

## Walter, Penny

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**Subject:** FW: Email - Communication - Anna Moir - Blairmore Sector Plan Amendment - CK 4110-32  
**Attachments:** let\_BlairmoreSectorPlanAmendment\_PlanningandServicing\_20JUNE2024.pdf

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**From:** Web NoReply <[web-noreply@Saskatoon.ca](mailto:web-noreply@Saskatoon.ca)>

**Sent:** Thursday, June 20, 2024 3:08 PM

**To:** City Council <[City.Council@Saskatoon.ca](mailto:City.Council@Saskatoon.ca)>

**Subject:** Email - Communication - Anna Moir - Blairmore Sector Plan Amendment - CK 4110-32

--- Replies to this email will go to [REDACTED] ---

Submitted on Thursday, June 20, 2024 - 15:06

Submitted by user: [REDACTED]

Submitted values are:

**I have read and understand the above statements.:** Yes

**I do not want my comments placed on a public agenda. They will be shared with members of Council through their online repository.:** No

**I only want my comments shared with the Mayor or my Ward Councillor.:** No

**Date:** Thursday, June 20, 2024

**To:** His Worship the Mayor and Members of City Council

**Pronouns:** She/her/hers

**First Name:** Anna

**Last Name:** Moir

**Phonetic spelling of first and/or last name:** m-OY-er

**Phone Number :** [REDACTED]

**Email:** [REDACTED]

**I live outside of Saskatoon:** Yes

**Address:** [REDACTED] 106 St [REDACTED]

**Neighbourhood:** [Blairmore Development Area](#)

**City:** Edmonton

**Province:** Alberta

**Postal Code:** [REDACTED]

**Name of the organization or agency you are representing (if applicable):** B&A Studios

**What do you wish to do ?:** Submit Comments

**What meeting do you wish to speak/submit comments ? (if known)::** Municipal Planning Commission June 25, 2024

**What agenda item do you wish to comment on ?:** 7.4 Blairmore Sector Plan Amendment

**Comments:**

Please find attached our comments, on behalf of Dirt II Properties, Urban Systems, and B&A Studios

**Will you be submitting a video to be vetted prior to council meeting?:** No



June 20, 2024

## **PROPOSED BLAIRMORE SECTOR PLAN AMENDMENT**

### **FORMAL RESPONSE – PLANNING & SERVICING CONSIDERATIONS AND REQUESTED AMENDMENT TO FIGURE 12 – PHASING**

Dear Members of the Municipal Planning Commission

On behalf of our client, Dirt II Properties who is the registered owner of SE 34-36-6-W3 (+/- 133 acres), the purpose of this written submission is intended to provide our formal response to the City's proposed amendment of the Blairmore Sector Plan. We believe that the proposed amended plan has not adequately considered essential planning and servicing considerations in determining appropriate phasing boundaries and that in turn this may result in imbalanced development opportunities and potentially hinder the growth of a thriving transit corridor and west Saskatoon. After careful consideration, we firmly believe that an adjustment to the proposed Phase II boundary (see **Attachment 01**), increasing it to the north, is the most appropriate course of action.

Our interest is concerned with a subject site located immediately west of the Kensington neighbourhood, north of 22<sup>nd</sup> Street (see **Attachment 02**). This site is well positioned along the proposed BRT corridor of 22<sup>nd</sup> Street, and is proposed under policy in the DRAFT Blairmore Sector Plan Amendment to include a mix of transit oriented and residential development. The surrounding undeveloped properties are predominantly owned by Saskatoon Lands (see **Attachment 03**). Currently, the DRAFT Blairmore Sector Plan Amendment proposes to split the development of the subject site to Phases II and III, potentially restricting the development of 2/3 of the site until such time as Phase I and Phase II have been substantially completed. This presents a number of constraints for the development of any portion of the subject site, which in our assessment will hinder balanced development on both sides of the BRT corridor.

