

# AIRPORT INDUSTRIAL



## Airport Industrial Local Area Plan *Final Report*



December 2, 2002  
Community Services Department  
City Planning Branch



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**A. Executive Summary**

The Airport Industrial Local Area Plan was undertaken to develop a long-term plan for a successful business area that has been experiencing increased development pressures. These pressures were brought upon by two influences: one being the proposed new neighbouring development, Hampton Village, and secondly; through ongoing issues surrounding redevelopment of McNab Park.

The Airport Industrial Local Area Plan has been drafted with extensive stakeholder input. A dedicated Planning Committee consisting of property owners and business owners was formed in August 2000. Through these meetings, the members of the planning committee have set goals and recommendations aimed at achieving their vision for the area. The goals and recommendations are set out in detail in the report, but the main focal points of the Airport Industrial Local Area Plan are:

- the redevelopment of McNab Park;
- the development of Airport Drive as a Gateway to Saskatoon;
- the Hampton Village Concept Plan and it’s potential traffic implications; and
- developing Larkhaven Park for local users.



The Airport Industrial Local Area Plan is the first comprehensive plan completed for this area. It will help establish the long-term use of McNab Park and will help alleviate development pressure from new neighbouring development.

## B. Overview of Local Area Plan Process

### *What are Local Area Plans?*

Local Area Plans are a public, participation-based approach to developing comprehensive neighbourhood plans, which give business owners, property owners, and residents direct input into determining the future of their neighbourhood. Through the assessment of current conditions, neighbourhood strengths and weaknesses, and identification of trends that may affect the neighbourhood, the local area planning process develops goals and actions aimed at the long-term success of a local community with due regard to city-wide goals and issues. The planning process permits residents, business owners, landowners, and other stakeholders to identify and prioritise issues affecting their community. By working together with the City of Saskatoon, through the Community Services Department, these groups can then discuss alternatives, forward solutions, and suggest projects to help meet the goals which they have identified.

Local Area Plans may include strategies designed to improve or maintain specific areas and provide a guide for future development of the local area. Strategies will vary from area to area depending on need, but will generally focus on the issues of:

- industrial, commercial, and residential land use,
- housing,
- safety,
- transportation and circulation,
- municipal services and infrastructure,
- neighbourhood heritage, and
- parks, open space, and recreation.

The scope of the plans could vary from addressing a few specific issues, to an approach, which encompasses a wide range of issues.

### *Why Local Area Plans?*

A core strategy of the **City of Saskatoon's Strategic Plan** is to “enable active, community-based participation in issue and problem identification and resolution”. This has resulted in extensive neighbourhood participation through both the Core Neighbourhood Study Review and the Plan Saskatoon processes. Respondents to **The Plan Saskatoon** Public Participation Program indicated that additional measures are required to enhance Saskatoon's Core and Intermediate neighbourhoods by:

- improving neighbourhood property maintenance;



- developing and improving green spaces;
- managing the number of multiple-unit dwellings;
- managing the impact of transportation changes;
- creating greater housing choices; and
- enhancing health/safety and crime prevention.

These measures are necessary as the Core and Intermediate neighbourhoods in Saskatoon are expected to accommodate moderate levels of infill development over the next 20 years. This development potential exists as a result of the current land use policy designations and associated zoning patterns and is supported by responses received from the Plan Saskatoon public consultation process. Some of these areas will also experience increases in employment over the next 20-year period, which will come primarily from the infill of vacant or under-used industrial and commercial lands. Because of their central location, ensuring the long-term viability of these Core and Intermediate neighbourhoods contributes significantly to the success of the entire city. To ensure their continued viability Core and Intermediate neighbourhoods require Local Area Plans to identify and address neighbourhood concerns.

The **Local Area Plans** undertaken in each neighbourhood share a format that includes:

- a neighbourhood demographic and infrastructure inventory;
- a public participation process to develop goals and set priorities; and
- an action plan.

Each Local Area Plan will be prepared and scheduled to examine a number of issues including, but not limited to, the current level of pressure for development and need for improvement.

***Airport Industrial  
Planning Committee******Planning Committee  
Members***

- ◆ Shirley Ryan - Chair
- ◆ Ken Achs
- ◆ Don Armstrong
- ◆ Elroy Baumann
- ◆ Larry Braun
- ◆ Gil Dobroskay
- ◆ Pat Elynuik
- ◆ Bernard Flaman
- ◆ Stefan Franko
- ◆ David Godwin
- ◆ Jerry Helfrich
- ◆ John Kearley
- ◆ Councillor McCann
- ◆ Don Neufeld
- ◆ Stan Peakman
- ◆ Giorgio Piodto
- ◆ Judy Harwood
- ◆ Bill Restall
- ◆ Garth Richards
- ◆ Julie Ritchie
- ◆ Glen Stevenson
- ◆ Ron Thompson
- ◆ Mike Warriner
- ◆ Erica Wirth
- ◆ Glenn Wright
- ◆ Greg Yule

***Organizations Involved***

- ◆ City of Saskatoon
- ◆ Saskatoon Airport Authority
- ◆ Kelsey Woodlawn Community Association
- ◆ North Saskatoon Business Association (NSBA)

**C. The Airport Industrial Local Area Plan**

The Airport Industrial Local Area Planning Committee is comprised of residents, business owners, property owners, and a representative from the Kelsey Woodlawn Community Association. The first public meeting of the Airport Industrial Local Area Plan was held on July 6, 2000, at the Travelodge Hotel. An invitation to the July 6 meeting was mailed to all business and property owners and a flyer drop was done in the residential portion of the neighbourhood. At the first public meeting, local people indicated their willingness to participate on the Planning Committee. The 22-25 regular members of the group were comprised of property owners and business owners from the community, as well as a representative from the residential community. The Planning Committee nominated and elected Shirley Ryan as our chairperson, to lead the Planning Committee through our discussions.

Once the Planning Committee was formed, the group met on seven occasions to discuss topics focused on transportation, housing, economic development, the airport land use plan, Hampton Village, and city infrastructure. Many members of the Planning Committee are long-term residents of Saskatoon, who have been involved in the Saskatoon business community for a number of years. Many Planning Committee members are also affiliated with other business groups and community programs. Group members hold a common belief that the Airport Industrial is a great place to work, has enormous potential as a business area, and they wish to have input in the future development of the area.



***Guest Speakers***

As part of the public consultation process, guest speakers from civic departments and from the private sector were invited to attend Planning Committee meetings to present information and respond to concerns and comments. The speakers that participated in the Airport Industrial Local Area Plan include:

- ♦ Bill Restall, Saskatoon Airport Authority;
- ♦ Don Armstrong, Dundee Development Corporation;
- ♦ Russell Mawby, City of Saskatoon Housing Coordinator;
- ♦ Randy Grauer and Tim Steuart, City of Saskatoon, Development Services Branch;
- ♦ Cam Patterson, City of Saskatoon, Parks Branch;
- ♦ Don Cook, City of Saskatoon, Traffic Management Section;
- ♦ Murray Totland, City of Saskatoon, Municipal Engineering Branch;
- ♦ Alan Wallace, City of Saskatoon, City Planning Branch; and
- ♦ Garry Mak, UMA Engineering.



**Bill Restall, CEO, Saskatoon Airport Authority, presents the Airport Master Plan to the Planning Committee.**

***Study Area***

The Airport Industrial Area corresponds to the area delineated by the City Planning Branch's Neighbourhood Boundaries map.

**See Figure 1 - Airport Industrial Neighbourhood Boundary – page 12.**

For Planning Committee discussions related to Transportation and Economic Development, the boundary expanded to include the Airport Management Area as well as the proposed residential area to the north of Westview, Hampton Village.

**See Figure 2 - Expanded Study Area – page 13.**

Figure 1 - Airport Industrial Neighbourhood Boundary

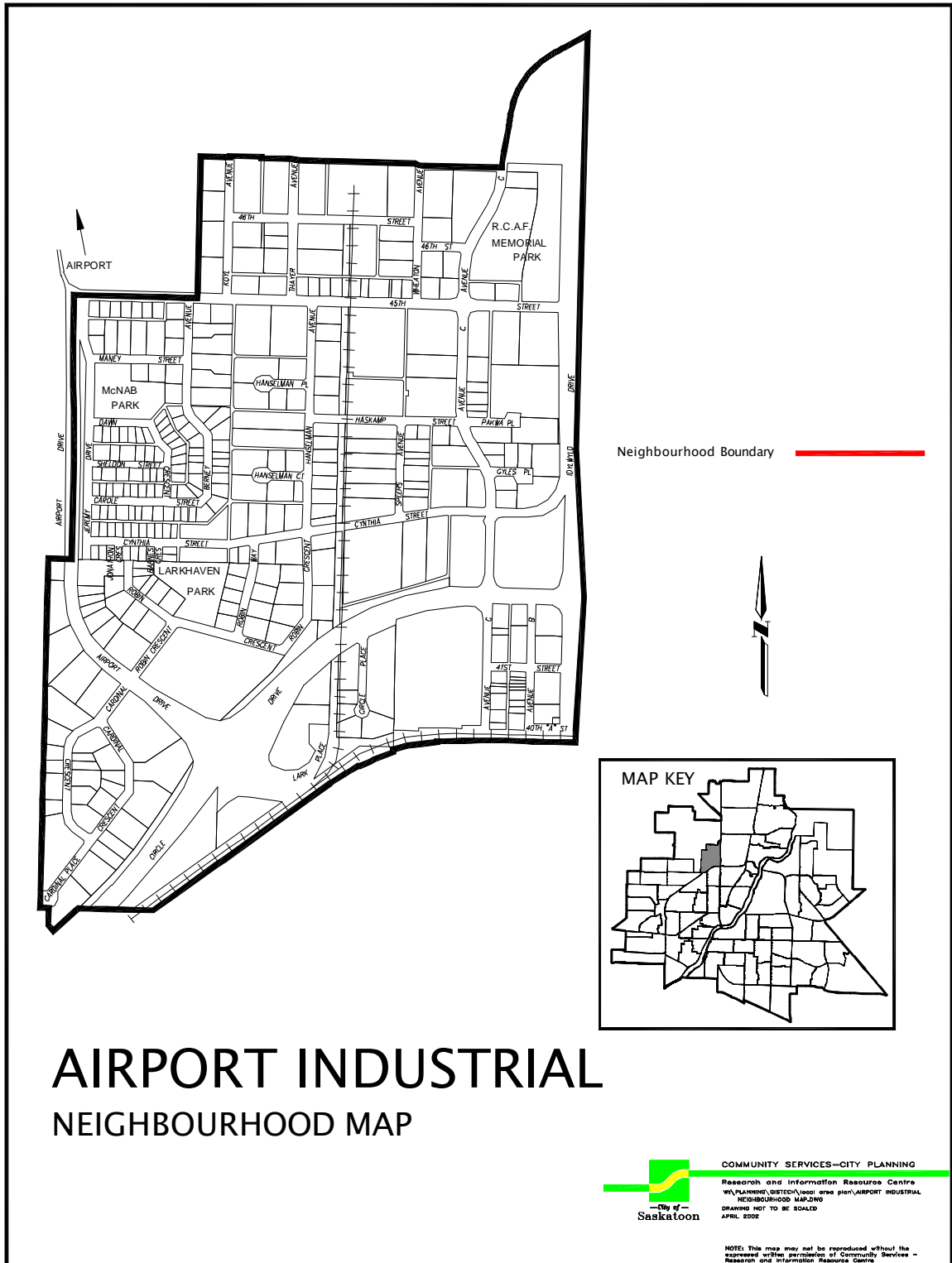
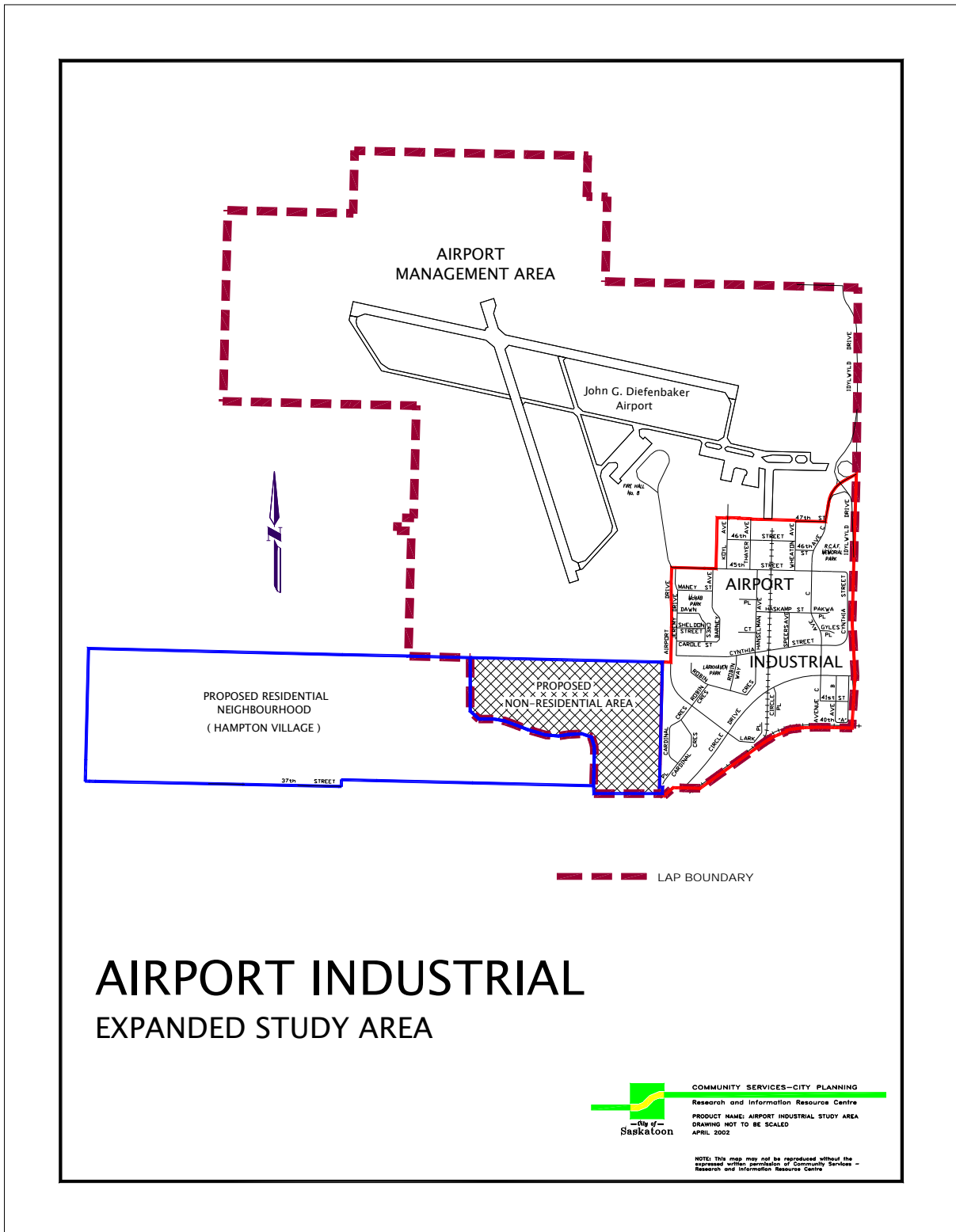


Figure 2 - Expanded Airport Industrial Study Area



***Airport Industrial  
Vision***

**“A gateway to Saskatoon comprised of attractive, quality light industrial and prestige industrial development, which is economically viable and continues to serve all residents of Saskatoon and stakeholders in the area.”**

The following vision ideas and vision statements were submitted by Planning Committee members, and were compiled to create the above vision:

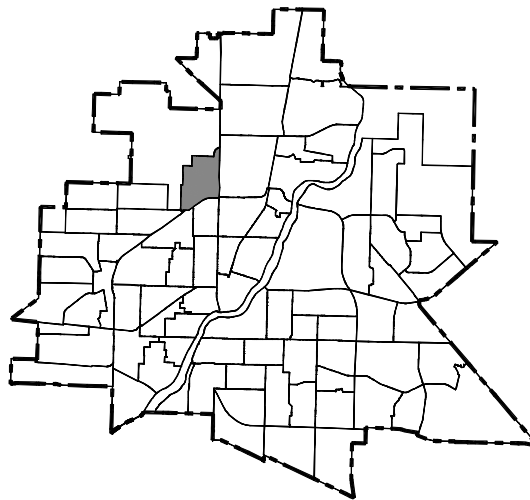
- ♦ Gateway to Saskatoon;
- ♦ Caring community, cooperative, suitable for all types of stakeholders;
- ♦ Prestige, viable, location, gateway;
- ♦ First Class Area. Controlled landscaping and building appearance;
- ♦ Lights, people, activity, traffic, housing, and pedestrians: the sense that something is happening in this place;
- ♦ To establish an attractive, viable, airport industrial area in conjunction with all stakeholders in the group;
- ♦ Incremental growth, standardized growth, quality controls, integration of land uses;
- ♦ Specialized economic generator;
- ♦ Developing a high-class industrial area;
- ♦ No residential, warehouse space, strip malls, car rental locations, industrial uses;
- ♦ A vibrant economic unit building on its unique Airport location and taking advantage of federal assistance where possible;
- ♦ Entry point to the city. Many first-time visitors to Saskatoon arriving by plane get their first impression of the city. More green space to be inviting to the visitor. Easy access to the City and no traffic problems;
- ♦ A community that grows together and evolved by embracing the vast divergence of people, technologies, cultures, business dreams, hopes, and aspiration of all residents;
- ♦ To accommodate a mix of commercial and industrial uses seeking an alternative business location in proximity to the airport and within a high quality environment; and
- ♦ A gateway development area for the community that reflects a strong focus on aesthetically pleasing, controlled prestige growth that ensures a dynamic and progressive impression of Saskatoon.

*Introduction*

**D. Airport Industrial History**

The Airport Industrial Area is located on the northwest corner of Saskatoon adjacent to John G. Diefenbaker Airport. The area’s name was derived from its proximity to the Airport and that the primary land use in the area is industrial.

**Figure 3 - Airport Industrial Area**



**John G. Diefenbaker International Airport**

“Aviation formally came to Saskatoon in 1928 with the establishment of facilities to service the Saskatoon Aero Club who, in 1929, became the airports first permanent license holders for day operations.<sup>1</sup>” Between 1929 and 1938, limited passenger air service and mail service was established. In 1938, the City received a federal grant to construct modern facilities and to build three new runways. This expansion brought Prairie Airways to Saskatoon offering a daily schedule of commercial and cargo flights. In 1940, the Department of Transport began leasing existing facilities at the Saskatoon Airport for a military pilot training area to service the needs of the British Commonwealth. The Royal Canadian Air Force (R.C.A.F.) conducted training at the Saskatoon Airport steadily between 1940-1964. A two-year lapse in training occurred during that time period, between 1945-47, where the Saskatoon Airport switched its primary focus again on providing commercial flight service. The RCAF returned to Saskatoon in 1947 when the famous No.#406 Lynx (Auxiliary) Squadron from the war was reformed.<sup>2</sup>

<sup>1</sup> Report from Airport Manager to Ministry of Transport – February 13, 1974.

<sup>2</sup> “Tremendous Construction Program at Airport Making Good Progress; Accommodation of Highest Quality”. Saskatoon StarPhoenix, January 22, 1953.

Due to the activities of the R.C.A.F., and an increase in the amount of commercial traffic, a major expansion of the Airport was undertaken in 1955. The expansion included the construction of a new terminal building, several major service buildings, expanded and improved access roads, airfield taxiways, parking aprons, and lighting. “The boom was not long lived because in 1964 the R.C.A.F. station closed permanently and the large housing complex (McNab Park) was sold to a private company.<sup>3</sup>”

The Saskatoon Airport facility and property were annexed to the City of Saskatoon on January 1, 1971 under an arrangement made between the R.M. of Corman Park and the City of Saskatoon. As part of the arrangement, the City of Saskatoon agreed to pay the RM \$25,000 a year for ten years. “The \$25,000 was the amount paid by the Federal Government as a grant in lieu of taxes.<sup>4</sup>”

### ***McNab Park***

On January 1, 1952, R.C.A.F.’s No.#1 Advanced Flying School opened in Saskatoon due to a decision made by the National Defence Department to provide “more schools to train regular pilots in advanced flying on multi-engine aircraft. Pilots were brought here from all over Canada and from N.A.T.O. countries to train.<sup>5</sup>” Prior to 1952, R.C.A.F. training had taken place in Saskatoon, but was limited to a small number of personnel, under 150 people. With the placement of the No.#1 Advanced Flying School, the total number of personnel jumped to 650 people, not including civilian personnel.

