



# Industrial Complex

Comprehensive Development Review

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# Table of Contents

<b>Introduction</b>	<b>1</b>
1.1 Purpose	1
<b>Plan Context</b>	<b>3</b>
2.1 Location and Physiographic Conditions	3
2.2 Environmental Conditions	3
2.3 Legal Encumbrances and Built Conditions	4
2.4 Existing and Surrounding Uses	4
2.5 Cultural and Heritage Resources	5
2.6 Future Saskatoon Freeway	5
2.7 Policy and Regulatory Framework	9
<b>Development Concept</b>	<b>13</b>
3.1 Nuisance Mitigation	15
<b>Conceptual Servicing</b>	<b>16</b>
4.1 Potable Water	16
4.2 Wastewater Management	16
4.3 Grading and Drainage Management	16
4.4 Transportation	16
4.5 Shallow Utilities and Community Services	17
<b>Public and Regulatory Consultation</b>	<b>18</b>



# 1 Introduction

## 1.1 Purpose

This Comprehensive Development Review (CDR) report has been prepared by Associated Engineering (Sask.) Ltd. (AE) on behalf of 101088347 Saskatchewan Ltd. (Proponent). The purpose of this CDR report is to provide support for the rezoning of Parcel 144866841 in NE-25-37-06-W3M to accommodate an industrial complex located in the RM of Corman Park No. 344 (RM).

The Proponent is the registered owner of an 18.164 ha (44.88 acres) parcel as described on Certificate of Title 92S08294, located adjacent to the northwest corporate boundary of the City of Saskatoon and existing industrial business development along Highway 16. [Figure 1-1](#) illustrates the location of the subject property.

The subject property, historically used for agricultural production, has been identified by the Ministry of Highways as needed to construct a future interchange associated with the Saskatoon Freeway. The Proponent has an informal agreement to sell the property to the Ministry of Highways with the condition that it can be leased back for temporary use until it is needed for the construction of the interchange planned for this location. The Ministry has agreed in principle with this arrangement; however, the timing for the formal sale of the property is unknown. Given the uncertain and assumed long-term timetable for construction of the initial phase of the Saskatoon Freeway, the Proponent is proposing the use of a zoning contract to support the temporary industrial use of the subject property as an interim use until the highway interchange is constructed.

The P4G District Official Community Plan (DOCP) requires the preparation of a CDR to support an application to rezone land for this purpose. This report is intended to define how the proposed development can be successfully integrated and be compatible with existing development in the area, despite its temporary nature. This proposal is premised on the principle that the municipalities within the district will accommodate unique challenges and ever changing circumstances through adaptive, flexible approaches and incorporate innovation and creativity in their decision-making process.



Figure 1-1 Location Plan

## Plan Context

Development of the site is subject to the policies and regulations contained in the P4G District Official Community Plan (DOCP) and Zoning Bylaw. The subject property is located within a future urban growth area intended to accommodate growth to 1 million. The P4G District Land Use Map designates the subject property as Urban Commercial/Industrial.

Recognizing that the long-term use of the subject property will be to construct a future interchange associated with the Saskatoon Freeway project, the proposed development is intended to be an interim use and has been designed to be temporary. The DOCP contains policies that support the interim development of single sites in future urban growth areas to avoid unnecessary sterilization of land. These policies require that plans for interim development in designated future urban residential neighbourhoods and urban commercial/industrial areas be temporary in nature and encourage limited capital investment.

### 2.1 Location and Physiographic Conditions

The land within the subject property is generally flat with the highest elevation of 509 m located toward the north and east sides of the site. The lowest elevation is 508 m, located in the centre of the property towards Highway 16. Based on historical Google Earth images from 2004 to 2021, the subject property has not been subject to flooding. The flat topography of the site supports building construction and lease lot development.

There are no constructed drainage works on the subject property but an existing highway borrow pit is centrally located along Highway 16. The land currently drains towards the existing borrow pit which has an outlet to the Highway 16 ditch. The existing borrow pit and discharge point offers an opportunity to be used as a stormwater management facility. The site grading and stormwater management plan for the site will need to consider the natural topography and direction of run-off within and surrounding the property.

The soils within the subject property are considered Class 3 as per the Canada Land Inventory Soil Capability for Agriculture map. The subclass is S indicating soil limitations including undesirable structure, low permeability, restricted rooting, low natural fertility, low-moisture holding, or salinity. This soil class is considered prime as per the RM of Corman Park definitions. Despite this classification, the intended conversion of this land for a future highway interchange makes it suitable for a higher and better interim use.

The site is located within the Upper Floral formation which features stratified deposits that have a high vulnerability index because of the proximity of these stratified deposits to the surface. The Warman formation stratified deposits have a moderate vulnerability index due to the depth of this aquifer in the project area. All other aquifer formations identified in the Hydrology Mapping of NTS Mapsheet Saskatoon 73B have very low or no vulnerability. To mitigate potential impacts on groundwater, consideration should be made regarding the types of uses permitted on the site limiting the storage of chemicals or oils that may have the ability to spill and penetrate the groundwater resources in the area.

No geotechnical investigation was undertaken for the subject property given the intention for limited disturbance and the temporary nature of the site development.

### 2.2 Environmental Conditions

A desktop biophysical screening was completed for the subject property using the HABISask on-line GIS database. A copy of the query is attached in [Appendix A](#). The review confirmed there is no rare or endangered vegetation on or near the subject property, however, HABISask does identify a bird species known as the American Tree Sparrow on the site's northwestern corner. The American Tree Sparrow's habitat includes weedy fields with hedgerows or shrubs, forest edges, or near marshes. They visit backyards, especially if there is a seed feeder. American Tree Sparrows breed in the far north and are rarely seen south of northern Canada

in summer. The American Tree Sparrow may pass through the site during migration, but no breeding activity would occur by the species on the subject property. Due to the nature of migration at this location, the sensitivity ranking of this species is S5M, meaning the population is secure/common and the threat level is low. To mitigate impacts on the American Tree Sparrow, consideration should be made to land clearing activities occurring outside of migration periods, in late fall or early spring.

There are trees and shrubs around the borrow pit in the south-central area of the site adjacent to Highway 16. There is also a tree stand along the project area's eastern boundary adjacent to Range Road 3060. These trees and shrubs are not considered to be valuable to the site and will be removed during construction.

### 2.3 Legal Encumbrances and Built Conditions

SaskPower has overhead and buried distribution lines within the subject property. There is a 14.1 kV overhead line with four poles running through the middle of the site from a 25 kV overhead line on the property boundary along Highway 16 to the residence directly to the east of the subject property along Range Road 3060. The buried 14.4 kV cable is situated approximately 55 m inside the subject property's eastern boundary and provides service toward the north from the 14.1 kV overhead line. The power lines will need to be considered in the site layout and what activities can occur around this infrastructure. SaskPower does not have a dedicated easement around these lines; however, a 3 m setback from distribution lines is required and SaskPower must have access to the lines at all times. If the development impedes access, an application can be made to SaskPower to relocate the line; however, any costs associated with relocation are the responsibility of the Proponent. Development proposing to cross the power lines or construct beneath overhead lines requires a crossing request and approval from SaskPower.

SaskEnergy has three natural gas distribution lines 30 m to 35 m inside the subject property's eastern boundary parallel to Range Road 3060. There is a 10 m non-registered easement centred on each gas line. The two gas lines furthest into the property are 60.3 mm diameter lines and the line nearest Range Road 3060 is a 33.4 mm diameter line. The install depth of the main would have been 0.9 m to 1 m deep; however, ground cover may have been disturbed since the installation. The depth of these gas lines needs to be confirmed before a crossing permit is requested. To cross the line or disrupt the cover, a crossing permit is required, and this will detail the restrictions for development over top of and around the gas lines. Building enclosed structures over top of the gas lines will not be permitted, but pending the restrictions within the crossing agreement, a parking lot or storage pad may be permitted.

SaskTel has a 10 m non-registered easement approximately 40 m inside the site's southwestern boundary parallel to Highway 16. The easement contains a copper distribution cable that serves the rural residents with telephone service. The line can be crossed, but the crossing may require a Master Crossing Agreement through SaskTel's legal department. No permanent structures are permitted to be constructed over top of the underground infrastructure; however, a building can be constructed within the 10 m easement, and this requires an encroachment agreement with SaskTel. It is 30 - 36 inches below ground and if relocation is required, the developer will be required to cover all associated costs.

The general location of the power, natural gas and telecommunication lines within the subject property are illustrated in [Figure 2-1](#) and the correspondence from the applicable utility providers has been attached in [Appendix B](#).

### 2.4 Existing and Surrounding Uses

Located approximately 3 km northwest of Marquis Drive in the City of Saskatoon, the subject property is bordered by Highway 16 to the southwest, agricultural lands to the north, and Range Road 3060 to the east. The municipal boundary of the City of Saskatoon lies adjacent to and east of Range Road 3060.

The subject property is located in an area with a variety of uses including light industrial, recreational, agricultural, and farmstead/country residential. Industrial and recreational uses along Range Road 3060/North Service Road include the Saskatoon Co-op Agro Centre, Brandt Agriculture Saskatoon (Cervus Equipment John Deere), Redhead Equipment and Saskatoon 16 West RV Park with several additional industrial businesses located along the south side of Highway 16 in the Yellowhead and Biz Hub Industrial Parks. There are 14 farmstead/country residential uses within 1.6 kilometres of the subject property. Nine of these residential uses are north of Highway 16.

The subject property is also in proximity to Moosomin First Nation Treaty Land Entitlement (TLE) land and Red Pheasant Indian Reserve lands. The Moosomin First Nation TLE land is adjacent to the subject property's northern boundary. The Red Pheasant Reserve lands are located approximately 1,200 m southeast of the subject property along 71st Street West. Both communities have been consulted regarding the proposed development as per the DOCP policies and the Truth and Reconciliation Canada

Calls to Action number 92(i).

Figure 2-2 illustrates the locations of existing land uses in the area surrounding the site.

## 2.5 Cultural and Heritage Resources

A desktop heritage screening was completed using the on-line screening tool published by the Heritage Conservation Branch to determine the heritage sensitivity of the subject property. The results of this query confirm that the lands within the subject property are not considered heritage sensitive and no further consultation or approvals are required. A copy of the query is attached in Appendix C.

