

West Industrial Area – 17th Street Extension Project – Timeline

Transportation Department

Part 1

At its meeting held on November 15, 2004, the Planning and Operations Committee considered the closure of part of 11th Street and Avenue H – Water Treatment Plant, which included the following recommendations:

- “1) that Infrastructure Services proceed with the process to permanently close the 800 block of Avenue H South, a portion of 11th Street West between Avenue I South and Avenue H South and a portion of Spadina Crescent West directly south of 11th Street West to allow for the orderly expansion of the Water Treatment Plan; and
- 2) that this report be forwarded to the Budget Committee as information.”

Highlights from the report include:

1. A consultant was retained in 2003 to conduct a traffic impact study of the street closures proposed as part of the Water Treatment Plan expansion. Several key recommendations were:
 - a) The intersection of 11th Street West and Avenue H South can be closed from a traffic operations perspective, provided other measures are implemented prior to the closure to accommodate the reassignment of traffic.
 - b) Additional signage, traffic control adjustments, and improvements at selected intersections are required in order to discourage shortcutting through the residential neighbourhoods and re-route traffic onto the preferred route of Avenue P South and 17th Street West.
 - c) A proposed new arterial roadway, along the existing CN right-of-way connecting 17th Street West to 11th Street West will provide an attractive alternate route to and from the downtown. This new route will further discourage traffic from shortcutting through the King George and Holiday Park neighbourhoods.
2. Cost estimates attributable to the 17th Street Extension include:
 - a) Traffic signals - \$300,000;
 - b) 17th Street Extension - \$3,312,000; and
3. Linear Green Space and Pathway System - \$1,100,000 Capital Project #2020 – 17th Street Corridor Extension was created as a result of these proposed improvements.
4. Phase One will consist of construction of 17th the Street Extension between Avenue P and 11th Street complete with a multi-use pathway and landscaping.
5. Phase Two will consist of the road closure, remaining intersection modifications and landscaping in 2006.

Part 2

At its meeting held on April 26, 2010, City Council considered property acquisition for the Circle Drive South River Crossing Project Former CNR Right-of-Way between 11th Street West and Avenue P and adopted:

- “1. That the City purchase the abandoned spur line between 11th Street West and Avenue P from the Canadian National Railway Company (CNR) at a purchase price of \$480,000; and
2. That the cost of acquisition and related expenses be charged to the Property Realized Reserve, as an interim source of financing.”

The Background section of the above report included the following:

“In the case of abandoned rail lines, Section 6.1.2.4 of Saskatoon’s Official Community Plan needs to be considered. It states as follows:

- e) When appropriate, abandoned rail lines shall be examined for use as future transportation corridors to link Suburban Development Areas with the Downtown.”

Part 3

City Council, at its [Public Hearing Meeting](#) held on May 23, 2017, considered the proposed closure of right-of-way – Portion of Spadina Crescent and Avenue H South and 11th Street West – Holiday Park Neighbourhood. City Council passed the road closure bylaws to close a portion of Spadina Crescent West between Gordie Howe Bridge and the 1300 Block of Spadina Crescent.

Report highlights included:

1. Public Safety Canada conducted a “Critical Infrastructure Resiliency Analysis” of the Water Treatment Plant (WTP). The assessment suggests that a road closure will enable the WTP to enhance security by enclosing the facility with a perimeter fence, restricting traffic in and out of the facility.
2. Closure of Spadina Crescent would reduce shortcutting traffic through adjacent residential neighbourhoods and facilitate the upcoming Meewasin Valley pathway expansion.
3. An evaluation of the impacts on adjacent roadways was completed and traffic calming measures are recommended.
4. Travel and emergency response times to the RM of Corman Park southwest of the City will have minimal impact from the closures.

Part 4

City Council, at its [Regular Business Meeting](#) held on May 28, 2018, considered the Southwest Transportation Study, and resolved:

“That the report of the General Manager, Transportation & Utilities Department dated May 14, 2018, be received as information.”

As a result of a comprehensive transportation planning study of the southwest area of the city, recommendations were generated and grouped by expected installation schedule.

Planning and Development Department

The [West Industrial Local Area Plan](#) (Local Area Plan) was adopted by City Council on July 19, 2004, and included 52 recommendations related to addressing land use incompatibility, surface deficiencies, site servicing, transportation concerns and economic development opportunities.

Recommendations are implemented over the short- to long-term, with collaboration from civic departments, the communities and other identified stakeholders. Each year, budgets and work plans from various civic departments are used to support capital investments needed to implement recommendations. Implementation actions are prioritized based on, funding availability (if required), staffing resources, community input and strategic direction.

At its Regular Business meeting on May 20, 2008, City Council approved the West Industrial Concept Plan. The West Industrial Concept Plan was a result of the implementation actions related to the Local Area Plan Recommendation 1.3(a): Concept Plan. The West Industrial Concept Plan lays out the locations of future roadways and developable lands and is intended to guide future development and infrastructure investment in the area. The extension of 17th Street from Avenue P to 11th Street was included on the Concept Plan map as a potential future roadway. It also serves to increase the level of confidence in the area's future and encourage additional private investment in this area as improvements are made to the City's overall transportation network, with historical heavy industrial land uses transitioning out of the area.

The following motion was approved by City Council at its [July 27, 2020 meeting](#) (See page 14 and 15, 14.1):

“Whereas, land use adjacency between lands zoned Heavy Industrial and Residential are unique to the southwest industrial area of Saskatoon;
Whereas, this land use adjacency naturally creates nuisance conflict; and
Whereas, residents of adjacent neighbourhoods and industrial operators are seeking support from the City of Saskatoon to determine options to mitigate land use conflicts;

Therefore, be it resolved that the Administration report back at the earliest opportunity about options and estimated costs to complete a study to identify potential mitigating measures to reduce noise impacts between the South West Industrial area and the adjacent residential areas, with particular attention to the adjacent areas of Pleasant Hill, and that the option consider partnership with willing industrial operators (e.g. access to land, willingness to contribute to study costs, etc.) to ensure a comprehensive study.”

The following motion was approved by the Standing Policy Committee on Planning, Development and Community Services, at its [meeting held on December 8, 2020](#) (8.1.3):

“That the Administration report back to the Standing Policy Committee on Planning, Development and Community Services by second quarter 2021 with a plan for moving forward recommendation 4.3 in the West Industrial Local Area Plan, specifically through a terms of reference for a capital project to improve industry related standards for nuisance and/or noxious conditions, expanding on existing performance standards, with a view to incorporating these new standards in the development review and bylaw enforcement processes. That this report include potential funding sources for this work and consideration of specific early focus on the nuisances and noxious conditions most impactful to residents in and around the West Industrial area such as noise, vibration, dust, and light. That it also includes opportunities to move forward some of this work in 2021 or as soon as possible; and

That the Administration report back on the Industrial Land Incentives policy’s application to industrial operators expanding in inner-city industrial areas and opportunities to embrace this application in support of neighbourhood planning objectives.”

At the [Standing Policy Committee on Planning, Development and Community Services](#), meeting held on September 13, 2021, a report was presented that outlined an approach for a comprehensive study, to determine whether there are ways to address the existing nuisance conditions in areas of the city where historic industrial-residential interfaces exist, specifically in the West Industrial area.

Administration submitted a capital budget request for the study as part of the 2022 to 2023 Business Plan and Budget Options Report for consideration during Budget Deliberations. City Council approved the capital project request from the Planning and Development Department to pursue an Industrial-Residential Interface Study that would examine issues related to land use conflicts in Saskatoon and opportunities to mitigate impact of industrial businesses on nearby residential areas.