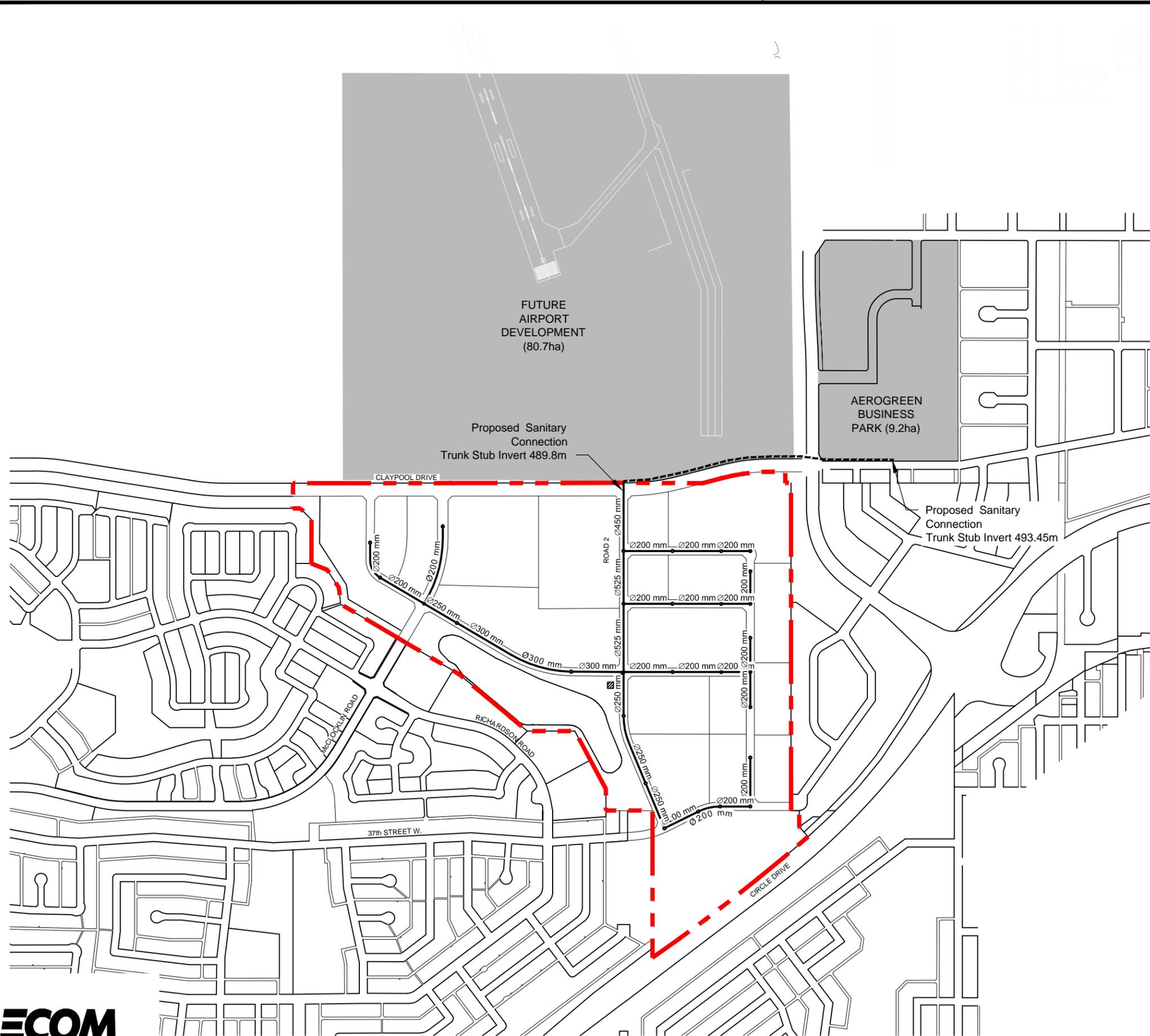
- STUDY AREA 
- STAGE 1 
- STAGE 2 



Dream Developments
Hampton Village Business Park Servicing Study
**Sanitary Sewer
Proposed Sanitary Sewer Staging**