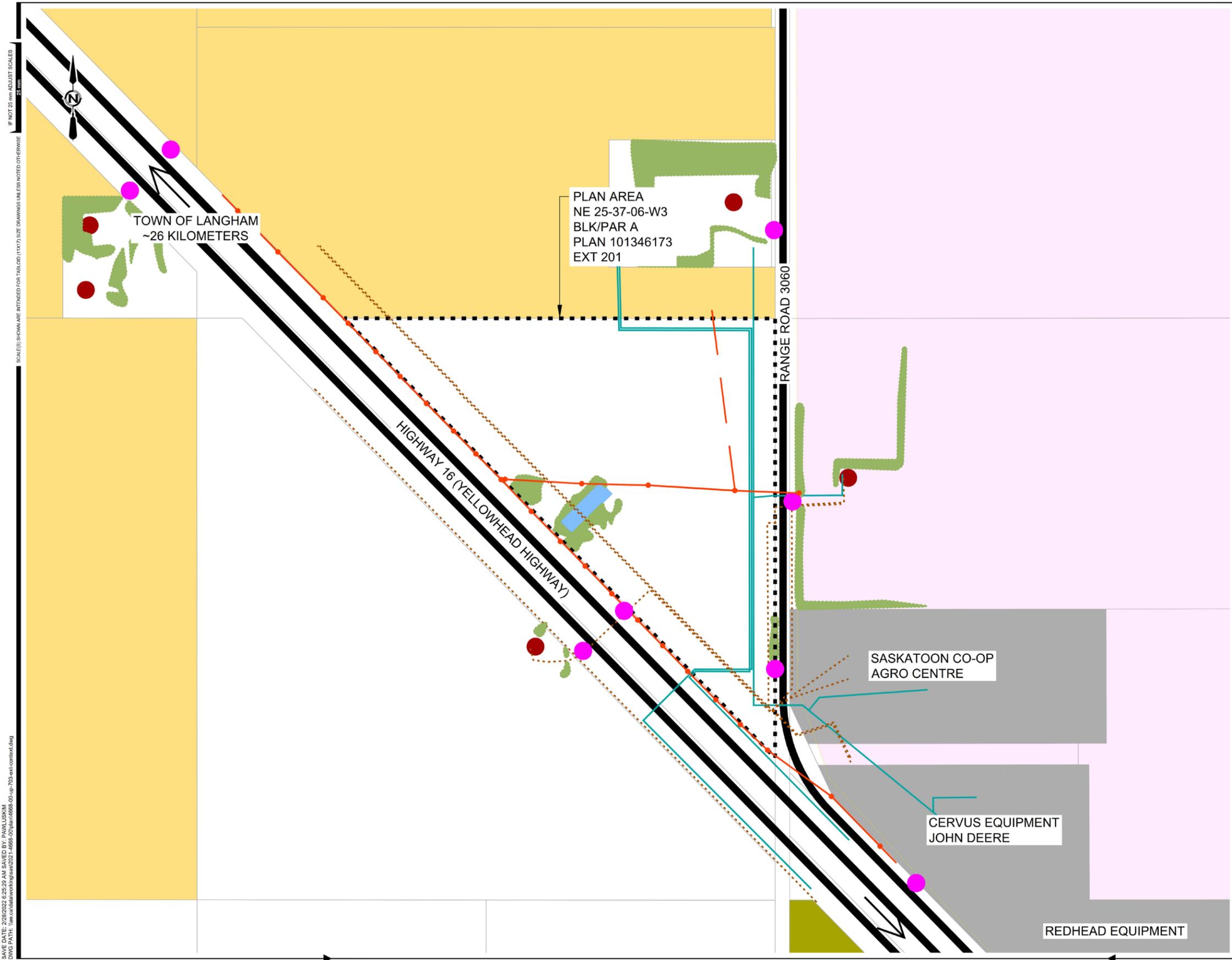
## 2.6 Future Saskatoon Freeway

The Ministry of Highways is nearing the completion of a multi-year functional planning study for the future Saskatoon Freeway. The subject property has been identified as the location for the construction of a future interchange. Figure 2-2 illustrates the preferred location and configuration of the interchange as represented to the public at a come-and-go public information session for Phase 1 of the Saskatoon Freeway functional study in February 2020. The yellow dashed line illustrates the location of the subject property relative to the planned intersection.

Due to the long-term use intention to construct new highway infrastructure at this location, the Ministry has established an 800 m control circle that restricts the forms of development that can be accommodated on the impacted properties.

A Roadside Development Permit application was submitted to obtain comments from the Ministry concerning the proposed interim development of this property. A copy of the permit is attached as Appendix D. Permission was granted for temporary development on the subject property subject to the following conditions:

1. No permanent development will be permitted. Only temporary structures, as shown below are permitted. Additions, changes, or expansions to the site must be approved by the Ministry and if deemed permanent in nature, will not be permitted.
2. When this land becomes required by the Ministry for highway improvements, the applicant will be responsible for all costs associated with removal of the development and restoration of the site to the condition prior to the development, as of the date on this permit. The site restoration shall include any environmental remediation required as result of the presence of the development.
3. Sixth months' notice will be given to the applicant if this land is required for highway improvements.
4. All construction and all costs of construction are the responsibility of the applicant. This includes all materials, equipment, rentals, purchases, and all labor or other costs that may be required to complete the proposed construction.
5. The development must be at least 55 m from the centre line of Highway No. 16;
6. The Ministry assumes no responsibility for the diminution in property value, resulting to the remaining property, due to proximity to buildings and loss of utility to the remainder, except in such instances where right-of-way expansion for future highway widening is extended beyond the distance indicated in point 5.
7. The applicant shall be responsible to locate and protect all existing utilities within the right-of-way and take whatever precautions necessary to protect them, and for any alteration of utilities required as a result of this development.
8. This development must commence within one (1) calendar year from the date of issue of this permit. If the development does not begin within this time period, application must be made for a new permit.
9. Failure to comply with any of the conditions of this permit could result in a stop work order by the Ministry of Highways.



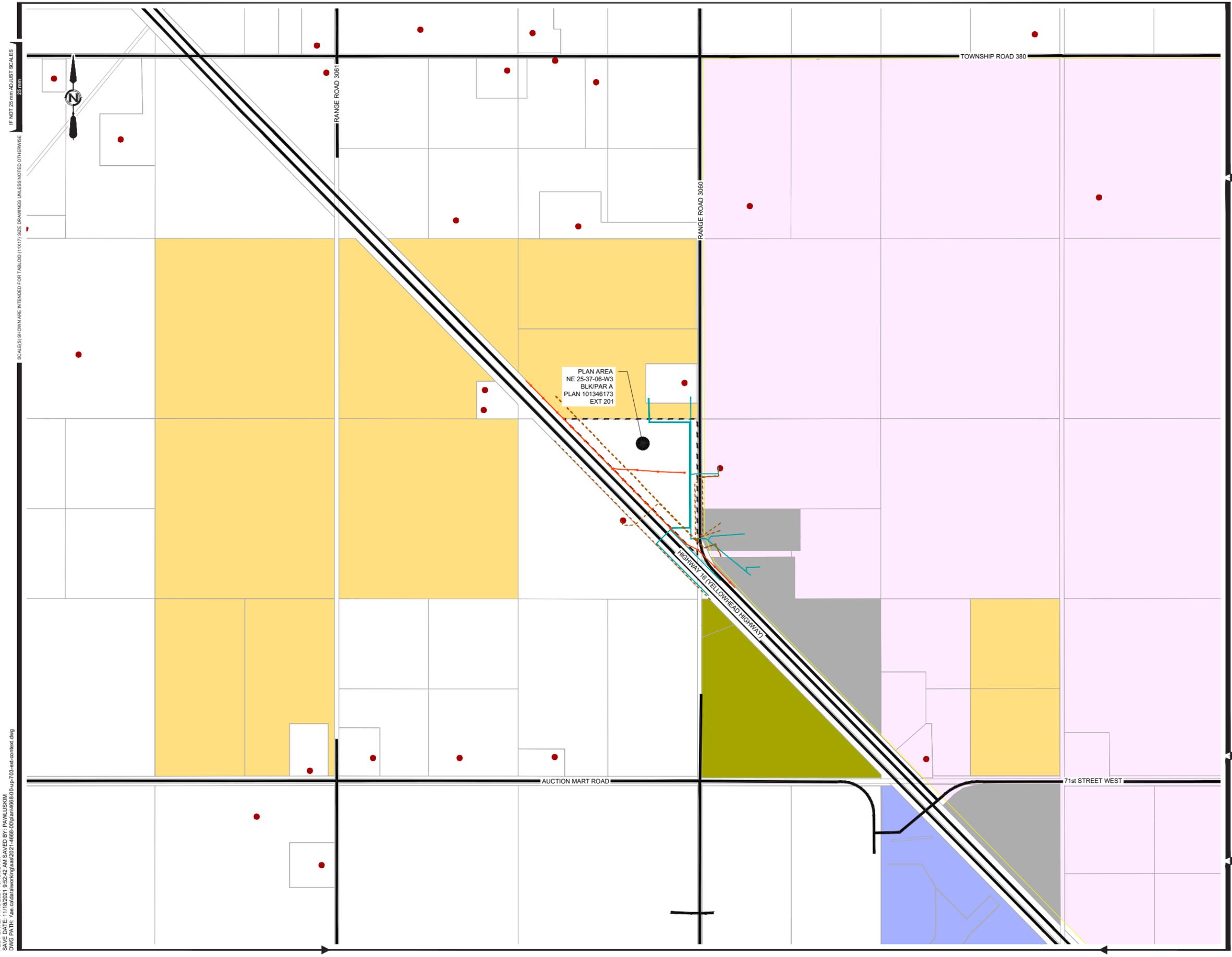
- LEGEND**
- - - - - PROJECT AREA
  - SASKPOWER OVERHEAD POWERLINE
  - SASKPOWER UNDERGROUND POWERLINE
  - SASKENERGY GAS LINE
  - - - - - SASKTEL LINE
  - EXISTING HOUSE
  - YELLOWHEAD INDUSTRIAL PARK
  - LIGHT INDUSTRIAL USE
  - INDIGENOUS OWNED LANDS
  - CITY OF SASKATOON
  - DUGOUT
  - EXISTING TREES
  - EXISTING ROAD ACCESS POINT

**FIGURE 2-3**

DEVELOPMENT INFLUENCES

AE PROJECT No.	20214668.00
SCALE	1:5000
APPROVED	B. DELAINEY
DATE	2021DEC15
REV	0
DESCRIPTION	ISSUED FOR REPORT

PLOT DATE: 2/28/2022 8:45:15 AM  
 SAVE AS: 2/28/2022 8:45:15 AM  
 DWG PATH: \\nas.cad\dwg\proj\2021-4668-00\plan\14668-00-up-703-ent-context.dwg



PLOT DATE: 11/18/2021 10:15:52 AM  
 SAVE DATE: 11/18/2021 9:55:42 AM SAVED BY: PAWLUSKIN  
 DWG PATH: \\scc\cad\dwg\working\gas\2021-14668-00\plan\4668-00.dwg

**LEGEND**

- PROJECT AREA
- SASKPOWER POWERLINE
- SASKENERGY GAS LINE
- SASKTEL LINE
- MUNICIPAL ROAD
- PROVINCIAL HIGHWAY
- EXISTING HOUSE
- YELLOWHEAD INDUSTRIAL PARK
- BIZ HUB INDUSTRIAL PARK
- LIGHT INDUSTRIAL USE
- INDIGENOUS OWNED LANDS
- CITY OF SASKATOON

**FIGURE 2-1**

EXISTING CONDITIONS

<b>AE PROJECT No.</b>	20214668.00
<b>SCALE</b>	1:5000
<b>APPROVED</b>	B. DELAINEY
<b>DATE</b>	2021NOV17
<b>REV</b>	0
<b>DESCRIPTION</b>	ISSUED FOR REPORT

