

BLAIRMORE SECTOR PLAN

- Official Community Plan
- Sector Planning
- Blairmore Sector Plan



SECTOR
Planning

 **City of
Saskatoon**

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Blairmore Sector Plan

Approved by City of Saskatoon City Council on July 31, 2024.



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

PRIOR AMENDMENTS

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

HOW TO USE THIS PLAN

The Blairmore Sector Plan (The Sector Plan) is intended for use by everyone who is interested in the growth and development of the Blairmore Sector (The 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 use the Sector Plan to understand the long-term vision for the Blairmore Sector and to gain an understanding of how the Sector will change over the coming years.

City Council use the Sector Plan to guide decision-making for the Blairmore Sector.

Concept Plan Proponents use the Sector Plan to understand the allowable uses, building form and densities, including location, type and scale of development that 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 infrastructure installation.

City Staff use the Sector Plan through the lens of departmental responsibility:

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

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

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

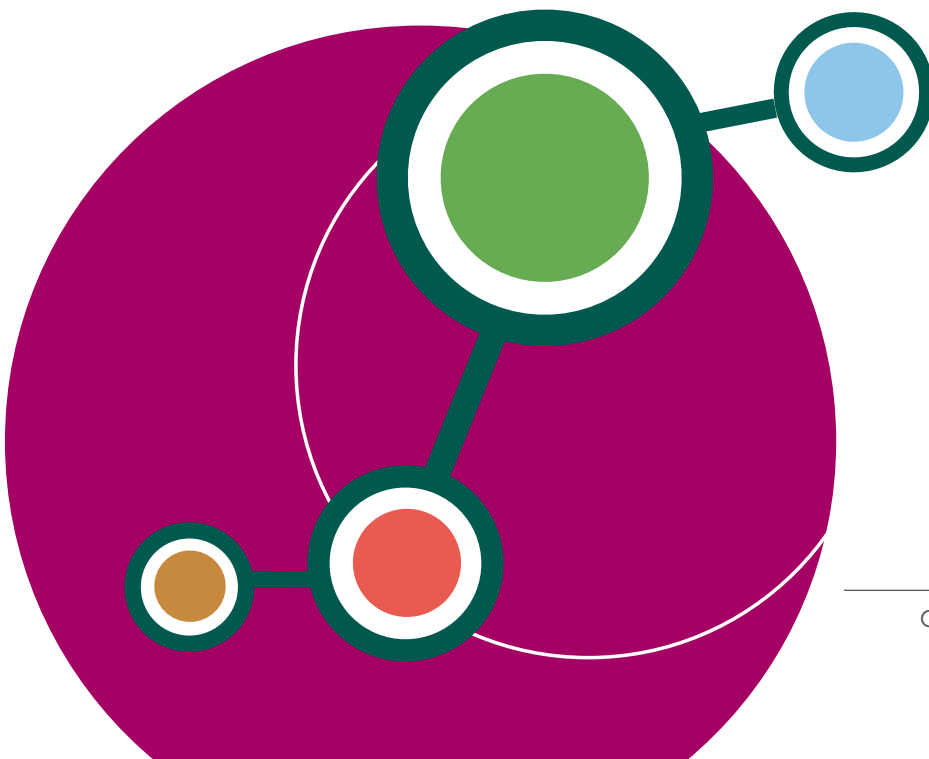




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RELATED DOCUMENTS

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- 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. European settlement began in the 1880s, but Indigenous people have been living in the Saskatoon area for thousands of years. The city consists of approximately 23,300 hectares (57,600 acres) of land, with the Blairmore Sector 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 to achieve balanced growth geographically, with a mix of infill and greenfield development, and that ensures 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 that includes political and administrative representation from the City of Saskatoon, Rural Municipality 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 Planning District.

(3) **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 ensures that development takes 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.

As the city continues to grow, new residential neighbourhoods and commercial, retail and industrial areas are needed.



(4) 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.”*

In addition to the urban centre and residential neighbourhoods, the Blairmore Sector contains a significant industrial employment area. The 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 is considered part of the City’s Official Community Plan, and as such the Sector Plan must be consistent with the overall policy framework, demonstrating how it conforms to the Official Community Plan and supports the urban structure and overall growth objectives. The Sector Plan may provide greater detail than the Official Community Plan; however, in instances where the Sector Plan does not contain guidance or direction, the Official Community Plan prevails.

The Sector Plan is a high-level plan providing

a framework for urban development over several decades. Given its scale and long-range timeframe, the Sector Plan is anticipated to be amended periodically to address new matters and accommodate changing development patterns. For this reason, the Blairmore Sector Plan should be considered a “living document.”

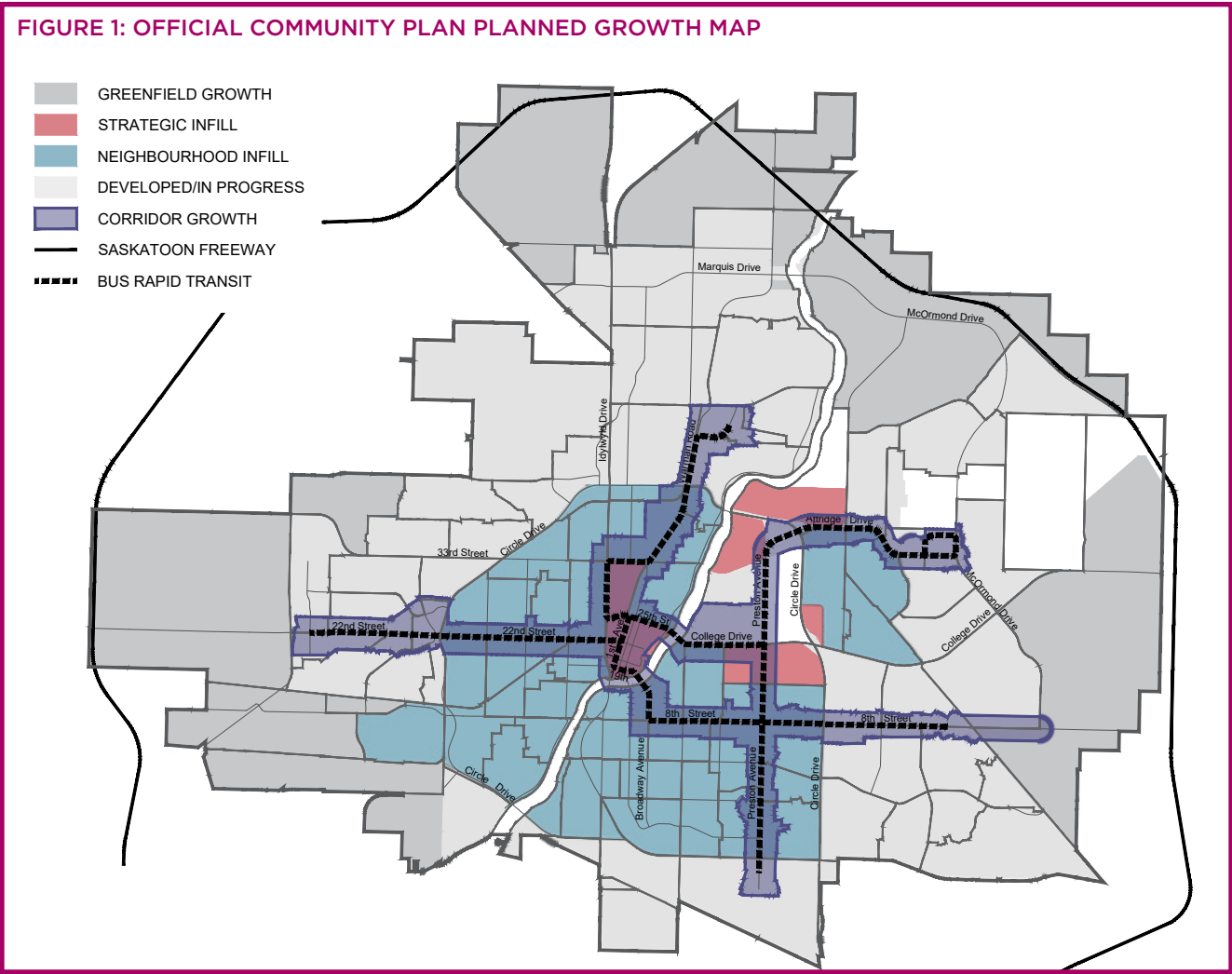
(5) Saskatoon’s Plan for Growth

Saskatoon City Council approved The Growth Plan to Half a Million (Plan for Growth) in 2016. The Plan for Growth lays out a framework that seeks to balance greenfield development with infill development through new growth, continued neighbourhood level infill, strategic infill and new opportunities for growth along major corridors throughout the city.

A truly sustainable Sector Plan 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 just boundaries between areas. Arterials streets should enhance connectivity between and within neighbourhoods. They should be tree-lined, incorporate public spaces and be lined by dense residential, commercial, and mixed-



use development. Street-facing development should be human scale and incorporate pedestrian-oriented and transit-oriented design and development principles, particularly at key areas like Bus Rapid Transit (BRT) stations and important intersections.

The Plan for Growth informed the development of the Official Community Plan and the Planned Growth Map (Figure 1).

(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. A Concept Plan’s location and general configuration within the Blairmore Sector is established by the Blairmore Sector Plan.

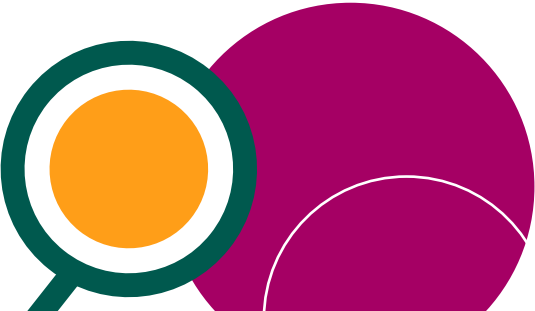
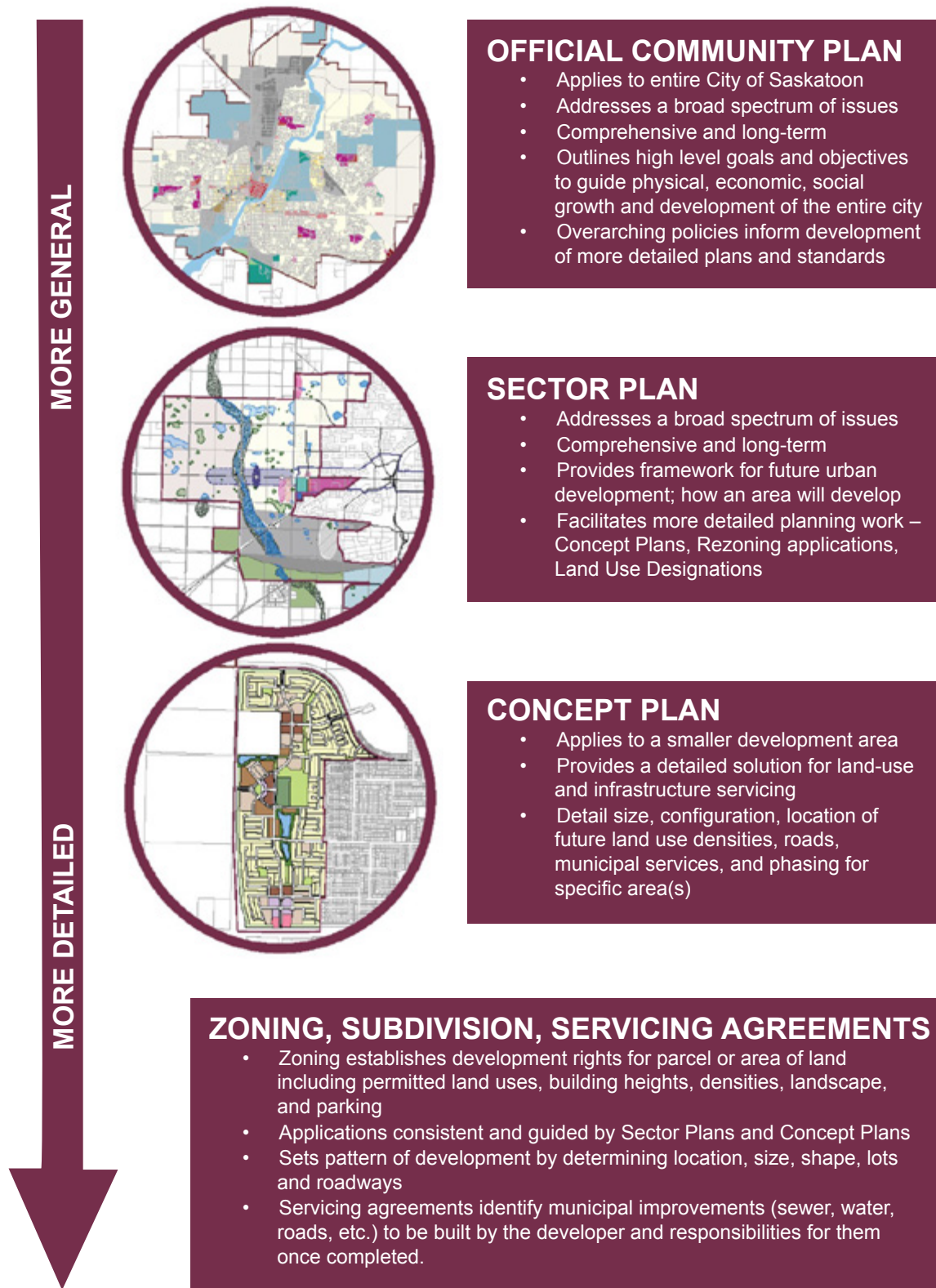


FIGURE 2: PLAN HIERARCHY



1.3 LOCATION

The Blairmore Sector is located east of the proposed Saskatoon Freeway; north of Township Roads 362 and 362-A; west of Hampton Village, Dundonald, Confederation Park, Pacific Heights, Parkridge, and Montgomery Place neighbourhoods; and south of Claypool Drive. The Sector contains approximately 2934.68 hectares (7051.73 acres) of land. The Blairmore Sector boundary is illustrated in [Figure 4](#).

(1) Boundary Alteration

In January 2005, the City of Saskatoon boundary was altered to include an additional

2,083.37 ha (5,148.1 ac) for the growth of the Blairmore Sector and it was again changed in September of 2015 to include an additional 370 ha (914 ac). The Blairmore Sector currently has sufficient land for approximately 75,000 – 80,000 people. With combined employment between residential neighbourhoods, the corridor growth area, urban centres and the proposed industrial area in the southwest portion, the Blairmore Sector could provide for over 20,000 jobs. A more detailed breakdown of population and employment can be found in [Table 2](#).

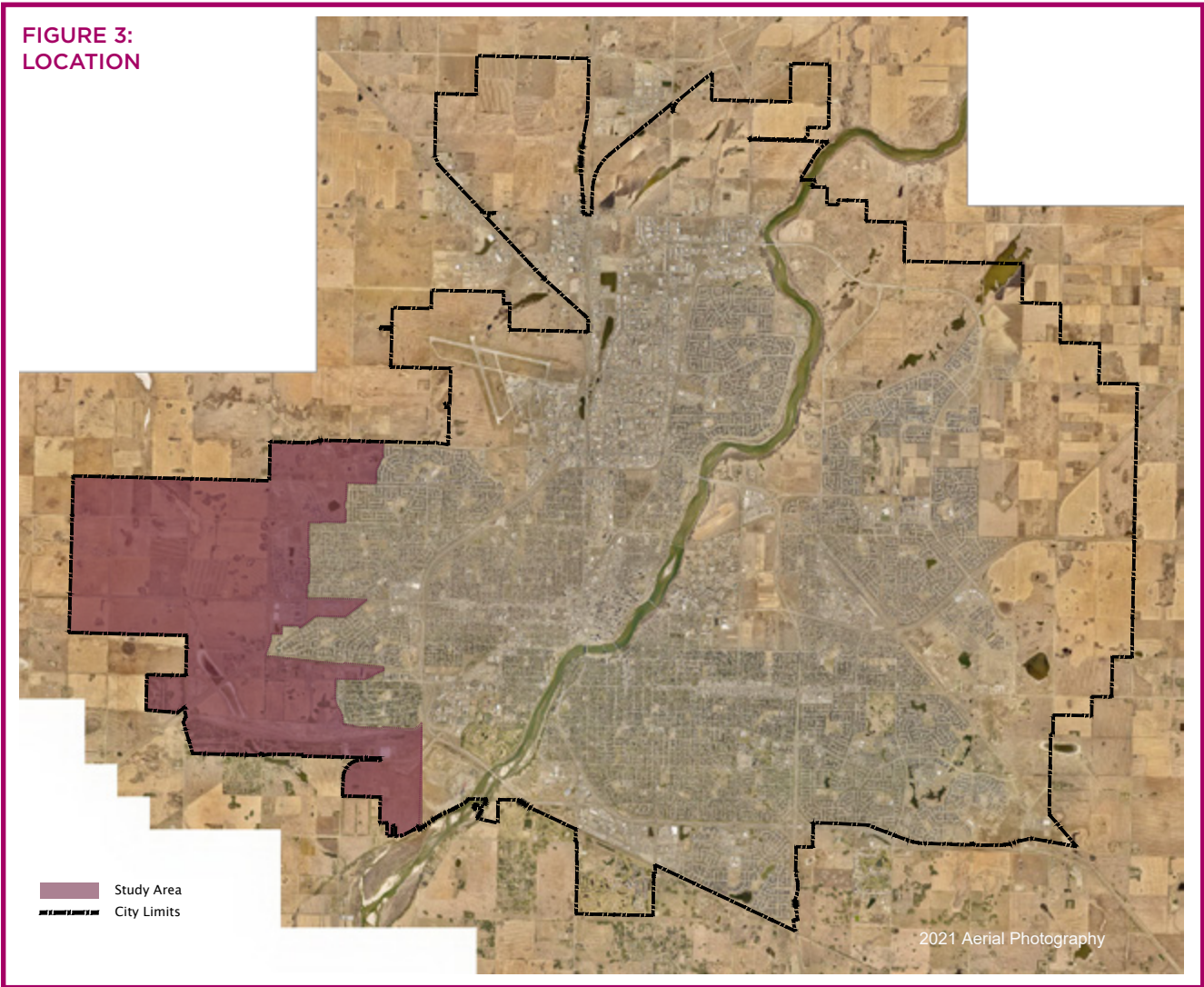
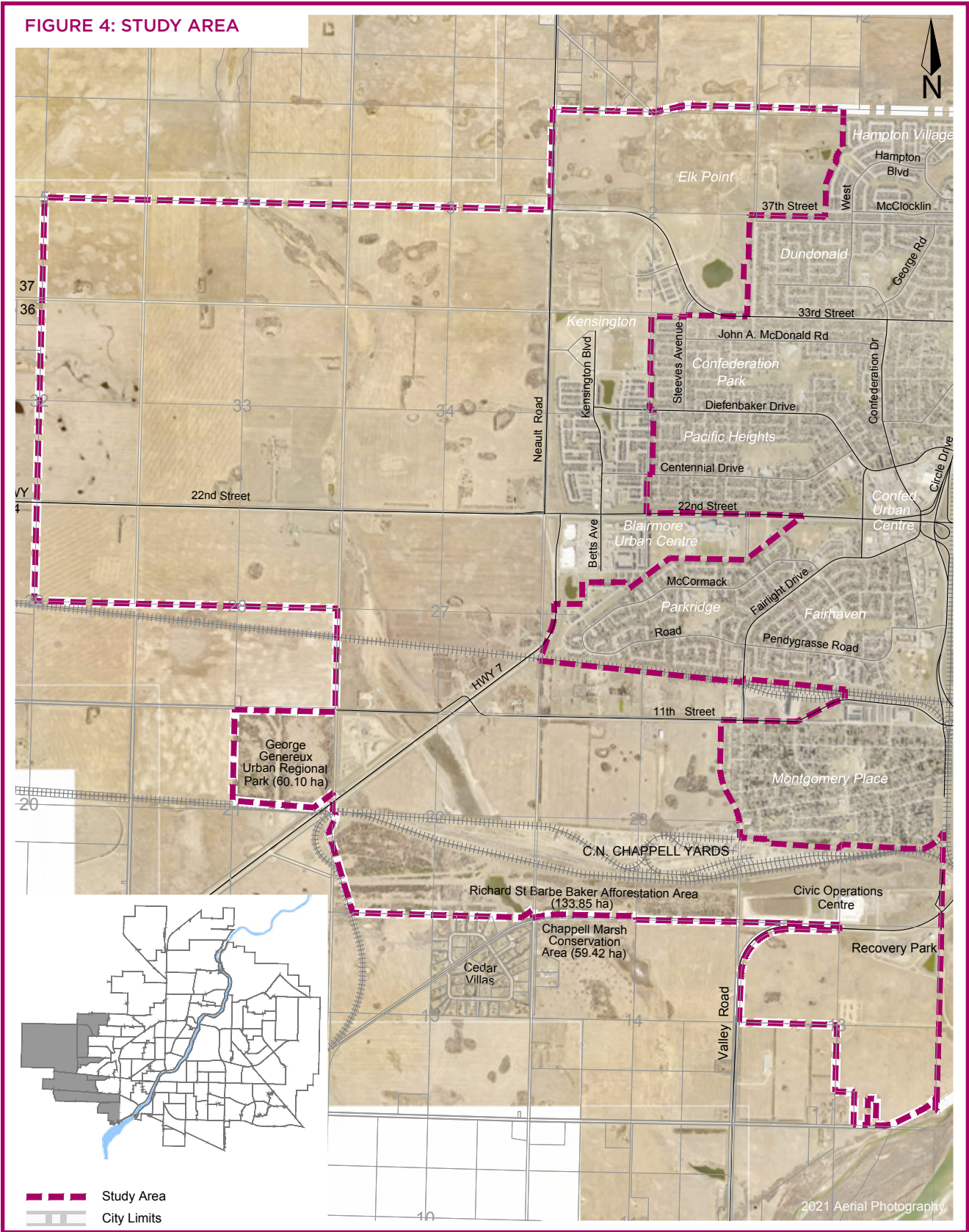


FIGURE 4: STUDY AREA



1.4 INTERPRETATION

The boundaries and locations of any symbols or areas shown in the Sector Plan (including, but not limited to, parks, street alignments and walkways) are approximate and should be interpreted as contextual. They will be verified at the Concept Plan stage, unless otherwise specified within the Sector Plan.