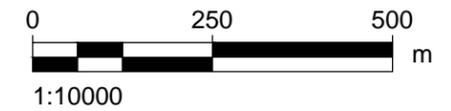
Figure 8

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LEGEND

- STUDY AREA
- PROPOSED SANITARY SEWER PIPE
- PROPOSED MANHOLE
- CONTRIBUTING AREA
- PROPOSED SPS
- PROPOSED CONNECTION TO AEROGREEN PARK

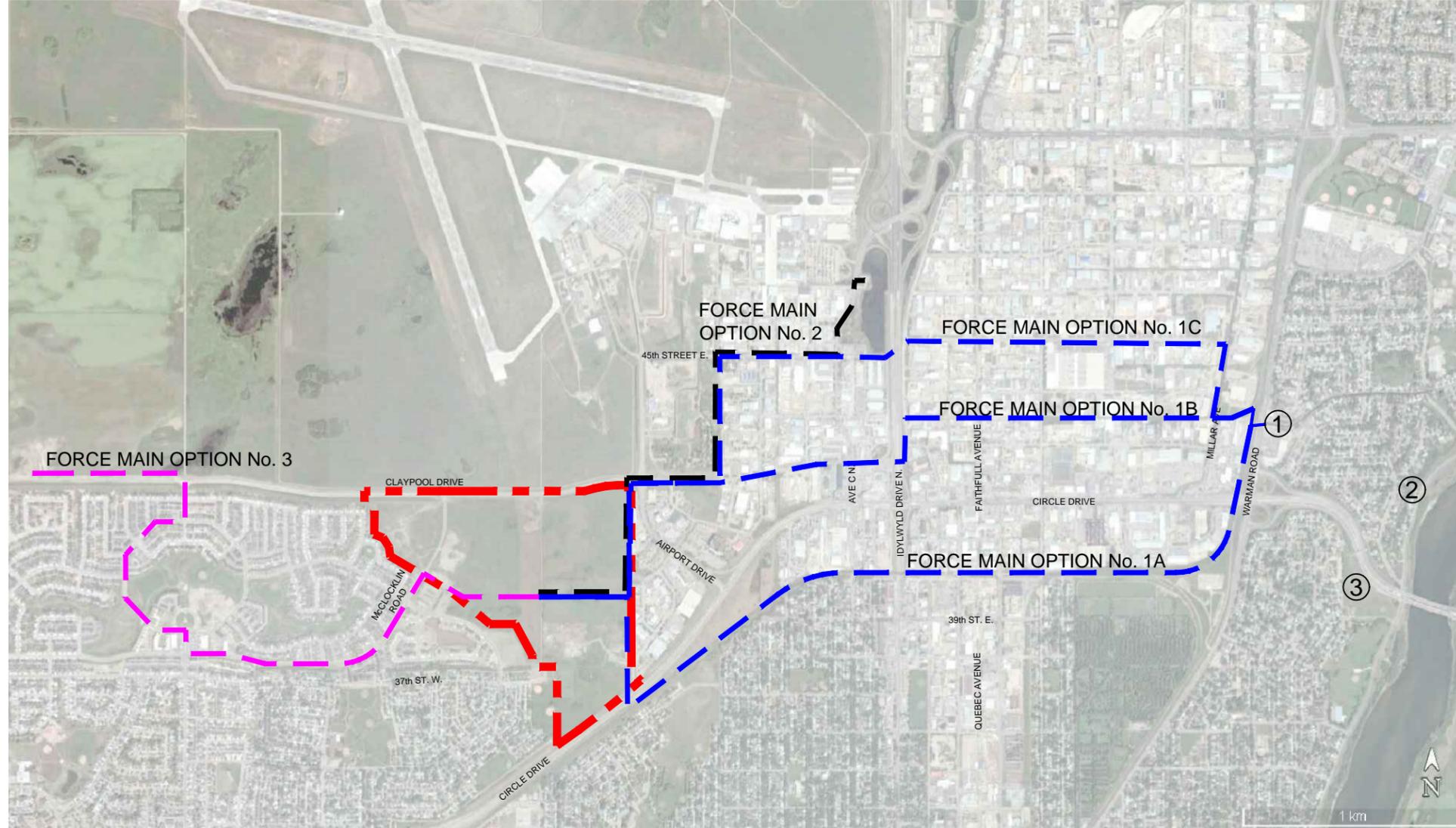


Dream Developments
Hampton Village Business Park Servicing Study

Proposed Sanitary Sewer Layout

Figure 9

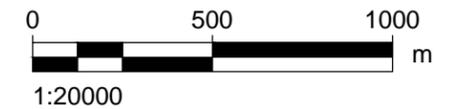
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LEGEND

