

# North Saskatoon Network Planning Study

What We Learned - Round 1 Engagement



Prepared for:  
City of Saskatoon

December 23, 2024

Prepared by:  
Stantec Consulting Ltd.

Project/File:  
111000613

## Table of Contents

<b>1</b>	<b>Introduction.....</b>	<b>1</b>
<b>2</b>	<b>Engagement Process .....</b>	<b>1</b>
2.1	Summary of Engagement Methods.....	2
2.1.1	Engage Page.....	2
2.1.2	Online Survey .....	2
2.1.3	Key Stakeholder and Indigenous Community Meetings .....	4
<b>3</b>	<b>Engagement Results .....</b>	<b>6</b>
3.1	Key Stakeholder Meetings .....	6
3.1.1	Ministry of Highways.....	6
3.1.2	Partnership for Growth .....	6
3.1.3	North Saskatoon Business Association.....	7
3.1.4	Canadian National Railway .....	7
3.1.5	Rural Municipality of Corman Park.....	7
3.2	Online Survey Results .....	8
3.2.1	Participant Demographics .....	8
3.2.2	Click Map Feedback .....	9
3.2.3	Survey Evaluation.....	11
3.3	Lessons Learned .....	12
3.4	Summary and Key Themes .....	12
<b>4</b>	<b>Next Steps .....</b>	<b>13</b>

### List of Tables

Table 1	Key Stakeholder Meetings .....	6
Table 2	Summary of Lessons Learned .....	12

### List of Figures

Figure 1	North Saskatoon Network Planning Study Detail Map as shown in Online Survey.....	3
Figure 2	Riel Industrial Sector Study Area .....	5
Figure 3	Respondent Connection with North Saskatoon Road Network.....	9
Figure 4	Compiled Click Map Locations .....	10
Figure 5	Feedback on the Online Survey .....	11

### List of Appendices

**Appendix A E-invites**

**Appendix B Project Handout**



# **1 Introduction**

The City of Saskatoon (City) has retained Stantec Consulting Ltd. (Stantec) to conduct an update to the North Saskatoon Network Planning Study (the Project), which includes supporting engagement with stakeholders, Indigenous communities, and the public. Stantec prepared a project-specific Engagement and Communications Plan for the Project to achieve the goal of accomplishing frequent, accurate, and timely two-way dialogue with the community that results in productive feedback and effective decision making.

This What We Learned report summarizes the first round of engagement for the Project. This report presents the results of engagement uptake (e.g., number of attendees or respondents), comments received from stakeholders or community members, feedback provided regarding the engagement activities themselves, and lessons learned for future engagement planning. Identified opportunities for improvement from the first round of engagement will be incorporated into the planning for the second round.

## **2 Engagement Process**

As outlined in the Engagement and Communications Plan, the engagement and communication goal is to accomplish frequent, accurate, and timely two-way dialogue with the community that results in productive feedback and effective decision making for the Project.

To achieve this goal, the following objectives were identified:

- Seek out and facilitate the involvement of those potentially affected by or interested in the Project
- Share information about the Project in accessible ways to build stakeholder and potentially affected or interested Indigenous communities' understanding
- Share accurate project information in a timely fashion
- Identify decisions to be made and level of influence feedback will have on decisions
- Provide opportunities for meaningful engagement

Priorities for the first round of engagement were identified as: establishing connections, providing project information, and seeking feedback. During Round 1 of engagement, the focus was on creating and communicating accessible, easy to understand project information and introducing opportunities to provide feedback.



## 2.1 Summary of Engagement Methods

The methods of engagement during Round 1 focused on meetings with targeted stakeholders and an online component through the Project's Engage page to allow for public engagement during a busy summer/back-to-school season.

### 2.1.1 Engage Page

The City set up a project-specific Engage page available here: <https://www.saskatoon.ca/North-Sask-Net-Plan>. Included on the Engage page is introductory information about the Project, including the background and goals of the Project and the intent of the first round of engagement. The Engage page also includes a link to the 2019 Project Summary to provide context for the current work. While active, the online survey (Section 2.1.2) was linked on the Engage page. Additional opportunities to provide feedback that continue to be available after the online survey has now closed, include by telephone, email, or mail via the contact information included on the Engage page. Interested individuals also have the opportunity subscribe to project updates via a link on the Engage page.

### 2.1.2 Online Survey

The survey was active from August 30 to September 24, 2024, and hosted using SurveyMonkey accessible via a link on the Engage page. Links to the survey were also included in direct communication with stakeholders (e.g., e-mail responses, e-invites).

The survey introduction included an explanation of why the work is being conducted, what type of feedback was being requested in the survey, and how that feedback is planned to be used. The introduction also defined the study area for the Project and presented it on a map.

Following the introduction, the first section of the survey included demographic questions to determine the participant's location and connection with the Project study area. Using a click map, respondents were then asked to identify a point within a more detailed map of the study area (Figure 1) where they would like to provide feedback, identify an issue or concern, or make a suggestion. The survey was created using survey logic and allowed respondents to identify and provide feedback for up to ten points within the study area. Once a participant identified they had selected all points for which they wanted to provide feedback, the survey logic would skip ahead to the next section of the survey (i.e., participants did not have to click through all ten sets of questions).