In conjunction with the Defence Department’s decision to open a training school in Saskatoon, the Federal Government decided to construct housing for the R.C.A.F. personnel. Smith Bros. and Wilson, a local contractor, was awarded the McNab Park contract to built 150 homes for \$1,500,000. The homes were laid out in a semi-circular fashion at the southwest corner of the community, and were funded by the Federal Government through Central Mortgage and Housing Corporation (C.M.H.C.).

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<sup>3</sup> “Saskatoon Airport had humble start”. Saskatoon StarPhoenix, May 31, 1979.

<sup>4</sup> “Airport may come into city from Corman Park on Jan.1” Saskatoon StarPhoenix, November 24, 1970.

<sup>5</sup> “Tremendous Construction Program at Airport Making Good Progress; Accommodations of Highest Quality” Saskatoon StarPhoenix, January 22, 1953.



The majority of the McNab Park housing was dedicated as Permanent Married Quarters (PMQs) for the married officers and their families.



**McNab Park Multiple Unit Dwelling**

“The houses, single dwellings, duplexes, and the larger multiple-unit blocks accommodated six families, and were equipped with steam heat, electric range and refrigerator.<sup>6</sup>” The dwellings were considered to have modern décor in that they had plaster interiors and hardwood flooring.

In March of 1955, the name “McNab Park” was approved for the permanent married quarters (PMQs) community at the Saskatoon R.C.A.F. Station. “Archibald P. McNab was a former Lieutenant Governor of the Province of Saskatchewan, who was known and loved throughout the length and breadth of Saskatchewan for his contribution to the development of this province.<sup>7</sup>” “The subdivision McNab Park was incorporated into the city on August 6, 1965.<sup>8</sup>” The subdivision was acquired through negotiations with the RM of Cory and was part of a 234-acre acquisition.

***McNab Park School  
(Air Marshall Curtis  
School)***

Just west of the houses was the site of Air Marshall Curtis School, also known as McNab Park School. The school consisted of six rooms that handled pupils from kindergarten through grade eight. The Saskatoon School Board supplied

<sup>6</sup> Housing Project at Airport Near Completion” Saskatoon StarPhoenix, December 195?.

<sup>7</sup> Twinaire, PMQ Community to be called “McNab Park”, March 1955.

<sup>8</sup> “Airport Housing Joins City July 1.” Saskatoon StarPhoenix. March 10, 1965.

teachers (including one from the Roman Catholic faith) and the provincial education department paid the salaries. The School was built in 1953, and all the construction costs were paid by the Department of Defence. The School operated for 32 years until its closure and demolition in 1985. The school was closed due to declining enrolment numbers and increasing operating costs.

**Table 1: McNab Park School Enrolment Numbers, 1977-1985**

<b>Years</b>	<b>Enrolment (students)</b>
1977	195.5
1978	181.5
1979	163.7
1980	151
1981	142
1982	143
1983	129.9
1984	107.7
1985 (*projected)	97.5

**Source: History of Saskatoon Public School System, L M Orge, 1968.**

***Bachelor Hotel***

The Bachelor Hotel, which is now the Lynx Apartments, was constructed to house single officers in the R.C.A.F. Every apartment in the Bachelor Hotel had a sink, and there were two bathrooms on each floor of the three-storey building. On the top floor of the building were four, two-room suites, which were reserved for high-ranking officers.



**The Lynx (formerly The Bachelor Hotel)**

***Hudson Bay Slough***

Hudson Bay Slough, also known as Grassy Lake or Saskatoon Lake, ran from southwest of what is now Idylwyld Drive to just north of 33<sup>rd</sup> Street. In the 1960’s, the Saskatoon Natural History Society, spear-headed efforts to preserve the slough as a haven for waterfowl and all types of bird life. The slough is currently part of R.C.A.F. Memorial Park, which is an industrial park in the Airport Industrial Area.



**Hudson Bay Slough/R.C.A.F. Memorial Park**

***Street Names***

The streets in the residential subdivision of McNab Park all represent the first names of the R.C.A.F. officers or their wives.<sup>9</sup> Cynthia Street, for example, was probably named for the wife of an R.C.A.F. officer when the Lamb Heights subdivision became married quarters (PMQs) for the interceptor base at the Saskatoon airport in the 1950’s.<sup>10</sup> Other names with this type of recognition include Carole Street and Dawn Crescent. Berney Avenue, Maney Street, Jeremy Drive, and Sheldon Street were given recognition to the R.C.A.F. officers.

Other street names in the area include Koyl Avenue, Wheaton Avenue, Hanselman Avenue, Court and Place, Haskamp Street, Speers Avenue, Thayer Avenue and Gyles Place. These names are not related to the R.C.A.F. personnel. Gustave “Charlie” Hanselman (1885-1964) came to Saskatoon in 1906 intending to homestead, but became

<sup>9</sup> John Duerkop. Saskatoon’s History in Street Names. Purich Publishing, 2000, pg 26.

<sup>10</sup> John Duerkop. Saskatoon’s History in Street Names. Purich Publishing, 2000 pg. 83.

involved in the retail butcher business instead. He and a partner opened a shop on the West Side in 1912, and then took over a store on 2<sup>nd</sup> Avenue. During the First World War he changed the name of the store from Hanselman’s to Empire Meats to avoid anti-German sentiment. Empire Meats continues today as a family business.<sup>11</sup>

Other remarkable people such as Harry J. Haskamp were recognized through street names. He came to Saskatoon from Watrous in 1939 and bought the Senator Hotel from his father and ran it from 1940 to 1958. Mr. Haskamp was a strong supporter of community teams and clubs. The other above mentioned streets were also named after prominent citizens of Saskatoon. It is through their hard work and dedication that has earned them the everlasting remembrance within the Airport Industrial Area.

***Annexations***

The land in the Airport Industrial Area was amalgamated by a series of annexations in the 1950’s and 60’s.

**Table 2: Annexations in Airport Industrial Area, 2001.**

<b>Date</b>	<b>Amount</b>	<b>General Area</b>
Jan.1, 1955	942 acres	Cardinal Crescent. & Circle Drive, North Industrial, part of River Heights
Aug. 10, 1959	8 acres	Travelodge and Sandman
Aug. 6, 1965	234 acres	Between Cynthia & 47 <sup>th</sup> Street, McNab Park
Jan. 1, 1971	2,104 acres	Airport Property

***Lamb Heights***

The Airport Industrial Area, at one point, was referred to as Lamb Heights because one of the primary landowners in the area was F. J. Lamb. Mr. Lamb owned 80 acres of land south of the Airport and north of Circle Drive. Originally, Mr. Lamb purchased the land with the intention of developing a residential community. The residential community never came into fruition because of a decision made by City Council in 1969 to rezone the land from residential to agricultural. Five landowners, including Mr. Lamb, objected to the proposed agricultural zoning on the grounds that their property, which was purchased as residential land, would become almost worthless if the agricultural zoning were in place. The Administration’s argument “emphasized that airports and urban development affected each other adversely”,

<sup>11</sup> John Duerkop. Saskatoon’s History in Street Names. Purich Publishing. 2000 pg. 124.

and that many airports had been abandoned because of unrestricted urban growth<sup>12</sup>”. So in May of 1969, City Council voted in favour of the rezoning, which prohibited residential development close to the airport. Council’s approval ended a long dispute over the question, which had gone as far as District Court. This decision ended the proposed Lamb Heights residential subdivision proposal.

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<sup>12</sup> “Council Approves Agricultural Zone in Airport Area” Saskatoon StarPhoenix, May 14, 1969.

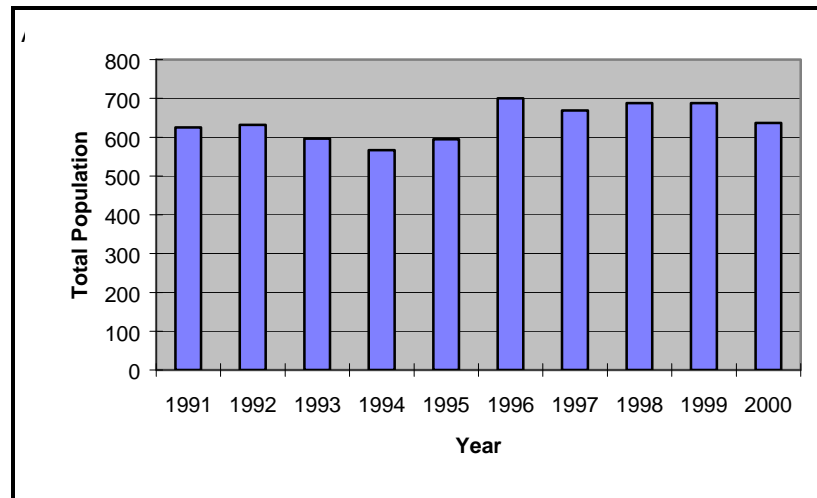
**E. Airport Industrial Today**

When discussing the demographic composition of the Airport Industrial Area, two distinct groups emerge: the residents and business sector. This section of the Airport Industrial Local Area Plan will highlight, via demographic data, the existing demographic characteristics attributed to the residents of the Airport Industrial area.

*Population Characteristics*

The total population within the residential section of the Airport Industrial Area, commonly referred to as McNab Park, has remained relatively unchanged since 1991. This is expected because of the “H” holding symbol attached to the R2 zoning designation meaning no expansion of the existing residential area is permitted. Figure 1, shows the population has remained relatively constant over a nine-year period.

**Figure 4: Airport Industrial Total Population, 1991-2000.**

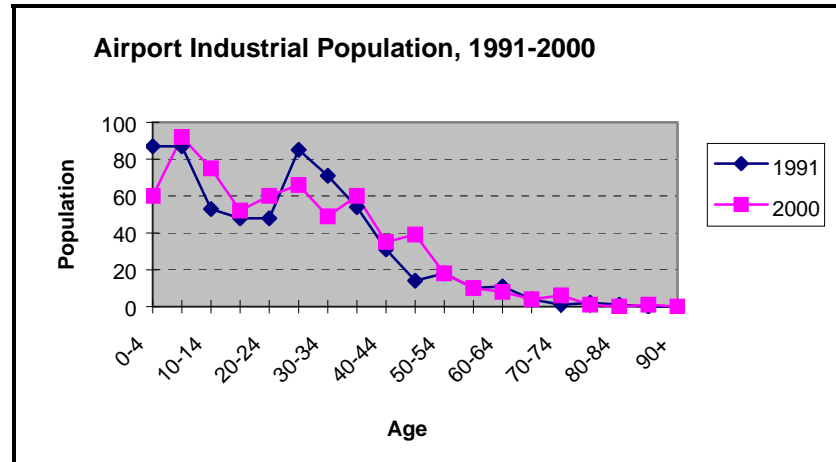


Source: Sask. Health Population By Neighbourhood, 2000.

*Population Distribution*

However, during this period, there has been a shift in the distribution of age cohorts. The majority of the residents in 1991 were children 14 and under and adults 20-34 years of age. In 2000, the majority of the residents were 19 or younger and between 19-34. Overall, the majority of the residents are family households and range from newborn children to adults of age 40. There is a significant drop in the number of people over the age of 50 residing in the area.

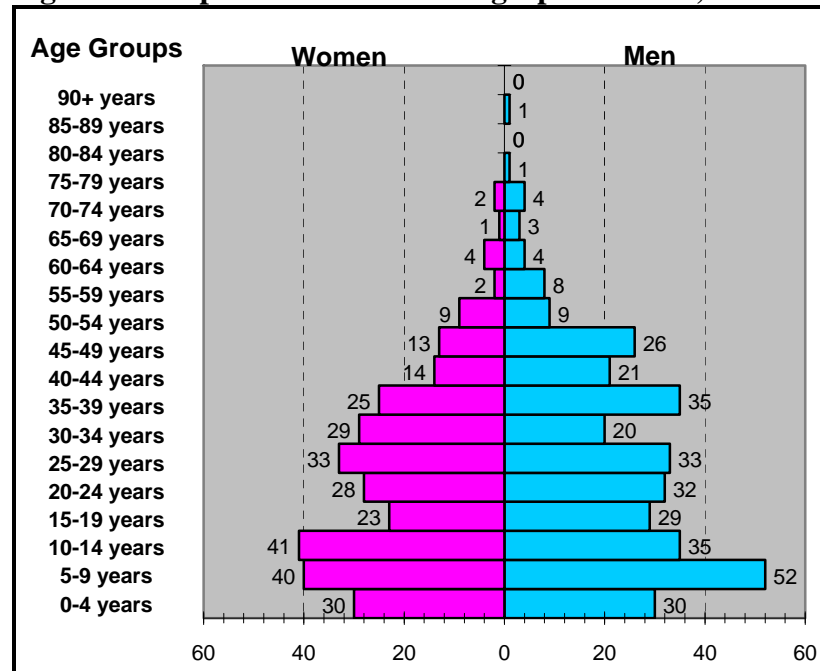
**Figure 5: Airport Industrial Population by Age Cohort, 1991-2000.**



Source: Saskatchewan Health Insurance Registration

The drop in resident population at age 50 and over is likely attributed to limited transit service and distance to public services. People who do not own a private vehicle may also be deterred from living in a housing complex that is so distant from public services. Since this residential community is located within the confines of an industrial park, older adults may not find it suitable for their lifestyles (i.e. proximity to health care services, traffic and airplane noise, etc.)

**Figure 6: Airport Industrial Demographic Profile, 2000.**



Source: Saskatchewan Health Insurance Registration.

Working families have chosen to live in the area because of its affordable housing, and they see it as an advantage if their work place is nearby.

***Family Structure***




The total number of households has increased slightly from 180 to 220 between 1991 and 1996. This data suggests that the increase is a result of more two-parent households moving there. However, it does not equate that housing construction has increased because no new housing has been constructed since 1970. Most family households in the Airport Industrial Area are comprised of two-parent households (53.4%), while 24.1% of family households are single parents. Single person households account for only 22.4% of the total number of households in the area.

**Total Number of Households: 220 (1996)**

**Average Household Size: 3.0 (1996)**

**Table 3: Family Structure in Airport Industrial (McNab Park), 1996.**

**Airport Industrial →**  
**Trend →**  
**Saskatoon →**

<b>2 Parent</b>	<b>1 Parent</b>	<b>Single</b>
		
53.4%	24.1%	22.4%
rising	steady	steady
54.5%	11.4%	28.2%

Source: Neighbourhood Profiles, 1998.

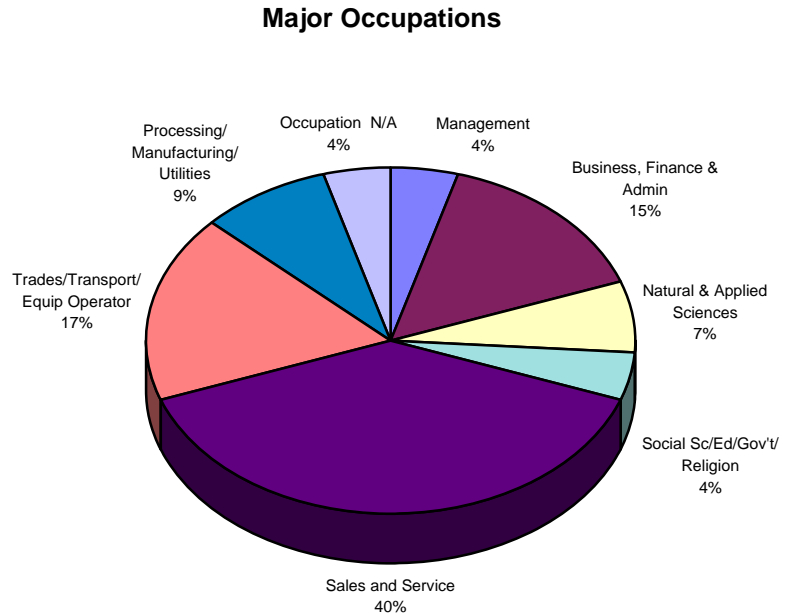
***Occupation of Residents***

In 1996, 427 of the 700 residents in McNab Park were between 18-64 years of age. This age group represents the proportion of the population that is most likely employed in full-time or part-time employment. In 1996, Statistic Canada reported that the main seven occupations held by residents from the Airport Industrial Area were:

- Sales and Service (39%)
- Trades/Transport/Equipment Operator (17%)
- Business, Finance & Administration (15%)
- Processing/Manufacturing/Utilities (8.7%)
- Natural & Applied Sciences (6.5%)
- Management (4.4%)
- Social Sc./Education/Government/Religion (4.4%)



**Figure 7: Occupation of Residents in Airport Industrial**



**Source: City of Saskatoon Neighbourhood Profiles. 6<sup>th</sup> Edition**

In 1996, the average family income in the Airport Industrial Area was approximately \$26,912, compared to a city-wide average of \$48,927. A quarter of the households in the area have an average family income within the range \$20,000-\$29,999.

**Average Family Income**

<b>\$\$</b>
<b>Airport Industrial</b>
<b>= \$26,912</b>
<b>\$\$</b>
<b>Saskatoon</b>
<b>= \$48,927</b>

**Table 4: Income Levels of Airport Industrial.**

Family Income	1991	1996	1996 (%)
<\$10,000	20	30	19.4
10,000-19,999	20	30	19.4
20,000-29,999	55	40	25.8
30,000-39,999	35	20	12.9
40,000-49,999	0	15	9.7
50,000-59,999	0	15	9.7
60,000-69,999	0	0	0
70,000+	n/a	0	0
<b>Average Family Income</b>			<b>\$26,912</b>

**Source: City of Saskatoon Neighbourhood Profiles. 6<sup>th</sup> Edition**

**Housing**

The Airport Industrial Area residential community consists of 163 dwelling units. Of these units, only one (1) is a single-unit dwelling and there are no two-unit dwellings. The multiple-unit dwellings, which constitute the majority of the housing in the area, are two-storey buildings with four units per building.

The following table shows housing types for all Core Neighbourhoods in Saskatoon.

**Table 5: Number of Dwelling Units by Neighbourhood, 1998**

Neighbourhood	O.U.D.	T.U.D.	M.U.D.	Total	% Multi	DU/Ha.
Nutana	1155	328	2230	3713	60	20.3
City Park	617	182	2197	2996	73.3	21.3
Sutherland	812	330	1129	2271	49.7	10.7
Pleasant Hill	703	296	1206	2205	54.6	18.3
Caswell Hill	1063	270	425	1758	24.1	14.2
Riversdale	535	198	412	1145	35.9	13.8
Westmount	711	242	92	1045	8.8	10.9
King George	612	186	59	857	6.9	10.5
Airport Industrial	1	0	162	163	99.4	0.9
Saskatoon	44359	8759	30775	83893	35.1	9.2

O.U.D. = One Unit Dwelling  
 T.U.D. = Two Unit  
 Dwellings  
 M.U.D. = Multiple Unit  
 Dwellings  
 DU/Ha = Dwelling Units /  
 Hectares

**Source: City of Saskatoon Neighbourhood Profiles. 6<sup>th</sup> Edition**

**Density**

According to the 1998 Neighbourhood Profiles, the Airport Industrial Area has a gross area of 448.1 acres and an overall density of 0.36 dwellings per acre. The gross area of just the R2(H) property is 50 acres. The density when calculated using only the gross area of the R2(H) property is 3.26 dwellings per acre. The city average is 3.7 dwellings per acre.

**Housing Affordability**

**Average Rent (2001)  
 \$495-\$525/month**

**None of the housing in the Airport Industrial is owner-occupied; all of the units are rental properties. The Neighbourhood Profiles reports that 162 of the 163 dwelling units are multiple-unit dwellings. This means that the price of housing is based on monthly rental rates determined by the landlord. The average gross rent in 1998 was \$419.<sup>13</sup> This figure does not specify whether or not that rent was for one-bedroom or multi-bedroom dwellings. In 2001, the average rent was listed as between \$495 and \$525 depending on whether the renter wanted a two bedroom or three bedroom accommodation. Considering the low vacancy rate of Saskatoon, this is considered very affordable for the accommodations provided.**

**Park Space**

According to the City of Saskatoon Neighbourhood Profiles, the Airport Industrial Area is classified as having “no neighbourhood parks.” To an extent, this statement is true. Larkhaven Park and R.C.A.F. Memorial Park are recognized by the City of Saskatoon as Industrial Parks.

<sup>13</sup> City of Saskatoon Neighbourhood Profiles. 6<sup>th</sup> Edition 1998.



Larkhaven Park is located between Cynthia Street and Robin Crescent. It is undeveloped as a park space, and was recently used by the City as a dumpsite for clean fill. R.C.A.F. Memorial Park, which is located on the west side of Idylwyld Drive along Avenue C, is developed as park space. It features part of the Hudson Bay Slough, offices for Tourism Saskatoon, and a war memorial dedicated to R.C.A.F. officers who trained in Saskatoon and fought in World War II.

