

Blairmore Sector Plan



Blairmore Sector Plan Amendment

Approved by City of Saskatoon City Council on March 7th, 2011

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Attachments: (files below are provided on CD located on the back cover of this document)

- 1. West Sector Feasibility Study March 22, 2004
- 2. West Sector Plan Amendment November 29, 2004
- 3. West Sector Study July 2002 UMA Engineering Ltd.
- 4. Vegetation and Wildlife Study 2002 Erin Consulting Ltd.

Amendment Page

Amendment No.	Bylaw	Date	Description
		<i>March 7th, 2011</i>	<i>Blairmore Sector Plan Amendment Approved</i>

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

1.0 Introduction

1.1 Purpose of this Plan

The Blairmore Sector Plan has four main purposes:

- a) This plan enhances the City of Saskatoon's vision in the Official Community Plan to develop a Suburban Development Area;
- b) This plan establishes a layout for the preparation of future Neighbourhood Concept Plans to ensure growth proceeds in a balanced, compact, contiguous manner;
- c) This plan identifies key land uses and servicing components that will need to be addressed in detail during the Neighbourhood Concept Plan process; and
- d) This plan supersedes all previous Sector Plans for the Blairmore Suburban Development Area.

1.2 Timeframe of the Plan

The Sector Plan is a preliminary planning study and is future oriented. No specific timeframe for development is applied to the Blairmore Sector Plan.

2.0 Background

2.1 Boundary Alteration

In January 2005, the City of Saskatoon (City) boundary was altered to include an additional 2,078 ha (5,134 ac) to accommodate the growth of the Blairmore Suburban Development Area. The Blairmore Suburban Development Area (SDA) currently has land sufficient for eight future neighbourhoods and approximately 50,000 to 70,000 people within its boundaries.

2.2 Location

The Blairmore Sector Plan applies to a portion of the Blairmore Suburban Development Area plus additional lands north of the west City limits. The Blairmore Sector is located east of Perimeter Highway; north of the Canadian Pacific Railway rail line; west of Hampton Village, Dundonald, Confederation Park, Pacific Heights, and Parkridge neighbourhoods; and south of Beam Road (Rural Municipality of Corman Park road). The Blairmore Sector boundary is illustrated on Figure No. 1.

2.3 Existing Policy

2.3.1 Official Community Plan:

Sector Plans are required by the Official Community Plan. Clause 3.2.2f states:

“Long range planning for neighbourhoods and related community facilities shall be organized within the context of Suburban Development Areas. Suburban Development Areas contain approximately 8 to 10 neighbourhoods and the housing and community facilities necessary to accommodate about 50,000 people...”

2.3.2 Sector Plan:

The original Blairmore Sector Plan was approved by City Council on March 22, 2004. The plan included six future neighbourhoods, a suburban centre, two high schools, and a Multi-District Park (see Attachment No. 1). On November 29, 2004, City Council approved an amendment to the Blairmore Sector Plan to relocate the suburban centre, two high schools, and Multi-District Park east of Dalmeny Road and south of 22nd Street West, allowing the two high schools to be adjacent to existing neighbourhoods and built earlier (see Attachment No. 2). The November 2004 amendment allowed construction to commence in 2006 on the first phase of the Sector known as the Blairmore Suburban Centre.

3.0 Existing Features

3.1 Land Uses

The Blairmore SDA consists of 2,250 ha (5,560 ac). The Blairmore SDA is Saskatoon’s west growth area for future urban expansion; therefore, the majority of the land remains un-serviced and undeveloped at this point in time.

Existing features located in the Blairmore SDA include:

- a) **Agricultural Lands** – currently 97 percent of the land is being used for agricultural purposes.
- b) **Farmsteads** – approximately ten residential farmsteads are located in the SDA.
- c) **Yarrow Youth Farm and Red Willow Centre** – The Government of Saskatchewan operates a children’s shelter and a youth custody facility on 16 ha (40 ac) located in the boundary of the proposed Neighbourhood No. 1.
- d) **West Swale** – a shallow swale, likely a former melt-water channel that traverses the Sector in a north to south direction. The swale extends south and east, eventually entering the South Saskatchewan River.

- e) **Cemetery Plots** – two cemetery plots with heritage significance were identified in the area. The Smithville Cemetery in SE 33-36-6-W3M and the Jewish Cemetery in SW 11-37-6-W3M.
- f) **Historical Site** – remnants of the Battleford Trail in SW 11-37-6-W3M were located.

3.2 Ownership

To date, approximately 38 percent of the land holdings in the Blairmore SDA are owned by land development groups. The remaining 62 percent are owned by private interests.

3.3 Airport Zoning Regulations

The Blairmore SDA is near the Saskatoon John G. Diefenbaker International Airport. According to the Official Community Plan clause 16.3 c):

“New residential development shall not take place in areas with an Airport Noise Exposure Forecast (NEF) rating of 30 or more (or equivalent measure), as defined by Transport Canada or its official designate.”

As shown on Figure No. 2, no residential neighbourhoods are within by the 30 NEF contour.

According to the Saskatoon Airport Zoning Regulations, no owner or occupier of lands within 3,200 metres of the airport reference point shall permit any part of those lands to be used as a sewage lagoon or for an open water storage reservoir. This regulation is under review to be changed to 4,000 metres. As shown on Figure No. 2, half of the proposed additional neighbourhood (west of Hampton Village) lies inside the Saskatoon Airport Zoning Regulations 4,000 metre buffer and will be subject to these regulations when locating the onsite stormwater ponds.

3.4 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 the Potash Corporation of Saskatchewan Inc. (PotashCorp). In the case of the Blairmore SDA, PotashCorp has sub-surface mineral leases on lands west of Range Road 3062 (Dalmeny Road) and pays mineral royalties to the owners of mineral rights in this area. To avoid potential conflicts between mining operations and urban development, the City Administration has undertaken proactive discussions with PotashCorp to identify areas of common interest. City Administration has agreed to focus on developing areas that will not be affected by mining operations. In return, PotashCorp has agreed to ensure mining operations occur outside the City’s short- and medium-term growth areas.

3.5 Utilities

Throughout the Blairmore SDA, there are utilities servicing farmsteads and other existing uses (see Figure No. 2).

SaskPower has overhead electricity lines running parallel to five road rights-of-way: there is a 72 kv line running east/west along the north edge of 22nd Street West; a 72 kv line running north/south along Dalmeny 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 Confederation and Pacific Heights neighbourhoods. As part of the Neighbourhood Concept Plan (NCP) stage for each neighbourhood, sufficient rights-of-way will be required for these overhead lines or negotiations between the developer and service provider regarding the relocation of these lines will need to occur.

SaskEnergy has a transmission line that bisects the Blairmore SDA, from southwest to northwest, providing service to Yarrow Youth Farm and Red Willow Centre. This line will need to be relocated prior to development commencing west of Dalmeny Road.

4.0 Physical Characteristics

4.1 Topography

Surface elevations east of Dalmeny Road drain to localized potholes, while elevations west of Dalmeny Road slope towards the West Swale. The highest elevation point is adjacent to the intersection of 22nd Street West and Dalmeny Road. The highest surface elevations range around 503 to 505 metres above sea level (asl). Lands closer to the West Swale have surface elevations ranging around 500 to 501 metres asl. The overall change in surface elevation is 5 metres.

4.2 Soil

The soil in the Blairmore SDA is classified as Class 3 under the Canada Land Inventory. Class 3 soil has moderately severe limitations that restrict the range of crops or require special conservation practices. The most desirable soil classes for crop production are Class 1 and Class 2.

4.3 Natural Areas Screening

As part of a NCP, site specific Natural Areas Screening may be required to identify and protect important ecosystems, other natural areas and archaeological sites. As part of development, developers are encouraged to do their due diligence to maintain these natural areas and incorporate them seamlessly into the neighbourhood to form part of the open space system. A reduction of the gross developable area may be required based on the findings of the Natural Areas Screening process.