- STUDY AREA - - - - -
- FORCE MAIN OPTION No. 1 - - - - -
- FORCE MAIN OPTION No. 2 - - - - -
- FORCE MAIN OPTION No. 3 - - - - -

- ① STAGE 1 TIE-IN LOCATION
43rd Street / Warman Road Intersection
- ② STAGE 2 TIE-IN LOCATION 1
Spadina Crescent
- ③ STAGE 2 TIE-IN LOCATION 2
G.D. Archibald Park North



Dream Developments
Hampton Village Business Park Servicing Study

**Proposed Sewage Pumping
and Force Main Options**

Figure 10



5.4.4 Environmental

A Phase I Environmental Site Assessment (ESA) was conducted September 2014 by AECOM, Attached as Appendix B. The ESA identified no major environmental concerns in the Business Park.

A Natural Area Screening report was conducted by ERIN Consulting, Ltd in June 2000. The report identified no evidence of unique features in need of protection. The report is attached as Appendix C.

A search was conducted using the Developers Online Screening Tool from the Ministry of Parks, Culture and Sport. The search identified the area was not heritage sensitive. The results are attached as Appendix D.

5.4.5 Transportation

Access to the Business Park is provided via Claypool Drive, McClocklin Road, and a proposed extension of 37th Street W. Claypool is a four-lane facility. McClocklin Road will be upgraded to a collector road in its current location, extending north to Claypool Drive. 37th Street is proposed to extend into the Business Park and connect to Cardinal Crescent. The extension of 37th Street was initiated by the City to provide access for emergency service vehicles. 37th Street will require traffic calming measures to be installed in the Westview neighbourhood. Appropriate traffic calming devices will be installed as part of the development of the Business Park.

A Transportation Impact Assessment (TIA) was conducted for the Business Park by AECOM with an addendum by Dream, attached as Appendix E. The TIA analyzed 11 intersections; five existing and six future intersections. Existing traffic volumes were collected in the AM and PM peak hours at key intersections and the new trips for the proposed development were generated using the latest version of the ITE Trip Generation Manual. The existing and new trips were combined and analyzed for existing and future conditions. Upon analysis of each intersection, the TIA proposed a number of mitigation measures for these intersections to operate at an acceptable level of service.

With the exception of Claypool Drive and McClocklin Road, all internal roadways are designed to an industrial cross-section. A sidewalk will be included in this cross-section on one side. Figure 11 identifies the existing and proposed road network.

