



**AGENDA**

**Special Council Meeting**

**Tuesday, February 10, 2026**

**Following the Public Works Committee**

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**Pages**

1. **Call to order**
2. **Agenda**
3. **Declaration of Conflict of Interest**
4. **Biosolids Pipeline Corridor Project Endorsement, SCM-26-001**
5. **Adjourn**

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# REPORT TO COUNCIL



**Public Works**  
**2/10/2026**  
**Special Council Meeting**  
**Decision Item**  
**Priority 5. Partnerships**

**SCM-26-001**

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## **Subject**

Biosolids Pipeline Corridor Project Endorsement

## **Recommendation**

1. THAT Council proceeds with Option 2 of endorsing the Biosolids Pipeline Corridor Project with a condition of upgrading RR 3051 between Penner Road and TWP Road 382 to an all-weather gravel road standard.
2. That Council rescinds its previous Resolution 2025-09-069, *"THAT Council endorse the Biosolids Pipeline Corridor Project subject to the City of Saskatoon receiving the Provincial Grant for the project."*

## **Background and Discussion**

During the September 23, 2025, Regular Council Meeting, Council made the following motion regarding the Biosolids Pipeline Corridor Project (Resolution 2025-09-069):

*THAT Council endorse the Biosolids Pipeline Corridor Project subject to the City of Saskatoon receiving the Provincial Grant for the project.*

The previous biosolids report has been included as Appendix A.

The City of Saskatoon has advised that provincial funding for upsizing the water and wastewater lines has not been secured at the time of this report, meaning Council's original condition has not been satisfied. Saskatoon Administration has since reported to its Council, and Saskatoon City Council approved funding the upsizing through its own budget at an estimated cost of \$23 million. As a result, construction of the biosolids pipelines within the R.M. road right-of-way now requires renewed Council endorsement, with the provincial funding condition removed.

As discussed in the September 23, 2025 report, there are benefits for the R.M. as a result of this project, including:

- **R.M. road upgrades:** the City is proposing to upgrade the north-south RR 3051 between Penner Road and TWP Road 382.
- **New and upgraded pipeline infrastructure:** by replacing the existing biosolids pipes the ongoing pipeline leaks will be reduced. This will subsequently reduce immediate and urgent repair visits.
- **Reduced maintenance visits by City staff:** the new technology (flushing biosolids pipelines with a cleansing fluid) and improved design (design bends to limit struvite build-up) should limit the amount and frequency of maintenance repairs along the pipeline route within the R.M. In addition, the location of the manhole chambers has

been designed to limit the disruption to local traffic and maximize the distance from private yard access lanes where possible. Appendix C shows the manhole locations.

- Future development and growth: the expanded water and wastewater pipe capacities along with the proposed purple water line will allow significant future development opportunities within the R.M., including significant industrial and commercial development opportunities. The biosolids pipeline corridor is designed to include increased capacity to account for future growth and development in the entire region.
- Health of Opimihaw Creek: the wastewater line that will service Martensville will improve the overall quality of Opimihaw Creek compared to the current treatment process.
- Wastewater services: ratepayers within the R.M. utilize septic systems that require periodic pump out. The City has disposal locations that many septic truck services utilize which connect to the City's Wastewater Treatment Plant (WWTP) for safe and reliable treatment.
- Fertilizer for nearby landowners: the Biosolids Handling Facility (BHF) will continue to produce fertilizer as the end product which is available for nearby ratepayers for land application through liquid injection.

It is worth noting that Council has already endorsed the Martensville water and wastewater. The Martensville water and wastewater lines require the Saskatoon biosolids pipelines being in place. Further, the overall City's water treatment project has received other levels of government funding, and this piece of the project is crucial to its support. In a recent discussion, SaskWater expressed their encouragement that R.M. Council will support the initiative, as they have a future contemplated projects (see below) that would benefit from the Saskatoon biosolids pipeline.

With respect to the purple water line, SaskWater is contemplating an option to construct a smaller diameter pipeline from the wastewater treatment plant the SaskWater pump station. From there, the new pipeline would connect to their existing 8" water line, which runs north through the Corman Park industrial area. The purple water pipeline would be owned/operated by SaskWater. This would open significant capacity for R.M. development in the industrial area.