Upon request, the developer must arrange for a qualified consultant to determine the importance of the natural areas. If the natural area is deemed important, the developer shall arrange for a legal survey to be completed during the growing season to determine the boundary and buffer.

4.3.1 Vegetation and Wildlife

All of the land within the proposed development area, with the exception of the West Swale and vegetated pothole water bodies, is cultivated, used for pasture, or developed in some other way. There are no protected, endangered, or rare plants or animals in the study area according to the Conservation Data Centre database.

In October 2001 and July 2002, Erin Consulting Ltd. completed a general Natural Areas Screening for the Blairmore SDA reviewing plant/vegetation and wildlife habitats (see Attachment No. 4). The predominant vegetations found were: Trembling Aspen, Bebb's Willow, Narrow Leaved Willow, Balsam Poplar, Quack Grass, Smooth Brome, White and Yellow Sweet Clover, Smartweed, and Alfalfa. Dispersed throughout the Blairmore SDA are clusters of Aspen and Poplar trees. The area with the greatest species diversity is south of the Canadian National Railway tracks, within the West Swale. The dominant vegetations in the West Swale within the Blairmore SDA are: Kochia, Lambs Quarter, Brome, Quack Grass, and Wild Buckwheat. Some areas of the West Swale are covered with a dense mossy layer with aquatic species of vegetation underneath.

The West Swale and tree clusters are being utilized by wildlife as indicated by nests and the sighting of a Swainson's Hawk, a number of Sparrow species, and American Robins.

4.3.2 Historical Resources

The majority of the lands in the Blairmore Sector have been cultivated for many years; therefore, any historical findings may be few. In 1980, a significant portion of the study area was surveyed, and no archaeological or paleontological sites were located. According to the City's Municipal Heritage Advisory Committee and the Saskatoon Heritage Society, three sites of interest were identified: the Smithville Cemetery in SE 33-36-6-W3M, the Jewish Cemetery, and remnants of the Battleford Trail in SW 11-37-6-W3M (See Figure No. 2). Of these three sites the only site within City limits is the Smithville Cemetery and the development of the Sector does not affect this land due to the cemetery being located within the West Swale corridor.

4.3.3 Bodies of Water

The main low-lying area that collects year-round surface water in the Blairmore SDA is the West Swale; however, there are other low-lying potholes that collect water. Some of these low-lying potholes have been cultivated during dry years. These low-lying water bodies could also be referred to as prairie pothole wetlands. Wetlands are land depressions that are saturated with water long enough to promote wet-altered soils and water tolerant vegetation.

According to the Erin Consulting report (see Attachment No. 4), the highest concentration of low-lying water bodies are in Sections 2, 3, 10, and 11 of 37-6-W3M. Other sections in the Blairmore SDA contain low-lying water bodies; however, the locations are more dispersed. As part of the NCP process, the developer may be required to obtain a qualified consultant to identify the low-lying water bodies and to classify their importance. The consultant should also suggest integration methods to incorporate these natural areas into an urban environment.

4.4 West Swale

The West Swale divides the Blairmore SDA in half creating a natural boundary in the area. The swale is a large area of land, mainly left untouched due to topography and marshy soil quality. The swale provides an important overland drainage corridor connecting the northwest lands with the South Saskatchewan River near section 12-36-6-W3M. The West Swale lands will be examined in more detail through site specific Natural Areas Screening; however, maintaining these lands as bodies of water is important. Within City limits, the City currently owns approximately half of the lands that make up the West Swale, and the remaining half is owned by private land owners.

4.5 Site Contamination and Ground Water

As part of the NCP process, an Environmental Site Assessment (phase I and/or II) and a Hydro-geotechnical Analysis (phase I and/or II) shall be completed by a qualified consultant at the developer's expense. The Environmental Site Assessment should determine potential and existing environmental contamination liabilities on the site; and the Hydro-geotechnical analysis study should test soil and groundwater conditions identifying potential underground aquifers, high water tables, and site drainage issues.

5.0 Blairmore Suburban Centre

5.1 Suburban Centre

Suburban Centres are the primary mixed use focal point for a Suburban Development Area, providing commercial, institutional and recreational lands and activities serving the basic needs of the Suburban Development Area population. Medium to high density residential developments is encouraged within Suburban Centres.

5.2 Commercial

In 2008, the City sold a portion of the commercial component of the Blairmore Suburban Centre. Currently a commercial shopping centre is being built on the 12 ha (30 ac) parcel.

5.3 Multi-Unit Residential and Institutional Lands

To date, approximately half of the institutional land has been purchased for development. One site has been purchased for a hotel, and another has been purchased for multi-unit housing.

Some multi-unit residential lands have not been offered for sale, pending the planned realignment of Highway #7 to intersect 22nd Street West at the intersection of the planned future interchange. Other institutional sites will be offered for sale on the approval of City Council. (refer to Section 7.4 - Highway #7 Realignment and Interchange).

5.4 High Schools and Leisure Centre

In 2006, the Saskatoon Public Schools and Greater Saskatoon Catholic Schools each built a new high school (Bethlehem Catholic High School and Tommy Douglas Collegiate) and the City built a new Leisure Centre (Shaw Centre), south of 22nd Street West on the east half of the Blairmore Suburban Centre.

6.0 Proposed Residential Neighbourhoods

6.1 New Neighbourhood No. 1 Boundary

The boundary of Neighbourhood No. 1 (Kensington) is proposed to be changed due to the revised alignment of 33rd Street West and the inclusion of the Yarrow Youth Farm and Red Willow Centre (see Figure No. 3). The north boundary of the neighbourhood would be defined by 33rd Street West and the west boundary would be defined by Dalmeny Road. By changing the boundary, the gross area of Kensington would increase and the alignment of 33rd Street West would not bisect the neighbourhood. The gross developable area for Kensington would increase from 186 ha (459 ac) to 208 ha (515 ac), an increase of 22 ha (56 ac).

Currently the Government of Saskatchewan operated Yarrow Youth Farm and Red Willow Centre are located within the boundary of Kensington. Conversations have occurred with representatives from both facilities and they plan on continuing their operations on their current parcel. If the Provincial Government were to relocate these facilities in the future, the redevelopment of these lands should be seamlessly developed as part of Kensington. To minimize potential land use conflicts between the existing use of the Yarrow Youth Farm and Kensington, the design of the neighbourhood should integrate the two uses in a positive manner.

6.2 Additional Neighbourhood

An additional neighbourhood has been added to the Blairmore Sector. The new neighbourhood is 219 ha (540 ac) and is located west of Hampton Village, predominantly on section 2-37-6-W4M (see Figure No. 3). These lands are within City limits and were considered Urban Holding Areas. Due to the recent

changes to the revised servicing scheme for the Blairmore SDA, these lands are now serviceable and would be sufficient for a stand-alone neighbourhood.

6.3 Neighbourhoods West of the Swale

Three future neighbourhoods were proposed west of the West Swale (Range Road 3063) on the November 2004 West Sector Plan; these lands are now shown as Urban Holding Areas. The proposed reclassification of these lands is due to mining interests in this general area. Lands around Saskatoon, like other communities in the province, contain subsurface mineral rights and mining interests. These mineral interests are owned by active operators such as PotashCorp. Since the Blairmore Sector Plan phasing builds out from east to west, neighbourhood development will not reach areas west of the swale for many years. To avoid potential conflicts between urban development and mining operations, the City has agreed to focus on developing the lands east of the swale. PotashCorp has agreed to focus mining operations west of the swale and discontinue its plans to mine east of the swale, allowing the City to begin development in this area sooner. City Administration will continue to work with PotashCorp to monitor the lands west of the swale and determine when those lands could be developed.

