

# REPORT

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## Delta Construction Group Inc. Comprehensive Development Review

NW 4-38-5-W3M  
Parcel # 117376465



JULY 2021

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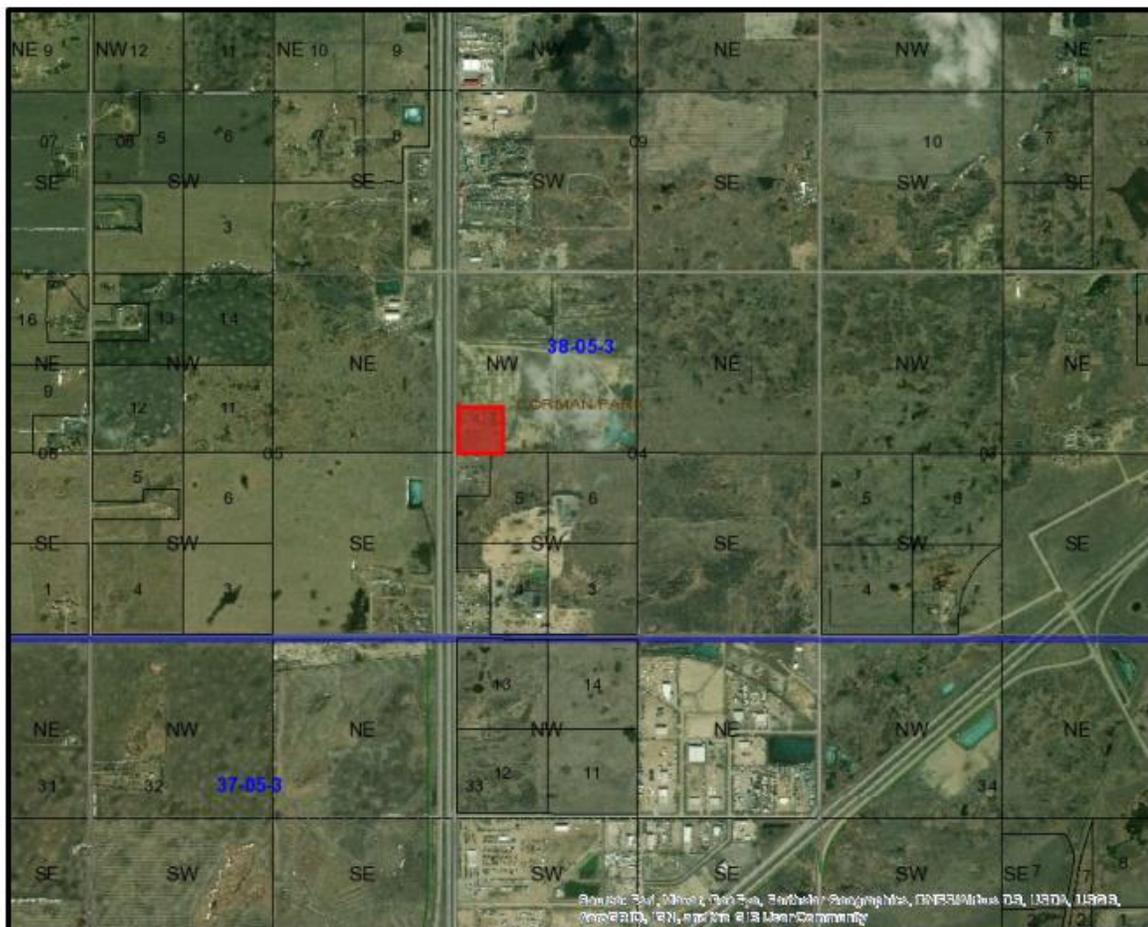
# 1 INTRODUCTION

This report has been prepared on behalf of Delta Construction Group Inc. (Delta) which is a construction contracting company specializing in paving and road reconstruction, excavation, trenching, water and sewer services, and winter services such as snow removal. Delta is proposing to rezone Parcel #117376465 from D-Light Industrial 1 District (DM1) to D-Heavy Industrial 2 District (DM2) by contract to support the relocation of their business into the Rural Municipality of Corman Park (RM).

Section 3.2 of the Corman Park – Saskatoon Planning District Official Community Plan requires the preparation of a Comprehensive Development Review (CDR) to support an application to subdivide or rezone land for industrial purposes. This CDR has been prepared according to the standards provided in the Zoning Bylaw and addresses all matters of land use integration, potential conflict mitigation, and the provision of services to the development.

## 1.1 Land Location

The subject property is an existing subdivided industrial property located in NW 4-38-5-W3M. The 4.0 hectare (10 acres) site is located along the east side of Highway 12 approximately midway between Saskatoon and Martensville.



## 1.2 Policy Context

Development within the subject property is regulated by and subject to the policies contained within the Corman Park – Saskatoon Planning District Official Community Plan (OCP) and Zoning Bylaw. The property is currently zoned D-Light Industrial 1 District (DM1).

## 1.3 Existing Use and Conditions

The registered owner of the subject property is Saskatoon Boiler Mfg. Co. Ltd. The site is currently undeveloped pasture containing no buildings, structures, or significant natural features which would influence the proposed development. The property is relatively flat, sloping gently towards the southeast. Based on a review of historical imagery there is a seasonal wetland area along the northwest boundary of the property along the service road resulting from the lack of any culverts in the area. There is no history of flooding within the site.

Landcover within the site is predominantly grass with several small tree bluffs.

A 20-metre SaskEnergy Easement is located along the southern boundary of the property. The following development restrictions were noted by SaskEnergy:

- No ground disturbance, pits, wells, foundations, pavement or buildings, or other structures are permitted on, over, under, or through the right-of-way without the approval of TransGas.
- To reduce the risk of unintentional excavation contact or crushing damage, TransGas recommends that the developer install and maintain a snow fence along the right of way boundaries when work is occurring within 30 meters of the right of way.
- As a condition of its consent to working within or crossing the easement, TransGas will require that the developer install and maintain a snow fence along both sides of the TransGas right of way for the entire duration of the development, to protect against inadvertent vehicular or equipment access and pipeline damage.
- No roads are to be constructed over the pipeline(s) without TransGas conducting an assessment and approving the work. If the assessment indicates modifications to the pipeline(s) are required, the costs for the modifications will generally be borne by the applicant.
- Upgrades or relocation of TransGas pipelines may require several months' notice and planning, and costs are generally the responsibility of the applicant.
- TransGas suggests that a proposed plan of development be submitted to TransGas for assessment. This will help identify potential concerns ranging from loading concerns (weight of equipment) to potential setback issues.

The above-noted restrictions were accounted for in establishing a layout for the site.

## 1.4 Adjacent Development

The subject property is located within the southwest corner of the ¼ section. The balance of the ¼ section is planned to be developed as a multi-lot industrial park. The site fronts along the Highway 12 service road to the west and Graveside Memorial lies immediately south.

Surrounding development is primarily rural industrial. Industrial uses near the subject property include Gerry's Trailer Sales, Legacy Yard Works and Material Supply, Bar T5 Trailers Sales, ASL Paving, and the East Cory Light Industrial Park located south of the property.

There numerous industrial located to the north of the site along the Highway 12 corridor including but not limited to B&N Metals, Affiliated Auto, Inland Aggregates, Park Derochie Coatings, and MicroOil.

As expected, given the predominance of industrial development in this area, there is limited residential development in the vicinity of the subject property. There is an existing dwelling in the adjacent commercial property occupied by Graveside Memorials which is used exclusively as a sales centre. There are four residential properties along the west side of Highway 12 with the closest residence being nearly 700 metres southwest of the subject property.

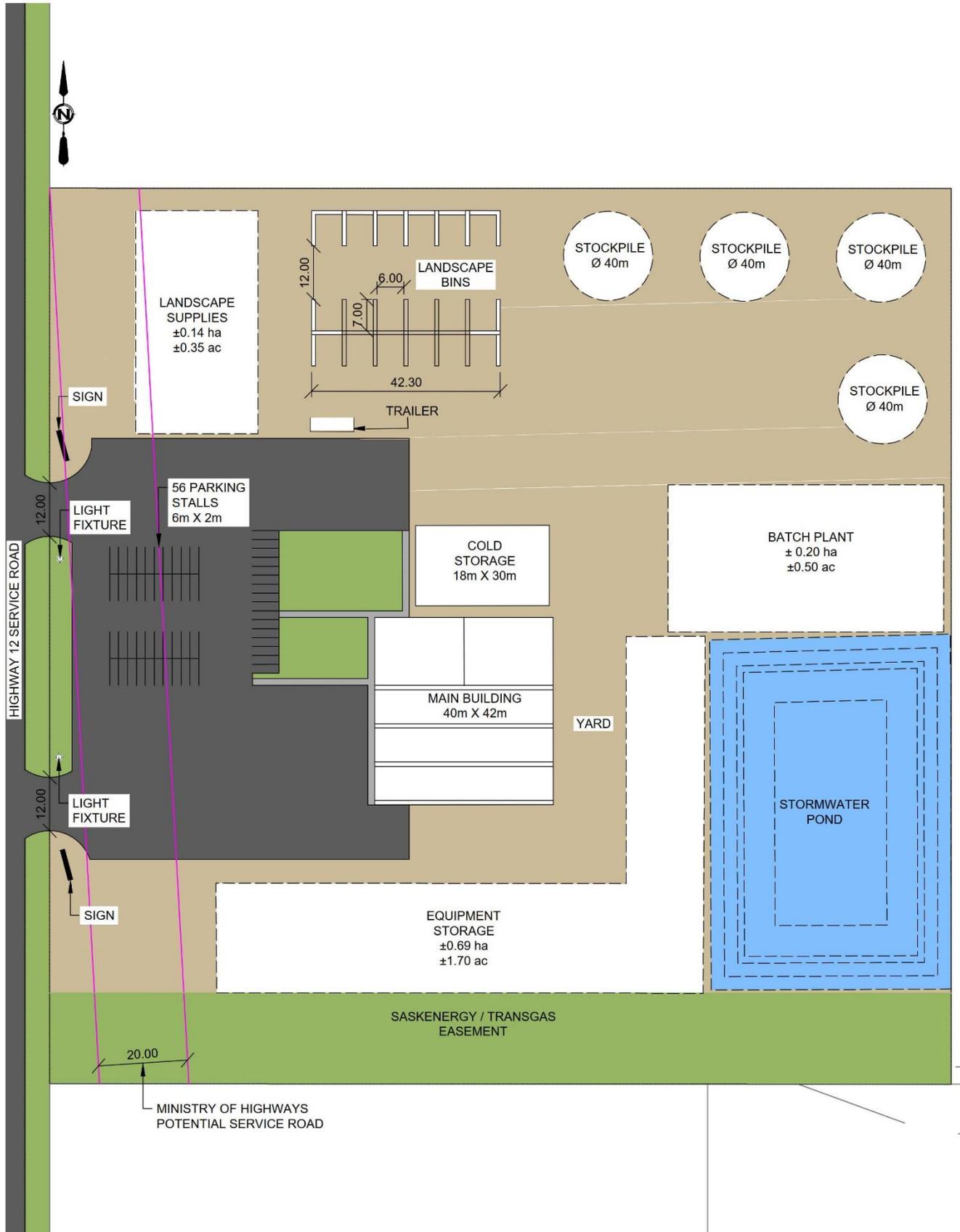
## **2 SITE DEVELOPMENT AND OPERATIONAL SUMMARY**

The applicant is seeking to consolidate their current businesses operating in Saskatoon and Waldheim to the subject property. The proposed use of the site is intended to include:

- Storage, retail, and wholesale of aggregate landscaping materials
- Administrative and operational centre for the construction business
- Asphalt batch plant

The principal use of the site would most closely correspond with a Construction Yard which is defined as “a building or structure or land for an establishment that provides service support for industries primarily engaged in the construction, repair, or renovation of buildings, structures, or civil works. Although this is a permitted use under the current zoning, given that the applicant business includes road paving the intention is to store and occasionally operate a batch asphalt plant which is only permitted in a heavy industrial district.