Our team met with administration on March 7<sup>th</sup> and June 12<sup>th</sup> to discuss our concerns with the plan amendment, in addition to sharing detailed correspondence and proposed revisions. City administration collaborated with us to revise the land use figure and add additional clarity to the text of the plan in regards to concept planning, however we believe that changes to phasing are critical to the success of this sector. Our rationale is as follows:

**Concept Plan vs Phasing Boundary:** The proposed wording within the DRAFT Sector Plan for concept plan boundary requirements does not affect phasing boundaries, limiting flexibility in responding to development needs and market conditions. We note that the proposed wording for phasing requirements, as specified in Section J3(6) of the OCP and referenced in 8.1(1)(c) of the Blairmore Sector Plan, refers to neighbourhoods which are not clearly defined at the concept plan stage.

*J3(6) Within any one Sector, residential development shall not be undertaken in any neighbourhood unless the preceding neighbourhood has been substantially completed, except where servicing limitations may confine current neighbourhood development options to one Sector.*

This lack of alignment limits flexibility in adjusting phasing boundaries to accommodate evolving development needs and market conditions.

**Limitations of Flexibility:** Though we appreciate administration's efforts to provide flexibility in phasing boundaries at Concept Planning, there are limitations to that flexibility upon implementation. Moving the currently proposed boundary 500 m north to the section line would likely result in an amendment to this DRAFT Sector Plan rather than being accommodated with the suggested flexibility.

**Concept-Driven Details:** The lack of information regarding servicing and development plans south of 22<sup>nd</sup> Street impedes our ability to estimate the residential population for the proposed revised phase accurately. Density assumptions are higher for Phase II despite not having an approved Concept Plan to justify this assumption. Through discussions with administration, we have not received greater clarity on the primary drivers for determining the currently proposed phasing boundary. Greater flexibility in the DRAFT Sector Plan would enable us to address this uncertainty and better respond to the community's housing needs at concept planning.

**Infrastructure Planning Transparency:** The Sector Plan focuses on the infrastructure required at buildout and provides limited information on the impacts of servicing on phasing. Between the DRAFT Sector Plan Amendment and discussions with Administration's project team, we understand that the:

- *Sanitary Sewers* – will reach capacity and require a new lift station and forcemain prior to development of Phase II. This is noted as a significant capital expenditure.
- *Drainage* – will need to be addressed through development of an outlet for the West Swale prior to the development of Phase II. Similarly, this is noted as a significant capital expenditure.
- *Water Systems* – have capacity to meet the demands through Phase III prior to the need to construct the reservoir noted within the plan.

The routing, analysis, and rationale for these assumptions, along with conceptual level infrastructure planning for the other relevant systems, has not been provided for stakeholder review. Yet, the DRAFT Sector Plan raises these as factors which influence the phasing strategy.

The City Administration has declined to share this background information based on the rationale that the information is technical in nature and not suitable to be shared with stakeholders. We respectfully note that these components of the plan are integral to the planning process and request that they be made available (as customary in many jurisdictions) to support transparent development planning and risk management.

**Alignment of Servicing Strategy with Development Phasing:** The provision of services is enhanced through consideration of the rest of the subject site. The proposed boundary adjustment to move the Phase II boundary northward is supported by:

- *Distribution of major capital investments* – The infrastructure servicing costs for Phase II are anticipated to be significant based on the triggered sanitary and drainage capital projects. Increasing the size of the phase would distribute these costs and reduce the average costs per developable acre.
- *Leverage 22<sup>nd</sup> Street Infrastructure Servicing* – Servicing for Phase II will generally originate south of 22<sup>nd</sup> Street and will need to be extended across the highway to service the north side of the road. These highway road crossings will be sized to accommodate development to the north to avoid redundant or duplicate crossings as development proceeds. Similar to the rationale above, increasing the size of Phase II includes more lands which could then leverage these services, share the costs, and improve the interim operations and maintenance of infrastructure.

City Administration has noted that the lands in the Blairmore Sector Plan are likely to be the costliest to develop in the City, primarily driven by servicing costs. Under these conditions, phasing should be carefully considered to ensure infrastructure investment and cost recovery projections strategically encourage development rather than encumber it.

