

REPORT

Nienhuis Contracting Ltd.

Comprehensive Development Review Parcel A, NE 5-38-5-W3M



JUNE 2022

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1 INTRODUCTION AND DESCRIPTION OF DEVELOPMENT

The property owner is proposing to subdivide and rezone 10 acres in NE 5-38-5-W3M to a D-Commercial 2 District (DC2) to support the use of the property for a warehousing operation. The site is situated on the west side of Highway 12 north, approximately 3.6 km south of the City of Martensville. In addition to supporting the rezoning and subdivision of this site, this Comprehensive Development Review report is also intended to support a concurrent development permit application for a Warehouse Operation which is a discretionary use in the DC2 District.

The subject property is part of a larger planned commercial/business node to which a separate Comprehensive Development Review is being prepared. This application is being submitted in advance of the broader plan for the area due to the immediate need for occupancy of the proposed site by Kaycan. Kaycan is a leading building solutions provider; producing and distributing vinyl, aluminum and engineered wood siding and accessories and coil. Kaycan plans to use this site as its newest regional distribution centre and believes that this site best meets the immediate and long-term needs of its operation due to the availability of a 10-acre site, its situation in the Saskatoon Region and convenient access to Highway 12. There are presently no available parcels in the Saskatoon Region that meet the above-noted criteria. A copy of the proposed subdivision plan is attached as Appendix A.

Development on the property is anticipated to include a 25,000 to 40,000 sq. ft. warehouse building including office space and an outdoor storage and loading yard. Activity within the site would include finished product storage, management and distribution. Figures 1 and 2 provide examples of a similar facility recently constructed in Winnipeg.

Finished products will be transported to the site from off-site manufacturing centres where they will be stored until distributed to various retail stores and contractors in the Saskatoon area. The operation is expected to include up to 8



Figure 1: Winnipeg Distribution Facility

permanent full-time employees and the business hours would be Monday to Friday from 7 a.m. to 5 p.m.

The facility is not expected to be used for retail sales, so traffic generated by the development is expected to be limited to incoming and outgoing semi-trailers and employee traffic. Based upon similar distribution centres Kaycan operates in other areas of the country, the traffic generated by the business outside of employee trips is estimated to comprise 3 to 4 semi-trailers per month to transport inventory to the warehouse and between 10-15 smaller truck trips per day for wholesale customer pick-ups.

Initial development within the site would be focused on four acres along the south end of the property with the potential to expand the business in the future into the remaining six acres to the north or potentially further subdivide the remaining undeveloped acreage to create three additional urban serviced properties as illustrated in Figure 4.



Figure 2: Winnipeg Distribution Facility

2 POLICY COMPLIANCE REVIEW

2.1 P4G District Official Community Plan

The site is located within the boundaries of the P4G Planning District and is designated as an Urban Commercial/Industrial area. As a designated future urban growth area, development on this property is guided by Section 15 of the P4G District Official Community Plan (District OCP). This section of the report defines how the site has been planned in conformance with the District OCP. The applicable OCP policy is reproduced in italics followed by a description of how the project complies with each policy.

15.3.2 Concept Plans for Future Urban Growth Areas

Concept Plans shall be prioritized for the Future Urban Growth Areas required to accommodate a regional population of 700,000 as identified on Schedule C – Future Urban Growth Areas Map. Concept Plans will rely on existing detailed planning where possible, and Corman Park and the adjacent urban municipality will determine:

- a) The priority of a Concept Plan and a timely schedule for completion; and*
- b) Any additional requirements for the development of a Concept Plan that are necessary to consider the local context.*

The North Concept Plan has been finalized for this area of the District and offers additional direction regarding the projected land uses for this area and the basis for future urban servicing.

15.3.3. Intended Uses in Future Urban Growth Areas

Intended uses on lands within Future Urban Growth Areas are those uses and development that reflect the planned long-term use for an area as designated on Schedule B – District Land Use Map.

According to the North Concept Plan, the subject property is designated for future urban commercial development. The proposed use of Parcel A is consistent with the long-term development intentions for this area.

15.3.4. Concept Plans for Intended Uses in Future Urban Growth Areas

Concept Plans for intended uses in the Future Urban Growth Areas are required for subdivision and development approval and shall conform as closely as possible with the requirements of Concept Plans developed in any adjacent municipality.

The North Concept Plan has been prepared for this area and further designates the use of this property as Urban Commercial which is anticipated to accommodate a broad range of urban serviced commercial activities including office and retail, institutional, and recreation uses. Urban commercial areas also have the potential to include multi-unit residential and/or mixed-use development.

According to the Zoning Bylaw, the purpose of the DC2 District is to accommodate a diverse range of commercial activities serving the travelling public and the local populations, displaying a high standard of appearance and along major transportation corridors. Based upon the description of development in this area provided by the North Concept Plan, the broader area around the 10-acre site will act as a commercial node servicing a future urban residential neighbourhood and as such, the permanent use of this site would most likely align with commercial or business type uses that do not involve manufacturing and production activities. The D-Arterial Commercial 2 supports warehousing as a discretionary form of development reinforcing the permanency of this form of development on this site.

The North Concept Plan specifies that proposals for developments in designated Future Urban Growth Areas must adequately demonstrate the capability of transitioning from a rural to an urban form. At a minimum, development applications must demonstrate:

- The servicing for the site considers the future land requirements and standards of the relevant urban municipality (typically demonstrated through a conceptual servicing plan identifying the general location of future connections).
- Future re-subdivision can be accommodated following the requirements of urban zoning in the future (typically demonstrated through a shadow plan where the rural lot size and depth, building locations and on-site services are shown to support the future redevelopment as urban lots).
- All interim and future internal roadways are dedicated, securing a basis for future re-subdivision and site servicing.

The North Concept Plan anticipates the future extension of a 525mm to 600 mm sanitary sewer trunk along the eastern and northern boundary of Parcel A. It is our understanding that this future infrastructure requires a 20 m right-of-way to accommodate construction.

A future water mainline is planned to extend parallel to Highway 12 and requires a 10-metre right-of-way.

In addition to the design and construction of permanent stormwater management facilities within the site, the North Concept Plan anticipates the construction of a storm sewer main along the Highway 12 corridor to the east of Parcel A. A 20-metre right-of-way is required to be dedicated to supporting the extension of this future infrastructure.

A SaskPower overhead powerline is situated within a 9.1 m easement that extends parallel to Highway 12 and within Parcel A. Intervalley water has water infrastructure within the western ditch along Highway 12 which runs parallel to the boundary of Parcel A and is secured through an easement agreement with the Ministry of Highways.

To reduce the unnecessary duplication of utility servicing corridors and erosion of developable private land, this plan proposes that the future water, storm and sanitary sewer network extending north along Highway 12 be secured in a common 20 m easement within the highway right-of-way rather than pushing this utility corridor into adjacent private land. This is consistent with the North Concept Plan which identifies the intention to collocate municipal utilities in existing rights-of-way. According to the current COS design standards manual, all three of these utilities can share a common trench and as such can share a common easement. Utilizing the land available within the highway right-of-way provides security and continuity to the route of these utilities and ensures a path forward with the construction which does not depend upon the timing for land subdivision to obtain the necessary dedications to extend this infrastructure north from the COS.

15.3.5. Development Standards for Intended Uses

Development standards for intended uses in the Future Urban Growth Areas shall be consistent with the development standards in any adjacent urban municipality to allow for integration with the urban municipality in the future with consideration for the type of use proposed.

The subject property is anticipated to transition from rural to urban service and the appropriate land dedications will be considered to protect and account for future urban servicing. The initial subdivision of this site does not necessitate any new road construction but accounts for the future dedication of an internal roadway to the west of the site which will be sized to accommodate the interim rural and future urban cross-section. It is expected that future urban water, sanitary and storm infrastructure will be constructed within this future road allowance.

15.3.6. Environmental Impacts

Environmental impacts as a result of development must be minimized and may require mitigation and remediation plans.

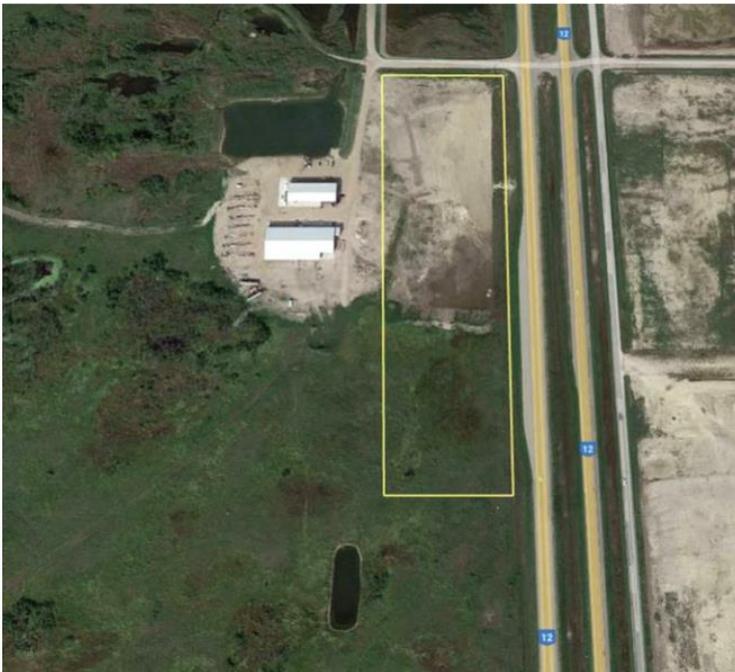


Figure 3: Aerial Image of Subject Property

As illustrated in Figure 3, the proposed development is situated on lands that have been previously disturbed in conjunction with the construction and operation of an existing business on the property and previous farming activities.