***Bus Service***

The Airport Industrial Area is serviced by one daily bus route operating in the area. Route 1 travels through Mayfair, Exhibition, and to McNab Park. The bus makes a lap around the perimeter of the residential area along Airport Drive onto Jeremy Drive. At the corner of Airport Drive and 45<sup>th</sup> Street, the bus route makes a right turn onto 45<sup>th</sup> Street heading west until Avenue C; the bus then travels southbound and exits the area.

The bus travels through the area every half hour on weekdays; however, the service operates only until 6:30 p.m. and does not run on weekends. The locations of the bus stops are adequate, but often lack shelter protection. Along Jeremy Drive there is a bus stop that is completely exposed to harsh weather conditions, because there are no buildings or street furniture to block the cold winter wind. The nearest home is approximately 50 metres away, which demands walking through the snow since no sidewalks exist.



**Bus Stop on Jeremy Drive**

***Major Traffic Routes***

The Airport Industrial Area contains main arterial roads including: Circle Drive, Airport Drive, Idylwyld Drive, and Avenue C. Circle Drive and Idylwyld Drive have the greatest flow of traffic since they are designed as freeways. Avenue C and Airport Drive also experience heavy traffic volumes. Avenue C is used heavily to transverse between the North End of Saskatoon, the North Industrial Area, and the Airport Industrial Area. Traffic heading west on Circle Drive and Avenue C usually experiences problems of congestion during peak rush hours.



**Avenue C and Circle Drive**

**Industrial Land Occupancy**

The Airport Industrial Area contains a wide variety of commercial and light industrial activity. The City of Saskatoon 2001 Industrial Land Inventory indicates that approximately 86% of the light industrial land is occupied.

**Table 6: Industrial Land Occupancy, 2001.**

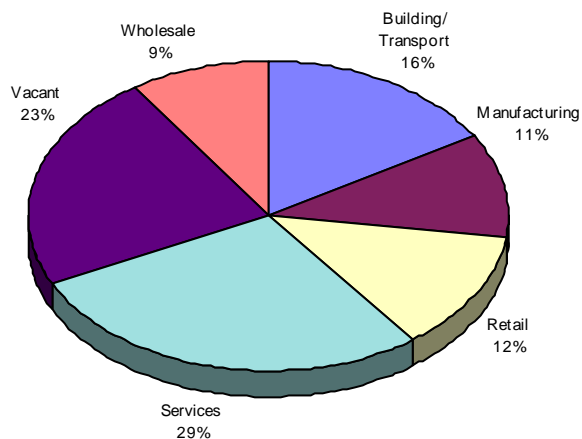
	Area (m <sup>2</sup> )	No. of Parcels	% of Area
<b>Occupied</b>	916,637.50	207	86.23
<b>Vacant</b>	146,371.32	35	13.77
<b>Totals</b>	1,063,008.82	242	100

Source: 2001 Industrial Land Inventory, page 16.

**Business Type & Employment**

There are a total of 352 businesses in the area. Types of businesses include: automotive repair and parts, food services, computer, engineering services, management consulting, hotels, industrial construction, plumbing and heating, truck transport, metal production, agricultural supplies, general retail stores, and accounting services, etc. Overall these businesses employ 812 part-time employees and 2998 full-time employees<sup>14</sup>. Figure 6 shows that the service industry occupies most of the retail space in the area. The next two largest sectors are building and transport, then retail.

**Figure 8: Airport Industrial, Total Number of Spaces.**



Source: Summary of Commercial and Industrial Space, Dec. 1999.

<sup>14</sup> Business License Section, 2001 Data Sample, \* please note employment is self reported.

## **F. Voice of the Airport Industrial Area**

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Throughout the local area planning process, residents, business owners, and other neighbourhood stakeholders have voiced their concerns as well as thoughts about opportunities for long-term development and service delivery in the Airport Industrial Area. The following is a summary of the discussions that took place.

### ***Landscaping Guidelines***

#### **1.0 Land Use – Industrial**

Currently, sites in the Airport Industrial Area have a wide variety of landscaping treatments. Some sites are very attractive, well maintained, and well landscaped, while other sites have minimal levels of landscaping and maintenance. The Planning Committee would like property owners to pay closer attention to the exterior appearance of their buildings, including the landscaping of their property. Committee members feel that improved site maintenance in the area could lead to increased property values. The Planning Committee would like to see the landscaping guidelines contained in the Zoning Bylaw consistently enforced, so that all property owners meet the minimum requirements.

### ***Architectural Control District***

The idea of creating an Architectural Control District was discussed by the Planning Committee. Due to the variety of development in the area, and lack of an overall theme, this was not seen as a viable option for the entire area at this time.

### ***John G. Diefenbaker Airport***

Due to the proximity between the Airport Industrial Area and John G. Diefenbaker Airport, there is opportunity for both areas to contain development and businesses that complement each other and capitalize on the prestige of being situated near the Airport.

### ***Redevelopment of McNab Park***

#### **2.0 Land Use – Residential**

The Planning Committee agrees that residential uses are not viable as a long-term land use within an industrial area. In the long term, McNab Park should be redeveloped for Light Industrial and Business Park uses. Planning Committee members feel that changing the zoning of McNab Park and resizing some of property may assist in the redevelopment of the area.

### ***Concern for resident relocation***

Although the Planning Committee would like to see the eventual redevelopment of McNab Park, Committee members were concerned with how this would be done, and also what could be done in terms of assisting low-income residents to find alternative, affordable housing.

***Short Term – Improve Exterior Appearance***

Given that the redevelopment of McNab Park will take considerable time, the Planning Committee would like to see improvements made to the exterior appearance of the site for as long as it remains in the Airport Industrial Area.

***Avenue C*****3.0 Transportation and Circulation**

In the Planning Committee’s opinion, Avenue C is operating at capacity, and at peak times is handling unacceptable amounts of traffic. Committee members would like to see improvements made to Avenue C to improve traffic circulation, roadway safety and to reduce congestion.

***Avenue C & Circle Drive***

The Intersection of Avenue C and Circle Drive is also a concern. Committee members feel that this intersection is dangerous and is noted for being frequently congested and causing traffic delays. Traffic congestion can deter people from traveling to certain areas of the city. If the item they need is available somewhere else in the city, where traffic is not as congested, they may choose to go there instead.

***Avenue C & Cynthia Street***

The intersection of Avenue C and Cynthia Street is currently not a signalized intersection. It is very difficult to make left or right hand turns on to Avenue C due to visibility at the intersection. There is a curve on the Avenue C roadway at Haskamp Street that makes it difficult to see cars southbound on Avenue C. The speed of the traffic is also an issue.



**Avenue C and Cynthia Street**

***Hampton Village***

A new neighbourhood called Hampton Village is being proposed to the west of the Airport Industrial Area. This neighbourhood will consist of mostly residential land uses, but will also have some light industrial uses along its eastern boundary. Planning Committee members were concerned that a roadway connection, proposed at Cynthia Street, between Hampton Village and the Airport Industrial Area, will cause increased congestion to Airport Industrial Area roadways. The Planning Committee is not opposed to new development, but would like to see that the City has a plan in place to handle the additional traffic that will be added to this area.

***John G. Diefenbaker  
International Airport***

The Planning Committee is pleased to see the Saskatoon Airport operating successfully and serving residents of Saskatoon and Saskatchewan. The Committee's only concern is for the traffic generated by the Airport and for passengers accessing the Airport using Airport Drive and 45<sup>th</sup> Street.

***Airport Business  
Area*****Economic Development**

Ensuring the long-term economic viability and enhancing the image of the Airport Industrial Area are key goals of the Airport Industrial Planning Committee. Committee members suggested that a name change to "Airport Business Area" might help to enhance the image of the area. It could assist in marketing the Airport Industrial Area to businesses from outside the city that are not familiar with Saskatoon. It would tell them that this area is linked to the Airport and help to distinguish it from other general industrial areas.

***Business Association***

The Planning Committee discussed the potential of establishing a Business Improvement District (B.I.D.) in the Airport Industrial Area. At this point, the Committee did not feel it was necessary to form a BID. Presently, most businesses are members of the North Saskatoon Business Association (N.S.B.A.), which provides similar services to a B.I.D.

The Committee likes the idea of an informal association to improve connectivity between the businesses, but doesn't think a BID is a good fit for this area at this time. Improved connectivity between businesses could be utilized to pool money for grass cutting, security, and generally improving the aesthetics in the area.



***Larkhaven Park***

**Parks and Open Space**

The development of Larkhaven Park as passive green space for employees, hotel guests, and local business and property owners was an important goal of the Planning Committee. Overtime, this industrial area has evolved from a low pedestrian volume area to a commercial area with hotels and offices, and increasing pedestrian volumes.



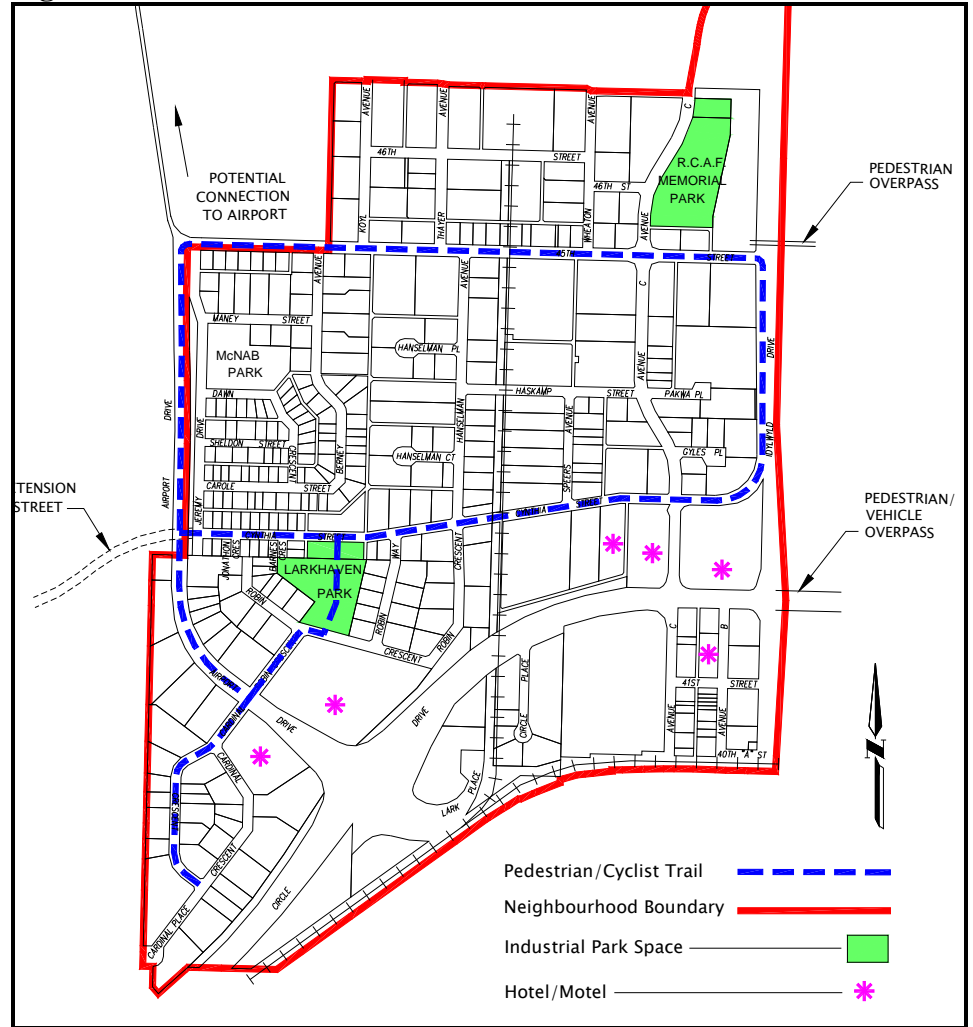
**Larkhaven Park**

***Establishing a Trail System***

When initially constructed, the Airport Industrial Area was developed without pedestrian facilities under the assumption that the area would not generate many pedestrians. As the area has evolved, and pedestrian volumes have increased due mainly to hotels/motel development, no pedestrian facilities (sidewalks) were ever added. The Planning Committee does not want to see sidewalks installed throughout the entire area; however, it may be possible to cost effectively add a limited pathway/trail system to improve pedestrian circulation and to link existing park space, hotels, and the Airport.

Cynthia Street will be undergoing some renovations in order to extend it from the Airport Industrial Area to Hampton Village. There may be an opportunity to install a sidewalk on at least one side of the street when this roadway improvement is being made. The other area the Committee identified as a potential pathway location was along Idylwyld Drive from Cynthia Street to RCAF Memorial Park.

**Figure 9: Possible Pedestrian Route**



**Along Idylwyld Drive near Pakwa Place**

***BMX Track***

Early in the public consultation process there was a proposal, to move the BMX Track from the Exhibition Grounds to Larkhaven Park in the Airport Industrial Area. Planning Committee members were opposed to this proposal and would prefer that the industrial park space be developed for local users.

***Lack of Recreation Opportunities***

Residents are relatively isolated with limited access to services and recreation. Although Committee members do not see the residential uses as a long-term use in the area, in the short term, the lack of services and recreation is causing some problems for business owners. Some Committee members and business owners have experienced vandalism or other property damage to their properties. They feel this activity may be associated with children living in McNab Park who do not have access to recreation or more creative ways to spend their time.

***Gateway to Saskatoon*****Municipal Services and Infrastructure**

Impressions are important. Airport Drive is a major entry/exit point to and from Saskatoon. One of the key goals of the Airport Industrial Planning Committee is to develop Airport Drive as the “Gateway to Saskatoon”. This entry point should be maintained to a higher standard and be welcoming to visitors of the city.

***Welcoming Feature***

The Planning Committee would like to see a welcoming feature installed along Airport Drive to welcome passengers arriving at the Saskatoon Airport to the city. The Committee discussed possible locations for such a feature. One suggestion was at the intersection of Airport Drive and Circle Drive where the future roadway Lark Place is shown. The only concern with this location is that the welcoming feature would have to be relocated at some point in the future to accommodate a proposed interchange. There may be other opportunities to install the welcoming feature elsewhere along Airport Drive, such as the southwest corner of the intersection of Airport Drive and 45<sup>th</sup> Street. The welcoming feature could incorporate signage, a monument as well as highlight native plant materials. At one point, the Planning Committee even discussed the possibility of relocating the Blairmore Ring as part of a welcoming feature along Airport Drive.

***Airport Drive***

The Planning Committee would like to see Airport Drive maintained to a higher standard. Some Committee members suggested that better turf maintenance, more trees, and flower pots were needed to improve the curbside appearance of Airport Drive.

***Partnership for Maintenance***

Committee members suggested that a partnership agreement be explored between the City and the Airport Authority for care and maintenance of Airport Drive. The Airport Authority is responsible for maintenance of Airport Drive from the Terminal to 45<sup>th</sup> Street; if this territory was extended, Committee members feel this could provide more consistency to the maintenance of Airport Drive.

**G. Summary of Recommendations**

**1.0 Land Use – Industrial**

- 1.1 That the Community Services Department, City Planning Branch, develop an informational brochure containing the goals of the Airport Industrial Local Area Plan and information about desirable development standards as identified by the Airport Industrial Local Area Plan.
  
- 1.2 That the Saskatoon Airport Authority be encouraged to promote fully serviced industrial and business park uses and tenants, with a significant degree of landscaping, along the flankages of Airport Drive.

**2.0 Land Use – Residential**

- 2.1 That City Council endorse the proposed land use changes identified in Figure 16, page 55, titled Airport Industrial Proposed Land Use Policy Map and incorporate them into the City of Saskatoon Development Plan, subject to further consultation with the property owners.
  
- 2.2 That City Council endorse the zoning changes shown on Figure 17, Page 56 to reflect the change in policy outlined in 2.1, subject to further consultation with the property owners.

**Figure 10: Property Affected By Proposed Zoning Changes**



**3.0 Transportation and Circulation**

- 3.1 That the Municipal Engineering Branch monitor traffic volumes on Airport Industrial Area roadways (Cynthia Street, Airport Drive, 45<sup>th</sup> Street, Circle Drive, Avenue C) before, during, and after construction of Hampton Village to mitigate negative impacts of development on the Airport Industrial Area.
- 3.2 That the Municipal Engineering Branch present the results of the SGI Intersection Study (Avenue C and Circle Drive) to the stakeholders of the Airport Industrial Area.
- 3.3 That the Municipal Engineering Branch examine the feasibility of altering the current alignment of Cynthia Street to permit the re-subdivision of existing residential lots to the South of Cynthia Street to facilitate the re-development of these lots to Business Park and Light Industrial uses.

**4.0 Economic Development**

- 4.1 That City Council endorse the proposed name change of 'Airport Industrial Area' to 'Airport Business Area', and that all city maps be amended to reflect the change.
- 4.2 That City Council endorse the proposal to enlarge the Airport Industrial Area by encompassing the proposed Business Park and Light Industrial area immediately east of the new Hampton Village neighbourhood. (See map on next page.)

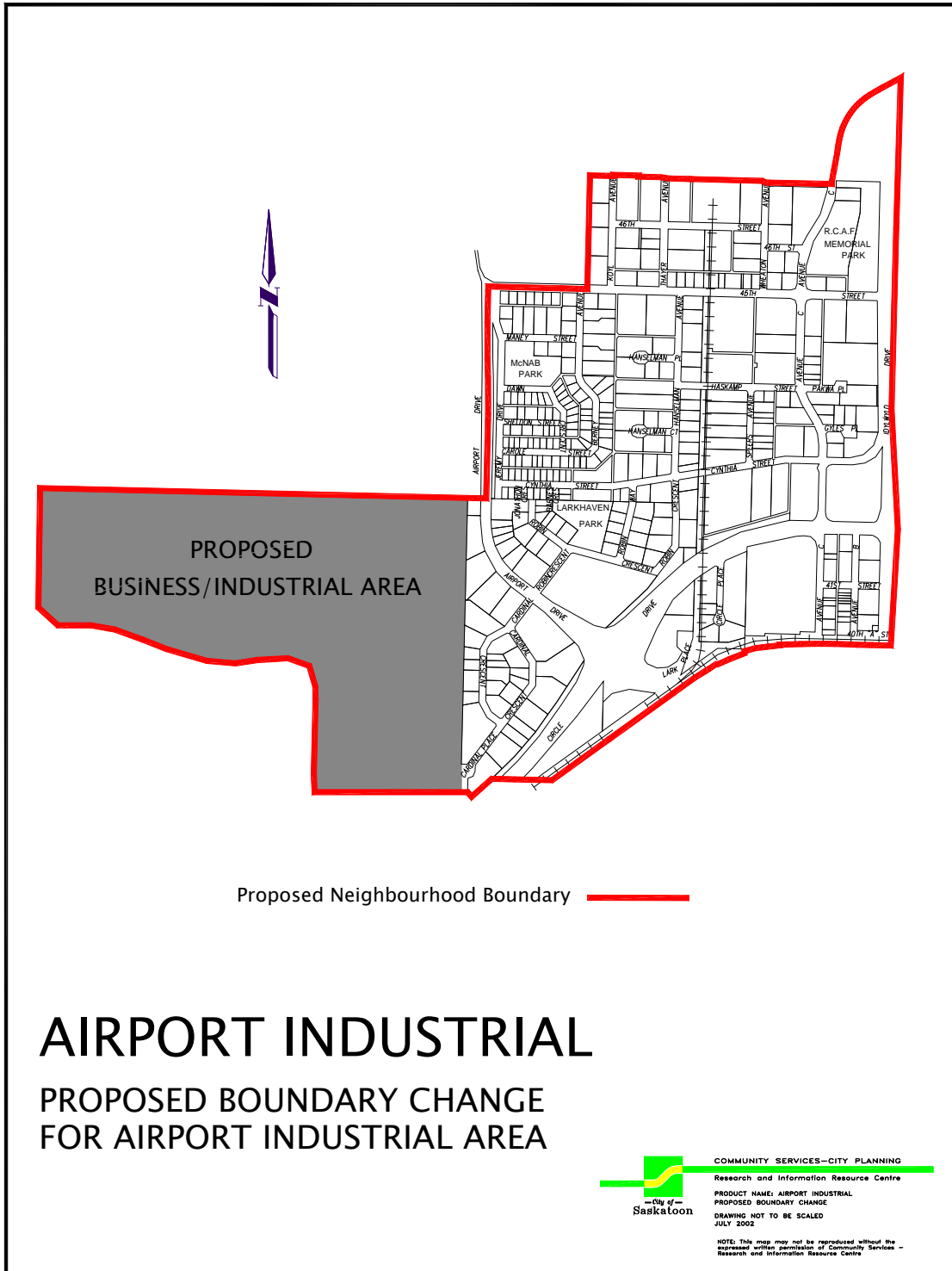
**5.0 Parks and Open Space**

- 5.1 That the Parks Branch, Infrastructure Services Department and Leisure Services Branch, Community Services Department meet with interested members of the Airport Industrial Planning Committee, and interested business and property owners from the Airport Industrial Area, to present and discuss options for the development of Larkhaven Park.
- 5.2 That the Municipal Engineering Branch, report to the Planning and Operations Committee on the feasibility of developing and installing a dedicated pedestrian pathway system in the Airport Industrial Area.