6.4 District Commercial

This commercial parcel is to provide a level of service above that found at the neighbourhood commercial level, but less than that found at the Suburban Centre commercial level. Suburban Centres are developed to provide retail needs to the whole SDA. To achieve this, they may have multiple large-scale anchor stores. The District Commercial Area will be developed to provide for the daily and weekly service and retail needs of adjacent neighbourhood populations. Possible uses may include one anchor retail store and supporting retail such as: restaurants, service stations, small shopping centres, medical clinics, and related health services. As shown on Figure No. 3, a 8 ha (20 ac) District Commercial Area is strategically placed on the west edge of the new additional neighbourhood. This location was chosen to ensure that commercial areas in the Sector are evenly distributed throughout the SDA; and it is located next to three arterial roadways which will provide good visibility and access/egress to the parcel. An alternative option would be to monitor the market and development of the Sector to determine if the District Commercial site should be divided into two 4 ha (10 ac) parcels. One parcel would be located along 33rd Street West and the second parcel would be located west of the Swale. Further study will be required as the Sector develops and the demand for District Commercial is warranted.

6.5 Population Density and Dwelling Units Table

Table 1 below explains the development sequence and build-out for the Blairmore Sector Plan. The table is divided into four phases, consistent with Figure No. 6. Each phase is broken-down into land uses proposed to be built in each phase. Based on the type of land use, the total estimated number of units and the estimated population for each land use were calculated.

At full build-out of the Blairmore Sector Plan within City limits, the total estimated number of units is 32,090 and the total estimated population is 70,679 people.

Table 1: Revised Blairmore Sector Plan Build-out

	Hectares	Acres	Units per acre	Units	People per unit	Population	Persons per ha	MR Dedication	MR (acres)	Municipal Reserve Breakdown (acres)		
										61% Neighbourhood	36% District	3% Multi-District
Phase 1												
Suburban Centre												
Multi-Unit Dwellings	6	14	25	350	1.48	518		10%	1.40	0.85	0.50	0.04
Commercial	15	38						5%	1.90	1.16	0.68	0.06
Institutional	9	23	40	920	1.48	1362		5%	1.15	0.70	0.41	0.03
Schools	11	27						10%	2.70	1.65	0.97	0.08
Multi-District Park / Shaw Centre	15	38						10%	3.80	2.32	1.37	0.11
Linear Park	0	0.5						10%	0.05	0.03	0.02	0.00
Buffer	2	5						10%	0.50	0.31	0.18	0.02
Road	21	52						10%	5.20	3.17	1.87	0.16
Drainage Parcel	7	17.5						10%	1.75	1.07	0.63	0.05
Sub-Total	87	215							18.45 ^{4a}	11.25	6.64	0.55
Existing Park Allocation												38.50
MR Over Dedication												-20.05
Parkridge Residential Extension												
Single Unit Dwellings	10	25	5	125	2.8	350		10%	2.50	2.50		
Neighbourhood Park	1	2						10%	0.20	0.20		See Footnote 3 ³
Sub-Total	11	27							2.70	2.70		
Phase 1 Sub-Total	98	242		1395		2230	23					
Phase 2¹												
Neighbourhood No 1 (west of Pacific Heights)												
Neighbourhood	192	475	7	3325	2.23	7415		10%	47.50	28.98	17.10	1.43
Existing Institutional	16	40	7	280	2.23	624		10%	4.00	2.44	1.44	0.12
Neighbourhood No 1 Sub-Total	208	515		3605		8039			51.50	31.42	18.54	1.55
Neighbourhood ² (west of Hampton Village)	219	540	7	3780	2.23	8429		10%	54.00	32.94	19.44	1.62
District Commercial	8	20						5%	1.00	0.61	0.36	0.03
Phase 2 Sub-Total	427	1075		7385		16469	39		106.50	64.97	38.34	3.20
MR Over Dedication												-20.05
Remaining Phase 2 Dedication									86.45 ^{4ab}	64.97	21.49	0.00
Phase 3¹												
Neighbourhood (central)	227	560	7	3920	2.23	8742		10%	56.00	34.16	20.16	1.68
Neighbourhood (south)	202	500	7	3500	2.23	7805		10%	50.00	30.50	18.00	1.50
Neighbourhood (north)	235	580	7	4060	2.23	9054		10%	58.00	35.38	20.88	1.74
Phase 3 Sub-Total ⁵	664	1640		11480		25600	39		164.00	100.04	59.04	4.92
Phase 4¹ Urban Holding Areas (UHA)												
UHA (central)	255	630	7	4410	2.23	9834		10%	63.00	38.43	22.68	1.89
UHA (south)	170	420	7	2940	2.23	6556		10%	42.00	25.62	15.12	1.26
UHA (north)	259	640	7	4480	2.23	9990		10%	64.00	39.04	23.04	1.92
Phase 4 Sub-Total	684	1690		11830		26381	39		169.00	103.09	60.84	5.07
Total - Blairmore Sector within City Limits	1881	4647		32090		70679			437.90 ^{4ab}	279.35	148.01	10.54
Future Planning Study Area	1773	4380										
Total - Blairmore Sector	3653	9027										

Note:

Numbers have been rounded

Footnotes:

- 1) Neighbourhood Density for Neighbourhoods in Phase 2 - 4 are based on a greater dependency on Multi-Unit parcels with an gross 7 units per acre density.
- 2) This Neighbourhood is a new additional neighbourhood to be developed.
- 3) According to the Blairmore Suburban Centre Concept Plan (Council approved Oct. 3, 2005) the total MR dedication from the Parkridge Residential Extension is to be allocated to the Parkridge Neighbourhood as Neighbourhood Park.
- 4) This MR calculation is not an accurate representation of 10% of the total acres due to two factors: a) Commercial lands and Institutional lands are included and only require 5% dedication and b) over dedication of 20.05ac MR lands.
- 5) The developable area for the neighbourhoods in Phase 3 will be reduced at the time of surveying the West Swale boundary. This will reduce the estimated number of units, population and municipal reserve for Phase 3.

6.6 Municipal Reserve Analysis

When land is subdivided, The Planning and Development Act, 2007 (section 186) requires part of it to be set aside for public recreation or similar purposes, or money to be paid in lieu of land. The Municipal Reserve dedication requirement is 10 percent of gross land area for residential land and 5 percent of gross land area for non-residential land. The City may take money in lieu of land in areas where the dedication of land is not desirable.

The Park Development Guidelines - Administrative Policy A10-017 requires the Municipal Reserve dedication to be allocated into three types of parks: 1) Neighbourhood Park – 61 percent, 2) District Park – 36 percent, and 3) Multi-District Park – 3 percent.

Neighbourhood Parks must be allocated within individual neighbourhoods. 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 Park Development Guidelines and be depicted in the NCP.

District Parks are intended to serve active and passive recreational needs of residents of four to five neighbourhoods. These parks accommodate inter-neighbourhood sports leagues for youth and adults.

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

As part of Phase 1 of the Blairmore Sector Plan, the Blairmore Suburban 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 Suburban Centre would be less than the amount provided to build the park. Therefore, the City over-dedicated 8 ha (20 ac) of Multi-District Municipal Reserve anticipating the growth of the Sector. Developers of Kensington will be required to provide compensation (land or money-in-lieu) to the City for this previously-dedicated Multi-District Municipal Reserve as part of their Kensington Neighbourhood District and Multi-District Municipal Reserve dedication. Developers of the next neighbourhood will be required to provide the remaining 8.6 ha (21.5 ac) of District Municipal Reserve within the neighbourhood. Table 1 provides a breakdown on the total amount of Municipal Reserve required in the Blairmore Sector.

The locations of future District and Multi-District Municipal Reserve (parks) will be determined through discussions between land developers and the Leisure Services Branch as the Blairmore Sector develops and park space is warranted.

6.7 Schools and Community Services

As noted, two new high schools have been built in the Blairmore Suburban Centre. The addition of these two high schools should satisfy the demand for secondary school students in the Blairmore SDA. Each high school can accommodate approximately 900 students.

Land in each neighbourhood will be set aside for the Saskatoon Public School and Greater Saskatoon Catholic School Boards to build elementary schools if warranted. Final location, size and configurations of the parcels will be determined at the NCP stage.