The HABISask online GIS database indicates that there are no rare or endangered vegetation or wildlife habitat within the boundaries of the proposed subdivision. The site is intended to be used for warehousing and distribution of finished products and there is no manufacturing or any other activities that would generate any measurable environmental impacts.

15.3.7. Interim Uses in Future Urban Growth Areas

Interim uses on lands identified as Future Urban Growth Areas may be allowed prior to urban development, subject to consideration of:

- a) Whether the interim use has the potential to become permanent;
- b) Whether the interim use is for single parcel development or multi parcel development;
- c) Whether the interim use is inside or outside the 700,000-growth area;
- d) Whether the interim use has rural or urban densities, form, and services;
- e) The recovery of the cost of current and future infrastructure;
- f) The compatibility of current and future land uses; and
- g) Traffic effects on existing and future road networks.

The proposed warehouse development is anticipated to be a long-term development in this area. This application proposes a single parcel development situated inside the 700,000-growth area. The subdivision proposes to subdivide a 2.47 ha (10-acre) site to enable the property to extend far enough north to front onto and provide legal access to the existing municipal road to avoid the unnecessary and premature construction of the additional public road. Recognizing the intention for the further subdivision and development of the broader area and the municipal requirement to provide a minimum separation of 100 m for driveway access from a municipal intersection, physical access is proposed to be provided from an existing private driveway. This driveway is planned to transition to a public roadway in the future and in the interim, access will be secured through a private access agreement between the two property owners. The interim access proposed is consistent with the provincial subdivision regulations.



Figure 4: Subdivision and Development Staging

The proposed warehousing business is planned to situate on the southernmost 1.6 ha (4 acres) of the property as shaded in Figure 4, leaving the ability in the future to either expand the business or subdivide this property further creating an additional three 0.8 ha (2 acres) parcels. The proposed future resubdivision of the site to create three additional 0.8 ha (2 acres) lots is consistent with the minimum site area as represented in the P4G District Zoning Bylaw for lands zoned DC2 District.

The location of this property is outside of the current service area for both Martensville and Saskatoon. Due to the lack of information available regarding the specific location and means of providing future urban sanitary sewer, water, storm and roadways in this area of the District, the plan for transitioning to urban infrastructure servicing is limited to providing the land base needed to accommodate the eventual construction of

these services. The plan for development for the broader commercial/business node anticipates and accounts for the potential transition to future urban servicing through the dedication of ROWs as illustrated in Appendix B.

The proposed use of this site is consistent with the existing business operating directly adjacent. It is expected that the broader commercial corridor will include a range of commercial and business development typically found near a major highway corridor.

The facility is not expected to be used for retail sales, so traffic generated by the development is expected to be limited to incoming and outgoing semi-trailers and employee traffic. Based upon similar distribution centres Kaycan operates in other areas of the country, the traffic generated by the business outside of employee trips is estimated to comprise 3 to 4 semi-trailers per month to transport inventory to the warehouse and between 10-15 smaller truck trips per day for wholesale customer pick-ups.

The site is accessible from an existing highway intersection which has been previously improved to include intersection lighting and a northbound left-turn lane to improve its function and safety. Additional planned improvements at this intersection include:

- A northbound right-turn lane; and
- A southbound left-turn lane.

These improvements are identified in the Ministry of Highways Safety Improvement Program Database. Construction of these improvements will happen when funding is available. The proposed interim development of this site is not anticipated to trigger the need for any further improvements to the current highway intersection.

The Ministry of Highways was consulted and confirmed that a Traffic Impact Assessment would not be required for this initial subdivision.

The North Concept Plan communicates an intention to construct a minor arterial road along the western boundary of the ¼ section. The subdivision of Parcel respects the current municipal road network and does not require the expansion or improvement of any municipal roadways to accommodate development.

15.3.8. Single Parcel Interim Land Use in Future Urban Growth Areas

Single parcel interim uses may be permitted in Future Urban Growth Areas provided that:

- a) The proposal is consistent with more detailed planning for the area;*
- b) A site design that limits fragmentation of the parcel is provided; and*
- c) A subdivision design that allows for re-subdivision to urban-sized parcels is provided.*

The proposed subdivision and development of this property are consistent with the current designation of this property and align with the long-term plan for development within this urban commercial corridor defined by the North Concept Plan. Although the immediate use of the site will only require approximately 1.6 ha (4 acres), the area proposed for subdivision is necessary to allow development to proceed without the need to construct any new public roads while also allowing additional areas for expansion and locating the business away from a prime location with high visibility near the highway intersection. The plan for development on the site accounts for the potential future subdivision of three additional 0.8 ha (2 acres) sites north of the warehouse development which is consistent with the property size regulations provided in the DC2 District.

15.3.16 Dedication of Reserves in Future Urban Growth Areas

In determining the recommended dedication of municipal reserve land or cash-in-lieu for subdivisions for interim uses in Future Urban Growth Areas, Corman Park shall consider:

- a) Current and future land use planning and development standards for the area;*
- b) The potential for significant public amenities, including open space recreational opportunities, integrated trail systems, and continuous pedestrian linkages; and*
- c) The costs to Corman Park and the adjacent urban municipality.*

The adjacent urban municipality shall be consulted regarding the dedication of the municipal reserve and any necessary transfer of dedicated land or cash-in-lieu.

As this proposal is part of a broader plan for subdivision and development for the area, we would propose to defer consideration of municipal reserve dedication in conjunction with the adjudication of a future subdivision application once the profile of land uses in the broader node and the long term jurisdiction are confirmed.

15.3.24 Detailed Planning for Single Parcel Interim Commercial and Industrial Development

Detailed planning for single parcel interim uses in Urban Commercial/Industrial areas shall be required and developed to the satisfaction of Corman Park and the adjacent urban municipality, and may include:

- a) Site design that facilitates a transition to urban development;*
- b) Roadway and other infrastructure planning that facilitates a transition to urban development;*
- c) Consideration of the location, type and timing of future urban development; and*
- d) A transportation impact assessment where the use may result in a significant impact on existing and future road networks.*

The development of this site would correspond with the construction of the full stormwater management facility designed to serve the north portion of the broader development area and would continue to exist and function in the same capacity in the interim and long-term horizon. The extent of construction of the stormwater management facilities (SWMF) within the site is illustrated in Appendix B. The 10-acre site will be graded to drain to the west to correspond with the location of the proposed SWMF. As the proposed SWMF and its associated components are to be situated on private land in the interim until the area is future subdivided and this facility is publicly dedicated in the future, a drainage easement agreement will be executed between the two property owners and the municipality to provide ongoing access to the facility.

The future underground sanitary sewer collection, water distribution and minor storm infrastructure would be constructed within the public road allowance at the time when this roadway would transition from a rural cross-section to a typical urban curb and gutter design. In the interim, the parcel would be serviced by a low-pressure water line provided by Intervalley Water Inc and would utilize a septic holding tank for collecting all domestic wastewater. The servicing agreement could include a provision that the landowner would be fully responsible for connecting to the new underground services when they are constructed allowing them to plan for the placement of their buildings and ground surfacing accordingly. It is anticipated that the P4G will establish a timeframe and cost for the provision of these enhanced services to enable the property owner to plan for the additional capital costs that they will bear at the time of transition and negotiate a means for staging the payment over the same period.

As underground water, sanitary sewer and stormwater pipes are installed in the planned internal roadway corridor to the west of the site service connections will be installed connecting the building and site to the underground works. Site development will not prejudice the installation of urban services as they are expected to be in a proposed right-

of-way to the west of the property. The future extension of underground pipes to the west will be considered in the building and site design to reduce the impact of this future construction.

The Ministry of Highways has confirmed that the proposed subdivision and development of Parcel A will not require the preparation of a Traffic Impact Assessment or result in any additional highway intersection improvements on its own.

2.2 P4G Planning District Zoning Bylaw

The following section identifies the applicable land use regulations that would apply to the proposed subdivision and development of proposed Parcel A. The applicable zoning regulation is reproduced in italics followed by a description of how the project complies with each regulation. A conceptual site plan defining the general configuration of buildings and uses within the site is attached in Figure 5. As noted below, it is expected that a detailed site and landscaping plan will be prepared and submitted to support the issuance of a building and development permit for the site following approval of the rezoning, subdivision and discretionary use applications.

3.10. Drainage

3.10.1 Where development may alter site drainage potentially affecting adjacent, upstream or downstream properties, or the stability of the land, the applicant shall be required to construct engineered 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 grading and levelling.

A conceptual stormwater management plan has been prepared for the planned development of the broader areas surrounding the subject property and to support this application. Construction of drainage works will be phased to coincide with the staging of subdivision and development within the property as illustrated in Appendix B. Run-off generated from within the subject property will be conveyed by a constructed swale (ditch) extending to a stormwater management facility (SWMF) situated west of the site as illustrated in Appendix B.

