

Inquiry - Land South of Highway 11 and West of Highway 12

ISSUE

The following inquiry was made by Councillor D. Hill at the Regular Business Meeting of City Council held on January 31, 2022:

"Recognizing that the City of Saskatoon has invested significant resources in acquiring large volumes of land south of Highway 11 and west of Highway 12 for future development and that there will be a requirement to ensure that those lands are properly connected with the appropriate road network, would the Administration please report on;

- Who the governing authority is for East Cory Industrial Park,
- If existing road networks currently exist to facilitate a roadwork connection,
- If existing road networks do not exist, if a proposed connection has been identified, and
- If a proposed connection has been identified will land assembly be required, and if so
- Has that land assembly been considered to be accomplished through the purchase of land at a fair market value, a land exchange, or exercising Section 184 of the *Planning and Development Act*."

This report is a response to that inquiry.

BACKGROUND

The Saskatoon Freeway (Freeway) is a multi-lane high speed roadway that is planned to align along the west, north and east edges of Saskatoon. The Freeway will include new interchanges, a new bridge over the South Saskatchewan River and new and re-aligned municipal roads. The Freeway will enable the safe and timely movement of inter-provincial goods, as well as providing connections and access to Saskatoon that will benefit commuters and local businesses.

The improvements needed north of Saskatoon were first identified in the North West Access Management Plan (Access Plan), which was completed by the Ministry of Highways and Infrastructure, the City of Saskatoon (City), and the Rural Municipality (RM) of Corman Park. The Management Plan was approved by the Ministry of Highways and Infrastructure in 2012. A copy of the approved plan is appended (see Appendix 1).

The Riel Industrial Sector Plan (Sector Plan), approved by City Council at its Public Hearing meeting on November 23, 2015, contains conceptual land use and servicing plans that reflect the Access Plan. The lands south of Highway 11 and west of Highway 12 are in city limits and are part of the Riel Industrial Sector. The lands between Highways 11 and 12, where the East Cory Industrial Park is located, are in the

RM of Corman Park. Consistent with the Access Plan, the Sector Plan shows a future roadway connection through these lands. The future roadway will ensure these lands have appropriate access once the Saskatoon Freeway is constructed; otherwise, access will be very limited. The future roadway will also form an important connection between the segments of the Riel Industrial Sector. The Land Use Plan for the Sector Plan, which includes future roadways, is appended (see Appendix 2).

The lands between Highways 11 and 12 are subject to the Saskatoon North Partnership for Growth ([P4G District Official Community Plan \(OCP\)](#)), which was approved by the Province in 2021. [P4G](#) is a regional planning partnership between the City, the RM of Corman Park, the Cities of Martensville and Warman, and the Town of Osler. Consistent with the Sector Plan, the lands between Highways 11 and 12 are a designated Future Urban Growth Area on the P4G District OCP District Land Use map; a copy is appended (see Appendix 3).

CURRENT STATUS

Consistent with the policies of the P4G District OCP, every subdivision proposal in the P4G Planning District is reviewed in the context of relevant plans to determine if dedication for future roadways is required.

Section 184 of [The Planning and Development Act](#) enables the subdivision approving authority to require dedication of land for public roadways as a condition of subdivision approval, without compensation. Where land dedication is required in the P4G Planning District, a request is made to the Ministry of Government Relations (Government Relations), as the subdivision approving authority, to require dedication pursuant to Section 184. This is consistent with the approach used within City limits, where the City is the subdivision approving authority. Section 184 is an important tool that ensures land is available for public roadways, and growth pays for growth. Without it, taxpayers would shoulder more of the financial burden of new infrastructure.

As noted, East Cory Industrial Park, which is being subdivided in phases, is in an important local and regional transportation corridor between Highways 11 and 12 that has been identified on a number of plans. Consistent with the Access Plan and the Sector Plan, dedication of a roadway connection is needed to provide future access to the area and to the surrounding Riel Industrial Sector. In 2019, with the support of the City and the RM of Corman Park, Government Relations refused a subdivision proposal for a phase of the East Cory Industrial Park that did not dedicate roadway. The applicant appealed to the Saskatchewan Municipal Board, who required negotiations between Government Relations, the RM of Corman Park and the applicant before any hearing would proceed on the matter.

The negotiations resulted in a revised proposal that would enable the subdivision of four lots. The balance of the property could not be subdivided until various conditions are met, including roadway dedication without compensation. The revised proposal is being formally reviewed by the RM of Corman Park and Government Relations.

The City and the RM of Corman Park have noted the revised proposal may leave the municipality having to purchase road right-of-way in the future. Very little land in the East Cory Industrial Park will be left to subdivide, meaning the roadway dedication requirement may never be triggered. As an area of identified future urban growth, the City may be the municipality with jurisdiction when this roadway needs to be built, hence the request to Government Relations to require dedication at this time.

DISCUSSION/ANALYSIS

The responses to the questions in the inquiry are:

1. Who is the governing authority for East Cory Industrial Park?
A: The East Cory Industrial Park is in the RM of Corman Park. Policies for land use and development are set by the P4G District OCP, which was jointly adopted by the P4G partners. The RM of Corman Park adopted the P4G District Zoning Bylaw and makes zoning decisions; these must be consistent with the P4G District OCP. Government Relations is the approving authority for subdivisions in the RM of Corman Park.
2. Do road networks currently exist to facilitate a roadway connection?
A: No, not for the entire future roadway connection that will be needed.
3. If existing road networks do not exist, has a proposed connection been identified?
A: Yes, beginning with the Access Plan, and most recently in the Sector Plan.
4. If a proposed connection has been identified, will land assembly be required?
A: Yes. Every relevant subdivision proposal is analyzed to determine if roadway dedication is needed.
5. Has land assembly been considered to be accomplished through the purchase of land at a fair market value, a land exchange, or exercising Section 184 of the *Planning and Development Act*?
A: The City and the RM of Corman Park requested Government Relations, as the subdivision approving authority, to require roadway dedication pursuant to Section 184. Government Relations supported this request. As noted, this is consistent with the practice in the P4G Planning District and with the City's practices inside City limits.

OTHER IMPLICATIONS

There are no financial, privacy, legal, social or environmental implications identified.

NEXT STEPS

No further follow-up reports are planned for this matter.

APPENDICES

1. NW Access Management Approved Plan
2. Figure 4 – Land Use Plan - Riel Industrial Sector Plan
3. Saskatoon North Partnership for Growth – Schedule B: District Land Use

REPORT APPROVAL

Written by: Laura Hartney, Regional Planning Manager
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