**Growth Management Considerations:** When comparing the subject site to the lands south of 22<sup>nd</sup> Street through the lens of logical and efficient growth, there are numerous advantages to integrating this area within Phase II. A new school site is proposed in the adjacent Kensington neighbourhood, which could be further supported by development north of 22<sup>nd</sup> Street until such time as a new school within this area is warranted (see **Attachment 04**). Further to this, Kensington provides a wealth of public amenities, in addition to this area's proximity and access to Shaw Centre via 22<sup>nd</sup> Street. Additionally, the lands south of 22<sup>nd</sup> Street interface with a rail corridor, include a significant natural amenity, and have more restricted access (see **Attachment 05**). These factors may hinder development south of 22<sup>nd</sup> Street, which in turn would directly impact development of Phase III and this subject site. By integrating this site with those lands, development will be better equipped to adapt to complex development constraints and market demand.

**Corridor Plan Direction and Future BRT Investment:** The intent of the Corridor Transformation Plan is to guide redevelopment along the established and future BRT network, as well as provide direction for future Transit Oriented Development. In order to achieve the desired intensity development along this corridor, the Blairmore Sector Plan needs to consider growth adjacent to the corridor in a fulsome and balanced way. The subject site is located entirely within the identified

transit walksheds (see **Attachment 06**), providing superior access to the future BRT network than portions of the lands currently within Phase II. Without considering the lands north of the proposed corridor growth area within Phase II, this plan won't be well positioned to support higher-density mixed – use development along 22<sup>nd</sup> Street. This limitation of Phase II is counterintuitive to the desired development vision for the corridor and the need for surrounding rooftops to activate the land use composition envisioned along the corridor.

**Balanced Development Opportunities:** It is an objective of Saskatoon's OCP that "greenfield growth occurs in a balanced, and orderly manner." Increasing housing mix typology within Phase II and aligning with existing legal frameworks will foster a more efficient and effective land use and servicing planning, as well as an inclusive community and equitable distribution of opportunities. Statutory plans should consider only that information that is legally pertinent and should ensure the equitable distribution of development opportunities regardless of land ownership.

In light of these considerations, we request that the Saskatoon Municipal Planning Commission recommend to Council approval of the Proposed Blairmore Sector Plan subject to the following amendments:

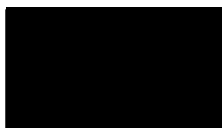
That Section 8.1(1) of the proposed Blairmore Sector Plan be amended to include additional policy direction as proposed below:

**8.1 (1)(f)** The provision of community and institutional services shall be considered in determining the appropriate phasing of residential development in consultation with the school board and/or the City.

That "Phase II" as detailed within Figure 12 of the proposed Blairmore Sector plan be amended in alignment with **Attachment 01** - Proposed Revised Phasing Plan.

We appreciate the Municipal Planning Commission's consideration of these requests based on the planning and technical rationale as presented.