Adjacent to the two high schools, the Shaw Centre was constructed to provide leisure services. The construction of the Shaw Centre, along with the existing Cosmo Civic Centre, should provide adequate leisure services to the neighbouring communities. The additional need for other community services such as: libraries, fire halls, and transit terminals in the Sector will be determined during the NCP process.

6.8 Safe Growth

As stated in the Official Community Plan, Crime Prevention Through Environmental Design (CPTED), principles shall be incorporated into each NCP prepared as part of this Sector. The main objective is to provide a safe environment and high quality of life to residents living in the Blairmore SDA.

6.9 Future Planning Study Area

These lands lie outside City limits; however, the City has an interest in these lands as a possible Future Growth area. The timing of development on these lands is uncertain, and additional analysis is required to determine if future expansion of the City is feasible in this area.

7.0 Transportation and Servicing

7.1 Transportation

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

According to the City's 2009 Traffic Characteristic Report the most recent Average Annual Daily Traffic (AADT) volume for the two nearest traffic count stations next to the Blairmore Sector are: 1) 33rd Street West and Steeves Ave. is 1455 AADT and 2) Highway No.14 West and Dalmeny Road is 6057 AADT. As traffic moves eastward into the developed areas of the city, the AADT volumes increase.

With sequential growth, further detailed traffic analysis will be required for this Sector to identify City-wide traffic impacts due to each new development.

In conjunction with the NCPs, a Traffic Impact Study must be prepared for each new development to address the multi-modal (pedestrian, bicycle and vehicular) impacts new development will have on the existing infrastructure and to improve safety within and around neighbourhoods.

7.2 Roads

As shown on Figure No. 4, there are five main roads that lead into and shape the Blairmore Sector. The five roads are: a) 33rd Street West, b) 22nd Street West, c) Diefenbaker Drive, d) McClocklin Road, and e) Claypool Drive.

- a) As shown on the November 2004 West Sector Plan, 33rd Street West bisects Neighbourhood No. 1 (Kensington) and then terminates. Upon further review, 33rd Street West is the main arterial road for the northwest neighbourhoods such as Hampton Village and Dundonald, and the road alignment would be more efficient if it were to define the north boundary of Neighbourhood No 1. In addition, the realignment of 33rd Street West now allows access to the parcel west of Hampton Village (new additional neighbourhood).
- b) 22nd Street West will be classified as an arterial road between Circle Drive and the Swale and an expressway between the Swale and city limits.
- c) The alignment of McClocklin Road is proposed to be extended west as a minor collector connecting Neighbourhood No. 2 to Hampton Village and Claypool Drive.
- d) The road alignment of Diefenbaker Drive is proposed to be extended west converting from an arterial to a minor collector connecting Kensington to existing neighbourhoods.
- e) Claypool Drive (formally known as Cynthia Street as of the November 2004 West Sector Plan) was proposed to be diverted south to follow the city limit boundary and then continue on to connect to the Perimeter Highway. The revised alignment for Claypool Drive will be an arterial road which extends across the north boundary of Hampton Village and the new additional neighbourhood to Dalmeny Road and continues on to connect to the Perimeter Highway.

7.3 Highways

There are three Highways in the Blairmore Sector. They are: a) Highway #684 (Dalmeny Road), b) Highway #7, and c) Highway #14.

- a) The southern portion of Highway #684 (Dalmeny Road) is within City limits and is proposed to be changed to an arterial road standard prior to Phase 3. This roadway will be connected to the future interchange at 22nd Street West and the Highway #7 realignment. Highway #684 north of City limits will remain as a rural highway.
- b) As part of the final phase of the Blairmore Suburban Centre, Highway #7 will be realigned west of the commercial parcel to align with Dalmeny Road. Between 11th Street West and 22nd Street West, Highway #7 will be changed to an expressway. Upon future traffic analysis in this area this

expressway could be reclassified as an arterial roadway. Upon the realignment of Highway #7, a future interchange at 22nd Street West and Highway #7 will be required.

- c) Currently Highway #14 connects to 22nd Street West. As the Sector builds out, the portion of highway inside City limits will be re-classified to an arterial between Circle Drive and the Swale and an expressway between the Swale and Perimeter Highway. Upon future development west of the Swale and traffic analysis in this area this expressway could be reclassified as an arterial roadway.

7.4 Road Improvement Recommendations

In order to achieve the recommended road network shown on Figure No. 4 and to address cumulative traffic impacts, City Administration has determined a number of road improvements that require further analysis as the Sector develops. These road improvements will be reevaluated as Transportation Impact Studies are submitted as part of the NCP process for each new neighbourhood. The road improvement recommendations are grouped according to three timeframes (Short, Medium, and Long Term). Additional recommendations may be required by the Transportation Branch upon further study and growth of the Sector.

7.4.1 Short Term Recommendations (east of Dalmeny Road)

Short term recommendations include changes to the existing road network and construction of new roadway infrastructure which is currently needed in order to better accommodate traffic trips for Phase 2 of the Sector:

- The realignment of 33rd Street West northwards and the new intersection with Dalmeny Road;
- Construction of a collector through the additional neighbourhood west of Hampton Village to provide a connection to Claypool Drive;
- Extension of Claypool Drive from Hampton Gate to the collector, and then from the collector to Dalmeny Road; and
- Some ramp development at the intersection of 22nd Street West and Highway #7.

7.4.2 Medium Term Recommendations (west of Dalmeny Road)

Medium term recommendations include changes to the road network which will be needed in order to develop Phase 3 of the Sector. The exact timing for the construction of these improvements is tied to the growth of the Sector.

- Ramp enhancements at 33rd Street West and Circle Drive;
- Reconstruction of Dalmeny Road to major arterial standards;
- Completion of the at-grade components of the interchange at 22nd Street West and Highway #7;
- Grade separation at Hart Road and Highway #7;
- Interchange at Airport Drive and Circle Drive; and
- Completion of an Area Transportation Plan for the Sector (will require the participation of the Rural Municipality of Corman Park, the Saskatchewan

Ministry of Highways and Infrastructure, and the Transportation Branch of the City of Saskatoon). The goal will be to obtain a Memorandum of Understanding between the partners for road development in and around the Sector.

7.4.3 Long Term Recommendations

Long term recommendations include changes to the road network which will be needed to satisfy full growth of the Sector and complete Phase 4. Similar to the changes recommended in the medium term timeframe, the timing for these recommendations is tied to the growth of the Sector.

- Reconstruction of 22nd Street West from expressway to major arterial standards;
- Extend 33rd Street West into Phase 4; and
- Construct north – south major arterial connecting 22nd Street West to 33rd Street West along the east edge of Phase 4.

7.5 Highway #7 Realignment and Interchange

In 2005, the Province agreed to close the portion of highway right-of-way adjacent to the Parkridge neighbourhood if the City were to construct a temporary realignment from Highway #7 to Highway #14. In 2006, a temporary realignment was built which connects Highway #7 with Betts Ave. The final Highway #7 realignment would align with Dalmeny Road, connected by an interchange. The timing for the interchange will be determined based on Sector growth and demand. At this point, the time frame for construction is uncertain.

7.6 Truck Route

Dalmeny Road is classified as a Secondary Truck Route for trucks under 46,500 kilograms which are entering the city from Highway #7 and want to bypass the city, on route to Highway #11, #12, or #16 going north. As residential development nears Dalmeny Road, 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 west and east of Dalmeny Road and would allow Dalmeny Road to maintain an arterial road standard with urban speed limits. The ideal re-routing of the truck route would be along the Perimeter Highway alignment.

7.7 Perimeter Highway Alignment

The alignment of the proposed Perimeter Highway surrounding Saskatoon was a cooperative project of the City of Saskatoon, Saskatchewan Ministry of Highways and Infrastructure and the R.M. of Corman Park in 2000 as proposed. The Perimeter Highway 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 Perimeter Highway. The approved alignment has been represented on Figure No. 4. Initially the West Perimeter Highway alignment severed the northwest corner of the Blairmore SDA. The approved Perimeter Highway now follows the City limits boundary, providing more developable land into the Blairmore Sector.