**6.0 Municipal Services and Infrastructure**

- 6.1 That the Urban Design Section, Land Branch, Community Services Department create a master plan for Airport Drive and that a steering committee comprised of members from the Airport Industrial Planning Committee be invited to participate. Furthermore, that funding for this project be considered from the City of Saskatoon Capital Budget. That the master plan incorporate the following:
  - (1) the rehabilitation of the median from Circle Drive to 45<sup>th</sup> Street;
  - (2) the installation of a place maker to greet and welcome visitors to Saskatoon;
  - (3) that the Parks Branch, Infrastructure Services Department and the Saskatoon Airport Authority meet to discuss the potential of a partnership agreement for care and maintenance of Airport Drive from the Airport Terminal to Circle Drive.

**Figure 11: Proposed Boundary Change for Airport Industrial Area  
(Recommendation 4.2)**



# ISSUE PAPERS



- 1.0 Land Use – Industrial
- 2.0 Land Use - Residential
- 3.0 Transportation and Circulation
- 4.0 Economic Development
- 5.0 Parks and Open Space
- 6.0 Municipal Services and Infrastructure

**1.0 Land Use - Industrial**

**Goals**

- ◆ to establish a Business Park adjacent to Airport Drive in McNab Park;
- ◆ to encourage industrial property owners and business owners to improve the exteriors of their building and properties;
- ◆ to create an attractive and desirable commercial/industrial area; and
- ◆ to restrict heavy industrial uses from operating in the area.

**Introduction**

Industrial development in Saskatoon is classified in the City’s Development Plan according to a hierarchy of intensity. There are four classifications of industrial use:

- ◆ Business Park,
- ◆ Light Industrial,
- ◆ Heavy Industrial, and
- ◆ Environmental Industrial Park (EIP).

The various classifications of industrial use are situated throughout the city according to their respective locational requirements and potential effects on other land uses.

The primary land use in the Airport Industrial Area is Light Industrial. There are 242 parcels of Light Industrial Land in the Airport Industrial Area.

**Table 7: Summary of Industrial Uses**

Zoning	Occupied	Vacant	No. of Parcels	Total
IL1 Light Industrial	916,637.5 sq.m (226.4 acres) (207 parcels)	146,371.3 sq.m (36.2 acres) (35 parcels)	242 parcels	1,063,008.8 sq.m (262.6 acres)

**Source: 2001 Industrial Land Inventory – City Planning Branch.**

**Development Plan – Policy for Light Industrial**

The objective of Light Industrial areas, as stated in the City of Saskatoon Development Plan, is “to facilitate mainstream industrial development that does not create land use conflicts in the normal course of operations.” Light Industrial areas permit a variety of industrial uses, including manufacturing, assembly and repair, warehousing, wholesale distribution, and limited retailing. These activities are normally carried on indoors, although outdoor storage is also permitted. Light Industrial uses do not normally create land use conflicts due to excessive noise, vibration, dust, smoke or odour.

**Refer to Figure 12 (page 41) – Existing Land Use Map for Airport Industrial Area.**



Figure 12: Existing Land Use Policy Map for Airport Industrial Area

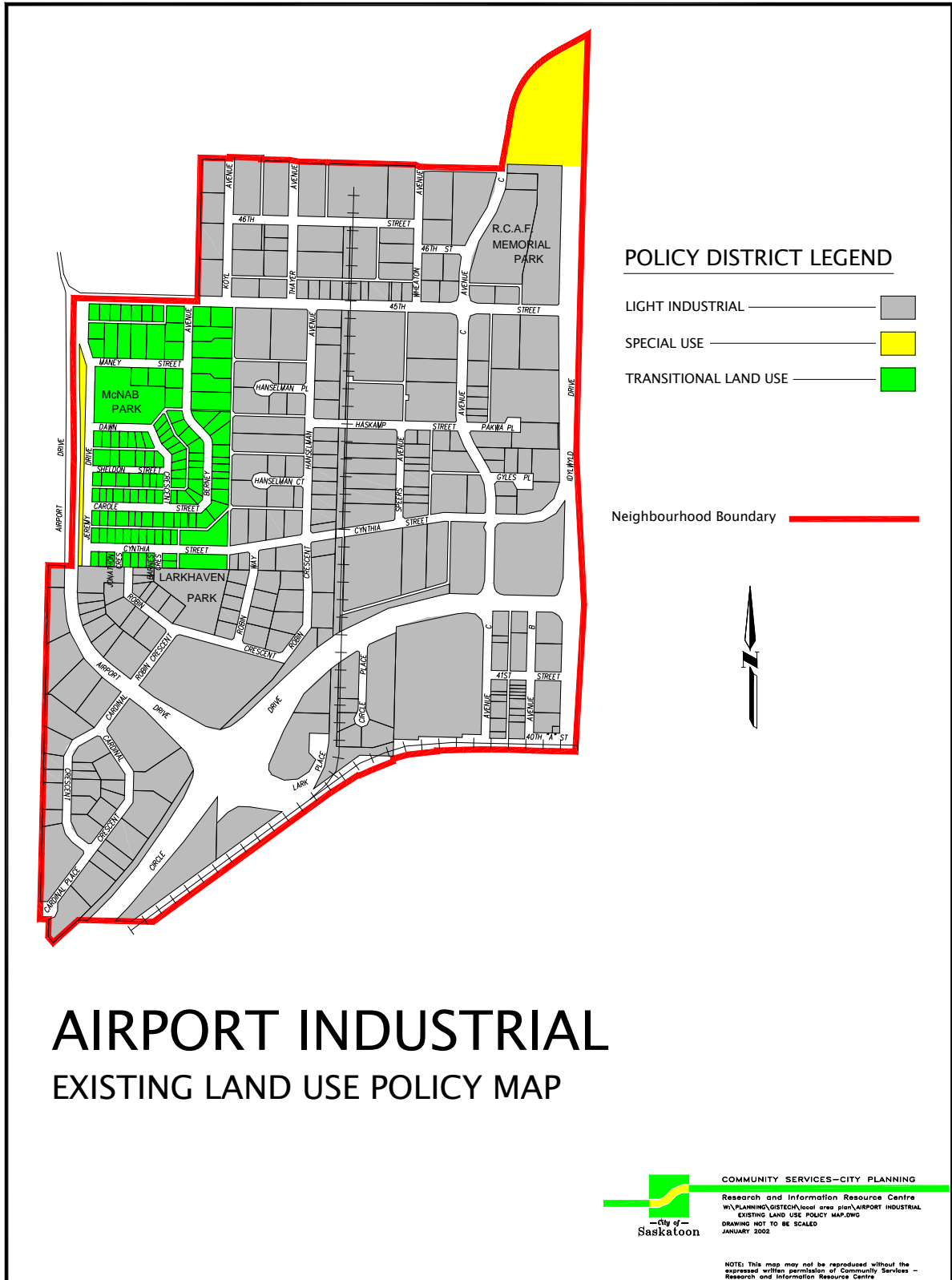
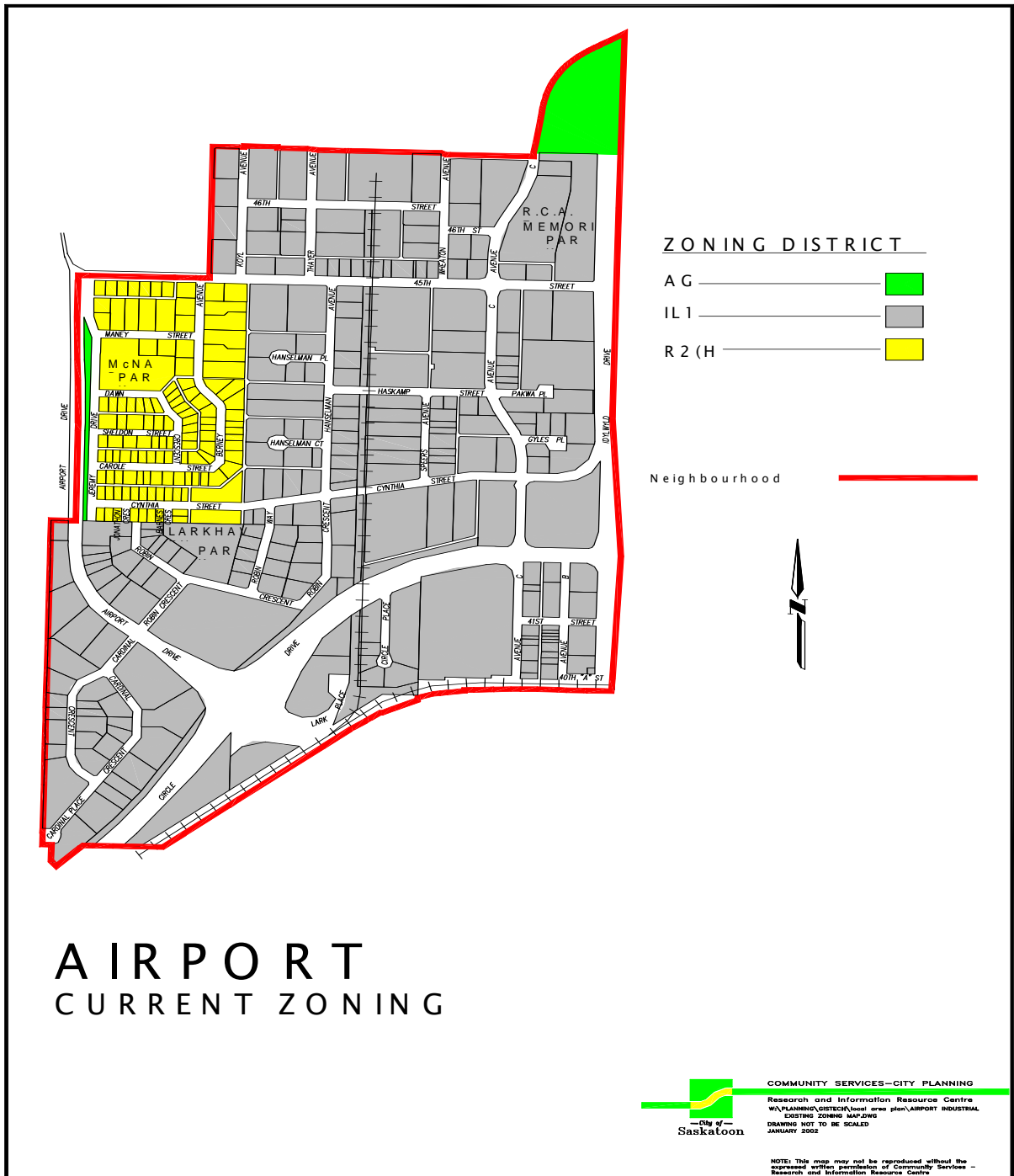


Figure 13: Existing Zoning Map for Airport Industrial Area

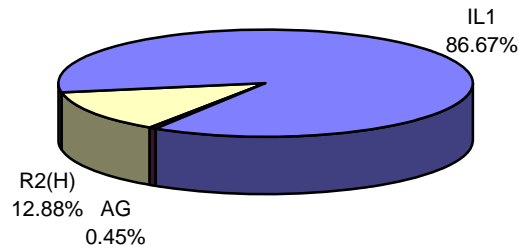


**Zoning Bylaw - Industrial Zoning Designation**

The primary zoning designation in the Airport Industrial Area is Light Industrial (IL1). The remaining land is either R2(H) - Residential with a Holding Provision or AG - Agricultural.

*Refer to Figure 13 (page 42) – Existing Zoning Map for Airport Industrial.*

**Figure 14: Distribution of land uses in Airport Industrial Area.**



**Source: 2000 Industrial Land Inventory.**

The purpose of the IL1 Light Industrial zoning designation is to “facilitate economic development through a wide variety of light industrial activities and related businesses that do not create land use conflicts during the normal course of operations”<sup>15</sup>. It also prohibits heavy industrial uses that have the potential to create nuisance conditions during the normal course of operations.

The IL1 Zoning District is considered to be a business friendly designation because it allows for a wide variety of land uses and has few restrictive development standards. Generally speaking, the character of the Airport Industrial Area is one of a higher quality business park.

**Committee Concerns**

The Planning Committee would like to see more consistency in how development is integrated into the area. Currently, the Airport Industrial Area contains a wide variety of sites. Some contain very attractive, well-landscaped, and well-maintained property, and some industrial sites have low levels of landscaping and maintenance. The Planning Committee would like to see new development which is more consistent with the surrounding buildings, so exterior appearance of the new building and property is sensitive to the surroundings.

<sup>15</sup> City of Saskatoon Zoning Bylaw 7800, page 11-1.

**IL 1 Landscaping Guidelines**

Currently, the City of Saskatoon has limited tools in place to regulate building exterior and landscaping. The City of Saskatoon Zoning Bylaw 7800 does contain landscaping guidelines for Light Industrial property that are intended to improve curbside appearance of property.

The existing landscaping requirements for all Light Industrial (IL1) sites are:

- a) A landscape strip of not less than 4.5 metres in depth shall be provided in the front yard.
- b) On corner lots, in addition to the landscaping strip required in the front yard, a landscaped strip of not less than 1.5 metres in width is required on flanking street
- c) Where IL1 District abuts any residential, institutional or commercial district an additional landscaping strip of 1.5 metres is required between the two properties
- d) Outside storage areas shall be permitted in side and rear yards and shall be suitably screened from any public street. Outside storage in the front yard is only permitted if screened from the public street and is separated from the adjacent property owner by a landscaping strip.

For a detailed description of the IL1 Zoning District Landscape Guidelines, see City of Saskatoon Zoning Bylaw.



Photo of site with poor landscaping.



**Photo of site with good landscaping.**

***Enforcement of  
Landscaping Guidelines***

The Development Services Branch, Community Services Department is responsible for the enforcement of the Landscaping Guidelines contained in the City of Saskatoon Zoning Bylaw. In general, the Development Services Branch tries to work with the property owner to achieve a voluntary solution to ensure that the regulations are being met. The Development Services Branch recently hired a local consultant to review the existing Landscape Guidelines. In fall 2003, Development Services will be organizing a steering committee, with representatives from the business community, to review the Landscape Guidelines and the consultant's report. In some areas, the City's enforcement of the Landscaping Guidelines has been on hold until the review of the guidelines is complete. Airport Industrial Area is one of those identified areas.

***Property Maintenance &  
Occupancy Bylaw***

The Fire and Protective Services Department and Saskatoon District Health are responsible for application and enforcement of the Property Maintenance and Occupancy Bylaw in Saskatoon. Since July 2001, Fire and Protective Services has received only a few property maintenance complaints regarding McNab Park, and only one (1) complaint regarding the Airport Industrial Area. Complaints ranged from untidy yards and falling fences to electrical and furnace problems.



**Typical housing unit in McNab Park.**

***Architectural Control District***

The Zoning Bylaw regulates things such as building height, building set backs, building mass, etc., but cannot control architectural detail. There is a provision in the Planning and Development Act that allows for architecture control called an Architectural Control District (ACD). An ACD is a “zoning overlay” of architectural guidelines over a defined area. It benefits the community by preserving and encouraging desirable building forms which will help to maintain an area’s character or to promote a selected design theme. Establishing an ACD is a citizen driven process. The exception is in cases where the City of Saskatoon decides that initiating an ACD is in the interest of the general public. There are no restrictions on what type of areas may be established as an ACD. For example, it may be an area within an older neighbourhood, a new suburban neighbourhood or street within a business district. An Architectural Control District:

- 1) will provide for the control of selected architectural components of the buildings within the district;
- 2) is limited to those architectural components that require a building permit; and
- 3) will not control non-architectural elements such as landscaping and parking.

Currently, there are no ACD’s in Saskatoon. The difficulty with implementing an ACD is in achieving consensus among all the affected property owners and identifying a common architectural theme. It is possible for an ACD to be created in the Airport Industrial Area, but the process would have to be initiated and

by all the affected property owners. Considering the variety of developments in the area, and the lack of an identifiable theme, it may be difficult to propose an ACD over the entire area.

**Informational Brochure**



Since there are few regulatory tools currently available to the City to control building aesthetics; then we must consider what voluntary options are available. One option that is feasible to undertake, is to inform perspective developers about what is desirable in terms of aesthetics and development practices in the Airport Industrial Area. This would not be a mandatory or enforceable guideline, but it would make new and existing property owners to the area aware of what the development goals of the area are. Once created, this brochure/handout could be distributed easily to local developers and property owners in the Airport Industrial Area, as well as to citizens who come to the City for development or land purchase inquiries.

**Airport Master Plan**

Due to proximity between the Airport Industrial Area and John G. Diefenbaker Airport, there is opportunity for both areas to contain development and businesses that complement each other. The Saskatoon Airport Authority Land Use Study identifies that “airport vacant lands that are in excess of aviation requirement could be utilized to meet the demand for lightly services industrial or other related land uses<sup>16</sup>”. In the Study, those lands in excess have been identified as occurring along Airport Drive, 45<sup>th</sup> Street West, and north of the proposed extension of Cynthia Street. The proposal by the Saskatoon Airport Authority to use vacant land for ‘Lightly Serviced Industrial’ uses is not consistent with the overall direction of the Local Area Plan for the Airport Industrial Area.

The Local Area Plan states that the Airport Industrial Area should attempt to develop an image of a ‘Business Centre’ as opposed to a general industrial area. Due to its proximity to the airport, the Airport Industrial Area may be in a unique position to attract tenants who desire a more upscale location, but still be within the bounds of a Light Industrial area, for manufacturing purposes. Hence, the desire to develop Airport Drive into an international gateway or corridor leading into and out of the International Airport is a key recommendation of the Local Area Plan.

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<sup>16</sup> Saskatoon Airport Authority Airport Land Use Study, UMA Engineering Ltd., January 2001, page 6.

Lightly serviced industrial areas are characterized by:

- ◆ under-utilized land;
- ◆ large sites containing storage of vehicles and material;
- ◆ small capital investments; and
- ◆ unsightly appearance.



#### **Lightly serviced industrial land along Idylwyld Drive Service Road**

Lightly serviced industrial land is suitable for some industrial areas in the city. Considering that one of the Planning Committee's desires is to improve the image and appearance of Airport Drive, lightly serviced industrial land should, therefore, not be located along Airport Drive.

The Airport lands are currently designated as 'Special Use' in the City's Development Plan. As such, the Airport is restricted to airport and airport-related uses. At such time as the Airport Authority wishes to commence with redevelopment of airport lands to anything other than airport or airport-related uses, the Authority will be required to seek an amendment to the City of Saskatoon Development Plan and Zoning Bylaw. At that point, the City will consider factors such as supply of general industrial land and absorption rates and other related factors.



***Hampton Village***

A new residential/industrial development, called Hampton Village, is being proposed adjacent to the west boundary of the Airport Industrial Area. The new neighbourhood is a joint proposal between the City of Saskatoon and Dundee Development Corporation. It consists of 650 acres of land: 450 acres will be developed as residential and the other 200 acres will be developed as light industrial uses. A new major roadway is being proposed to connect Hampton Village to the Airport Industrial Area. The extension of Cynthia Street west of Airport Drive is the roadway that will be developed. The non-residential component of Hampton Village will be located adjacent to the Airport Industrial Area. It will contain light industrial and business park uses and will become an extension of the Airport Industrial Area.

*See page 13, Figure 2, for Map of Expanded Study Area.*

***Recommendation***

- 1.1 That the Community Services Department, City Planning Branch, develop an informational brochure containing the goals of the Airport Industrial Local Area Plan and information about desirable development standards as identified by the Airport Industrial Local Area Plan.
- 1.2 That the Saskatoon Airport Authority be encouraged to promote fully serviced industrial and business park uses and tenants, with a significant degree of landscaping, along the flankages of Airport Drive.

**2.0 Land Use - Residential**

**Goals**

- ◆ to gradually eliminate residential land use from the Airport Industrial Area; and
- ◆ to facilitate the redevelopment of the McNab Park lands from residential to a combination of Light Industrial and Business Park uses.