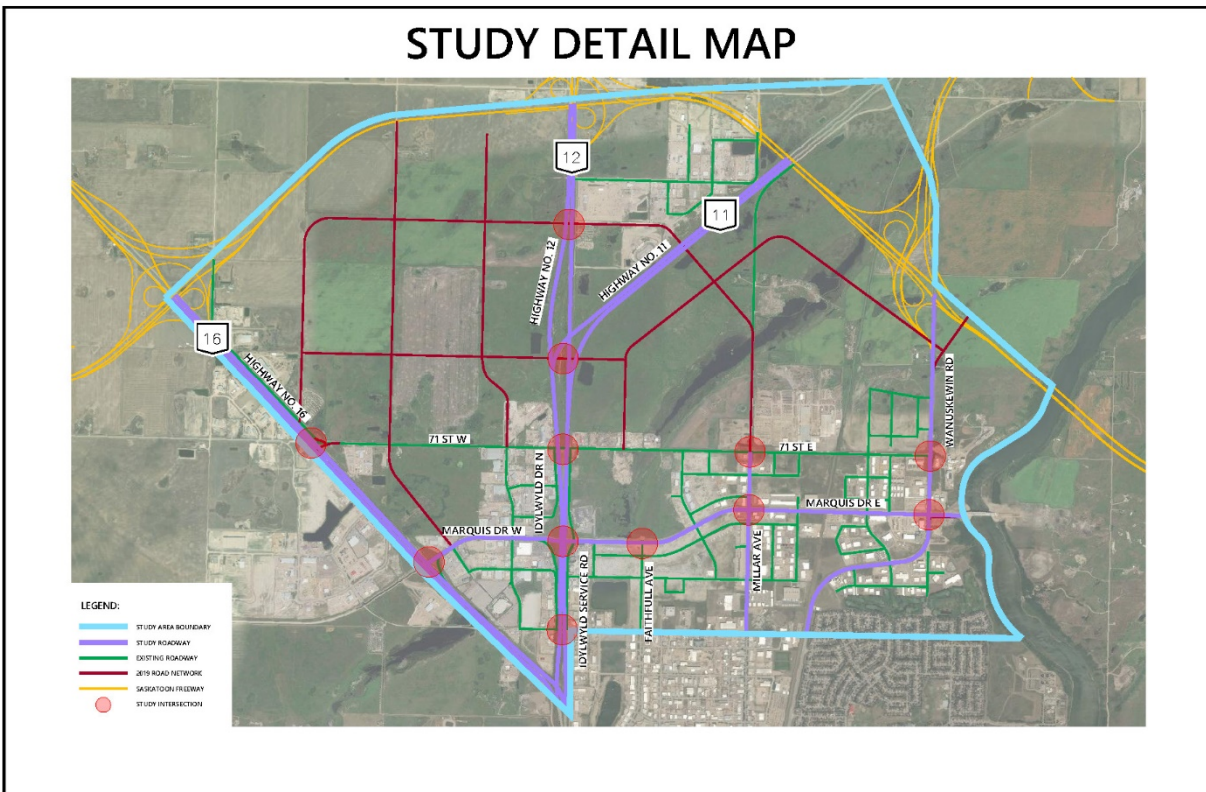


Figure 1 North Saskatoon Network Planning Study Detail Map as shown in Online Survey

Following the click map section of the survey, participants were provided an open-ended text box to provide any other input about the study that they wanted to share, before being asked if they would like to receive updates as the Project progressed. Those participants who identified that they would like to be contacted were then asked to provide a preferred contact method and email or mailing address. If participants chose not to receive updates, the survey logic skipped to the final section of the survey and no personal information was collected through the otherwise anonymous survey.

The final section of the survey was an evaluation of the survey itself, asking participants to rate their agreement (agree, neutral, or disagree) with four statements:

- The information was clear and understandable.
- I was able to provide my input fully.
- I understand how my input will be used.
- I took a reasonable amount of time to complete.



The final question of the survey was an open-ended text box providing participants with an opportunity to share any further comments about the survey.

### **2.1.3 Key Stakeholder and Indigenous Community Meetings**

Key stakeholders were identified for the Project as organizations or associations who are directly affected by the Project or represent a broad group of individual stakeholders within or near the study area.

Key stakeholders were sent e-invites to introduce the Project and invite stakeholders to meet with the Project team either virtually or in-person. Key stakeholders and Indigenous communities who received an e-invite include:

- Canadian National Railway Company (CN)
- Canadian Pacific Railway (CP)
- Ministry of Highways (MOH)
- Moosomin First Nation
- North Saskatoon Business Association (NSBA)
- Partnership for Growth (P4G)
- Red Pheasant Cree Nation
- Rural Municipality of Corman Park
- Saskatoon Chamber of Commerce
- Saulteaux First Nation

#### **2.1.3.1 Coordination with Riel Industrial Sector Plan Amendment**

Where possible, engagement with stakeholders was held collaboratively with the Riel Industrial Sector Plan Amendment (Sector Plan) project team for efficiency and to reduce potential stakeholder fatigue. The Sector Plan is currently being amended considering City policies, bylaws, and plans that have changed or been approved since 2015 and looks at a study area (Figure 2) that overlaps with the Project. Invitations to key stakeholders for in-person or virtual meetings introduced both the Sector Plan and the Project (Appendix A).