The Province of Saskatchewan has not indicated any precise timing or budget for the construction of the Perimeter Highway.

7.8 Multi-use Trails

There are two multi-use trail network connections into the Blairmore Sector from existing neighbourhoods. The one along the north side of 22nd Street West is built but ends at the intersection of Highway #7 and 22nd Street West. The second multi-use trail is proposed to be built through the Hampton Village neighbourhood linking to the north neighbourhoods of the Blairmore SDA (see Figure No. 4). These two multi-use trails shall be extended through the Blairmore SDA as each neighbourhood builds out linking neighbourhood amenities, schools, parks and the West Swale together, creating a non-motorized network for residents to use for recreation or travel. The locations and design of the multi-use trail network will be determined as part of the NCP stage. The NCP should illustrate how the proposed multi-use trails link to existing multi-use trails and how they connect to the City's Bicycle Facility Network.

7.9 Transit

Transit will be able to service the Blairmore SDA by extending the east/west arterial road network into the Blairmore SDA.

As part of the NCP process, existing transit services and routes will need to be re-routed or new routes may need to be created to service the neighbourhoods in the Blairmore SDA. These routes should use the arterial and collector road networks to access transit stop locations in neighbourhoods that would have high levels of transit use and would meet required walking distances to transit.

7.10 Water Mains

The Blairmore Suburban Centre is serviced by water mains from Langevin Crescent (Pacific Heights neighbourhood) and Heise Crescent (Parkridge neighbourhood). Neighbourhoods east of the Swale will be serviced from water mains on Diefenbaker Drive, 33rd Street West and 11th Street West. As explained below, neighbourhoods west of the Swale will be serviced by the new Water Reservoir.

7.11 Water Reservoir

A future 4.82 ha (11.91 ac) water reservoir site has been designated in the southeast corner of Section 34-36-6-W3M, adjacent to 22nd Street West and west of Dalmeny Road. The reservoir will be supplied by 1050 mm fill main running

from the water treatment plant at Avenue H and 11th Street West to the proposed reservoir. As shown on Figure No. 5, a 600 mm watermain will loop around the proposed neighbourhoods connecting with the existing primary watermain along Circle Drive. A backup water supply to the area will be provided by extending the 900 mm watermain to the 11th Street West primary water main from Fairlight Drive to the proposed reservoir. The 11th Street West fill main should be built prior to construction of the second neighbourhood in the Sector. This water reservoir will be required to supply the increased demand for potable water from the neighbourhoods west of the Swale in the Sector.

7.12 Sanitary Sewer

The sanitary sewer system proposed to service the Blairmore SDA will consist of three lift stations and several forcemains (see Figure No. 5). The first lift station is located next to the wet pond in the Blairmore Suburban Centre; the second lift station will be north of 33rd Street West and west of the Dundonald neighbourhood; and the third lift station will be located next to the West Swale. All of these lift stations should be built on Utility parcels.

Due to the lack of downstream capacity in nearby trunk sewers, it will be necessary to pump the sanitary sewage from the proposed 33rd Street West lift station northward using a forcemain trunk system to the Marquis Industrial gravity trunk system. The final routing is to be determined, however, the forcemain alignment is estimated to be 7.75 km and will travel from the proposed 33rd Street West lift station northward, connecting with the Marquis Industrial gravity trunk (see Figure No. 5). The Marquis Industrial gravity trunk connects to the wastewater treatment plant located east of the Silverwood Heights neighbourhood, adjacent to the South Saskatchewan River.

7.13 Storm Sewer

The Blairmore Suburban Centre was serviced with a conventional underground storm sewer system. The system discharges to a wet pond located south of the Highway #7 and 22nd Street West intersection. The pond overflow discharges to the McCormack Road storm sewer.

The two neighbourhoods east of Dalmeny Road will also have conventional underground storm sewer systems and wet ponds that collect overland stormwater in each neighbourhood (see Figure No. 5). Overflow from two of these ponds will discharge to the storm sewer on Diefenbaker Drive; the pond north of 37th Street West (within new additional neighbourhood west of Hampton Village) will discharge into the Confederation Drive storm sewer. This pond is being proposed as a wet pond; however, this pond would be within the proposed 4,000 metres Saskatoon Airport Zoning Regulation buffer. The pond would have to be reviewed by Transport Canada for potential Bird Hazard conflicts. All open water ponds within the 4,000 metres Saskatoon Airport Zoning Regulation buffer must file a location plan with the Saskatoon Airport Authority.

Due to the low relief in the Blairmore SDA, the neighbourhoods west of Dalmeny Road will rely on surface drainage systems instead of conventional piped storm sewer systems. Generally speaking, these surface drainage systems will consist of a series of parallel roads spaced 200 to 400 metres apart. These streets will have vegetated curb side stormwater basins that will be linked together so during a major storm, surface water can be discharged into the West Swale. These open curb stormwater basins will be designed as part of the NCP stage and will be located within the road rights-of-way. All streets will be graded towards these stormwater basins. For streets that are unable to be graded toward the stormwater basins, these streets will be designed with traditional curbs and gutters that discharge into the West Swale.

7.14 Recycling Facilities

A full service recycling depot is proposed to be located in the Blairmore Suburban Centre. A suitable location for this site could be south of the commercial site next to the sanitary lift-station utility parcel (see Figure No. 3).

7.15 Shallow Buried Utilities

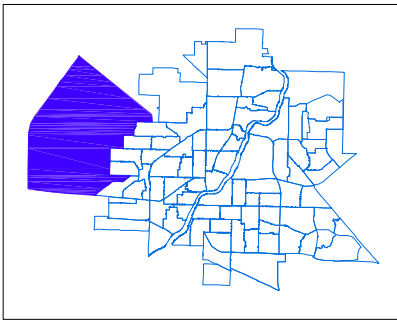
As part of the NCP process, the developer must arrange for the respective service providers to provide shallow buried services such as electricity, natural gas, street lighting, telephone, and cable television to the neighbourhood.

7.16 Development Sequence

The Development Sequence as shown on the November 2004 Sector Plan (see Attachment No. 2) is proposed to be modified to be consistent with the servicing scheme described above and to include the proposed new neighbourhood west of Hampton Village. Phase 1 comprises the Blairmore Suburban Centre where, as noted above, development has already begun; Phase 2 will include the two neighbourhoods east of Dalmeny Road; Phase 3 will include the three neighbourhoods east of the West Swale and west of Dalmeny Road; and Phase 4 will be the lands west of the West Swale and east of the future Perimeter Highway (see Figure No. 6).