**Introduction**

The existence of 163 housing units in an Industrial Area is an anomaly in Saskatoon. Most housing units in Saskatoon are contained within planned residential neighbourhoods. The reason this anomaly has occurred in Saskatoon is because the McNab Park housing was constructed for Royal Canadian Air Force (RCAF) officers who were training in Saskatoon at the Airport in 1950's. When the Air Force training base shut down, the housing remained and was sold to private interests.

Neighbourhoods in Saskatoon are designed to contain a population of between 5,000 – 7,000 people. This is considered an optimal number to support two elementary schools, a neighbourhood park, and all the other amenities that make up a neighbourhood. The population of McNab Park is only 600 people; and therefore, is not able to support the standard neighbourhood amenities.

**McNab Park**

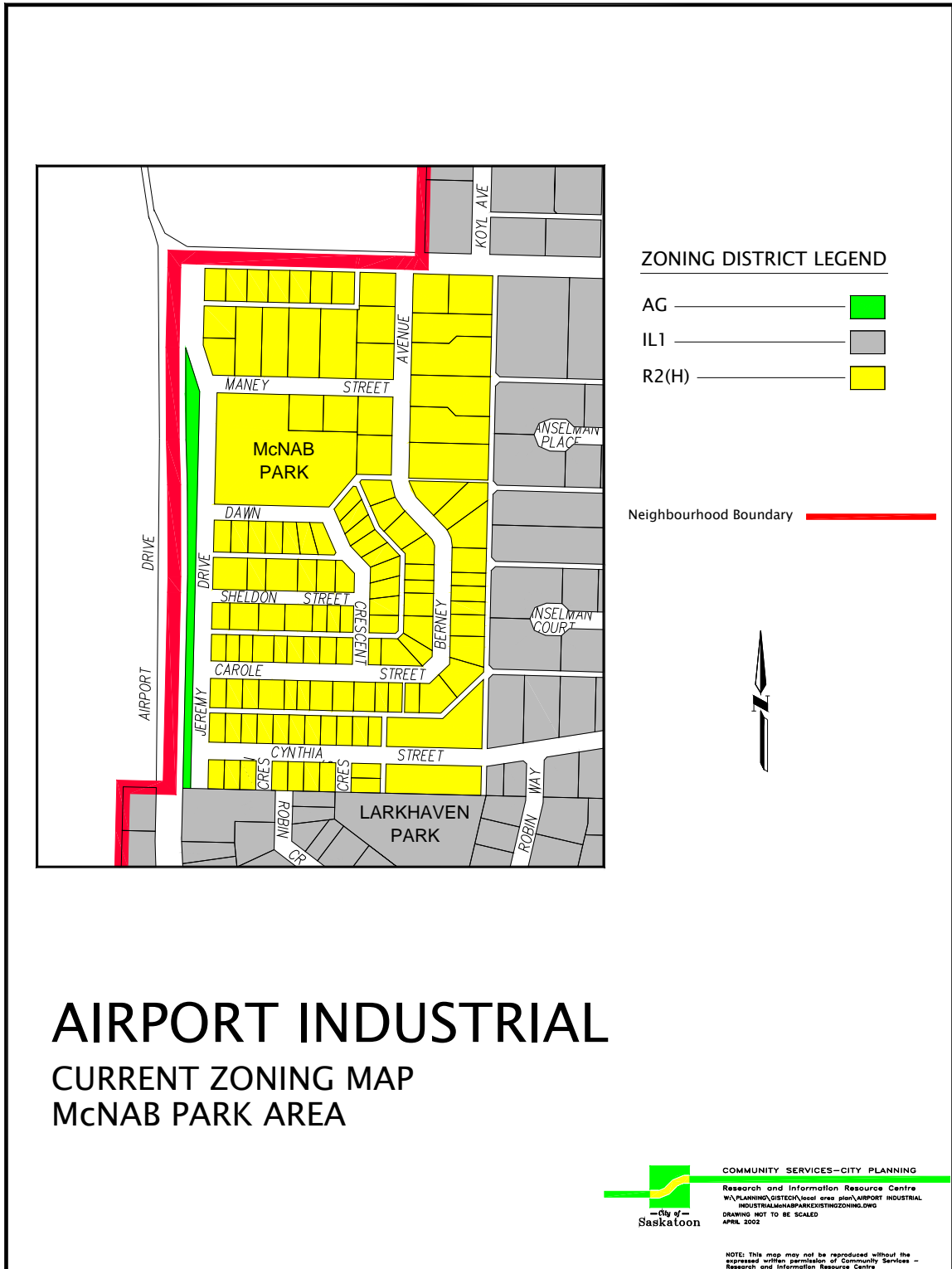
The residential portion of the Airport Industrial Area is commonly referred to as McNab Park. There residential land uses are restricted to the area bounded by Jeremy Drive to the west, 45<sup>th</sup> Street to the north, Cynthia Street to the south, and the lane way between Hanselman Avenue and Berney Avenue to the east.

**See Figure 15, page 51 for map of residential area.**

**Development Plan – Land Use Policy**

The current land use policy for McNab Park, as defined by the City of Saskatoon Development Plan, is Transitional Land Use Area. Transitional Land Use Areas are defined in the Development Plan as “those parts of the city where significant land use changes are expected to occur and where additional land use studies may be required to determine appropriate future land use and development”.

**Figure 15: MaNab Park Existing Zoning.**



***Zoning Bylaw – Residential Zoning***

The current zoning for McNab Park is R2(H). The R2(H) zoning designation is a combination of the regular R2 zoning designation used in conjunction with the “H” Holding Symbol. The R2 zoning designation permits “residential development in the form of one and two-unit dwellings as well as related community uses”. The Holding Symbol “H” can be used in conjunction with any zoning district to identify the future use of land. The permitted uses shall be those existing on the land at the time the “H” Symbol is applied, in this case that designation was R2. So the housing that exists there now can remain, but no building permits can be issued for new housing to be constructed. The zoning regulations for the underlying zoning district shall apply upon the removal of the “H”, so in a transition area such as this one, it is important to identify a land use designation.

***Use of Holding Symbol***

Section 18.1.4. of the Development Plan specifies that “Council may use the Holding Symbol “H”, in conjunction with any other use designation in the Zoning Bylaw, to specify the use to which lands shall be put at some time in the future, but which are now considered premature or inappropriate for immediate development<sup>17</sup>”. In the case of McNab Park, the Holding Provision has been applied because the “future use of land or timing of development is uncertain due to issues of servicing, transitional use, or market demand”. In this case, the land use designation specifically applied to the R2(H) area is Transitional Land Use.

***McNab Park Housing Characteristics***

McNab Park consists of 162 multiple-unit dwellings and one single-unit dwelling, which are all renter occupied<sup>18</sup>. As of 2001, there were approximately 605 residents housed in this area.

**Table 8: McNab Park Housing Characteristics Summary, 1996.**

<i>Housing Characteristic</i>	<i>McNab Park</i>
Number of Dwellings - Single	1
Number of Dwellings - Multiple	162
Number of Residents (1996)	605
Ownership - Rented	100%
Average Gross Rent (monthly)	\$419

**Source: Neighbourhood Profiles, 6<sup>th</sup> Edition, 1998.**

<sup>17</sup> City of Saskatoon Development Plan, page 77.

<sup>18</sup> Neighbourhood Profiles – 6<sup>th</sup> Edition, 1996.

*Committee Concerns*



**McNab Park Housing**

As part of the local area planning process, the Planning Committee discussed the potential redevelopment of this residential area. On many occasions, group members expressed concern about the relative isolation of this residential housing group, the lack of services available to residents, the incompatibility of Residential and Light Industrial land uses, and concerns about the general quality of life of the residents.

Overall, the sentiment of the Planning Committee was that this residential area was no longer appropriate to exist within an industrial area, and that in the long term, it should be redeveloped for Light Industrial or Business Park uses. The redevelopment of McNab Park has not occurred, according to Committee members, because “ the market demand for industrial land has not “pushed” this redevelopment to occur on it’s own”.

*Business Park*

The objective of the Business Park as stated in the Development Plan is “to facilitate economic development by providing business parks to meet the demand for a high quality business and industrial park environment”. Generally, Business Parks are intended to accommodate business and light industrial uses which are seeking a high quality environment with respect to overall site and building design. This category of industrial use complements the more traditional forms of industrial development by providing an overall setting with a prestigious and distinct identity. Business Parks should be sufficient in size to form a comprehensively planned area.

**Business Park Criteria**

The City of Saskatoon Development Plan identifies location criteria for the placement of Business Parks. “Business Parks shall be strategically located with adequate access to transportation, utilities, and public transit. Proximity to the Airport, the University or Innovation Place would also be desirable for future Business Parks<sup>19</sup>”.



**Innovation Place – Atrium Building**

Innovation Place is currently Saskatoon’s only Business Park. It was created by agreement between the Government of Saskatchewan and the University of Saskatchewan in 1977; the first buildings were occupied in 1980, and since that time, the park has grown from a few hundred people to its present state. Innovation Place is a research and development park whose purpose is to facilitate and encourage the creation of new jobs. With 23 buildings housing over 115 companies and agencies, who employ 2,200 staff, Innovation Place is one of the most successful research parks in North America.<sup>20</sup>

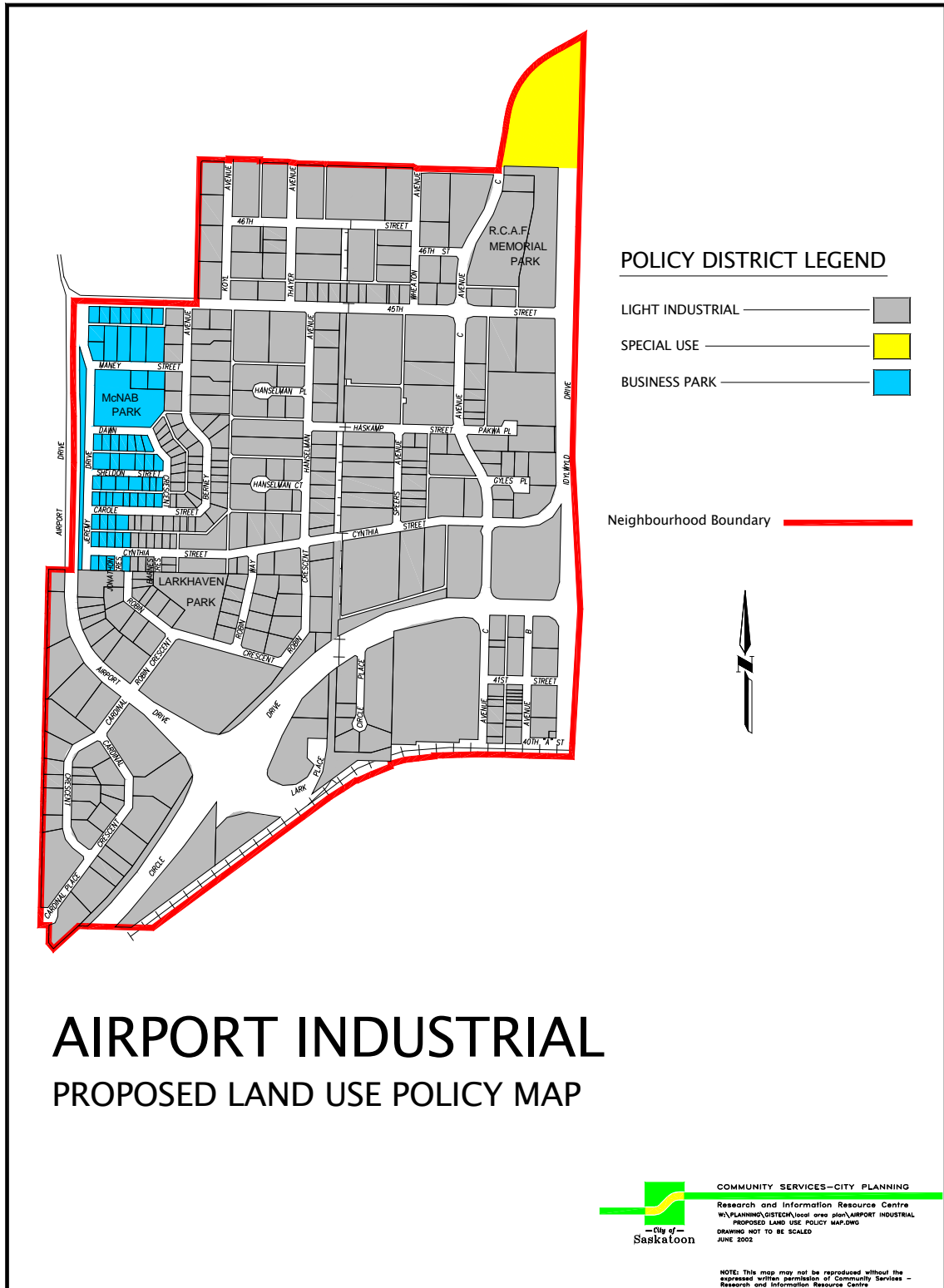
As a result of consultation with the Airport Industrial Planning Committee, it is the recommendation of the Airport Industrial Local Area Plan that the area referred to as McNab Park be redesignated in the following manner:

- (1) Transitional Land Use Area to Light Industrial (60%) and Business Park (40%); and
- (2) Rezone R2(H) to IL1 Light Industrial (60%) and IB Business Park (40%).

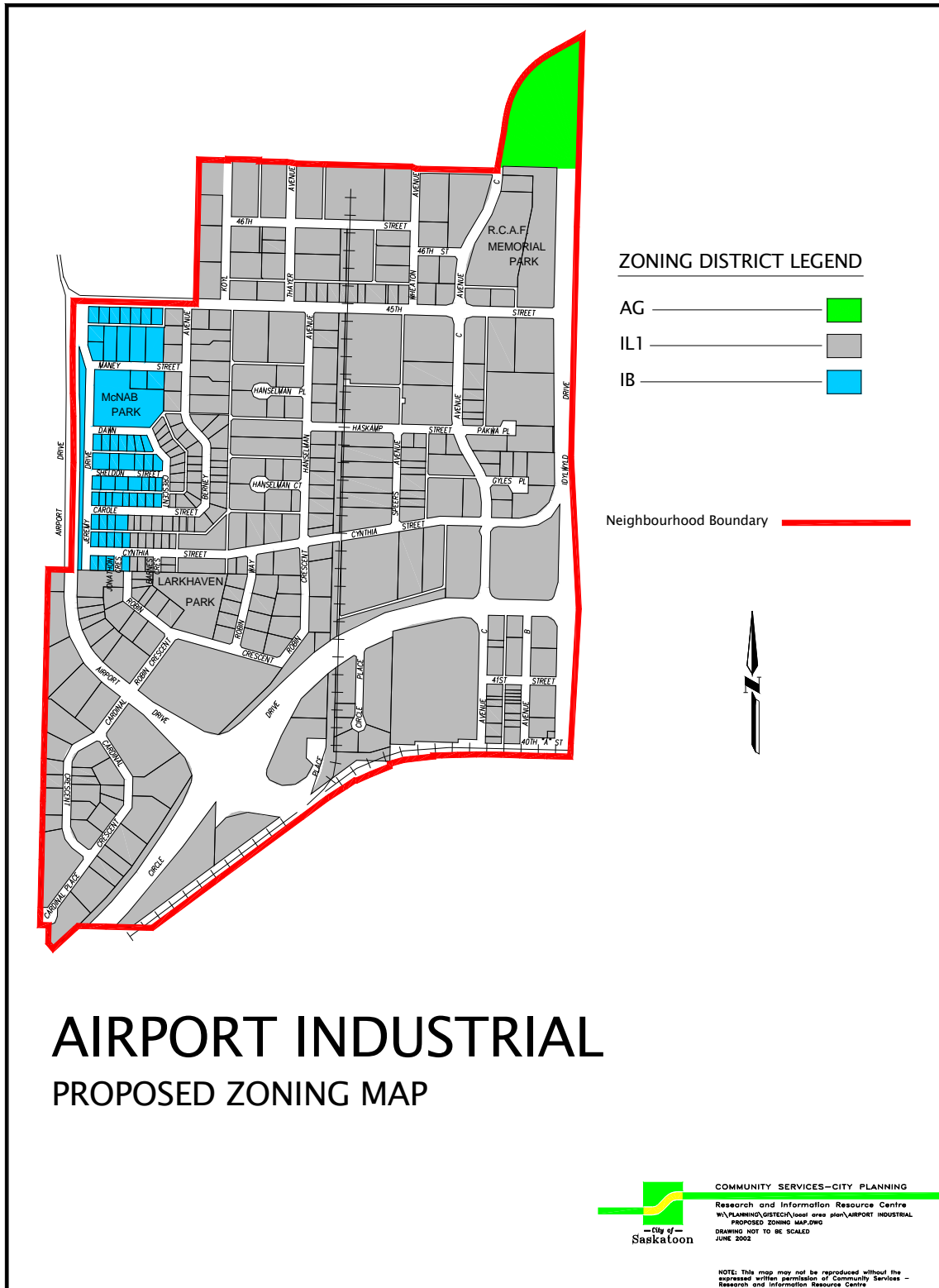
<sup>19</sup> City of Saskatoon Development Plan, Section 7.2.2 (d), page 33.

<sup>20</sup> Innovation Place Website, [www.innovationplace.com](http://www.innovationplace.com).

**Figure 16: Proposed Land Use Map for Airport Industrial Area**



**Figure 17: Proposed Zoning Map for Airport Industrial Area**





The proportions 60% Light Industrial and 40% Business Park are being proposed based on past market demand for Business Park uses.

**Table 9: Comparison of Innovation Place to proposed Business Park in Airport Industrial Area.**

	Innovation Place	Proposed Business Park Area
Size of Parcel	46 acres	17.37 acres
Land Absorption Rate	2.00 acres/year (on average)	2.00 acres/year
Years of Development	22 years	~ 9 years (estimated)

**Source: Innovation Place Administration, 2002.**

The area being proposed for Business Park development in the Airport Industrial Area is 17.37 acres (70,309.13 sq. m) in size. In comparison, Innovation Place is 46 acres in size. It has taken 22 years for Innovation Place to develop, which translates to approximately 2.0 acres per year. If we apply this same absorption rate to the proposed Business Park in the Airport Industrial Area, then the proposed business park, would only take nine years to develop. Considering the current use of this site is residential, it is not realistic to think that all this redevelopment will occur in the next nine years. There are other factors to consider that will affect the timing of this potential development. One major factor to consider is that this site is currently being used for residential uses. In order for a Business Park to develop there, the residents would have to be relocated, the buildings would have to be relocated or demolished, and the underground services would need to be upgraded. The redesignation of the land and the rezoning to Business Park makes this possible.

***Legal Non-Conforming***

Once the rezoning of the McNab Park land takes place, the property becomes classified as legal non-conforming. This means that the existing housing can remain indefinitely at its current capacity until such time as a private developer initiates a redevelopment proposal. Section 114 of the Planning and Development Act, 1983, legislates this:

*“a non-conforming use may be continued, but, where that use is discontinued for a period of at least six consecutive months, any future use of the land or building is to conform with any current bylaw.”*

***Property Taxes & Zoning***

When a change in zoning occurs, it affects how property taxes are assessed for the specific property. The City of Saskatoon Assessment Department is responsible for assessing property tax values in Saskatoon. Property Assessment is not an exact science, many variables are considered as part of a property assessment, and different scenarios produce dramatically different assessments. For example, if the zoning were to change for McNab Park from residential to industrial. The property assessment values would also change. Vacant properties (without buildings) would be assessed at the new zoning of industrial. While properties with residential uses still taking place, would remain assessed as residential. The amount an assessment would increase or decrease because of a change in zoning varies due to parcel size and services attached to the parcel.

***Concern for Resident Relocation***

Although the sentiment of the Local Area Plan Committee was to eliminate the residential housing entirely, Committee members were concerned with how this would be done and also what could be done in terms of assisting low-income residents to find alternative affordable housing.

All the housing in the Airport Industrial Area is privately owned, which means that the owner(s) could redevelop the property once it has been redesignated and rezoned. The owners are not required to provide alternative housing options for residents should they decide to redevelop this site, nor does the City have any funding or mandate to find alternate housing for the residents.

The redevelopment of McNab Park could cause the displacement of 600 people and the loss of 163 affordable housing units. The McNab Park residential area has remained in the Airport Industrial Area, because the real estate market demand for industrial land has not “pushed” the redevelopment to happen on its own. In the current housing market, affordable housing accommodations are difficult to locate. Should the redevelopment of McNab Park occur, a creative, coordinated phased effort would have to be conducted in order to assist the residents in the transition to alternative housing and in order to redevelop the site effectively.