Text, policies and figures contained within the Sector Plan may be amended by Saskatoon City Council in response to changes or issues related to planning and development within the Sector. Amendments to the Blairmore Sector Plan involving text, objectives, policies or mapping must be completed in accordance with *The Planning and Development Act, 2007*, the *Official Community Plan*, and all other applicable City bylaws, policies and procedures.

1.5 BLAIRMORE SECTOR PLAN OBJECTIVES

The objectives of the Blairmore Sector Plan include:

- (a) Establishing a clear and implementable vision and guiding principles for development;
- (b) Incorporating a strategic and flexible approach to managing and responding to both current and future market conditions;
- (c) Engaging in a collaborative process that generates buy-in, interest and participation from key stakeholders, the surrounding communities and the public;
- (d) Ensuring a Triple Bottom Line approach that integrates health and integrity, social equity and cultural well-being, economic prosperity and fiscal responsibility, and good governance into decision making, producing equitable solutions and avoiding undesirable trade-offs;
- (e) Creating a clear framework for the development of Concept Plans for each phase within the Sector, providing high-level direction and analysis for considerations in the development of more detailed servicing infrastructure, transportation networks, land use strategy, environmental conservation, and to form the basis for funding plans; and
- (f) Developing an implementation and phasing strategy that outlines key considerations and directions for use in determining the development sequence and process required to achieve the vision of the Sector Plan.



1.6 PLAN PROCESS

The planning process was organized into four phases with opportunities for stakeholder input at key milestones to ensure broad support for the Sector Plan.

1 Getting Started
This phase includes a review and analysis of existing conditions and opportunities, and initial stakeholder engagement to raise awareness and gather input on future directions for the Sector Plan.

2 Choices & Direction
The growth concepts are prepared in Phase 2. These concepts are examined and used to develop land use, servicing and transportation strategies.

3 Preferred Concept
Input from Phase 2 is used to develop a preferred concept. Once the preferred concept is developed, a servicing and transportation plan is completed to ensure the development envisioned in the Sector Plan can be adequately serviced. The preferred concept is shared with the public through an online engagement, where residents, stakeholders and rightsholders are asked to provide input.

4 Final Plan
The final phase involves referrals to government agencies and City Departments for review and approval. Following this referral period, a Public Hearing is held to hear any final comments from the public. Council adopts the Sector Plan as a formal Concept Plan as per *The Planning and Development Act, 2007*.

1.7 ENGAGEMENT

The process for amending the Blairmore Sector Plan began in 2020. To inform updates to the Sector Plan, three forms of engagement were used. In June and July 2022, a stakeholder engagement initiative was conducted that included utility providers, adjacent community associations, neighbouring municipalities, environmental and recreation groups, and other interested parties. Identified stakeholders were contacted by email and a public engagement webpage was developed. The engagement webpage hosted a presentation video and a questionnaire for stakeholders to fill out. The engagement webpage also included the full [Natural Area Screening](#) report, as well as a video that summarized the findings of the screening. 37 responses were received through the questionnaire and two stakeholders sent emails with feedback.

The second engagement activity, for the general public, took place between June and August 2023, with the stakeholders from the first round of engagement also participating. This public engagement utilized the engage page, with the full draft Sector Plan document, a video presentation, a Frequently Asked Questions document, a questionnaire and the full Natural Area Screening report made available. Stakeholders were again contacted by email, landowners in the undeveloped areas of the Blairmore Sector were contacted by letter, and the engagement webpage was publicly available. City staff also coordinated with staff at the Rural Municipality of Corman Park to send letters to landowners in Corman Park with properties immediately adjacent to the Blairmore Sector. The public engagement questionnaire received 70 responses, in addition to six emails or phone calls from interested parties.

Engagement with Indigenous groups took place between August and December 2023 and included all First Nations with Urban Reserves or Land Holdings within the City or near the Blairmore Sector, as well as multiple



First Nations and Métis organizations who represent the interests of Indigenous peoples in the area. These groups were given an open invitation to participate at the level of their choosing. During the Indigenous engagement, two groups requested project updates at key milestones.

Further engagement opportunities will be provided during future stages of development in the Blairmore Sector.

Topics presented during the engagements included:

(1) Land Use and Development

Strong support was indicated for prioritizing natural areas. The outcomes desired by stakeholders and the general public for the two afforestation areas (described in more detail in Subsections 3.3(7) and (8) of the Sector Plan) are consistent with the proposed open space/green space land use designation for these areas. Further feedback on natural areas is discussed in the Natural Areas Subsection (1.7(5)).

During the stakeholder engagement, concerns were raised about the proximity of the proposed light industrial area to the existing Montgomery Place neighbourhood. As a result, the Sector Plan was updated to require

a buffering strategy for any light industrial development that abuts existing residential (see Subsection 4.6(2)). An optional business park was also added between the proposed light industrial and Montgomery Place neighbourhood, providing a further buffering opportunity (see Subsection 4.6). These changes were presented during the public engagement stage. Many respondents still expressed concern about any development west of Montgomery Place, but the prioritization of a buffering strategy made some respondents more receptive. Conversely, a few respondents were outright supportive of the proposed light industrial and business park, citing a need for more services in the area.

(2) Transportation Network

Transportation connections were important to survey respondents, for both vehicular traffic and active transportation (walking and cycling). In particular, active transportation connections were favoured between residential areas and green spaces. A few respondents expressed concerns about the potential for additional traffic, especially on 22nd Street West and 11th Street West. Mixed opinions were received regarding transit in the Sector, with some respondents expressing enthusiasm towards better transit connections and the extension of BRT service, while others were skeptical about the overall practicality of BRT.

(3) Servicing

Comments were received regarding the relationship between existing wetlands and the Sector's stormwater management strategy (see Subsection [7.1\(3\)](#)). Some respondents were concerned about the potential impact on wetlands, while others reacted positively to the Sector Plan's requirements for integrating natural or naturalized wetlands into the stormwater management strategy. There were multiple comments received in favour of the proposed outlet pipe, designed to reduce flooding risk in the Sector.

(4) Phasing

Few comments were received regarding the phasing plan. Some respondents noted their preference for infill development in existing neighbourhoods, rather than new development in the Blairmore Sector.

(5) Natural Areas

The importance of natural areas was a common theme of the engagement activities. Many

respondents expressed their fondness for the two afforestation areas in the Sector. However, there was roughly an even split between respondents who would like to see small to medium improvements to the afforestation areas (e.g., increased recreational or educational opportunities, minor infrastructure upgrades, improved maintenance, etc.) and respondents who would like the afforestation areas left as-is. Both visions can be consistent with the Sector Plan's proposal to conserve the afforestation areas. Site-specific guiding plans led by the City and informed by stakeholders and the public will ultimately determine the future usage and management of the afforestation areas. In any case, the policies within the Sector Plan do not support the removal of afforestation areas, as some respondents had expressed concern over.

More broadly, there was support for keeping natural areas wherever possible. There was also strong support for the recommendations in the [Natural Area Screening](#) (see Subsection [3.3\(3\)](#)).



2

LAND USE AND PLANNING PRINCIPLES



2.1 VISION

The Blairmore Sector Plan provides a vision for how the Blairmore Sector will develop into a series of interconnected, human-scale neighbourhoods that feature a variety of housing forms and a mixture of land uses, along with employment areas and a vibrant mixed-use commercial area, as well as a comprehensively planned industrial area.

Neighbourhoods adjacent to or containing significant natural areas, including those identified as part of the City's Green Network and the P4G Green Network Study Area, will incorporate a conservation theme of integrating existing natural features into open spaces. This will be done by creating a balance between conservation of natural areas and the City's responsibility for providing opportunities for growth in an efficient and sustainable manner.

The Sector Plan will facilitate economic development opportunities by expanding the southwest employment area. The industrial area will generate employment opportunities, accommodate a wide range of industrial development, and provide a safe, efficient, and effective transportation hub for moving goods and services by rail and by truck in Saskatoon and the surrounding region.

The Sector Plan provides an overview of major infrastructure networks needed to service the area. These systems include the Green Network, transportation, water distribution, sanitary collection and stormwater systems. The Sector Plan will facilitate transportation options including walking, bicycling, and

transit, while still accommodating the automobile and the rail and trucking industries. The Sector Plan will enable the expansion of the BRT network by designating appropriate areas for transit corridor uses. Implications of broader connections to the regional networks will be considered, where applicable.

Through the engagement process, a range of stakeholder groups provided input on the social, environmental, and economic aspects of the Sector Plan. The information and policies contained within the Sector Plan will guide development that achieves these objectives and realizes the vision.

2.2 LAND USE PLANNING PRINCIPLES

The vision for the Blairmore Sector Plan will be achieved through the embodiment of the following land use planning principles:

- (a) Support sustainable and compact community development including mixed use, transportation options and transit supportive development;
- (b) Support the development of regional employment and retail businesses;
- (c) Conserve and integrate nature and environmental sustainability;
- (d) Promote an inclusive process that supports design excellence and reflects Indigenous places and spaces; and
- (e) Support designs that reduce opportunities for crime and improve residents' feelings of safety.



3

CONTEXT AND EXISTING CONDITIONS



This section describes the main features that define the Blairmore Sector Plan area and the constraints that may require special consideration when planning for development. This is not an exhaustive list of features and constraints. It is up to Concept Plan proponents to practice due diligence in the development process. This information may be subject to change and should be verified at the Concept Plan stage.

3.1 LOCAL CONTEXT

The Blairmore Sector is in the city's western future growth area. The existing Blairmore Urban Centre and Kensington neighbourhood (see [Figure 4](#)) are located here, as well as several natural or naturalized areas. The Blairmore Sector is bordered by the future Saskatoon Freeway and bisected by Highway 14 as it enters the city from the west, becoming 22nd Street West (an arterial street) within city limits. 22nd Street West is a main route for the future BRT network for the city. Highway 7 enters the Sector from the southwest and terminates at 22nd Street West, west of the Blairmore Urban Centre. The Canadian Pacific (CP) and Canadian National (CN) railways enter in the southern portion of the Sector and CN's main switching yards (Chappell Yards) and the VIA Rail passenger terminal are in the southwest portion of the Sector.

Much of the city's major infrastructure originates in the southwest area of the Sector. For example, there are four major high pressure gas lines feeding natural gas to the city from the southwest and five major overhead power lines crossing the Sector. Additionally, the Queen Elizabeth Power Station, Saskatoon Regional Waste Management Centre (Landfill) and the Civic Operations Centre are within or adjacent to the Sector. However, sanitary sewer infrastructure must be directed to the Sewage Treatment Plant to the northeast of the Sector. More detailed information on sanitary sewer plans is discussed in Subsection [7.1\(2\)](#) Sanitary Collection.

The Blairmore Sector is Saskatoon's westernmost growth area for future urban expansion. It is situated adjacent to existing residential neighbourhoods and industrial uses.

While it has been determined that additional residential growth is undesirable in the southern area of the Sector, industrial parcels in proximity to national rail lines and provincial highways are in demand. The Sector is also bordered by established residential neighbourhoods, and the Urban Centre within the Sector includes two high schools, a civic centre, and commercial and employment areas.

(1) Existing Land Uses and Surrounding Development

The Blairmore Sector is Saskatoon's westernmost growth area for future urban expansion. It is situated adjacent to existing residential neighbourhoods and industrial uses.

Currently, most of the land remains un-serviced and undeveloped. As of January 2024, six commercial businesses are licensed by the City in portions of the Sector that are not currently developed to an urban standard.

Existing features located within the Blairmore Sector include:

(a) Blairmore Urban Centre

Urban Centres are intended as community focal points to serve the needs of surrounding neighbourhoods. The Blairmore Urban Centre is located along 22nd Street West; most of this area is developed. The Urban Centre contains a mix of commercial, institutional, multi-unit residential and community facilities. The Shaw Centre, Bethlehem Catholic High School and Tommy Douglas Collegiate are all located in the eastern part of the Urban Centre.





(b) Kensington Neighbourhood

Kensington is in the eastern area of the Sector and is under construction at the time of writing. Kensington is primarily a residential neighbourhood, with a neighbourhood commercial and mixed-use area at its south entrance, as well as a future mixed-use area at the west entrance. The former Yarrow Youth Farm lands are expected to be developed as additional residential lands. A Concept Plan amendment is required for this change to the Kensington neighbourhood.

(c) Elk Point Neighbourhood

Elk Point is in the northeastern portion of the Blairmore Sector and will be constructed following the substantial completion of the Kensington neighbourhood and approval of the Elk Point Concept Plan by City Council. Elk Point will be constructed as a primarily residential neighbourhood, with a District Village adjacent to Neault Road with mixed-use commercial and retail uses.

A small number of homes along 33rd Street West, within the neighbourhood boundaries, have been constructed as part of the original Kensington Neighbourhood Concept Plan. In past years, multiple wetlands in the neighbourhood were removed or altered

in anticipation of development. There are currently two constructed stormwater ponds in Elk Point, as well as a lift station serving the sanitary sewer needs of multiple westside neighbourhoods.

(d) Industrial Areas

Two industrial areas exist within the southern portion of the Sector: Agpro Industrial and the CN Yards Management Area, containing the CN Chappell Yards (described in further detail in Subsection [3.1\(1\)\(f\)](#) below). A handful of other commercial and industrial businesses are currently operating in this area of the Sector.

(e) Canadian Pacific Railway (CP) Main Line

The CP main line enters the city through the southcentral area of the Sector, servicing the Viterra grain terminal and continuing through the city to CP's switching yards in the Sutherland neighbourhood.

(f) CN Chappell Yards

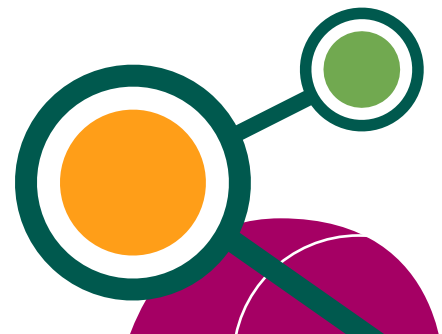
In 1964, the CN Rail Yards were relocated from Downtown to the southwest area of what is now the Blairmore Sector, along with the CN main line. The CN Rail Yards, known as the CN Chappell Yards, occupy 145 hectares (359 acres) in the southern area of the Sector and is the main switching station and yards for CN. The CN Yards also service the Saskatoon VIA Rail passenger station.

(g) Agricultural Lands

Currently, 52 per cent of the land in the Sector is being used for agricultural purposes. In recent years, the agricultural land has generally been used as crop land, along with a few areas used as hay land.

(h) Farmsteads

At the time of writing, there are eight residential farmsteads or acreages located in the Sector, as well as seven uninhabited dwellings.



(i) West Swale

Swales are shallow, post-glacial channel scars with glacial-defined features like gently sloped ridges, glacial till, a high water table and a series of interconnected wetlands or wetland complexes. Natural swale vegetation consists of terrestrial vegetation on the uplands, with wetland/riparian vegetation found in lower areas. The West Swale traverses the Sector in a north to south direction, interrupted by the CN Yards in the southern portion of the Blairmore Sector. Beyond the CN Yards, the complex extends south and east, towards the South Saskatchewan River. More details about the West Swale are found in Subsection 3.3(6).

(j) Afforestation Areas

Afforestation refers to the establishment of a forest where no previous tree cover existed. Two afforestation areas exist within the Sector, Richard St. Barbe Baker Afforestation Area (RSBBAA) and George Genereux Urban Regional Park (GGURP). The original

purpose of these afforestation areas was to contribute to a planned greenbelt around the city perimeter and to create treed areas for future residential development. More details about the afforestation areas are found in Subsections 3.3(7) and (8).

(k) Smithville Cemetery

One cemetery with heritage significance is located in the Sector. The Smithville Cemetery is located at SE 33-36-6-W3M.

(l) Airport Zoning Regulations

The northern portion of the Blairmore Sector is close to the Saskatoon John G. Diefenbaker International Airport. According to the Official Community Plan Section G Sustainable Growth, 3.1(2)(k): “New residential development will not be permitted in areas with an Airport Noise Exposure Forecast (NEF) rating of 30 or more.” No part of the Blairmore Sector is within the 30 NEF contour.



CONTEXT AND EXISTING CONDITIONS

As shown on [Figure 5](#), half of the proposed Elk Point neighbourhood lies inside the Saskatoon Airport Zoning Regulations 4,000 metre buffer and will therefore be subject to these regulations when locating any onsite stormwater ponds, as identified in Subsection 7.1(4) of the Sector Plan. However, it should be noted that existing wetlands within the 4,000 metre buffer may remain in place, as long as they are not increased from their natural size.

(m) Saskatoon Regional Waste Management Facility (Landfill)

The Landfill is adjacent to the southeast boundary of the Sector. As per [The Subdivision Bylaw, 1985, Bylaw No. 6537](#), residential development shall not be approved within 457 metres of a landfill for the disposal of garbage or refuse. As shown on [Figure 5](#), no residential developments are within the buffer area, and none will be permitted in the future.

(n) City Composting Depot and Material Handling Site

In 2007, the City opened its west composting depot near the intersection of Highway 7 and 11th Street West. The depot is open to the public, but is used primarily by the City's Parks Department and commercial haulers for natural yard waste. The composting depot is located on 6.8 hectares (16.8 acres) of land and is



considered temporary. The City's Utilities and Environment Division will pursue decommissioning the depot at the appropriate time and replacing it with a permanent facility at another location.

In 2018, the City purchased the land to the southwest of the Composting Depot for the West Material Handling Site. This site is used to manage sand, gravel and recycled asphalt pavement for spring and summer roadway programs, and provides storage for backfill materials used for water and sewer connection repairs. As a condition of the purchase of the land, the West Material Handling Site is periodically reviewed for alignment with the City's [Green Infrastructure Strategy](#).