## North Saskatoon Network Planning Study 2 Engagement Process

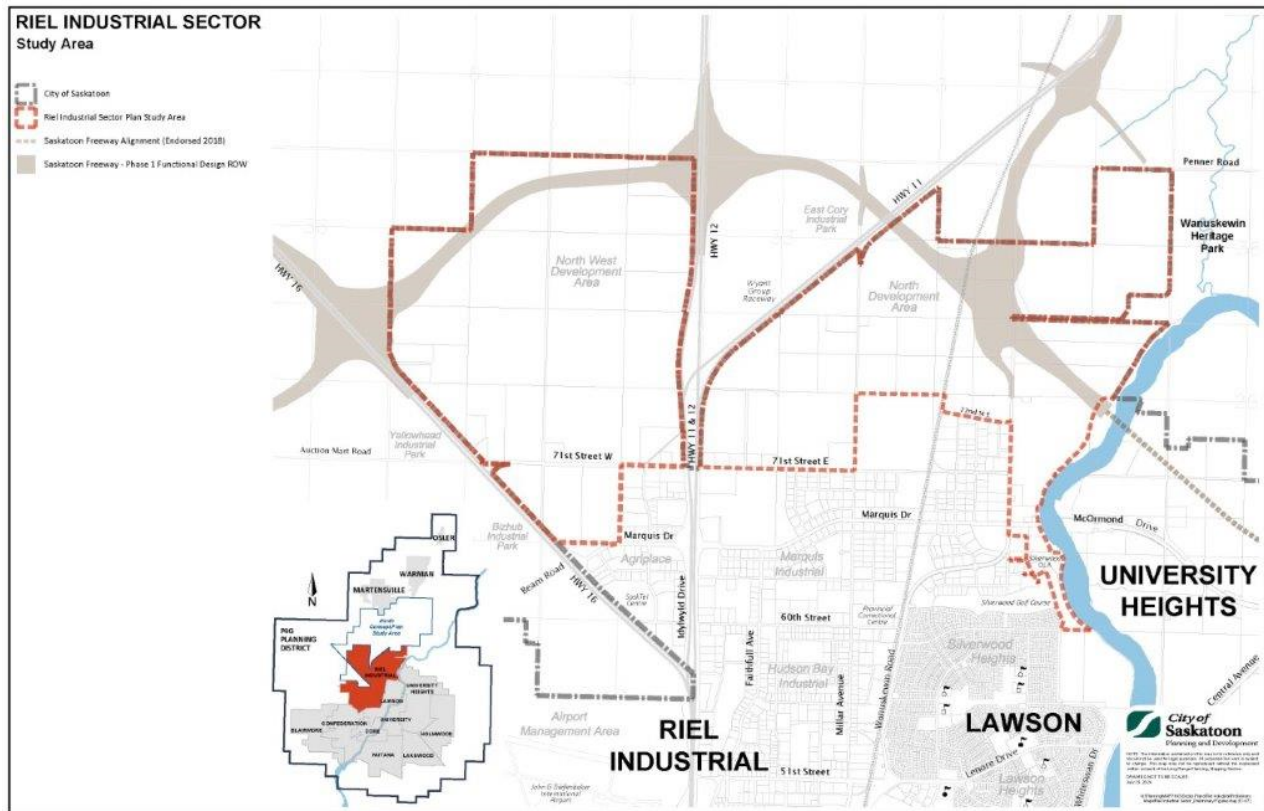


Figure 2 Riel Industrial Sector Study Area<sup>1</sup>

<sup>1</sup> City of Saskatoon. 2024. "What is the Riel Industrial Sector?" Riel Industrial Sector Plan Amendment Engage Page. Available at: <https://www.saskatoon.ca/engage/riel-industrial-sector-plan-amendment>. Accessed October 2024.



### 3 Engagement Results

#### 3.1 Key Stakeholder Meetings

Table 1 summarizes meetings with key stakeholders that occurred during Round 1.

Table 1    *Key Stakeholder Meetings*

Key Stakeholder Group and Attendees	Meeting Date
MOH	September 5, 2024
P4G	September 10, 2024
NSBA	September 17, 2024
CN Rail	September 23, 2024
City of Saskatoon Land	September 24, 2024
City of Saskatoon Internal Stakeholders	October 21, 2024
RM of Corman Park	November 25, 2024

Each of the meetings with key stakeholders had a focus specific to their interests, concerns, or membership they represent.

##### 3.1.1 Ministry of Highways

Discussions with the MOH centered around technical aspects and considerations for the study and the interconnection with the current plan for the Saskatoon Freeway. The MOH identified spacing of flyovers, intersections, or intersections, and access to the Saskatoon Freeway as key considerations, noting there are difficult spacing requirements from a functional perspective. The MOH noted that there is no date for construction of the Saskatoon Freeway, and that current messaging is that the project is at least 15 years in the future. The MOH identified limitations in tools and modelling from studies associated with the Saskatoon Freeway and their application to the Project. The MOH also identified that there would be a lot of borrow required for the Saskatoon Freeway project and that should be considered in terms of land use planning and opportunities.