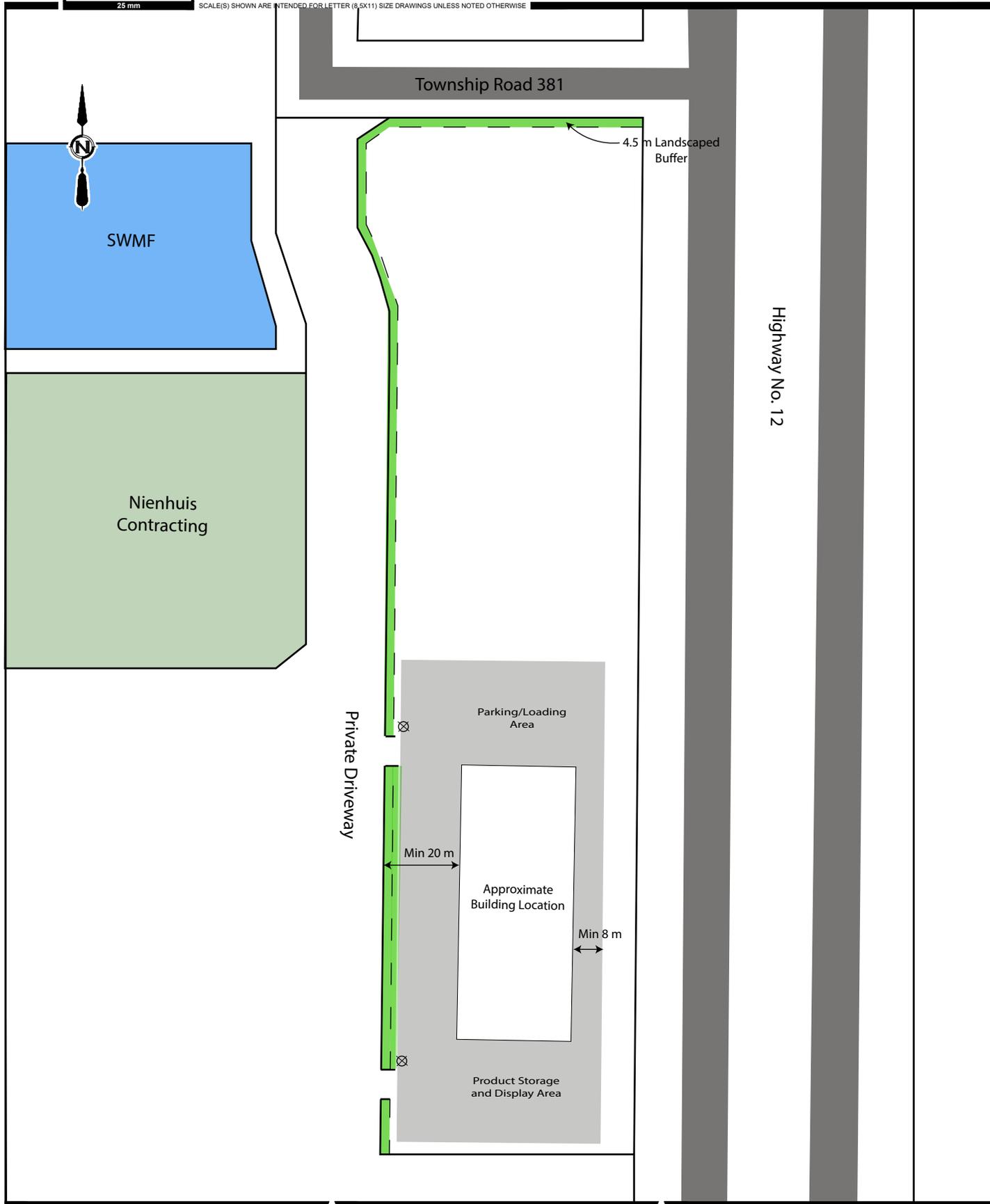
3.12. Fences

3.12.1 For the purpose of determining the height of a fence, the measurement shall be taken from 0.5 m (1.6 ft) inside of the subject property boundary. The height measurement includes the materials used in constructing the fence, but does not include the posts or supporting material used to anchor the fence.

3.12.2 The maximum height of a fence is:

- a) 2.44 m (8 ft) in industrial zoning districts; and*
- b) 1.83 m (6 ft) in all other zoning districts.*

A portion of the rear yard of the site will be enclosed by a perimeter security chain-link fence constructed in compliance with the above-noted standards.



3.14. Landscaping

3.14.3 Landscaping shall be provided under the provisions of this Bylaw and, where applicable, any other plan approved for the area such as a CDR or concept plan

A detailed landscaping plan as defined in Section 3.14.4 is expected to be prepared and submitted for municipal approval in conjunction with a development and building permit application following approval of the rezoning, subdivision and discretionary use applications.

3.15. Lighting

3.15.1 All outdoor lighting for any site, building, sign, parking lot or pedestrian area shall be located, oriented and arranged so that no direct rays of light:

- a) illuminate or shine onto adjacent lands;*
- b) interfere with the use, privacy and enjoyment of adjacent lands, adjacent dwellings and their amenity area;*
- c) interfere with airport safety; or*
- d) interfere with traffic safety on public roadways.*

A lighting plan will be included in the detailed landscaping plan to be submitted in conjunction with the development and building permit application following approval of the rezoning, subdivision and discretionary use applications.

3.18. Outdoor Storage

3.18.3 The outdoor storage of materials, products, equipment or machinery shall not be permitted in the front yard of commercial zoning districts unless required as part of the sale, promotion or display of merchandise, in which case such outdoor storage shall not impede pedestrian or vehicular traffic.

The warehouse building will serve as the primary storage area on the property. A portion of the rear yard is planned to be enclosed by a chain-link fence and will also be used for the storage of finished goods and to support loading and unloading finished goods.

3.21. Property Approaches

3.21.1 A development permit shall not be issued for development on any site unless an approach to a public roadway has been approved by the Municipality.

The site has approximately 93 metres of frontage along Township Road 381. We note that the plans for future subdivision and development of this area propose the dedication of the current private driveway serving the Nienhuis Contracting site as a public roadway. The RM approach standards require a minimum separation of 100 m for any new driveway accesses from a municipal intersection. To ensure that initial site development complies with the future access requirements and to avoid the premature dedication and construction of new public roads, property access is planned to be provided from the existing private driveway along the western property boundary which will be secured through the execution of an access agreement between the two property owners.

3.30. Wastewater Treatment Systems

3.30.1 Where a development requires a means of sewage disposal or treatment, the developer shall be required to install a sewage disposal system in accordance with municipal and provincial requirements. The Development Officer, in conjunction with appropriate provincial regulatory agencies, shall determine the suitability of a site to accommodate a private wastewater treatment system.

The proposed warehouse use is anticipated to host up to eight full-time employees and does not involve any manufacturing or processing activities. Water and the associated wastewater demand for the site will be minimal. A septic holding tank will be installed on the site and situated to enable the eventual connection to a centralized sanitary sewer collection system in the future as the area transitions to an urban service level.

3.31. Water Supply

3.31.3 All new multi-parcel commercial, industrial, community service and country residential development shall be serviced by a centralized potable waterline to the satisfaction of the municipality.

Domestic water for the site will be provided from an existing water line operated by Intervalley Water Inc. A letter confirming their ability to offer this service is attached as Appendix C.

6.11.5 Site Development Regulations

- a) Site Area - The minimum site area shall be 0.2 ha (0.5 ac).*
- b) Site Frontage - The minimum site frontage shall be 30 m (98.4 ft).*
- c) Yard Setbacks - All buildings shall be set back a minimum of 8 m (26.2 ft) from a property line, except it shall be 45 m (147.6 ft) from the centerline of a municipal road allowance or provincial highway or as required by the Saskatchewan Ministry of Highways.*
- d) Building Height - The maximum building height shall be 17 m (55.77 ft).*
- e) Site Coverage - The maximum site coverage shall be 60%.*

The application proposes the subdivision of 4.05 ha (10 acres) parcel which is larger than the minimum site area regulation for the DC2 District. Development on the property will comply with the yard setback, building height and site coverage requirements. This is expected to be confirmed through a subsequent and separate development and building permit application process following approval of the rezoning, subdivision and discretionary use applications.

6.11.6 Supplementary Development Standards

- a) Outdoor storage, other than the storage and display of finished goods deemed essential to facilitate the approved use, shall be prohibited. The display of finished goods related to the approved use is permitted in the front yard*
- b) Outdoor storage must be screened from view from adjacent municipal roadways and public lands by a solid fence, landscape materials, berm, vegetative plantings or any combination of the above at least 2.0 m (6.56 ft) in height.*
- c) Commercial vehicles and equipment associated with an approved use may be stored on-site provided the area used for storage of these vehicles is not within setback areas, is located in the rear and side yards only, and is screened from view from adjacent municipal roadways and public lands by a solid fence, landscape materials, berm or any combination of the above at least 2 metres in height.*

The proposed warehouse use involves the indoor and outdoor storage and distribution of finished products. As illustrated in Figures 1 and 2, the business is expected to be configured similarly to its other facilities. It is not anticipated that there will be any need to park commercial vehicles on the property for any significant period. It is anticipated that details concerning the screening of loading and unloading areas will be confirmed through the submission of a detailed site and landscaping plan to support a subsequent and separate development and building permit application process following approval of the rezoning, subdivision and discretionary use applications.

