

CITY OF SASKATOON

To: File

Date: February 1, 2022

Re: Saskatoon Freeway Functional Planning Study - Phase 1 Functional Design Report Review Comments

TRANSPORTATION PLANNING AND UTILITIES

Comments from Saskatoon Water are as follows:

Section 5.5 Drainage Concepts

Comment 4 - It is stated the post-development storage along Freeway ramps, ditches etc. would be designed at detailed design stage based on City of Saskatoon 1:50-year storm event. It should be changed to the City of Saskatoon 1:100-year design storm at detailed design stage to match the City and regional design standards for storm water storage.

Comment 5 - The plan has been developed without consideration of the City of Saskatoon Riel Sector servicing strategy. During the initial Phase 1 draft report review, the City of Saskatoon offered to share the Riel Sector Servicing Plan with the consultant. At the detailed design stage, it is recommended that the consultant use the City of Saskatoon developed XPSWMM model for the Riel Sector and add a detailed drainage plan and model for the Saskatoon Freeway to ensure the two systems / plans can work together.

Comment 6 - In the Saskatoon North Partnership for Growth (P4G) the City of Saskatoon has proposed additional infrastructure and stormwater ponds north of the freeway alignment and interchanges. This plan could also be provided to the consultant for consideration of freeway conceptual and detailed design.

Comment 7 - A detailed analysis and / or calculations would be required at the detailed design stage showing freeway drainage into the river with no impact to the riverbank stability.

Section 6 Utilities

Comment 8 - The twin City of Saskatoon biosolids lines (200 mm and 250 mm) are acknowledged as a conflicting utility requiring relocation due to the location of the future interchange and tie-in to Penner Road in the main report, however the Quantity Estimates provided in Appendix B did not make mention of these lines. It is estimated that 4.0 km of the twinned pipelines would require a new location. These utility conflicts are mentioned in the first part of Appendix B, but only 2 of the 4

affected ¼ sections are listed; the pipelines in NW 35-37-05 W3 and NE 35-37-05 W3 would also be affected by the proposed roadways.

Comment 9 - The City will be undertaking a conceptual design for the replacement of these sludge lines beginning in early 2022. Included in this work is the evaluation of alternative alignments in areas where future development risks exist, the main one being the Saskatoon Freeway. It would be much appreciated if the Freeway design team could assist the City by sharing any planning that has been done to date on resolving these conflicts so that the City can proceed with design with as much information as possible.

Section 6.2 Transportation Utility Corridor

Comment 10 – The City of Saskatoon would prefer installation of planned water and sewer utilities along Saskatoon Freeway corridors using conventional open trench excavation. The reason for this method of excavation is to maintain accuracy of alignment and grade, and cost. Depending on the depth of excavation, the open trench excavation requires a wider construction easement to facilitate construction activities. Once the storm and sanitary utilities are installed, the City of Saskatoon will need permanent easements not less than twice the depth of utilities – typically 15-25 metres. The minimum permanent easement for primary water mains required by City of Saskatoon standards specification is 10 metres.

Comment 11 - The report references conflicts with City of Saskatoon existing and planned utilities, but the utilities map Figures # 2.11 & 2.14 don't show City of Saskatoon planned utilities.

Comments from Transportation and Planning & Development are as follows:

Comment 12 - Range Road 3055: As the Phase 1 Functional Design report acknowledges that Range Road 3055 will need to extend across the freeway in the long term and Saskatoon Freeway is not expected to be built for many years, the City of Saskatoon requests that construction of a flyover for Range Road 3055 be included as part of the Saskatoon Freeway plan and that active transportation infrastructure meeting Saskatoon's arterial road standards be included as part of this. It is important to note that a flyover would not be required if the Saskatoon Freeway was not being built and, given the uncertain timing of the freeway construction, development which could rely on this link may occur prior to construction beginning.

Comment 13 - Penner Road Active Transportation links: With future urban development planned for both sides of the Saskatoon Freeway and Highway 11 in the northeast, the City of Saskatoon requests that the Penner Road connection across Highway 11 be designed to an urban arterial standard, including active

transportation infrastructure on both sides of it. These should connect to the planned active transportation infrastructure along the CN rail line as well as the expected link to Wanuskewin that is to run under the Saskatoon Freeway bridge.

Comment 14 - Wanuskewin Active Transportation links: With the proposed Wanuskewin Road / Saskatoon Freeway interchange resulting in the removal of the Cross Canada Trail link between Saskatoon and Wanuskewin, the City of Saskatoon requests that a full active transportation connection connecting the existing Cross Canada Trail along Wanuskewin Road to Wanuskewin should be built as part of the Saskatoon Freeway project.

Comment 15 - Range Road 3052 / Range Road 380: The City of Saskatoon requests that consideration be made for the Warman Road / Range Road 3052 to allow for the option to use the Highway 11 alignment south of the Saulteaux First Nation land to connect to Range Road 380, as opposed to the existing alignment that bisects the Saulteaux First Nation lands. This aligns with the draft P4G North Concept Plan and previous discussions with the Saulteaux First Nation.

Comment 16: In addition to the above, we would like to see an additional map produced and added to the Saskatoon Freeway Phase 1 report showing existing and planned active transportation connections, as well as any active transportation infrastructure that will be removed as part of the project.

ENVIRONMENTAL AND HERITAGE

Comments from Sustainability are as follows:

Comment 17: The *Environmental and Regulatory Review* (August 2020) includes information relevant to all phases of the project. Recommendations specific to Phase I are included. All environmental information included in this final Phase I report appears to be identical to that presented in the draft report.

Comment 18: In general, support is provided for both the general and Phase I specific environmental recommendations that are included in this Phase I report.

Comment 19: Environmental information not updated

On page 162 of the report, the following is noted:

“SNC-Lavalin will complete additional wildlife surveys during the spring and summer of 2020 in selected areas which likely have high value wildlife habitat. In Phase 1, these areas include the South Saskatchewan River Valley, the Hudson Bay Swale, and quarters with extensive native prairie vegetation and wetlands.”

A list of surveys that were recommended to take place in suitable locations in Phase I was included. It is understood that these surveys have been, at least in part,

completed. However, the environmental information for the Phase I report has not been updated nor incorporated into the final Phase I report. There may be findings from these surveys that could impact the future design of the Freeway.

Comment 20: Hudson Bay Swale - One of the key technical function planning study elements for Phase 1 is:

- Existing water storage capacity was maintained in the drainage system by designating additional storage area adjacent to the Hudson Bay Swale;

A reminder that the Hudson Bay Swale is an ecologically sensitive feature, containing suitable habitat for rare species, and is being considered for inclusion into the City's natural area protection plans. As the Saskatoon Freeway project proceeds, the protection status of this Swale may change, which may impact location and design of the storage feature and/or other components of the project.

COMMUNICATIONS

Comments from Communications and Public Engagement follows below, note that only sections relevant to Stakeholder Engagement and Communications were reviewed.

Appendix A

Section 3: Stakeholder Engagement (pg. 18)

Comment 1 - It's noted that the Northeast Swale Watchers resigned. It is believed that they have changed names, but at the time of the study they were known as the Northeast Swale Watchers.

Saskatoon Freeway Functional Planning Study: Phase 1 Functional Design Report

Section 3.3.2.3.2 Northeast Swale Watchers

Comment 2 - Comment again that this group has changed name from Northeast Swale Watchers.

Section 3.3.4.3 What did we hear?

Comment 3 - It states a theme of general support for the project as a summary of all consultation with stakeholders listed prior. Suggest that it not be stated so plainly on the behalf of City of Saskatoon. Suggest removing that line.