##### 3.1.2 Partnership for Growth

P4G’s mandate is to coordinate and plan for intermunicipal growth, land use, transportation, utilities, services, and finances of five municipalities in the Saskatoon North region. Along with City of Saskatoon, P4G includes representation from the RM of Corman Park, City of Martensville, Town of Osler, and City of





Warman. Discussion with P4G focused on accessibility to Saskatoon from nearby communities, cooperation and engagement between the municipalities, and considerations for future growth. P4G identified the cascading pressure on alternate routes when main routes for commuters (i.e., Wanuskewin Road and Highway 11) are backed up with heavy traffic. P4G highlighted considerations for accommodating future growth, making sure the right stakeholders are involved in the planning, and planning for active transportation as important factors to consider in the study. P4G identified an area northeast of the study area that is planning for residential growth that should be considered in terms of traffic volumes for commuters from that area in the future.

### **3.1.3 North Saskatoon Business Association**

The NSBA is a member-driven organization that serves and represents businesses in Saskatoon. Discussion with the NSBA focused on ease of access for business owners within the study area, both in terms of customer and supply access and the export of products. A representative of NSBA pointed to examples of poor transportation planning in Brampton and Mississauga, Ontario as not having planned for accommodating large transport trucks and the loading and unloading of goods at businesses. In addition to accommodating large truck traffic, the NSBA identified prioritizing traffic flow as key to a successful road network. Interchanges were identified as the preferred way to prioritize traffic flow even if it means further spacing of access points. NSBA identified that engaging with smaller communities to the north of Saskatoon should go beyond the very near communities of Warman and Martensville (i.e., out to Rosthern) because those smaller communities also need to be able to plan for growth. Prior to the meeting with NSBA, a hand-out with introductory project information and QR codes to the Riel Industrial Sector Plan and North Saskatoon Network Planning Study Engage pages was created for distribution to NSBA members (Appendix B).

### **3.1.4 Canadian National Railway**

Key points from the meeting with CN included a discussion of future plans, including that there is an expectation of rail traffic growth and a proposed crossing between 71<sup>st</sup> Street and Highway 11. Stantec has reached out to identify spacing requirements for a new rail crossing between 71<sup>st</sup> Street and Highway 11. CN identified that the multi-use pathway along the west side of the rail line was not a safe location and would need a barrier or separation similar to a major freeway.

### **3.1.5 Rural Municipality of Corman Park**

A meeting was held with the RM of Corman Park to discuss both the Riel Sector Plan as well as the Project, as both will impact the RM. Discussion with the RM included reviewing future development applications to ensure that the roadway ROW remains dedicated. It was noted that the RM, City, and Province all expect it to be dedicated. Some key points to consider include whether the RM has a need for Highway 12 access for East Cory Industrial Park, ongoing coordination and planning with Moosomin First Nation, and the need for future study and planning. Once the RM has a chance to review the study results, they may have comments on the projected traffic volumes, preferred access requirements, and safety access or concerns.



## **3.2 Online Survey Results**

Between August 30 and September 24, 2024, 16 responses to the online survey were collected.

### **3.2.1 Participant Demographics**

The majority of respondents (13 individuals; 81.25%) live in Saskatoon. Two respondents indicated that they live in nearby communities and one selected “other” and specified “Ministry of Highways”. Within Saskatoon, respondents represented the following neighbourhoods:

- Arbor Creek (1)
- Brevoort Park (1)
- Brighton (1)
- Buena Vista (1)
- Grosvenor Park (1)
- Hampton Village (1)
- Lakeview (1)
- Lawson Heights (2)
- Nutana (1)
- Silverwood Heights (1)
- University of Saskatchewan Management Area (1)
- Varsity View (1)

The two respondents from nearby communities specified that they lived in Corman Park and Warman.

Figure 3 illustrates respondents’ connection with the North Saskatoon road network. Connections were fairly evenly distributed across the answer choices, with the highest number (4 individuals; 25%) indicating that they are a member of an organization with interest in the study area. Other respondents live within or near the study area (3 individuals; 18.75%), work at a business within the study area (3 individuals; 18.75%), own a business within the study area (2 individuals; 12.5%), regularly commute through or within the study area (2 individuals; 12.5%), and live in Saskatoon or surrounding community and have interest in what goes on in the city (2 individuals; 12.5%).



### Q3 What connection do you have to the North Saskatoon road network?

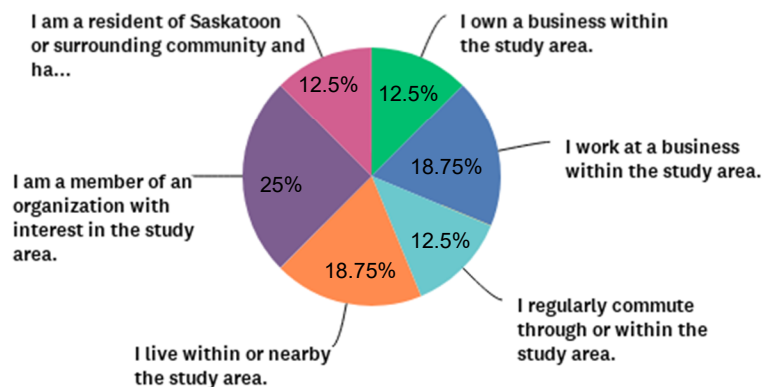


Figure 3 Respondent Connection with North Saskatoon Road Network

### 3.2.2 Click Map Feedback

Through the series of click map questions, 27 responses were provided referencing 24 points on the map (i.e., multiple responses were received for 3 locations on the map). The locations identified on the map are identified in Figure 4, which were cross referenced with the responses. Some feedback received through the click map is out of scope of the current study and applies to the Saskatoon Freeway project, the owner of which is the MOH. The feedback received relevant to the Saskatoon Freeway project has been passed on to the MOH for consideration. Feedback received relevant to other City projects (e.g., Riel Industrial Sector Plan), has been passed on to the appropriate project teams.