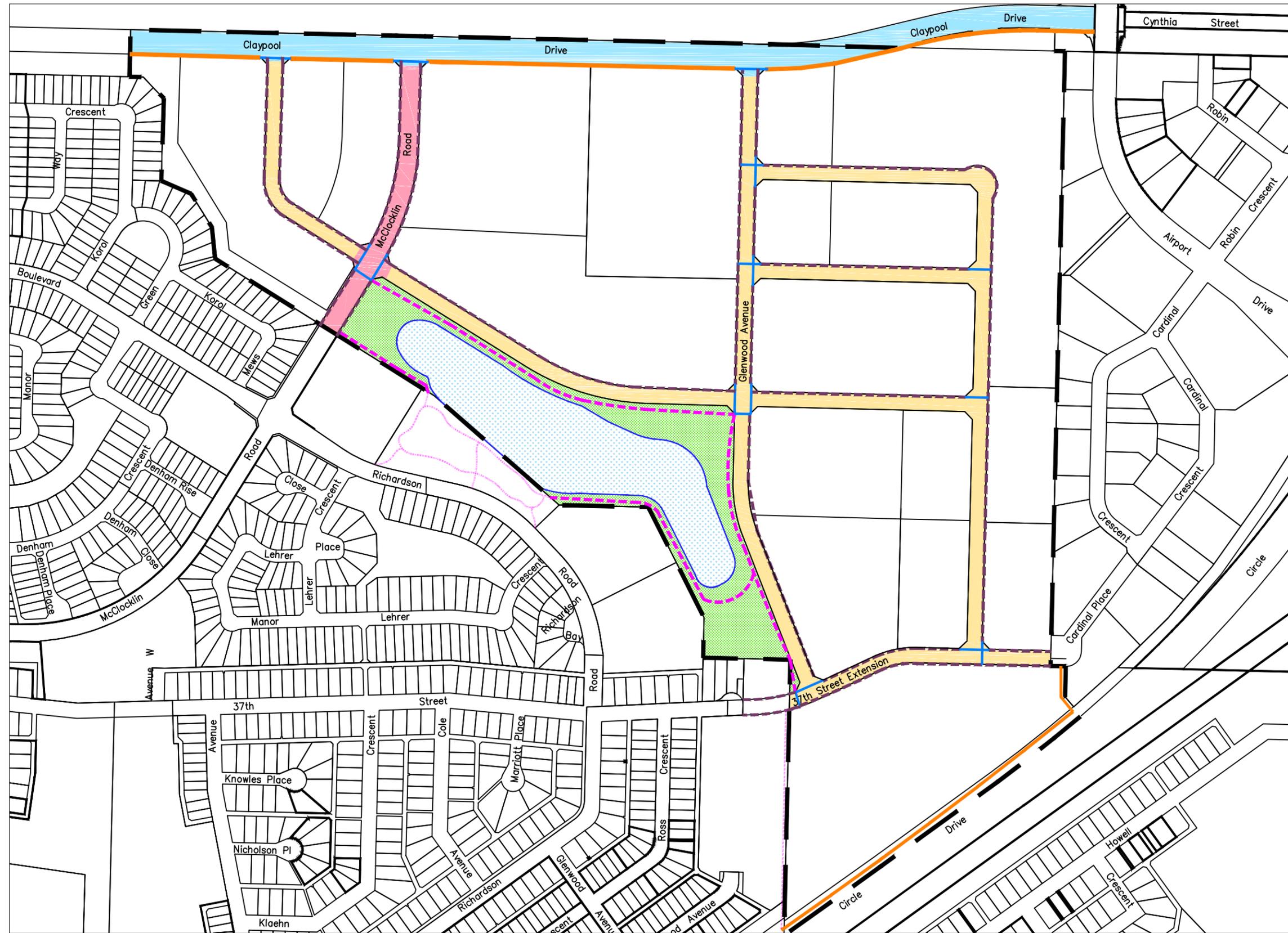
a. Transit

Two transit routes are provided within walking distance of the Business Park, Route 12 and Route 23. Route 12 (River Heights/Airport) travels along Airport Drive and Route 23 (Blairmore/Hampton Village) travels along Richardson Road/East Hampton Boulevard. Currently there are no planned transit services within the Business Park however; with sidewalks being included in the cross sections, transit services can easily be accommodated.

b. Active Transportation

The City of Saskatoon is currently working on an Active Transportation Plan (ATP), identifying long term goals for active transportation and recommending walking and cycling improvements on existing networks as well as policy changes for new neighbourhoods.

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LEGEND

- Development Boundary
79.7665 ha (197.1ac)
- Transportation**
- Arterial Road
32 m ROW
- Collector Road
26 m ROW
- Industrial Road
20 m ROW
- Multi-Use Off-Road Trail
(Existing)
- Shared-use Pathway
(Proposed)
- Shared-use Pathway
(Outside Study limits)
- Sidewalk
(Proposed)
- Crosswalk
(Proposed)

Dream Development
Hampton Village Business Park
Transportation



Figure 11

A multi-use off-road trail is included along the south side of Claypool Drive as part of the ATP the COS is implementing. The Business Park will also include a 3 metre wide shared pathway around the dry pond and connect with the shared pathway in the dog park located directly south of the dry pond. As a collector road, McClocklin Road will provide a sidewalk on both sides and will connect to the pathway surrounding the pond. A sidewalk will also be located across from the pond. The road connecting Claypool and McClocklin will be serviced with a sidewalk on both sides of the road. 37th Street Extension will include a sidewalk on both sides of the roadway, as part of a natural extension of the existing sidewalks. Glenwood Avenue provides a direct connection from Claypool Drive to Westview and Hampton Village neighbourhoods therefore, it will also include a sidewalk on both sides. As stated earlier, a sidewalk will also be included on one side of all of the industrial roads.