Site development is intended to occur in phases as the existing properties in Saskatoon and Waldheim are sold. The site plan illustrates the applicant's general intention for the distribution of uses and buildings within the site.



Site Plan

The site is planned to include two approaches from the Highway 12 Service Road which will connect to an asphalt customer and staff parking lot along the front of the property. Three buildings are intended to be constructed on the property including a central administrative and operational building that will include three drive-through bays to be used for equipment maintenance with a reception and office space provided on the north side of the building. A cold storage building is planned to be constructed directly north of the main building to store smaller miscellaneous construction supplies including signage, barricades, etc. that would otherwise be stored outside. The two buildings were not only situated within the property to reflect their function but to also create a physical and visual barrier between the retail and administrative areas and the less refined storage and operational areas in the eastern half of the property.



Existing Delta Paving Site (Saskatoon)

Given that bulk aggregate will be stored on the site to support construction activities, the applicant has decided to dedicate a portion of the site to support the retail sale of bulk aggregate and landscaping supplies as a means of diversifying their business and offering a service to residents in the area. Retail sales are intended to be managed within an ATCO-style trailer. A fenced drive-through compound is planned to include paving stones and other bulk landscaping supplies. Bulk aggregate products including sand, gravel, topsoil, and assorted rock are planned to be stored in a series of concrete bunkers located along the north side of the property. These bunkers would be similar to those found in other retail landscaping supply businesses including Wilson's Greenhouse and Lakeshore Greenhouse which is located in the RM near Greenbryre Country Estates.



Typical Landscaping Materials Bunker (Lakeshore Greenhouse)

Lighting within the site is planned to be limited to the two property entrances and several wall-mounted lights for security purposes only. The proposed business hours would vary during the year but would not extend into the evening hours requiring operational lighting. Signage is planned to include two freestanding signs near the two entrances to the property. More details concerning sight lighting and signage will be provided in conjunction with a subsequent building and development permit application.

The rear yard will be fully enclosed by a chain-link fence with gates provided on either side of the front buildings to control after-hour access to the site. The rear yard of the site will be used to store the company's road construction and excavation equipment; to store bulk aggregate; to store and operate a mobile batch asphalt plant and to construct a storm retention pond.

Bulk aggregate piles are planned to be situated in the northeast corner of the site. Each pile is expected to be ~ 40 metres in diameter and piled to a height of 5-metres. These piles will be used for asphalt production, road construction and to support retail and wholesale activities. It is expected that the storage of aggregate will be similar in scale to their current site in Saskatoon. Other similar examples would include the Legacy Landscaping site situated southwest of the subject property on the west side of Highway 12 or the Geransky Construction Yard along the south service road in Martensville.

Equipment associated with road construction and excavation will be stored on the site when not being used at project sites and during regular maintenance periods.

The applicant intends to store and operate an asphalt batch plant at the rear of the property. The batch plant is mobile which allows it to be transported and operated at a job site. The applicant anticipates that the mobile plant will primarily be transported and operated at specific job sites during the construction season (April – October) but could occasionally be operated on the subject property where required to support local road construction projects. During the winter months (November – March) the plant will be stored on the subject property.

Hours of operation of the business will fluctuate seasonally. During the spring and summer months, the retail landscaping segment of the business is expected to operate Monday to Saturday from 7 a.m. to 7 p.m. This segment of the business will be discontinued during the late fall and winter months. The construction yard component of the business will operate year-round with standard public business hours of 8 a.m. to 5 p.m. Monday through Friday.



Typical Mobile Asphalt Batch Plant

The subject property will occasionally be used as a local muster point for employees travelling as a group to a local job site. The administrative and operations centre is expected to include 4 or 5 administrative staff and several mechanics. The retail landscaping sales component is anticipated to include several dedicated staff.

## 2.1 Land Use Integration

The proposed development is situated in a well-established rural industrial corridor. The proposed use of the site is consistent with existing uses in the immediate vicinity and other areas of the RM. Except for the retail landscaping supply and asphalt plant, the proposed use is consistent with the current use of their site within Saskatoon and comparable to the current Geransky Construction site located along the same service road within the City of Martensville.

Based upon preliminary discussions with members of the RM Council and Administration, there was less concern raised with the integration of this business in this area (given the similarity of uses), and more emphasis was placed on creating a positive visual perspective from the adjacent roadways. Although heavy industrial uses require access to high-volume roadways to support the transportation of goods and materials, they don't generally rely on having direct frontage and visibility along these roadways. Given the intention to incorporate a retail sales component to complement the use of the site as a construction yard, visibility and the positive visual representation of the site is of utmost importance to be a success.

The front yard of the site has been planned to promote a positive image of the property to potential customers travelling along the adjacent service road and highway corridor. The front yard will be landscaped, with an asphalt parking area. The buildings have been strategically situated to offer a visual barrier from the construction-focused used in the rear yard of the site. A model of the site has been prepared to offer a visual perspective of how the planning of the site at full build-out will contribute to creating the desired storefront appearance. The following figures represent various conceptual views of the property from nearby public areas.



NW Street view from Highway 12



Front Street view from Highway 12



SW Street view from Highway 12

## **3 SERVICING**

### **3.1 Roadways and Site Access**

The site is accessed from an existing service road that extends along Highway 12. This service road is owned and maintained by the Ministry of Highways and was developed for the specific purpose of consolidating highway access points while enabling local property access from the provincial highway network. The Ministry of Highways was consulted in conjunction with this application to confirm the planned reconfiguration of Highway 12 and the adjacent service roads as a result of the Saskatoon Freeway alignment. The site plan reflects this potential realignment through the placement of the buildings. No municipal roads are expected to be impacted by this development.

### **3.2 Water Distribution**

The current landowner has previously reserved an appropriate allocation of water from the Intervalley Water Co-op to service development within the site. According to the provider, there is an existing allocation of 0.5 gallons per minute up to 21,000 gallons per month and an existing curb stop along the property boundary. Water use within the site is anticipated to be limited to domestic use including washrooms and basic kitchen facilities within the administration and operations building. A cistern is planned to be installed to manage the storage and distribution of water within.

### **3.3 Stormwater Management and Drainage**

The natural topography of the site indicates that the drainage direction of the development and surrounding land is to the southeast. In general, the area drains across the subject property south and then heads east to the Highway 11 ditch; eventually entering the Opimihaw Creek. The site only has one small existing low-lying area along the service road that will be filled in during construction.

Site development will need to provide storage volumes for:

- Natural storage volumes due to filling in natural low areas that exist on the site currently, as permanent storage;
- Permanent storage of the incremental increase in runoff generation from the development of the site and;
- Active storage for run-off associated with a 1:100-year storm event.

Shuttle Radar Topography Mission (SRTM) Worldwide Elevation Data (1-arc-second Resolution, SRTM Plus V3) was used to develop contours for the site and surrounding area.

To determine the small portion of the permanent storage that is required to account for the existing natural storage, the SRTM contours were used to determine the dead storage volume on the site. This area and the existing contours and drainage directions are illustrated in Figure 3.1.

To determine the permanent storage due to incremental development, and the active storage requirements, the SRTM data was utilized to determine the contributing area and general drainage of the site and surrounding lands. The contributing area included a portion of lands to the west of Highway 11. It does not appear that any culverts would convey this water towards the development, and therefore these areas were not included in the contributing area. This will be verified during the detailed design phase. The

contributing area to the site is approximately 6.2 hectares as illustrated in Figure 3.2. The majority of the contributing area is limited to the site itself and a small portion of the catchment north of the development that appears to pass through the site.

A pre-development run-off coefficient of 0.30 applies to the site, as it is undeveloped. Based upon the site plan, various surfaces are planned within the property that will contribute to the post-development run-off calculations. The post-development run-off coefficients applied for this purpose include 0.9 (paved), 0.3 (grass), 0.9 (buildings), 0.7 (gravel) and 1.0 (water surfaces). Considering the proposed distribution of these surfaces within the property, the weighted run-off coefficient used to calculate the post-development catchment area is 0.56. The difference between the average pre- and average post-development flows would equate to a permanent storage volume of 1400 m<sup>3</sup>. The site has natural storage volumes totalling 700 m<sup>3</sup>, resulting in a total permanent storage requirement on-site of 2100 m<sup>3</sup>. The active storage volume to accommodate a 1:100-year flood event is 2250 m<sup>3</sup>. Combining both the pre-development storage capacities and the additional volumes for a flood event provides the total storage requirements on site of 4,350 m<sup>3</sup>. This storage will be provided through the construction of a privately owned storm retention pond situated in the southeast corner of the property.

An outlet structure restricting the release rate to the average pre-development release rate of 0.019 m<sup>3</sup>/s is proposed. The stormwater would discharge south off the site and into the existing natural drainage path. The exact location of the proposed outlet will be confirmed through a topographical survey during detailed design.

Drainage for the proposed development will be accommodated through overland drainage, a drainage swale to accept offsite drainage from the north, and a stormwater pond. The conceptual stormwater management plan is shown in Figure 3.3.

The groundwater depth is not known at this point. To estimate the surface land area required for the pond, AE has assumed a pond depth of 1.5 m below the ground surface. A detailed geotechnical investigation will be completed in conjunction with the detailed design phase of development to confirm the maximum depth of the pond. The recorded depth of groundwater will only influence the spatial extent of the pond area and not impact its functionality. As a private pond, the applicant has the flexibility to expand or reduce the size of the pond during the detailed design phase without impacting municipal decisions.