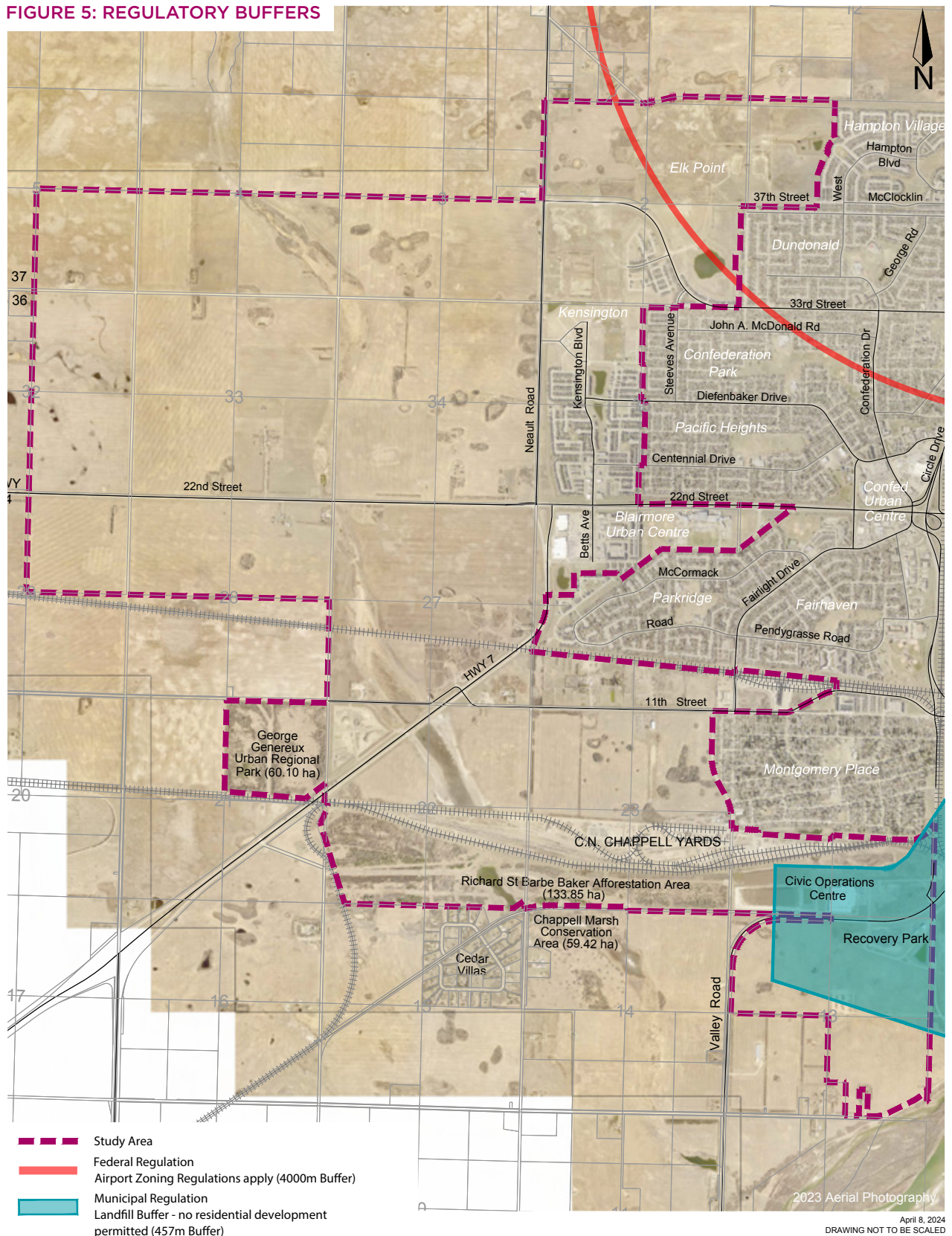
(o) Civic Operations Centre (COC)

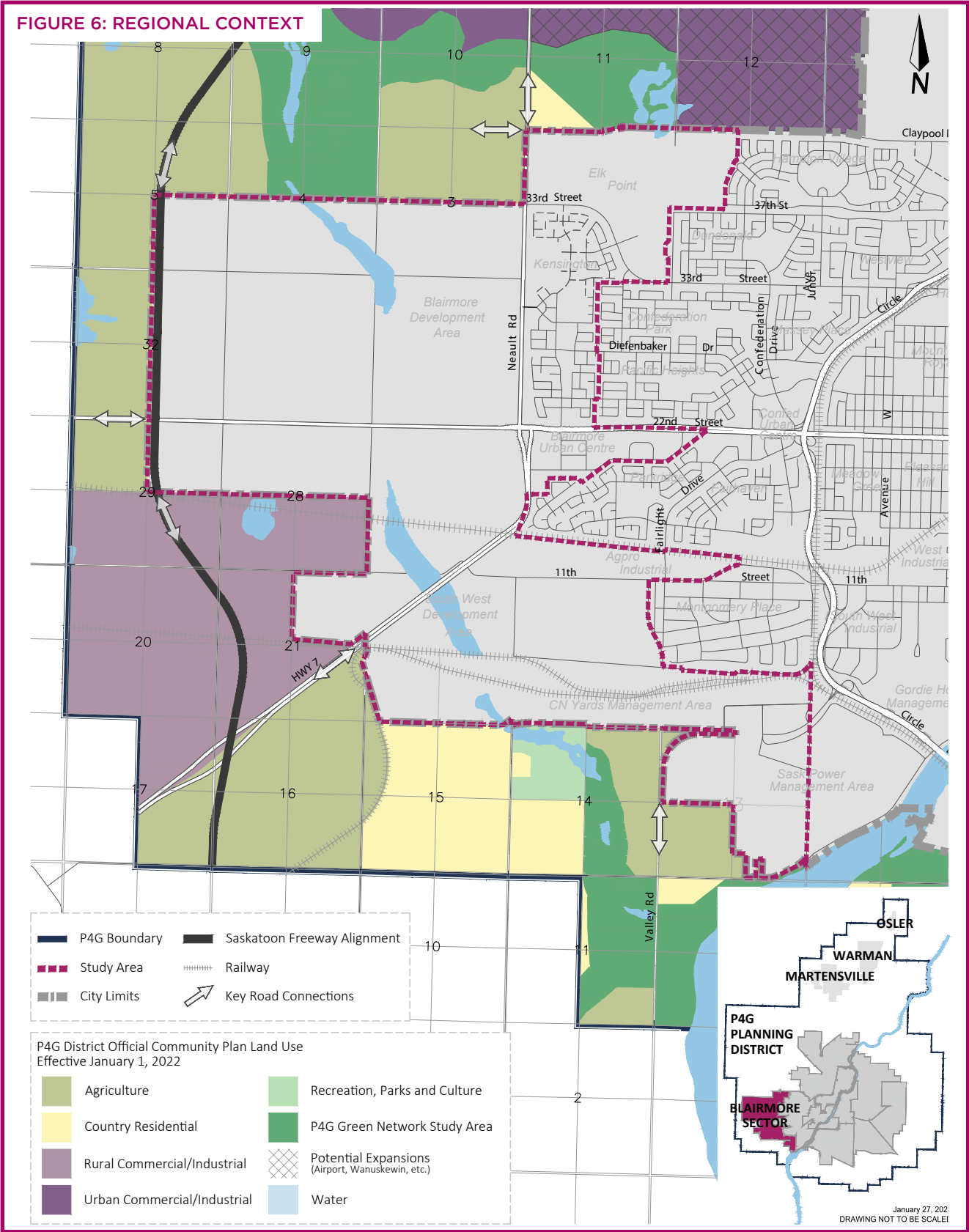
The COC is comprised of approximately 69 hectares of land, including the City's Transit Facility and a Permanent Snow Management Facility. In the future, some components of the City Yards may also be relocated to the COC. It is in the southeast area of the Sector with access from Valley Road.

(p) Viterra Grain Terminal

Formerly known as the Canadian Government Elevators, this grain terminal was built in 1914 and underwent a major expansion in 1932. The facility has a licensed storage capacity of 156,670 metric tonnes and is serviced by CN and CP Rail with a rail capacity of up to 134 cars, making it one of Viterra's major terminals in its Saskatchewan asset network. Viterra has made significant investments in the facility to modernize it, including new access roadways and improved dust and noise control systems. These measures have minimized off-site impacts on the surrounding area.

FIGURE 5: REGULATORY BUFFERS





(q) Surrounding Land Uses

Outside city limits, the Blairmore Sector is bordered by the Rural Municipality of Corman Park, within the P4G Planning District. In addition to agricultural lands, there are currently two Corman Park residential subdivisions immediately adjacent to the Blairmore Sector boundary: Battleford Trail Settlement to the north of the future Elk Point neighbourhood; and Cedar Villa Estates to the south of the Richard St. Barbe Baker Afforestation Area.

Both north and south of the Sector, the West Swale extends into Corman Park and this land is part of the P4G Green Network Study Area. The Chappell Marsh Conservation Area is part of the extended West Swale wetland complex and is described in more detail in Subsection 3.3(6).

The P4G District Land Use Map identifies future land uses adjacent to the Blairmore Sector. These land uses include: additional Country Residential surrounding Cedar Villa Estates south of the Sector, a Rural Commercial/Industrial development to the southwest of the Sector, and an Urban Commercial/Industrial area beyond the northeast corner of Elk Point. [Figure 6](#) (Regional Context) is a map showing P4G District Official Community Plan Land Uses surrounding the Blairmore Sector.

sub-surface mineral leases on lands to the west of Neault Road and pays mineral royalties to the owners of mineral rights in this area. These lands are shown in [Figure 9](#) (Existing and Historical Resources). City Administration has undertaken proactive discussions with Nutrien to identify areas of common interest, resulting in an agreement to avoid conflicts between urban development and mining operations, for the benefit of both affected parties.

(2) Meewasin Valley Authority

The Meewasin Valley Authority (Meewasin) was formed in 1979 to act as an agent of the City, the University of Saskatchewan and the Province of Saskatchewan to ensure a healthy and vibrant river valley, with a balance between human use and conservation. The *Meewasin Valley Authority Act* (the Act) establishes the mandate of the Authority and its powers and jurisdiction (the Conservation Zone). Meewasin's mandate can be summarized into three areas: conservation, development and education. In the Conservation Zone, all improvements (e.g., new construction) must be approved by Meewasin through its Development Review process, unless specifically exempted by the Act or by a Meewasin Bylaw. Meewasin's jurisdiction extends into the southern portion of the Sector encompassing most of the Richard St. Barbe Baker Afforestation Area, shown in [Figure 7](#).

3.2 OWNERSHIP AND JURISDICTION

To date, approximately 60 per cent of the land in the Blairmore Sector is owned by land development groups. The remaining 40 per cent is owned by private interests, including City-owned and operated facilities, rail lines and yards, and utilities.

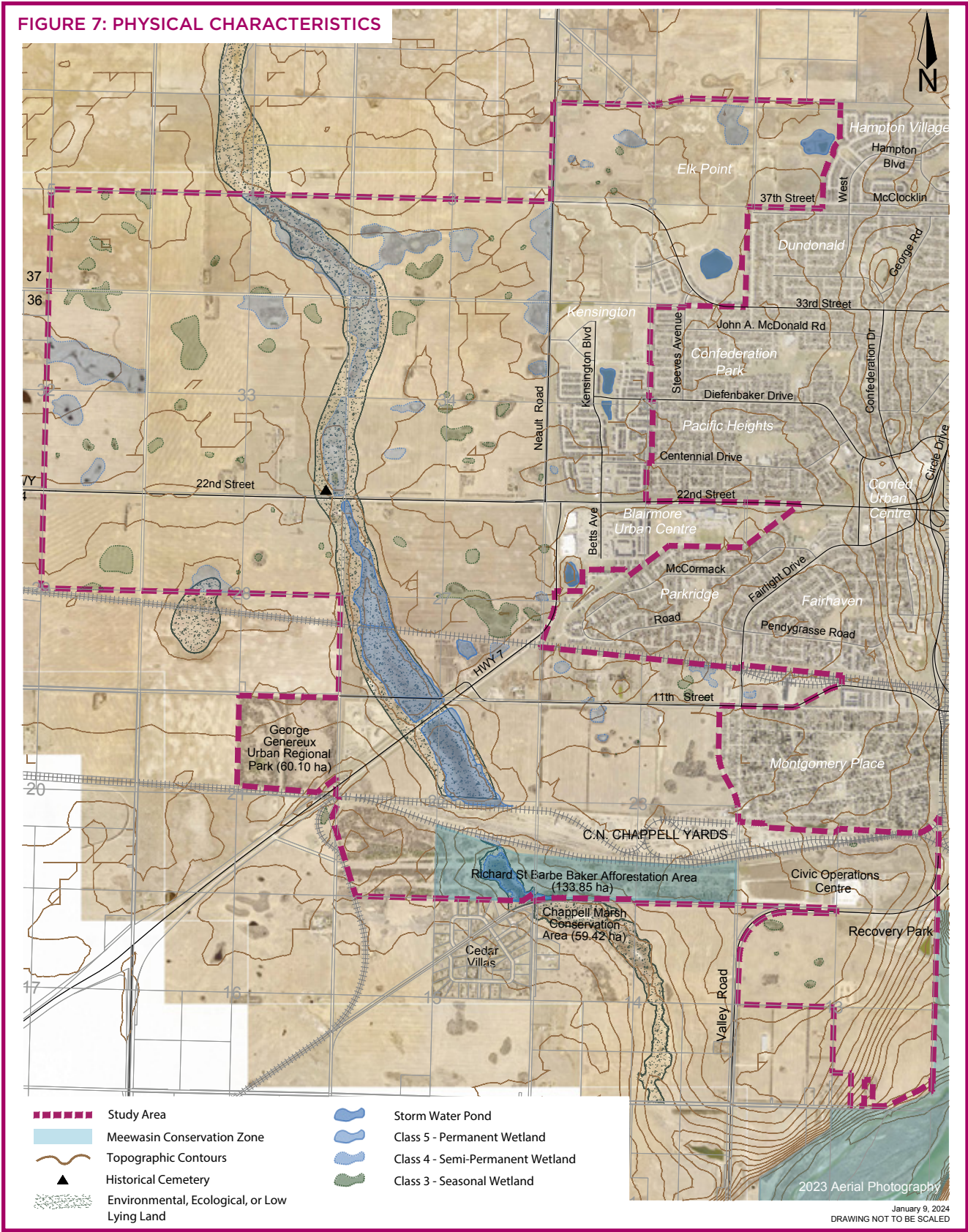
(1) Mining

Lands around Saskatoon, like other communities in the province, contain mineral rights and mining interests. These mineral interests are owned by active operators, such as Nutrien. In the Blairmore Sector, Nutrien has

3.3 PHYSICAL CONDITIONS

(1) Topography

In general, the Blairmore Sector has very little change in elevation. Surface elevations east of Neault Road drain to low-lying localized wetlands, often referred to as prairie potholes, while elevations west of Neault Road gently slope towards the West Swale. The highest elevation in the Sector is 504 meters above sea level (asl), found at two locations: adjacent to the intersection of 22nd Street West and Neault Road and west of the Montgomery Place neighbourhood. Lands closer to the West Swale have surface elevations ranging around



500 to 501 metres asl, while the lands south and east of Valley Road decrease from 500 to 477 metres asl as the landscape slopes towards the river. Topography and environmental features can be seen in [Figure 7](#).

(2) Soil

According to the Canada Land Inventory, the most desirable soil classes for crop production are Class 1 and Class 2. With the exclusion of the West Swale, soil in the Blairmore Sector is classified as Class 3. Class 3 soils have moderately severe limitations that restrict the range of crops or require special conservation practices. Soils within the West Swale are classified as Class 4 and Class 6, and are less desirable for crop production. More information on the geology and groundwater of the Blairmore Sector is found in Subsection [3.3\(9\)](#).

Developers (or landowners) will be responsible for collecting additional site contamination and groundwater information to inform the design of Concept Plans, as described in Subsection [5.2\(4\)](#).

(3) Natural Areas

As per the [Official Community Plan](#) Section E Environmental Leadership, 2.5(2)(e), the Sector Plan process includes a general screening for natural areas, assets and features. A natural area screening is used to develop a better understanding of the natural, cultural and historical assets present within an area of land scheduled for development. A [Natural Area Screening](#) was completed in June 2022 by EDI Environmental Dynamics Inc. for the Blairmore Sector, made up of a desktop study for the entire sector and a 2021/2022 field study for the afforestation areas. The inclusion of the field study was a first for a Sector Plan in Saskatoon.

(4) Habitat Types

The Natural Area Screening listed most of the Sector as either cultivated (51 per cent) or disturbed/developed (30 per cent), compared to smaller portions of wetlands (10 per cent)

Natural Area Screening Recommendations

Note that the following are the independent recommendations of EDI and are not policy. Policies relating to the first two recommendations are found in Subsections [5.2\(4\)](#) and [7.1\(4\)](#) of the Sector Plan. Subsection [5.2\(4\)](#) includes a policy requiring further review and strong consideration of the final three Natural Area Screening recommendations.

Recommendations included in the June 2022 Natural Area Screening were as follows:

- Focus conservation and enhancement planning on the two afforestation areas, the West Swale and associated wetland complexes;
- Minimize wetland habitat degradation and loss by minimizing construction of storm water structures within the West Swale and other wetland complexes;
- Conserve and enhance the ecological function of existing forest communities in the afforestation areas through control of weeds and invasives;
- Create a buffer around the wetland within the Richard St. Barbe Baker Afforestation Area to prevent further degradation of the land along the riparian area and wetland margins; and
- Enhance the recreational potential of the afforestation areas, including the prohibition of motorized vehicles (including dirt bikes) and restricting vehicle access, improved park space and infrastructure, and engagement with stakeholders and community partners during planning and implementation of enhancements.



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mostly associated with the West Swale complex, woodlands (8 per cent) mostly associated with the afforestation areas, and yard sites/tame grasslands (<1 per cent). Aside from the 208 ha of open canopy mixed woodland (mostly within the afforestation areas), there are 40 ha of closed canopy deciduous woodlands in the Sector.

(5) Wetlands and Wetland Complexes

Wetlands are land depressions that are saturated with water long enough to promote wet-altered soils and water tolerant vegetation. The main low-lying area that collects year-round surface water in the Blairmore Sector is the West Swale wetland complex; however, there are other scattered wetlands within the Sector. Some of these wetlands have been cultivated during dry years and reformed during wet years.

Wetlands are land depressions that are saturated with water long enough to promote wet-altered soils and water tolerant vegetation.

Six wetland complexes are identified in the Natural Area Screening: the West Swale complex, four complexes to the east of the swale, and one complex west of the swale (shown in Figure 6 of the Natural Area Screening). The West Swale and the other wetland complexes are comprised of a mixture of semi-permanent, seasonal, and temporary wetlands, as well as surrounding riparian areas and patches of grassland. Other sections in the Blairmore Sector contain wetlands; however,

TABLE 1: WETLANDS IN THE BLAIRMORE SECTOR

Wetland Class	Number	Minimum (ha)	Maximum (ha)	Average (ha)	Total (ha)
II	27	~0.0	0.7	0.2	4.6
III	63	~0.0	10.6	1.0	60.9
IV	28	0.2	25.0	4.5	126.0
V	7	0.5	24.2	10.3	71.8
Stormwater Pond/Dugout	8	0.7	4.5	2.0	9.5
Total	133				272.8



the locations are more dispersed. Policies for wetlands are found in Subsection 5.2(4). Additionally, Council Policy C09-041 Wetland Policy applies to wetlands and wetland complexes in the city. Table 1 (Wetlands in the Blairmore Sector) summarizes the number, size, and classification of wetlands in the Blairmore Sector, as per Appendix B of the Natural Area Screening. Note that Class I wetlands are not identified in the Natural Area Screening, due to agricultural disturbances that have reduced surface water and have removed indicator plant species cover.