Following the series of click map questions, respondents were provided with an open-ended text box and asked if they had any other input about the study area that they wanted to share. No responses were received to this question.



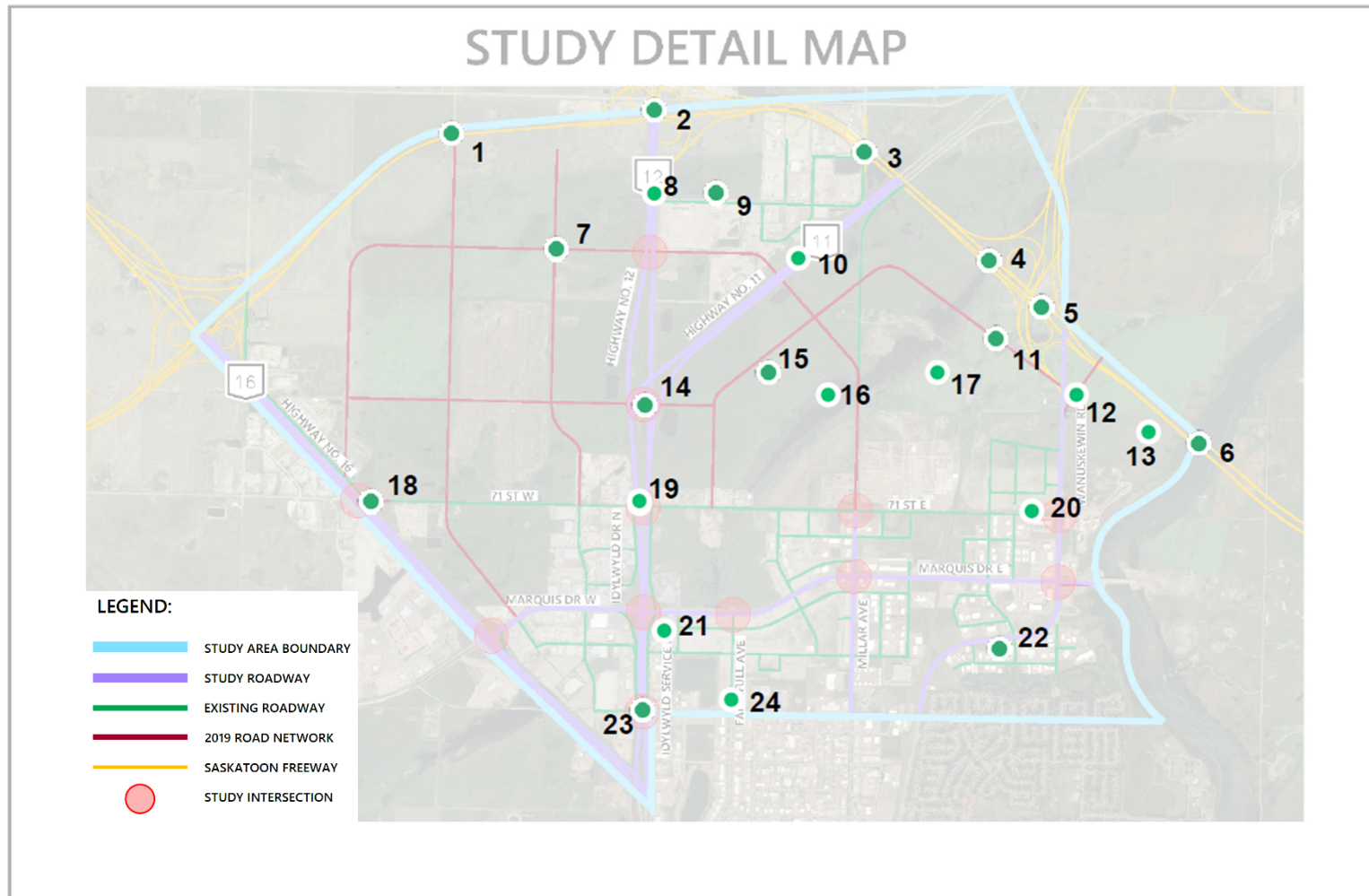


Figure 4 Compiled Click Map Locations



### 3.2.3 Survey Evaluation

Figure 5 illustrates respondents' level of agreement (agree, neutral, disagree) with four statements to evaluate the effectiveness of the survey. Eleven responses were received to this question. The majority of respondents felt the information in the survey was clear and understandable (73%) and that the survey took a reasonable amount of time to complete (91%). A lesser majority of respondents felt that they were able to provide their input fully (55%) and an equal number of respondents agreed or disagreed with understanding how their input will be used (36%).