There is an existing trail along Circle Drive at the south end of the Business Park, it connects to Cardinal Crescent and Glenwood Avenue. The multi-use off-road trails and sidewalks provide pedestrian and cycling connections throughout the Business Park and will be integrated into the City's ATP. See Figure 11 for all cycling and pedestrian connections.

5.4.6 Shallow Utilities

Shallow buried utilities include electricity, natural gas, street lighting, telephone, cable, and fibre optic distribution lines. Within the development site, the respective service providers include SaskPower, SaskEnergy, Saskatoon Light and Power, Sasktel, and Shaw Cable respectively. These services will be extended into the development and will be located within the required easements.

5.5 Hydrogeological

A hydrogeological study was conducted for the area by AECOM, attached as Appendix F. The study was completed to assess groundwater conditions within the study area. Ten test holes were drilled within the site ranging from 9.60 m below ground surface and 11.13 m below ground surface.

The results of the study indicated the area mainly consists of clay, silty clay and till, which has low permeability.

Four categories are defined on the basis of depth to the water table. Categories I and II place constraints on development and require mitigation. Category III lands have fewer limitations but still would require planning so that basement elevations are not below the water table however; basements will not be included in this development. Category IV lands have no constraints associated with the water table.

Category I

Category I lands include areas where the water table is less than 2 m below surface. Within this area there are transitional areas between recharge and discharge (recharge areas are indicated as Category Ia). There are no areas in the Business Park in Category I.

Category II

Category II land also includes areas where the water table is less than 2 m below surface. There are no areas in the Business Park in Category II.

Category III

Category III land includes areas where the water table is 2 m to 3 m below surface. This area is found throughout the site.

Category IV

Category IV land includes area where the water table is greater than 3 m below surface. This area is located throughout the site in combination with Category III.

The groundwater varies between 2.05 m and 6.18 m below ground surface representing Category III and Category IV. Category III covers areas where the water table may or may not affect development depending on the type of construction design being considered. The depth to the water table will need to be assessed during subdivision stage development to ascertain whether the grade needs to be raised or subdrain systems installed. Category IV lands have water tables that are anticipated to be greater than 3 m below ground and no special consideration is required if the current grade is maintained.

6 Conclusion

The Hampton Village Commercial/Industrial Business Park is 79.77 ha. It is strategically located adjacent to residential development as well as the Saskatoon Airport. The Business Park will provide amenities to the surrounding residents as well as employment and business opportunities closer to home. The Business Park will also provide supporting uses to the airport as there is minimal commercial development within the surrounding area.

A servicing study along with a hydrogeological study were conducted identifying the servicing requirements of the development. The study identified a dry storm pond is required in the south portion of the development for storm water management. The Business Park is able to tie into the existing water distribution system at three connection points. A sewage pumping station is required onsite with a force main discharging at the intersection of Warman Road / 43rd Street... This pumping station will accommodate the Business Park as well as Aerogreen and the Saskatoon Airport Authority.

The Hampton Village Commercial/Industrial Business Park includes industrial, commercial and retail uses. It will not only serve Hampton Village, but Westview and Dundonald neighbourhoods as well as the existing residents and employees of the Airport Business District. This Concept Plan addresses the development pressures of the area and will provide the services and amenities required.