*Creative Housing Solutions* There are agencies in the city who actively support establishing more affordable quality housing opportunities for residents of Saskatoon. *Saskatoon Housing Initiatives Partnership* (SHIP) is one Saskatoon agency that has emerged in response to an identifiable need for more affordable housing in Saskatoon. SHIP's purpose is to:

- ◆ act as a funnel for funding, initiatives, programs, and information toward affordable housing in Saskatoon;
- ◆ fundraise, educate, and research related to affordable housing development;
- ◆ build a network to coordinate and facilitate development;
- ◆ provide technical assistance (covers the range of supports and services necessary to help individuals and groups plan, develop, provide, and manage housing that meets their needs); and
- ◆ act as a think tank on policy initiatives that can improve the environment in which creative housing solutions can develop.

SHIP may be able to assist by examining the potential displacement problem associated with the redevelopment of McNab Park and recommend solutions for the relocation of residents.

2.1 That City Council endorse the proposed land use changes identified in Figure 16, on page 55, titled Airport Industrial Proposed Land Use Policy Map and incorporate them into the City of Saskatoon Development Plan, subject to further consultation with the property owners.

2.2 That City Council endorse the zoning changes shown on Figure 17, on page 56, to reflect the change in policy outlined in 2.1, subject to further consultation with the property owners.

### 3.0 Transportation and Circulation.

**Goals**

- ◆ to mitigate negative impacts of new development into existing roadway networks; and
- ◆ to improve traffic circulation.

**Introduction**

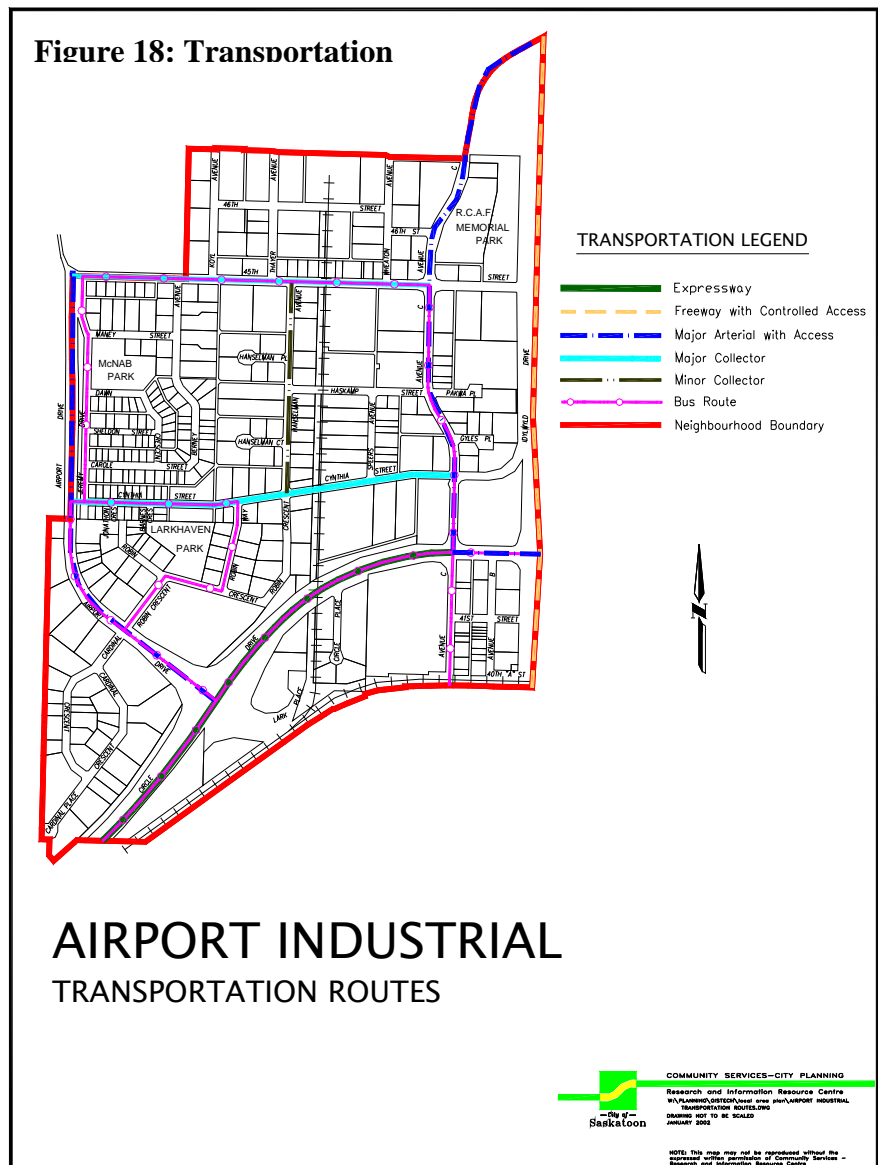
Traffic was an important topic to the Airport Industrial Planning Committee. As a business area, traffic and curbside exposure are important because they provide good visibility for customer access and truck and delivery access, but too much traffic causes congestion and can be crippling.

**Road Network**

The Airport Industrial Area contains the following roadways:

**Roadway Hierarchy**

- \* *major arterial*
- \* *minor arterial*
- \* *major collector*
- \* *minor collector*
- \* *local*



Source: City Planning Branch.

***Committee Concerns*****Avenue C**

In the Planning Committee's opinion, Avenue C is operating at capacity; and at peak times is handling unacceptable amounts of traffic. It is well known for being an excessively busy traffic area and is avoided by some drivers because of the traffic delays.

**Intersection of Avenue C & Circle Drive**

This leads to the second Committee concern, the intersection of Avenue C and Circle Drive. Avenue C and Circle Drive is one of the busiest intersections in Saskatoon and is well known for being a congested and dangerous intersection. For the people who work in this Airport Industrial Area, this is a main access point to their offices and businesses. The Planning Committee would like to see improvements made to the operation of this intersection to make it safer and less congested.



**Avenue C and Circle Drive**

**Avenue C and Cynthia Street**

The intersection of Avenue C and Cynthia Street is currently a none signalized intersection. It is difficult to make left or right hand turns on to Avenue C due to visibility at the intersection and speed of traffic on Avenue C. There is a curve on Avenue C beginning at Haskamp Street that makes it difficult to see cars southbound on Avenue C.



**Cynthia Street and Avenue C facing north**

### **Hampton Village**

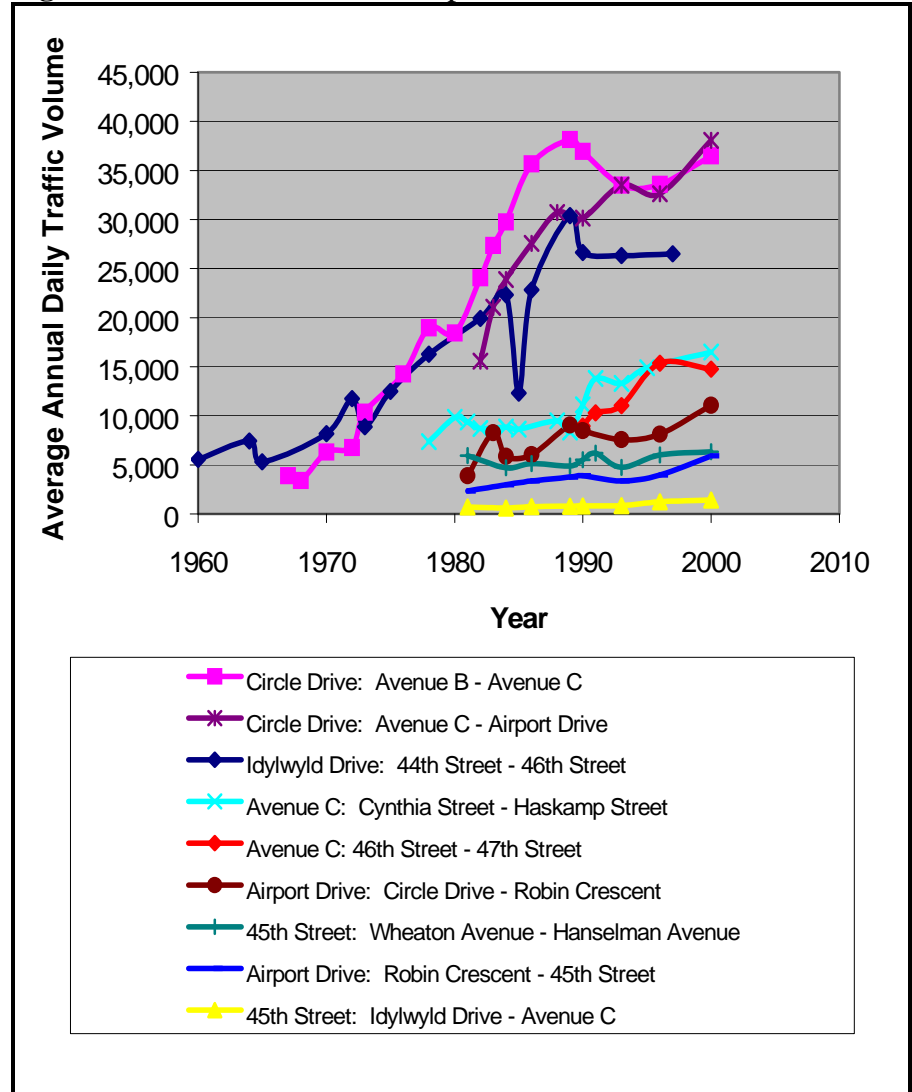
A new subdivision, Hampton Village, is being proposed to the west of the Airport Industrial Area. This subdivision will consist of mostly residential land uses, but will also have some Light Industrial land uses along its eastern boundary that will generate traffic. Planning Committee members are concerned that a roadway connection, proposed at Cynthia Street between Hampton Village and Airport Industrial Area, will cause increased congestion to Airport Industrial Area roadways. The Planning Committee is not opposed to new development, but would like to see that the City has a plan in place to handle the additional traffic being added to this area.

### **John G. Diefenbaker Airport**

John G. Diefenbaker Airport has become increasingly busy over the last ten years. It serves not only residents of Saskatoon, but also people from all over the province who travel for business or pleasure. As passenger traffic at the Airport increases, so too does the amount of traffic needing to access the Airport. The Planning Committee is pleased to see the Airport operating successfully and serving residents of Saskatoon and Saskatchewan. The Committee's only concern is for the traffic generated by the Airport and for passengers accessing the Airport by using Airport Drive and 45<sup>th</sup> Street.

*Traffic Volumes*

**Figure 19: Traffic Volumes - Airport Industrial Area**



**Calculation of Average Annual Daily Traffic**

The Municipal Engineering Branch of the Infrastructure Services Department has been carrying out traffic volume studies on Saskatoon streets extensively since 1960. Count stations are distributed throughout the city collecting traffic volume data. Some count stations are installed on a permanent basis, while others are installed and observed only every three years.

Traffic volume information is always expressed in some unit of time. The usual time periods referred to are hourly and daily. Traffic counts fluctuate depending upon time of year, roadway classification, roadway location, and the occurrence of special events. In order to provide comparable figures, a suitable correction factor (f) must be applied to the average daily traffic

A.D.T.) volumes to yield average annual daily traffic (A.A.D.T.)<sup>21</sup>.

***Avenue C***

According to the average annual daily traffic volumes in Table 10, it is apparent that traffic volumes on Avenue C have increased substantially since 1989. Over an eleven-year period, the average annual daily traffic volume has increased along this roadway by 8,100 vehicles per day.

**Table 10: Avenue C Traffic Volume Summary, 1989-2000, vehicles.**

<b>Avenue C</b>	<b>1989</b>	<b>1993</b>	<b>1995</b>	<b>1996</b>	<b>2000</b>
Between Cynthia Street & Haskamp Street	8,366		14,887		16,490
Between 46 <sup>th</sup> & 47 <sup>th</sup> Street		8,955		15,360	14,750

**Source: Traffic Management, Infrastructure Services Dept.**

***Avenue C & Circle Drive***

An intersection study was undertaken in spring 2001 at the intersection of Avenue C and Circle Drive. This intersection study was a joint study between Saskatchewan Government Insurance (S.G.I.) and the Municipal Engineering Branch, Infrastructure Services Department. The Study was deemed necessary because of the high number of collisions occurring at the intersection on an annual basis, and that both parties wish to see the intersection operate safer and more effectively. The Municipal Engineering Branch is considering the results of the Intersection Study at this time.



**Avenue C and Circle Drive**

<sup>21</sup> Traffic Characteristics Report 2000, Infrastructure Services Department, September 2001.



***Hampton Village***

Due to a new major roadway being developed to connect Hampton Village to the Airport Industrial Area, it is expected that Hampton Village will have incremental traffic impacts on the Airport Industrial Area. The new residential area is expected to contain:

- ◆ 450 acres of residential (2,677 units comprised of 70% single family, 30% multi-family); and
- ◆ 200 acres – non residential (Light Industrial or Business Park parcels).

The main concern the Planning Committee expressed regarding the proposed Hampton Village development is what impacts those households and businesses will have on traffic patterns in the Airport Industrial Area. The main roadway connecting Hampton Village to the Airport Industrial Area will be Cynthia Street extension. The existing segment of Cynthia Street operates as a local roadway. Improvements will be made to Cynthia Street to enable it to handle the anticipated traffic volumes, but the proposed street connection will affect the area as a whole.

***Traffic Impact Study***

As part of the Hampton Village Concept Plan, a Traffic Impact Study was commissioned by the developers to assess traffic impacts with or without Hampton Village being developed. The model used by the consultant allows variables such as existing or future land uses and transportation network to simulate traffic conditions. Based on input data, the model will produce simulations that predict traffic volumes, assess intersection levels, and identify potential bottlenecks. The study was conducted based on two scenarios: one at the base city population of 184,000 people, which reflects existing conditions. The other at a base city population of 250,000 people which predicts conditions 20 years from now.

The results of the Traffic Impact Study were:

- ◆ Traffic on existing roadways will increase with or without Hampton Village;
- ◆ The construction of Cynthia Street extension as an alternative east/west roadway is required to facilitate any new neighbourhood in the north west and may divert traffic away from 33<sup>rd</sup> Street;
- ◆ For a planning period 250k (city population of 250,000 people), minimal impact on intersection capacities;

- ◆ Timing for some infrastructure improvements which are required regardless of Hampton Village are advanced due to development of Hampton Village (i.e. Interchange at Circle Drive and Airport Drive); and
- ◆ The Hampton Village proposal is compatible with the proposed West Sector Plan currently under review by the City of Saskatoon.

The Developers have worked closely with the Infrastructure Services Department to ensure that all considerations have been made to achieve the best situation possible for everyone.

***Airport Traffic***

The only way to get to the John G. Diefenbaker Airport is by car, whether passengers drive themselves, take a taxi or are dropped off by friends or family. Traffic volumes have been steadily increasing since 1981. Between 1981 and 2000, the number of vehicles per day on Airport Drive, between Circle Drive and 45<sup>th</sup> Street, has increased by an average of 5,300 vehicles.

**Table 11: Airport Drive Traffic Volume Summary, vehicles per day, 1981-2000.**

<b>Airport Drive</b>	<b>1981</b>	<b>1996</b>	<b>2000</b>
Between Circle Drive and Robin Crescent	3,882	8,137	11,060
Between Robin Crescent and 45 <sup>th</sup> Street	2,342	3,955	5,900

**Source: Traffic Management, Traffic Volumes Table, 2001.**

The Saskatoon Airport Authority reports that over 800,000 passengers depart and arrive per annum at the Saskatoon Airport. There are approximately 260 weekly flights during winter months and 200 flights per week during the summer.<sup>22</sup>

In larger centres, such as Toronto, Calgary, and Vancouver, bus service is provided from the Airport to the Downtown. Saskatoon residents have grown accustomed to accessing the Saskatoon Airport by car, taxi or having their friends drop them off, but as the city expands, it may be feasible to provide alternative transportation methods for accessing the Airport. Currently, there is bus service to the Airport Industrial Area, but the closest bus stop to the Airport Terminal is at 45<sup>th</sup> Street and Berney Avenue.

<sup>22</sup> Source: Saskatoon Airport Authority Website, Facts & Statistics.

The Transit Services Branch has looked at providing transit service directly to the Airport Terminal, but due to funding and bus availability, has not been able to provide this service. As part of their 2003 budgeting process, they will be re-examining the feasibility of providing this service.

***Recommendations***

- 3.1 That the Municipal Engineering Branch monitor traffic volumes on Airport Industrial Area roadways (Cynthia Street, Airport Drive, 45<sup>th</sup> Street, Circle Drive, Avenue C) before, during, and after construction of Hampton Village to mitigate negative impacts of development on the Airport Industrial Area.
- 3.2 That the Municipal Engineering Branch present the results of the SGI Intersection Study (Avenue C and Circle Drive) to the stakeholders of the Airport Industrial Area.
- 3.3 That the Municipal Engineering Branch examine the feasibility of altering the current alignment of Cynthia Street to permit the re-subdivision of existing residential lots to the South of Cynthia Street to facilitate the re-development of these lots to Business Park and Light Industrial uses.

## 4.0 Economic Development

**Goals**

- ◆ to create a unique identity focusing emphasis on proximity to the Airport and building on that strength.

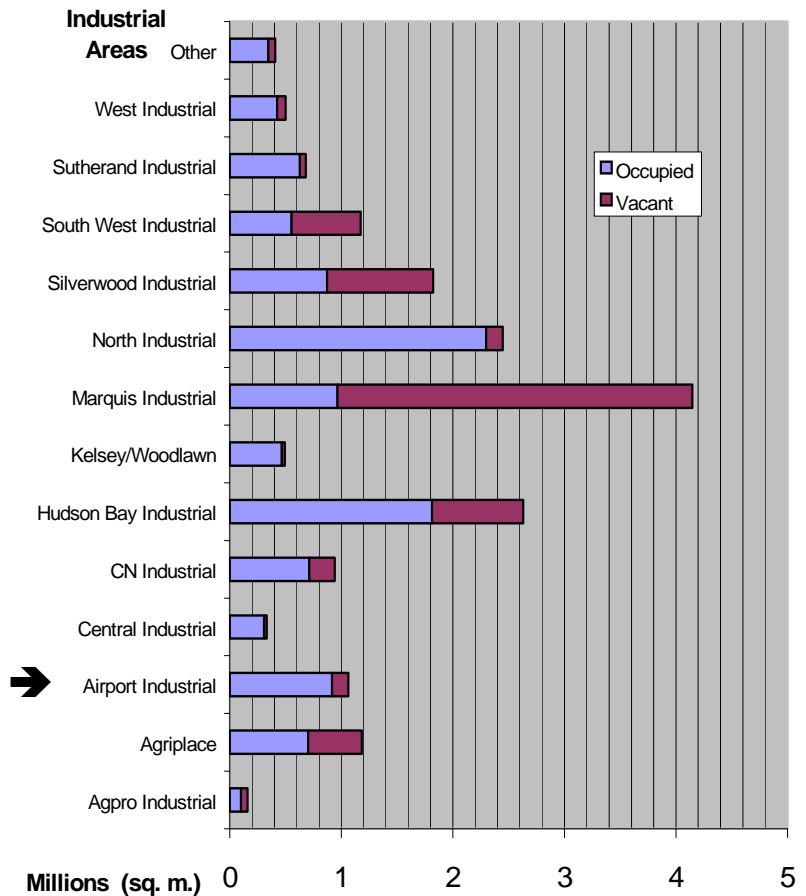
**Introduction**

Ensuring the long-term economic viability and enhancing the image of the Airport Industrial Area are key goals of the Airport Industrial Planning Committee. Economic Development is important to this Committee because this area is a significant business area. Several ideas were examined as to what can be done to improve or enhance the area and make it more attractive or desirable for business.

**Occupancy**

Compared to the other industrial areas in Saskatoon, the Airport Industrial Area has maintained a very healthy level of occupancy.

**Figure 20: Saskatoon Industrial Area Occupancy, 2001.**



Source: 2001 Industrial Land Inventory.

**Market Values**

<b>Average Market Value:</b>
<i>Airport Industrial Area</i> \$115,000
<i>Rest of Industrial Areas</i> \$119,000

In the Airport Industrial Area, the market value for industrial land ranges from \$100,000-130,000 per acre. In general, the price per acre varies depending on location and exposure provided by the site. For example, 51<sup>st</sup> Street and Millar Avenue command a premium price, up to \$300,00 and \$140,000 per acre respectively, because of their high visibility<sup>23</sup>. Other high traffic routes, such as Circle Drive, Quebec Avenue and 33<sup>rd</sup> Street, also command a premium price per acre. For example, an acre of industrial land along Circle Drive can go for as much as \$500,000, while an acre along Quebec Avenue or 33<sup>rd</sup> Street can command up to \$140,000.