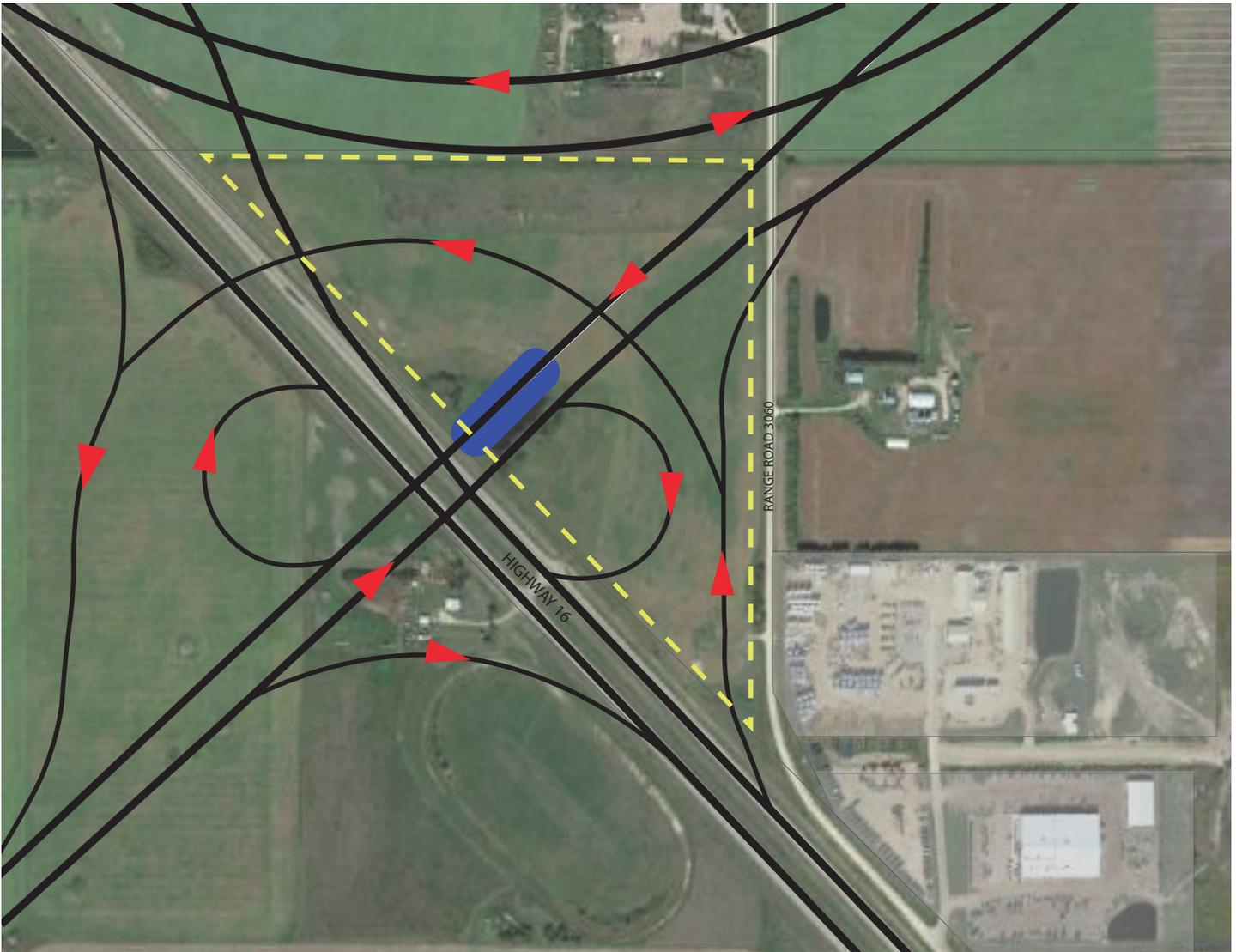


Figure 2-2 Saskatoon Freeway Preferred Alignment

## 2.7 Policy and Regulatory Framework

### 2.7.1 P4G Official Community Plan

Development within the subject property is governed by the P4G District Official Community Plan (DOCP) policies. The following section outlines the key policies that influence the form, location, intensity and configuration of development within the subject property. A table detailing all of the pertinent policies is reproduced in [Appendix E](#).

The DOCP has designated the subject property for future Urban Commercial/Industrial use, and the North Concept Plan has further refined the use as Urban Light Industrial. The North Concept Plan acknowledges that this specific area was planned to accommodate a major highway interchange and that temporary or interim development would be the only suitable use for the land until such time that the interchange is constructed. Due to the future long-term use of the subject property for transportation infrastructure for the Saskatoon Freeway, the proposed development has been designed to be temporary in nature and is intended to be an interim use.

Section 15.3.7 states that 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 servicing;
- 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 temporary development of the subject property as an industrial complex does not require land subdivision. Although the site is located in a future growth area, it is situated outside of the 700,000 population growth area reinforcing the likelihood that the temporary use of this property will be displaced, and the future highway interchange will be constructed before urban development reaches this location.

Section 15.3.8 states that 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.

Further, section 15.3.24 states that single parcel interim uses in Urban Commercial/Industrial areas require detailed planning to the satisfaction of the RM and the adjacent urban municipality. As previously noted, there is no intention to subdivide the property and given the intention to use this land for constructing new provincial transportation infrastructure, there is no intention for this land to ever transition into the City of Saskatoon.

Section 15.3.23 supports the introduction of interim commercial uses in areas designated as Urban Commercial/Industrial and that these developments should be temporary in nature and encourage limited capital investment. Section 4 of this report provides details concerning the proposed servicing for the subject property. Given the temporary nature of development on this site and the likelihood that any improvements would need to be removed or abandoned, there is little or no incentive to invest significantly into extending services to the property beyond the minimum required.

### 2.8.2 P4G District Zoning Bylaw

The Zoning Bylaw is the companion document, and the principal means for implementing the direction presented in the DOCP. The Zoning Bylaw contains regulations that informs physical development within the subject property including but not limited to establishing minimum lot size requirements, maximum building heights and setback distances between certain types of land uses.

The property is currently zoned D-Agricultural Residential 1 (DAR1) District under the P4G District Zoning Bylaw which intends to accommodate rural, single lot residential development and a limited range of complementary land uses compatible with the agricultural character of the area. The Proponent proposes to rezone the subject property by contract to a light industrial district to reflect the range of uses contemplated for development an industrial complex within the subject property.

It is anticipated that the regulations provided in the D-Light Industrial 1 (DM1) District would be applied to regulate the temporary development of the site. Section 2.21 of the Zoning Bylaw authorizes the use of a contract to permit the carrying out of a specified proposal.

The subject property is located within the Airport Overlay which is intended to prohibit or regulate and control the use and development of land and buildings to ensure compatibility with the Saskatoon Airport Authority's operations and development. The subject property is situated outside the 4 km Airport Outer Surface Zone but inside the 8 km Airport Wildlife Buffer Zone. Section 7.5 defines the specific standards for development within the Airport Overlay including building height, signal interference, wildlife, open water and acoustic insulation. The industrial complex is intended to be a temporary development and does not propose the construction of any permanent buildings, landfills or food garbage disposal sites. Because the subject property is located outside of the 4 km Airport Outer Surface Zone, the requirements for open water storage reservoirs do not apply. This was confirmed with the Airport Authority and a copy of the correspondence is included in [Appendix B](#).

Section 6.13 identifies an industrial complex as a permitted use in the DM1 District with the limitation that the complex will be limited to a single building. An industrial complex contemplating more than one building is a discretionary form of development in a light industrial zone.

**Table 2-1** summarizes the site area requirements applicable to the proposed development.

**Table 2-1: P4G District Zoning Bylaw DM1 District Site Area Regulations**

Minimum Site Area	0.8 ha (2 ac)
Minimum Site Frontage	30 m (98.4 ft)
Minimum Front Yard Setback	45 m (147.6 ft)
Minimum Rear Yard Setback	8 m (26.2 ft)
Minimum Side Yard Setback	8 m (26.2 ft)
Maximum Building Height	17 m (55.7 m)
Maximum Site Coverage	60%

The subject property comprises 18.164 ha (44.88 acres) and maintains 490.65 m of frontage along Range Road 3060.

Section 6.13.7 requires the provision of a 4.5 m (14.8 ft) landscaped strip along Range Road 3060. As the subject property does not share a common boundary with a residentially developed parcel, a 6 m (19.7 ft) landscaped buffer along the north side of the property does not apply to this proposal.

In addition to the above-noted zoning specific regulations, the following general regulations are anticipated to influence the development concept:

Section 3.10.1 requires the proponent to prepare a drainage plan which anticipates and accounts for the control of surficial water runoff for a 1:100-year storm event with no incremental increase in off site flows in excess of what would have been generated from the property prior to the grading and leveling.

Section 3.12 limits the height of any fencing within the site to a maximum of 2.44 m (8 ft) and requires that the design of the fence complement its surroundings and be constructed using new materials.

Section 3.14 defines the requirement to prepare a landscaping plan for the site identifying the intentions for hard and soft landscaping within the site. As this proposal anticipates the apportionment of the site into multiple yards occupied by other parties and that each occupant will be required to obtain a development permit prior to the use of each yard, this CDR will be limited to defining the intended landscaping along the perimeter of the property. A description of the intended perimeter landscaping is provided in Section 3.1 of this report.

Section 3.15 defines the regulations pertaining to the design and placement of lighting within the property. Details regarding the type and placement of lighting within the property is provided in Section 3.1 of this report.

Section 3.18 defines the regulations pertaining to outdoor storage of goods, machinery, vehicles, motors, building materials, waste materials and other similar uses within the site. It is anticipated that outdoor storage will be the principal use of

individual yards comprising the industrial complex. As noted above, consideration of specific screening requirements for each yard will be the responsibility of each occupant and confirmed during the development permit process. A description of the intended perimeter landscaping including property screening is provided in Section 3.1 of this report.

Section 3.22.2 requires that all properties are required to have legal and physical access on to a maintained public roadway. The subject property fronts along Range Road 3060 which is an all-weather roadway that acts as a highway service road serving existing commercial and industrial businesses along the north side of Highway 16. Range Road 3060 is constructed to a paved standard transitioning to a gravel-surfaced road approximately 360 m south of an existing approach to the subject property. Range Road 3060 provides direct access to the provincial highway network from an existing permanent intersection at Township Road 374 (71st Street West). A full analysis of the current transportation network relative to the proposed development is provided in Section 4.4 of this report.

Section 3.28 requires developments to be adequately serviced by power, natural gas, and telecommunications. Given the temporary nature of development within the subject property and the limited capital investment that is required for this form of development, there is limited need for power, natural gas and telecommunication services. The intended level of service for the site is described in Section 4.5 of this report.

Tenants within the leasehold sites are anticipated to use the site primarily for outdoor storage of goods and equipment with little to no need for permanent occupation of the site. As a result, it is anticipated that no formal water distribution or wastewater collection is required beyond the placement of a portable washroom as may be needed for a site. It is anticipated that the need and means of providing temporary water and managing wastewater collection will be confirmed by each tenant during the development permit process and the zoning contract will identify the acceptable methods of providing water and wastewater collection as represented in Sections 3.30 and 3.31.

Section 4.14 of the Zoning Bylaw defines the specific standards for the development of an industrial complex on the subject property. The following table summarizes the applicable submission and standards for development:

**Table 2-2: P4G District Zoning Bylaw Section 4.14 Compliance Review**

Development Standard	Plan Influence
<p>4.14.1 In addition to the development permit application requirements of Section 2.7, an application for a commercial or industrial complex must include:</p> <ul style="list-style-type: none"> <li>a) a layout or site plan showing the dimensions, size and location of the site, the location of any existing and all proposed development including buildings, structures, parking, loading or service areas, outdoor storage areas, waste disposal areas, methods of landscaping, buffering and/or screening and identification of any development phasing; and,</li> <li>b) information to confirm that adequate infrastructure can be provided to service the scale and intensity of the proposed use, including but not limited to water supply, onsite wastewater disposal systems, drainage and other utility services, municipal and provincial roadway facilities and local capacity fire and protective services.</li> </ul>	<p>A layout plan has been included in <b>Figure 3-1</b>. As a land-based complex, the plan identifies the planned allocation of leasehold yard sites. It is anticipated that development within the yards will be exclusively outdoor storage of goods, materials and equipment. It is anticipated that the zoning contract will describe the limitations to the use of each site which will be included in a leasing contract and represented in subsequent development permit applications submitted by a tenant to the RM before initiation of use of the sites.</p> <p>A conceptual servicing plan including proposed drainage management is represented in Section 4 of this report.</p>
<p>4.14.2 Any parking areas, loading or service areas, outdoor storage areas, waste disposal areas or other unsightly elements that are facing a public roadway or a residential site shall be landscaped and screened to the satisfaction of the Development Officer.</p>	<p>The layout plan attached as <b>Figure 3-1</b> illustrates the planned landscaping treatments along the perimeter of the site relative to adjacent properties and public roadways.</p>
<p>4.14.3 Parking requirements may be reduced at the discretion of the Development Officer based on what is reasonable for the use.</p>	<p>Recognizing the principal use of the individual leasehold yard sites for outdoor storage with little or no public access, there is no expectation that formal off-street parking will be required.</p>

Development Standard	Plan Influence
<p>4.14.4 An industrial use may include a surveillance and security suite, shared administration offices or shared amenity space or common areas on a site or within a building.</p>	<p>There is no intention to construct permanent buildings within the property.</p>
<p>4.14.5 The applicant shall obtain necessary building and development permits prior to commencing interior construction on or occupancy of individual units, buildings or structures on a site.</p>	<p>It is expected that each tenant will be individually responsible for submitting a development permit application prior to the use of a leasehold yard site within the development. The property owner will be responsible for notifying each tenant of the restrictions for use and development on each site as per the terms of the zoning contract.</p>

## 3

## Development Concept

The subject property is proposed to be developed as a bare land leasehold industrial complex and would be informally partitioned for use by companies needing space to store and display equipment and materials using a network of internal fences. Due to the temporary nature of this development, any buildings proposed would be temporary and modular in design to enable their removal while being appropriately anchored for safe occupation.