A conceptual grading plan was produced based on the conceptual drainage plan – See Figure 3.4. The site appears to have a surplus of material eliminating the need to import fill to drain the site to the south.

**Table 3.1**  
Delta Construction SWMF Design Parameters

Item	Value
Overall Catchment Area	62 ha
Design Storm Event	1:100 year, 24-hour
Pre-Development Runoff Coefficient	0.30

Item	Value
Pre-Development Time of Concentration (FAA Airport Method)	81.62 min
Pre-Development Peak Release Rate	0.20 m <sup>3</sup> /s
Pre-Development Pond Release Rate	0.40 m <sup>3</sup> /s
Post-Development Runoff Coefficient Undeveloped C (1:100 year)	0.3 (2.02 ha)
Post-Development Runoff Coefficient Pavement C (1:100 year)	0.9 (0.4 ha)
Post-Development Runoff Coefficient Gravel C (1:100 year)	0.70 (3.2 ha)
Post-Development Runoff Coefficient Grassed Areas C (1:100 Year)	0.40 (0.1 ha)
Post-Development Time of Concentration (FAA Airport Method)	72.73 min
Active Storage Volume (Modified Rational Method)	2,250 m <sup>3</sup>
Permanent Storage Volume	2,100 m <sup>3</sup>
Pond Depth <sup>1</sup>	1.5 m
Freeboard	0.5 m
Pond Volume	4,350 m <sup>3</sup>

Notes:

1. Final pond depth to be confirmed during the detailed design phase.

### 3.4 Shallow Utilities

The site is located in an area where there is significant existing infrastructure in place including SaskPower and SaskTel and SaskEnergy.

### 3.5 Solid and Liquid Waste Disposal

Liquid waste generated by the proposed development will be limited to domestic activities associated with restrooms and general office use. Wastewater will be collected in holding tanks and removed on an as need basis by a licensed hauler. The size of holding tanks will be determined during site development following applicable provincial legislation. The frequency of pump-out will also be determined during site development as this will be influenced by the size of the holding tank.

Loraas Disposal can provide solid waste disposal and recycling services to the proposed development. The frequency of pickup will be determined during site development.

## 4 POLICY AND REGULATORY COMPLIANCE

Development within the subject property is subject to the development policies and land use regulations represented by the Corman Park – Saskatoon Planning District Official Community Plan and Zoning Bylaw. This section outlines how the use of this existing subdivided site is meant to comply with the direction provided in the above-noted documents.

### 4.1 Corman Park – Saskatoon Planning District Official Community Plan

Policy Reference	Plan Influence/Compliance
Section 2: Future Growth Sector Policies	
<p>2.1.2. Within future growth sectors of Saskatoon, the preference for development should be for less intensive and potentially temporary land uses that do not pre-empt Saskatoon’s future growth plans.</p>	<ul style="list-style-type: none"> <li>- the proposed permanent development is situated within an existing subdivided and industrially zoned property.</li> </ul>
<p>2.2.3. Areas identified within designated future growth sectors of Saskatoon may be appropriate for considering large parcel commercial and/or industrial developments subject to review by Saskatoon for compliance with adopted Sector Plans. Any proposed industrial or commercial development within designated future growth sectors of Saskatoon is subject to the policies of this Plan.</p>	<ul style="list-style-type: none"> <li>- a sector plan has not been adopted for this area of the District.</li> <li>- at 10 acres in size, this property would be considered a large parcel industrial development relative to a typical urban industrial lot.</li> </ul>
<p>2.1.4. Where a proposed commercial or industrial development is located within a Saskatoon Future Growth Sector it shall:</p> <ol style="list-style-type: none"> <li>be designed to allow for a transition to urban development; and</li> <li>when subdivision is involved, require an agreement acceptable to Corman Park and Saskatoon for servicing and infrastructure costs, including consideration for future cost recovery for urban infrastructure. (Bylaw 21/19, approved September 17, 2019).</li> </ol>	<ul style="list-style-type: none"> <li>- as an existing subdivided industrial property, it is unclear how the site development would be specifically planned to transition to an urban commercial/industrial site.</li> <li>- the subject property is anticipated to transition to light industrial use within the City of Saskatoon in the future as per the P4G Regional Plan.</li> <li>- we note that asphalt batch plants are permitted in the City’s current light industrial district and that there are several asphalt batch plants currently operating on light industrially zoned sites in Saskatoon including Northern Blacktop which operates their plant at 738, 64th St E in the Marquis Industrial Park on property zoned IL1.</li> <li>-</li> </ul>
Section 3: Industrial Sector Policies	
<p>3.1.1. Industrial development shall be located in those areas identified as ‘Industrial Areas’ on the Future Land Use Map attached to this plan as Appendix B.</p>	<ul style="list-style-type: none"> <li>- the subject property is appropriately designated for industrial use on the District Future Land Use Map.</li> </ul>

Policy Reference	Plan Influence/Compliance
<p>3.1.3 Industrial use shall be restricted to industrial parks except where it can be clearly demonstrated to the satisfaction of Council that an industrial use has specific location requirements that limit its location to a specific alternate site.</p>	<ul style="list-style-type: none"> <li>- the subject property is an existing subdivided industrial property situated along an established industrial corridor.</li> </ul>
<p>3.1.4. Industrial development shall not be permitted adjacent to Saskatoon limits unless Corman Park and Saskatoon agree that the proposal:</p> <ol style="list-style-type: none"> <li>a. is compatible with adjacent land uses within Saskatoon; and</li> <li>b. will not place pressure on Saskatoon to develop, expand or upgrade services and infrastructure.</li> </ol>	<ul style="list-style-type: none"> <li>- the subject property is not adjacent to the Saskatoon corporate limits.</li> </ul>
<p>3.1.5. The planning of industrial development within established or proposed industrial parks shall ensure that industries with a high potential for land use conflicts are located in a manner that provides for adequate buffering from non industrial uses of land through the use of distance separation and landscaping, providing a visual buffer from potentially impacted properties.</p>	<ul style="list-style-type: none"> <li>- The subject property is situated in an established industrial corridor.</li> <li>- surrounding and nearby developments include an ASL gravel pit and asphalt plant to the east, the East Cory Light Industrial Park, Graveside Memorial Co. Ltd., Better Truck and Trailer Repair and Gerry's Trailer Sales to the south, Western Wall Systems to the northwest, and a planned light industrial park to the north.</li> <li>- there are no uses in the vicinity of this site that would be sensitive to the proposed use of this site.</li> </ul>
<p>3.1.6. Industrial development shall not be permitted within 1 km (0.6 mile) of a multi-parcel country residential development or a suburban neighborhood within Saskatoon.</p>	<ul style="list-style-type: none"> <li>- the site is situated outside of a 1.6 radius from any multi-parcel country residential development or suburban neighbourhood.</li> </ul>
<p>3.3.3. Industrial developments shall be designed and constructed to ensure that alteration to drainage, landscape, or other natural conditions occurs in a way that avoids or mitigates on and off site impacts and that respects any long term plan for the extension of urban infrastructure to the area.</p>	<ul style="list-style-type: none"> <li>- a conceptual drainage plan has been prepared for the site which accounts for on and off-site flows generated by a 1:100 year, 24-hour storm event according to the applicable zoning regulations.</li> <li>- A privately owned retention pond is planned to be constructed to manage the storage requirements and will be equipped with a control structure to limit off-site discharge to a predevelopment rate along the natural watercourse.</li> </ul>
<p>3.4.1. Industrial developments shall meet all municipal and provincial regulations respecting access to and from provincial highways, arterial roadways, and other public roads.</p>	<ul style="list-style-type: none"> <li>- Highway 12 is classified as an R-1 Access Management Level according to the MoH Roadside Management Manual.                         <ul style="list-style-type: none"> <li>o Interchanges minimum spacing of 3.2 km.</li> <li>o All direct property access should be provided by a service road connecting to a permanent intersection.</li> </ul> </li> </ul>

Policy Reference	Plan Influence/Compliance
<p>3.5.1. All industrial developments must assess and avoid or mitigate potential impact on natural and heritage resources.</p>	<ul style="list-style-type: none"> <li>- the proposed development retains full access to all of the existing temporary and permanent intersections along Highway 12 via the existing service road network.</li> <li>- The Developer's Online Heritage Screening Tool indicates that this property is not considered heritage sensitive.</li> <li>- HABISask does not define any significant or sensitive habitat within the property.</li> <li>- There small isolated seasonal ponding areas within the property which will be infilled and consolidated into a single water body.</li> <li>- The presence of water within this wetland area has fluctuated over time (i.e. 2017, 2004, 2002 completely dry).</li> </ul>
<p><b>Section 8: Servicing and Transportation Policies</b></p>	
<p>8.2.3. All developments in the District shall ensure safe access and egress from adjacent roadways without disrupting the roadway function, and limit the types and number of accesses provided onto municipal roadways by encouraging shared points of access along shared driveways or service roads.</p>	<ul style="list-style-type: none"> <li>- the property is situated along the Highway 12 service road.</li> </ul>
<p>8.2.4. All development proposed adjacent to a primary or secondary provincial highway shall be subject to approval from the Saskatchewan Ministry of Highways and Infrastructure.</p>	<ul style="list-style-type: none"> <li>- the proposed development is not adjacent to Highway 12.</li> <li>- access to and egress from the site is provided from an existing service road and several existing highway intersections.</li> </ul>
<p><b>Section 10: Environmental and Heritage Resource Policies</b></p>	
<p>10.1.2. Where a significant resource has been identified, through a Comprehensive Development Review or otherwise, the applicant will be required to address any requirements of Corman Park or senior government departments and agencies to conserve and manage the resource. Any costs associated with meeting such requirements will be the responsibility of the applicant.</p>	<ul style="list-style-type: none"> <li>- No significant resources were identified that require additional consideration or management.</li> </ul>
<p>10.1.5. Development shall endeavor to integrate and complement the natural features and landscapes of the District including the</p>	<ul style="list-style-type: none"> <li>- The proposed use of the site is consistent with the use of surrounding properties eliminating the need to consider retention of existing vegetation to provide a buffer from adjacent lands.</li> </ul>