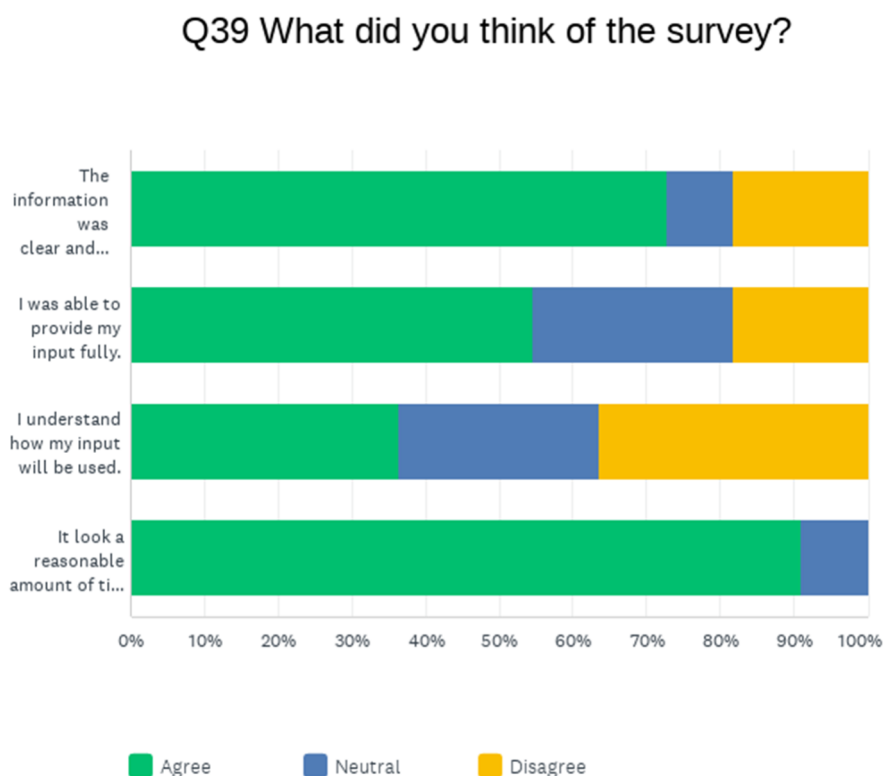


Figure 5 Feedback on the Online Survey

Comments regarding the survey were received from three respondents:

- “A person who is filling this out has to have done a lot of research or have been involved in this over a longer period of time. Having separate links and QR codes creates a disjointed and ineffective method for gathering information for the survey participant, there is a desire to make surveys short, but in doing so, the risk of not getting informed participation increases, unless the goal is to get less participation or not disclose fully what is going forward.”



- “I found it challenging to relate the section in amendments to the original draft. I hope I am on the right track.”
- “the legends in the pictures were unreadable. provide clearer information. the last question above has a typo...it look should be it took.”

### 3.3 Lessons Learned

Considerations for future engagement planning as a result of lessons learned on this project are outlined in Table 3. These lessons learned include consideration of the evaluation questions included in the online survey presented in Section 3.2.3.

*Table 2 Summary of Lessons Learned*

Key Learning	Recommendations for Future Engagement
<b>Legibility</b>	Increase resolution of images and size of map legends to allow for better clarity when on the maps/images.
<b>Definition of in scope and out of scope items</b>	Consider explicitly defining items that are out of scope of the North Saskatoon Network Planning Study and not within the jurisdiction of the City (i.e., planning and decisions for the Saskatoon Freeway project led by the MOH). Some items referenced in the wetlands are beyond the scope of both the Project and the Riel Industrial Sector Plan.
<b>Identification of Additional Key Stakeholders</b>	Based on responses received through the online survey, consider reaching out to the Saskatchewan Environmental Society (SES) and Swale Watchers directly to discuss the Project. Additionally, Living Sky Wildlife Rehabilitation, Wild About Saskatoon, SOS Trees provided input through the Reil Industrial Sector Plan Amendment project survey and may be interested in engaging with this Project if reached out to directly.
<b>Survey Timing and Distribution of Link to Key Stakeholders</b>	The online survey was open during the late summer, which coincides with the end of the school year and a busy time for families. It can be challenging to find a time that works for everybody, but summer does tend to have lower engagement than through the fall and winter months.  In Round 2, we will consider reaching out to key stakeholders engaged in Round 1 to request their assistance in distributing project information to their membership or network via established social media, distribution lists, newsletters, etc.

### 3.4 Summary and Key Themes

The feedback we had hoped to gain during Round 1 was a general understanding of constraints and considerations within the study area from the stakeholder and public’s point of view to inform the design of the project alternatives.



The main themes were:

- **Environmental protection** – reconsideration of previous approvals associated with the Saskatoon Freeway, consideration of the City's wetland policy, significant adverse effects to environmentally sensitive areas (i.e., swales)
- **Focused growth** – City should plan for growth at the north end of Saskatoon and surrounding communities; increased accessibility through active transportation and BRT extension; designated, barrier-free trails
- **Identifying potential constraints** – low lying, wet areas within the study area, spacing from proposed interchanges on existing or proposed roadways
- **Identifying existing safety concerns** – lack of safe active transportation infrastructure; unsafe, busy, or confusing intersections

Of the intersections identified on the study area map as being a focus of the study, feedback was received through the online survey on the following intersections/interchanges: Highways 11 and 12, 71<sup>st</sup> Street and Highway 11/12, Marquis Drive and Highway 11/12, 60<sup>th</sup> Street and Highway 11/12, 71<sup>st</sup> Street East and Wanuskewin Road.