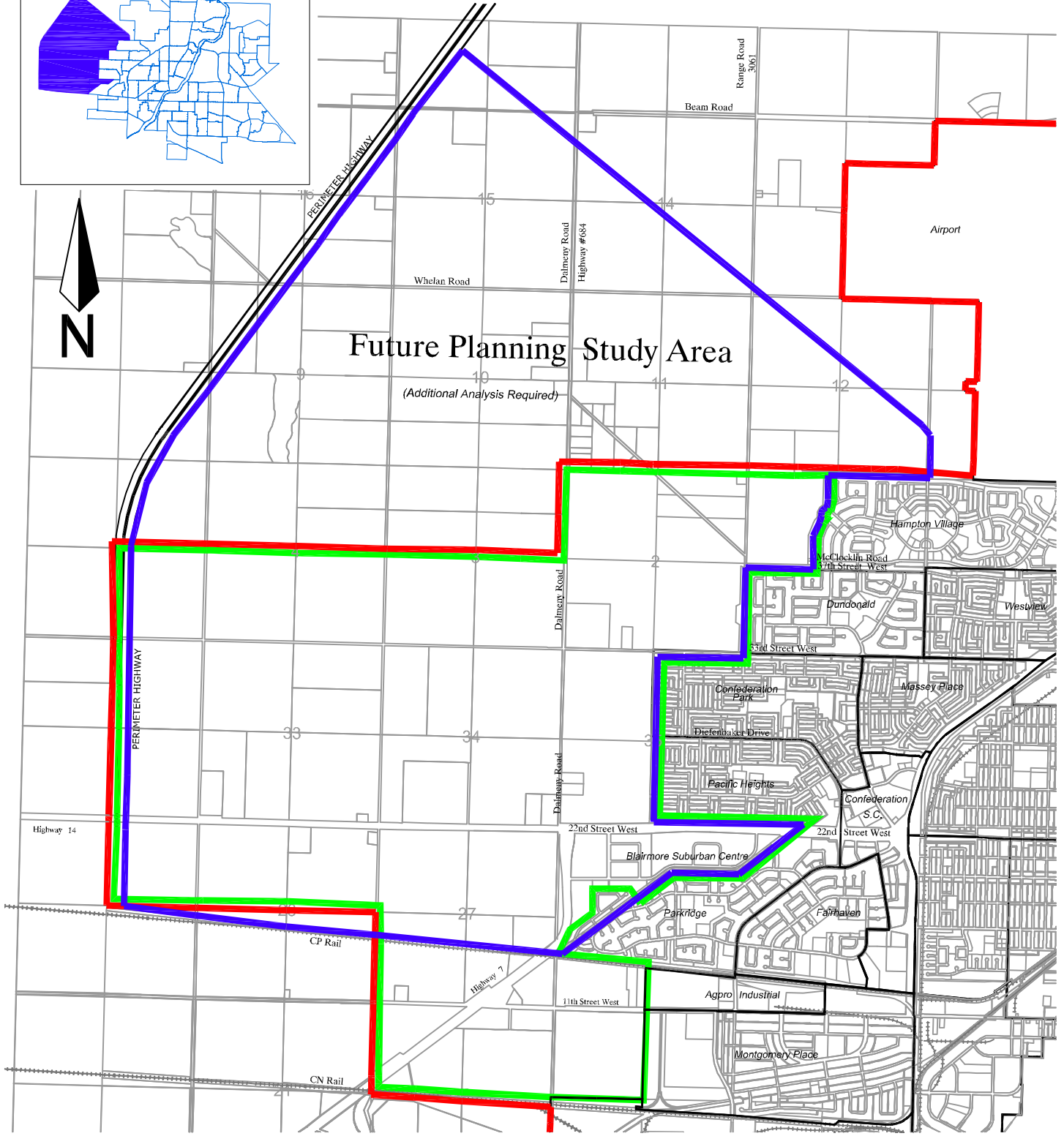
Study Area - Figure 1

Blairmore Sector Plan



Future Planning Study Area

(Additional Analysis Required)



Legend

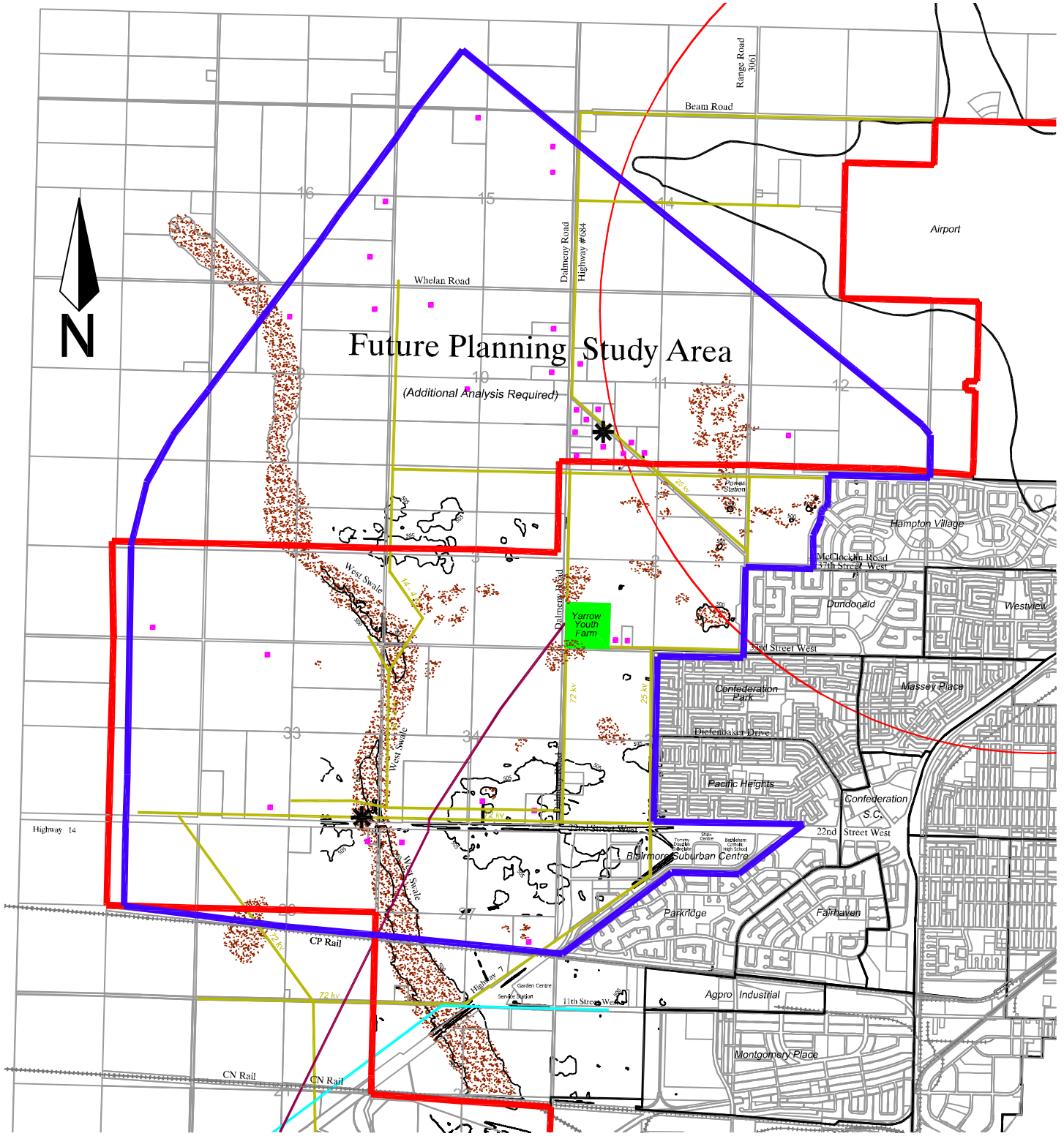
- █ City Limits
- █ Sector Boundary
- █ Suburban Development Area (SDA)



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Existing Features - Figure 2 Blairmore Sector Plan



Future Planning Study Area
(Additional Analysis Required)

Legend

- █ City Limits
- █ Sector Boundary
- █ Natural Areas / Swale
(Areas Require Additional Review)
- Airport 30 NEF Contour
- Proposed Airport AZR 4,000 m Buffer
- ~ Topo Contours
- Rural Homestead
- █ Overhead Powerlines
- Transmission Line
- Fill Main
- ★ Cemetery