In addition, The Saskatoon North Partnership for Growth (P4G) submitted a letter of support for the Biosolids Pipeline Corridor Project. In the letter, the P4G Regional Oversight Committee encourages the R.M. to support the Biosolids Pipeline Corridor Project, independent of receiving provincial funding as this project, along with Martensville's project, will provide the opportunity to support the development of a regional servicing hub. The regional servicing hub proposes to provide additional high-volume water and wastewater service by increasing the pipeline size of these existing projects. A copy of the letter is attached as Appendix B.

The proposed biosolids pipeline corridor is a critical infrastructure project that supports sustainable water and wastewater management for both the City of Saskatoon and surrounding region. The proposed route aligns with regional planning objectives, including provincial interests and future servicing needs for not only Martensville but potentially other areas within the R.M.

### **Options:**

1. Endorse the Biosolids Pipeline Corridor Project.

2. Endorse the Biosolids Pipeline Corridor Project with a condition of upgrading RR 3051 between Penner Road and TWP Road 382 to an all-weather gravel road standard.
3. Endorse the Biosolids Pipeline Corridor Project with a condition of upgrading RR 3051 between Penner Road and TWP Road 382 to an all-weather gravel road standard and a water/wastewater capacity for the R.M.

Given Council's previous endorsement, and the regional significance of the project, Administration is recommending Council's consideration for Option 2.

### **Implications**

**Strategic:** The construction of the biosolids pipeline corridor is crucial for the region as it supports not only Saskatoon's wastewater operations but also R.M. residents who rely on the COS facility for septic disposal. The pipeline corridor also ties into a larger servicing plan for the area north of Saskatoon, which includes a potential purple water line to a future Regional Servicing Hub within the R.M.

The proposed upgrades to the biosolids pipelines should reduce the potential for leaks/pipe failure and frequency of maintenance. As a result, there is less potential for soil/groundwater contamination and less trucks needing to access the pipeline for maintenance.

If the report is not approved, the City may elect to trigger a dispute resolution process as per the Planning and Development Act.

2025 to 2029 R.M. of Corman Park Strategic Plan, Key Priorities: Infrastructure Renewal, Service Delivery, and Partnerships.

**Financial:** There would be no financial impacts to the R.M. as a result of construction of the biosolids pipeline corridor.

**Policy/Legal:** Council's approval is required for the easement within the road right of way as per Policy TS-005 Utility and Pipeline Construction Easement.

**Communications:** Administration will communicate Council's decision with the City of Saskatoon, P4G partners and area residents.

### **Appendices**

Appendix A - Appendix A\_CDI 25-137 - Biosolids Pipeline Corridor Project Endorsement

Appendix B - Appendix B\_P4G Support Letter for Biosolids Pipeline Corridor Project

Prepared by: Hayder Lateef, P.Eng. Director of Infrastructure and Public Works

Approved for Agenda by: Kerry Hilts, Chief Administrative Officer

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## **Subject**

Biosolids Pipeline Corridor Project Endorsement.

## **Recommendations**

THAT Council endorse the Biosolids Pipeline Corridor Project.

## **Background**

Biosolids are stabilized materials recovered at the end of the wastewater treatment process. The City of Saskatoon (COS) operates a Biosolids Handling Facility (BHF) in the northern part of the R.M., east of Highway 11 and south of Lutheran Road, near Opimihaw Creek. The BHF uses settling lagoons to treat the biosolids that are transported via underground pipeline from the Wastewater Treatment Plant (WWTP), breaking down organic matter and removing pollutants. Treated solids are then applied as fertilizer to surrounding agricultural lands.

Two underground pipelines, built in 1984 and 2005, currently transport biosolids from the COS WWTP to the BHF. The condition of both pipelines is deteriorating and prone to struvite blockages and leaks, requiring replacement. They will be replaced with higher-capacity pipelines designed to prevent the blockages that have affected the current system.