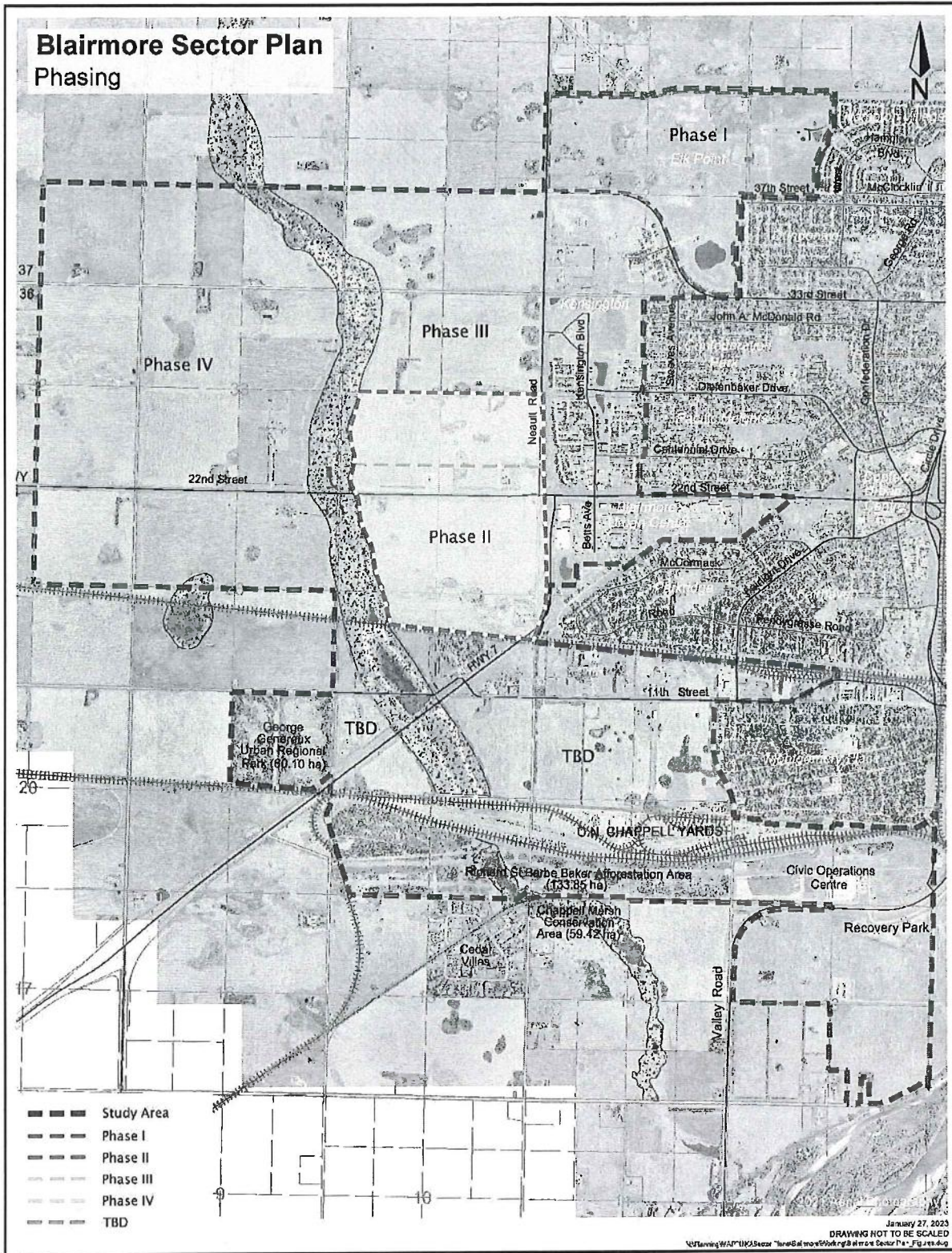
Regards,



**ANNA MOIR**  
Senior Planning Analyst  
B&A



**MACKENZIE WALKER**  
Community Consultant  
Urban Systems



1:1000

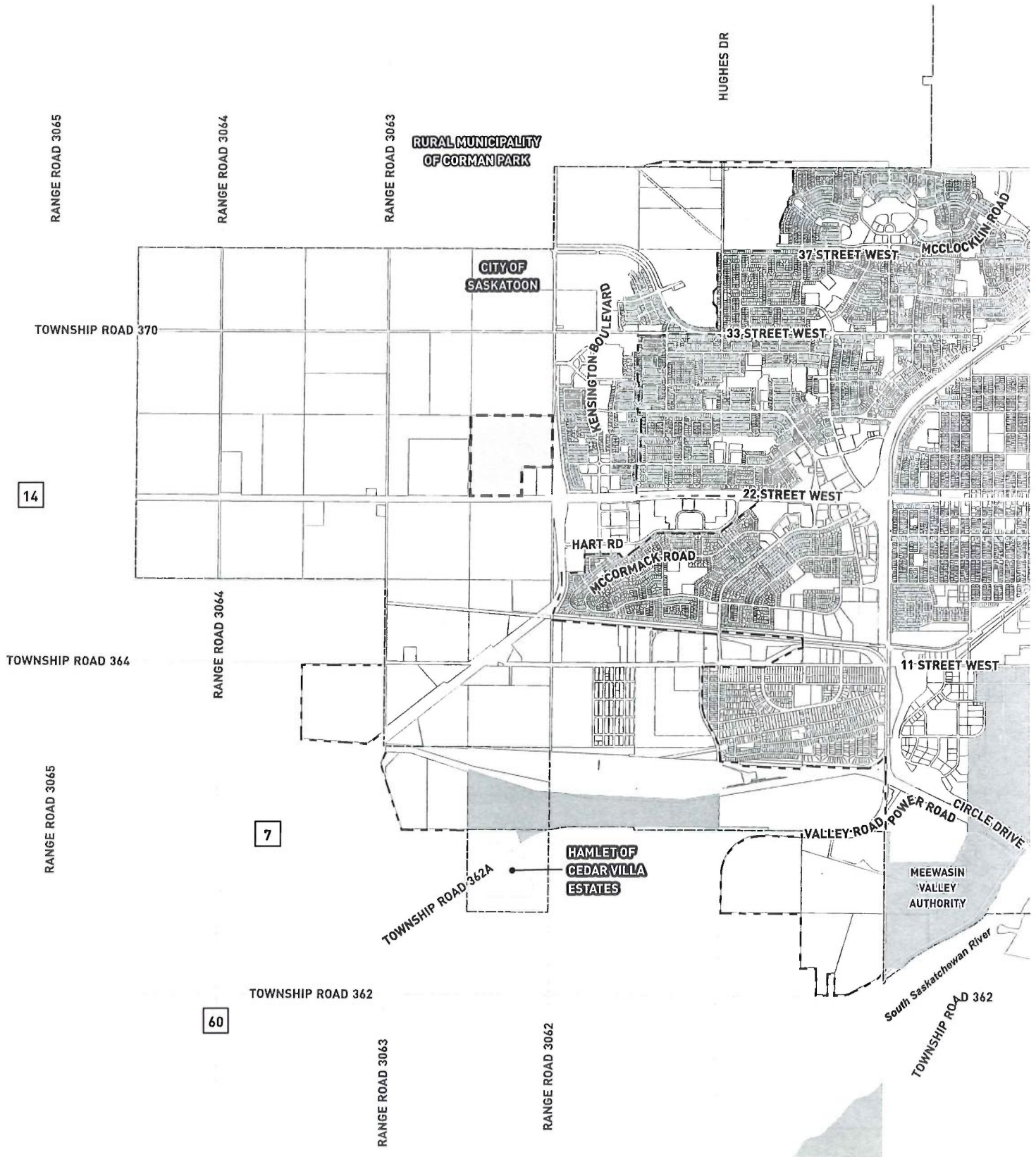