Policy Reference	Plan Influence/Compliance
incorporation of natural vegetation as a buffer from adjacent development.	
Section 12: Plan Implementation Policies	
<p>12.2. 5. Where a proposed industrial or commercial development is located within a Saskatoon Future Growth Sector on the Future Land Use Map attached to this plan as Appendix B, it shall:</p> <p>a. be designed to allow for a transition to urban development; and</p> <p>b. require an agreement acceptable to Corman Park and Saskatoon for servicing and infrastructure costs, including future cost recovery for urban infrastructure.</p>	<ul style="list-style-type: none"> <li>- as an existing subdivided industrial property, it is unclear how the site development would be specifically planned to transition to an urban commercial/industrial site.</li> </ul>
<p>12.4.4. Comprehensive Development Reviews shall be consistent with the Official Community Plan and any adopted Concept Plans.</p>	<ul style="list-style-type: none"> <li>- this CDR has been prepared with consideration of the policy direction represented in the DOCP.</li> </ul>
<p>12.5.3. Any request to rezone land to permit the carrying out of a specified proposal may be made the subject of an agreement pursuant to the contract zoning provisions of The Planning and Development Act, 2007</p>	<ul style="list-style-type: none"> <li>- It is expected that the site will be rezoned to a heavy industrial district through a contract</li> </ul>
<p>12.9.1. In accordance with The Planning and Development Act, 2007, special provisions for public participation may be required by Council which are appropriate to the nature and scope of the planning matter being addressed, to ensure that the public is informed and consulted in a timely manner regarding planning and development processes, including applications for rezoning, discretionary uses, and other appropriate matters.</p>	<ul style="list-style-type: none"> <li>- The proponent has had direct contact with the property owners to the north and south of the site to confirm their support for the proposed development of the site.</li> <li>- copies of any written correspondence received as a result of these interactions are attached and form a part of this CDR.</li> </ul>

## 4.2 Corman Park – Saskatoon Planning District Zoning Bylaw

Regulatory Reference	Plan Influence/Compliance
Section 2: General Administration	
<p>5. Comprehensive Development Review:</p> <p>1. A Comprehensive Development Review (CDR) is a land use plan for a specific local area that has been identified for potential development requiring its submission as provided within the Official Community Plan. The purpose of this plan is to identify and address social,</p>	<p>a. The proposed activity within the property is to include:</p> <ul style="list-style-type: none"> <li>o retail and wholesale of landscaping supplies and materials;</li> <li>o construction equipment storage;</li> <li>o administrative building(s);</li> <li>o cold storage building; and</li> </ul>

Regulatory Reference	Plan Influence/Compliance
<p>environmental, health and economic issues appropriately and to encourage the development of high-quality developments. This plan is intended to address the following topics:</p> <ul style="list-style-type: none"> <li>a) proposed land use(s) for various parts of the plan area;</li> <li>b) the effect of proposed development on adjacent land uses;</li> <li>c) the integration of the natural landscape regarding the planning and design of the area;</li> <li>d) the location of, and access to, major transportation routes and utility corridors;</li> <li>e) the provision of services, and the relationship to existing infrastructure within the District;</li> <li>f) sustainable development and environmental management practices regarding surface and groundwater resources, storm water management, flooding and protection of significant natural areas; and</li> <li>g) appropriate supplemental information specific to the particular land use.</li> </ul>	<ul style="list-style-type: none"> <li>o batch asphalt plant and aggregate stockpiles.</li> <li>b. The proposed activity within the site is consistent with surrounding uses               <ul style="list-style-type: none"> <li>o ASL and Inland operate asphalt plants in the immediate area;</li> <li>o ASL and Inland both have stockpiles in the immediate area;</li> <li>o Graveside Memorials is a commercial property with no residents in the house located on the site; and</li> <li>o the property to the north is planned to be developed for multi-lot industrial use.</li> </ul> </li> <li>c. The site is relatively featureless with a seasonal wetland situated along the service road and sparse treed areas.               <ul style="list-style-type: none"> <li>o The natural low-lying area on the site is intended to be used to capture and manage stormwater and will include revegetation to support habitat formation.</li> </ul> </li> <li>d. The site is situated along an existing highway service road offering a connection to existing consolidated interchanges along Highway 12.</li> <li>e. The proposed development is sufficiently serviced by rural services available in the immediate vicinity.               <ul style="list-style-type: none"> <li>o the site will connect to an existing rural waterline and utilize a septic holding tank to manage domestic sewage.</li> </ul> </li> <li>f. See the conceptual drainage plan.</li> </ul>

4. The following items shall be included in the preparation of a CDR:
- a. identification of the purpose and objectives of the proposed development including an inventory of current land uses within the development review area and evidence of compliance with the Official Community Plan policies and Zoning Bylaw regulations.

- a. The purpose of the development is to consolidate several satellite businesses into a central location large enough to accommodate business growth and diversification.
- b. i.) The site is relatively flat with several tree bluffs and an intermittent wetland area along the northwest boundary of the highway service road. The site is centrally located in the

Regulatory Reference	Plan Influence/Compliance
<p>b. identification of plan area characteristics including:</p> <ul style="list-style-type: none"> <li>i. physical site characteristics, regional context, and the size and intensity of development proposed;</li> <li>ii. an inventory of natural and heritage resources including screening of environmental, archaeological, and historically significant areas within and adjacent to the development;</li> <li>iii. identification of potential hazard lands within the plan area and the proposed methods of mitigating the hazards; and</li> <li>iv. identification of the potential impact of proposed development on existing infrastructure and adjacent land uses.</li> </ul> <p>c. identification of the concept for development including a thorough description and explanation, illustrations, and any technical and professional analysis required to identify:</p> <ul style="list-style-type: none"> <li>i. proposed land uses;</li> <li>ii. the economic and social benefits and the impact on the development review area and the region providing evidence of positive community integration;</li> <li>iii. the subdivision design including phasing, identification of natural and constructed open space amenities, and allocation of Municipal and Environmental Reserve;</li> <li>iv. the identification of existing and required utility capacity including but not limited to power, natural gas, telecommunications, water supply, and onsite wastewater disposal systems;</li> <li>v. evidence that the carrying capacity of the soil within the plan area is sufficient to accommodate the proposed structures and waste water created by the development, and that the anticipated effect on the regional surface and groundwater systems quantity and quality is minimized;</li> <li>vi. the local hydrology, providing evidence that the design provides sufficient capacity to</li> </ul>	<p>Saskatoon Region to enable the client to effectively service their existing client base. The site offers a sufficient area to accommodate the intended uses as well as to accommodate long-term business growth.</p> <ul style="list-style-type: none"> <li>ii) The site is not considered to be heritage sensitive.</li> <li>iii) The site is flat, so slope instability and erosion are not issues. There is no evidence of a flood hazard within the property.</li> <li>iv) The proposed development does not rely on or have any impact on existing municipal infrastructure as it fronts an existing highway service road. The proposed development is consistent with existing development in the vicinity.</li> </ul> <p>c. This report provides a summary description of the proposed uses of the property and has been prepared by qualified planning and engineering professionals.</p> <ul style="list-style-type: none"> <li>- The proposed development is consistent with the current industrial uses in the area and is not anticipated to have any impact on the use of adjacent and nearby properties. Similar businesses currently operate within 500 m of the subject property as well as in areas of Saskatoon (Wilson/Lakeshore Greenhouse) and Martensville (Geransky Construction) where industrial development is less prevalent.</li> <li>- The proposed development is proposed to situate on an existing subdivided and industrially zoned property.</li> <li>- A conceptual stormwater drainage plan has been prepared to support the responsible management of run-off generated by the development of the property with consideration of the design parameters represented by the zoning regulations.</li> <li>- The proposed configuration of the property was deliberate to present a high-quality visual</li> </ul>

Regulatory Reference	Plan Influence/Compliance
<p>contain storm water and surface runoff locally to accommodate a 1:100 year flood event, with no significant increase in offsite flows resulting from development of the area;</p> <ul style="list-style-type: none"> <li>vii. the proposed buffering from, or integration with, adjacent land uses;</li> <li>viii. the impact of human activity and development on the natural environment and plans for the conservation, management and integration of existing natural features within the plan area;</li> <li>ix. a transportation plan for the area identifying road requirements, major commuting routes and the potential impact of development on current roadway infrastructure; and</li> <li>x. the local capacity of fire and protective services, schools and other supportive community and recreational facilities.</li> </ul> <p>d. the applicant shall provide evidence of significant and effective public consultation acknowledging and attempting to incorporate the findings within the development proposal wherever possible to ensure that the development is perceived as beneficial to the area. The information required as part of the review process includes but is not limited to:</p> <ul style="list-style-type: none"> <li>i. submission of a consultation plan, identifying the program and timing of consultation;</li> <li>ii. submission of a summary of findings, clearly identifying ideas and areas of support and challenges presented through the consultation process; and</li> <li>iii. identification of strategies to respond to the challenges presented within the consultation, and how potential solutions may be incorporated within the proposal.</li> </ul>	<p>presence along the front yard which is acceptable to the RM. The proposed development relies on creating an attractive and welcoming storefront to support planned commercial development on the site. The applicant's current site in Saskatoon represents their commitment to maintaining an orderly state that does not detract from the visual appearance of the surrounding area. The Gernasky Construction site in Martensville confirms the ability to successfully integrate this use along a high visibility corridor.</p> <ul style="list-style-type: none"> <li>- The site is located along an existing industrial corridor and is not anticipated to create any additional fire risk relative to neighbouring uses.</li> </ul> <p>d. Following the direction of the Reeve and Councilor for this area, the applicant contacted the landowners surrounding the subject property to inform them of the proposed development and confirm their support. A copy of a letter from the adjacent Graveside Memorial business is attached to this CDR. The other impacted property owner is the developer of the planned light industrial park situated on the balance of the ¼ section. The property owner did not indicate any concerns with the proposed development.</p> <p>It is our understanding that the RM will circulate a public hearing notice to other property owners in the area as part of the rezoning process.</p>
<p>11.3 Where an application is made to rezone land to permit the carrying out of a specified proposal, the Municipality may, for the purpose of accommodating the request, enter into an agreement with the applicant pursuant to the Act.</p>	<p>The applicant anticipates that the site will be rezoned by contract to restrict the proposed uses to those that are appropriate for this location and to define the specific site development standards needed to</p>