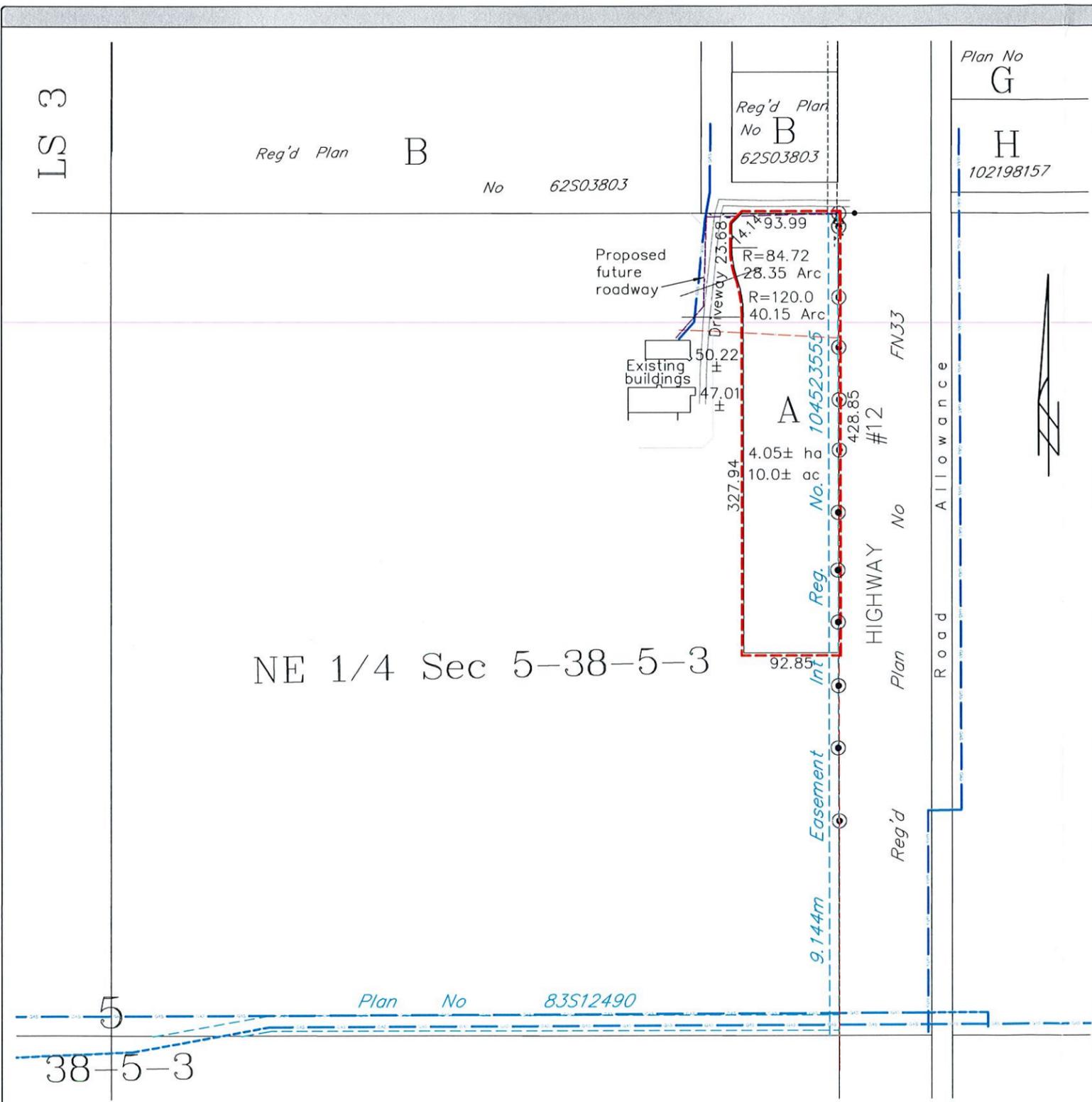
6.11.7 Landscaping Development Standards

- a) A minimum landscaped buffer of 4.5 m (14.8 ft.) shall be provided adjacent to front and side flanking yards.*

b) Where a site abuts any country residential zoning district without an intervening road, there shall be a strip of land adjacent to the abutting site line of not less than 4.5 m (14.8 ft) in depth throughout, which shall not be used for any purpose except landscaping.

It is anticipated that details concerning site screening and landscaping buffers will be confirmed through the submission of a detailed site and landscaping plan to support a subsequent and separate development and building permit application process following approval of the rezoning, subdivision and discretionary use applications.

APPENDIX A – PLAN OF PROPOSED SUBDIVISION



PLAN SHOWING

PLAN OF PROPOSED SUBDIVISION

OF PART OF

NE1/4 SEC 5, TWP 38, RGE 5, W3 Mer

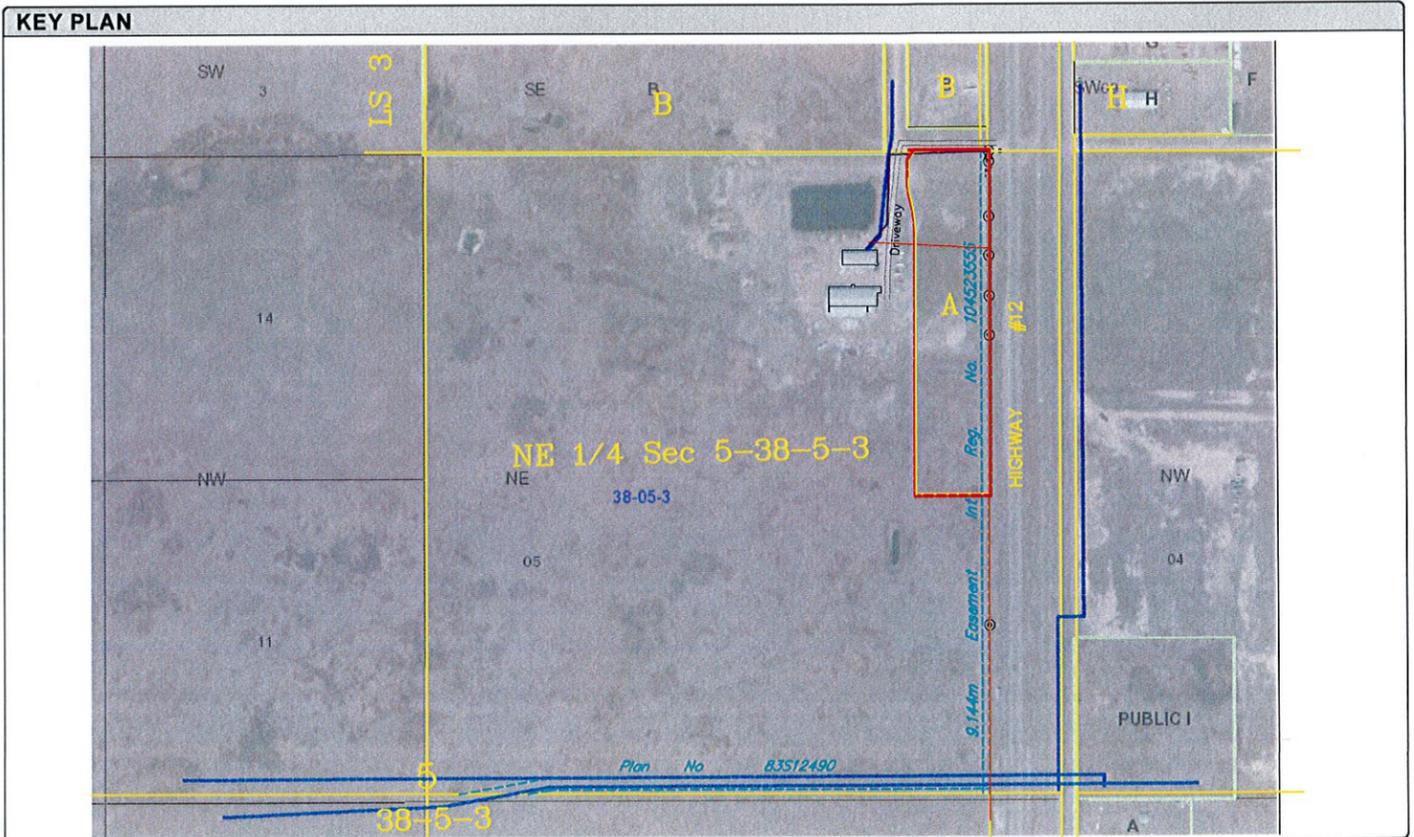
IN THE

R.M. OF CORMAN PARK No. 344

SASKATCHEWAN

2021

SCALE = 1: 5000



COMMUNITY PLANNING

OWNER

Registered Owner dd/mm/yy
The signature above indicates that I (we) approve the Plan of Proposed Subdivision as presented.