The biosolids pipeline corridor will include at least five pipelines (three biosolid transfer lines, one potable water line, one large diameter wastewater line) with a potential sixth (Purple Water) pipe in the trench sections. Although this is a COS-led project, the BHF and proposed Biosolids Pipeline Corridor project play a critical regional role. It supports not only Saskatoon's wastewater operations but also R.M. residents who rely on the COS facility for septic disposal. It also ties into a larger servicing plan for the area north of Saskatoon, which includes a potential purple water line to a future industrial hub within the R.M. and new water and wastewater pipelines for the City of Martensville (Martensville). These upgrades are necessary to support Martensville's growth, meet Water Security Agency requirements, and potentially allow for heavy industrial users within the R.M. at the Regional Servicing Hub.

## **Pipeline Route**

The pipeline route has been shown in Figure 1 below. The portion of the pipeline located within the R.M. is planned to be almost entirely within the following R.M. rights-of-way (ROW):

- 1 mile of Twp Rd 382, within the north ditch
- 2 miles of Rge Rd 3051 (1.5 miles of which are undeveloped), within the east and west ditch

The only point at which it will not be within road right-of-way is when it will cross a private driveway, which provides access from Wanuskewin Road to 35-37-5-W3M.

It should be noted that it is common practice for the R.M. to allow third party utility owners to install utilities within the ROW, including water, telecommunications, power, gas, sewer lines, and the existing biosolids line.