Regulatory Reference	Plan Influence/Compliance
<p>11.4. The following provisions shall apply in the review of applications for rezoning by agreement:</p> <p>a. Terms of Agreement: The Municipality may enter into an agreement with the applicant setting out a description of the proposal and reasonable terms and conditions with respect to:</p> <ul style="list-style-type: none"> <li>i. the uses of the land and buildings and the forms of development;</li> <li>ii. the site layout and external design, including parking areas, landscaping, and entry and exit ways; and</li> <li>iii. any other development standards considered necessary to implement the proposal, including all appropriate standards from the requested zoning district.</li> </ul> <p>b) Use Limitations: The Municipality may limit the use of the land and buildings to one or more of the uses permitted or discretionary in the requested zoning district.</p>	<p>successfully integrate this site with existing and future development in this area.</p>
<p>Section 3: General Regulations</p>	
<p>7. Heritage Sensitive and Critical Wildlife Habitat: Where development is proposed in an area identified as containing critical wildlife habitat or heritage sensitive areas, the Development Officer may require the applicant provide additional information as required by The Wildlife Habitat Protection Act (WHPA) and The Heritage Property Act or any other relevant provincial regulations.</p>	<p>A desktop and online inquiry was completed using the HabiSASK GIS database and Online Heritage Screening tool to confirm that the development of the site is not impacted by natural or heritage conditions.</p>
<p>10. Disposal of Wastes: Subject to all Acts and Regulations pertaining in any way to the storage, handling, and disposal of any waste material or used item, and except as permitted by these Acts and Regulations, no liquid, solid, or gaseous wastes shall be allowed to be discharged into any stream, creek, river, lake, pond, slough, intermittent drainage channel or other body of water, onto or beneath the surface of any land, or into the air.</p>	<p>There are no activities planned within the property that would result in the release of waste materials from the site.</p> <p>Asphalt plants are commonly operated in Corman Park and surrounding communities. These facilities mix a refined oil-based binder with crushed rock, gravel, and sand to create asphalt. Studies conducted in the United States by the Environmental Protection Agency have verified that emissions from asphalt pavement mixing facilities do not present an environmental or public health hazard. The majority of emissions are airborne and result from the combustion of gas required to dry and/or heat the asphalt. The asphalt plant is equipped with a baghouse filter to capture these gaseous and</p>

Regulatory Reference	Plan Influence/Compliance
	dust-related emissions. Noticeable emissions from the plant are predominantly steam and the odours generated by the operation of these machines is not dissimilar to any other industrial operation. Asphalt is also inert. No materials are leached from the pavement itself (because it is waterproof).

16. Grading and Levelling of Sites:

2. Where a proposed development alters site drainage potentially affecting adjacent or downstream properties, the applicant shall be required to submit an engineered design for the proposed drainage works incorporating sufficient capacity to accommodate the surficial water runoff for a 1:100 year storm event with no incremental increase in offsite flows in excess of what would have been generated from the property prior to the new development.

A conceptual stormwater drainage plan has been prepared to support the responsible management of run-off generated by the development of the property with consideration of the design parameters represented by the zoning regulations.

Schedule L: D-Heavy Industrial 2 District (DM2)

**2. Permitted Uses:**

In any D-Heavy Industrial 2 District (DM2), no person shall use any land, building or structure or erect any building or structure except in accordance with the following provisions:

- 2. Concrete and asphalt plant
- 3. Construction Yard

**3. Discretionary Uses:**

The following uses may be considered at the discretion of Council and where specific development standards apply, a footnote reference is provided to Section 4 of this schedule:

- 3. Landscaping Services

The proposed uses on the site are a combination of permitted and discretionary uses in the DM2 District.

<p><b>8. Site Development Standards:</b></p> <ul style="list-style-type: none"> <li>- Minimum Site Area: 0.8 ha (2 acres)</li> <li>- Maximum Site Area: None</li> <li>- Minimum Frontage: 30 metres</li> </ul>	<p>The subject property encompasses 4.055 ha (10.02 acres) and has a frontage of 200.79 m along the service road.</p>
--	---



## CLOSURE

This report was prepared for the Delta Construction Group Inc. Comprehensive Development Review. The purpose of this report is to support a permitted use application and subsequent subdivision application.

The services provided by Associated Engineering (Sask.) Ltd. in the preparation of this report was conducted in a manner consistent with the level of skill ordinarily exercised by members of the profession currently practicing under similar conditions. No other warranty expressed or implied is made.

Respectfully submitted,  
Associated Engineering (Sask.) Ltd.

Bill Delainey, RPP MCIP  
Project Manager



## APPENDIX A – DRAINAGE FIGURES

**From:** [Spencer McNie](#)  
**To:** [Bill Delainey](#); [Kristin Gray](#)  
**Cc:** [Lee Warman](#)  
**Subject:** RE: 2021-4549-00 - Delta Construction Rezoning  
**Date:** Monday, May 3, 2021 1:25:38 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[mem\\_Delta\\_Construction\\_Rezoning\\_WSA\\_20210415.pdf](#)

---

Bill,

I have reviewed the Delta Construction Rezoning memo. Water Security Agency (WSA) has no concerns with your proposed stormwater management/mitigation plan for this site. Please provide us with updated information as site development progresses.

WSA has no further comments at this time.

Regards,

S

**Spencer McNie** - A.Sc.T.

*Senior Technologist, Rural Water Services - North*  
402 Royal Bank Tower 1101 - 101st Street  
North Battleford, SK S9A 0Z5  
Ph: 306.490.7078 | Fax: 306.446.7461  
wsask.ca | [spencer.mcnie@wsask.ca](mailto:spencer.mcnie@wsask.ca)



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---

**From:** Bill Delainey <[delaineyb@ae.ca](mailto:delaineyb@ae.ca)>  
**Sent:** Monday, May 3, 2021 10:42 AM  
**To:** Spencer McNie <[Spencer.McNie@wsask.ca](mailto:Spencer.McNie@wsask.ca)>; Kristin Gray <[grayk@ae.ca](mailto:grayk@ae.ca)>  
**Cc:** Lee Warman <[lee@deltaconstruction.ca](mailto:lee@deltaconstruction.ca)>  
**Subject:** RE: 2021-4549-00 - Delta Construction Rezoning

**CAUTION:** External to WSA. Verify sender and exercise caution opening links and attachments.

Thanks, Spencer, we appreciate your assistance with this.

**Bill Delainey, RPP MCIP**

Manager, Urban Planning

Associated Engineering (Sask.) Ltd.

1 - 2225 Northridge Drive, Saskatoon, SK S7L 6X6  
Tel: 306.653.4969 | Cel: 306.261.9612 | Dir: 306.653.2137 Ext. 5489



Platinum member

---

**From:** Spencer McNie <[Spencer.McNie@wsask.ca](mailto:Spencer.McNie@wsask.ca)>  
**Sent:** Monday, May 3, 2021 10:41 AM  
**To:** Bill Delainey <[delaineyb@ae.ca](mailto:delaineyb@ae.ca)>; Kristin Gray <[grayk@ae.ca](mailto:grayk@ae.ca)>  
**Cc:** Lee Warman <[lee@deltaconstruction.ca](mailto:lee@deltaconstruction.ca)>  
**Subject:** RE: 2021-4549-00 - Delta Construction Rezoning

Good Morning Kristin and Bill,

Sorry for the delay. I will attempt to review the file today.

Regards,

S

**Spencer McNie** - A.Sc.T.

Senior Technologist, Rural Water Services - North  
402 Royal Bank Tower 1101 - 101st Street  
North Battleford, SK S9A 0Z5  
Ph: 306.490.7078 | Fax: 306.446.7461  
[wsask.ca](http://wsask.ca) | [spencer.mcnie@wsask.ca](mailto:spencer.mcnie@wsask.ca)



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Water Security  
Agency

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---

**From:** Bill Delainey <[delaineyb@ae.ca](mailto:delaineyb@ae.ca)>  
**Sent:** Monday, May 3, 2021 9:38 AM  
**To:** Spencer McNie <[Spencer.McNie@wsask.ca](mailto:Spencer.McNie@wsask.ca)>  
**Cc:** Lee Warman <[lee@deltaconstruction.ca](mailto:lee@deltaconstruction.ca)>  
**Subject:** 2021-4549-00 - Delta Construction Rezoning

**CAUTION:** External to WSA. Verify sender and exercise caution opening links and attachments.

Good morning Spencer, I hope you had a good weekend. I wanted to follow up on recent communications between you and Kristen Gray from our office concerning a conceptual drainage plan we had submitted for your review and comments for a proposed property development in Corman Park along Highway 12. Our client is anxious to submit their rezoning application to Corman Park and this is the only remaining outstanding item that needs to be addressed.

Thanks,

**Bill Delainey, RPP MCIP**

Manager, Urban Planning

**Associated Engineering (Sask.) Ltd.**

1 - 2225 Northridge Drive, Saskatoon, SK S7L 6X6

Tel: 306.653.4969 | Cel: 306.261.9612 | Dir: 306.653.2137 Ext. 5489



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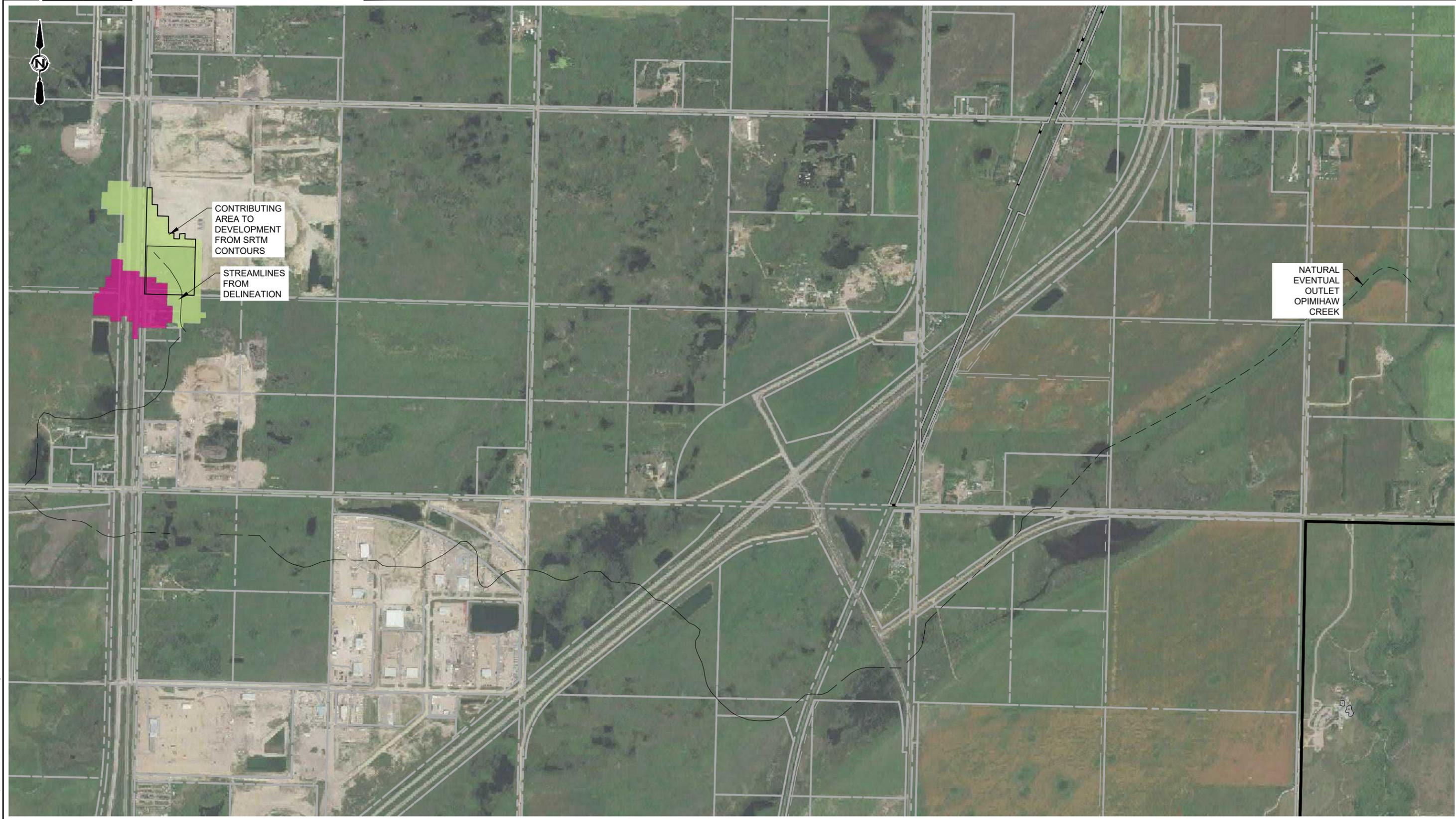
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 SAVE DATE: 4/15/2021 11:46:04 AM SAVED BY: GRAYK  
 DWG PATH: q:\2021-1549-00\civil\model\4549-00-c-703.dwg