NOTES

- MEASUREMENTS ARE IN METRES AND DECIMALS THEREOF.
- SOME MEASUREMENTS ARE APPROXIMATE AND MAY DIFFER FROM THE FINAL PLAN OF SURVEY BY AS MUCH AS 5 METRES.
- PORTION TO BE APPROVED IS OUTLINED WITH A BOLD DASHED LINE AND CONTAINS 4.05± ha (10.0± ac)

Buried Gas Line ———— GAS ———— GAS ———— GAS ———— GAS ————

Buried Electrical Line ———— E ———— E ———— E ———— E ————

Buried Phone Line ———— P ———— P ———— P ———— P ————

Power pole & anchor ○—△

SURVEYORS CERTIFICATION

December 2, 2021
Date

[Signature]
Saskatchewan Land Surveyor

<p>Webb Surveys A division of Midwest Surveys Inc.</p>	<p>222 JESSOP AVE SASKATOON, SK S7N 1Y4 TEL: 306-955-5330</p>	DATE	REVISION / ISSUED	JOB No.
		30/11/2021		SC-0241-21
SURVEYED BY: DB/CE		CALC'D BY: CAS		DRAWN BY: CAS

APPENDIX B - CONCEPTUAL STORMWATER MANAGEMENT PLAN



Issue Date:	June 6, 2022	File No.:	AERIS
To:	RM of Corman Park	Previous Issue Date:	N/A
From:	Karisa Purvis, P.Eng.	Project No.:	2022-4710-00
Client:	Nienhuis Contracting Ltd.		
Project Name:	Nienhuis Contracting Advisory Services		
Subject:	Conceptual Stormwater		

1 INTRODUCTION

Associated Engineering (Sask.) Ltd. (AE) has been retained by Nienhuis Contracting Ltd. to provide an updated conceptual drainage plan for the proposed site development in the RM of Corman Park (RM). There are ongoing discussions between the RM, the City of Saskatoon (City), and Nienhuis Contracting Ltd., as this land will eventually be further developed to match Saskatoon’s long-term development plan. This memo is intended to provide conceptual baseline levels to be used to evaluate the future stormwater needs of the site.

2 CONCEPTUAL DRAINAGE PLAN

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 from the west, through the development east, then reaches the Highway 12 ditch, and eventually enters into the Opimihaw Creek. The site appears to have two (2) existing low-lying areas that will be filled in during construction. LiDAR data was used to develop contours for the project site and verify where the water would naturally discharge during a storm event. A topographic survey should be completed as part of the detailed design. The natural flow path can be seen in the attached Figure 1.

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 run-off generation from the development of the site; and,
- Active storage for run-off associated with a 1:100-year storm event.

To determine the small portion of the permanent storage that is required to account for the existing natural storage, the LiDAR contours were used to determine the dead storage volume on-site.

To determine the permanent storage due to incremental development and the active storage requirements, the LiDAR data was utilized to determine the contributing area and general drainage of the site and surrounding lands. The contributing area to the site is approximately 146 hectares and can be seen in the attached Figure 1. The contributing area is comprised of the development itself and a portion of the upstream area to the west.

As the site is undeveloped, it is assumed that the pre-development run-off coefficient is 0.30. Conceptual stormwater plans done in 2021 outlined two (2) post-development scenarios. For this memo, we have focused only on the final heavy industrial post-development scenario. This scenario includes mostly paved surfaces and buildings, with an average C value of 0.9. This updated stormwater plan also now includes two (2) ponds instead of one (1).

\\ae.ca\data\working\sas\2022-4710-00\civil\Drainage\mem_Nienhuis_Conceptual_Stormwater_20220603.docx



Memo To: RM of Corman Park
June 06, 2022
Page 2

The following table summarizes the values that were used in each situation and the resulting stormwater volumes.

Table 2-1
Stormwater Volumes

	North Pond	South Pond
Contributing Area (ha)	114	32
Development C Value	0.9	0.9
Weighted C Value of Catchment Area	0.55	0.89
Permanent Storage Due to Difference in Pre- and Post-Development Flows	41,000 m ³	20,800
Natural Storage Volumes	4,400 m ³	0 m ³
Total Permanent Storage Requirement	45,400 m ³	20,800 m ³
Active Storage for 1:100-year flood event	63,000 m ³	30,600 m ³
Total Storage Requirements	108,400 m³	51,400 m³

The RM of Corman Park should be contacted prior to detailed design to ensure that all drainage and storage pond requirements have been met. The above volumes could be reduced if there were grassed, or landscaped areas incorporated into the development.

An outlet structure restricting the release rate to the 100-year 24-hour average pre-development release rate of 0.37 m³/s and 0.10 m³/s for the north and south ponds, respectively. The stormwater would discharge east off the site into the existing natural drainage path in the Highway 12 ditch. Discharge for the north pond will require some highway ditch re-grading, pending approval from the Ministry of Highways. This proposed outlet would need to be confirmed through a topographical survey during detailed design to confirm it is not altering natural drainage patterns.

Once surface runoff is released from the development stormwater ponds into the Highway 12 ditch, the drainage path follows regional drainage as per the P4G Green Network Pilot Project: Report (2019) and P4G North Concept Plan (2022). Runoff from the project area flows east and connects to the South Saskatchewan River via Opimihaw Creek shown on the attached figures from the P4G Green Network Pilot Project: Report.

Memo To: RM of Corman Park
June 06, 2022
Page 3

3 CLOSURE

This memo was prepared for Overpass Farms to provide conceptual stormwater volumes to have discussions with the City and the RM to determine steps moving forward.

Should you have any questions please feel free to contact our office.

Prepared by:



Karisa Purvis, P.Eng.
Project Engineer



Reviewed by:



Ryan Karsgaard, P.Eng.
Project Engineer

ASSOCIATION OF PROFESSIONAL ENGINEERS
AND GEOSCIENTISTS OF SASKATCHEWAN
CERTIFICATE OF AUTHORIZATION
ASSOCIATED ENGINEERING (SASK.) LTD.

NUMBER C116

PERMISSION TO CONSULT HELD BY:

DISCIPLINE	SASK. REG. No.	SIGNATURE
CIVIL	09763	

**ASSOCIATED ENGINEERING
QUALITY MANAGEMENT SIGN-OFF**

Signature: _____

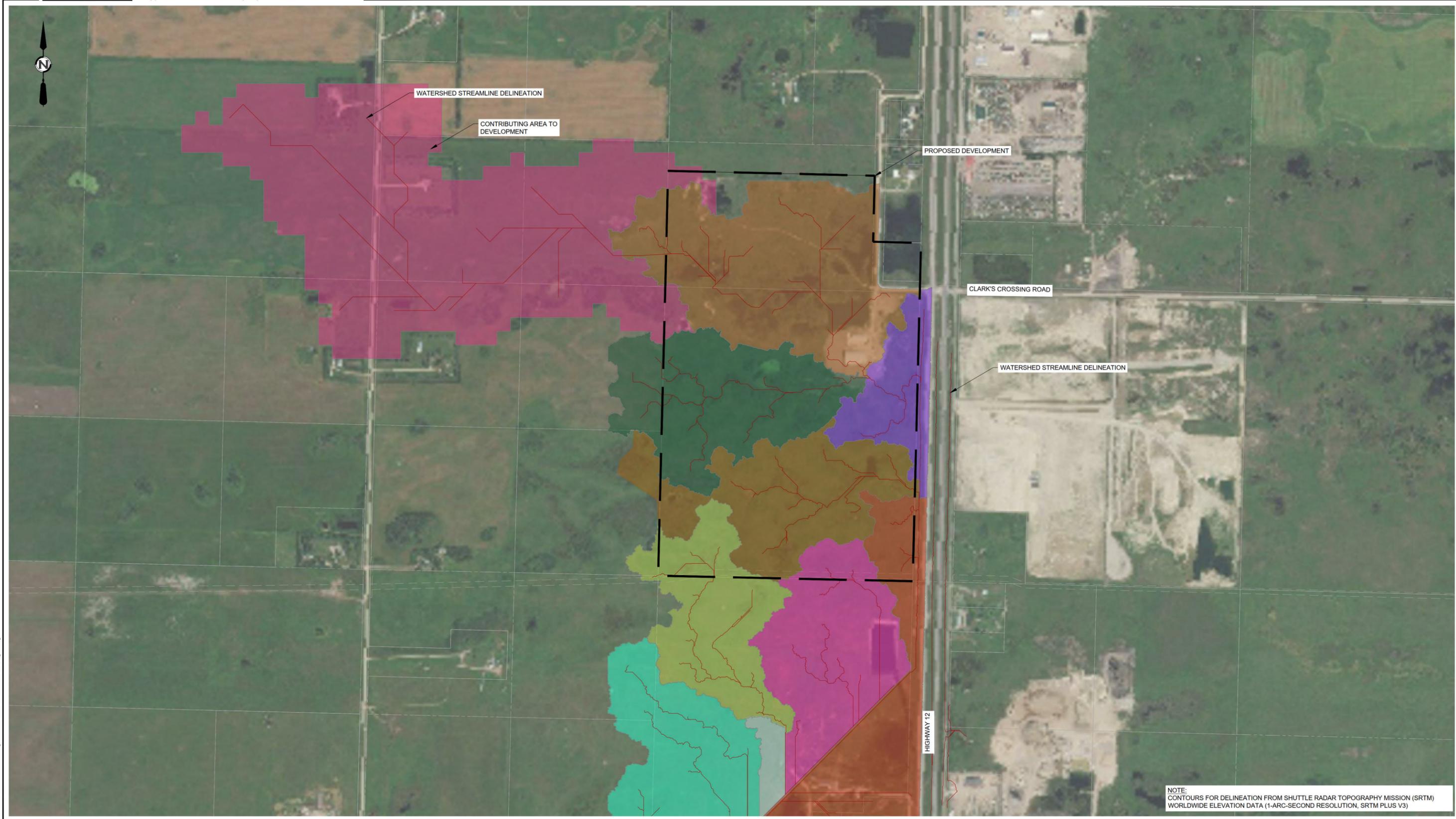
Date: June 7, 2022

Memo To: RM of Corman Park
June 06, 2022
Page 4

REFERENCES

City of Saskatoon (COS). 2019. Green Network Pilot Project Report. Engineering & Planning, City of Saskatoon, Saskatoon, SK.