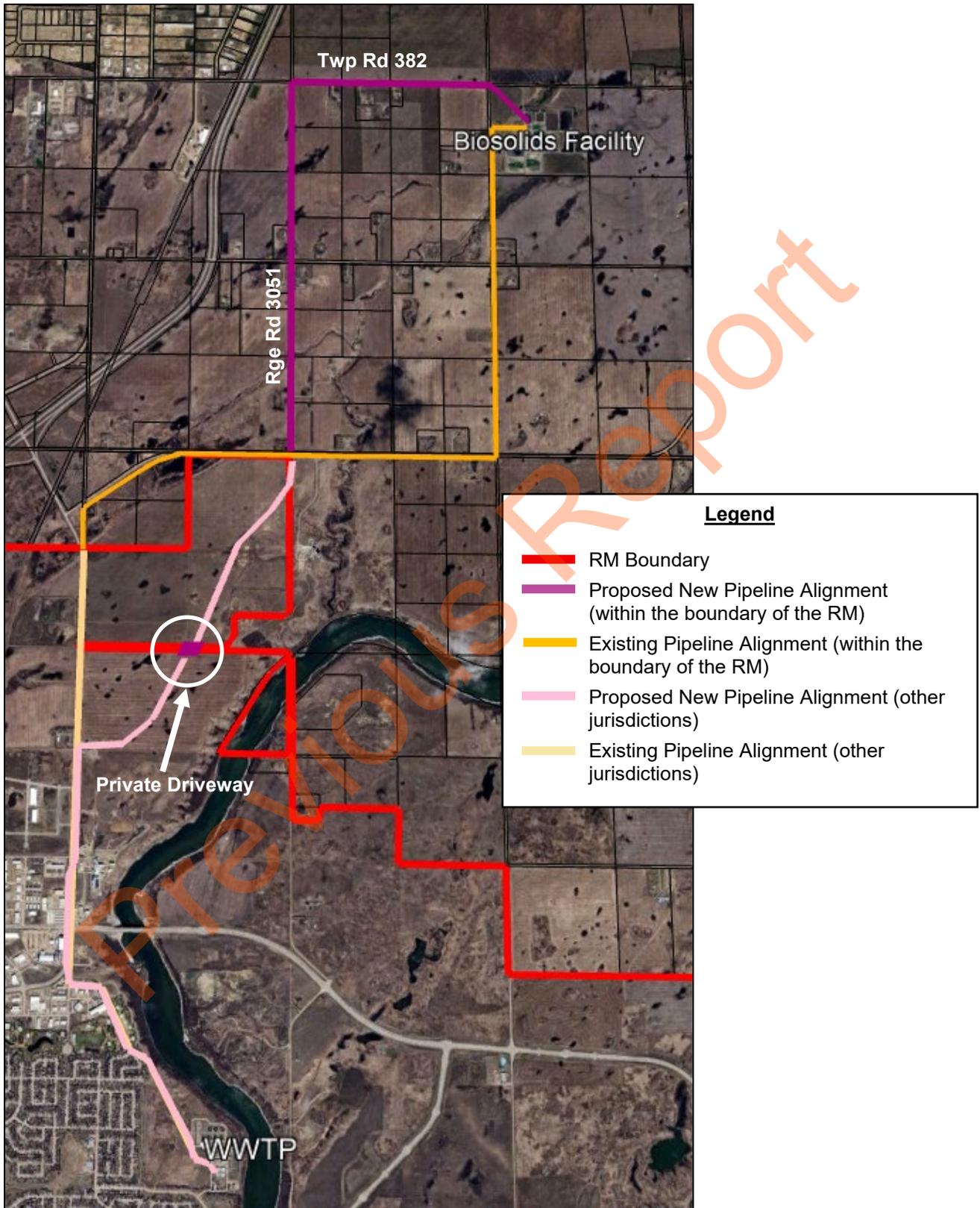


Figure No. 1 Proposed Pipeline Route

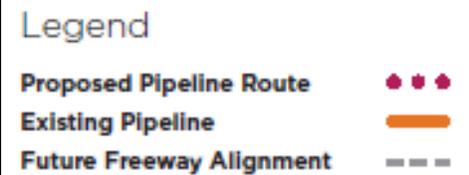
The proposed new route was reportedly developed in consideration of the following:

- Environmental impacts
  - Opimihaw Creek
  - Environmental and heritage assessments were conducted.
- Operational and maintenance considerations
  - Accessible via a public roadway in the event maintenance and/or upgrades are required.
- Minimizing resident disruption
  - Avoid impacting private property by utilizing the R.M. road allowance.
  - Private property access disturbances and impacts during construction.
- Saskatoon Freeway
  - Through consultation with the Ministry of Highways (MHI) it was determined that the pipelines shall remain clear of the footprint of the future Saskatoon Freeway and that routing options should target a single crossing point.
- Existing utilities in the ROW (such as intervalley and SaskPower/Tel/Energy).

The proposed route was selected as it was determined to have the least impact on the future Saskatoon Freeway, Opimihaw Creek, and residents while also meeting the operational and maintenance requirements. Alternate routes, such as maintaining the existing route, were considered but were not selected due to interference with the future Saskatoon Freeway, increased impact to residents, accessibility issues, and potential increased impacts to the Opimihaw Creek. Regardless of the route of the biosolids pipeline corridor, some ratepayers will be impacted. Minimizing impacts to ratepayers was an important consideration during the selection process of the City's proposed route.



*Figure No. 2 Location of the Saskatoon Freeway*



As illustrated in Figure No. 2, the existing pipeline alignment is located within the proposed footprint of one of the major interchanges required for the future Saskatoon Freeway project.

### **Impact to the R.M.**

Construction will occur adjacent to about seven R.M. landowners (two with homesteads) and across the road from 11 others (five with homesteads). The COS will work directly with affected landowners to secure temporary access agreements and easements for excavation, spoil storage, and equipment access. The COS will make the R.M. Administration aware of the communication process with the affected landowners and will be given the opportunity to attend any applicable meetings. Compensation may be provided, and all disturbed areas will be restored to pre-construction conditions.

Road disruptions and short-term detours are expected, though property access will be maintained, possibly with temporary access routes. The COS will coordinate with the R.M. in advance regarding closures and detours. Contractors will be required to enter into a road haul agreement, which will include designated routes and dust control.

A Utility and Pipeline Construction and Crossing Easement Agreement would be developed between the R.M. and the COS.

In the long-term, it is expected that the project will have positive impacts on the R.M., with respect to a reduced risk of leakage, reduced maintenance, and associated impacts to the environment. If a decision is made to proceed with the Regional Servicing Hub, this corridor will also be used for infrastructure to support further development within the region.

