

To: File

Date: January 25, 2024

Re: Saskatoon Freeway Functional Planning Study – Phase 2 Functional Design Report Review Comments

TRANSPORTATION PLANNING AND UTILITIES

Comments from Saskatoon Water are as follows:

Section 6.2 Transportation Utility Corridor

Comment 1 Transportation Utility Corridor for water and sewer is required on both the inside and outside of the freeway in the Phase 2 portion. Inside is mostly PWM, and outside is needed for sanitary trunks for areas outside the freeway. The requested utility corridor widths and locations were provided in May 2020.

Comments from Transportation and Planning & Development are as follows:

Section 9.1.1 Central Avenue

Comment 2 City of Saskatoon recommends Central Avenue as:

- Urban four-lane cross-section arterial with at minimum 3.0 m multi-use pathways on both sides.
- The appropriate Active Transportation (AT) crossings should be incorporated on all interchange ramps.

Section 9.1.2 Highway 41 / Blackley Road

Comment 3 City of Saskatoon recommends Blackley Road as:

- Urban four-lane cross-section collector with at minimum 3.0 m multi-use pathways on both sides.
- The appropriate AT crossings should be incorporated on all interchange ramps.

Section 9.1.4 8th Street

Comment 4 City of Saskatoon recommends 8th Street as:

- Urban six-lane cross-section with at minimum 3.0 m multi-use pathways on both sides.

- The appropriate AT crossings should be incorporated on all interchange ramps.

Section 9.1.6 - Zimmerman Road

- Comment 5 The realignment of Patience Lake Road shown in Figure 9.8 presents a design restraint
- This proposal will require an additional at-grade railway crossing near an existing at-grade railway crossing (within approximately 500 m).
 - The City of Saskatoon is not confident that the railway will support this new crossing.
 - The City of Saskatoon has indicated a grade separation at Zimmerman Road may be considered in the future; no timing has been proposed.
- Comment 6 This location will be impacted by the South East Concept Plan
- The number of lanes shown on Zimmerman Road should be confirmed.

ENVIRONMENTAL AND HERITAGE

Comments from Sustainability and Planning & Development are as follows:

- Comment 7 The general environmental and heritage recommendations that are included in this Phase 2 report are supported. Reference to future Environmental Impact Assessment work during the detailed design stage of the project is noted.
- Comment 8 It is understood that the timing of future phases of the project is uncertain. The City is in the process of examining policy pertaining to natural areas and developing a network approach to green space distribution and quality. For the benefit of future environmental work, here is a summary of current policy and bylaw that can be considered:
- The City of Saskatoon Official Community Plan (Bylaw 9700) - *Section E2*. These policies address Integration with the Urban Environment, Natural Asset Management, Wetlands and Conservation Management, Conservation of Natural Areas, and Riverbank Stewardship.
 - The City of Saskatoon Official Community Plan (Bylaw 9700) - *Section D4*
These policies address the identification and conservation of heritage resources, important ecosystems, other forms of natural heritage, and paleontological and archaeological sites as part of the land development process.
 - Wetland Policy (C09-041) - Sections 3.2, 3.3, and 3.4. These policies address Wetland Mitigation Plans, Wetland Development Guidelines, and Wetland Management.

- Civic Heritage Policy (C10-020) - Section 4.5 and 4.6. These policies address Conservation of Natural Heritage, Paleontological and Archaeological Sites and Conservation of Cultural Landscapes.
- Triple Bottom Line Policy (C08-001) - The policy defines sustainability and the City's commitment to enhance the quality of life for its citizens by embedding environmental, social and economic considerations into the City's decision-making processes.

Comment 9 The following guidelines may also be of interest to inform the development of standards or design and construction parameters for the freeway:

- Wetland Design Guidelines
- Northeast Swale Development Guidelines
- Contractor Environmental Guidelines

STAKEHOLDER AND COMMUNICATIONS

No Comments.

GEOMETRIC AND DRAINAGE

Comments from Saskatoon Water are as follows:

Comment 10 The City of Saskatoon has recently completed a Green Network Phase 2 Study that could provide additional drainage information to consider for this phase of the SFFPS (provided previously).

Comment 11 The Northeast swale (NES) high water level (HWL) has been updated in the recent City of Saskatoon Green Network Study. The Northeast swale HWL at the proposed freeway crossing location is approximately 497.6 m which needs to be considered for the freeway planning and design. The City of Saskatoon also has close to a decade of water monitoring for the NES that is available upon request.

Comment 12 There is a major flow path along Highway 41 realignment that needs to be considered in freeway planning and design work. It is worthwhile to investigate potential flooding impacts of the freeway or freeway post-development flow impacts on this major flow path.

Comment 13 All culverts and ditches are recommended to be designed for a 1:100-year storm event, as per City of Saskatoon standards.

Comment 14 The draft report recommends existing dense vegetation and flexible concrete blocks for riverbank erosion protection; however, we have dense vegetation on the riverbank in the city and still incur erosion from relatively minor outfalls. It is recommended to consider more vigorous riverbank erosion protection at the detailed design stage.

- Comment 15 It is assumed that the Ministry of Highways will be the future operator/maintainer of the freeway and associated drainage infrastructure.
- Comment 16 Please incorporate locations for borrow pits into the design and consider creating one large borrow area rather than multiple small areas. There are several existing borrow pits constructed as part of highway construction that are now considered wetlands requiring consideration in developable areas.

STRUCTURAL, GEOTECHNICAL AND PAVEMENTS

No Comments.

OTHER

- Comment 17 Regarding Figure 4.9, the base map used is the Grasswood Concept Plan, which was never approved by the City of Saskatoon. Additionally, updated land uses were included in the Saskatoon North Partnership for Growth (P4G) District Land Use map. At the time of this memo, work is ongoing on the Southeast Concept Plan, which is intended to refine the land use plan for an area that includes portions of zones 405, 407, and 408. When detailed design occurs, the population and employment assumptions for this area should be updated to reflect the approved land use plans for this area.
- Comment 18 Spacing requirements for municipal roadways connecting to the Saskatoon Freeway interchanges are not included, which may result in challenges when evaluating development proposals in areas both in Saskatoon and Corman Park that may involve access via roadways which connect to Saskatoon Freeway interchanges. Additional details on access limitations on these roadways should be included in the functional plan document or provided to the City of Saskatoon and RM of Corman Park.