Traffic Calming Provisions

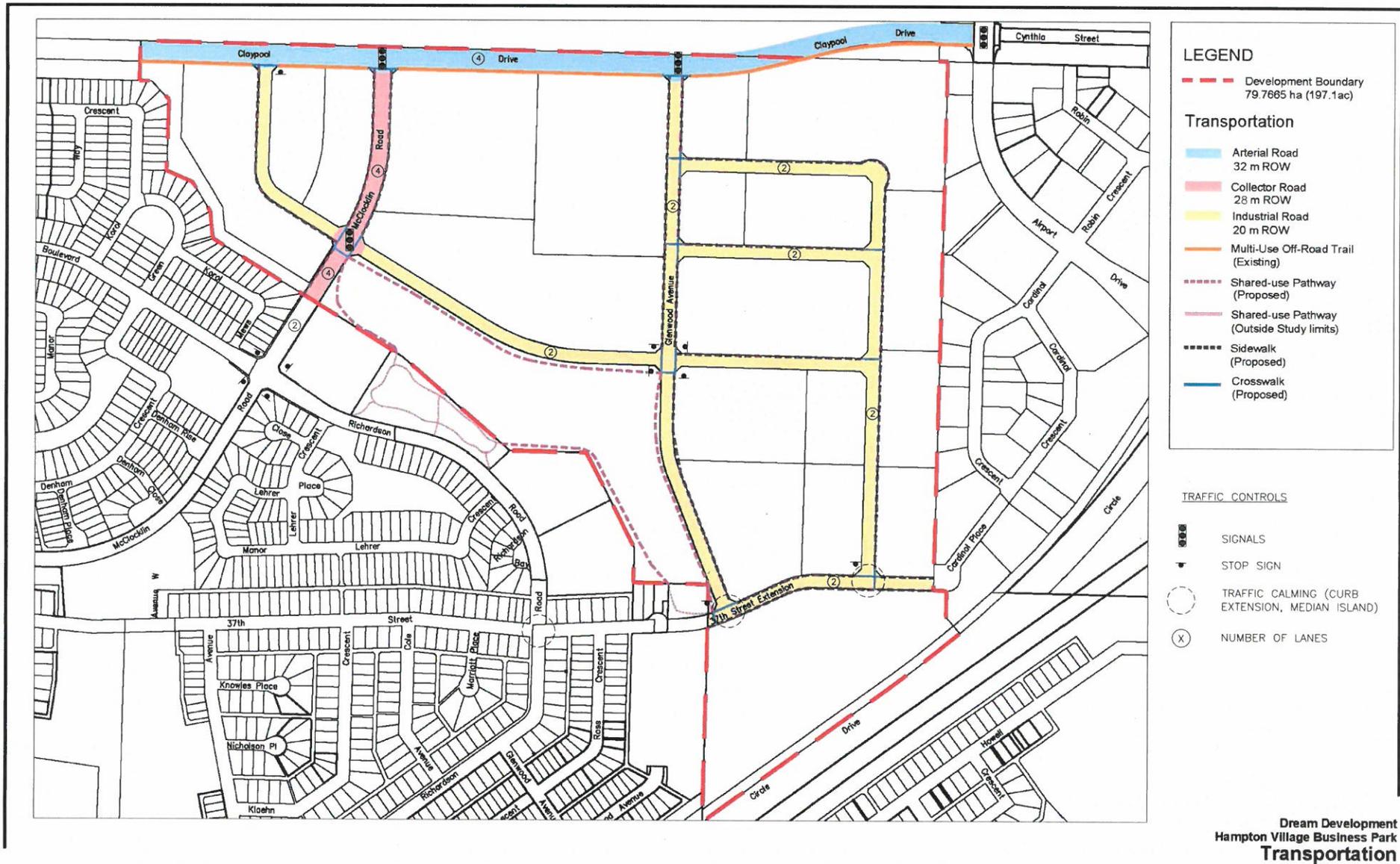


Figure 11

Comments from Internal Departments and Outside Agencies

Proposed Hampton Village Business Park Concept Plan

Note: The comments below provide a brief summary of comments received and issues addressed.

Agency	Summary of Comments and Actions
Canada Post	<p>Mail delivery to all new subdivisions is through community mailboxes. Locations of the sites are determined when more detailed plans are received. There will be no comments at this time until further detailed plans of the subdivision are submitted for these parcels proposed to be rezoned.</p> <p>No concerns were identified that would preclude the application from proceeding.</p>
Saskatoon Light & Power (SL&P)	<p>SL&P will provide the electrical service to a portion of the area that is within SL&P's franchise area. The service area is bordered by Claypool Drive to the north, the westerly boundary of SL&P's franchise area to the west, Circle Drive to the south, and Airport industrial to the east, which includes Aerogreen Business Park (formerly McNab Park).</p> <p>SL&P will provide the roadway lighting. Where the lighting poles are on the front street, attempts will be made to locate the poles at the property line. However, with a maximum spacing of 50 m, poles will be placed along the frontage, which may impact future drive way locations.</p> <p>An easement request will be provided regarding the proposed detailed plan of the area.</p> <p>No concerns were identified that would preclude the application from proceeding.</p>
Saskatoon Health Region	No concerns.
CPTED	<p>Concerns initially identified and addressed include provisions for appropriate signage, sidewalks, and planting to establish an official entry to the area; traffic calming; providing offices as opposed to light industrial land uses adjacent to the residential area; and safety and maintenance on development sites.</p> <p>In response to items identified, the developer has acknowledged that appropriate signage will be installed to clearly identify the area.</p> <p>Dream Development has worked with the Transportation and Utilities Department to address traffic calming.</p> <p>Light industrial uses prohibit nuisance beyond the site, and outdoor storage must be screened.</p> <p>Contractors will receive information on expected cleanup, safety, and security for construction sites.</p> <p>Items have been addressed.</p>