### **Community Engagement and Ratepayer Feedback**

The COS attended an R.M. Committee meeting on February 11, 2025, to share details of the project with R.M. Council and answer any questions. The COS also engaged the community via a mailout in April 2025, which provided a brief overview of the project, including the preferred pipeline corridor routing, and offered opportunity to provide feedback via a COS monitored email. Of the 169 ratepayers that were contacted, 6 responses were received and responded to via COS personnel. Feedback received from ratepayers included the following concerns:

- Pipeline routing:
  - Primary concern among the residents in the area
  - Requests for the COS to consider different routes which could be less intrusive to landowners, such as alongside the proposed Saskatoon freeway alignment
- Construction impacts:
  - Land access – manhole locations, crop bin impacts, impact to trees
  - Road use/construction traffic
  - Damage to their property
- Maintenance:
  - Frequency of maintenance and the impact during maintenance events
- Environmental Impacts:
  - Potential leaks

- Impacts on the ecological integrity of the Opimihaw Creek and Wanuskewin Heritage Park

The COS further presented at the May 13, 2025, R.M. Committee meeting to share the feedback received from ratepayers. Following the May 13, 2025, presentation, a second mailout (attached as Appendix A) was sent to the same 169 ratepayers, summarizing the engagement feedback.

In addition to the community mailouts, the COS met with individual landowners to discuss their concerns. There were several follow-up conversations with respect to the route with alternatives provided by the ratepayers to the COS for consideration. Four alternative routes were presented by a ratepayer, which they consider to be less impactful to residents. The alternate routes have been illustrated in red hatching, blue, blue hatching, and green on Figure 3.