(6) West Swale

The West Swale is a wetland complex that contains a series of wetlands meandering through the Blairmore Sector. The swale wetland complex covers 117 ha within the Sector and is classified as semi-permanent north of Highway 14 and permanent south of Highway 14. The swale is intersected by several road crossings, the CP rail line and the CN Yards. Water can move past most of these crossings through culverts and likely some groundwater percolation. However, the width of the CN Yards poses a significant blockage to the flow of the swale and it is unclear whether a functional culvert traverses the yards.

The West Swale wetland complex passes through Chappell Marsh Conservation Area, just outside city limits, before draining towards the South Saskatchewan River. The 60-hectare (148 acre) Chappell Marsh site was purchased by Ducks Unlimited Canada in October 2012 to enhance habitat value for waterfowl and other wildlife through conservation and restoration, while providing public access and environmental education.

Terrain in the West Swale is relatively level, with many small wetland areas providing habitat for aquatic vegetation and portions of native grasslands on its peripheries. The swale provides an important overland drainage corridor connecting the northwest lands with the South Saskatchewan River within Section

12-36-6-W3M, outside city limits. The West Swale wetland complex will be examined in more detail through future field studies as identified in Subsection 7.1(4) of the Sector Plan. However, maintaining these lands as bodies of water is important for ecological and functional reasons. Within city limits, the City currently owns approximately half of the lands that make up the West Swale wetland complex, with the remaining half owned by private landowners.

(7) Richard St. Barbe Baker Afforestation Area

The lands of the Richard St. Barbe Baker Afforestation Area were purchased by the City in the 1960s. The eastern portion of the area was annexed by the City in 1963, while the western portion, also referred to as the unnamed afforestation area, was annexed in 2015. For the purposes of the Sector Plan, the unnamed afforestation area is to be considered part of the Richard St. Barbe Baker Afforestation Area (*note that this interpretation does not necessarily extend to other City of Saskatoon bylaws, policies, etc.*).

In the early 1970s, the City investigated the possibility of having an afforestation program aimed at improving the future environment of the city. The original intent was to plant trees on City owned undeveloped areas around Saskatoon with potential to be habitat for wildlife and open space. When the time came to incorporate these areas into development, it was intended that there would already be mature trees established on the parcels. Between 1972 and 1973, approximately 585 acres of land south of the CN Chappell Yards, on the south half of Section 22 and 23 36-6-W3M, was planted. On January 2, 1979, City Council named the afforestation area Richard St. Barbe Baker Park, now referred to as the Richard St. Barbe Baker Afforestation Area.

In the absence of a long-term guiding plan, the Richard St. Barbe Baker Afforestation Area has received basic maintenance from the City

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in partnership with Meewasin and the non-profit conservation and recreation groups that utilize the area. This afforestation area is a popular spot for walking, cycling, bird watching and other passive recreational activities. In 2013, the first urban recreational activity was approved on the site since the 1970s, creating a 5.86 hectare (14.5 acre) Off Leash Recreation Area (dog park) with access from Township Road 362-A, north of the Chappell Marsh Conservation Area (see [Figure 8](#)). Aside from existing utility easements, no urban development is approved or planned for this afforestation area. In the future, a guiding plan will provide direction toward ongoing use and management of the site.

(8) George Genereux Urban Regional Park

The lands of the George Genereux Urban Regional Park were purchased by the City in the 1960s and annexed in 2015. Like the Richard St. Barbe Baker Afforestation Area,

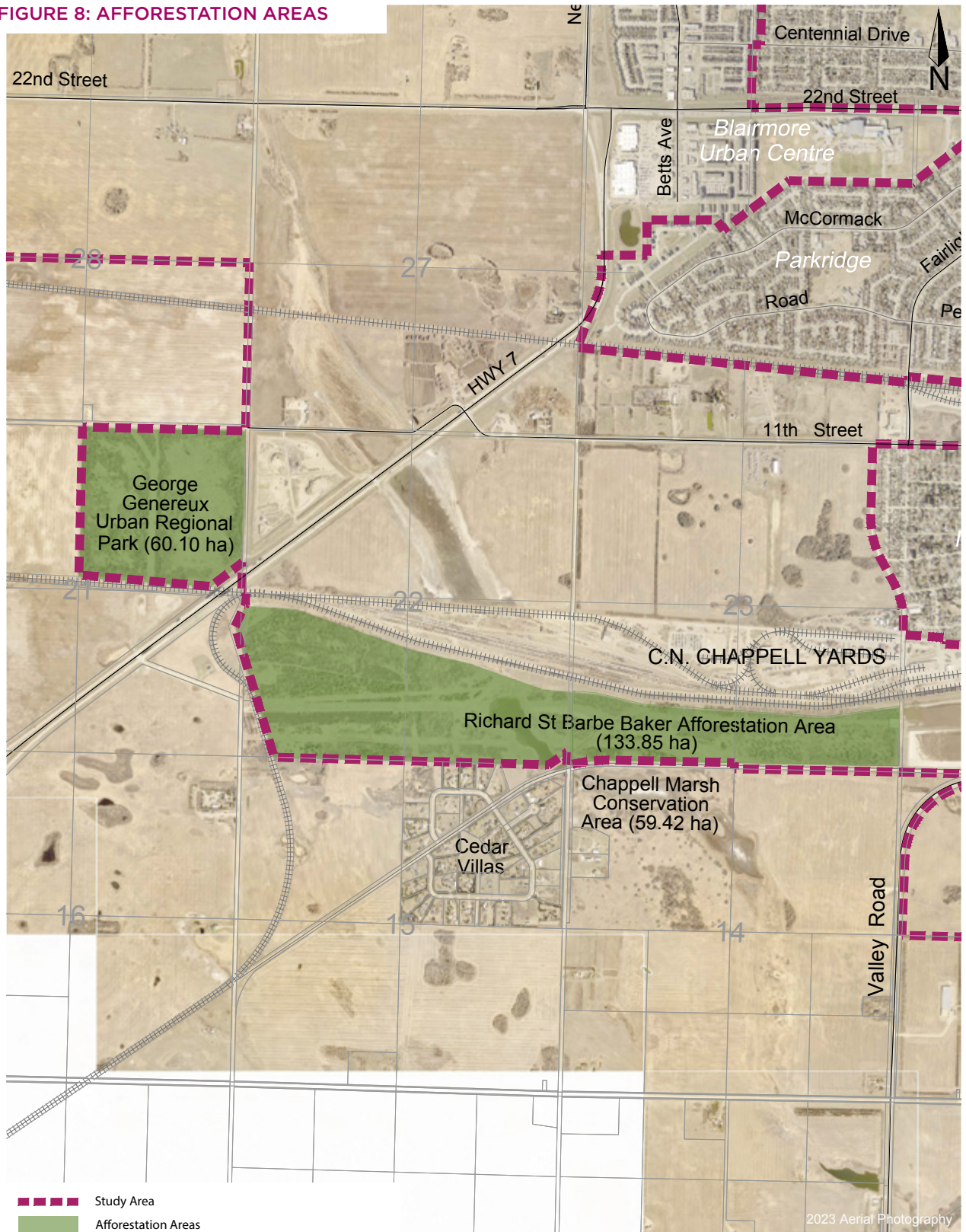
the quarter section of land located at NE-21-36-6-W3M was planted as an afforestation area in the early 1970s. On January 2, 1979, City Council approved the parcel to be named George Genereux Urban Regional Park. Other than the need for utility easements through this parcel, currently no development has been planned or approved for this site.

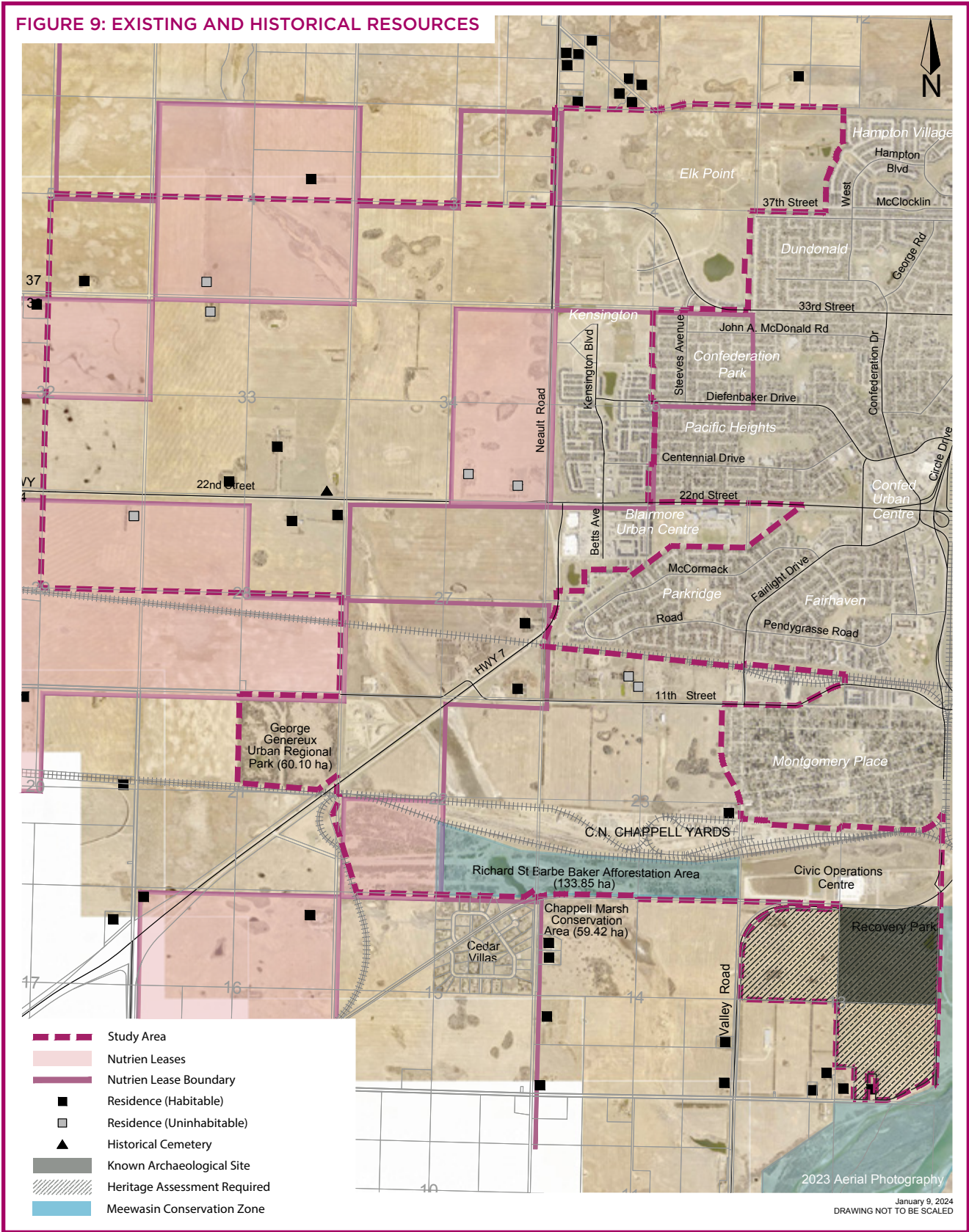
(9) Ground and Ground Water Conditions

Published geology of the area indicates the Blairmore Sector is underlain by silt, sand and gravels of the Surficial Stratified Deposits of varying thicknesses, underlain by glacial till with an intertill aquifer present 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\(4\)](#).



FIGURE 8: AFFORESTATION AREAS





3.4 HISTORICAL RESOURCES

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 location of the City of Saskatoon Recovery Park), to have moderate-to-high potential for discovery of intact archaeological sites. Through further engagement with the Ministry of Parks, Culture and Sport, it was clarified that one known archaeological site has previously been identified within NE 13-36-6-W3M. Policies related to historical resources can be found in Subsection 5.3(1). Figure 9 includes sites of historical interest in the Blairmore Sector.

Most of the lands in the Blairmore Sector have been cultivated for many years making any potential historical findings unlikely. A Heritage Resource Impact Assessment (HRIA) covering most of the area south of 22nd Street West, Kensington and the future Elk Point neighbourhood area 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 in this assessment.

One additional site of interest was identified within the Sector boundary, Smithville Cemetery (SE-33-36-6-W3M). The Smithville Cemetery is located north of Highway 14 and east of Range Road 3063 adjacent to the western side of the West Swale.

3.5 EXISTING STREETS AND UTILITIES

(1) Streets

Highways 7 and 14 enter the Sector from the west connecting the city to communities to the west and southwest. Highway 14 becomes 22nd Street West while Highway 7 terminates at an intersection with 22nd Street West, on the west side of the Blairmore Urban Centre.

Arterial streets form an interconnected grid

pattern that link the Sector to developed areas of the city. The major arterial streets that run east-west through the Sector are 33rd Street West and Claypool Drive along the northern boundary, 22nd Street West in the middle of the Sector, and 11th Street West through the proposed industrial area in the southern portion of the Sector. One arterial street runs north-south in the Sector, as Neault Road forms the western boundary of the Kensington neighbourhood.

A grid pattern of rural roads exists in the undeveloped areas of the Sector primarily west of Kensington, north of 22nd Street West and south of 33rd Street West. The southern boundary of the Sector is marked by Township Roads 362 and 362-A. These roads connect the city to the Rural Municipality of Corman Park.

(2) Servicing and Utilities

Throughout the Blairmore Sector, there are utilities servicing farmsteads and other existing uses (see Figure 10).

(a) Electrical Facilities

SaskPower has overhead electricity lines running parallel to five road rights-of-way (ROW): there is a 72 kilovolt (kv) line running east/west along 22nd Street West; a 72 kv line running north/south along Neault Road; a 14-4 kv line running north to south along Range Road 3063; a 25 kv line running east/west along 33rd Street West; and a 25 kv line running north/south along the lane backing the Confederation Park and Pacific Heights neighbourhoods. In addition, there are five 138kv overhead lines extending out from the Queen Elizabeth Power Station. Three travel north of Cedar Villa Estates and three turn south at Section 13-36-6-W3M. Policies related to electrical facilities can be found in Subsection 7.2(4).

(b) Natural Gas Lines

SaskEnergy has transmission lines throughout the Blairmore Sector that serve existing development. SaskEnergy's subsidiary, TransGas, has four major high pressure gas

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lines crossing the southern portion of the Sector. Two connect to the TransGas station on Dundonald Avenue (north of Valley Road), one services the Queen Elizabeth Power Station and one services the Crown land in the Kensington neighbourhood. TransGas also has a meter station (0.25 ha site) on the east boundary of Richard St. Barbe Baker Afforestation Area. Policies related to natural gas lines can be found in Subsection 7.2(4).

(c) Water Service

SaskWater has a pumping station located on 11th Street West adjacent to the intersection with Highway 7. A City water main provides water to this pumping station and SaskWater delivers the water through various utility providers, to customers outside the City's jurisdiction.

A raw water line that services the Nutrien Cory Mine is located south of the city limits.

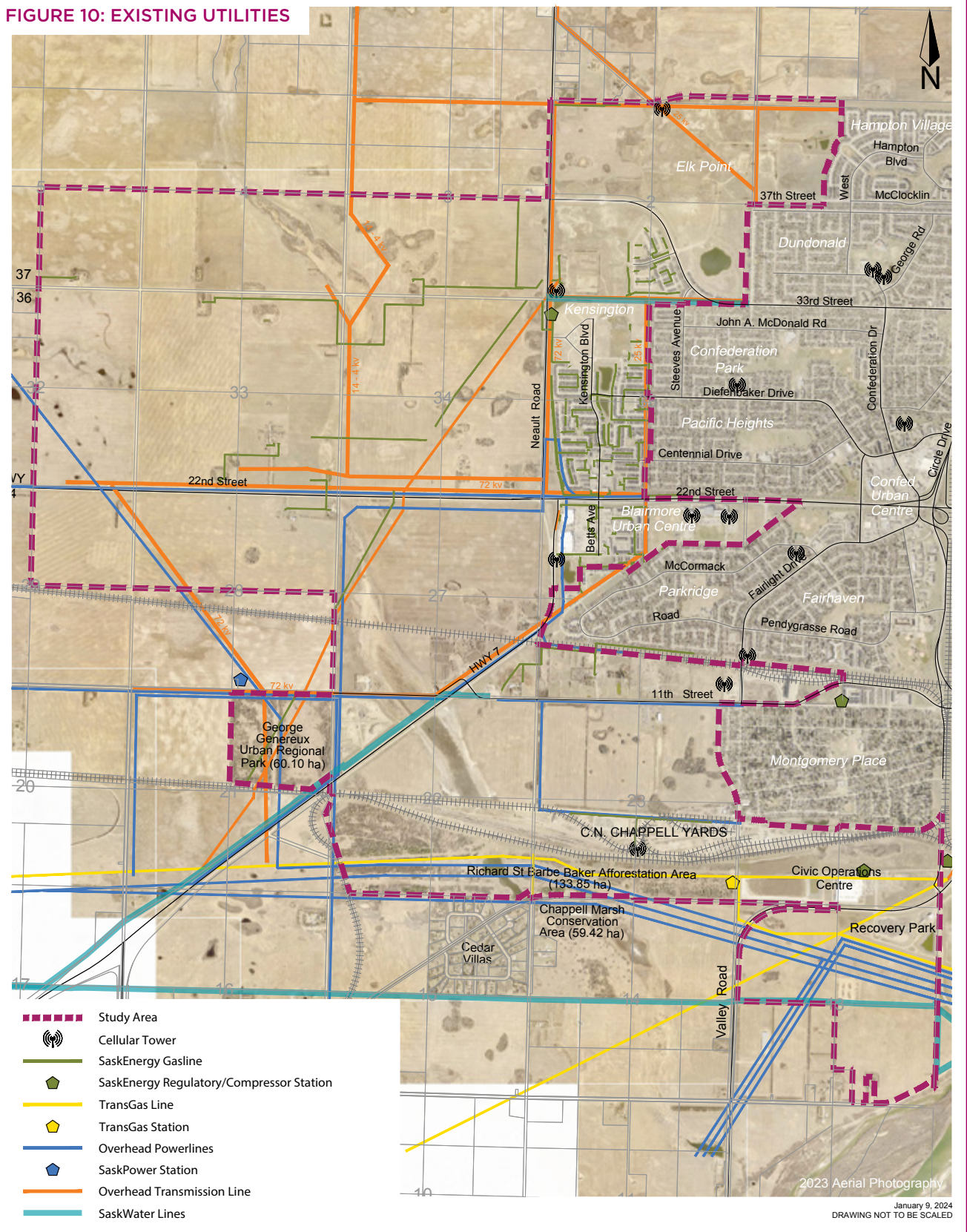
(d) Telecommunications and Antennas

Seven existing cellular towers are located within the Sector: one west of Fairlight Drive, one within the CN Chappell Yards, two within the vicinity of Shaw Centre, one east of Highway 7, one east of Neault Road near the former Yarrow Youth Farm and Red Willow Centre, and one near the north edge of the future Elk Point neighbourhood.

A grid pattern of rural roads exists in the undeveloped areas of the Sector primarily west of Kensington, north of 22nd Street West and south of 33rd Street West.



FIGURE 10: EXISTING UTILITIES



4

LAND USE AND COMMUNITY FRAMEWORK



This section of the Sector Plan provides an overview of the desired future function and characteristics of the Blairmore Sector development. Topics covered include the land use plan, neighbourhood structure and statistics, the Corridor Growth Area, community facilities, the industrial employment area and land use designations.

4.1 LAND USE PLAN

The land use plan is informed by [Section 2](#) of the Sector Plan, Vision and Land Use Planning Principles for the Blairmore Sector.