**Table 12: Market Value Information for Saskatoon’s Industrial Areas, 2001.**

<b>Industrial Area</b>	<b>Market Value Range (\$/acre)</b>
Agpro	N/A
Agriplace	\$90,000-\$140,000
Airport	\$100,000-\$130,000
Central	\$80,000 - \$130,000
CN	\$65,000 - \$135,000
Hudson Bay	\$90,000 - \$160,000
Kelsey/Woodlawn	\$85,000 – \$220,000
Marquis	\$75,000 - \$135,000
North	\$105,000 - \$500,000
Silverwood	\$80,000
Southwest	\$50,000 - \$85,000
Sutherland	\$80,000 - \$100,000
West	\$50,000 - \$75,0000

**Source: 2001 Industrial Land Inventory, page 9.**

**Industrial Land Absorption Rates**

“The absorption of industrial land is difficult to predict given past trends and the varied locational preferences of different types of industry. For the purposes of long-range planning, the Community Services Department is currently using an absorption figure of approximately 80 gross acres per year, which is based on previous long-term absorption rates for the city. This means that there is an existing supply of serviced land capable of meeting the city’s needs for approximately seven years<sup>24</sup>”. It is a measure of industrial and economic activity, and is very useful information for marketing purposes and for appraisals.

<sup>23</sup> 2001 Industrial Land Inventory .

<sup>24</sup> City of Saskatoon, Five Year Land Development Program, 2002-2006, September 2001, page 21.

The Airport Industrial Area has been substantially built out for quite a while. The former Larkhaven Area, Cardinal Crescent and Robin Way, were slower to build out than the rest of the area.

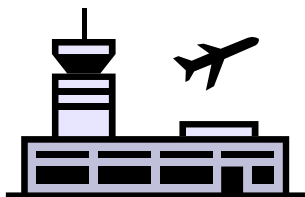
***Business Improvement Districts***

A Business Improvement District (BID) is an association of business people who join together to promote their mutual interest within a specific geographic area. It can only be established through a bylaw passed by City Council at the request of the local business community.

The main function of a BID is to improve business. This involves improvement to the physical environment and appearance of the business area and economic redevelopment of the business area through area-wide promotion, programming, and advertising campaigns. The BID also encourages its members to improve their own properties at their own expense. The BID organizes community events, promotional graphics and logos and develops public relations programs to enhance the shopping environment and general image of the area.

The Airport Industrial Planning Committee contemplated the idea of forming a BID for the Airport Industrial Area. However, at this time, the idea was not seen as necessary because most businesses in the area are members of the North Saskatoon Business Association (NSBA). The NSBA provides similar services to a BID. They provide an opportunity for networking, sharing on group benefits packages, lobbying for reduced local and provincial taxes, and for improvements to city infrastructure.

***Saskatoon Airport Authority***



Due to the close proximity of the John G. Diefenbaker Airport to the Airport Industrial area, it is important to consider the development and expansion of the Airport. Bill Restall, CEO of the Saskatoon Airport Authority, was a member of the Airport Industrial Planning Committee and provided information to the Committee about the long-term and short-term development plans of the Saskatoon Airport Authority.

“The Saskatoon Airport Authority has recently undertaken a 22-month, \$18.565 million expansion and redevelopment project for the Saskatoon John G. Diefenbaker International Airport.<sup>25</sup>” Construction began in February 2001 with the demolition of the old Control Tower and the redevelopment and construction of the new Control Tower. Currently, the project is in the middle of Phase II with the estimated completion of Phase II being

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<sup>25</sup> Saskatoon Airport Authority Website, March 2002.

August 2002. Once complete, the new Airport facility will be capable of handling 1.4 million passengers per year.



**Rendering of completed Airport Terminal Renovation, Saskatoon Airport Authority Website, March 2002.**



**Airport Terminal, Construction Summer 2001.**

The Saskatoon Airport Authority is also looking at the long-term development potential of excess airport land. There is potentially 200-300 acres of land available for development adjacent to Airport Drive and north of the proposed Cynthia Street extension. This land was identified in the Airport Master Plan (1997 Update) and the Airport Land Use Study (2001).

The timing of this development was estimated to occur in 2006 – 2016 in the 1997 Airport Land Use Study. Since the proposal for Hampton Village has emerged, this may cause the development time line to begin sooner than originally anticipated. The proposed Cynthia Street extension will allow the Airport Authority more access to their excess land north of the proposed extension.

As mentioned in the Transportation and Circulation Issue Paper, Hampton Village is proposing to contain 200 acres of non-residential (Light Industrial or Business Park parcels) land, which will be linked by Cynthia Street to the Airport Industrial Area.

***Proposed Boundary Change***

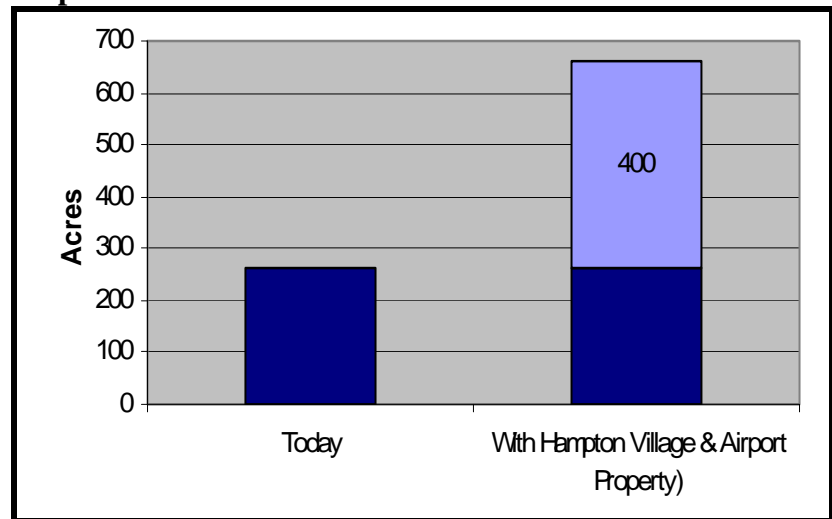
Due to the proximity of the Hampton Village Light Industrial and Business Park parcels to the Airport Industrial Area, the planning committee has suggested that this area be incorporated as part of the Airport Industrial Area.

*See Map of Boundary Change on next page.*

The Figure below, illustrates the existing amount of industrial land contained in the Airport Industrial Area. It also shows how much land will potentially be developed by Hampton Village and the Saskatoon Airport Authority for industrial uses.

**Figure 21: Current and Proposed Industrial Land in the Airport Industrial Area.**

***Proposed Industrial Land:***  
 Hampton Village  
 200 acres  
 Airport Authority  
 200 acres – South Module



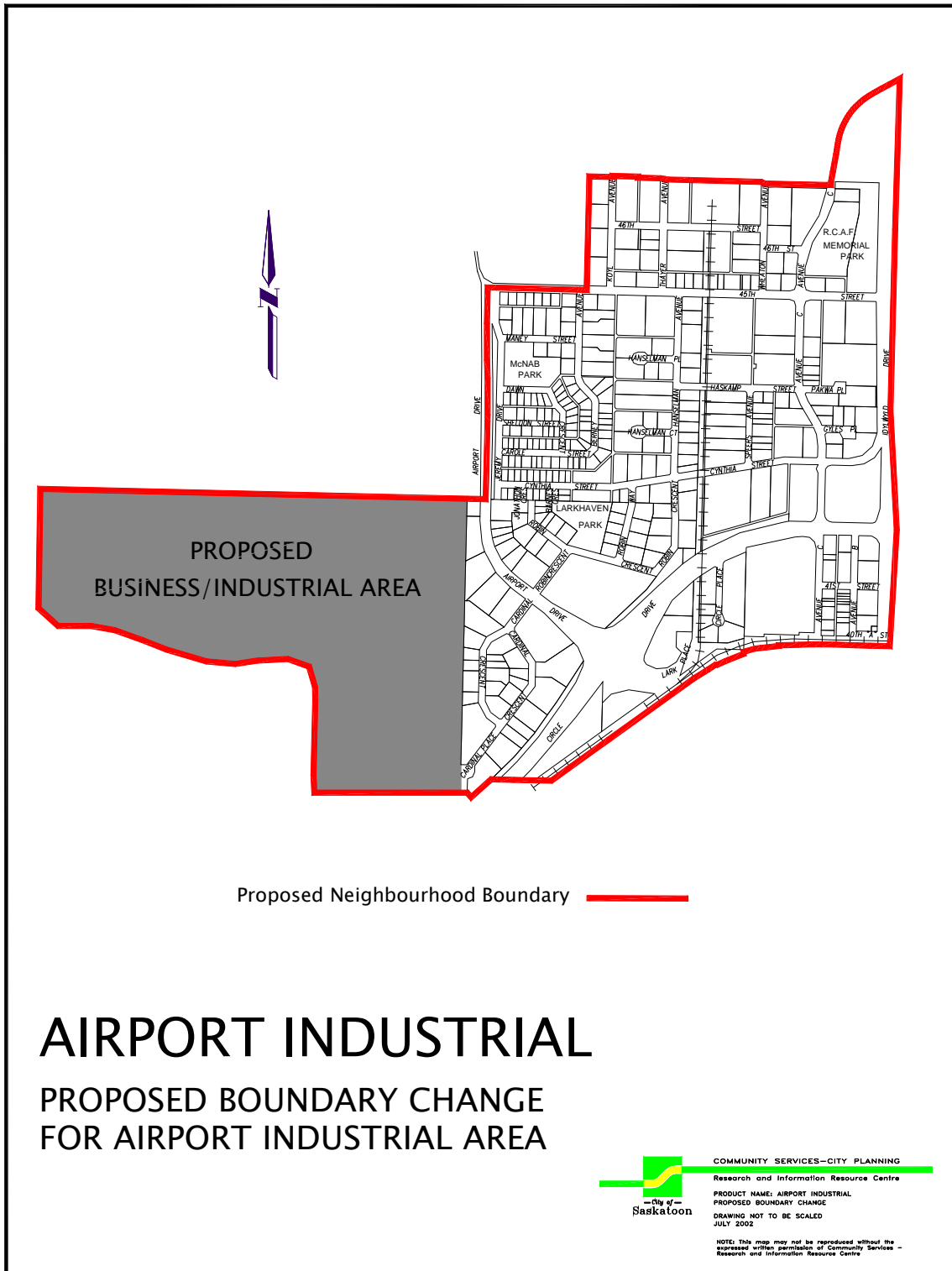
**Source: Industrial Land Inventory, Airport Land Use Study, Hampton Village Concept Plan Presentation.**

Currently, the Airport Industrial Area consists of 263 acres (1,063,008 sq. m) of industrial land. Hampton Village and the Saskatoon Airport Authority have identified an additional 400 acres (1,618,800 sq. m) of land for potential development as industrial uses.

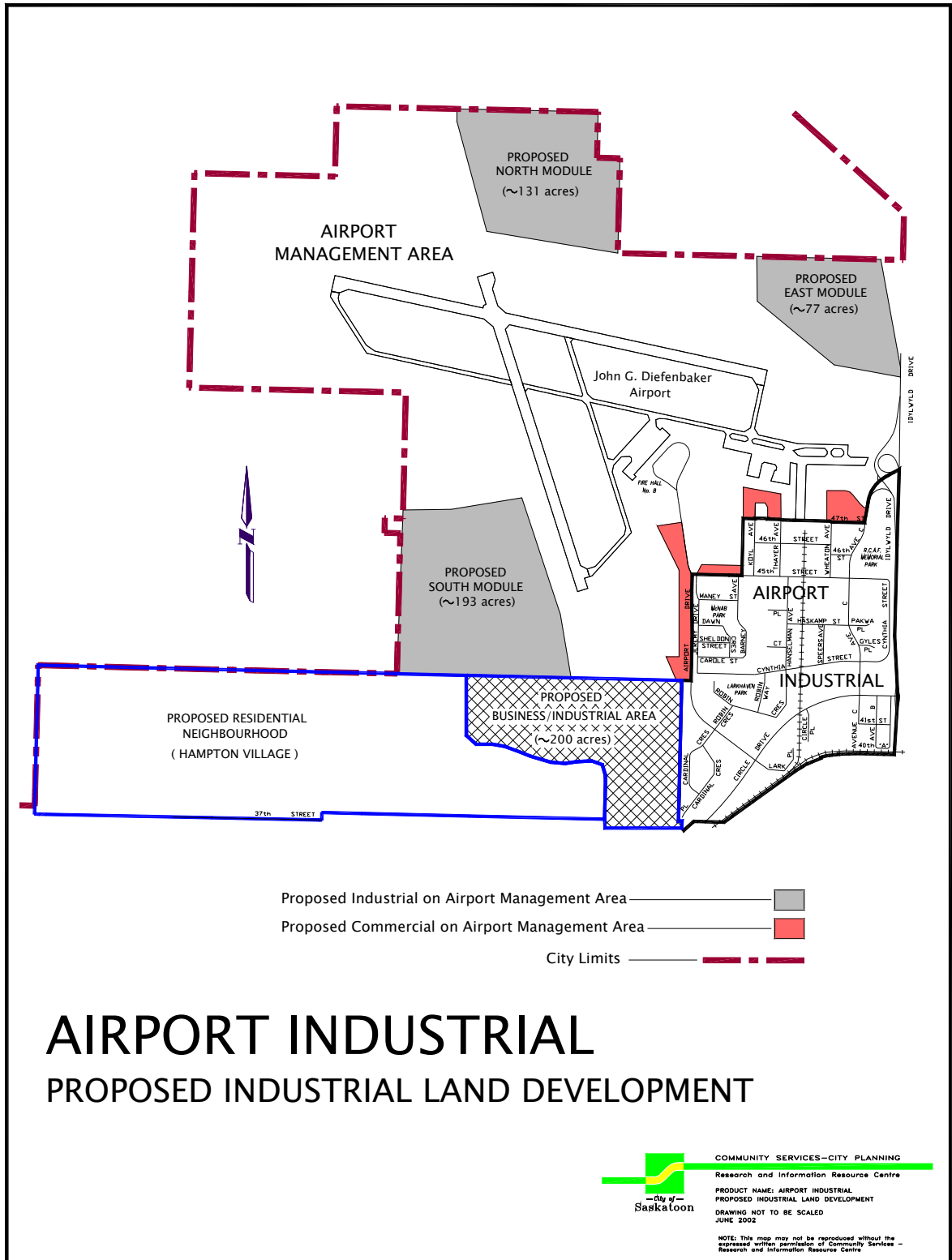
*See Map of Proposed Industrial Land Development on page 74.*



**Figure 22: Proposed Boundary Change for Airport Industrial Area**



**Figure 23: Proposed Industrial Land Development**



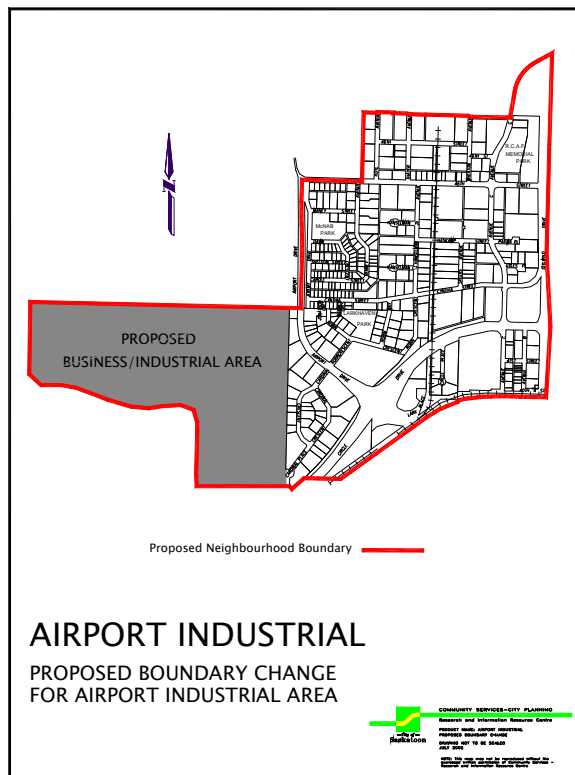
***Airport Business Area***

Planning Committee members expressed a desire to change the image of the Airport Industrial Area. To make the area more distinguishable on maps, as opposed to any other general industrial area, and to link the area more closely with the Saskatoon Airport.

One of the ideas the Planning Committee suggested was that the Airport Industrial Area be renamed to something more unique and identifiable. The name suggested by the Committee was *Airport Business Area*. The new name Airport Business Centre would appear on all new city maps, and could be used as part of a promotional campaign for encouraging new development of the area.

***Recommendations***

- 4.1 That City Council endorse the proposed name change of ‘Airport Industrial Area’ to ‘Airport Business Area’, and that all city maps be amended to reflect the change.
- 4.2 That City Council endorse the proposal to enlarge the Airport Industrial Area by encompassing the proposed Business Park and Light Industrial Area immediately east of the new Hampton Village neighbourhood.



## 5.0 Parks and Open Space

### Goals

- ◆ to develop Larkhaven Park into usable park space for business owners and workers in the Airport Industrial Area as well as hotel guests who are visitors to Saskatoon; and
- ◆ to improve pedestrian environment and provide linkages between existing green space.

### Introduction

The Airport Industrial Area currently contains two park spaces, which are both classified as Industrial Park Space in the Park Development Guidelines and are Municipal Reserve parcels<sup>26</sup>.

**Table 13: Park Space Summary, 2002.**

Park Name	Size	Zoning District	Development Plan Designation
Larkhaven	4.1 ha	R2 (H)	Transitional Land Use
RCAF Memorial	4.9 ha	<b>IL1</b>	Light Industrial

Source: Mapguide

### Industrial Parks

The Park Development Guidelines define Industrial Parks as: “**Industrial Park** is intended as a city-wide resource. Each park responds to the unique site circumstances or provides unique programming opportunities. The location in industrial areas allows elements, which are not suitable for residential neighbourhoods. This type of park can also facilitate the needs of employees working in the industrial area (e.g. landscaping, outdoor furniture)<sup>27</sup>”.

### Park Space Provision

The *Planning and Development Act*, 1983, requires Municipal Reserve lands to be dedicated for public open space and recreational use as new land is subdivided and developed for urban residential, commercial, and industrial purposes. Alternatively, the City may take money in lieu of land, when dedicating land is not deemed appropriate. To ensure that dedicated lands are allocated properly, the City of Saskatoon has developed administrative policies such as the Park Development Guidelines.

### Park Space Hierarchy

The City of Saskatoon plans for the provision of parks according to a hierarchy corresponding to the residential development structure outlined in the City’s Development Plan. The park

<sup>26</sup> City of Saskatoon Projected Growth Map, 2002.

<sup>27</sup> Park Development Guidelines (revised 2002), page 5 of 19.

hierarchy is based on the neighbourhood as the central core and radiates to larger units and special uses. The park hierarchy consists of:

- ♦ Neighbourhood Pocket Park,
- ♦ Neighbourhood Core Park,
- ♦ Linear Park, District Park,
- ♦ Multi-District Park,
- ♦ Industrial Park, and
- ♦ Special Use Park.

***Use of Municipal Reserve***

Each park category is intended to address a particular recreation need of particular groups of people, while simultaneously, maintaining the flexibility of programming an attractive environment which will encourage use by all city residents.

The *Planning and Development Act, 1983* specifies what municipal reserve can be used for:

- (a) public park or buffer strip;
- (b) a public recreation area;
- (c) school purposes;
- (d) natural area;
- (e) a public building or facility;
- (e.1) a building or facility used and owned by a charitable corporation;
- (e.2) agricultural or horticultural uses; or
- (f) any other specific or general use that the minister may provide by regulation.

***Committee Concerns***

Therefore, once land is designated as municipal reserve it's future use is protected and it is retained by the City for free public access and use.

To enhance recreational opportunities, the City has entered into partnership agreements for programming in parks. For example the tennis club, which operates from the tennis dome adjacent to Lakewood Civic Centre, has an agreement with the City to provide tennis programming at Lakewood Civic Centre. Although the tennis club is a private club, the tennis dome does provide opportunity for non-members and the public to use the facility.

Through the Local Area Plan process, the Planning Committee expressed concern about the lack of developed green space in the Airport Industrial Area. Their concern was that employees, property, and business owners who work in the area have no green space to walk to, to enjoy their lunch or to take a break from their jobs.

The hotels in the area and their patrons also desire the development of green space. Visitors staying in Saskatoon at hotels in the Airport Industrial Area commonly complain that there is no place to walk to and relax, no green space to retreat to close by or within walking distance. The Planning Committee would like to see Larkhaven Park developed into useable passive park space for employees, business owners, and property owners, as well as hotel guests.