## ATTACHMENT 01

### Proposed Phasing



March 2024

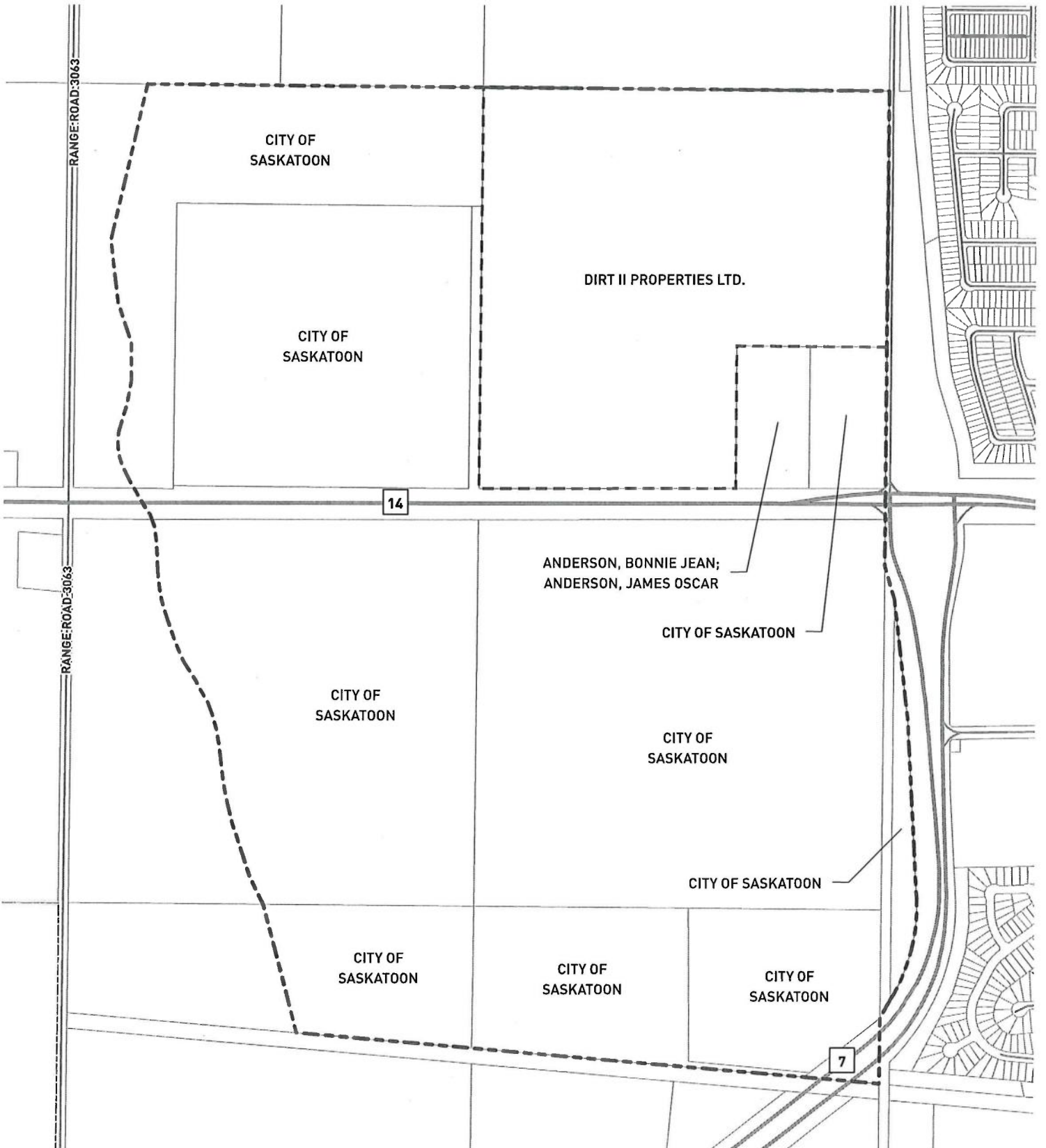


**ATTACHMENT 02**  
**Site Location**  
 Dirt II Properties Ltd.  
 SE-34-36-6-3 Ext 4

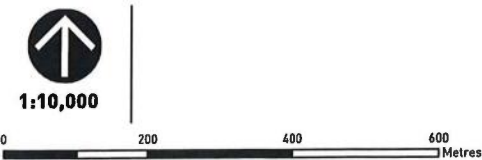


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Subject Site   
  Proposed Phase II Boundary   
  Major Road   
  Road   
  Parcel Boundary