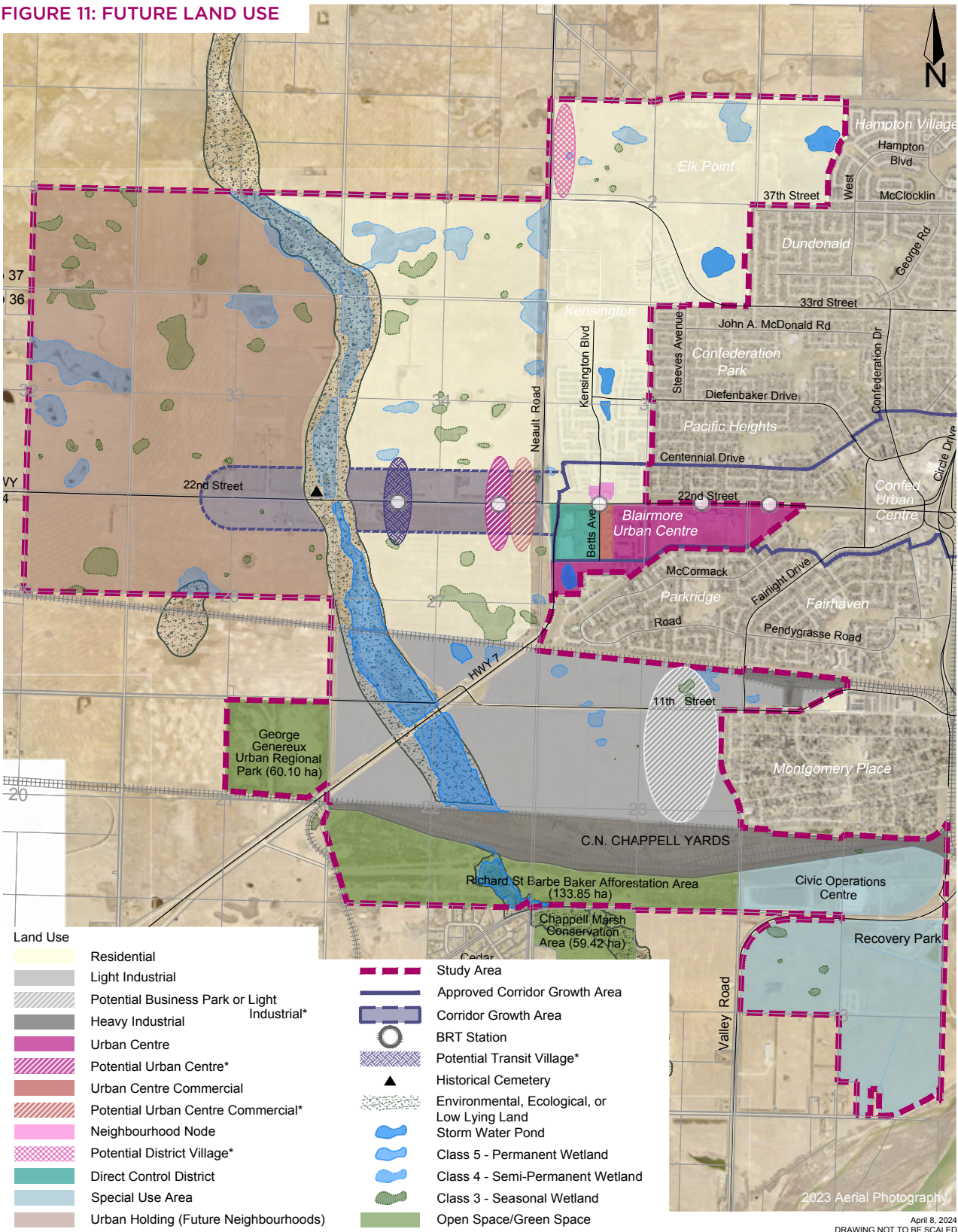
The Future Land Use map for the Blairmore Sector is shown on [Figure 11](#). It is important to note that the land use plan is meant to guide the development of Concept Plans. The boundaries of each land use shown on [Figure 11](#) are to be interpreted flexibly. They are conceptual in nature and do not represent the exact location of land uses. The exact locations will be determined at the Concept Plan stage.

The perimeters of land uses should allow for a gradual transition from one type of development to another. It is the objective of the Sector Plan that the arterial street network, adjacent land uses and built form serve to knit bordering areas together, rather than acting as a boundary. An exception to this is the transition area between the Montgomery Place neighbourhood and the proposed business park or light industrial area. Here, a separation of land uses will be achieved through buffering. Options for this buffering are described in Subsection [4.6\(2\)](#).

Concept Plans for neighbourhoods, the Urban Centre and industrial employment area will identify how these areas connect and transition to adjacent areas. During the process to create a Concept Plan, public engagement opportunities will be provided for neighbouring residents and businesses.



FIGURE 11: FUTURE LAND USE



The purpose of the land use 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 the following Official Community Plan land use designations:

- (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

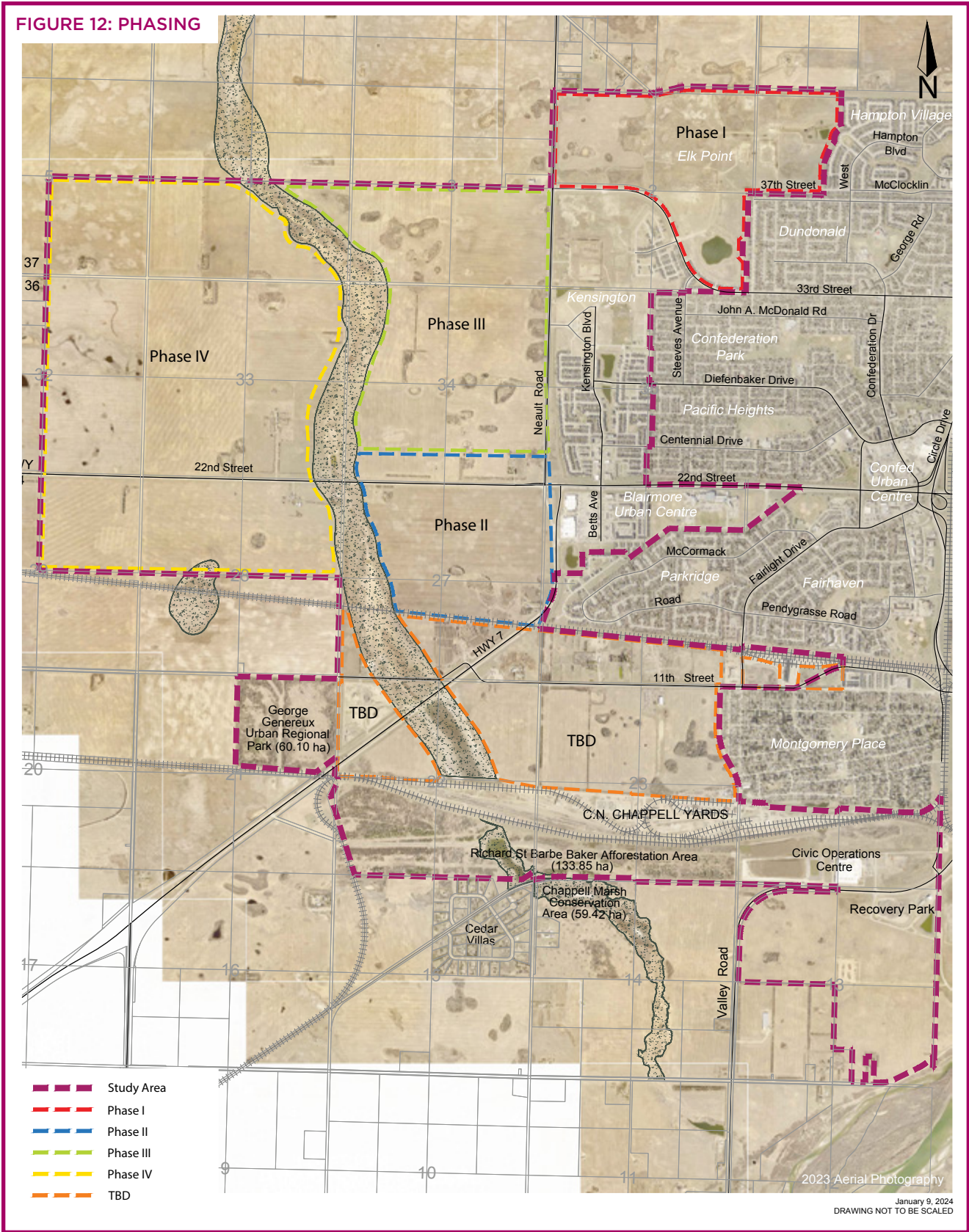
To build on the vision provided here, Concept Plans will be required for each neighbourhood, Urban Centre and employment area to guide in greater detail the land uses, servicing and transportation networks proposed for the Sector.

The Land Use Plan supports development of the planned BRT, 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, as well as other uses such as community facilities, parks and natural areas. It allows a high degree of pedestrian and bicycle circulation, connectivity and accessibility. The Sector Plan supports development and infrastructure to further the City's sustainability and climate goals and create opportunity for unique, welcoming neighbourhoods with appropriate transitions to adjacent neighbourhoods.

Until Concept Plans are approved and servicing in the area starts to prepare for future development, all existing land uses in the Sector will be supported as interim land uses. 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. As shown on Figure 12, the Blairmore Sector includes four phases of development that will accommodate up to seven future residential neighbourhoods: Phases I and II are expected to consist of a single neighbourhood each; Phase III is expected to be comprised of two neighbourhoods; and Phase IV is expected to be comprised of three neighbourhoods. The lands south of the CP rail line and west of 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 when Phase II is serviced or about to be serviced. Depending on market needs at the time of development, the industrial employment area may also contain a business park on its eastern side. A transition area will be required where the proposed industrial and/or business park area is adjacent to 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 150-275 hectares (370-680 acres). Additional information on development phasing can be found in Section 8 of the Sector Plan.

The Sector Plan supports development and infrastructure to further the City's sustainability and climate goals and create opportunity for unique, welcoming neighbourhoods with appropriate transitions to adjacent neighbourhoods.



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.

This section provides broad guidance to develop neighbourhoods that maximize residents' quality of life, ensuring they have convenient access to amenities such as goods and services, open and green spaces, and have 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 to provide a “lifelong” area where residents can age in place, with affordable housing options in safe neighbourhoods.

The residential neighbourhoods in the Sector will predominantly accommodate low-to-medium density housing forms. These housing types could include single unit detached homes, duplexes, semi-detached dwellings, street and group townhouses, multi-unit residential complexes and multi-unit mixed use developments. To serve the residents of these neighbourhoods, there should be a mixture of commercial and institutional uses. Institutional, commercial, community uses, mixed use and higher density residential development should be situated next to arterial or collector streets, near bus stops and BRT stations, and in proximity to neighbourhood centres or Core Parks.

(1) Affordable Housing

Concept Plan proponents in the Blairmore Sector will be asked to provide a range of housing choices, including affordable housing. The City sets an annual target for affordable housing units to be distributed throughout



the community. Based on demand and community need, City Council may provide direction for this target to change. As a result, a select number of parcels may be identified for affordable 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 the 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 due to the mining interests in the area. To avoid potential conflicts between urban development and mining operations, the City has agreed to focus on developing the lands east of the swale, with Nutrien agreeing 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, property boundaries 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, which is divided into distinct land use designations, shows the population, density and employment projections for the Blairmore Sector at expected build-out. For each land use the total estimated number of dwelling units, population and employment was calculated.

At full build-out of the Blairmore Sector, the total estimated number of dwelling units will be 34,201, the total estimated population will be 77,586, and the total estimated employment will be 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 around 50 residents per hectare (20 residents per acre). Given the vision of the [Official Community Plan](#), the density targets for the Blairmore Sector were set using residents plus jobs per hectare as a measure. An estimated 50 residents plus jobs per hectare was used in primarily residential neighbourhoods, and an estimate of 75 residents plus jobs per hectare was used for the Urban Centre. The Employment Area is targeted to accommodate 45 residents plus jobs per hectare, though it is assumed that this area would be primarily comprised of jobs with few, if any, residents living within.

Dwelling unit densities were based on Saskatoon household size data for existing neighbourhoods and urban centres, as well as assumptions about the proportion of the residents compared to jobs. 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).

TABLE 2: AREA, DENSITY, POPULATION AND EMPLOYMENT

	Hectares	Acres	Residents/ jobs ¹ per ha	People per unit ²	Units ³	Units per ha (approx.)	Units per ac (approx.)	Population (estimate)	Employment ⁴ (estimate)
Residential									
Concept Plan Approved									
Blairmore Urban Centre ⁷	83.89	207.30		1.5	1,270	15.1	6.1	1,880	1,188
Kensington ⁷	191.57	473.37		2.5	3,335	17.4	7.0	8,255	958
Proposed									
Kensington – Former Yarrow Youth Farm	15.80	39.05	50	2.4	293	18.5	7.5	703	-
Phase I (Elk Point)	231.35	571.69	50	2.4	4,288	18.5	7.5	10,290	1,157
Phase II	199.51	493.00	75	1.8	5,965	29.9	12.1	10,738	3,741
Phase III (South)	171.99	425.00	50	2.4	3,188	18.5	7.5	7,650	860
Phase III (North)	171.99	425.00	50	2.4	3,188	18.5	7.5	7,650	860
SUBTOTAL RESIDENTIAL	1066.11	2634.41			21,526			47,166	8,764

Table 2 continued on page 40

TABLE 2: AREA, DENSITY, POPULATION AND EMPLOYMENT (Continued from page 39)

	Hectares	Acres	Residents/ jobs ¹ per ha	People per unit ²	Units ³	Units per ha (approx.)	Units per ac (approx.)	Population (estimate)	Employment ⁴ (estimate)
Urban Holding Areas (UHA)									
Phase IV (Central)	194.25	480.00	50	2.4	3,600	18.5	7.5	8,640	971
Phase IV (North)	271.14	670.00	50	2.4	5,025	18.5	7.5	12,060	1,356
Phase IV (South)	218.53	540.00	50	2.4	4,050	18.5	7.5	9,720	1,093
SUBTOTAL UHA	683.92	1690.00			12,675			30,420	3,420
TOTAL RESIDENTIAL AND UHA	1750.03	4324.41			34,201			77,586	12,183
	Hectares	Acres	Potential sq. ft of Building Space ⁵			Jobs per ha ⁶	-	-	Employment ⁵ (estimate)
Industrial									
Existing									
Existing Businesses in AgPro Industrial	9.85	24.34							
CN Chappell Yards	145.44	359.39							
Civic Operations Centre	69.04	170.59							
Proposed									
Industrial - Light (TBD Phase)	364.22	900.00	5,110,192.29			25			9,105
SUBTOTAL EXISTING AND PROPOSED	588.54	1454.32	5,110,192.29						9,105
Special Use Area (excl. Civic Operations Centre)	177.46	438.51							
TOTAL INDUSTRIAL	766.00	1892.83	5,110,192.29						9,105
Non-Developable									
The West Swale ⁸	161.87	400.00							
George Genereux Urban Regional Park	60.10	148.50							
Richard St Barbe Baker Afforestation Area	133.85	330.75							
Roadway Infrastructure	62.83	155.25							
TOTAL NON- DEVELOPABLE	418.65	1034.50							
Blairmore Sector Plan Area	2,934.68	7,251.74	34,201 residential units					77,586	21,289
Blairmore Industrial/ Commercial Forecast	-	-	5.11 million square feet						

¹ Residents/jobs per acre is a target value, as defined in the Official Community Plan.

² People per unit values are based on average household sizes from Saskatoon neighbourhoods of similar types. The value for existing developments comes from their Concept Plans.

³ Unit counts are based on assumptions about what proportion of the estimated people plus jobs count will be residents. For residential neighbourhoods this was assumed to be 90% which is consistent with the Saskatoon average of 89%. For the Urban Centres, this proportion was assumed to be 60%.

⁴ Employment was calculated by estimating that 10% of the residents + jobs per ha for the residential neighbourhoods will be jobs, 25% of the residents + jobs per ha for Urban Centres will be jobs.

⁵ This column is calculated on the assumption that all lands will be subdivided and built to their full potential. These numbers could be less, dependent on the full build-out of the Blairmore Sector.

⁶ 25 jobs per hectare is an average of the North Industrial, Hudson Bay Industrial and Sutherland Industrial area jobs per hectare.

⁷ Data as per current approved Concept Plan.

⁸ The area of the West Swale is a rough approximation of the environmental, ecological, and low lying land comprising and surrounding the Swale. Determining actual boundaries will require further study.

(1) Neighbourhood Statistics Policies

- (a) If a significant change in the projected population of the Sector is proposed via a Concept Plan or any subsequent amendment to a Concept Plan, an amendment to the Sector Plan may be required.
- (b) The overall density of the Blairmore Sector must be a minimum of 17.3 units per gross developable hectare (7 units per acre) in accordance with the Official Community Plan; however, the density of specific developments can vary.

4.4 CORRIDOR GROWTH AREA

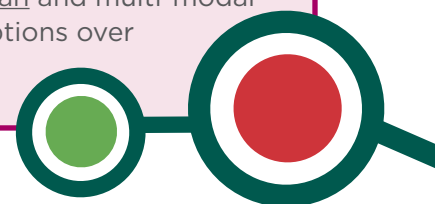
The corridor growth initiative introduced in the City's Plan for Growth explores ways to encourage growth and redevelopment along Saskatoon's major transportation corridors to reduce outward growth pressures, provide more housing options close to employment areas and enhance transportation choices throughout the city. The Corridor Growth Area is a focal point for mixed use and transit-oriented development. The Official Community Plan and Corridor Transformation Plan include a policy framework for corridor specific land uses.



The Corridor Growth Area follows identified transportation corridors that will be serviced by the BRT service. Within the Blairmore Sector, 22nd Street West is identified as a BRT corridor. These specific Corridor Growth Areas are the priority location for medium density mixed use, commercial, institutional, and residential uses, along with activities that are designed to support attractive high-frequency transit service.

The objectives of the Corridor Growth Area that apply to the Blairmore Sector are as follows:

- To provide a moderate scale and intensity of land uses that support the Downtown as the primary location for corporate office use;
- To create a comfortable, safe, functional, and inviting public realm that reflects the unique history and characteristics of adjacent neighbourhoods;
- To focus the greatest development density, mix of uses, and intensity of activity along the Corridor Growth Area at key BRT stations;
- To encourage medium density development opportunities along the corridors;
- To incorporate four-season elements into the design and construction of new buildings, and public and green spaces;
- To ensure a sensitive transition of development densities from the BRT corridor into adjacent, lower density neighbourhoods; and
- To integrate with the Active Transportation Plan and multi-modal transportation options over the long-term.



(1) Corridor Land Uses

Corridor areas support the development of pedestrian oriented multi-unit mixed use buildings, with commercial space at street level. Based on the objectives of the Corridor Transformation Plan, the following land use categories further identify specific locations, land use mix, proposed density, and building forms. For descriptions of these land use designations, please refer to the Official Community Plan, Section F Urban Form and Structure. The following land uses may apply within the Corridor Growth Areas:

- (a) Corridor Transit Villages;
- (b) Station Mixed Use;
- (c) Corridor Mixed Use;
- (d) Corridor Main Street; and
- (e) Corridor Residential.

(2) Corridor Growth Area Policies

- (a) Development as part of the Corridor Growth Area will be designed in accordance with transit-oriented development, public realm, open space and land use principles as identified within the Corridor Transformation Plan.
- (b) The Land Use designations applied to the Corridor Growth Area shall be determined at the Concept Plan stage.
- (c) A higher density of development should be encouraged within the Corridor Growth Area.

4.5 COMMUNITY FACILITIES

This section details the components necessary to create complete communities that provide Blairmore Sector residents access to amenities, including schools, emergency services and recreational facilities.

(1) Schools

As part of the Concept Plan process, the proponent must meet with public and separate school divisions to determine if elementary schools are warranted. If schools are warranted, the size and configuration of the school parcel(s) and the appropriate location(s), based on the size and layout of the neighbourhood, must be included in the Concept Plans. These lands may host a joint use site that provides for the development of public and separate schools together with sports fields and recreational areas. School sizes and potential locations will be determined at the Concept Plan stage based on the requirements provided by the Greater Saskatoon Catholic Schools (GSCS) and Saskatoon Public Schools (SPS). Later, the exact location and configuration of the school sites will be determined by GSCS, SPS, and the City, in consultation with the landowner(s).