The development of the site intends to take advantage of the accessibility to, and its visibility from, Highway 16. The outdoor storage and display may include semi-truck trailers, small amounts of processed aggregate materials, building materials, recreational vehicles, construction equipment, landscaping supplies, RTM manufacturing and other similar uses intended to supplement primary business activities located on other sites.

**Figure 3-1** illustrates the intended layout of the leasehold sites within the property. A private internal access driveway will be constructed to an all-weather standard to provide access to the leasehold sites and will be maintained by the Proponent. The internal driveway will establish the general configuration of leasehold sites; however, the exact configuration and size of the occupied sites will be confirmed through negotiations with tenants based on their needs and intended use. The intention for the development of the site is to limit the use of sites abutting Highway 16 to uses involving the storage and display of finished goods or equipment. Uses involving the storage and display of unfinished or raw goods are intended to be limited to internal areas of the site. The storage of hazardous materials as defined by the *Hazardous Substances and Waste Dangerous Goods Regulations* or any use that requires a decommissioning plan will be prohibited from operating within the subject property.

Two approaches are proposed to be constructed along Range Road 3060 to provide tenants with access to their sites. These approaches will be equipped with gates and each tenant will be provided with a key to control access to the site. Minimal signage is proposed along Range Road 3060 to provide emergency contact information and site addressing. A single post yard light will be erected at each approach to assist in navigating the area and to provide additional security for the subject property. No additional lighting is planned unless proposed by an individual tenant. All lighting within the property will be dark sky compliant and designed to limit the illumination of surrounding properties.

A 4.5 m landscape buffer will be situated along the eastern boundary of the property adjacent to Range Road 3060. It is expected that the buffer will contain limited soft landscaping due to the temporary nature of the development.

The hours of operation on the sites will be established within the lease agreement and will be limited to 6 a.m. to 10 p.m. Monday through Saturday. As the site is intended to supplement operation or act as a satellite storage location for businesses, it is not anticipated that the site will be accessed by customers or used for the direct sales of goods and materials. It is anticipated that there will be little demand for regular or permanent human occupation on the site.

As an industrial complex, each tenant will be responsible for submitting a development permit application to the RM demonstrating that the proposed use complies with the applicable zoning regulations before initiating the use of any land within the subject property. In addition to this requirement, given the intention to transfer ownership of the property to the Ministry of Highways, each development permit application will be referred to the Ministry for their review and approval.

### 3.1 Nuisance Mitigation

The subject property has traditionally been used for agricultural crop production, resulting in intermittent activity throughout any given season. The introduction of development on the site will create new activities and additional visits; however, these visits will be consistent with other existing businesses in the area. Development of the site may increase traffic along North



**FIGURE 3-1**  
DEVELOPMENT CONCEPT

AE PROJECT No.	20214668.00
SCALE	1:5000
APPROVED	B. DELAINEY
DATE	2022MAR30
REV	0
DESCRIPTION	ISSUED FOR REPORT

PLT DATE: 3/30/2022 11:25:25 PM  
 SAVE AS: 3/30/2022 11:25:25 PM  
 DWG PATH: \\sae.ca\data\working\2022\14668-00\plan\14668-00-up-702-site-plan-v3.dwg

Service Road and Range Road 3060 and create a visual impact on neighbouring properties. The two residential sites north of Highway 16 have the greatest propensity to be impacted by the subject property's development. One residence is located approximately 150 m to the north of the subject property, and one residence is located approximately 90 m east of the subject property on the opposite side of Range Road 3060.

The current traffic along the North Service Road and Range Road 3060 consists of industrial traffic from 71st Street West to the Brandt Agriculture Saskatoon (Cervus Equipment John Deere) and Saskatoon Co-op Agro Centre access point. Past this access point, the traffic changes to primarily residential and farm traffic along Range Road 3060. The proposed development is intended for outdoor storage, not the direct sales of goods and materials where customers visits would be expected; therefore, traffic from tenants to their leasehold sites is expected to be minimal. Primary access to the development is anticipated to originate from the south off 71st Street West, consistent with that of other existing businesses in the area. The impact on private residences to the north of the subject property due to increased traffic is expected to be negligible given the forecasted traffic patterns.

The hours of operation on the sites within the development will be limited to 6 a.m. to 10 p.m. Monday through Saturday. Any activities on the site will occur in accordance with the RM of Corman Park's Noise Bylaw. Although planned lighting is minimal, all lighting within the development will be dark sky compliant, casting light downwards and limiting the illumination of surrounding properties.

The development will have a landscape buffer located along Range Road 3060 to enhance the visual appearance of the site. In addition, neighbouring residential properties have existing shelter belts around the perimeter. These shelter belts are dense and provide a buffer from inclement weather, noise, dust and visual impacts. Further isolation could be provided through added landscaped features in the event the activity on-site impacts the residents' use and enjoyment of their properties.

# 4 Conceptual Servicing

## 4.1 Potable Water

Potable water will not be required for this development as its intended use is strictly for storage. Intervalley Water Inc. operates a low-pressure line that runs along Range Road 3060's western boundary and dead-ends at Highway 16. If water is required, Intervalley Water Inc. would be contacted to confirm that they have adequate capacity to serve the development.

## 4.2 Wastewater Management

As a rural development area, there is currently no existing centralized sanitary sewer collection system available to tie into. It is anticipated that the site will not require wastewater services because the proposed development is strictly for storage. If a wastewater system is required, it would be through a rental agreement for a portable toilet.

## 4.3 Grading and Drainage Management

A conceptual drainage and stormwater management plan was prepared for the site in conformance with the general regulations of the P4G District Zoning Bylaw. According to the applicable regulations, the site needs to account for and store the surface water runoff associated with a 1:100-year storm event, controlling the eventual off site discharge of this collected run-off at a predevelopment rate. A copy of the plan and accompanying technical memo is attached as [Appendix F](#).

The conceptual drainage plan was shared with the Water Security Agency. A copy of this correspondence is attached in [Appendix B](#).

## 4.4 Transportation

The subject property is located adjacent to Range Road 3060 and Highway 16, with current vehicle access from each of the roadways. The current vehicle access points to the subject site will be removed and access to the development will occur from two new access points along Range Road 3060, as illustrated in the site layout in [Figure 3-1](#). There are no roadway upgrades anticipated as a result of the proposed development based on the comments received from the City of Saskatoon. A copy of the correspondence is contained in [Appendix B](#).

Range Road 3060 is a rural cross-section road along the eastern boundary of the subject property. The road is gravel-surfaced for approximately 850 m from the northeast corner of the subject property to the Brandt Agriculture Saskatoon (Cervus Equipment John Deere) and Saskatoon Co-op Agro Centre access point along North Service Road where the road is then paved to 71st Street West. This road has a secondary weight classification as per the RM's road weight classification map.

Highway 16 is a twin highway with a B-Train weight classification, the highest class possible. The highway has an average annual daily traffic volume of 9,600. Based on the Ministry of Highways' access management plan for this segment of Highway 16, the highway approach is classified as a temporary approach with the closest permanent highway approach being 71st Street West to the southeast. The Highway 16 approach is expected to be removed as a condition of developing the subject property and vehicles will primarily access the site via Range Road 3060/ North Service Road from the 71st Street West access to Highway 16. This intersection was recently realigned and improved to include turning lanes, lighting and traffic signals.

Due to the long-term intention for the subject property to be used for the construction of the Saskatoon Freeway, details of the proposed development were shared with the Ministry of Highways through an application for a Temporary Roadside Development Permit. The Ministry has issued a Temporary Roadside Development Permit for this proposal subject to conditions including no permanent development on the site and a setback of at least 55 m from the centre line of Highway 16 for all development including temporary structures and on-site activities. The configuration of the leased lots as shown in [Figure 3-1](#) account for the 55 m setback. The permit issued by the Ministry of Highways is attached in [Appendix D](#).

#### 4.5 Shallow Utilities and Community Services

Power will be required to provide lighting for the proposed development ; however, natural gas and telecommunications services are not expected to be required for its intended storage use. SaskPower, SaskEnergy and SaskTel all have infrastructure within the subject property and were contacted during the preparation of this CDR to confirm their capability and capacity to provide service to the proposed development. Correspondence from utility providers is attached in [Appendix B](#).

Fire service is provided to the area by the Saskatoon Fire Department. General concerns noted by Saskatoon Fire include water supply, site access, internal driveway weights, widths and turnarounds, and signage indicating emergency contact and address. Fire suppression and site access logistics will be considered in the design stage and be addressed through the municipal permitting process in accordance with the National Building Code. The internal driveway concept has been designed in accordance with section 3.2.5.6 of the National Building Code and accounts for a 20 m wide driveway with 5.5 m ditches and a 9 m road top. The length of the dead-end is approximately 80 m to the centre of the turnaround bulb. The proposed development will provide signage as recommended and is described in section 3.0. The Record of Meeting detailing the consultation with Saskatoon Fire is attached in [Appendix B](#).

Protective services in this area are provided by Corman Park Police Service and the RCMP. The proposed development is not anticipated to generate any significant demand for these services.

Solid waste management services will be contracted by each tenant on an as needed basis. Loraas Disposal Services Ltd. confirmed that they are able to offer service to the subject property. A copy of the correspondence is included in [Appendix B](#).

## 5

## Public and Regulatory Consultation

A public notice of the rezoning application was mailed to RM property owners situated within 1.6 km of the subject property, and to adjacent properties located within the City of Saskatoon including Saskatoon Co-op Agro Centre, Brandt Agriculture Saskatoon (Cervus Equipment John Deere), Redhead Equipment, Saskatoon 16 West RV Park (by email) and the farm residence east of the project area. Moosomin First Nation and Red Pheasant Cree Nation were also sent the public notice by mail along with a letter offering a virtual meeting to discuss the proposed development. The public notice provided information related to the proposed development and offered the opportunity to provide comments concerning the application for a period of three weeks from the date of the mail-out which closed on May 25, 2022.

Three telephone calls were received regarding the proposed development with one expressing support for the interim land use, one general inquiry, and one concern regarding the hours of operation.

The proposed hours of operation are 6 a.m. to 10 p.m. Monday through Saturday and all activities on the site will occur in accordance with the RM of Corman Park's Noise Bylaw. The site is intended for outdoor storage to supplement operations or act as a satellite storage location for businesses, therefore it is anticipated that there will be little demand for regular or permanent human occupation on the site. It is not anticipated that the site will be accessed by customers or used for the direct sales of goods and materials.

A copy of the public notice and record of the telephone conversations are attached in [Appendix G](#).