City of Saskatoon (COS). 2022. Saskatoon North Partnership for Growth P4G North Concept Plan. Planning and Development, City of Saskatoon, Saskatoon, SK.



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

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AE PROJECT No.	20224710.00
SCALE	1:5000
APPROVED	K. PURVIS
DATE	2022MAY03
REV	0
DESCRIPTION	ISSUED FOR MEMO

FIGURE 1
NORTH CORMAN BUSINESS PARK
CONCEPTUAL DESIGN REVIEW
CIVIL
PLAN
CONTRIBUTING AREA

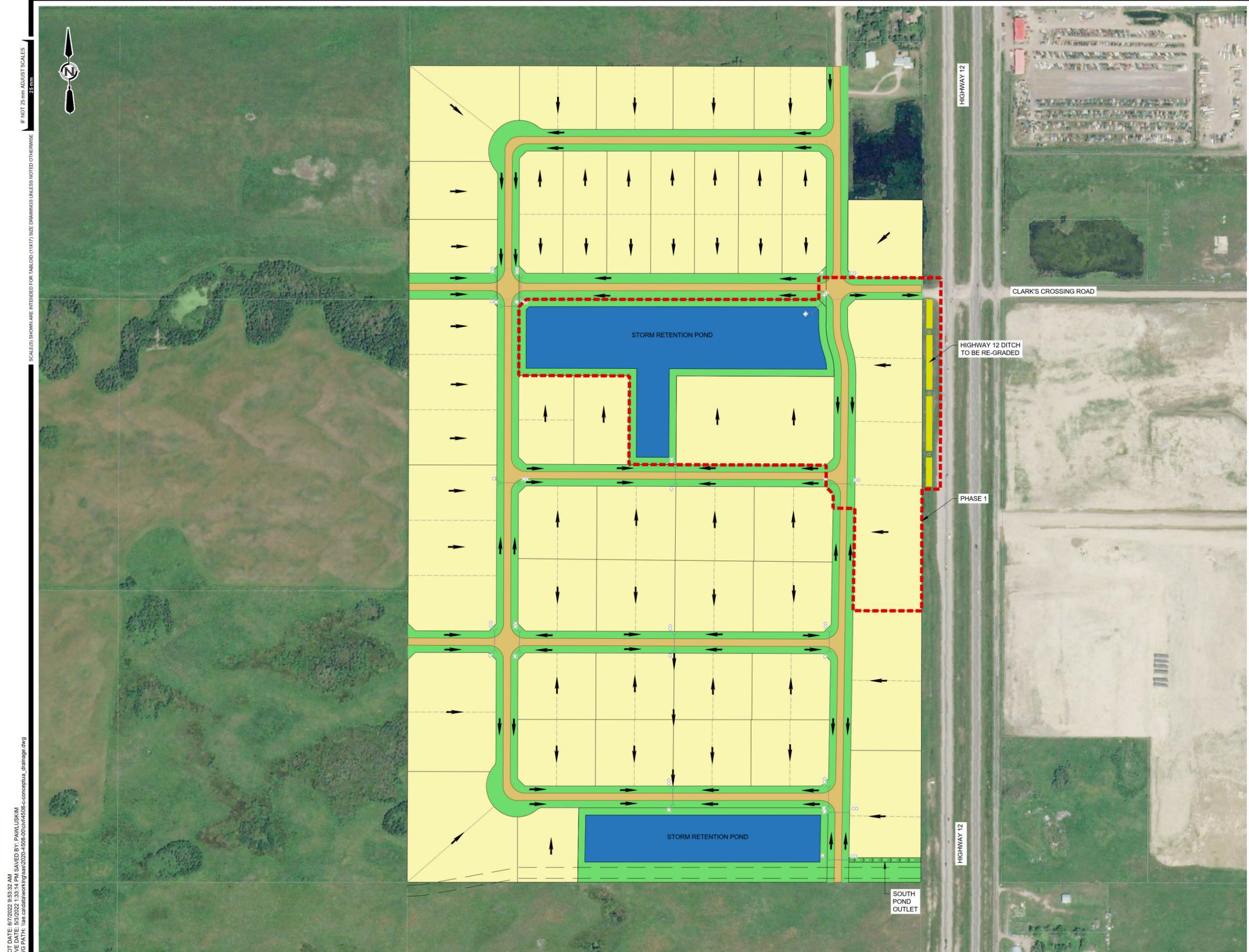
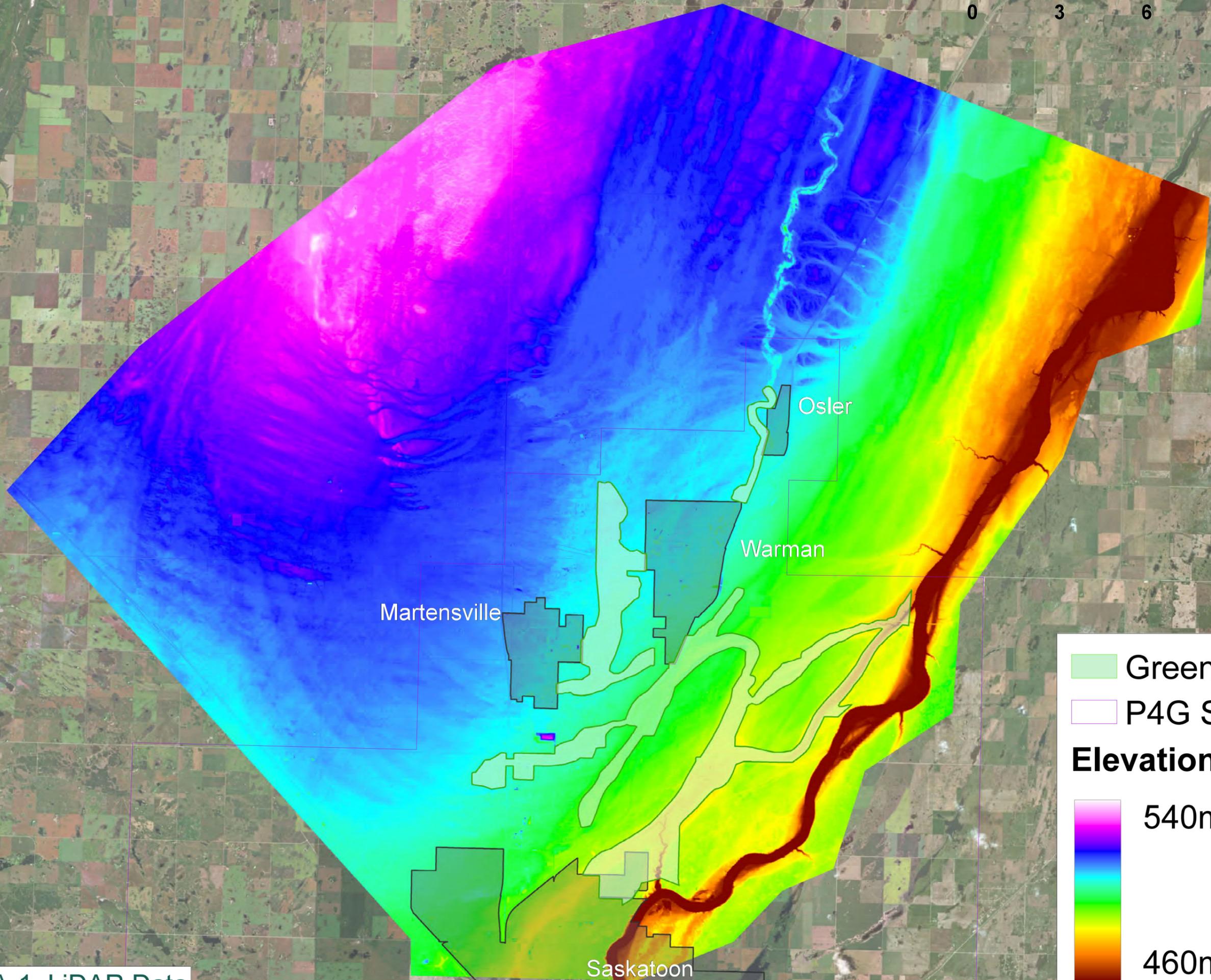