Agency	Summary of Comments and Actions
Saskatoon Fire Department	<p>In order to maintain emergency response times and coverage, the Saskatoon Fire Department proposed an extension to 37th Street West to Cardinal Crescent. The extension was requested to enhance neighbourhood connectivity and allow the future fire station in the proposed Elk Point neighbourhood to serve the Hampton Village Business Park and surrounding neighbourhoods.</p> <p>The extension of 37th Street West has been provided.</p>
Saskatoon Police Service	No concerns.
SaskEnergy	<p>SaskEnergy had general comments on ensuring pipeline right-of-way and easement areas and requested that the City and developers address the concerns of future pipeline routing, overall servicing, and system isolation zones during the approval process.</p> <p>The developer will work with SaskEnergy to achieve desirable outcomes regarding utility design and servicing schemes.</p>
SaskPower	<p>SaskPower will require easements to service the subdivision. The easement location and size will be determined at the time of application for subdivision when SaskPower provides comment. Existing easements will need to be maintained.</p> <p>The developer will work with SaskPower and the Transportation and Utilities Department at the detailed design stage and subdivision stage to determine easement requirements.</p>
SaskTel	A 35 metre cell site was requested, but cannot be accommodated due to proximity with the airport and restrictions on heights of structures.
Parks Division	<p>The Parks Division has requested that a compound be accommodated in the Municipal Reserve adjacent to McClocklin Road.</p> <p>This request has been accommodated, and the compound will be shown on the Concept Plan</p>
Greater Saskatoon Catholic School Division	No concerns.
Saskatoon Public School Board	No concerns.
Shaw Cable	No comments.
Saskatoon Transit Division	The Concept Plan, in its current form, is acceptable to the Saskatoon Transit Division.
Long Range Planning Section	<p>General comments on types of land uses, implementation of the Active Transportation Plan, and preservation of existing multi-use trails:</p> <ul style="list-style-type: none"> • The land use pattern has been designed in consultation with the Planning and Development Division and is acceptable. • Dream Development will work with the Transportation and Utilities Department to ensure pedestrian and cycling infrastructure meets the intent of the Active Transportation Plan.

Agency	Summary of Comments and Actions
Recreation and Community Development Division	<p>General comments on ensuring road design and construction does not impact existing park infrastructure, the suitability of soil in park areas for turf, and ensuring recreation areas will include proper support amenities such as benches, garbage receptacles, etc.</p> <p>The developer will work with the City on road design and construction to mitigate any concerns that arise. City standard construction specifications for park construction will also be used.</p>
Transportation and Utilities Department	<p><u>Storm Water and Sanitary Sewer Servicing</u></p> <p>From the analysis on stormwater and sanitary sewer servicing, it was identified that there is no capacity available in the existing storm sewer system around the Airport lands. Stormwater needs to be retained onsite and be released to the downstream system(s) when capacity becomes available and the downstream system has been fully drained. The Hampton Village Business Park servicing study has proposed two future stormwater connections for future airport development:</p> <ul style="list-style-type: none"> • No stormwater plans from the Saskatoon Airport Authority have been submitted to indicate directing stormwater to the north. There are similar capacity constraints within Agriplace stormwater system that would need to be addressed with retention on-site and delayed release if this type of stormwater management proposal is put forward. Special approvals are also required for the City to accept any storm flows from outside of the current City boundary. • There is no capacity left in the 45th Street sanitary system to service Aerogreen Phase 2 or the Airport lands. By directing Aerogreen Phase 2 to the south, the extent of upgrades required on 45th Street to service lands east of Airport Drive or north of 45th Street is being limited. • Aerogreen Phase 2 should be drained to the south. In order to allow gravity drainage to the 45th Street sanitary system, Phase 2 would require extensive fill at an additional cost. <p><u>Transportation</u></p> <p>A Transportation Impact Assessment was conducted for the Concept Plan area by AECOM Canada with an addendum by Dream Development. The Developer has worked with the Transportation Division to resolve items, and the Transportation Impact Assessment is acceptable.</p> <p>The developer will continue to work directly with the Transportation and Utilities Department to fulfill the departmental requirements as detailed design and servicing plans are prepared.</p>