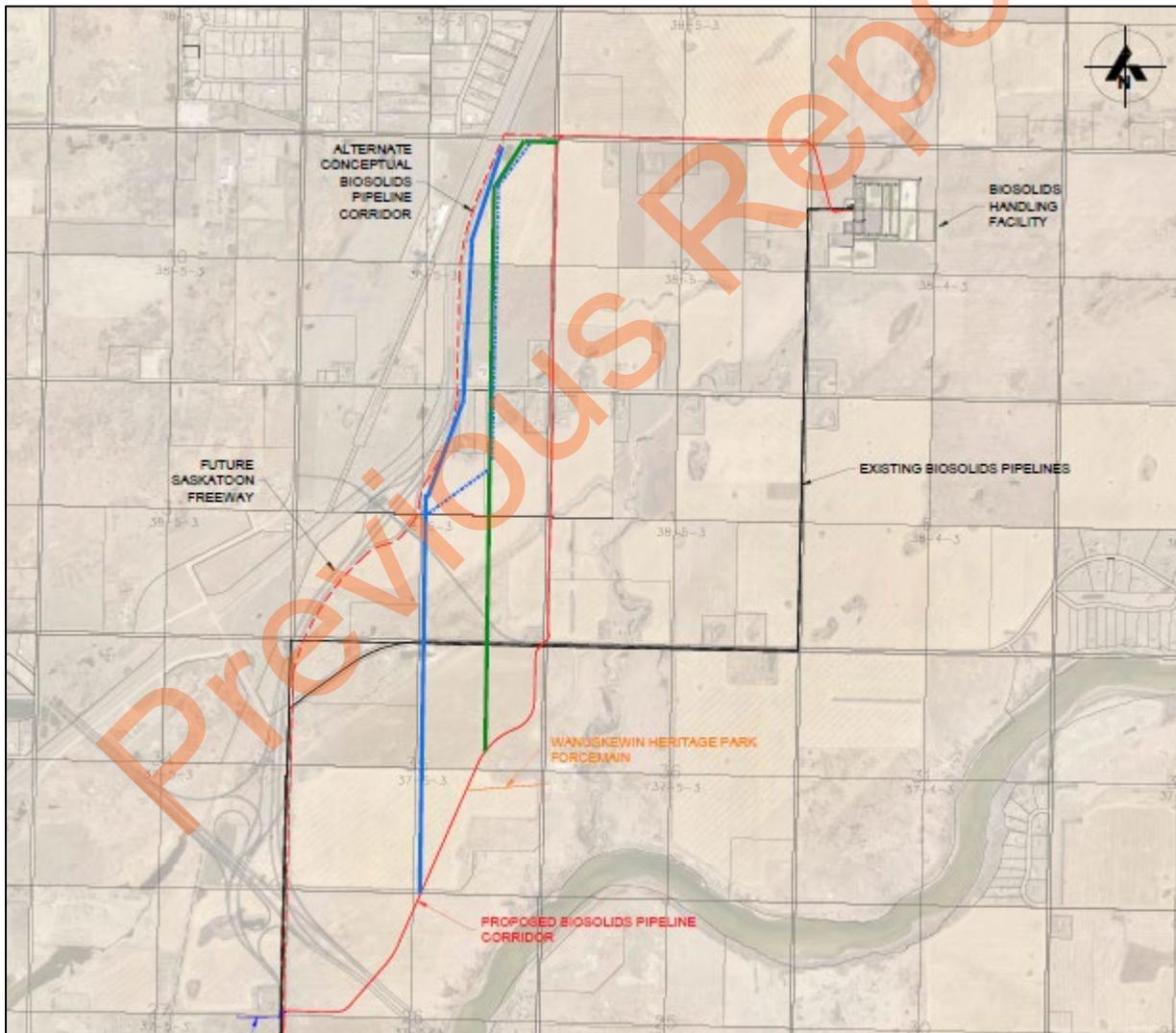


Figure No. 3 Alternate Route Presented by Ratepayers

A follow up meeting was held on site on August 11, 2025, with representatives from the City of Saskatoon, R.M. of Corman Park, and members of the community. One of the outcomes from the meeting was a commitment from the City of Saskatoon to setup a follow up meeting with the Ministry of Highways to discuss the potential of constructing the bio-solids lines within the Saskatoon Freeway Corridor.

A meeting was scheduled with the Ministry of Highways, City of Saskatoon, and the R.M. of Corman Park on August 20, 2025. During the meeting, the Ministry of Highways indicated that the pipelines cannot be located within the Saskatoon Freeway footprint and that no direct access from the future freeway to the pipeline location will be provided. The Ministry of Highways provided a follow up letter with this response, the letter is included as Appendix B.

### **Discussion**

Memos addressed to R.M. Administration, dated June 19, July 9, and September 15, 2025, were prepared by the COS in response to the alternate routing. A summary of the COS responses for each alternative has been provided below.

- Red Hatched Route:
  - The COS acknowledged the theory of this conceptual route; however, cited there are a number of major difficulties inherent to installing the pipelines along this route including:
    - MHI standards will not allow for buried utilities to be installed within the future highway ROW, which would require the COS to establish a new easement located outside of the highway corridor.
    - MHI would not permit access off the future Saskatoon Freeway to an adjacent pipeline corridor, which would require the construction of a new service road adjacent to the highway. The service road would require access via the R.M. roads and would involve a considerable amount of land acquisition that would not provide a substantial benefit to the region while constraining future growth planning.
    - Crossings would be required at two proposed interchanges of the future Saskatoon Freeway. Construction at the interchanges may include substantial fill placement and the installation of wick drains; neither of which are suitable to be constructed over or near a pipeline which will require future maintenance and/or repairs.
      - The presence of the interchanges would present additional challenges and constraints related to the pipeline corridor maintenance chambers.
      - The design for the future proposed interchange at Penner Road has not yet been finalized and could carry a considerable amount of risk.
    - The timeline for construction of the Saskatoon Freeway is not set to begin until at least 2040 and it is possible that there could be changes to the

design brought on by factors such as development in the region and governmental priorities.

- Solid Blue Route:
  - The COS stated that this alignment was similar to the red hatched route, in that it is closely aligned with the proposed Saskatoon Freeway for approximately 1.5 miles north and south of Twp Rd 381, and, for the reasons stated above, would pose a number of constraints.
- Green and Hatched Blue Routes:
  - These routes involve establishing a new easement one quarter mile to the west of RR3051. Since no road allowance exists, the easement required from the landowners would be much larger than currently being required.
  - Access requirements for the manhole chambers would involve construction of an access road. Where required, it is possible easements may not be sufficient and land acquisition would be required to construct the private access road, which could result in loss or reduction of land use.
  - These routes shift the pipeline corridor further into a wetland area and natural drainage path.
  - Straying from established ROW has the potential to hamper future development in the area.