FIGURE 2
NORTH CORMAN BUSINESS PARK
CONCEPTUAL DESIGN REVIEW

CIVIL
PLAN
DRAINAGE PLAN OVERVIEW

AE PROJECT No.	20224710-00
SCALE	1:2500
APPROVED	K. PURVIS
DATE	2022MAY03
REV	0
DESCRIPTION	ISSUED FOR MEMO

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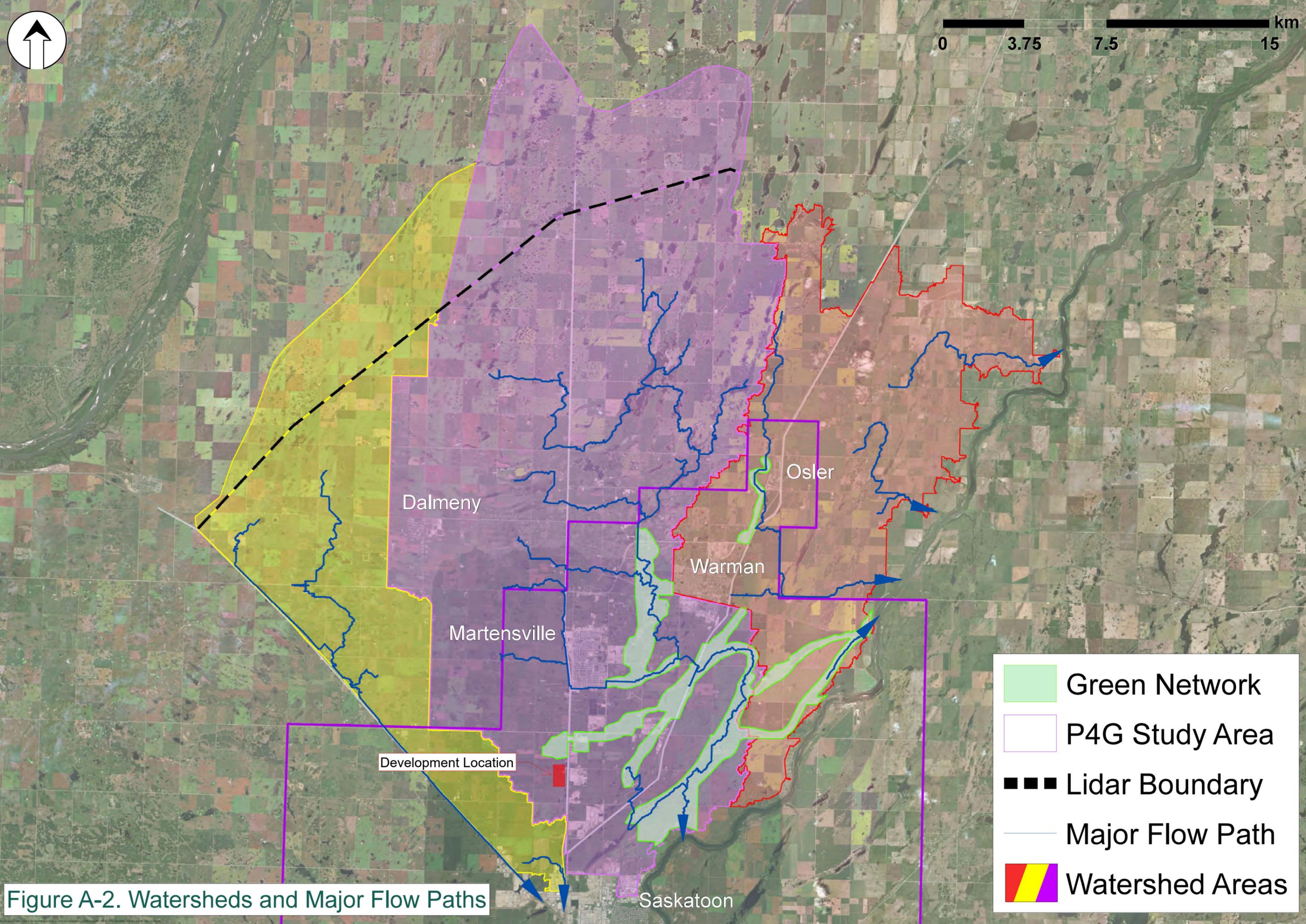


- Green Network
- P4G Study Area

Elevation

- 540m
- 460m

Figure A-1. LiDAR Data



-  Green Network
-  P4G Study Area
-  Lidar Boundary
-  Major Flow Path
-  Watershed Areas

Figure A-2. Watersheds and Major Flow Paths

Saskatoon

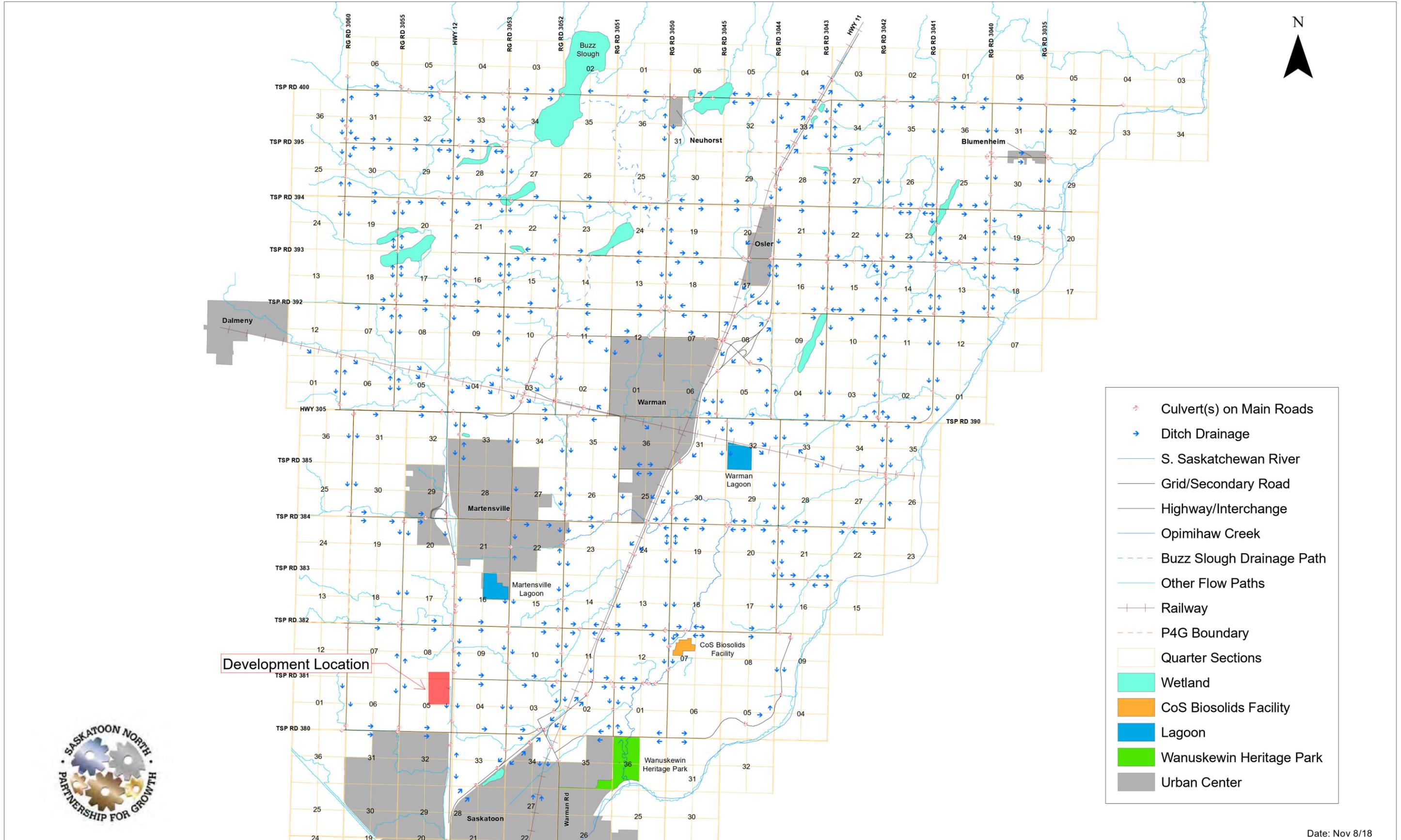
Dalmeny

Martensville

Warman

Osler

Development Location



Date: Nov 8/18

Figure C-1. P4G North Sector Drainage Map

Not for engineering design or construction

APPENDIX C - CORRESPONDENCE

April 11, 2022

File: AE File 2022-4710

**Re: REZONING, SUBDIVISION AND DISCRETIONARY USE APPLICATION
PARCEL A, NE 5-38-5-W3M
NIENHUIS CONTRACTING LTD
DAG1 TO DB**

Dear Property Owner:

This letter is to inform you of an application to be submitted by Nienhuis Contracting Ltd. to the RM of Corman Park proposing to rezone land within NE 5-38-5-W3M from D-Agricultural 1 District (DAG1) to D-Business District (DB) to support the subdivision and development of a 10-acre site as generally illustrated below. (Please note that the illustrations below are only conceptual representations of how the site may be developed and is subject to change.)





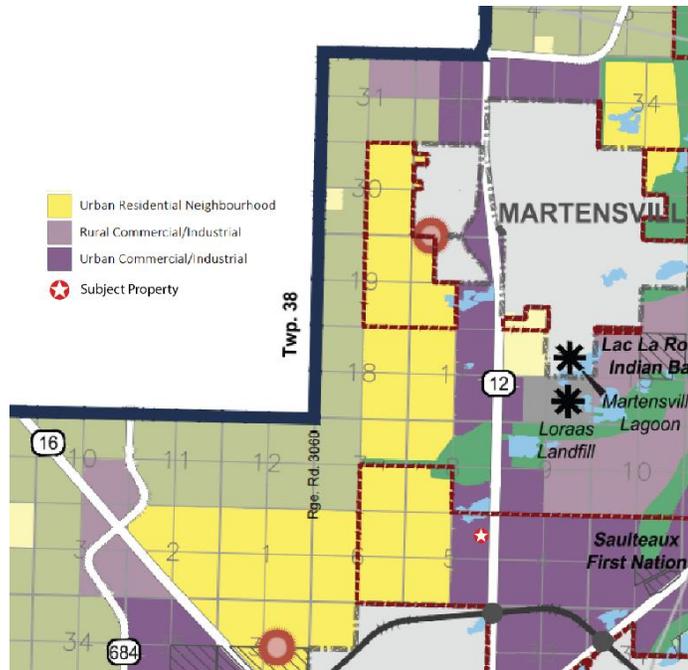
The proposed site is intended to be developed as a Warehouse Operation which is a discretionary form of development in the DB District. Development on the property is anticipated to include a 25,000 to 40,000 sq. ft. warehouse building including office space and an outdoor storage and loading yard. Activity within the site is expected to include

finished product storage, management and distribution. The finished products stored and distributed from this facility are limited to wholesale building supplies including vinyl, aluminum and engineered wood siding and accessories and coil. The proposed use does not include any processing or manufacturing activities or retail sales.