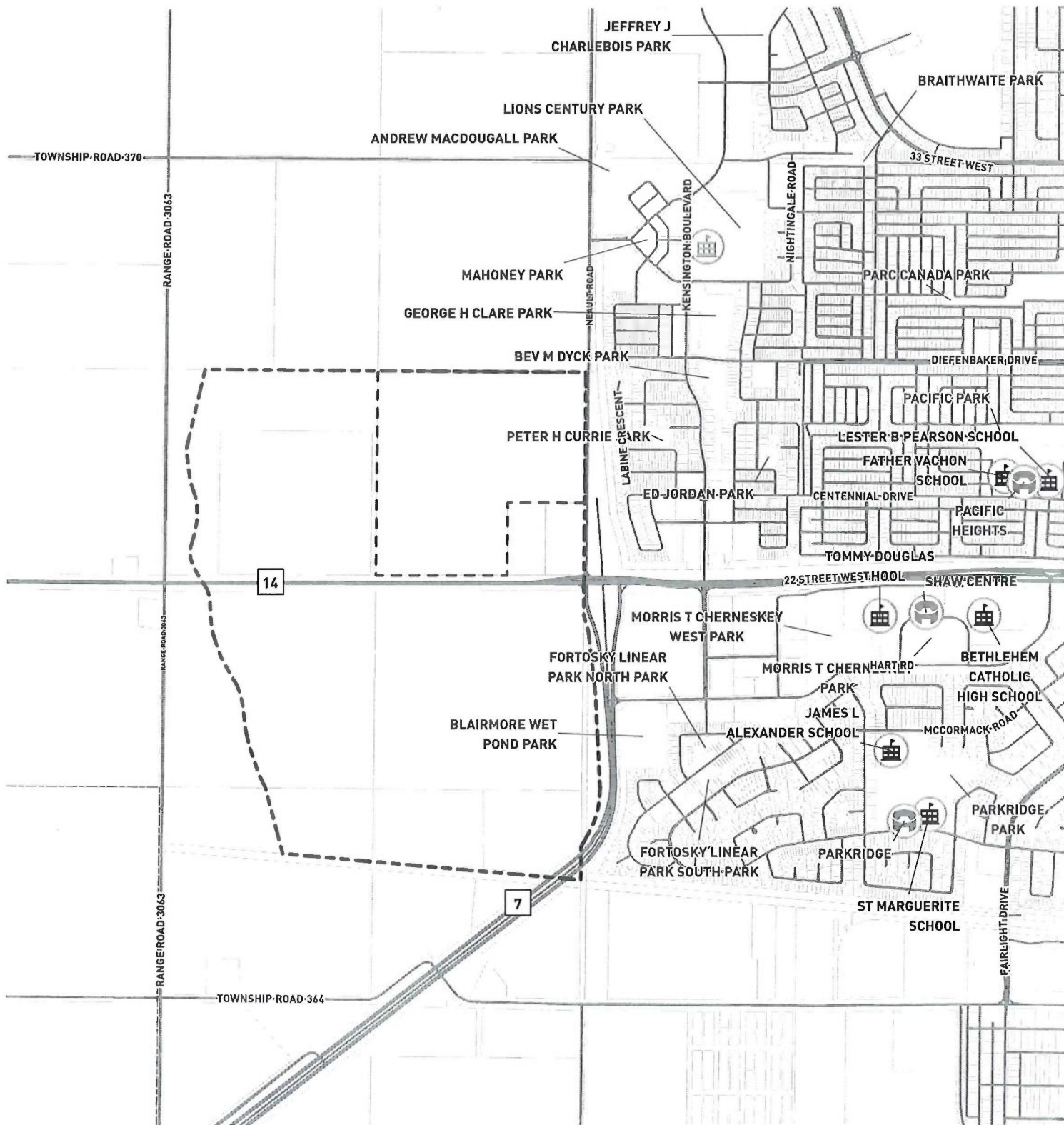
### ATTACHMENT 03







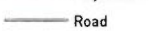


**Ownership**  
 Dirt II Properties Ltd.  
 SE-34-36-6-3 Ext 4

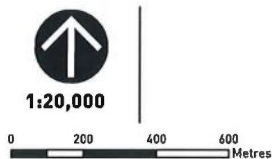


June 2024

Data Sources: Canvec, City of Saskatoon, GeoBase  
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-  Subject Site
-  Proposed Phase II Boundary
-  Recreation Facility
-  School (Existing)
-  School (Proposed)
-  Major Road
-  Road
-  Parcel Boundary
-  Park



## ATTACHMENT 04

### Community Amenities

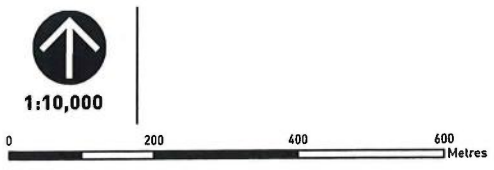
Dirt II Properties Ltd.  
SE-34-36-6-3 Ext 4



June 2024



- Subject Site
- Proposed Phase II Boundary
- Wetland Development Status: Manage
- Wetland Development Status: Preserve
- Wetland Setback (30m)
- Major Road
- Road
- Parcel Boundary