# Appendix A - Biophysical Screening

Notes:

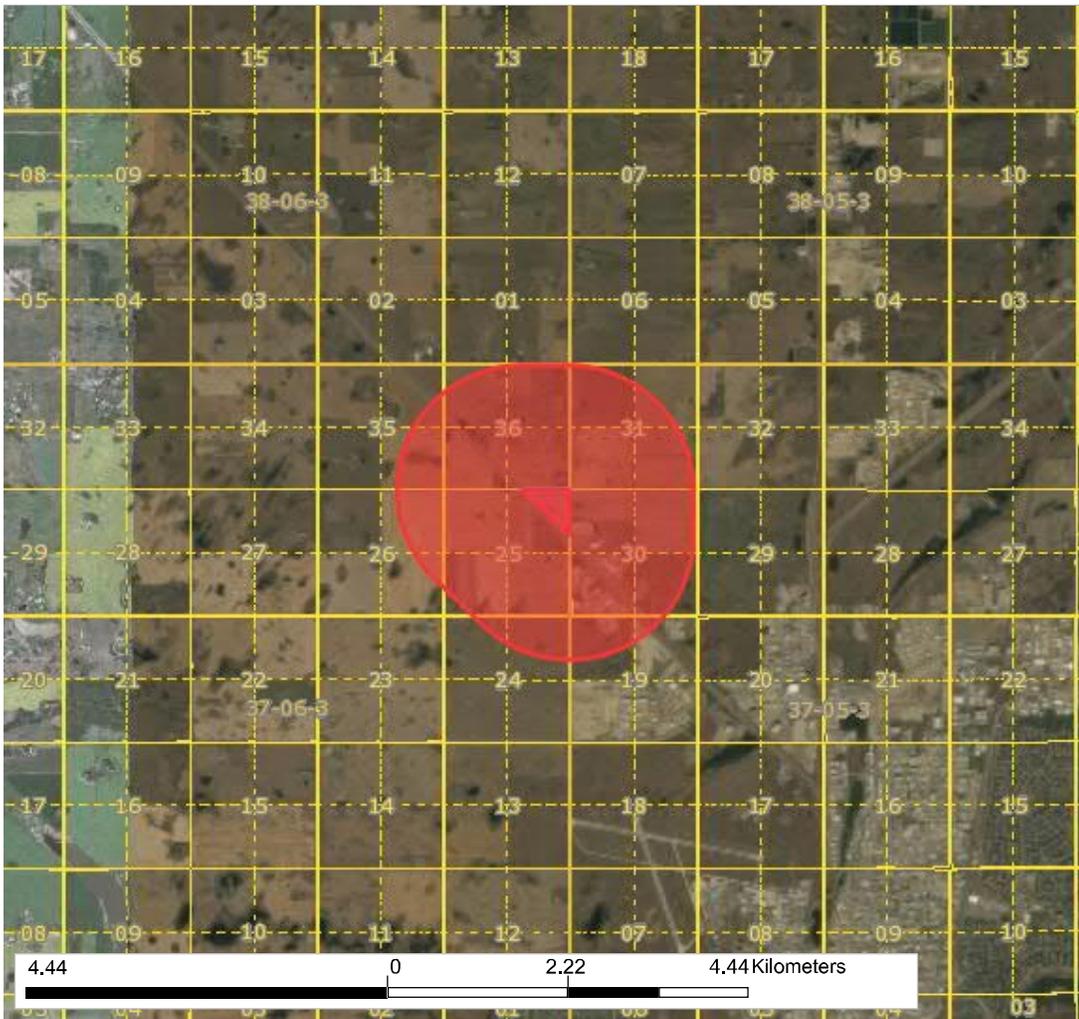
Report Generated  
 11/17/2021

*Map Information* 

Buffer Size:  
 1.6 Kilometers

Coordinates:  
 Lat: 52.21475° N  
 Lon: -106.72147° W

*Area of Interest*

**Screened Areas:**

- Ecological Management Specialist (EMS) District
- Compliance & Field Service Area
- Compliance & Field Service (CFS) Region
- Area Fisheries Ecologists
- Area Wildlife Ecologists
- Rural Municipality
- Indian Reserve
- Rare and Endangered Species
- Fish Species
- Woodland Caribou Range
- Species Predictive Models
- Whooping Crane Corridor

## Species Likely to be Present

### Known Species

“Known” species are species that have known occurrences in the area from the Saskatchewan Conservation Data Centre’s Rare and Endangered Species map layer. However, absence of species observation records does not preclude the existence of species in the area of interest. Observations may simply not have been recorded for the given area or may not have yet been entered into the ministry data holdings – new observation records are continuously being discovered. Information accessible through HABISask is not intended to be a definitive statement on the presence, absence or status of a species within a given area, nor as a substitute for onsite surveys.

#### Rare and Endangered Species

**Category: Vertebrate Animal**

Common Name	Scientific Name:	G Rank	N Rank	S Rank	COSEWIC	SARA Status	Wild Species at Risk Regulations
-------------	------------------	--------	--------	--------	---------	-------------	----------------------------------

American Tree Sparrow	<i>Spizelloides arborea</i>	G5	N5B,N5N, N5M	S1B,S5M			
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#### Fish Atlas

Common Name	Scientific Name:	G Rank	N Rank	S Rank	COSEWIC	SARA Status	Wild Species at Risk Regulations
-------------	------------------	--------	--------	--------	---------	-------------	----------------------------------

### Expected Species

“Expected” is based on a modelled prediction if a species might occur in areas based upon developed statistical relationships between local and landscape characteristics and species presence. Models utilized by this report have only been created in the prairie ecozone for a selection of species. The boreal plain, boreal shield and taiga shield will not return any expected species results. Models are not a substitute for on the ground surveys to determine species presence.

#### Species Predictive Models

**Category: Vertebrate Animal**

Common Name	Scientific Name:	G Rank	N Rank	S Rank	COSEWIC	SARA Status	Wild Species at Risk Regulations
-------------	------------------	--------	--------	--------	---------	-------------	----------------------------------

American Badger	<i>Taxidea taxus taxus</i>	G5T5	N4	S3	Special Concern	Special Concern	
Chestnut-collared Longspur	<i>Calcarius ornatus</i>	G5	N3B,N3M	S3B	Endangered	Threatened	
Baird’s Sparrow	<i>Centronyx bairdii</i>	G4	N4B,N4M	S4B	Special Concern	Special Concern	
Piping Plover	<i>Charadrius melodus circumcinctus</i>	G3T3	N3B	S3B,S3M	Endangered	Endangered	Endangered
Short-eared Owl	<i>Asio flammeus</i>	G5	N4B,N3N, N4M	S3B,S2N, S3M	Threatened	Special Concern	

**Category: Invertebrate Animal**

Common Name	Scientific Name:	G Rank	N Rank	S Rank	COSEWIC	SARA Status	Wild Species at Risk Regulations
-------------	------------------	--------	--------	--------	---------	-------------	----------------------------------

Monarch	<i>Danaus plexippus plexippus</i>	G4T3	N3B,NNRM	S2B,SNRM	Endangered	Special Concern	
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**Category: Vertebrate Animal**

Common Name	Scientific Name:	G Rank	N Rank	S Rank	COSEWIC	SARA Status	Wild Species at Risk Regulations
-------------	------------------	--------	--------	--------	---------	-------------	----------------------------------

Bobolink	<i>Dolichonyx oryzivorus</i>	G5	N5B, N4N5M	S4B,S4M	Threatened	Threatened	
Loggerhead Shrike	<i>Lanius ludovicianus excubitorides</i>	G4T4	N3B	S2B,S2M	Threatened	Threatened	
Golden Eagle	<i>Aquila chrysaetos</i>	G5	N4N5B, N4N5N, N4N5M	S3B,S3N, S4M	Not at Risk		
Northern Leopard Frog	<i>Lithobates pipiens</i>	G5	N5	S3	Special Concern	Special Concern	
Sprague’s Pipit	<i>Anthus spragueii</i>	G3G4	N3N4B, N3N4M	S3B,S3M	Threatened	Threatened	
Common Nighthawk	<i>Chordeiles minor</i>	G5	N4B,N3M	S4B,S4M	Special Concern	Threatened	
Horned Grebe	<i>Podiceps auritus</i>	G5	N5B,N5N, N5M	S5B,S5M	Special Concern	Special Concern	
Northern Harrier	<i>Circus hudsonius</i>	G5	N5B,N4N	S4B,S4M	Not at Risk		
Burrowing Owl	<i>Athene cunicularia</i>	G4	N1N2B, N1N2M	S2B,S2M	Endangered	Endangered	Endangered
Ferruginous Hawk	<i>Buteo regalis</i>	G4	N3B,N3N, NUM	S3B	Special Concern	Threatened	

Whooping Crane Corridor	50% Core Area
Whooping Crane Corridor	95% Core Area
Whooping Crane Corridor	75% Core Area

## Woodland Caribou Habitat

Detailed information concerning woodland caribou habitat, administration units and Caribou Habitat Management areas is provided below.

**Currently, information on woodland caribou habitat potential is not available in this report, but users are encouraged to view the dataset "Woodland Caribou Habitat Potential" to determine whether your project falls within high, moderate or low caribou habitat potential areas.**

**Caribou Conservation Unit(s):** Nothing found

**Caribou Administrative Unit(s):** Nothing found

**Caribou Habitat Management Area Tier category:** Nothing found

## Administrative Areas

District 8	Ecological Management Specialist (EMS) District(s)
Saskatoon	Compliance and Field Services Area(s)
Saskatoon	Compliance and Field Services Region(s)
Saskatoon	Area Fisheries Ecologist Area(s)
PARKLAND REGION	Area Wildlife Ecologist(s)
344 - CORMAN PARK	Rural Municipality
RED PHEASANT I.R. 108	First Nation Reserve

## Contact Us

For more information, please contact our Client Service Office:

Email: [centre.inquiry@gov.sk.ca](mailto:centre.inquiry@gov.sk.ca)

Tel (toll free in North America): 1-800-567-4224

Tel (Regina): 306-787-2584

# Appendix B - Correspondence

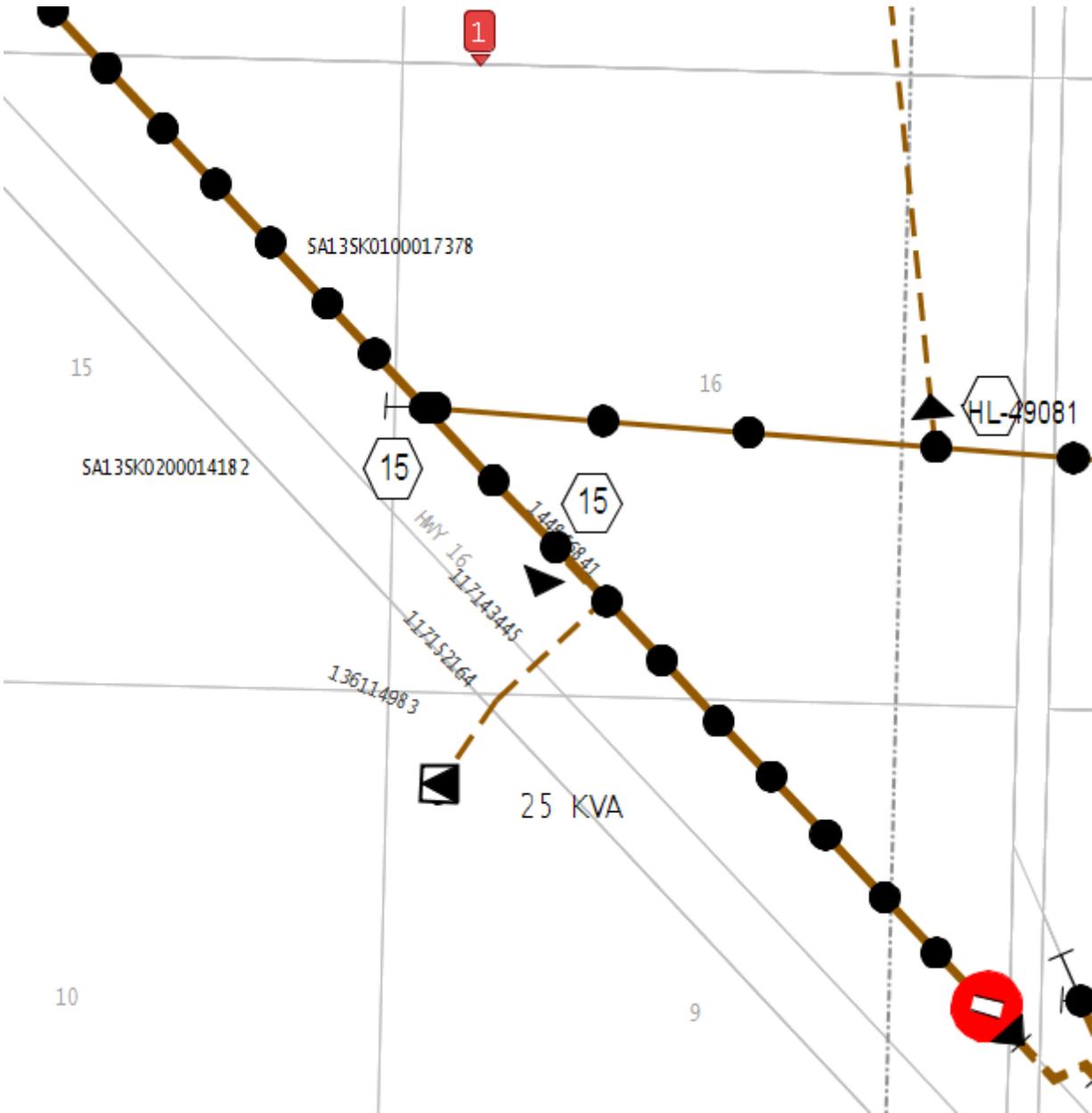
**From:** [Crossing Requests](#)  
**To:** [Mike Pawluski](#)  
**Subject:** RE: EXTERNAL EMAIL: RE: 2021-4668-00 - Siemens Industrial Rezoning  
**Date:** January 7, 2022 9:07:17 AM  
**Attachments:** [image001.png](#)  
[image005.png](#)  
[image003.png](#)  
[image004.png](#)

---

Good Morning Mike,

The parcel you have noted in your email has both overhead and underground SaskPower lines. See answers below.