Finished products will be transported to the site from off-site manufacturing centres where they will be stored until distributed to various retail stores and contractors in the Saskatoon area. The operation is expected to include up to eight permanent full-time employees and the business hours would be Monday to Friday from 7 a.m. to 5 p.m.

The facility is not expected to be used for retail sales, so traffic generated by the development is expected to be limited to incoming and outgoing semi-trailers and employee traffic. The traffic generated by the business outside of employee trips is estimated to comprise three to four semi-trailers per month to transport inventory to the warehouse and between 10 and 15 smaller truck trips per day for wholesale customer pick-ups. These traffic volumes are based upon warehouse facilities operated by this company in other parts of Canada.

The recently adopted P4G Official Community Plan as illustrated below designates the lands including the subject property as a future urban commercial and industrial area. It is expected that this initial subdivision and development will be incorporated into a broader business development node at this location.



A Comprehensive Development Review report is currently being prepared that speaks to how the site and location are suitable and align with the long-term plans for development in this area of the RM. Any comments received as a result of this letter will be incorporated into the final report. Please direct any questions or comments regarding this communication to:

Bill Delainey c/o Associated Engineering Ltd.
 1 - 2225 Northridge Drive
 Saskatoon, SK S7L 6X6
 Cell: 306.261.9612 | Office: 306.808.3047
 Email: delaineyb@ae.ca

Or

Jennifer Taylor c/o Associated Engineering Ltd.
 1 - 2225 Northridge Drive
 Saskatoon, SK S7L 6X6
 Office: 306.808.3117
 Email: taylorj@ae.ca

Yours truly,



Bill Delainey
 Project Manager



Box 160
301 Centennial Drive N
Martensville, SK
S0K 2T0

21 Mar, 2022

Kaycan
C/O Anthony Nienhuis
601 Centennial Drive S
Martensville, SK
S0K 2T0

Email: nienhuis@sasktel.net
Cell: (306) 221-1598

Dear Anthony,
Re: NE 5-38-5-W3rd
Proposed sub-division for Kaycan

This agreement confirms that IWI has the line capacity and other infrastructure to supply water to a single standard curbsstop with a maximum allocation of 10,000 imperial gallons per month.

Provision of water is subject to IWI receiving an allocation increase from Sask Water (Note: Additional allocation has already been requested) and either easements or relocation of existing IWI connection.

Costs and detailed specifications to be provided prior to installation.

Should you have any questions or concerns please contact the office.

Signed:

Intervalley Water Inc

Name: 

Title: ADMINISTRATOR

Date: 2022-03-21

Bill Delainey

From: Bill Delainey <delaineyb@ae.ca>
Sent: March 30, 2022 4:05 PM
To: Andersen, Laura HI
Cc: Adam Toth; Anthony Nienhuis; Jennifer Taylor; Landell, Andrea HI
Subject: RE: 2022-4710-00 - Proposed Rezoning Application NE 5-38-5-W3M

Thanks, Laura. On a related note, we recently completed the traffic counts associated with the broader commercial industrial park proposal at this location. I suspect the TIA report will be submitted to your office for review in the coming weeks.

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: March 30, 2022 4:02 PM
To: Bill Delainey <delaineyb@ae.ca>
Cc: Adam Toth <atoth@rmcormanpark.ca>; Anthony Nienhuis <nienhuis@sasktel.net>; Jennifer Taylor <taylorj@ae.ca>; Landell, Andrea HI <andrea.landell@gov.sk.ca>
Subject: RE: 2022-4710-00 - Proposed Rezoning Application NE 5-38-5-W3M

Hi Bill,

Based on the traffic information that you have provided the ministry would not request a TIA for this 10 acre parcel that is being subdivided.

Our formal comments regarding setbacks, sight triangle, and access will be provided once we receive the referral from Community Planning. I've let our Roadside Development team know that we will not require a TIA for this subdivision as shown on the plan you have provided. If there are changes to the land use/traffic prior to the subdivision being approved, please let me know and we can check again if a TIA would be requested.

Thanks,

Laura Andersen, P.Eng
Government of Saskatchewan
Operations Project Engineer
Traffic Engineering and Development, Ministry of Highways

18-3603 Millar Avenue

Saskatoon, Canada S7P 0B2

Tel 306-933-5197



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From: Bill Delainey <delaineyb@ae.ca>

Sent: Friday, March 25, 2022 8:19 AM

To: Andersen, Laura HI <laura.andersen@gov.sk.ca>

Cc: Adam Toth <atoth@rmcormanpark.ca>; Anthony Nienhuis <nienhuis@sasktel.net>; Jennifer Taylor <taylorj@ae.ca>

Subject: 2022-4710-00 - Proposed Rezoning Application NE 5-38-5-W3M

WARNING: This message originated from a source that is not managed by **SaskBuilds and Procurement, Information Technology Division**. Do not visit links or open attachments unless you trust the sender's email ID and ensure it is not a spam/phishing email.

Good morning Laura, you may recall speaking with Ellen about a TIA planned to be completed to support a Comprehensive Development Review we are currently working on along the west side of Highway 12 south of Martensville. We are proceeding with this work which will consider the traffic generated by the full build-out of this area. In the meantime, one of the owners has been approached by Kaycan to purchase a 10-acre site from within our plan area for an immediate occupation which has triggered the submission of a subdivision application to Community Planning. Below is a clip of the PPS illustrating the location of the parcel.

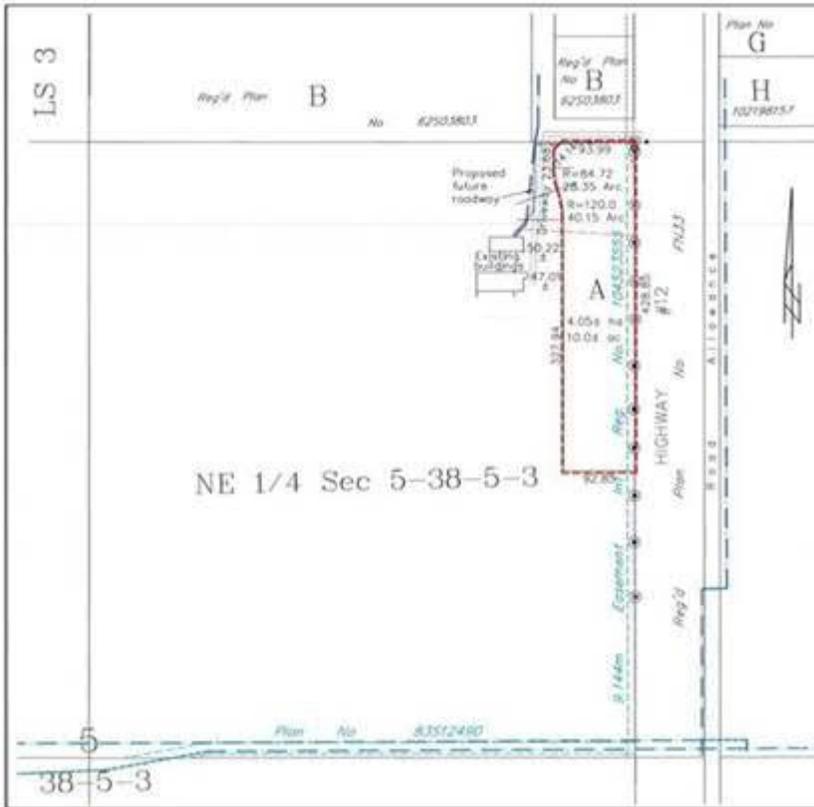


Figure 1: Plan of Subdivision

Development on the property is anticipated to include a 25,000 to 40,000 sq. ft. warehouse building including office space and an outdoor storage and loading yard. Activity within the site is expected to include finished product storage, management and distribution. Finished products will be transported to the site from off-site manufacturing centres where they will be stored until distributed to various retail stores and contractors in the Saskatoon area. The operation is expected to include up to 8 permanent full-time employees and the business hours would be Monday to Friday from 7 a.m. to 5 p.m.

The facility is not expected to be used for retail sales, so traffic generated by the development is expected to be limited to incoming and outgoing semi-trailers and employee traffic. Based upon similar distribution centres in other areas of the country, the traffic generated by the business outside of employee trips is estimated to comprise 3 to 4 semi-trailers per month to transport inventory to the warehouse and between 10-15 smaller truck trips per day for wholesale customer pick-ups.

Are you able to provide us with written comments regarding whether this subdivision application on its own would trigger the need for the completion of the broader TIA before the RM should consider the application?

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: 306.808.3047