Shaping Saskatoon

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Community Engagement Summary Proposed Hampton Village Business Park Concept Plan

Project Description

The Community Services Department has received a concept plan application for the proposed Hampton Village Business Park. Residents of the Hampton Village and Westview neighbourhoods, and all property owners within 75 metres of the subject site, have the opportunity to learn about the proposed development and concept plan approval process, comment on the proposal, and ask any questions they may have.

Community Engagement Strategy

Notices were sent to all residents within the Hampton Village and Westview neighbourhoods, as well as property owners within a 75 metre radius of the subject area on April 12, 2017. Notices were also sent to the Hampton Village and Westview Community Associations, the Ward Councillor, and the Community Consultant.

The purpose of the notice was to inform, and consult with nearby residents and commercial business owners. Interested or concerned individuals were provided with an opportunity to learn more about the proposal and provide perspective and comments for consideration.

Summary of Community Engagement Feedback

Residents and business owners attended a public open house held on April 26, 2017. During the event, residents were provided an opportunity to ask questions and provide feedback to City staff and representatives from Dream Development. More than 50 members of the public attended the open house. The following is a summary of the questions and responses:

Q: What types of land uses will be permitted?

A: The permitted land uses will vary from:

- commercial uses such as restaurants, retail, restaurants, and more;
- business park uses such as offices, financial institutions, medical clinics, and more;
- light industrial uses limited to businesses that do not cause a nuisance beyond their property can vary widely from warehouses, service stations, and offices to retail, restaurants, commercial recreation, and more.



Q: Will light industrial businesses negatively affect adjacent residents?

A: No, light industrial land uses were designed to be separated from residential areas by park space. Furthermore, light industrial land uses cannot constitute a nuisance beyond the boundary of the property by reason of the production or emission of dust, smoke, refuse, matter, odour, gas, fumes, noise, vibration, or other similar substance or conditions.

Q: What is the timeline for development?

A: The construction of infrastructure, servicing, and road networks is expected to commence shortly after municipal approval. Due to the variety of landowners in the Hampton Village Business Park, commencement of commercial development will vary based upon demand with full build-out expected within 20 years.

Other general points of discussion were:

- support for commercial amenities to serve the community;
- support for increased connectivity between neighbourhoods;
- concerns regarding the naming of streets within the Concept Plan; and
- support for increased park space and multi-use paths to use for leisure.

Next Steps

All feedback from the public notification process will be summarized and presented as part of the report to the Municipal Planning Commission (MPC) and City Council.

Once this application has been considered by the MPC, a date for a public hearing will be set, and notices will be sent to property owners within 75 metres of the subject area and to the Hampton Village and Westview Heights Community Associations. No other public engagement is planned.



ACTION	ANTICIPATED TIMING
Planning and Development Division prepares and presents to MPC. MPC reviews proposal and recommends approval or denial to City Council.	June 27, 2017
Public Notice – the Community Consultant, Ward Councillor, community associations, and all residents were notified previously. An advertisement is prepared and placed in <u>The StarPhoenix</u> .	July 4 to 8, 2017
Public Hearing – public hearing conducted by City Council, with an opportunity provided to interested persons or groups to present. Proposal considered together with the reports of the Planning and Development Division, MPC, and any written or verbal submissions received by City Council.	July 26, 2017
Council Decision – may approve or deny proposal.	July 26, 2017

Prepared by:
Jason Sick, Planner
Planning and Development
April 27, 2017

UPDATE ON REPORTS TO COUNCIL

The Chair will provide an update on the following items, previously considered by the Commission, and which were considered by City Council at its meetings held on June 26, 2017:

- Growth Plan to Half a Million - Corridor Planning Program
[File No. CK 4350-66, x4110-2 and PL 4110-78-1]