In addition to the above, the COS stated that future growth planning was taken into consideration when selecting their preferred route. With respect to future development the following was considered:

- P4G North Concept Plan:
  - The route preferred by the COS aligns with future water and sewer servicing and follows along the future arterial road system. In their opinion, it is best practice to align with existing plans, established ROW and roads to minimize risk for future growth and development.
- In 2020 SARM lobbied the provincial government, asking that all future utility installations undertaken by Crowns be made in, or within 30 m of established ROW to limit future development restrictions and costs. Although the Biosolids Pipeline Corridor project is not a Crown utility, it is applicable to limit restriction on future development.

#### Benefits to the R.M. from the Biosolids Pipeline Corridor Project

Discussions with the COS revealed that the R.M. will receive the following benefits after completion of the biosolids pipeline corridor project:

- New and upgraded infrastructure: by replacing the existing biosolids pipes the ongoing pipeline leaks will be reduced. This will subsequently reduce immediate and urgent repair visits.

- Reduced maintenance visits by City staff: the new technology (flushing biosolids pipelines with a cleansing fluid) and improved design (design bends to limit struvite build-up) should limit the amount and frequency of maintenance repairs along the pipeline route within the R.M. In addition, the location of the manhole chambers has been designed to limit the disruption to local traffic and maximize the distance from private yard access lanes where possible. Appendix C shows the manhole locations.
- R.M. road upgrades: the City is proposing to upgrade the north-south RR 3051 between Penner Road and TWP Road 382. Details of this upgrade will be discussed with the R.M. staff.
- Future development and growth: the expanded water and wastewater pipe capacities along with the proposed purple water line will allow significant future development opportunities within the R.M., including significant industrial and commercial development opportunities. The biosolids pipeline corridor is designed to include increased capacity to account for future growth and development in the entire region.
- Health of Opimihaw Creek: the wastewater line that will service Martensville will improve the overall quality of Opimihaw Creek compared to the current treatment process.
- Wastewater services: ratepayers within the R.M. utilize septic systems that require periodic pump out. The City has disposal locations that many septic truck services utilize which connect to the City's Wastewater Treatment Plant (WWTP) for safe and reliable treatment.
- Fertilizer for nearby landowners: the Biosolids Handling Facility (BHF) will continue to produce fertilizer as the end product which is available for nearby ratepayers for land application through liquid injection.

#### Construction Impacts to R.M. Ratepayers Along the City's Proposed Route

Administration had discussions with the COS related to the impacts to R.M. ratepayers that are immediately adjacent to the City's biosolids pipeline corridor route during construction and the measures that will be put in place to minimize impacts during construction. The City confirmed the following measures will be put in place to minimize impacts during construction:

- Loss of regular access to farmyards or acreages: during construction, some existing access lanes will be removed for trench construction. Temporary access will be provided to all properties where regular access is temporarily disrupted due to construction. The access methodology will be discussed with the stakeholders prior to implementation. In areas where temporary access cannot be provided, the contractor will utilize trenchless installation methods to not disrupt access.

- Construction activities: large equipment and increased traffic will occur during construction as the contractor progresses through areas of the project. The contractor will be responsible for ongoing maintenance of roads during construction areas and will be required to complete and comply with the R.M. Road Permit Application process. The contractor will also be required for ongoing construction maintenance activities such as dust control to limit impacts on the nearby residents. Localized increased noise and minor vibrations may occur in construction areas where heavy equipment is working.
- Construction communications: the communication plan completed by the project team and contractor will be reviewed and approved by the R.M. Administration prior to executing. Typically, the communication process will be for all residents near the project area to receive a construction notice prior to construction commencing. Within this notice there will be a request by the City for email addresses of ratepayers looking to stay informed of ongoing updates during project construction. During construction, the project team will complete a regularly (bi- weekly or monthly) update electronically with the details of current construction activities (e.g., road closures, detours, progress, schedule, dust control, etc.).

The proposed biosolids pipeline corridor is a critical infrastructure project that supports sustainable water and wastewater management for both the COS and surrounding region. The COS proposed route minimizes environmental impacts, protects private property, corresponds with typical utility installation practices, and aligns with regional planning objectives, including provincial interests and future servicing needs for not only Martensville but potentially other areas within the R.M.