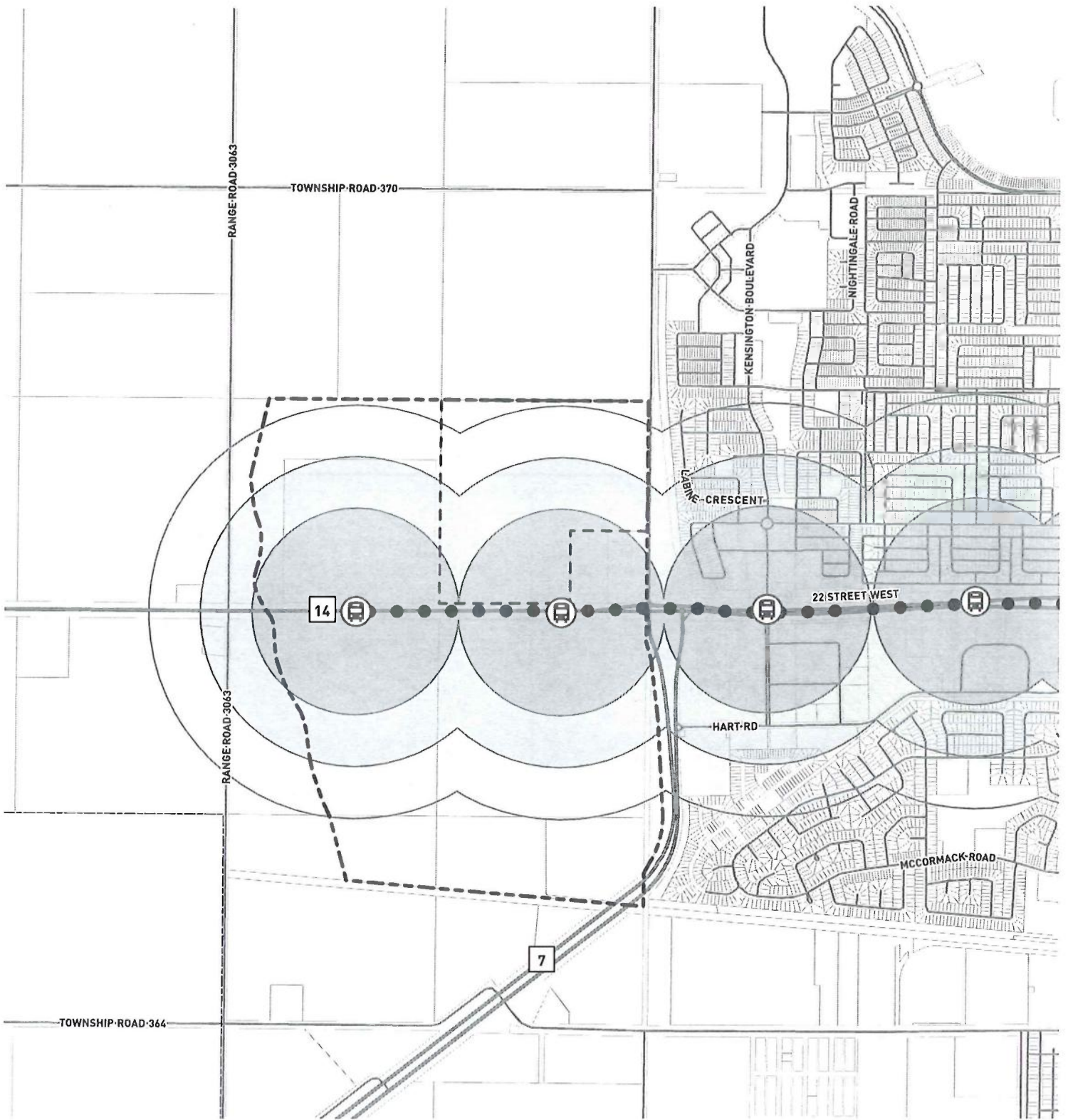


**ATTACHMENT 05**  
**Natural Features**  
 Dirt II Properties Ltd.  
 SE-34-36-6-3 Ext 4



June 2024

Map and data for informational and planning purposes only.  
 Data Sources: Canvec, City of Saskatoon, GeoBase  
 Jun 18, 2024 - 13:59 PM W:\2023-187\_Dirt II Properties Ltd.\_Blairmore\_CPL5.0 Technical\5.1 Technical Production\5.1.2 GIS\_Maps\2023-187\_Mapping\2023-187\_Mapping.aprx



- |                            |                         |                            |                    |
|----------------------------|-------------------------|----------------------------|--------------------|
| Subject Site               | Bus Rapid Transit Route | Bus Rapid Transit Walkshed | Major Road         |
| Proposed Phase II Boundary |                         | 5 Minute Walkshed (400m)   | Road               |
| Bus Rapid Transit Station  |                         | 7.5 Minute Walkshed (600m) | Municipal Boundary |
|                            |                         | 10 Minute Walkshed (800m)  | Parcel Boundary    |



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## ATTACHMENT 06 Walksheds

Dirt II Properties Ltd.  
SE-34-36-6-3 Ext 4



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