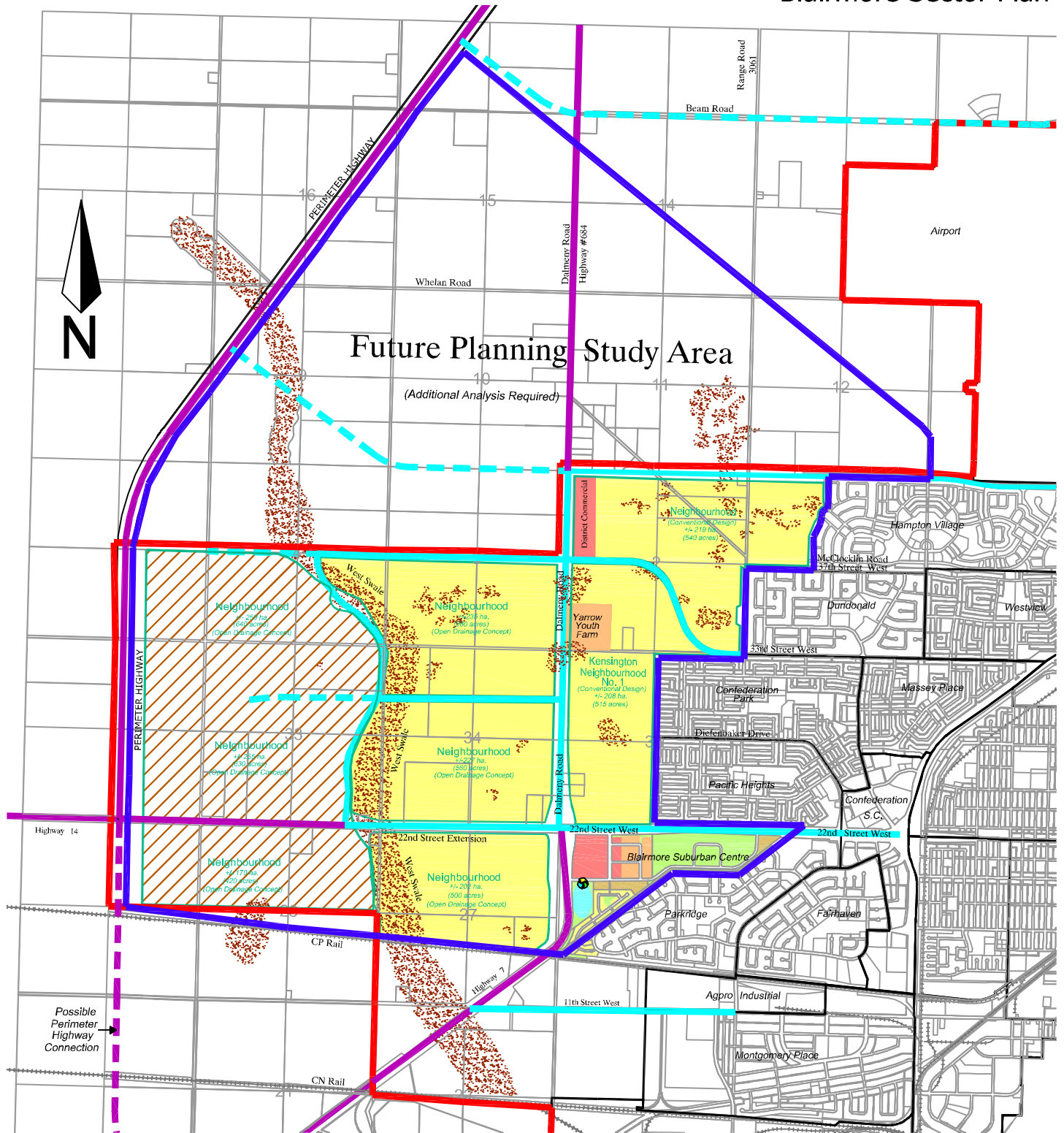
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Land Use Plan - Figure 3 Blairmore Sector Plan



Legend

- | | | |
|--|---|---------------|
| City Limits | Urban Holding Area
(Area Requires Additional Review) | Residential |
| Sector Boundary | Highways | Commercial |
| Neighbourhood Boundary | Arterial Road | Institutional |
| Natural Areas / Swale
(Areas Require Additional Review) | Recycle Depot | Open Space |

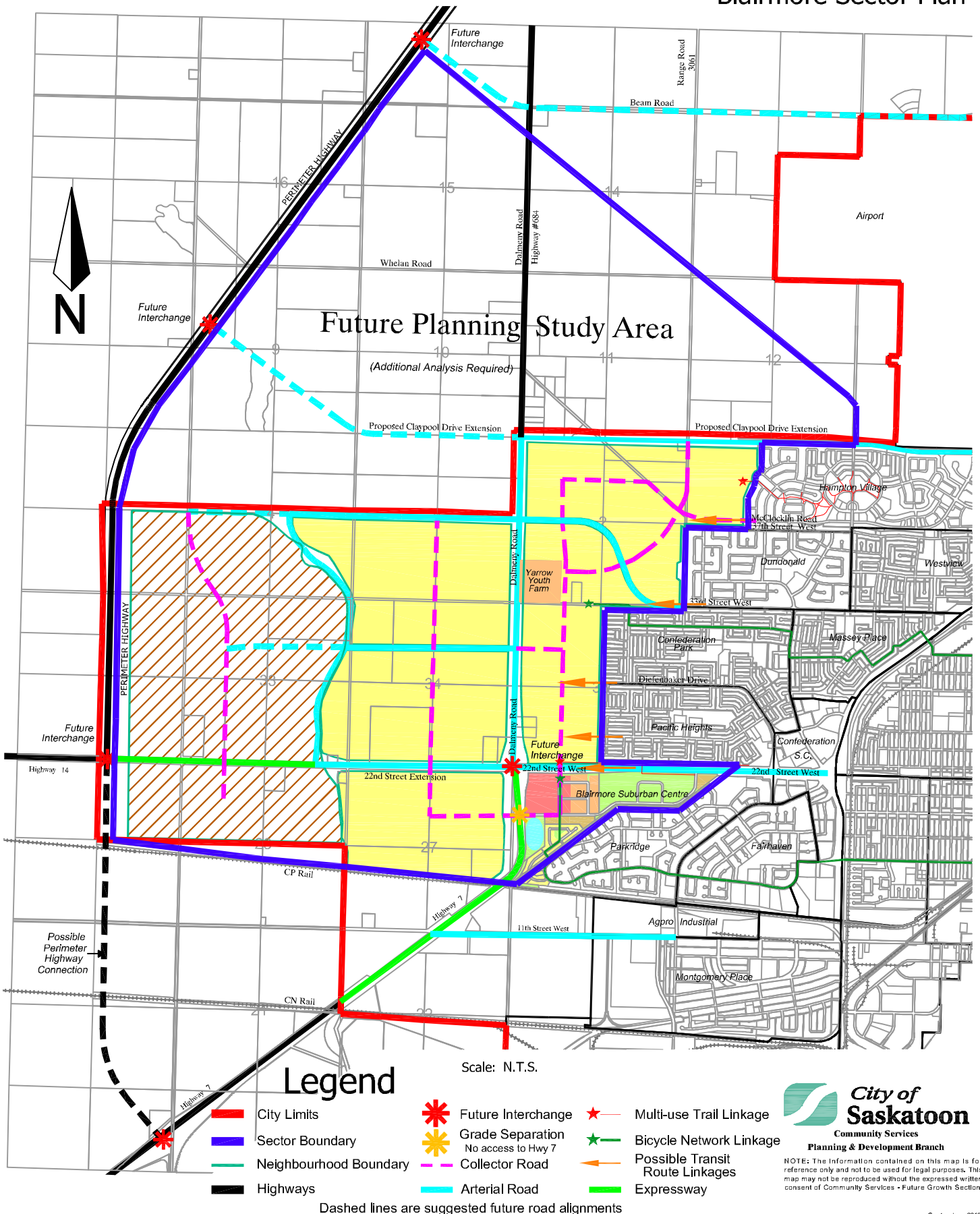
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Transportation Plan - Figure 4 Blairmore Sector Plan