#### **Alternatives:**

Council has the authority to approve, deny, or provide other options for the route endorsement within the R.M.'s ROW. Administration recommends approving the proposed pipeline route as it provides potential growth opportunities for commercial and industrial developments within the R.M. If Council chooses to deny the project, it may open up potential dispute resolution processes and delay the project and the potential grant funding opportunities.

### **Implications**

- Strategic:** The construction of the biosolids pipeline corridor is crucial for the region as it supports not only Saskatoon's wastewater operations but also R.M. residents who rely on the COS facility for septic disposal. The pipeline corridor also ties into a larger servicing plan for the area north of Saskatoon, which includes a potential purple water line to a future Regional Servicing Hub within the R.M.
- The proposed upgrades to the biosolids pipelines should reduce the potential for leaks/pipe failure and frequency of maintenance. As a result, there is less potential for soil/groundwater contamination and less trucks needing to access the pipeline for maintenance.
- If the report is not approved, the City may elect to trigger a dispute resolution process as per the Planning and Development Act.
- 2025 to 2029 R.M. of Corman Park Strategic Plan, Key Priorities: Infrastructure Renewal, Service Delivery, and Partnerships.
- Financial:** There would be no financial impacts to the R.M. as a result of construction of the biosolids pipeline corridor.
- Policy/Legal:** Council's approval is required for the easement within the road right of way as per Policy TS-005 Utility and Pipeline Construction Easement.
- Communications:** Administration will communicate Council's decision with the City of Saskatoon.

### **Appendices**

- Appendix A – Community Engagement Summary
- Appendix B - Ministry of Highways Letter
- Appendix C - Biosolids Manhole Locations

Prepared by: Hayder Lateef, P.Eng. Director of Infrastructure and Public Works  
 Approved for Agenda by: Kerry Hilts, Chief Administrative Officer



February 2, 2026

R.M. of Corman Park Council (via email)  
 111 Pinehouse Dr  
 Saskatoon, SK S7K 5W1

**Re: Your File: CDI 25-137 – Saskatoon Bio-solids Report**

The Saskatoon North Partnership for Growth (P4G) exists to bring a collaborative and coordinated approach to the growth of our region to one million people. This includes consideration of infrastructure solutions that support long-term intermunicipal growth, such as improved water and wastewater services in the region.

Leveraging two fully-funded municipal infrastructure projects for the Cities of Martensville and Saskatoon provides the opportunity to support the development of a regional servicing hub. The regional servicing hub proposes to provide additional high-volume water and wastewater servicing by increasing the pipeline size of these existing projects.

We understand at your September 23, 2025 R.M. Council meeting, the following motion was passed: *“That Council endorse the Biosolids Pipeline Corridor Project subject to the City of Saskatoon receiving the Provincial Grant for the project.”* Completion of the Biosolids Pipeline Corridor Project is one of the two infrastructure projects that is required to create the regional servicing hub.

On behalf of the P4G Regional Oversight Committee, we encourage the R.M. of Corman Park Council to support the Biosolids Pipeline Corridor Project, independent of receiving provincial funding.

Additionally, the existing funding agreements for the Cities of Martensville and Saskatoon require the infrastructure projects to be completed prior to certain dates. There is concern that additional municipal requirements will prevent the two projects from meeting critical project milestones. These delays would have a negative effect on the completion of the project, resulting in impacts to business investment, employment and population growth within Corman Park, Martensville and Saskatoon, as well as throughout the region.

We encourage the R.M. of Corman Park Council to endorse the easement to allow the Biosolids Pipeline Corridor Project to proceed forward. Should there be any additional information to help provide this endorsement, we welcome the continued dialogue with P4G and/or the two Cities.

Sincerely,

Councillor Spencer Nikkel, City of Martensville; P4G Regional Oversight Committee Chair

CC: Mayor Gary Philipchuk, City of Warman; P4G Regional Oversight Committee Vice Chair  
 Mayor Kent Muench, City of Martensville  
 Mayor Cynthia Block, City of Saskatoon  
 Mayor Abe Quiring, Town of Osler