NOTE: CONTOURS FROM SHUTTLE RADAR TOPOGRAPHY MISSION (SRTM) WORLDWIDE ELEVATION DATA (1-ARC-SECOND RESOLUTION, SRTM PLUS V3)



AE PROJECT No.	20214549-00
SCALE	1:2000
APPROVED	K. GRAY
DATE	2021APR15
REV	A
DESCRIPTION	ISSUED FOR REPORT

**FIGURE 3.1**  
 DELTA CONSTRUCTION  
 CIVIL PLAN  
 EXISTING CONDITIONS

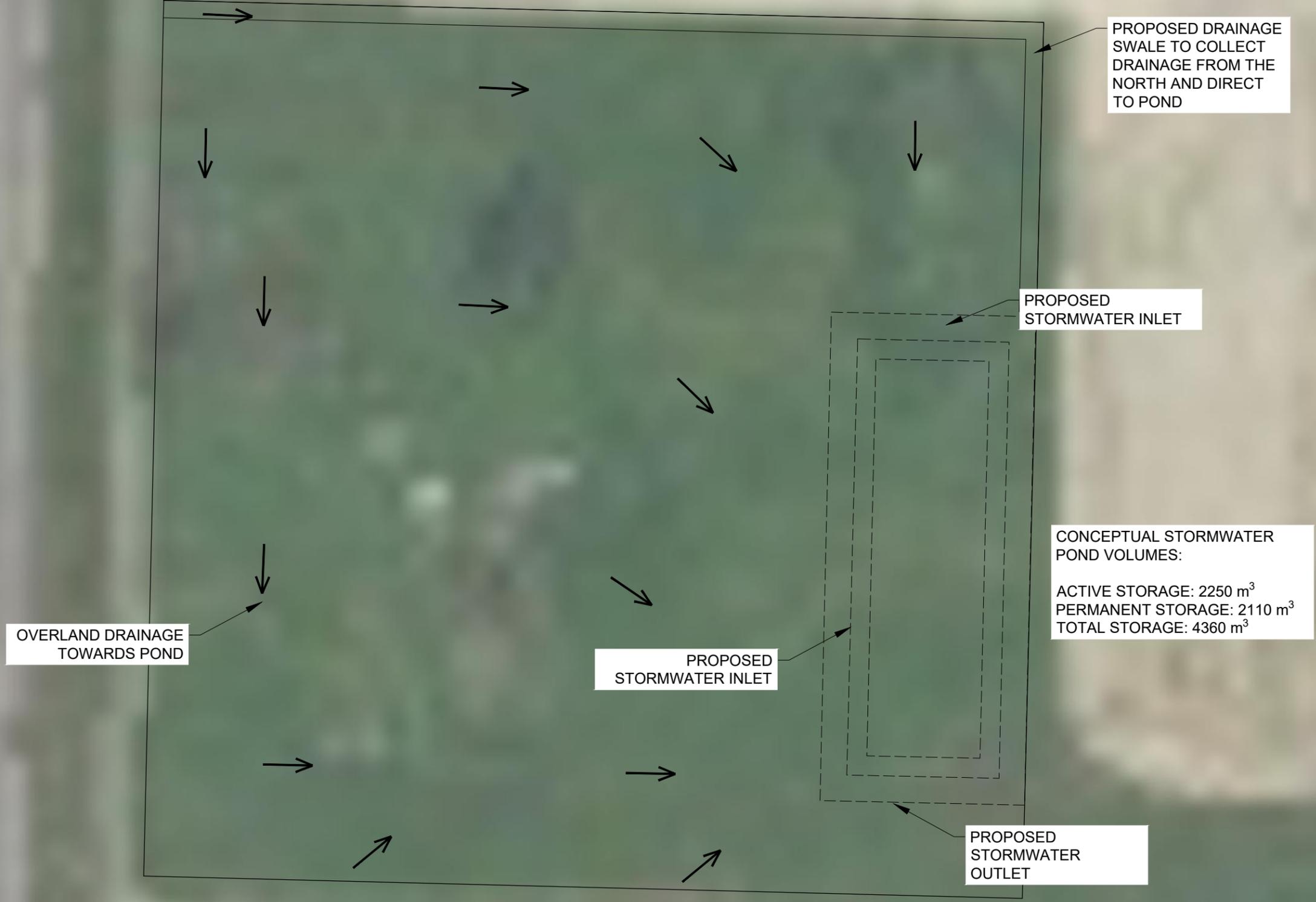


PLOT DATE: 4/19/2021 11:02:06 AM  
SAVE DATE: 4/19/2021 10:41:50 AM SAVED BY: GRAYK  
DWG PATH: q:\2021-4549-00\civil\model\4549-00-c-704.dwg



AE PROJECT No.	20214549.00
SCALE	1:7500
APPROVED	K. GRAY
DATE	2021APR15
REV	A
DESCRIPTION	ISSUED FOR REPORT

**FIGURE 3.2**  
DELTA CONSTRUCTION  
CIVIL  
PLAN  
CONTRIBUTING AREA AND NATURAL OUTLET



PROPOSED DRAINAGE SWALE TO COLLECT DRAINAGE FROM THE NORTH AND DIRECT TO POND

PROPOSED STORMWATER INLET

CONCEPTUAL STORMWATER POND VOLUMES:  
ACTIVE STORAGE: 2250 m<sup>3</sup>  
PERMANENT STORAGE: 2110 m<sup>3</sup>  
TOTAL STORAGE: 4360 m<sup>3</sup>

OVERLAND DRAINAGE TOWARDS POND

PROPOSED STORMWATER INLET

PROPOSED STORMWATER OUTLET

PLOT DATE: 4/15/2021 1:02:38 PM  
SAVE DATE: 4/9/2021 9:21:04 AM SAVED BY: GRAYK  
DWG PATH: q:\2021-4549-00\civil\model\4549-00-c-705.dwg



Platinum member

AE PROJECT No.	20214549-00
SCALE	1:1000
APPROVED	K. GRAY
DATE	2021APR15
REV	A
DESCRIPTION	ISSUED FOR REPORT

**FIGURE 3.3**  
DELTA CONSTRUCTION  
CIVIL  
PLAN  
CONCEPTUAL DRAINAGE PLAN



CUT FACTOR	FILL FACTOR	2D AREA	CUT (RED)	FILL (GREEN)
1.000	1.300	41 670 sq. m.	18 000 cu. m.	4 000 cu. m.

PLOT DATE: 4/15/2021 1:27:38 PM  
SAVE DATE: 4/9/2021 9:16:06 AM SAVED BY: GRAYK  
DWG PATH: q:\2021-4549-00\civil\model\4549-00-c-706.dwg



AE PROJECT No.	20214549-00
SCALE	1:1000
APPROVED	K. GRAY
DATE	2021APR15
REV	A
DESCRIPTION	ISSUED FOR REPORT

**FIGURE 3.4**  
DELTA CONSTRUCTION  
CIVIL  
PLAN  
CONCEPTUAL CUT / FILL

# APPENDIX B - CORRESPONDENCE

March 4, 2021

To: WHOM IT MAY CONCERN

From: GRAVESIDE MEMORIAL CO. LTD.

Re: Potential Re-zoning of parcel 117376465, 38045 Highway #12

We acknowledge the above-mentioned property is under contract for purchase, the Buyer being Delta Construction Group Inc. We also acknowledge that the intended use as described in the attached Description of Activity as submitted January 15, 2021 to the RM of Corman Park No.344, requires a re-zoning from D – Light Industrial District (DM1) to D- Heavy Industrial District (DM2).

As such Graveside Memorial Co. Ltd. supports the rezoning application.



---

GRAVESIDE MEMORIAL CO. LTD. (I have the authority to bind the corporation)

*Chris Ottenbreit*

---

Name printed.

# Developers' Online Screening Tool

---

Inquiry was made on March 22, 2021 at 9:43 AM

You are inquiring about the heritage sensitivity of the following land location:

Quarter-section: NW  
Section: 4  
Township: 38  
Range: 5  
Meridian: 3

This quarter-section is NOT heritage sensitive.

It is not necessary to submit the project to the Heritage Conservation Branch for screening. These results can be printed for submission to other regulatory bodies (e.g. Saskatchewan Environment, Saskatchewan Energy and Resources). Please email [arms@gov.sk.ca](mailto:arms@gov.sk.ca) if you have any questions.