***Pedestrian/Cyclist Trail System***

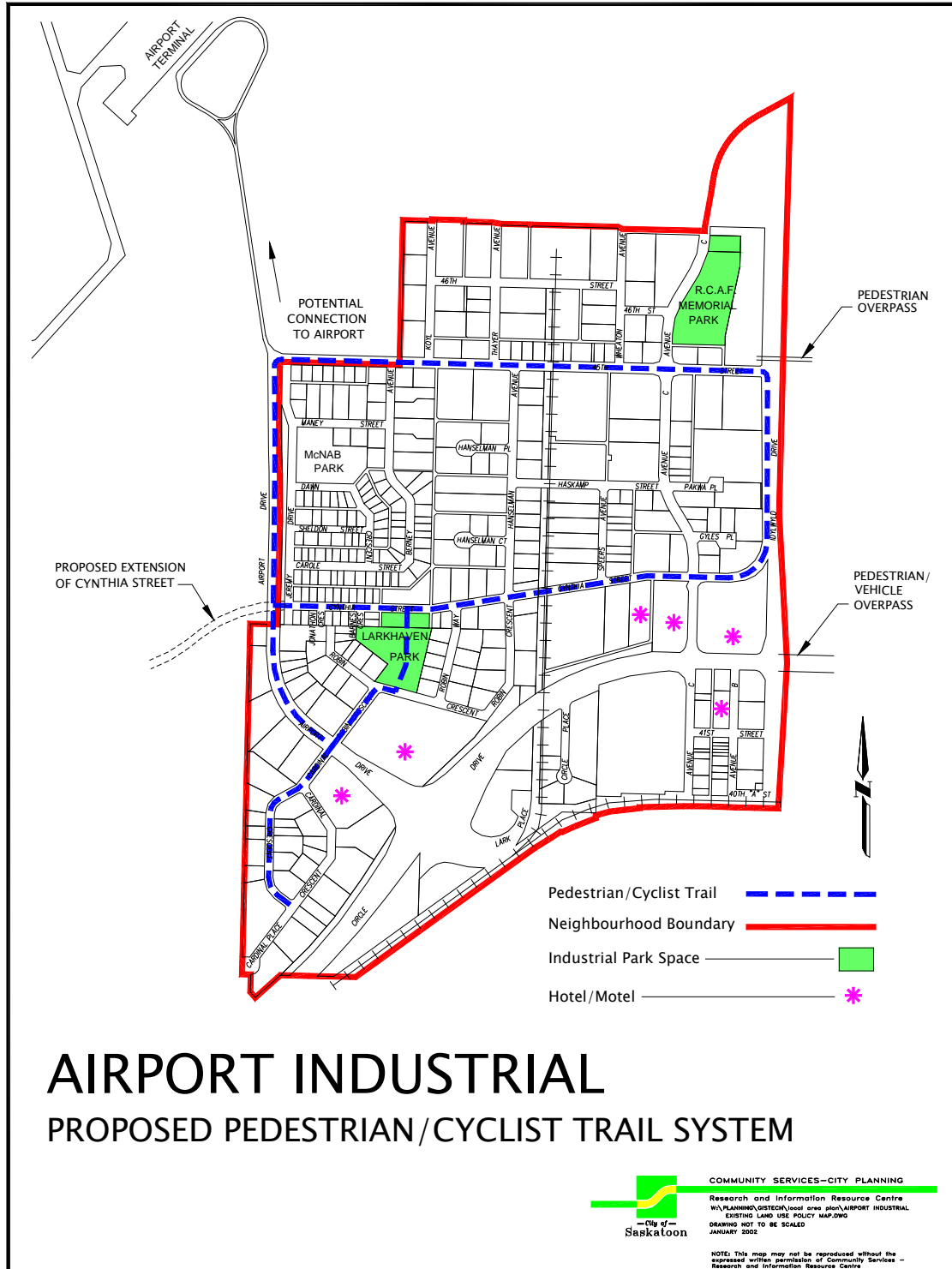
**Employees from WaveCom walking along Cardinal Crescent**

The other concern the Planning Committee discussed was related to accessing existing or future green spaces. Currently, there are no sidewalks that exist in the area that allow pedestrians to access green space without walking on roadways.

There was discussion about creating a connective pathway system to join existing green space, hotels, and the Airport. One suggestion was to create a linkage along Idylwyld Drive north from the Travelodge Hotel to R.C.A.F. Memorial Park. This would provide hotel guests a safe pathway to connect with green space and a safe pathway for recreation. *(See next page for example of trail system.)*

Another concern brought forward by the Planning Committee was related to the lack of recreation opportunities and limited access to services. Although Committee members do not see the McNab residential area as a long-term use in the area, in the short term, the lack of services and recreation is causing some problems for business owners. Some Committee members and business owners have experienced vandalism or other property damage to their properties. Some members felt this activity may be associated with children living in McNab Park who do not have access to recreation or more creative ways to spend their time.

**Figure 22: Proposed Pedestrian/Cyclist Trail System  
(For Discussion Purposes Only.)**



***Industrial Parks in Saskatoon***

In Saskatoon, there are currently three Industrial Parks: R.C.A.F. Memorial Park, Larkhaven Park, and S.E.D. Industrial Park #1. Of these three Industrial Parks, only one has been developed into useable green space, RCAF Memorial Park.



**R.C.A.F. Memorial Park**



**Larkhaven Park**

**Table 14: Summary of Industrial Parks in Saskatoon**

<b>Industrial Parks</b>	<b>Location</b>	<b>Status</b>
R.C.A.F. Memorial Park	Airport Industrial	Developed
Larkhaven Park	Airport Industrial	Undeveloped
S.E.D. Industrial Park #1	Southwest Industrial	Undeveloped

Source: Leisure Services, February 5, 2001.



Larkhaven Park, which is the other Industrial Park in the Airport Industrial Area, was created from dedicated lands set-aside during the creation of the original subdivision in 1979, but it remains undeveloped.

***Pre Paid Levy***

The pre-paid levy program imposes a levy on the price of new lots and ensures that funds are collected for open space development in each individual area of Saskatoon. In a residential area, money from this levy is used to develop neighbourhood park space. A parks and recreation levy was collected when land was subdivided and sold in the Airport Industrial Area. The funds in this levy account are allocated for boulevard enhancement, adding trees to the urban forest, flowerpots, etc.

***Short Term Needs***

Traditionally, the City has not used monies from the parks and recreation levy collected from industrial areas for development of green space in those industrial areas. The priority for the pre paid levy has been for residential areas where people spend their leisure time. This practise was understandable, considering that most industrial areas tended to have few people; therefore, there was no desire or need to create green space. The environment in the Airport Industrial Area has evolved into a mixture of commercial, business, hotel, and office oriented uses. Due to the changing nature of this industrial area, it may be necessary to reconsider how green space is developed in the Airport Industrial Area.

The residential community has expressed their recreation needs to the City of Saskatoon through the Kelsey/Woodlawn Community Association, which is the Community Association designated to support their community. The residents' main concern is for children living in the area who do not have access to appropriate playground equipment. The Community Association and the Community Development Branch are working on addressing this short-term need. In order to improve recreation opportunities for children in the area and the quality of life for all the residents, two improvements have recently been implemented to improve conditions over the short term:

- ♦ McNab Park Youth Centre – many partners came together to convert one of the residential units in McNab Park into a youth centre for residents. This youth centre provides: computers and recreation programming.
- ♦ Playground Equipment - neighbouring businesses, led by Cogema paid for and installed a play structure in McNab Park along 45<sup>th</sup> Street for the children to play.



### *Developing Larkhaven Park*

Through the local area plan meetings, the Planning Committee has determined that there is a strong interest in adding more green space or park space to the area. A sub-committee of the Local Area Planning Committee emerged to discuss this particular issue in further detail. Two Committee members spearheaded the sub-committee: Greg Yule and Glenn Wright. Greg Yule is a business and property owner in the Airport Industrial Area who enjoys working in the area, but would like to see it beautified with the addition of green space. Glenn Wright, is the president of the Kelsey/Woodlawn Community Association, and as such, is a representative to the McNab Park residents.

The subcommittee met with members of the Administration to discuss the potential of developing Larkhaven Park for local users. One of the main problems with developing Larkhaven Park, which became immediately evident, was that no funding exists for development of industrial parks. When the Airport Industrial Area was subdivided and sold, there was a parks and recreation levy collected as part of the land servicing costs. Planning Committee members would like to see money from this levy used for development of Larkhaven Park. In addition to that, some members of the Airport business community were approached about providing support, funding, labour in kind, and materials to make this idea a reality. Expressions of support were received from local business owners to see Larkhaven Park developed.

The other problem with developing Larkhaven Park, which is classified as an Industrial Park, is that in terms of park development priority, Industrial Parks are at the bottom of the list.

- ♦ Neighbourhood Parks,
- ♦ District Parks,
- ♦ Multi-District Parks,
- ♦ Special Use Parks, and
- ♦ Industrial Parks.

A common complaint of visitors staying at hotels in the area is that there is no place (no green space) for hotel guests to walk to and relax. There are also no sidewalks for them to safely walk to existing green space at R.C.A.F. Memorial Park. Major roadways, such as Circle Drive and Avenue C, or highways such as Idylwyld Drive, bound the area. These major roadways have no sidewalks, which limit pedestrian movement within the area and deter pedestrians from crossing Idylwyld Drive to access commercial services. In summer 2001, improvements were made to the pedestrian facilities on the Idylwyld Drive overpass making it easier for pedestrians to cross the overpass to access retail uses along Circle Drive east of Idylwyld Drive.

In Saskatoon, industrial areas are commonly developed without sidewalks to save money and to provide industrial land to the consumers at lower prices. Boulevard space for sidewalks does exist in the Airport Industrial Area, but sidewalks have never been added because it would be expensive for the area landowners to pay for the construction of sidewalks everywhere.

The Airport Industrial Area is evolving from an industrial area with low pedestrian volumes to a commercial area with hotels and offices, and increasing pedestrian volumes. Due to the proposed roadway connection of Cynthia Street from the Airport Industrial Area to Hampton Village, there may be an opportunity to provide pedestrian linkages on at least one side of the street, with the upgrade work that will be required to upgrade Cynthia Street.

### ***Airport Park Space***

The Saskatoon Airport Authority maintains a small park space on the southeast side of the parking lot. There is a picnic table and benches in the park. The purpose of this park space is to provide staff and members of the public with a safe location to watch the planes while enjoying the outdoors.



**Airport Park Space**

One of the Planning Committee members suggested establishing a trail system around the Airport property. This trail system, if established, would benefit employees in the Airport Industrial Area by providing an opportunity for exercise over the lunch hour or anytime during their day. It would also allow passengers who are waiting for flights with an opportunity for some recreation. A similar trail system exists around the Calgary Airport, and it is well utilized by employees of the Airport and passengers.

The Calgary Airport trail system consists of an asphalt path that originates at the Airport Terminal and continues along the main entryway, Barlow Trail, until it loops back towards the terminal again. Markers along the trail show distance travelled and sitting areas have also been provided periodically. This trail connects to a city-wide trail that extends throughout the City of Calgary.

***Recommendations***

5.1 That Parks Branch, Infrastructure Services and Leisure Services Branch, Community Services Department meet with interested members of the Airport Industrial Planning Committee, and interested business and property owners from the Airport Industrial Area, to present and discuss options for the development of Larkhaven Park.

5.2 That the Municipal Engineering Branch, report to the Planning and Operations Committee on the feasibility of developing and installing a connective pedestrian system in the Airport Industrial Area.

**6.0 Municipal Services and Infrastructure**

**Goals**

- ◆ to enhance the median on Airport Drive, improving the curbside appearance;
- ◆ to install a welcoming feature along Airport Drive for visitors to Saskatoon arriving at John G. Diefenbaker Airport; and
- ◆ establish Airport Drive as a “Gateway to Saskatoon”.

**Introduction**

*“You never get a second chance to make a first impression.” unknown*

The visual impression Airport Drive provides to visitors of Saskatoon is lacking impact. If you were a first-time visitor to the city what would your first impressions of Saskatoon be? This was a major concern to the Airport Industrial Planning Committee. The Committee generated many ideas that were geared towards improving the appearance of Airport Drive. The Committee’s main focus is developing Airport Drive as a “Gateway to Saskatoon”. There are several short- term and long-term improvements that can be made to realize this important goal.



**Airport Drive southbound facing McNab Park & 45<sup>th</sup> Street.**

**Committee Concerns**

**Airport Drive Master Plan**

Airport Drive is an important roadway in the Airport Industrial Area and to Saskatoon. It is the “Gateway to Saskatoon”. Planning Committee members would like to see improvements made to Airport Drive to celebrate it as an entry point into the city. Committee Members suggested having a urban design master plan created for this roadway to coordinate improvements.

**Welcome Sign**

Committee members would like to see a welcome sign installed along Airport Drive to greet visitors to Saskatoon. Committee members suggested placing it at the intersection of 45<sup>th</sup> Street

*Airport Drive Master Plan*

and Airport Drive or at the termination of Airport Drive when it reaches Circle Drive.

**Maintenance of Airport Drive Median – Turf and Trees**

The Committee is concerned with the maintenance, or lack of maintenance, of the turf along Airport Drive. Committee members feel that the turf is being left too long between cuttings. Then when it is cut, it often isn't gathered, and is left to blow around and ends up collecting along the curb. The Committee feels that this roadway should have a higher standard of maintenance because of its high visibility and importance as a major entry point into Saskatoon. Planning Committee members would also like to see the amount of street trees increased to improve curb-side appearance. Committee members would like Airport Drive to receive improvements under the Median Rehabilitation Program.

**Visual Screening**

The redevelopment of McNab Park will take time. In the meantime, Planning Committee members suggested installing some visual screening (trees or a berm) to reduce visibility of McNab Park from Airport Drive.

Planning Committee members suggested consulting the Urban Design Section about creating a streetscape treatment for Airport Drive similar to what has been done for 22<sup>nd</sup> Street (between Idylwyld Drive and 1<sup>st</sup> Avenue). The Committee would like to see a plan developed for Airport Drive that includes: banners and poles, more street trees, more planters (flower pots), pavers on the median, different lighting fixtures, etc. In the short term, visual screening along Airport Drive could be installed to block view of McNab Park housing.

Normally, such initiatives are organized and funded through a Business Improvement District, and members of the BID Board sit on the design committee that creates the master plan for the street. In order for such an initiative to be pursued and developed on Airport Drive:

- ♦ an identifiable group of business owners from the Airport Industrial Area would have to form a steering committee to act as a working group for the project; and
- ♦ a Master Plan for the street would be proposed by the Urban Design Branch in consultation with the steering committee.



**22<sup>nd</sup> Street and Pacific Avenue**

***Airport Identification Sign***

It is very common to be greeted by a welcoming sign or monument upon arriving at cities via air. In Saskatoon, this is not the case. There is currently nothing in place to welcome visitors to Saskatoon upon their arrival. The Saskatoon Airport Authority has constructed an identification sign along the northbound land (entering) on Airport Drive.



**Saskatoon Airport Authority Sign**

***City Entrance Program***

The Airport Industrial Planning Committee feels *strongly* that the City of Saskatoon needs to develop a place maker along Airport Drive to welcome visitors to Saskatoon as they arrive by air to the city.

In the past, the City of Saskatoon established such place makers under a program called the City Entrance Program. These place makers were constructed at the entry points of major highways to Saskatoon. These large place makers were relatively ineffective, costly to maintain, and were easy targets for graffiti and vandalism. The program has discontinued using these large place maker signs, and a consultant has been hired to look at more effective entrance sign options that are less expensive to maintain over the long term. There is one sign remaining from the original program and it is located on Highway 11 South.



**Highway 11 South Sign**

Another initiative created by the City and Tourism Saskatoon to welcome visitors to Saskatoon, was the establishment of a radio frequency devoted to running promotional information about Saskatoon. 91.7 FM, established approximately two years ago, runs information about events and things to do and see while in the city. The Infrastructure Services Department hired a consultant to undertake a review of the current city entrance program. The consultants report is complete and will be presented to City Council in spring 2002. The report will categorize city entrance points into either primary or secondary entrances and also help identify treatment ideas for these locations. Airport Drive has been identified as a primary entrance point, and has been given a high priority in the program.



***Blairmore Ring***

As part of the local area plan process, the planning group discussed placement and design of a welcoming feature for Airport Drive. One of the ideas discussed by the planning group was to create a welcoming feature at the end of Airport Drive and Circle Drive that would incorporate the Blairmore Ring, a welcome sign, and a flower/natural prairie flora display.

**Blairmore Ring, Rotary Park**

The Blairmore Ring was located in Rotary Park, but in summer 2001, it was removed and replaced by the Peace Plaza. Some group members thought the Blairmore Ring had potential to be located in the Airport Industrial Area. The monument is dedicated to the potash industry in Saskatchewan, and many mining companies have their headquarters in the Airport Industrial Area. Other group members felt that the Blairmore Ring should be re-installed at a riverbank location, as it had been a landmark along the riverbank for so many years before being removed.

In August 2002, the Saskatoon Airport Authority announced that the Blairmore Ring would be placed at John G. Diefenbaker Airport.

***Saskatoon Shines!***

Recently, the City of Saskatoon, SREDA, and the Saskatoon Airport Authority worked together to develop a “motto” for the City of Saskatoon that could be used in the City Entrance Program or in other City promotional material. The new motto, Saskatoon Shines, was announced in December 2001.

***Trees***

The Parks Branch of the Infrastructure Services Department is responsible for the maintenance of medians in Saskatoon. There are two components that constitute the maintenance schedule: trees and turf. In past years, the Parks Branch has experienced some problems with dying spruce trees on Airport Drive. This species of tree is not well suited to grow in the harsh median environment where de-icing salts are used and traffic volumes are relatively high. The Parks Branch has worked diligently to replace the dead or dying trees on the Airport Drive centre median.

***Trees – Visual Screening***

Planning Committee members are concerned about making a good first impression along Airport Drive. Due to the condition of the housing and yards at McNab Park and their visibility, some Committee members feel that this housing should be screened so that visitors to Saskatoon do not receive the wrong impression about the city. Some Planning Committee members suggested that trees or a berm be used to visually screen McNab Park from view along Airport Drive.

***Turf***

The maintenance of the turf along Airport Drive is the responsibility of the Parks Branch of the Infrastructure Services Department. The species of turf that is used by the Parks Branch is dry land turf and is utilized throughout most of Saskatoon. One option that the Planning Committee suggested to improve maintenance on Airport Drive and to provide more continuity between the Airport Property and the City Property, is for the City of Saskatoon to establish a partnership with the Saskatoon Airport Authority for the maintenance of all of Airport Drive. (From the Terminal until Airport Drive meets Circle Drive.) The Planning Committee is pleased with how the Airport Authority maintains its portion of Airport Drive and would like to see this maintenance extended all the way along Airport Drive.

The timing for discussions between the Saskatoon Airport Authority and the Parks Branch, Infrastructure Services Department should be initiated when the Airport Drive Master Plan begins.

Partnerships between airport authorities and municipalities for maintenance of roadways are not a new concept. Larger centres, like Toronto, have utilized these types of agreements for a number of years.



**Airport Drive – Turf on Median**

***Median Rehabilitation Program***

The Parks and Open Space Section of the Parks Branch administers the Median Rehabilitation Program. The Program was initiated to upgrade the medians along major arterial roadways in Saskatoon. The program has been operating for approximately ten years, and has been responsible for upgrades along major arterials such as 8<sup>th</sup> Street, 22<sup>nd</sup> Street, Idylwyld Drive, and most recently College Drive. These medians tend to be hostile environments for plantings as well as maintenance crews. The most recent median project under this program was College Drive. College Drive is a good example of the direction the Parks Branch would like to see the Rehabilitation Program continue in the future. The rehabilitation of College Drive consisted of interlocking pavers, trees, tree grates, concrete along the curb, and flowerpots. (See Photo on next page.)

During the local area planning process, Committee members identified Airport Drive as a candidate for the Median Rehabilitation Program. The Rehabilitation Program would improve the appearance of the median for businesses in the area. Even more importantly, it would also help improve the impression visitors to Saskatoon receive as they enter our city via the Airport.



**Median on College Drive**

***Recommendations***

6.1 That the Urban Design Section, Land Branch, Community Services Department create a master plan for Airport Drive and that a steering committee comprised of members from the Airport Industrial Planning Committee be invited to participate. Furthermore, that funding for this project be considered from the City of Saskatoon Capital Budget. That the master plan incorporate the following:

- (1) the rehabilitation of the median from Circle Drive to 45<sup>th</sup> Street;
- (2) the installation of a place maker to greet and welcome visitors to Saskatoon; and
- (3) that the Parks Branch, Infrastructure Services Department and the Saskatoon Airport Authority meet to discuss the potential of a partnership agreement for care and maintenance of Airport Drive from the Airport Terminal to Circle Drive.