The feedback gathered through the first round of engagement will inform the development of the road network and access options including preferences for access and roadway locations, required rail crossing setbacks, and consideration of future developments and desire lines to inform future traffic projections. Feedback received regarding active transportation infrastructure will be considered in the development and evaluation of road network options from the perspective of considering how active transportation users could be accommodated or impacted by each option. Feedback that is not directly applicable to the Project will be passed on to the appropriate proponents or project teams, as appropriate.

## 4 Next Steps

Lessons learned outlined in Section 3.3 will be incorporated into the planning for the second round of engagement. The focus of Round 2 engagement will be on presenting the alternatives designed with consideration of the feedback presented in this What We Learned report. In Round 2, we will present the alternative options, outline how the alternatives will be evaluated to determine a preferred option, and report back on how feedback from Round 1 was incorporated and how concerns were addressed. Currently, Round 2 engagement is planned to include follow-up with key stakeholders involved in Round 1, an open house or up to three pop-up events, and an online component.



# Appendices





## Appendix A E-invites



## North Saskatoon Network Planning Study

### Appendix A E-invites

#### Get involved in the Riel Industrial Sector Plan Amendment and North Saskatoon Network Planning Study!

##### What is the Riel Industrial Sector Plan?

In 2015, City Council approved the [Riel Industrial Sector Plan](#) (Sector Plan) that provides a broad framework for future urban development in the area. This includes, among other things, direction on land uses, parks and significant natural areas, servicing and transportation planning, and development phasing.

Since 2015, several City policies, bylaws, and plans have been created or amended that affect the Sector Plan. To ensure development in the Sector aligns with City direction, an amendment to the Sector Plan is needed. City Administration intends to bring forward the plan amendment for City Council's consideration in 2025.

##### What is the North Saskatoon Network Planning Study?

The City of Saskatoon (City) is starting an update to the [North Saskatoon Network Planning Study](#) (Planning Study). The Planning Study's purpose is to plan the key major roads that connect the City with the surrounding provincial highway system. The Planning Study update will reflect the most recent alignment for the [Saskatoon Freeway](#).

##### How Can You Get Involved?

The project teams will reach out to you with upcoming engagement opportunities once the details are finalized. Please let us know if you would like to be involved in future engagement activities.

You can contact either, or both, projects by emailing the project teams using the links below:

[Contact the Riel Industrial Sector Plan Amendment Project Team](#)

[Contact the North Saskatoon Network Planning Study Team](#)

##### Where Can You Find Additional Information?

Please see the attached map for each project study area. Also visit the [Riel Industrial Sector Plan Amendment](#) and [North Saskatoon Network Planning Study](#) Engage Pages.

Thank you.



Figure A.1 E-invite sent August 16, 2024

#### You are invited to provide feedback on the Riel Industrial Sector Plan Amendment and North Saskatoon Network Planning Study!

The [Riel Industrial Sector Plan](#) Amendment and [North Saskatoon Network Planning Study](#) project teams have identified your organization as a key stakeholder in the north of Saskatoon who may be interested in providing valuable feedback on these projects. Throughout August and September, the project teams will conduct one-on-one meetings with key stakeholders to provide information on the two projects and to gather feedback on future changes in the area.

We would like to find a time in the coming weeks to meet with representatives from your organization to discuss these projects.

Please tell us if you are interested in scheduling a meeting, and we will find a time that works with your availability. We can accommodate in-person or virtual meetings to suit your needs. You can respond to this email or contact Julian Petras at (306)-975-3663 to schedule the meeting. For more information on the projects, you can visit the project engage pages: [Riel Industrial Sector Plan Amendment](#) and [North Saskatoon Network Planning Study](#).

Thank You



Figure A.2 E-invite sent August 21, 2024



## **Appendix B Project Handout**



### What is the Riel Industrial Sector Plan?

In 2015, City Council approved the Riel Industrial Sector Plan (Sector Plan) that provides a broad framework for future urban development in the area. This includes guidance on land uses, parks and significant natural areas, servicing and transportation planning, and development phasing.

Since 2015, several City policies, bylaws, and plans have been created or amended that affect the Sector Plan. To ensure development in the Sector aligns with City direction, an amendment to the Sector Plan is needed. City Administration intends to bring forward the plan amendment for City Council's consideration in 2025.

For more information on the Sector Plan amendment project, including access to this project's online survey, please visit the project's engage page:

The Sector Plan amendment project team can be reached at [SectorPlanning@Saskatoon.ca](mailto:SectorPlanning@Saskatoon.ca).



← Riel Industrial Sector Plan QR Code

### Study Areas Map

The map on the reverse of this page shows the City's project study areas in relation to province's Saskatoon Freeway Phase 1 functional design.

### What is the North Saskatoon Network Planning Study?

The North Saskatoon Network Planning Study (Planning Study) will assist with determining the future transportation network needs for the major roads in the north industrial area of Saskatoon. The Planning Study will also establish how the transportation network will connect to the provincial highway system and future Saskatoon Freeway. The City of Saskatoon is looking for feedback from residents, businesses, and organizations on how they utilize the current road network in the North industrial area of Saskatoon.

For more information on the Planning Study, including access to their online survey, please visit the Planning Study's engage page.