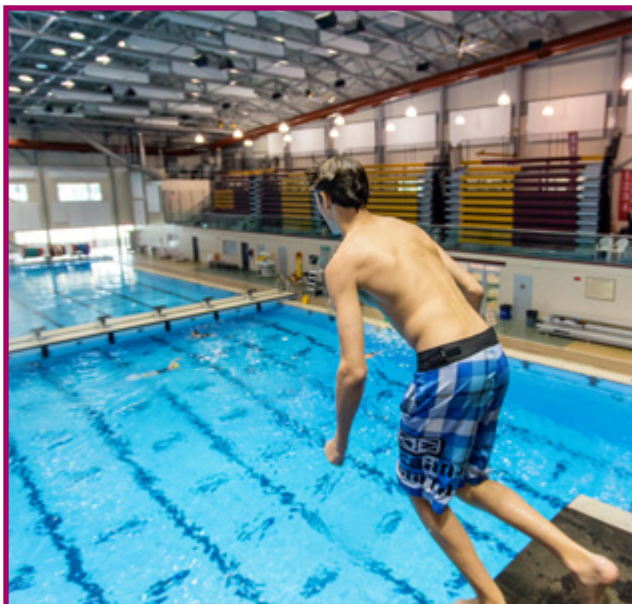
There are two high schools (Bethlehem Catholic High School and Tommy Douglas Collegiate) in the Blairmore Urban Centre. Each high school can accommodate approximately



900 students. Future high schools will be needed as the Sector grows. When additional high schools are deemed necessary, their specific location(s) should be determined through the Concept Plan process for each neighbourhood, as applicable, and through consultation with GSCS, SPS, and the Ministry of Education. It is recommended that high school sites be in proximity (within 450m) of a transit route.

(2) Civic Facilities

There is an existing civic recreation facility, the Shaw Centre, that includes competitive, warm-up and leisure pools, drop-in swimming and fitness programs, gymnasium spaces and other recreational amenities, in the Blairmore Urban Centre adjacent to the two high schools. There is also a Multi-District Park which contains a destination accessible playground and multiple sports fields. Along with the existing Cosmo Civic Centre to the east of the Blairmore Sector (that includes an arena, gymnasium, fitness area, and library), these facilities provide leisure and educational services to the surrounding neighbourhoods, while being destination attractions for the Sector. These facilities should provide adequate access to a variety of sport, culture and recreation services to the neighbouring communities.



(3) Institutional and Service Use Facilities

Whether provided by the City of Saskatoon or by other agencies and organizations, institutional and service use facilities add to a complete community. By identifying and anticipating future community needs, land may be set aside for other community services and facilities such as emergency services, health providers and/or cultural institutions.

(4) Community Facilities Policies

- (a) Each residential neighbourhood must include lands sufficient to accommodate two elementary schools.
- (b) Sufficient land for high schools is required within the Sector. Location and number of high schools required will be determined in conjunction with the relevant school boards.
- (c) Neighbourhoods should contain the necessary number and type of dwelling units to support elementary schools, per the Official Community Plan. School sites should be located within a central location in the neighbourhood, allowing for ease of access to and from most residences, proximity to major community facilities and planned BRT stations.
- (d) Wherever possible, schools should not be located adjacent to wetlands or stormwater retention ponds.
- (e) Concept Plan proponents should provide an adequate quantity of institutional lands to serve the needs of the surrounding development and the broader Sector.
- (f) Large institutional and service use facilities should be located in areas identified as Urban Centre or District Village, where possible. The locations of these services and facilities will be determined during the Concept Plan phase.
- (g) Locations within the Blairmore Sector may be considered for a future cemetery site, subject to the site suitability criteria found within the Cemetery Master Plan.

4.6 INDUSTRIAL
EMPLOYMENT AREA

While industrial land is used extensively to service the local economy, demand for industrial services and land can be generated by regional, inter-provincial and international demand. However, local labour force and community characteristics will play an essential part in attracting non-local industry capacity. Current inventories and historical absorption rates of industrial land are an essential baseline for guiding the development of additional industrial land.

It is anticipated that construction, distribution, manufacturing, transportation and warehousing will make up much of the Blairmore Sector's industrial lands. Many of these industries need or prefer close access to rail lines and provincial highways, both of which are found in the Blairmore Sector. The preference should be to retain a non-retail industrial area (excluding the potential business park) to ensure the success of the area as a significant industrial area with transportation hub development.

Figure 11 identifies a potential business park within the eastern portion of the industrial employment area, immediately west of the Montgomery Place neighbourhood. This aligns with a recommendation of the Montgomery Place Local Area Plan, which identifies the preferred land use west of the neighbourhood as light industrial or business park. At the time of writing, market desire for a business park in this area is largely unknown and could change by the time the area is being prepared for development. As such, Figure 11 identifies this area as Potential Business Park or Light Industrial, to provide flexibility for 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 2018 to 2022, Saskatoon Land averaged 12.48 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 2018 - 2022

Year	Hectares
2018	15.77
2019	3.95
2020	3.30
2021	14.75
2022	24.61
AVERAGE	12.48

(1) Nuisance

Due to the proximity of surrounding neighbourhoods, the southern portion of the Sector could be exposed to nuisances from industrial development without careful planning. 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 the 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:

“All 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 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 proponents 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

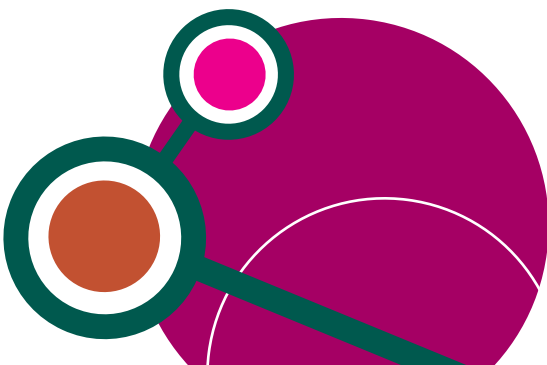
The land use map for the Blairmore Sector is shown in [Figure 11](#). Existing streets are shown within the land use map. The land use designations indicated here in the Sector Plan align with the land use designations found within the [Official Community Plan](#). All land use designations within the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

The Blairmore Sector Plan was developed to include a range of housing densities, types and options. 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 in prominent locations along arterial or collector streets and primarily located within the Corridor Planning Area, 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 the 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 through 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.

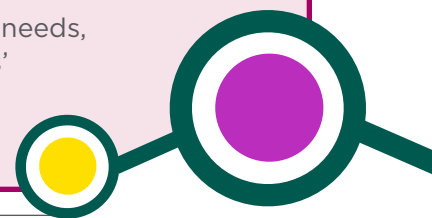
Together, natural assets, historical resources and open spaces create the City's Green Network, a network that provides places for outdoor activity, passive uses, linkages and ecological areas. A quality Green Network is an important component of the public realm that shapes the form and function of the Blairmore Sector and will result in walkable, livable and sustainable communities. It also has the potential to

connect to and support the development of a National Urban Park for the Saskatoon region, as a vision for it comes together.

As outlined in the Green Infrastructure Strategy, appropriate management of the Green Network provides resilience to climate change, carbon sequestration, better water quality and reduced flood risk. With the Blairmore Sector Plan vision of embodying environmental sustainability comes the responsibility to design 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:

- *Climate Change Adaptation and Mitigation* – Our contributions to climate change are mitigated and our ability to adapt to local change is enhanced.
- *Ecological Integrity* – Biodiversity and connectivity of the urban green network is conserved and supported.
- *Education and Awareness* – Educational opportunities incorporate ecological, cultural, and traditional knowledge. The community is aware of appropriate uses of green spaces.
- *Equitable and Accountable* – Green infrastructure is distributed throughout the city to provide access to all residents.
- *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.
- *Integrated and Multifunctional* – Green spaces are integrated into the city fabric to form a network that serves multiple uses and needs.
- *Public Safety* – The green network is safe, accessible and inclusive for all.
- *Recognizable and Unique Places* – A range of green space types and functions reflect heritage; traditional land uses and community identity and needs.
- *Sustainable* – The green network responds to operational requirements, flood resiliency, community capacity, and environmental and local needs.
- *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.

(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 per cent gross land area for residential land and five per cent 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 per cent), District Park (36 per cent), and Multi-District Park (3 per cent).

The Municipal Reserve dedication requirement is ten per cent gross land area for residential land and five per cent gross land area for non-residential land.

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 be depicted in all proposed Concept Plans.

District and Multi-District Parks serve the recreational needs of more than one neighbourhood; therefore, the space required for these parks tends to be allocated more heavily in some areas than 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 (i.e.,





in instances where less than the maximum amount of Municipal Reserve is dedicated), the Concept Plan proponent(s) are required to pay money in lieu to offset the costs of park development in neighbourhoods which have an overdedication (surplus) of Municipal Reserve lands.

Multi-District Parks are intended to serve active and passive recreational needs of the community during all seasons of the year, that may not otherwise be served by Neighbourhood and District Parks, (e.g., cultural facilities, multi-purpose leisure centres). 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 the Blairmore Urban Centre over-dedication was counter-balanced by under-dedication of Municipal Reserve in Kensington. The remainder of this over-dedicated balance will need to be addressed through under-dedication of Municipal Reserve 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.

OPEN SPACE AND THE ENVIRONMENT: THE GREEN NETWORK

TABLE 4: MUNICIPAL RESERVE ANALYSIS

	Hectares	Acres	Municipal Reserve (MR) Dedication	Total MR (acres)	Neighbourhood 61%	District 36%	Multi-District 3%	Industrial MR
Concept Plan Approved								
Blairmore Urban Centre¹								
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				
Kensington¹								
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 Development³								
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)	171.99	425.00	10%	42.50	25.93	15.30	1.28	
Phase III (North)	171.99	425.00	10%	42.50	25.93	15.30	1.28	
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 Determined³								
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	256.76	151.53	12.64	45.00
Combined Multi-District and District MR						164.17		

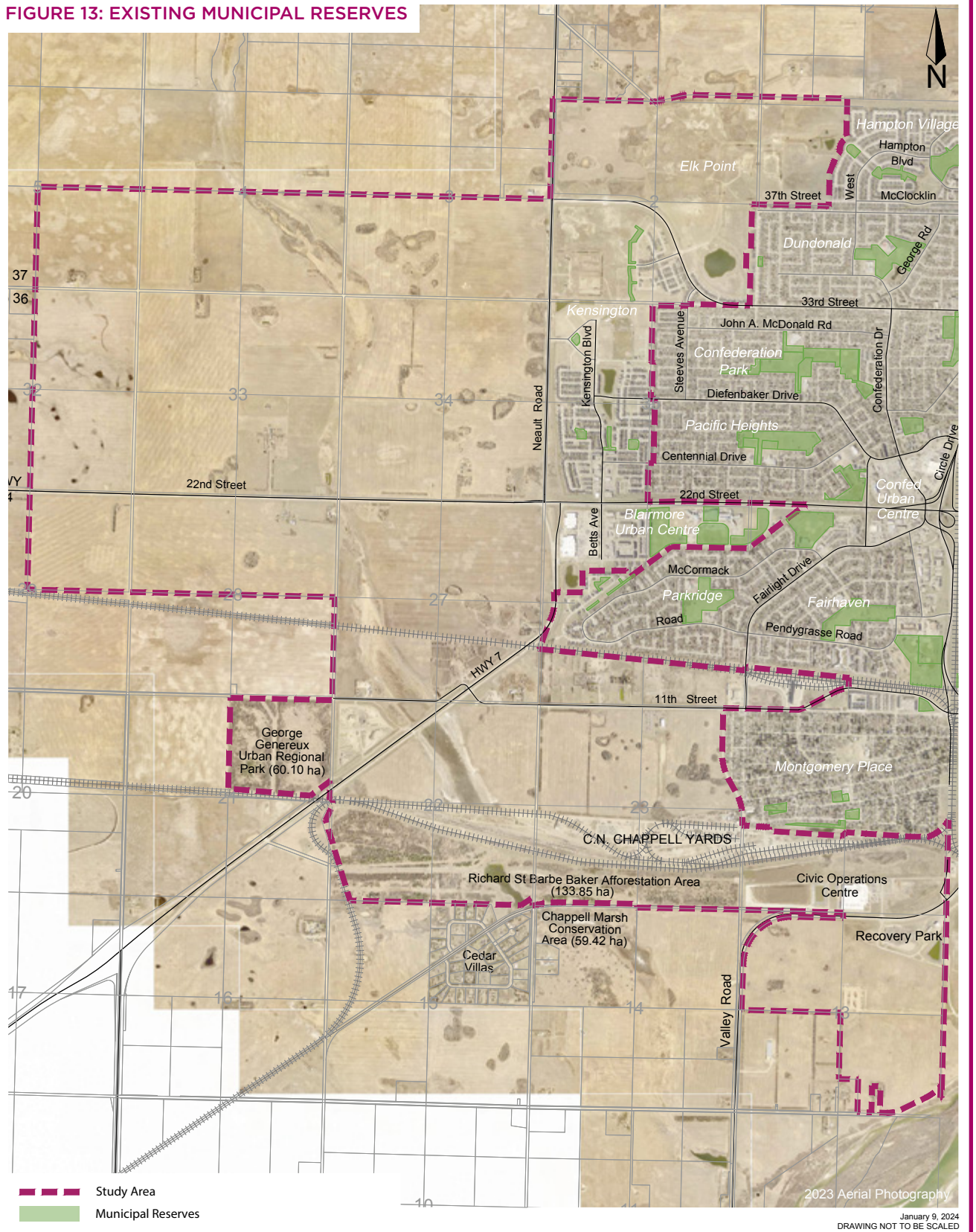
¹ Blairmore Urban Centre and Kensington calculations have been adjusted to account for Concept Plan amendments that have occurred since the 2011 Blairmore Sector Plan approval

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 or require 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 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 educational and exploration opportunities, while sustaining wildlife habitats and reducing carbon dioxide in the atmosphere. Wetlands also 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 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. This includes but is not limited to stormwater retention ponds and electrical substations. 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 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.
- (i) 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).
- (j) Where appropriate stormwater facilities may be contained within Linear Parks, these facilities should be landscaped as naturalized areas.
- (k) Parks and open spaces should be co-located with areas that include higher residential densities to support the higher demand expected in these areas.

5.2 NATURAL AREAS

The Blairmore Sector Plan promotes the conservation and restoration of natural assets in the Green Network and sensitively incorporating them into the Sector. Using information from the [Natural Area Screening](#), valuable natural assets and networks were mapped including soils, wetlands, wildlife and potential habitat corridors. Detailed information on the Natural Area Screening and Environment can be found within [Section 3.3](#) Physical Conditions of the Sector 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:

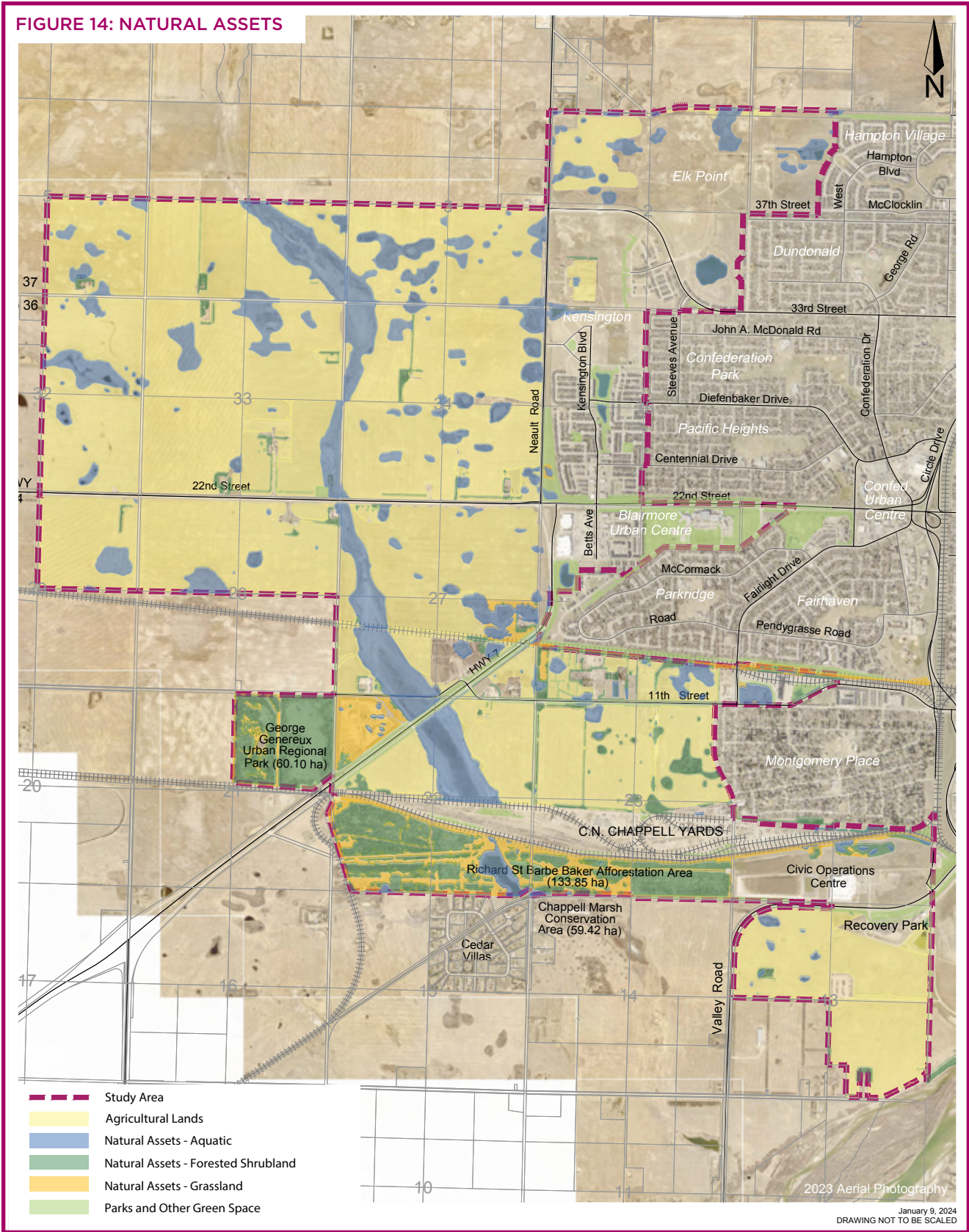
- (a) Adherence to the [Wetland Policy](#), [Contractor Environmental Guidelines](#),

and other applicable policies, standards 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 reduce the risk of incompatible uses co-occurring in 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), which utilizes data from the City's 2019 Natural Area Inventory.

A quality 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.



(1) Soil and Geotechnical

Much of the lands within the Blairmore Sector should 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 that 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. Multiple individual wetlands and surrounding riparian zones with complementary functions in close proximity to each other form a wetland complex. Many wetlands and wetland complexes are found in the Blairmore Sector, as described in Subsections 3.3(5) and (6) and shown in Figure 7 (Physical Characteristics).



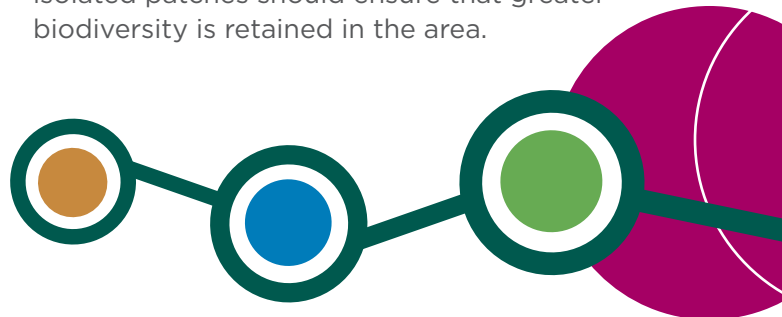
(3) Vegetation and Wildlife

As described by the Natural Area Screening, 105 species of vegetation have been historically documented in the Sector, primarily within the afforestation areas. Two plant Species of Management Concern – red elderberry 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, including 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 identification 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 should 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) Concept Plan submissions must include 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 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. The actual assessments should be completed as close as possible to the date of development; within one year or less.
- (e) 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.