- Is it a distribution line? Yes these are distribution lines.
- Is there a dedicated easement around this line? What is the easement width? We do not have a dedicated easement around these lines.
- What influences on development will this line have? Can we cross it? Build/construct under it? SaskPower requires access to the line at all times, if your construction will impede access, you can apply for the line to be relocated if required though the SaskPower website or emailing [newservices@saskpower.com](mailto:newservices@saskpower.com), any costs associated will be on the customer. Yes you can cross it, but you will require approval. Crossing requests can be sent to this email ([crossingrequests@saskpower.com](mailto:crossingrequests@saskpower.com))
- Are there setbacks from the power poles/guy wires (if any)? 3m from distribution lines
- What size is the line? The overhead running beside the highway is 25kV, the line running East West is 14.1kV, and the buried cable is 14.4kV



Thanks,

Lexa McKenzie

SaskPower | File Management, Weyburn  
[crossingrequests@saskpower.com](mailto:crossingrequests@saskpower.com)

Office - 306-848-7234 Fax - 306-848-7153

[SaskPower.com](http://SaskPower.com) | [Twitter](#) | [Facebook](#)

Sask 1<sup>st</sup> Call – 1-866-828-4888

Please Think Before You Print. 

**From:** Kevin Connell <KConnell@saskpower.com>

**Sent:** Wednesday, January 5, 2022 3:52 PM

**To:** Crossing Requests <crossingrequests@saskpower.com>

**Subject:** FW: EXTERNAL EMAIL: RE: 2021-4668-00 - Siemens Industrial Rezoning

Good afternoon,

I received the request below from Mike at Associated Engineering for some information related to our facilities within NE 25-37-06-W3M. Looking in EO, it appears there are only Distribution lines at this location. Can you please have someone provide answers to the questions in Mike's first e-mail below?

Thank you.

---

**Kevin Connell**, P.Eng

SaskPower | Apparatus Engineer, Transmission Operations Support – Saskatoon  
Phone: (306) 934-7852 | Cell: (306) 222-3215 | Fax: (306) 934-7960 | Email:  
[kconnell@saskpower.com](mailto:kconnell@saskpower.com) | [saskpower.com](http://saskpower.com)

---

**From:** Mike Pawluski <[pawluskim@ae.ca](mailto:pawluskim@ae.ca)>

**Sent:** Tuesday, January 4, 2022 9:32 AM

**To:** Kevin Connell <[KConnell@saskpower.com](mailto:KConnell@saskpower.com)>

**Subject:** EXTERNAL EMAIL: RE: 2021-4668-00 - Siemens Industrial Rezoning

**EXTERNAL EMAIL:** Take extra caution when clicking links or opening files. Report any suspected phishing.

Good morning Kevin,

Happy new year! I hope you had a wonderful holiday season.

I am following up regarding my email from December 15<sup>th</sup> and Parcel A, Plan # 101346173 Ext 201 on the NE 25-37-06-W3 (Parcel #144866841). We are looking for information concerning SaskPower's infrastructure on and around this parcel so we can plan the site with consideration of the infrastructure.

If you could provide answers to the questions from my December email, that would be much appreciated. If you have questions, kindly contact me.

Regards,

**Mike Pawluski, RPP, MCIP**

Project Planner

Associated Engineering (Sask.) Ltd.

1 - 2225 Northridge Drive, Saskatoon, SK S7L 6X6  
Tel: 306.808.3102



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**From:** Mike Pawluski  
**Sent:** Wednesday, December 15, 2021 8:36 AM  
**To:** [KConnell@saskpower.com](mailto:KConnell@saskpower.com)  
**Subject:** 2021-4668-00 - Siemens Industrial Rezoning

Good morning Kevin,

We represent a client looking to develop land in the RM of Corman Park. The project area is Parcel A, Plan # 101346173 Ext 201 on the NE 25-37-06-W3 (Parcel #144866841).

During our request for information, we found that SaskPower appears to have a powerline that runs through the centre of our client's property. I searched on ISC and could not see a registered easement.

Are you able to provide any information regarding the powerlines in this area?

- Is it a distribution line?
- Is there a dedicated easement around this line? What is the easement width?
- What influences on development will this line have? Can we cross it? Build/construct under it?
- Are there setbacks from the power poles/guy wires (if any)?
- What size is the line?

Any information would help me define how this line will impact our client's site plans as we advance.

Regards,

**Mike Pawluski, RPP, MCIP**  
Project Planner  
**Associated Engineering (Sask.) Ltd.**  
1 - 2225 Northridge Drive, Saskatoon, SK S7L 6X6  
Tel: 306.808.3102



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**From:** Brad Shotton  
**To:** Mike Pawlusi  
**Subject:** RE: 2021-4668-00 - Siemens Industrial Rezoning  
**Date:** November 24, 2021 10:10:11 PM  
**Attachments:** image002.png  
image004.png  
image003.png  
image005.png  
image001.png

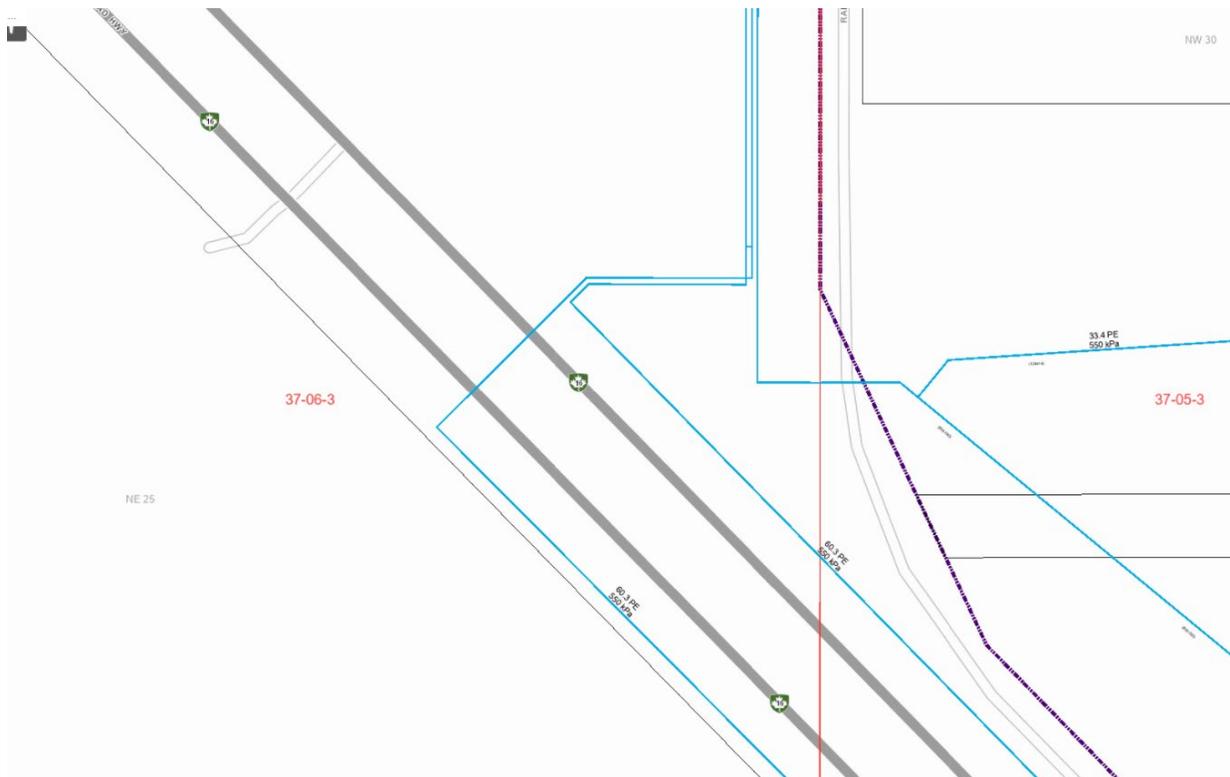
Hi Mike,

Here are some answers to your questions (NE 25-37-06-W3):

- 1 – yes, this is a distribution line.
- 2 – yes, although it is 'unregistered' there is a 10m rural easement centered on the gas lines. (It looks like there are parallel lines for a portion of the quarter section.
- 3 – Development restrictions:
  - To cross the line or disrupt the cover, you would need to apply for a crossing permit (which would detail restrictions)
  - you would not be able to build enclosed structures over top the gas main, but may be able to build a parking lot (pending above restrictions)
  - 4 – No. the install depth of the main would have likely been 0.9m to 1.0m deep. However, cover may have been disturbed since the installation. Depth would need to be confirmed by you prior to a crossing permit request.
  - 5 – There are multiple lines. The portion at the North end of the quarter section has a piece of 114.3mm PE (NPS 4). The North south portion has 3 gas lines (60.3mm, 60.3mm & 33.4mm PE).

Below are a couple of screen shots. I hope this information helps!





Thanks,



Brad Shotton, P.Eng.  
 Senior Engineer, Distribution Engineering  
**SaskEnergy**  
 408 – 36<sup>th</sup> Street East | Saskatoon, SK S7K 6K8  
 c. 306.281.4867  
[bshotton@saskenergy.com](mailto:bshotton@saskenergy.com) | [saskenergy.com](http://saskenergy.com)

**From:** Mike Pawluski <pawluskim@ae.ca>  
**Sent:** Wednesday, November 17, 2021 3:17 PM  
**To:** Brad Shotton <BShotton@saskenergy.com>  
**Subject:** 2021-4668-00 - Siemens Industrial Rezoning

**WARNING:** This email was not sent from SaskEnergy. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Brad,

We represent a client looking to develop land in the RM of Corman Park. The project area is Parcel A, Plan # 101346173 Ext 201 on the NE 25-37-06-W3 (Parcel #144866841).

During our request for information, we found that SaskEnergy appears to have a gas line or two along our client's northern and eastern property boundary. I searched on ISC and could not see a registered easement.

Are you able to provide any information regarding the lines in this area?

- Is it a distribution line?
- Is there a dedicated easement around this line? What is the easement width?
- What influences on development will this line have? Can we cross it? Build over it?
- Do you know the depth of the line?
- What size is the line?

Any information would help me define how this line will impact our client's site plans as we advance.

Regards,

**Mike Pawluski, RPP, MCIP**  
 Project Planner  
**Associated Engineering (Sask.) Ltd.**  
 1 - 2225 Northridge Drive, Saskatoon, SK S7L 6X6  
 Tel: 306.808.5102



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**From:** [Jeremy Van Caeseele](#)  
**To:** [Mike Pawluski](#)  
**Cc:** [Mark Leier](#); [Stuart Gair](#)  
**Subject:** RE: 2021-4668-00 - Siemens Industrial Rezoning  
**Date:** November 19, 2021 12:35:30 PM  
**Attachments:** [image004.png](#)  
[image001.png](#)  
[image005.png](#)

---

Good Afternoon Mike,

SaskTel does have non registered easements within Parcel A.