Servicing Plan - Figure 5

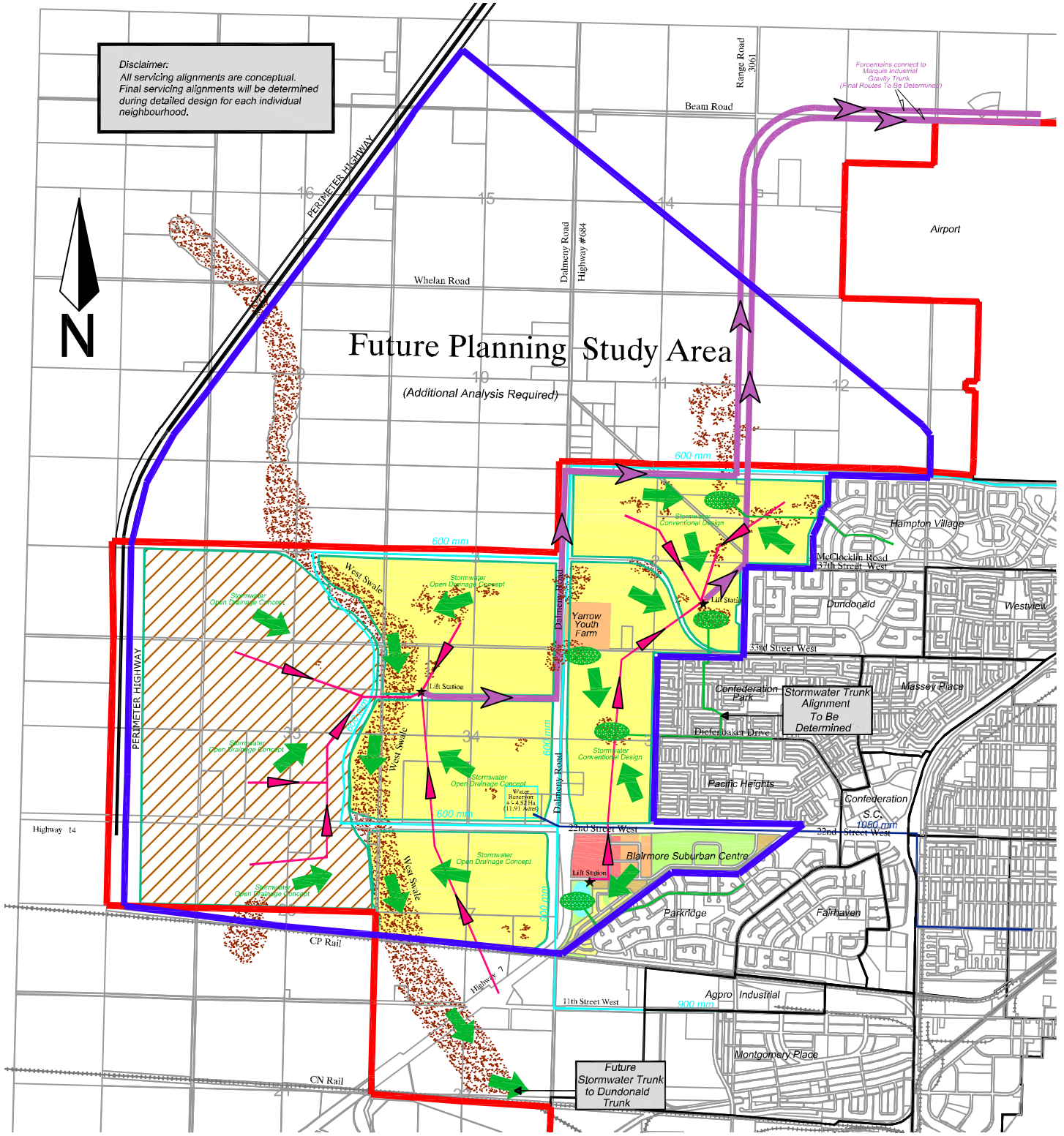
Blairmore Sector Plan

Disclaimer:
 All servicing alignments are conceptual.
 Final servicing alignments will be determined during detailed design for each individual neighbourhood.



Future Planning Study Area

(Additional Analysis Required)



Scale: N.T.S.

Legend

- | | | | |
|--|--------------------|-----------------|------------------------|
| City Limits | Sanitary Forcemain | Water Fill main | Storm Stormwater Trunk |
| Sector Boundary | Gravity Trunk | Watermain | Stormwater Ponds |
| Neighbourhood Boundary | Lift Station | Water Reservoir | Direction of Flow |
| Natural Areas / Swale
(Areas Require Additional Review) | | | |

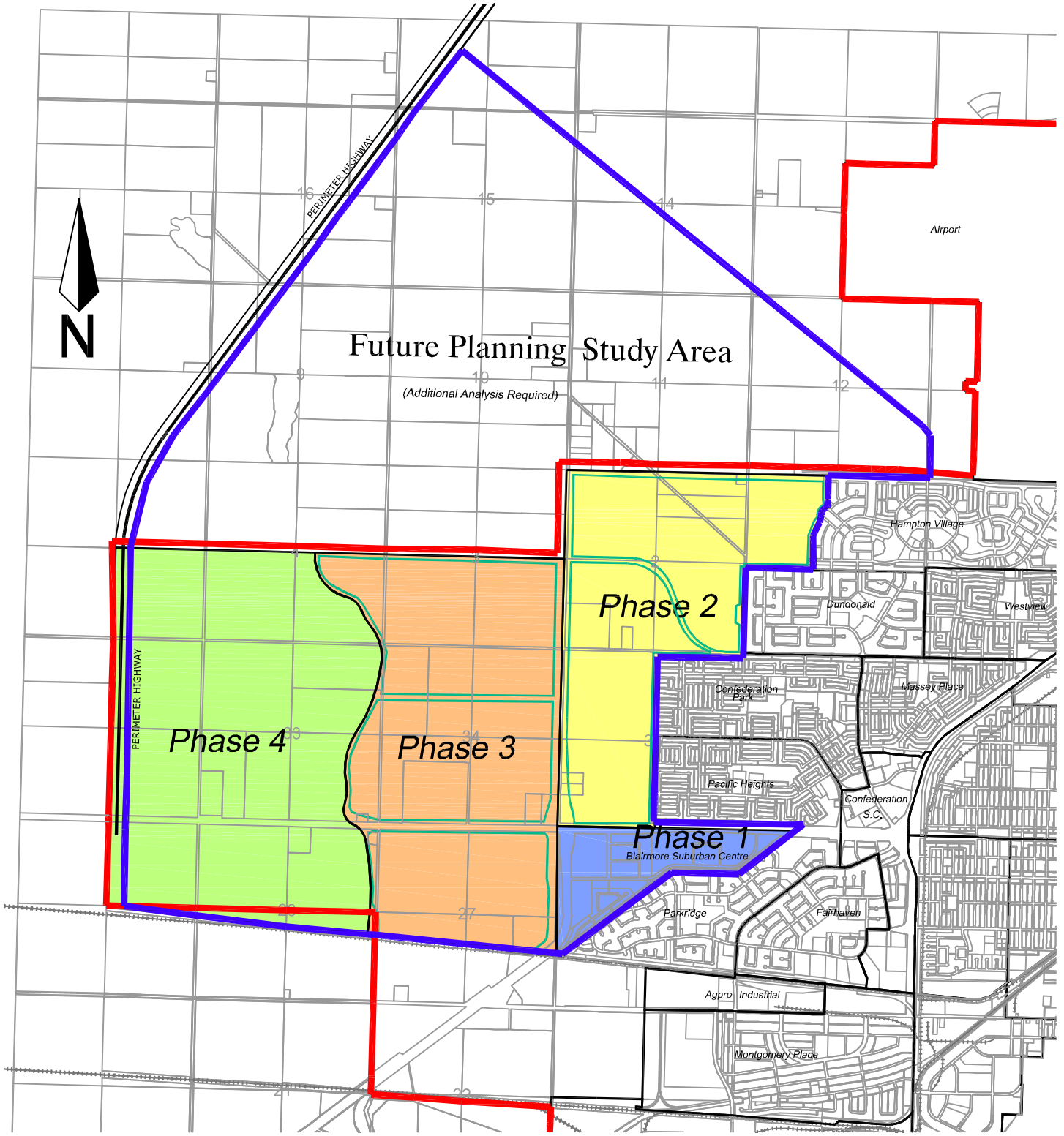


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Phasing Plan - Figure 6

Blairmore Sector Plan



Legend

Scale: N.T.S.

- | | | |
|---|---|---|
|  Sector Boundary |  Phase 1 |  Phase 3 |
|  Neighbourhood Boundary |  Phase 2 |  Phase 4 |



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