- (f) A detailed geotechnical investigation is required at the Concept Plan stage for all areas west of the West Swale to determine suitability of these lands for long-term development. The geotechnical report may result in a number of options, including proposed lands being removed from the developable areas, the proponent improving the land to support development, or restrictions being placed on development. 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.
- (g) 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.
- (h) All wetlands within the Concept Plan areas shall be identified, mapped and classified by permanency and functionality by a qualified consultant in accordance with the City's Wetland Policy C-09-041. The consultant should also suggest integration methods to incorporate these natural areas into an urban environment.
- (i) Any wetlands classified as a Class III or higher must have a functional assessment completed prior to the Concept Plan stage.
- (j) Avoidance and conservation of high value wetlands is strongly recommended during the Concept Plan process. If avoidance of a high value wetland during development is not possible, a Wetland Mitigation Plan is required in accordance with the Wetland Policy C-09-041. The mitigation

plan must be submitted and approved prior to any alterations occurring to the wetland or its catchment area.

- (k) Wetland design must be in accordance with the City's Wetland Design Guidelines.
- (l) 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.
- (m) 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.
- (n) If species under Federal and/or Provincial protection are identified, the appropriate activity restriction setbacks must be utilized from the date of identification onward.
- (o) To ensure important wildlife habitat is protected, the George Genereux Urban Regional Park and Richard St. Barbe Baker Afforestation Area are to be conserved.
- (p) Usage of the afforestation areas will be subject to the provisions of any guiding plan(s) for the area(s). Should no guiding plan(s) be in place, usage of the afforestation areas will be determined at the discretion of the City.
- (q) 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.
- (r) 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 the Sector Plan.

5.3 HISTORICAL RESOURCES

There are two known sites of heritage interest within the Sector boundary: a known archaeological site within NE 13-36-6-W3M and 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 placekeeping and placemaking, including traditional ways of knowing, oral histories, beliefs and languages. This may be achieved through a 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 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 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 Departments.
- (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 as well as 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, Low Emissions Community Plan, and Climate Adaptation Strategy, 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 with a design that includes 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. Some of the LID techniques include bioswales, rain gardens, green roofs, permeable pavement and the reuse of raw water. The [Green Infrastructure Strategy](#) identifies 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 also provide an opportunity to enhance the image and character of a neighbourhood area. By incorporating design elements that encourage pedestrian linkages and supporting green space as part of the required grading of stormwater ponds, there will be an opportunity to show the innovative and sustainable principles of the Blairmore Sector Plan through an improved 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 in the water. The design and implementation of naturalized stormwater facilities requires 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

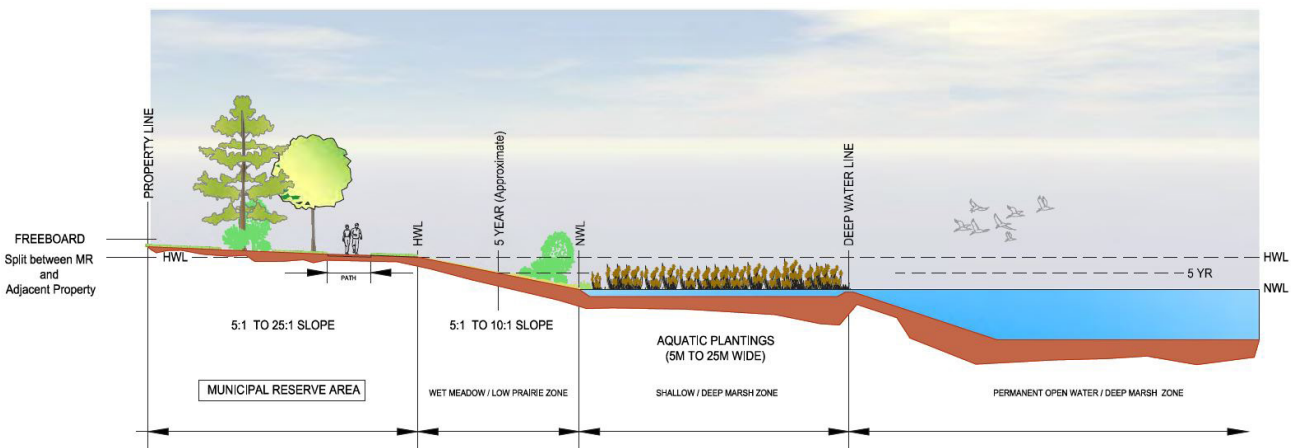


Figure 15 is used with permission from Dream Developments – Brighton Neighbourhood Concept Plan (Dream Developments, 2014)

There may be opportunities to use a stormwater pond as a raw water source for park irrigation. Raw water irrigation could lead to significant savings over 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:

- Incorporate wetlands and natural drainage paths into the stormwater network.
- Identify how green infrastructure can increase the storm system's capacity to respond to intense rain events.
- Evaluate opportunities to increase naturalization of existing storm ponds to improve water quality and habitat, while balancing community recreation and other uses.
- 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 like 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 act as “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, along with other essential infrastructure, is appropriately incorporated into development. 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 Z: Utility Infrastructure of the Sector Plan](#). Easement locations should also be considered as potential mobility corridors preserved for future right-of-way, allowing for a street network that accommodates transit, active transportation and vehicle traffic.

(5) Streetscapes

The BRT corridor along 22nd Street West will provide for the improvement of 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 separation from 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) should 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 benefits provided by an urban forest. The Urban Forest Management Plan (UFMP) provides direction on the City's desired approach to the urban forest. The UFMP has identified a community canopy cover goal of 15-20% by 2060. Policies described in Subsection 5.4(8) of the Sector Plan identify requirements and recommendations to ensure an abundant and healthy urban forest in the Blairmore Sector, in support of the community canopy cover goal.

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 have 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 Low Emissions Community Plan and Climate Adaptation Strategy for guidance.

OPEN SPACE AND THE ENVIRONMENT: THE GREEN NETWORK

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) Where possible, trees should be planted within boulevards or medians. Tree plantings on 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. Trees should be planted in locations conducive to tree growth. Potential tree locations should be considered and identified at the Concept Plan stage and/or as part of any major infrastructure improvements.
- (p) At the time of Concept Plan submission, proponents will be required to demonstrate how the design supports the City's community canopy cover goal.



6

MOBILITY AND TRANSPORTATION



This Section provides a broad framework for the mobility and transportation network in the Blairmore Sector. Principles and policies are written to consider how pedestrians, cyclists, transit users and automobile users will move throughout and beyond the Sector using a safe, multi-modal and connected transportation network.

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.

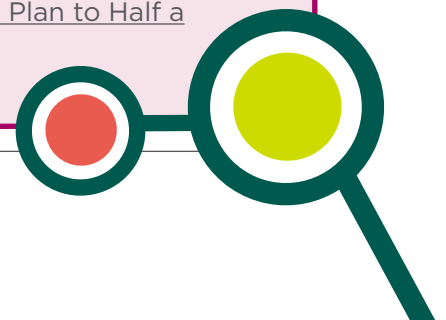
6.1 MOBILITY NETWORK DESIGN PRINCIPLES AND CONTEXT

(1) Design Principles

The vision for the Blairmore Sector mobility and transportation network was based on design principles stated in the City's [Transportation Master Plan](#) and [Official Community Plan](#). These guiding documents outline success measures and action items that have a direct correlation to the design of the Blairmore Sector. Embedded within these guiding documents is the strategic goal of Moving Around, which 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.

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](#).



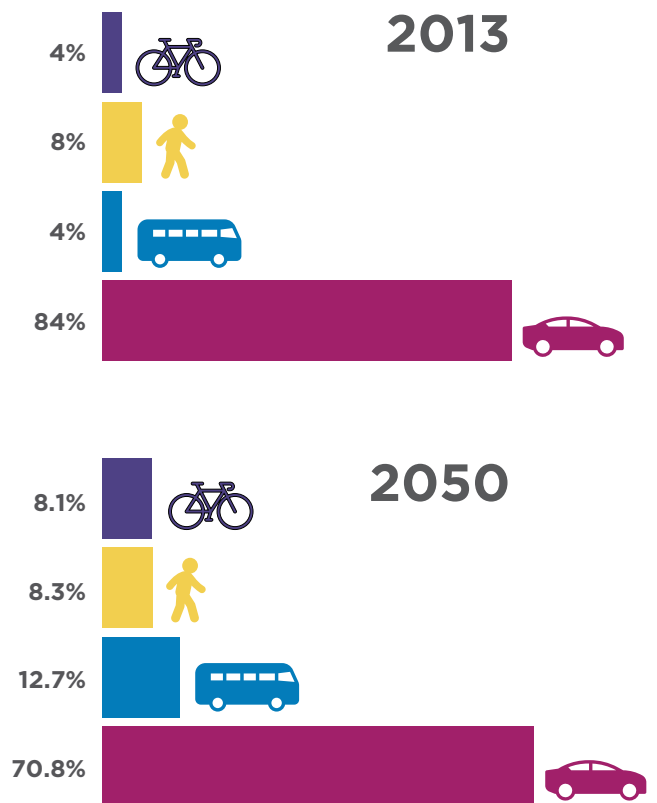
The mobility strategy for the Blairmore Sector Plan focused on providing attractive mobility options in addition to personal vehicles. This is to alleviate congestion and improve the ability for people and goods to move around the Sector and the city as a whole, quickly and easily. To achieve the goals of the Transportation Master Plan and the Official Community Plan, 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:

- 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.
- Capture the highest potential pedestrian access to transit service, particularly planned BRT stations. The measure typically used is a 600-metre walking distance to the nearest planned station, or the equivalent of an average seven-and-a-half-minute walk.
- 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.
- 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 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. These targets were further extended to 2050 through the Low Emissions Community Plan, as shown in Figure 16. These targets may be revised in accordance with updates to the Transportation Master Plan or the Official Community Plan.

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, approved in June 2016, 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.

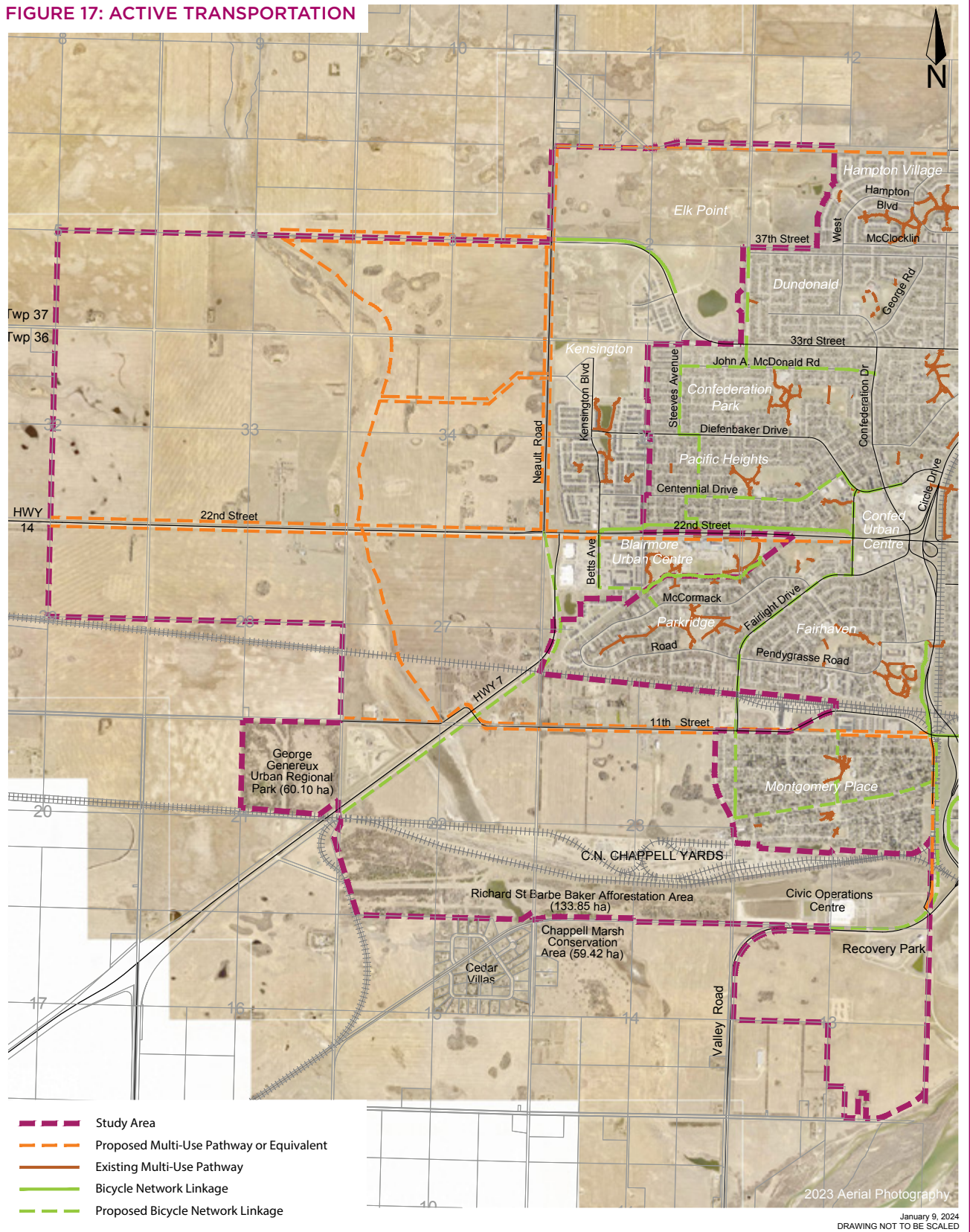
(1) Existing Connections

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;
- (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; and
- (d) A multi-use above-grade 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 proposed 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 future 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 future 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 proposed connections are subject to railway and Transport Canada regulations.

(3) Pedestrians

To accommodate pedestrians, a comprehensive network of sidewalks and pathways are planned for the Blairmore Sector. The goal of the pedestrian network is to provide people with different travel route options while creating an attractive walking environment to encourage more people to travel by foot. Land use and density levels for proposed residential development is based on potential of five-minute, seven and a half 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](#).

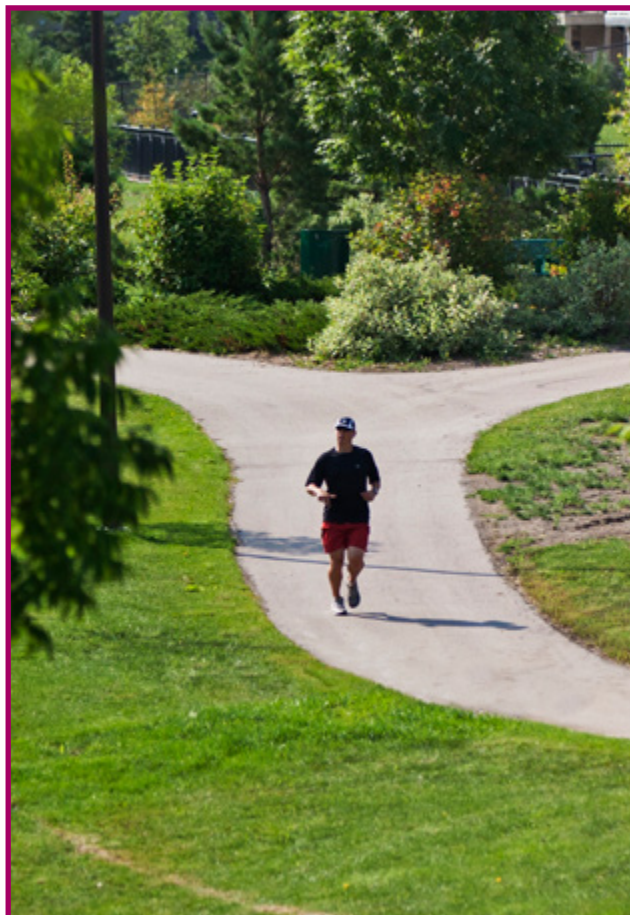
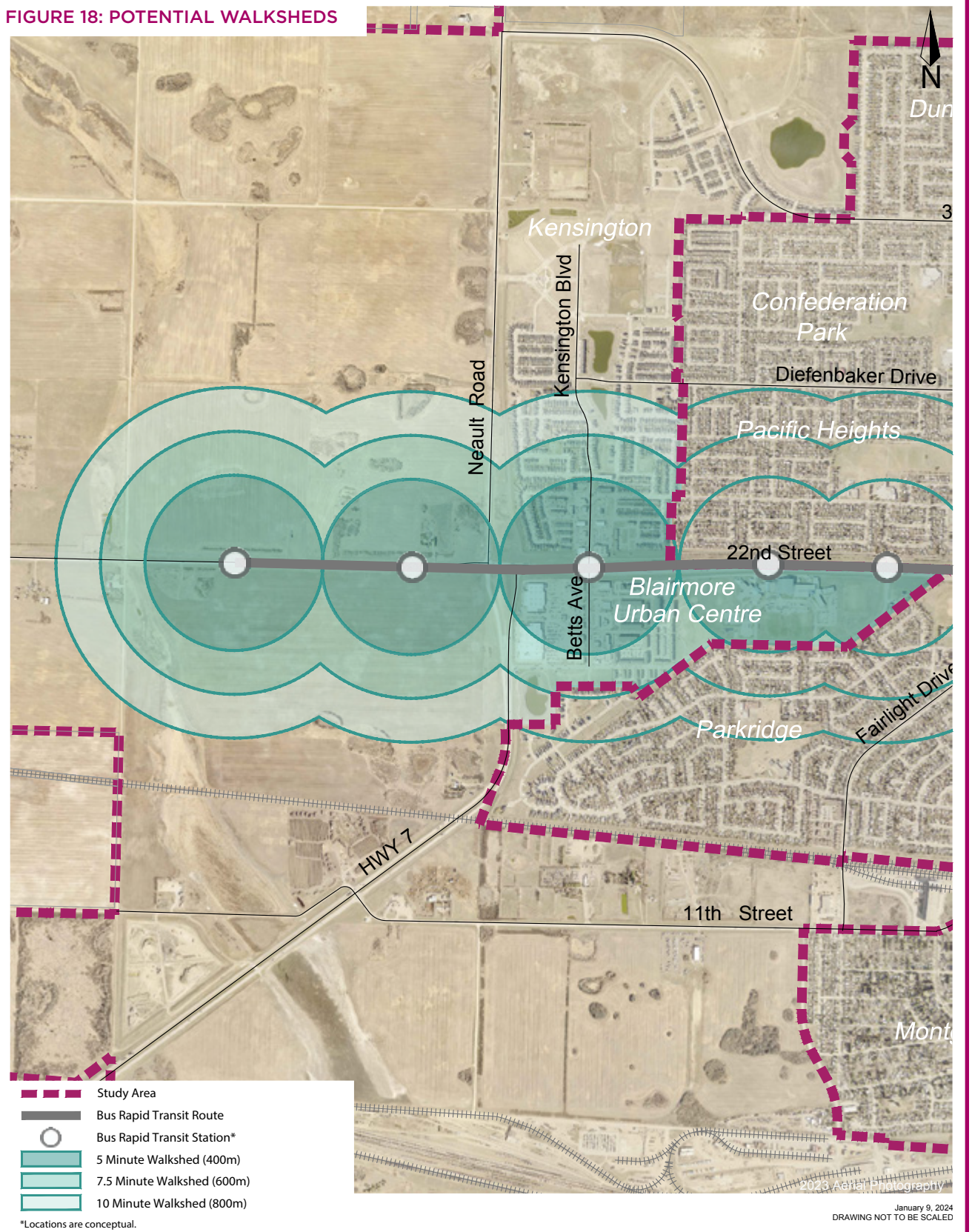


FIGURE 18: POTENTIAL WALKSHEDS



Multi-use pathways are planned in strategic locations to serve the area and to connect to other destinations as development moves forward. 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 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.



Pedestrian safety and comfort are enhanced through traffic calming measures throughout the Blairmore Sector.