- The non-registered easements do not show up on Land Titles and the only way to obtain these is by contacting SaskTel.
- A suggestion for the developer when buying property is to call into Sask 1<sup>st</sup> call and have locates prior to purchasing land to identify any facilities.
  - A lot of SaskTel's copper infrastructure in the rural areas in not registered.

**Responses to your questions are in red below:**

What types of lines are they?

- The lines are copper distribution cable to serve our rural customers.

Is there a dedicated easement around the lines? What is the easement width?

- Yes there is.
- The easement width is 10m wide.

What influences on development will this line have? Can we cross it? Build/construct over it?

- This cable would be used to provide copper telephone service to customers
- You can cross it, but may require a Master Crossing Agreement through our legal department.
  - What are you planning on crossing it with?
- You CANNOT build a permanent structure over the copper cable.
- If you want to build a permanent structure within the non registered easement you will require an encroachment agreement.
  - Reason for the above 2 points is we require access to repair our cable if there are any issues.

Do you know the depth of the line?

- Typical line depth is approx. 30 – 36 inches deep.

Is there anything else we should be aware of regarding the lines?

- If relocation is required, it will be 100% developed cost.

Please let me know if you require more information.

Thank-you

**Jeremy VanCaesele**

**Engineering Manager - Technology**

Wireline Access Network (North)

c: 306 260 3614

[e: jeremy.vancaesele@sasktel.com](mailto:jeremy.vancaesele@sasktel.com)



---

**From:** Mike Pawluski <pawluskim@ae.ca>  
**Sent:** Wednesday, November 17, 2021 3:27 PM  
**To:** Jeremy Van Caesele <jeremy.vancaesele@sasktel.com>  
**Subject:** 2021-4668-00 - Siemens Industrial Rezoning

**EXTERNAL EMAIL: Be suspicious of content, links, and attachments.**

Good afternoon Jeremy,

We represent a client looking to develop land in the RM of Corman Park. The project area is Parcel A, Plan # 101346173 Ext 201 on the NE 25-37-06-W3 (Parcel #144866841).

During our request for information, we found that SaskTel appears to have telecommunication lines along our client's southwestern boundary. I searched on ISC and could not see a registered easement.

Are you able to provide any information regarding the lines in this area?

- What types of lines are they?
- Is there a dedicated easement around the lines? What is the easement width?
- What influences on development will this line have? Can we cross it? Build/construct over it?
- Do you know the depth of the line?
- Is there anything else we should be aware of regarding the lines?

Any information would help me define how this line will impact our client's site plans as we advance.

Regards,

**Mike Pawluski, RPP, MCIP**

Project Planner

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

1 - 2225 Northridge Drive, Saskatoon, SK S7L 6X6  
Tel: 306.808.3102



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**From:** [Clive Stromberg](#)  
**To:** [Jennifer Taylor](#)  
**Cc:** [Eric Desnoyers](#)  
**Subject:** FW: Siemens Industrial Rezoning  
**Date:** February 3, 2022 12:23:00 PM  
**Attachments:** [image001.png](#)  
[image004.png](#)

---

Jennifer,

Thank you for your question and the opportunity to review and comment on it. I have attached the relevant sections of the bylaw below for your reference....

The intent of the water body language used in the [P4G District Zoning Bylaw](#) overlay is ultimately to prevent the attraction of wildlife, particularly birds which may create a hazard for aviation safety on any of the lands within the extents of the Airport Overlay. This goal is outlined in section 7.5.1 d). Section 7.5.1 e) further qualifies this goal by requiring that open water storage reservoirs cannot be developed within 4km of the airport unless certain conditions are met as identified in subsection i, ii, and iii. Section 7.5.2 eliminates the need for those conditions provided such reservoirs drain in 48 hours or less. The language does not further restrict the development of open water storage reservoirs outside 4km...other than the overarching goal of preventing those lands from being used or developed in a way which is an attraction to wildlife, particularly birds that may create a hazard for aviation safety.

- d) use or develop, or permit another person to use or develop lands in any way that may attract wildlife, particularly birds, that may create a hazard for aviation safety;
- e) use or permit another person to use any of the lands within the 4 km outer surface zone shown on the maps in Schedule 1 to be used as a site for an open water storage reservoir unless the owner or occupier:
  - i. takes all reasonable measures to prevent the attraction of birds that create a hazard to aviation safety;
  - ii. ensures that the open water storage reservoir is designed and constructed in accordance with applicable municipal specifications; and
  - iii. files the design of the open water storage reservoir and its location plan with the Saskatoon Airport Authority;
- f) use or permit another person to use any of the lands within the 4 km outer surface zone shown on the maps in Schedule 1 as a site for a sewage lagoon; or
- g) use or permit another person to use any of the lands within the 8 km wildlife buffer zone shown on the maps in Schedule 1 as a site for a landfill or a food garbage disposal site.

**7.5.2** Notwithstanding subsection 7.5.1 e) a person may use or develop, or permit another person to use or develop an open water storage reservoir provided that the water will drain in 48 hours or less.

I hope this clarifies the intent for you.

Let me know if you have any further questions.

Thanks!!

---

**From:** Clive Stromberg  
**Sent:** January 31, 2022 1:58 PM  
**To:** Jennifer Taylor <taylorj@ae.ca>  
**Subject:** RE: Siemens Industrial Rezoning

Jennifer,

Thanks for the follow up email. I will respond to you request in the next day or so.

Thanks!!

---

**From:** Jennifer Taylor <[taylorj@ae.ca](mailto:taylorj@ae.ca)>  
**Sent:** January 31, 2022 1:39 PM  
**To:** Clive Stromberg <[Clive@skyxe.ca](mailto:Clive@skyxe.ca)>  
**Subject:** RE: Siemens Industrial Rezoning

You don't often get email from [taylorj@ae.ca](mailto:taylorj@ae.ca). [Learn why this is important](#)

**CAUTION:** This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Clive,

I am just following up on my email from Jan 21. Looking forward to hearing from you.

Jennifer

---

**From:** Jennifer Taylor  
**Sent:** January 21, 2022 11:54 AM  
**To:** [clive@skyxe.ca](mailto:clive@skyxe.ca)  
**Subject:** Siemens Industrial Rezoning

Good morning Clive,

Associated Engineering is preparing a Comprehensive Development Review (CDR) report to provide support for the rezoning of Parcel 144866841 in NE-25-37-06-W3M (location plan attached) to accommodate an industrial complex located in the RM of Corman Park No.344 (RM). The industrial complex is intended to be a temporary development and does not propose the construction of any permanent buildings. The property is located within the [P4G District Zoning Bylaw's](#) Airport Overlay, outside the 4 km Airport Outer Surface Zone but inside the 8 km Airport Wildlife Buffer Zone. The property has an existing dugout (visible in the location plan) which will provide a location to build on in preparing a stormwater management plan for the site. Section 7.5.2 of the zoning bylaw provides for consideration of open water storage which we interpret to mean that an open water storage reservoir outside the 4 km Outer Surface Zone must be able to drain in 48 hours or less. I am hoping you can confirm/clarify our interpretation of section 7.5.2 as we move forward with stormwater design for the development to ensure that it meets the intent of the airport development regulations.

Thank you,

**Jennifer Taylor, RPP MCIP**  
Senior Planner  
**Associated Engineering (Sask.) Ltd.**  
1 - 2225 Northridge Drive, Saskatoon, SK S7L 6X6  
Tel: 306.653.4969 | Dir: 306.808.3117



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**From:** [Jennifer Taylor](#)  
**To:** [Jennifer Taylor](#)  
**Subject:** RE: 2021-4668-00 - Siemens Industrial Rezoning  
**Date:** April 14, 2022 1:49:25 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

**From:** Spencer McNie <[Spencer.McNie@wsask.ca](mailto:Spencer.McNie@wsask.ca)>  
**Sent:** April 13, 2022 9:11 AM  
**To:** Ryan Karsgaard <[karsgaardr@ae.ca](mailto:karsgaardr@ae.ca)>  
**Cc:** Bill Delainey <[delaineyb@ae.ca](mailto:delaineyb@ae.ca)>; Karisa Purvis <[purvisk@ae.ca](mailto:purvisk@ae.ca)>  
**Subject:** RE: 2021-4668-00 - Siemens Industrial Rezoning

Morning Ryan,

I apologize for the delay in getting back to you on this one. I took a look at the memo and plans and everything seems to follow accepted practices. It appears that the site will accommodate incoming offsite flows from the north as well as manage its own internal drainage to the pond. The highway 16 ditch is probably one of the longest unapproved drains in the province. Of course one development won't be asked to solve that issue and it appears that your proposal should result in a no net increase situation.

If you'd like to discuss I can be available next week assuming runoff in the north doesn't start.

Regards,

S

**Spencer McNie** - A.Sc.T.  
*Supervisor, Rural Water Services - North*  
402 Royal Bank Tower 1101 - 101st Street  
North Battleford, SK S9A 0Z5  
Ph: 306.446.7450 | Cell: 306.490.7078 | Fax: 306.446.7461  
wsask.ca | [spencer.mcnie@wsask.ca](mailto:spencer.mcnie@wsask.ca)

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**From:** Ryan Karsgaard <[karsgaardr@ae.ca](mailto:karsgaardr@ae.ca)>  
**Sent:** Thursday, March 17, 2022 8:34 AM  
**To:** Spencer McNie <[Spencer.McNie@wsask.ca](mailto:Spencer.McNie@wsask.ca)>  
**Cc:** Bill Delainey <[delaineyb@ae.ca](mailto:delaineyb@ae.ca)>; Karisa Purvis <[purvisk@ae.ca](mailto:purvisk@ae.ca)>  
**Subject:** 2021-4668-00 - Siemens Industrial Rezoning

---

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

Good Morning Spencer,

Please find attached a draft memo for WSA's consideration about the Siemens Industrial Rezoning northwest of Saskatoon. We realize this is coming to you with no advanced warning. Once you have had some time to look the information over, we would like to coordinate a review meeting with you to flush out any concerns you may have before we finalize the document.

We look forward to discussing this matter further with you. Thank you!

Regards,  
Ryan

**Ryan Karsgaard, P.Eng.**  
Project Manager / Engineer  
**Associated Engineering (Sask.) Ltd.**  
1 - 2225 Northridge Drive, Saskatoon, SK S7L 6X6  
Tel: 306.653.4969 | Cel: 306.261.8060 | Dir: 306.808.3375



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**From:** [Lazic, Goran](#)  
**To:** [Jennifer Taylor](#)  
**Subject:** FW: Siemens Industrial Rezoning - RM of Corman Park  
**Date:** May 2, 2022 11:57:16 AM  
**Attachments:** [image001.png](#)  
[cdb566d3-87f2-40fa-a426-3e815ead91f9.png](#)  
[d0aab23b-3368-4021-9b7d-50e1ad28fbf0.png](#)  
[Site Layout v2.png](#)

---

Jennifer,

Transportation does not have an objection to the proposed rezoning and use of this site, subject to the following comments and conditions:

- The RR 3060 can remain as-is (gravel-surfaced) but the existing weight classification/seasonal weight restrictions remain in place
- No objections to the proposed two access points off RR 3060
- However, there should be no direct access to the site off Hwy 16. Based on the site plan it doesn't seem that one is being proposed, just wanting to make sure it's understood that the access is off 71<sup>st</sup> Street via Service Road/RR 3060.

Regards,

**Goran Lazic, P. Eng | tel 306.975.2896**

Senior Transportation Engineer

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

[goran.lazic@saskatoon.ca](mailto:goran.lazic@saskatoon.ca)

[www.saskatoon.ca](http://www.saskatoon.ca)

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---

**From:** Jennifer Taylor <taylorj@ae.ca>  
**Sent:** Monday, May 2, 2022 9:52 AM  
**To:** Lazic, Goran <Goran.Lazic@Saskatoon.ca>  
**Subject:** RE: Siemens Industrial Rezoning - RM of Corman Park

**[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]**

Good morning Goran,

I am following up on my email from April 21.