[Refine Search](#)

[New Search](#)

[Log Out](#)

[Contact Us](#)

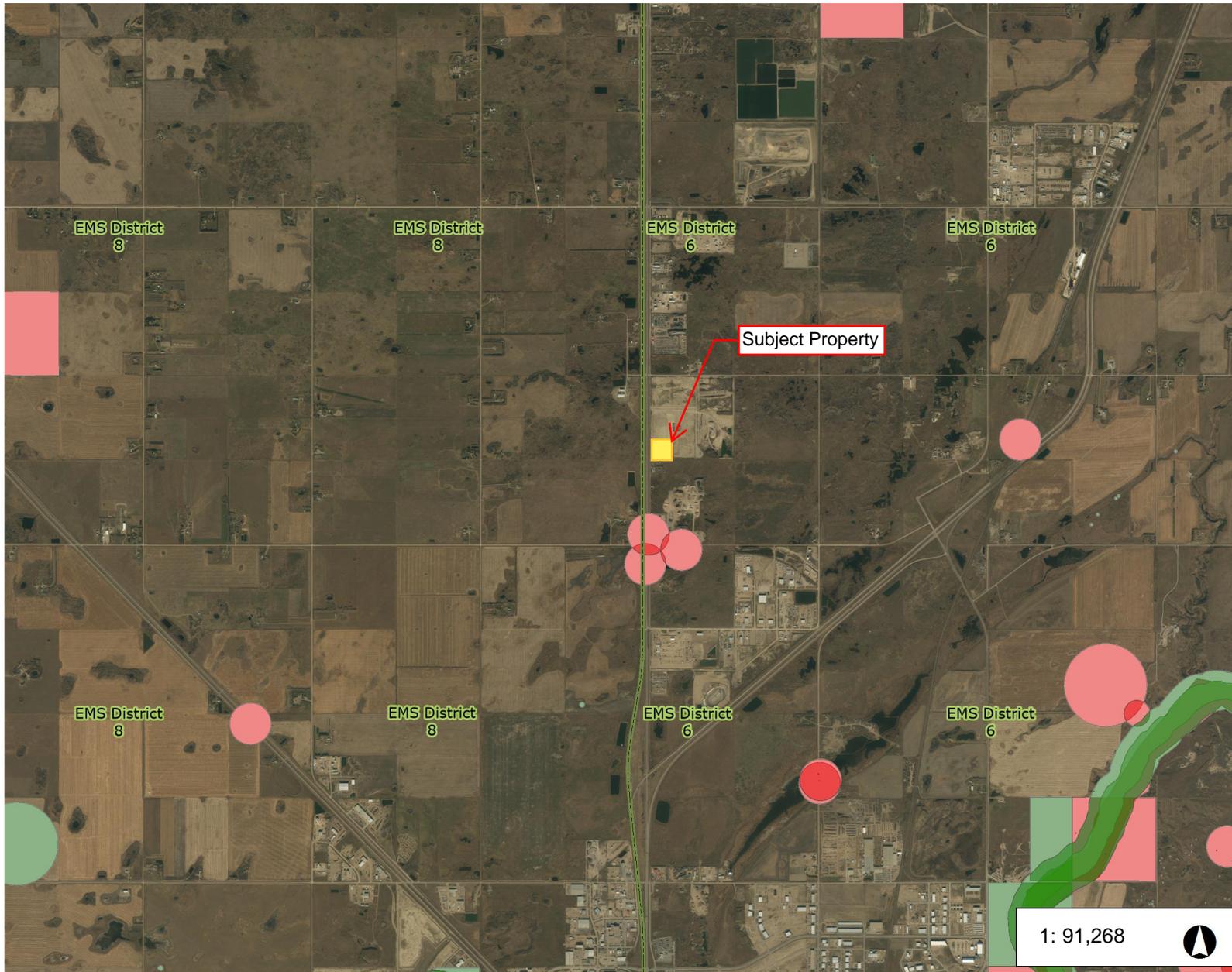
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[Privacy](#)

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- ### Legend
- Bird Species
  - Provincial Boundary
  - Ecological Management Species
  - Rare and Endangered Species**
    - Vertebrate Animal
    - Invertebrate Animal
    - Animal Assemblage
    - Vascular Plant
    - Nonvascular Plant
    - Other (Botanical)
    - Fungus
  - Water Security Agency
  - Migratory Bird Sanctuary
  - Conservation Easements
  - Crown Land Subdivisions
  - Ecological Reserves
  - Fish and Wildlife Development
  - Ramsar Wetland
  - Reservoir Development Areas
  - Special Management Areas
  - Wildlife Habitat Protection (WH)
  - Wildlife Refuge
  - Crown Conservation Easements
  - National Park
  - Provincial Park
  - Terrestrial Wildlife Habitat Inve

1: 91,268



### Notes

June 30, 2021

**Our File:** C.S. 12-01 Per

*REVISED FROM JUNE 1, 2020*

Associated Engineering (Sask.) Ltd.  
1-2225 Northridge Drive  
Saskatoon SK.  
S7L 6X6

Attn: Bill Delaine

**RE: Delta Construction Rezoning Application in NW ¼ 4-38-05-W3M**

The Ministry of Highways and Infrastructure has reviewed the Discretionary Use Comment Form; our Ministry has the following concerns:

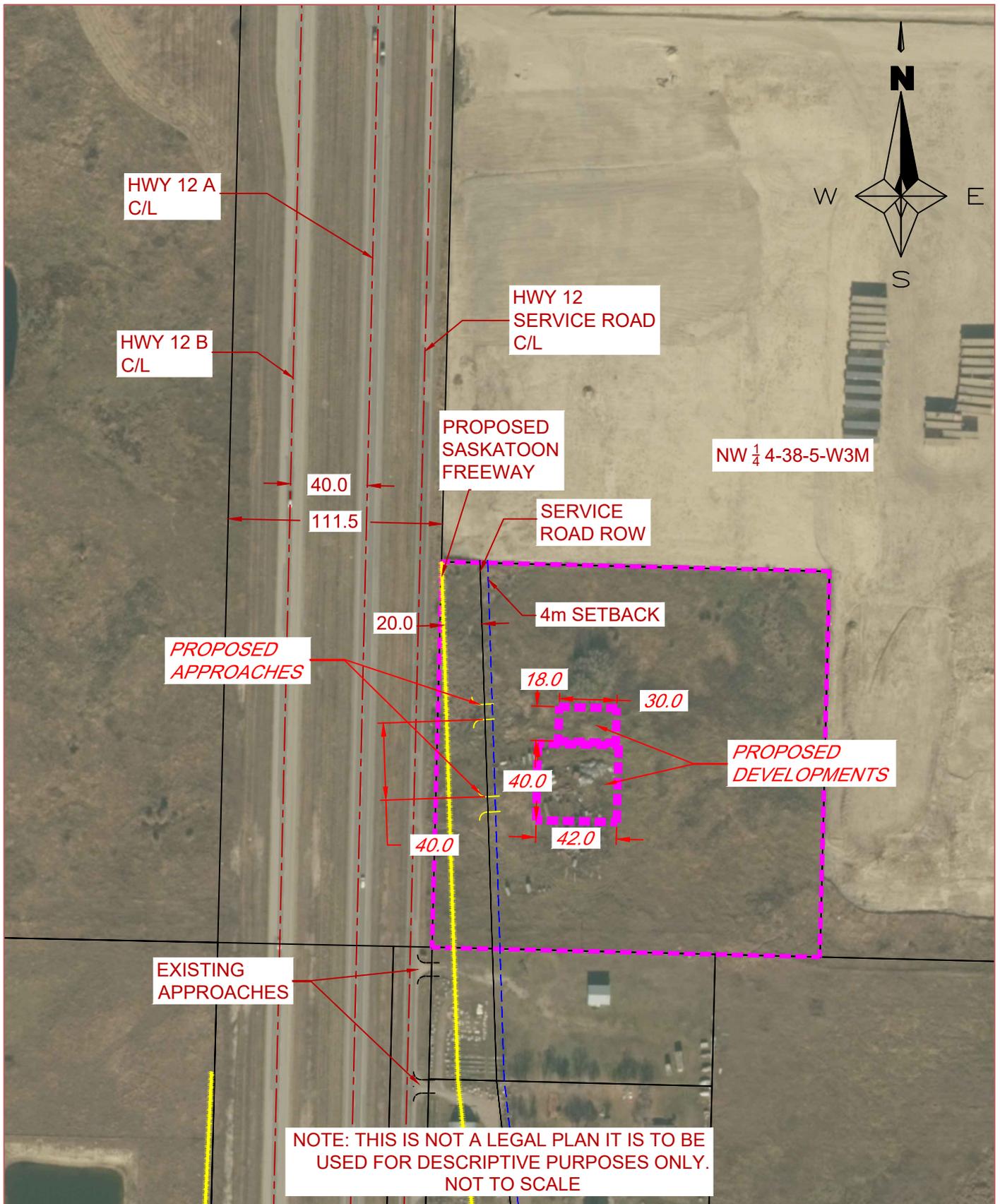
1. Any permanent development within 90 metres of the highway right-of-way requires a permit from this Ministry. Minimum setback from the proposed Saskatoon Freeway property line is 9 metres for homes and 4 metres for trees, shrubs, and commercial development.
2. No new access to Highway No. 12 will be permitted by this Ministry.
3. The two approaches being constructed must be spaced a minimum of 40 metres from each other and a minimum of 40 metres from all existing approaches along the Highway No. 12 service road.



for \_\_\_\_\_  
Jennifer Fertuck, P. Eng.  
Director, Traffic Engineering and Development  
Central Region

**Ministry Contact:** Ethan Eger

---



# PROPOSED ROADSIDE DEVELOPMENT

HWY 12  
NW 1/4 4-38-5-W3M

DRAWN BY	E. EGER	DATE	2021/05/28	CS	12-01	TAB NO	A4-ROADSIDE
DESIGNED BY		DATE		CONTRACT		SHEET	1 OF 1

ACAD DWG: 2021/06/30  
LAST REV DATE:

June 1, 2021

**Our File:** C.S. 12-01 Per

Associated Engineering (Sask.) Ltd.  
1-2225 Northridge Drive  
Saskatoon SK.  
S7L 6X6

Attn: Bill Delainey

**RE: Delta Construction Rezoning Application in NW ¼ 4-38-05-W3M**

---

The Ministry of Highways has reviewed the Discretionary Use Comment Form; this permit is issued subject to the following conditions:

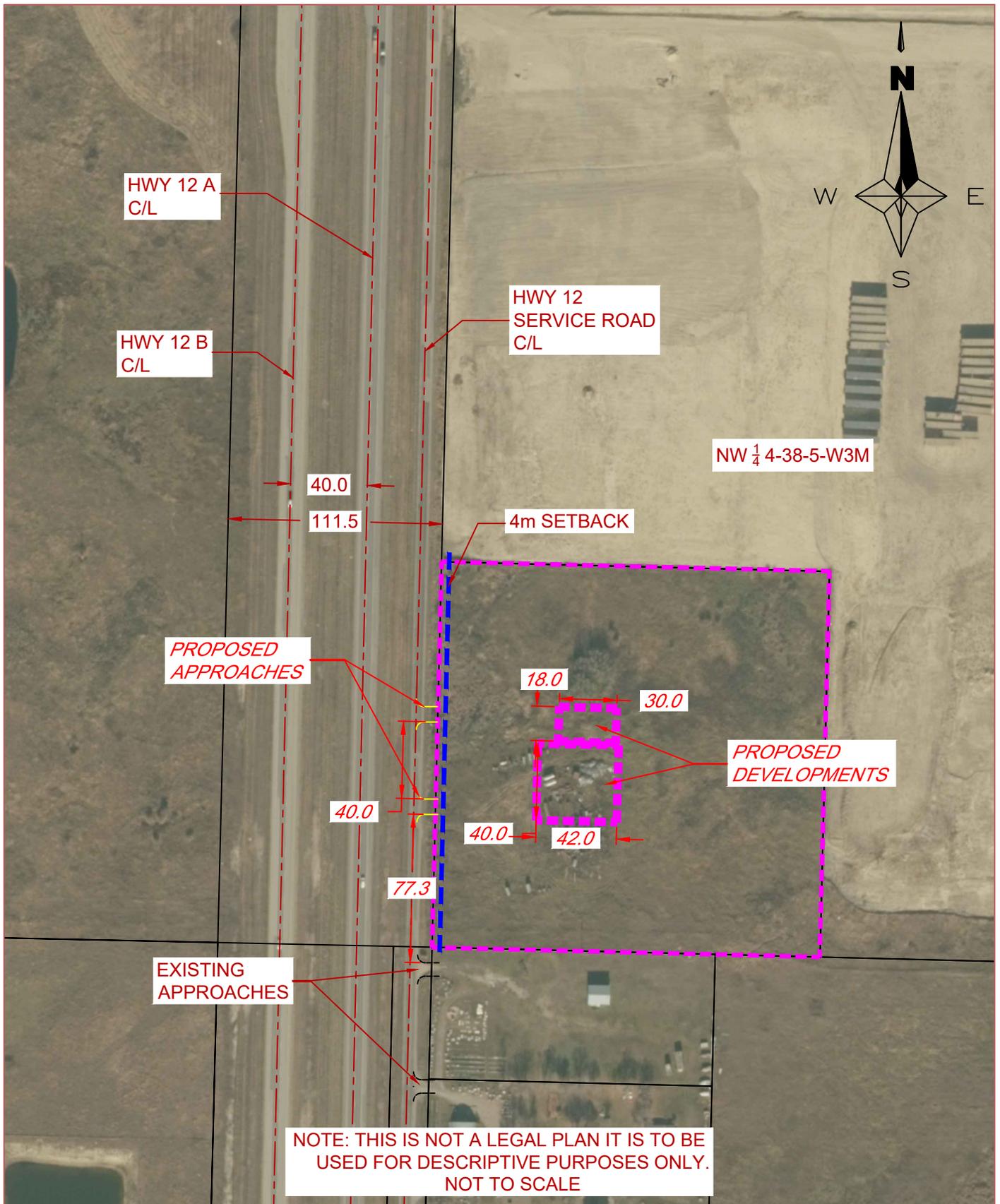
1. Any permanent development within 90 metres of the highway right-of-way requires a permit from this Ministry. Minimum setback from the existing roadway property line is 9 metres for homes and 4 metres for trees, shrubs, and commercial development.
2. No new access to Highway No. 12 will be permitted by this Ministry. Access will be via the existing service road.
3. The two approaches being constructed must be spaced a minimum of 40 metres from each other and a minimum of 40 metres from all existing approaches along the Highway No. 12 service road.



---

Jennifer Fertuck, P. Eng.  
Director, Traffic Engineering and Development  
Central Region

**Ministry Contact:** Ethan Eger



# PROPOSED ROADSIDE DEVELOPMENT

HWY 12  
NW 1/4 4-38-5-W3M

DRAWN BY	E. EGER	DATE	2021/05/28	CS	12-01	TAB NO	A4-ROADSIDE
DESIGNED BY		DATE		CONTRACT		SHEET	1 OF 1

ACAD DWG: 2021/05/28  
LAST REV DATE:

**From:** [Bill Delainey](#)  
**To:** [Andersen, Laura HI](#)  
**Cc:** [Ellen McLaughlin](#); [Lee Warman](#)  
**Subject:** RE: Delta Construction Rezoning Application - Request for Comments  
**Date:** Monday, May 31, 2021 1:06:53 PM  
**Attachments:** [image001.png](#)  
[a6a95e90-d547-4718-809f-a62917a7aa94.png](#)

---

Thanks Laura. I will await correspondence from your roadside technologists.

Regards,

**Bill Delainey, RPP MCIP**  
Manager, Urban Planning  
**Associated Engineering (Sask.) Ltd.**  
1 - 2225 Northridge Drive, Saskatoon, SK S7L 6X6  
Tel: 306.653.4969 | Cel: 306.261.9612 | Dir: 306.808.3047



---

**From:** Andersen, Laura HI <laura.andersen@gov.sk.ca>  
**Sent:** May 31, 2021 1:02 PM  
**To:** Bill Delainey <delaineyb@ae.ca>  
**Cc:** Ellen McLaughlin <mclaughline@ae.ca>  
**Subject:** RE: Delta Construction Rezoning Application - Request for Comments

Hi Bill,

Thank you for this information, based on what you have provided, the ministry would not request a TIA for this development. If the use were to change and the traffic volumes increase, there is a potential we would require a TIA. If this happens, you can reach out and we can do another check.

I will let our roadside technologists know we will not require a TIA and this will be reflected in the comments that they send out.

Thanks,

Laura

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**From:** Bill Delainey <delaineyb@ae.ca>  
**Sent:** Friday, May 28, 2021 4:46 PM  
**To:** Andersen, Laura HI <laura.andersen@gov.sk.ca>  
**Cc:** Ellen McLaughlin <mclaughline@ae.ca>  
**Subject:** Re: Delta Construction Rezoning Application - Request for Comments

Thanks Laura. I would anticipate that traffic would likely be split between the two intersections depending upon its origin. If I was a betting man I would anticipate northbound traffic from Saskatoon would use the intersection at 380 and southbound from Martensville and area would use 381. I don't know how Delta's staff is distributed in the area but this would change over time I suspect as the employee pool changes.

Helpful?

Bill Delaine  
Sent from my iPhone

On May 28, 2021, at 4:36 PM, Andersen, Laura HI <[laura.andersen@gov.sk.ca](mailto:laura.andersen@gov.sk.ca)> wrote:

Hi Bill,

Sorry I missed your call earlier today. The information you provided should be enough for our check. I should be able to let you know early next week if we would request a TIA; based on the volumes you have below, it isn't likely that anything would be triggered.

For both your client and Legacy Landscaping, would all traffic be accessing the property from Township Road 381/Highway 12 or would they be using Township Road 380 also?

-Laura

-----Original Message-----

From: Bill Delaine <[delaineyb@ae.ca](mailto:delaineyb@ae.ca)>

Sent: Tuesday, May 25, 2021 5:43 PM

To: Andersen, Laura HI <[laura.andersen@gov.sk.ca](mailto:laura.andersen@gov.sk.ca)>

Cc: Ellen McLaughlin <[mclaughline@ae.ca](mailto:mclaughline@ae.ca)>

Subject: Re: Delta Construction Rezoning Application - Request for Comments

Good afternoon Laura. We did not prepare a traffic forecast for this development because it is an existing subdivided and industrially zoned property. That being said the principal use of the site is a construction yard used as a base for operations for the paving and construction business. Based upon their existing operations in Saskatoon, the construction side of the business might generate 20 trips per day as their crew musters at this location to travel to job sites elsewhere. We should note that this level of traffic is limited to construction season and during the winter months traffic would be scarce. There would also be occasional deliveries to the site.

The second generator of traffic would be Legacy Landscaping which is currently operating on the west side of the same highway 800 m south; using the Township Road

380/Highway 12 intersection. They receive their supplies from our client and felt that sharing this site would make some sense. According to the client, this site generates up to 25 trips per day during spring and summer months and would not generate any measurable traffic outside of these seasons. By moving to this site external deliveries would be essentially eliminated. The current business employs three people who would be accessing the property as well.

We can prepare a formal traffic forecast similar to what we did at Grasswood and Langham if you like but I can't imagine a situation where this would trigger the need for highway improvements.

Let me know your preference in this regard and we will respond accordingly.

Thanks,

Bill Delainey  
Sent from my iPhone

> On May 25, 2021, at 4:09 PM, Andersen, Laura HI <[laura.andersen@gov.sk.ca](mailto:laura.andersen@gov.sk.ca)>  
wrote:

>

> Hi Bill,

>

> Our Roadside Development group typically reviews the discretionary use applications that are sent to us by the RM of Corman Park. I have cc'd their email inbox on this and one of them will be looking to request and provide ministry comments in regards to access, setback requirements, etc.

>

> The one area that I would look at is whether or not the Ministry would request a Traffic Impact Assessment (TIA). Are you able to provide traffic estimates so that I can check to see if this could potentially trigger a TIA. If it does, this comment would be reflected in the comments that our Roadside Techs would send.

>

> Thanks,

>

> Laura Andersen, P.Eng

> Government of Saskatchewan

> Project Engineer, Traffic Engineering and Development Operation and

> Maintenance Division – Central Region Ministry of Highways

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> #18-3603 Millar Avenue

> Saskatoon, Canada S7P 0B2

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>

> From: Bill Delainey <[delaineyb@ae.ca](mailto:delaineyb@ae.ca)>

> Sent: Friday, May 21, 2021 3:35 PM

> To: Andersen, Laura HI <[laura.andersen@gov.sk.ca](mailto:laura.andersen@gov.sk.ca)>

> Cc: Adam Toth <[atoth@rmcormanpark.ca](mailto:atoth@rmcormanpark.ca)>; Lee Warman

> <[lee@deltaconstruction.ca](mailto:lee@deltaconstruction.ca)>

> Subject: Delta Construction Rezoning Application - Request for

> Comments

>

> Good afternoon Laura, I hope you are well. We have recently applied to rezone an existing 10-acre site situated in Corman Park along Highway No. 12 from a light industrial zoning DM1 to a heavy industrial zoning DM2 (by contract) on behalf of Delta Construction to support the development of the property.

>

> It is our understanding that your office typically receives a referral from the RM requesting any comments you may regarding the application. To ensure that this application continues to progress, I am reaching out to you today requesting any comments or recommendations you may have for us and the RM concerning the regulation of development at this location. Please let me know if this information should be shared with others within your organization.

>

> As previously stated, the site is an existing undeveloped industrial property that is intended to be developed as described in the attached report. I would be happy to discuss this with you at your convenience as needed to obtain written comments from your organization to include in the upcoming Planning Commission and RM Council submissions.

>

> Thank you for your consideration of this request.

>

> Regards,

>

> Bill Delainey, RPP MCIP

> Manager, Urban Planning

> Associated Engineering (Sask.) Ltd.

> 1 - 2225 Northridge Drive, Saskatoon, SK S7L 6X6

> Tel: 306.653.4969 | Cel: 306.261.9612 | Dir: 306.808.3047

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