(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 transportation connections proposed in Subsection [6.2\(2\)](#) of the 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-Q30](#). 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 and cyclists.
- (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 should be strongly considered in the vicinity of Dundonald Avenue and Valley Road.
- (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 TIA.
- (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) Where transit routes and on-street bicycle lanes are located on the same street, the street must be designed to accommodate both modes safely.
- (s) 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 and reverse direction at the Blairmore Urban Centre. A future extension further to the west is proposed in the Sector Plan.

Future phases of development in the Sector will be designed to be transit supportive around densities, mix of land 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 for more complete community coverage. Well-placed arterial and collector street networks, along with connections to active transportation routes, will optimize access to transit service in the Blairmore Sector. Supporting infrastructure including landing pads and/or shelters at bus stops will enhance the experience of transit users.

As the Blairmore Sector builds out, consideration will be given to improve the transit system to best serve its growing population. Existing transit services and routes will need to be redesigned, or new routes may need to be created, to meet the 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 the 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 and appropriate locations for bus stop shelters and/or landing pads.

- (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 submission, proponents will be required to demonstrate how the design supports the City's mode share target for transit.

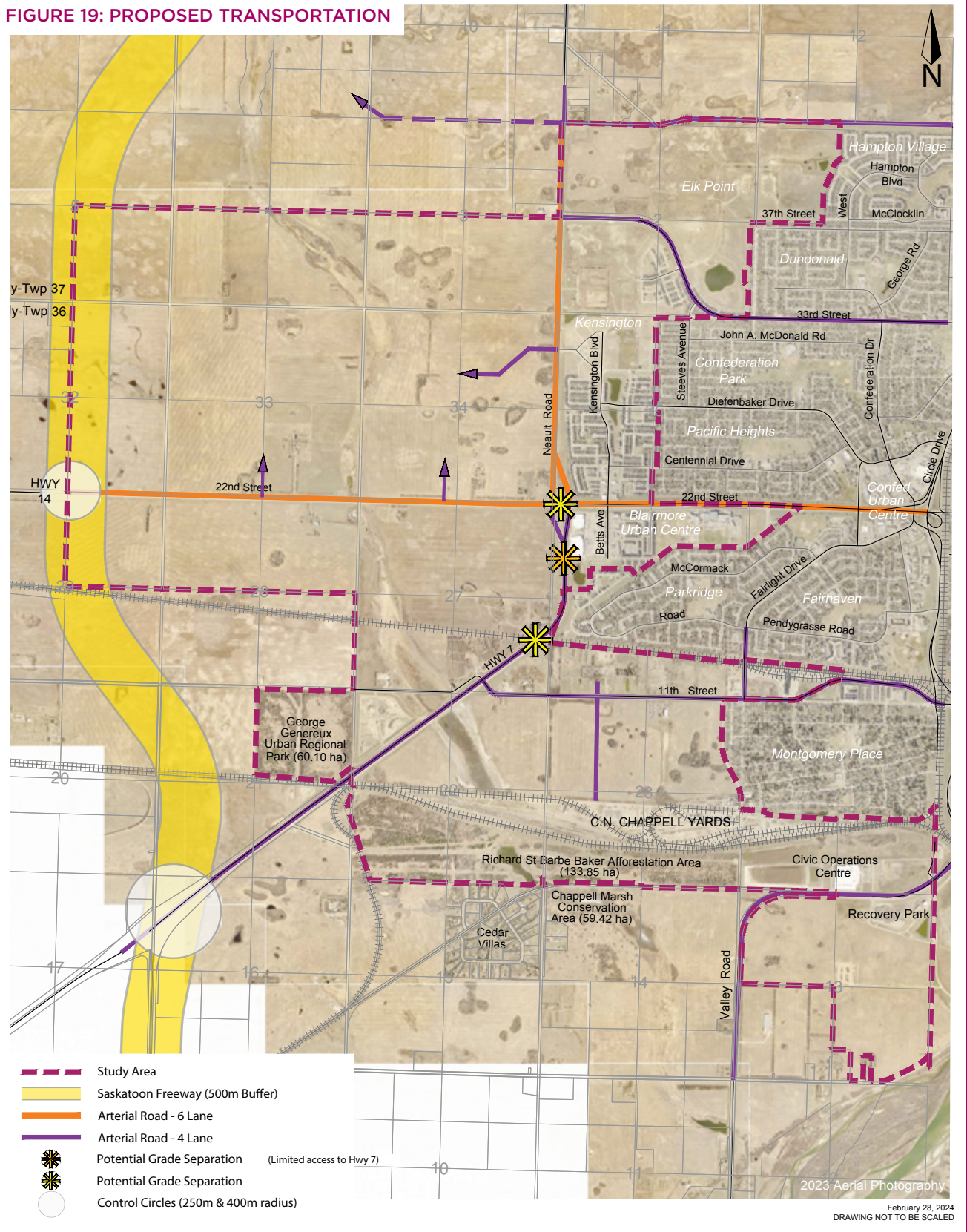
6.4 STREET NETWORK

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

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 part of the truck and dangerous goods transportation network. 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.

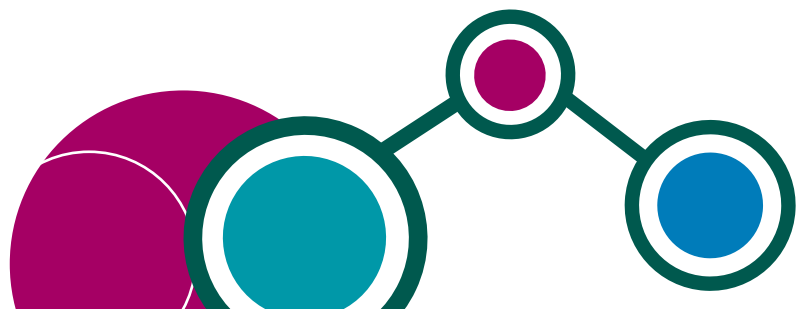
Potential access points into future phases of development have been identified through the transportation analysis for the Sector Plan and followed the existing street and rural road networks. Based on the access points identified, the proposed street network can accommodate the anticipated full build-out 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 plan 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 seven existing 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. 33rd Street West may continue west past Neault Road as a collector street, serving future neighbourhoods.
- (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) Diefenbaker Drive extends west converting from an arterial to a minor collector connecting Kensington to the existing neighbourhoods to the east.
- (d) 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.
- (e) Neault Road originates at the intersection of 22nd Street West and Highway 7, extending north along the western edge of Kensington. Neault Road continues north past city limits as Highway 684, as described in Subsection 6.4(3).
- (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.
- (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. The 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 Rural Municipality 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 the rural Highway 14. 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 Rural Municipality 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

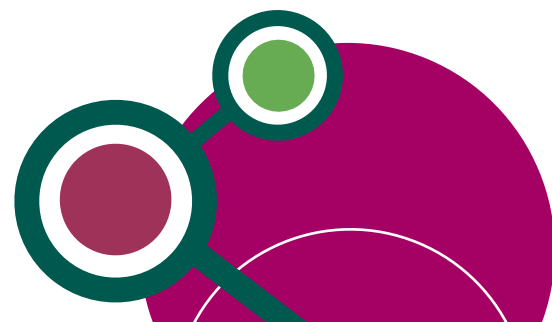
corner of the Blairmore Sector. The approved Saskatoon Freeway now follows the city boundary, providing more developable land in the Blairmore Sector.

In October 2021, the Saskatchewan Ministry of Highways announced that the West Saskatoon Freeway alignment portion of the project had been deferred. In April 2023, the Ministry of Highways indicated that functional planning of the West Saskatoon Freeway had resumed. 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

An 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 here, 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.

An 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 would 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 date.

(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 in city limits as Neault Road, is classified as a Secondary Truck Route for trucks under 46,500 kilograms that are entering the city from Highway 7 and want to bypass the city and connect to Highways 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 to reduce construction disturbance.
- (c) All Concept Plan submissions will require a TIA from a qualified transportation engineer. TIA 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 TIA.
- (e) Wherever possible, all internal streets within future phases of development should be designed with grid elements.
- (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 Rural Municipality of Corman Park, 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 Crime Prevention Through Environmental Design (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.
- (p) Specific locations of new arterial and collector streets west of the West Swale will be determined once the alignment of Phase 3 of the Saskatoon Freeway has been approved.

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) Traffic noise 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) Traffic noise 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-conceived 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 provide transportation service to businesses 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 plan is based on the land use analysis and population projections with the information used to inform modelling exercises for the various infrastructure systems. To ensure that the servicing plan within the Sector Plan can be implemented to support the proposed land use and density, policies have been included to guide development. For ease of reference, these are located at the end of the section.

(1) Water Distribution

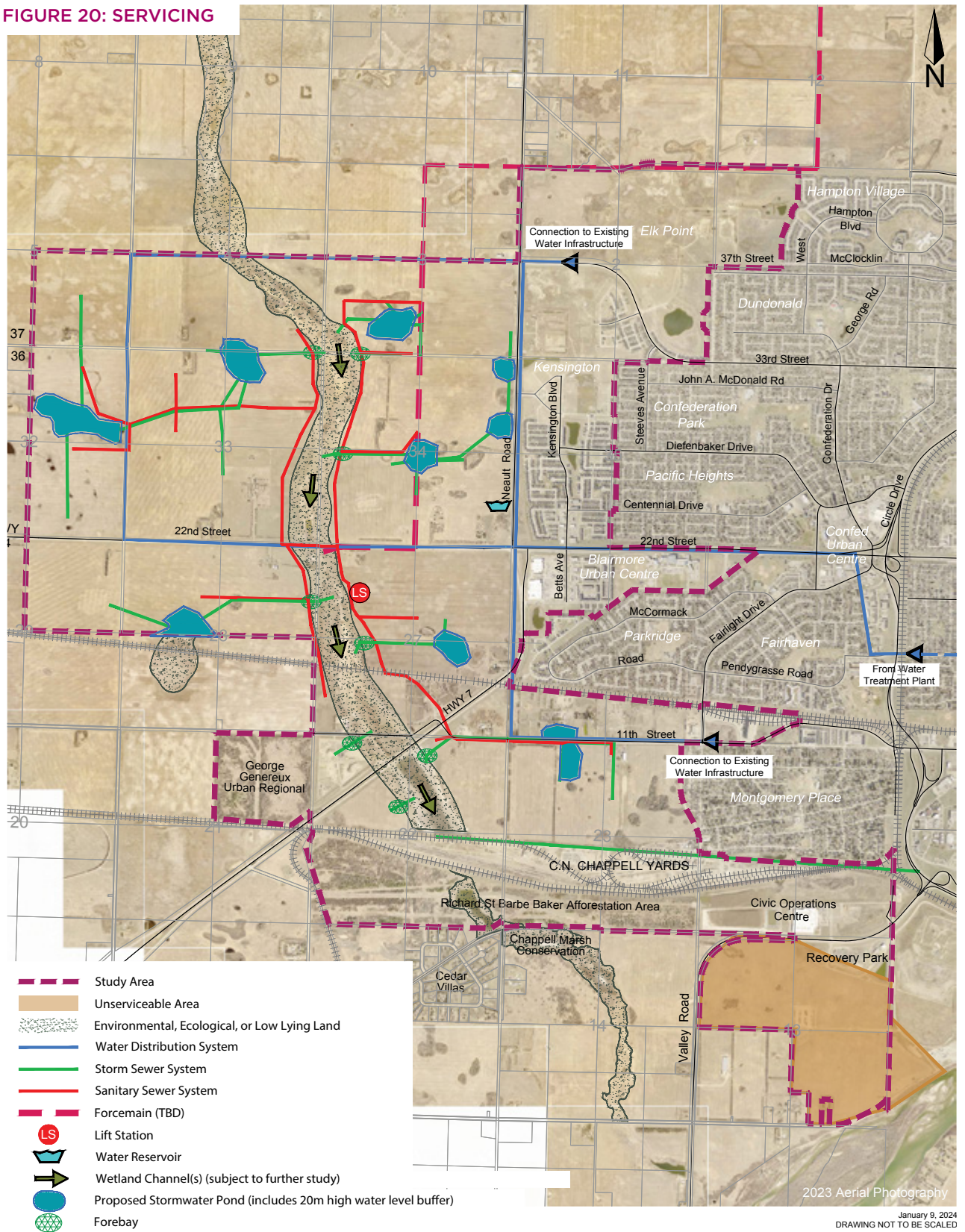
Water servicing requirements for the Blairmore Sector have been assessed through high-level modelling of the impacts of increased demand on system capacity, due to population growth projected in the Blairmore Sector. The water

distribution system was examined to evaluate areas that may need upgrades and expansions to 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 Place water system.

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.

FIGURE 20: SERVICING



(2) Sanitary Collection

The sanitary assessment was completed for the Sector Plan and was built on the Saskatoon city-wide sanitary model. Existing system efficiency was measured to ensure the available capacity of 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. As well, alternate proposals for servicing may be incorporated and examined at the Concept Plan stage.

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, depending on routing, is at least 14 km away. 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.

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. The use of a natural systems approach to stormwater management may allow for more innovative solutions and potentially lower costs.



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. 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 will need to be developed. 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.

Best practices in stormwater management include incorporating the use of natural wetlands and stormwater ponds, to manage stormwater runoff.

The West Swale was effectively dammed by development in the 1960s, largely blocking the natural drainage through 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 prior to release 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 the Blairmore Sector may provide an opportunity to keep more natural spaces and improve the swale from its 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 must be approved by a qualified engineer and will require consultation with Saskatoon Water and the City's Sustainability Department.
- (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 and/or to rehabilitate disturbed areas.
- (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, utilizing guidance from the [Wetland Policy](#). 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 and the 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 appropriate, prior to the issuance of a development permit.
- (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 location 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 to achieve electrical servicing. 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

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.

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 around 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 appropriate 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.

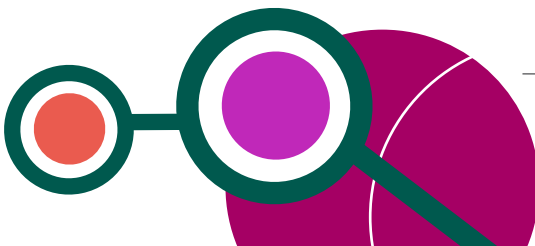
(3) Telecommunications Utilities

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 telecommunications 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-Q37](#). 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 the 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) To incorporate ecological functions within the built environment, easements should be designed and landscaped to encourage an active pedestrian realm or a green linkage.
- (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.

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 metres high along the mutual property line.

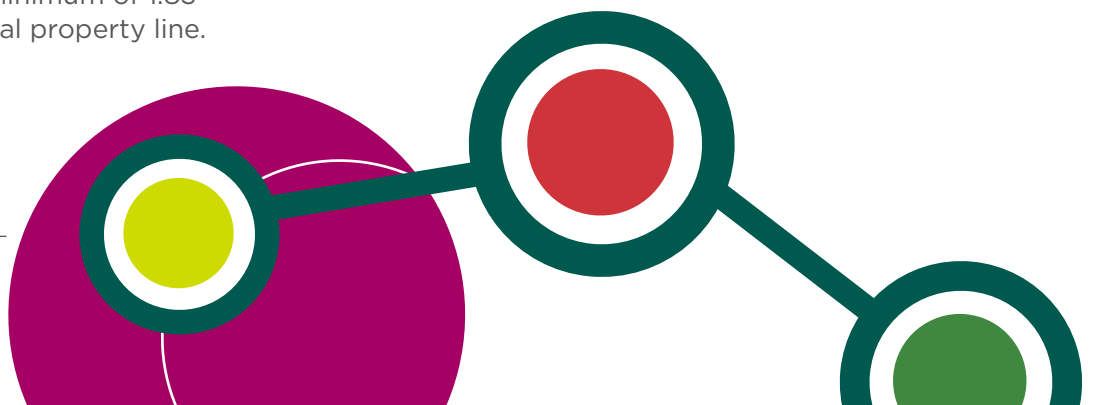
In addition to building setbacks, safety barriers are also recommended to reduce the risks associated with railway incidents. The FCM-RAC Guidelines offer a variety of safety barrier options for railway lines, including berms and crash walls.

(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) As identified in the Official Community Plan, 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.

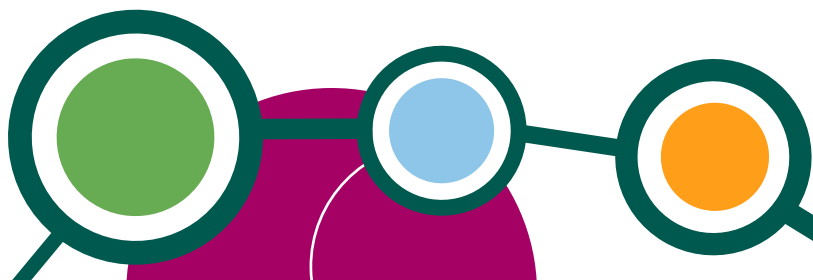
Residential development in the Blairmore Sector is now occurring within the Kensington neighbourhood. The next phase will comprise the Elk Point neighbourhood west of the Hampton Village and Dundonald neighbourhoods. The remainder of the residential development in the Sector will commence with the southernmost 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](#)).

A small portion (roughly 30 ha) of Phase II could be developed earlier than the remaining area of this phase, due to available servicing capacity from adjacent neighbourhoods to the east. This development would require a Concept Plan and would need to adhere to the Sector's Land Use map ([Figure 11](#)). This development could only proceed as a non-residential area, since policy in the [Official Community Plan](#) generally does not allow residential phases to develop out of sequence, as identified in Subsection 8.1(1)(c) of the Sector Plan. However, the Land Use map proposes Corridor Growth Area, Urban Centre and Urban Centre Commercial land uses for the portion of Phase II that borders existing development, so this area could potentially proceed out of sequence.

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 the majority of 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) Development of individual phases of the Sector may be achieved through multiple Concept Plans, depending on the unique nature of 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.



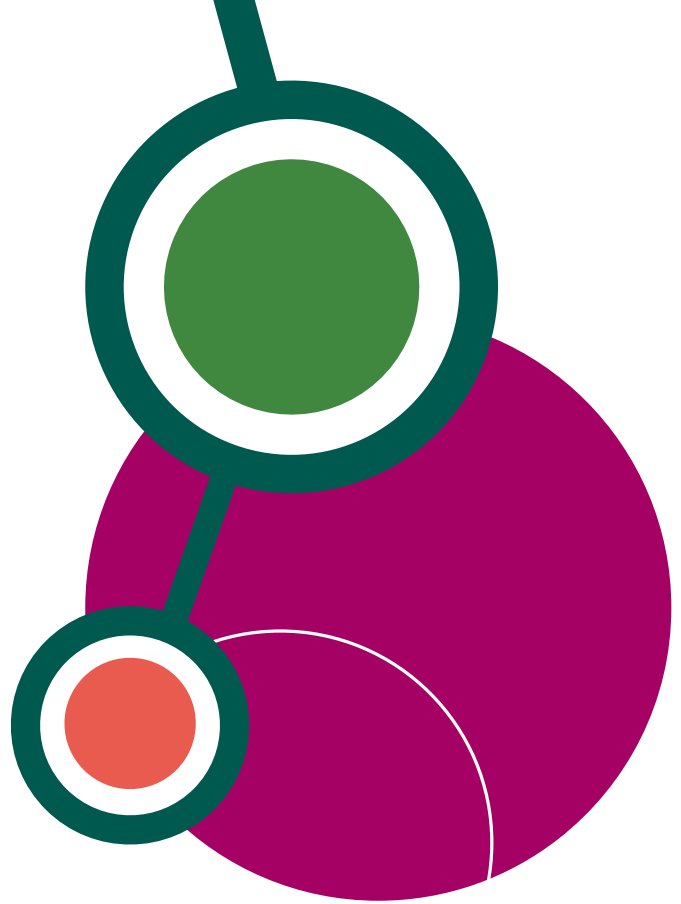
FUNDING



FUNDING

The Sector Plan provides a framework within which development of the Sector can take place and ensures that development in the Sector reflects 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 must be 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 initial 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. These 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.





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