The Planning Study project team is available at [TransportationSurvey@Saskatoon.ca](mailto:TransportationSurvey@Saskatoon.ca).



← North Saskatoon Network Planning Study QR Code

### How to use these QR codes:

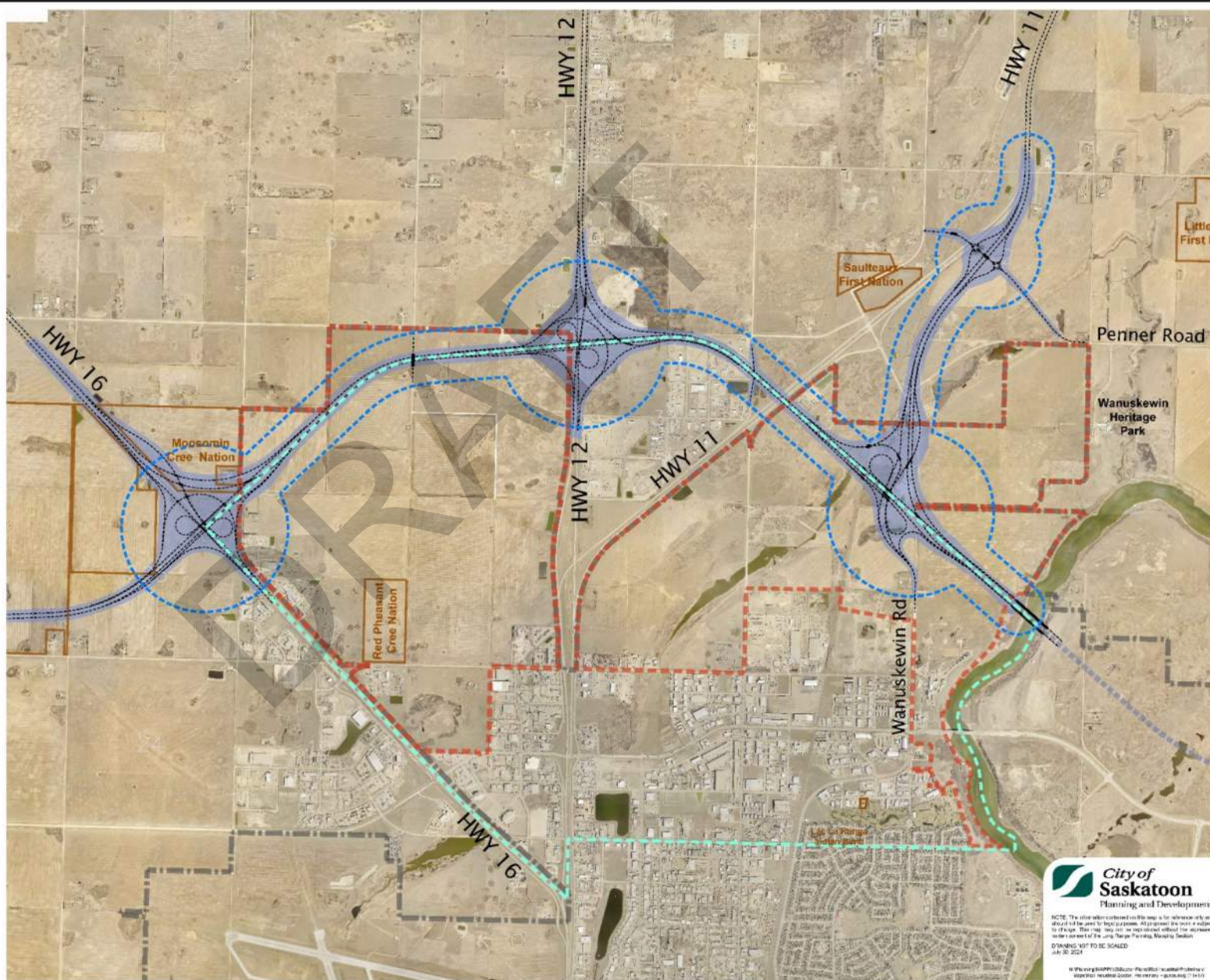
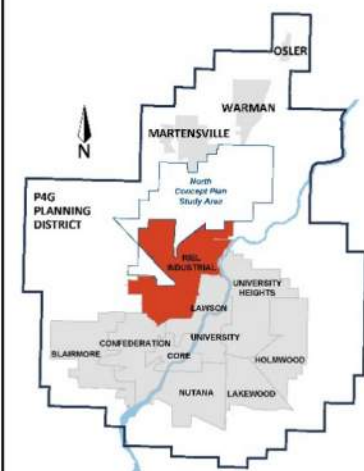
- Open your phone's camera application.
- Hold the camera over this QR code.
- Make sure the QR code is in focus.
- Click on the banner that pops up.
- The engage page should open automatically.



## RIEL INDUSTRIAL SECTOR

Riel and NSNPS Study Areas

-  City of Saskatoon
-  Riel Industrial Sector Plan Study Area
-  First Nation Reserves and Holdings
-  Saskatoon Freeway Alignment (Endorsed 2018)
-  Saskatoon Freeway - Phase 1 Functional Design ROW
-  Saskatoon Freeway - Phase 1 Study Area
-  North Saskatoon Network Planning Study Area





**With every community, we redefine what's possible.**

Stantec is a global leader in sustainable architecture, engineering, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.