Looking forward to hearing from you,

**Jennifer Taylor, RPP MCIP**

Senior Planner

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

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

Tel: 306.653.4969 | Dir: 306.808.3117



Platinum member

---

**From:** Jennifer Taylor

**Sent:** April 21, 2022 5:12 PM

**To:** [goran.lazic@saskatoon.ca](mailto:goran.lazic@saskatoon.ca)

**Subject:** Siemens Industrial Rezoning - RM of Corman Park

Hello Goran,

Adam Toth at the RM of Corman Park shared your contact information and suggested that I speak to you about the City's views on any potential road upgrades as a result of an industrial development in Corman Park that Associated Engineering is preparing a rezoning application for on behalf of Siemens Transport. The development is located on 44.8 acres of land situated in NE 25-37-06-W3M, adjacent to the City's boundary and it is our understanding that the portion of Range Road 3060 along this property is under the City's jurisdiction (location plan attached). I am hoping that you would be available to discuss this project further. I am looking to confirm the jurisdiction of the roadway and its current classification, as well as what potential road upgrades may be identified by the City. I would be happy to set up a Teams meeting at your convenience.

Here is a bit of context around this proposed development as it relates to transportation:

- The subject property is needed by the Ministry of Highways to construct a future interchange associated with the Saskatoon Freeway. As a result, the industrial complex is intended to be a temporary development and does not propose the construction of any permanent buildings. The property is proposed to be developed as a bare land industrial complex and would be informally partitioned for use by companies needing space to store and display equipment and materials.
- Two approaches are proposed to be constructed along Range Road 3060 to provide tenants with access to their sites (site layout attached).
- Our understanding from the RM's general map is that Range Road 3060 is a rural cross-section and is considered to be undeveloped. The road has a secondary weight classification as per the RM's road weight classification map. The road is gravel-surfaced along the eastern boundary of the subject property for approximately 850 m from the northeast corner and then it is paved from the Cervus Equipment John Deere access point along North Service Road to 71<sup>st</sup> Street West.
- The current traffic along North Service Road and Range Road 3060 consists of industrial traffic from

st

71 Street West to the Cervus Equipment John Deere and Saskatoon Co-op Agro Centre access point. Past this access point, the traffic changes to residential and farm traffic along Range Road 3060.

- The proposed development is intended for outdoor storage, not direct sales of goods and materials where customers visits would be expected; therefore, traffic from tenants to their leasehold sites is expected to be minimal. Primary access to the development is anticipated to originate from the south off 71<sup>st</sup> Street West, consistent with that of other existing businesses in the area. The impact on private residences to the north of the subject property due to increased traffic is expected to be negligible.

I look forward to hearing from you.

Warm regards,

**Jennifer Taylor, RPP MCIP**

Senior Planner

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

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

Tel: 306.653.4969 | Dir: 306.808.3117



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**Date:** March 28, 2022 **File No.:** \_\_\_\_\_

**Time:** 10:00 a.m. **Location:** Microsoft Teams

**Client:** Siemens Transportation Group Inc. **Project Name:** Siemens Industrial Rezoning

**Subject:** Fire Services Consultation **Project Number:** 2021-4668

**Attendees:** Jennifer Taylor, AE  
 Chief Rob Hogan, Saskatoon Fire Department  
 Fire Marshal Brian Conway, Saskatoon Fire Department

Summary of Discussions:

Fire service to the proposed development area is provided by the Saskatoon Fire Department.

General concerns noted by Saskatoon Fire include water supply, site access, signage indicating emergency contact and address, and internal road weights, widths and turnarounds.

Access routes should be designed in accordance with the National Building Code (NBC), section 3.2.5.6.

Fire Marshal Conway suggested that the existing dugout intended to be expanded to manage stormwater be used for fire suppression and that a dry hydrant be considered for all-season access. He suggested looking to the neighbouring Saskatoon Co-op Agro Centre as an example of using a runoff water system to accommodate fire suppression.

Signage is recommended to identify the owner/contact, emergency contact information, and address.

Consideration of emergency access to a gated site will need to be addressed at the time of development.

The types of commodities and quantities stored on the site will also determine fire protection needs. Caution should be exercised in storing any materials that may contaminate the land and be costly to remediate for freeway infrastructure use.

Conclusions/Decisions/Actions to be Taken:

The CDR report will address the general concerns and indicate where additional consideration will be needed in the design/development stage.

<b>Distribution:</b>	<input type="checkbox"/> Client: _____ <input type="checkbox"/> _____
	<input type="checkbox"/> Contractor: _____ <input type="checkbox"/> _____
	<input type="checkbox"/> Project Manager: _____ <input type="checkbox"/> _____



Associated Engineering (Sask.) Ltd.  
1 – 2225 Northridge Dr.  
Saskatoon, Sk. S7L 6X6

May 6, 2022

Attn: Jennifer Taylor

Please accept this letter stating that Loraas Disposal can offer waste and recycle service removal from a new industrial development at Parcel 144866841 in NE-25-37-06-W3M.

Thank You,

*Heather Button*

Heather Button  
Inside Sales Representative  
Loraas Disposal Services Ltd.

# Appendix C - Heritage Resource Screening



# Developers' Online Screening Tool

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*Inquiry was made on November 17, 2021 at 10:26 AM*

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

Quarter-section:	NE
Section:	25
Township:	37
Range:	06
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](#)

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[Contact Us](#)

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[Privacy](#)

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# Appendix D - Roadside Development Permit

March 3, 2022

Our File: C.S. 16-23 Per  
RSD0004860

Parker Siemens  
101088347 Saskatchewan Ltd.  
2411 Wentz Ave  
Saskatoon, SK  
S7K 3V6

c/o Jennifer Taylor

**RE: Temporary Roadside Development Permit Adjacent to Highway No. 16 (NE 1/4 25-37-06-W3M)**

---

Permission is granted to construct a Temporary Bare Land Industrial Complex area adjacent to Provincial Highway No. 16 in **NE 1/4 25-37-06-W3M**. This permit is issued subject to the following conditions:

- 1) No permanent development will be permitted. Only temporary structures, as shown below are permitted. Additions, changes, or expansions to the site must be approved by the Ministry and if deemed permanent in nature, will not be permitted.
- 2) When this land becomes required by the Ministry for highway improvements, the applicant will be responsible for all costs associated with removal of the development and restoration of the site to the condition prior to the development, as of the date on this permit. The site restoration shall include any environmental remediation required as result of the presence of the development.
- 3) Six months' notice will be given to the applicant if this land is required for highway improvements.
- 4) All construction and all costs of construction are the responsibility of the applicant. This includes all materials, equipment, rentals, purchases, and all labor or other costs that may be required to complete the proposed construction
- 5) The development must be:
  - (a) At least 55 m from the centre line of Highway No. 16;
- 6) The Ministry assumes no responsibility for the diminution in property value, resulting to the remaining property, due to proximity to buildings and loss of utility to the remainder, except in such instances where right-of-way expansion for future highway widening is extended beyond the distance indicated in point 5(a).



- 7) The applicant shall be responsible to locate and protect all existing utilities within the right-of-way and take whatever precautions necessary to protect them, and for any alteration of utilities required as a result of this development.
- 8) This development must commence within **one (1) calendar year** from the date of issue of this permit. If the development does not begin within this time period, application must be made for a new permit.
- 9) Failure to comply with any of the conditions of this permit could result in a stop work order by the Ministry of Highways.
- 10) This permit does not eliminate the need to comply with the requirements of any other Government Ministry or authority concerned, or with local building and zoning bylaws. This permit does not constitute approval of any subdivision plan. If an approach is required to access this development from the highway a permit is required. You may obtain an application form for permission to construct an approach from the Ministry contact person shown below.

Authorized,



---

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

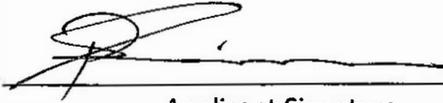
cc: Wayne Brown, Assistant District Operations Manager, Saskatoon  
Laurence Knackstedt, Supervisor of Operations, Saskatoon West

**Ministry Contact:** Ethan Eger

---

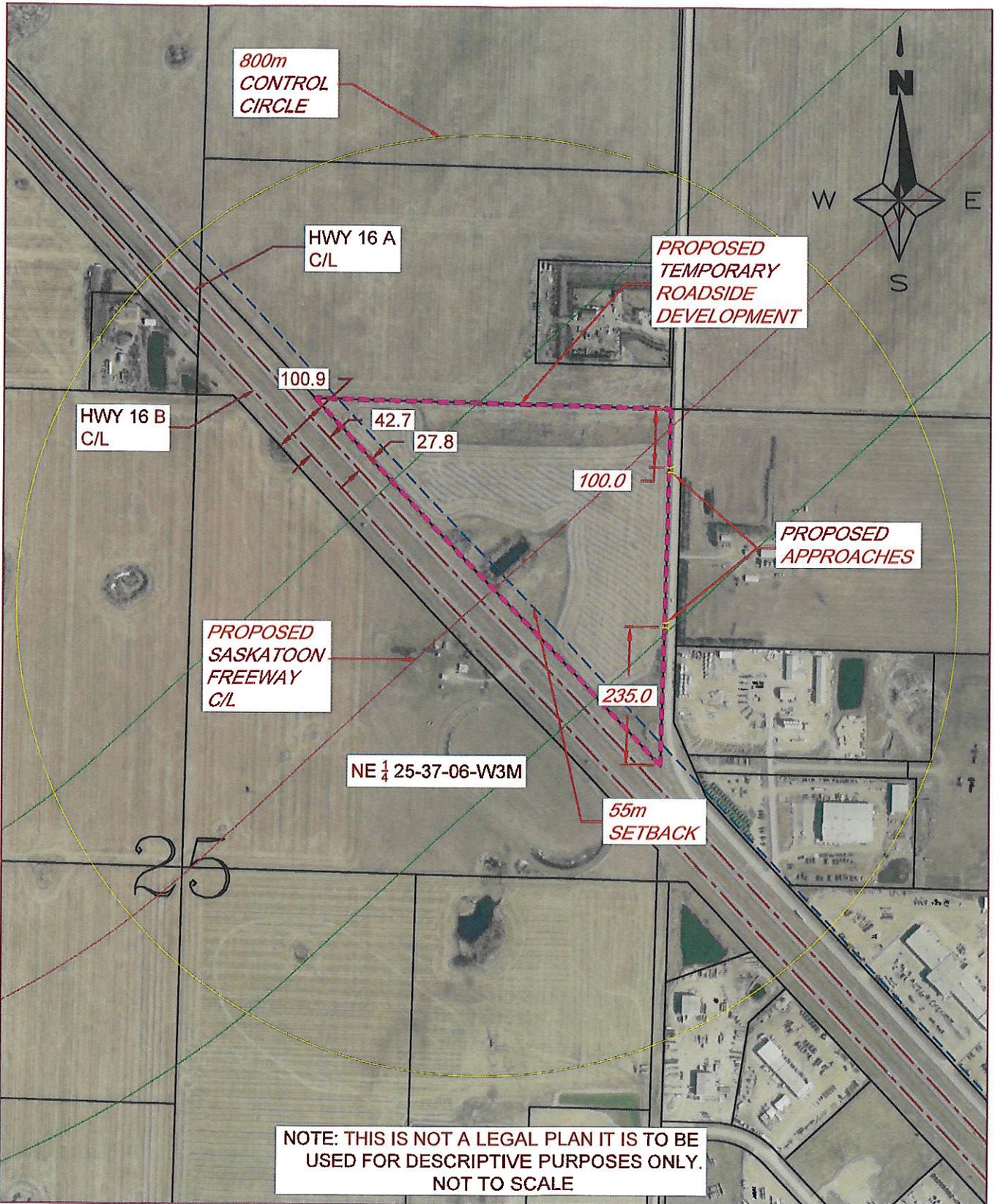
---

Construction can begin, under the conditions described herein, after the applicant has return a signed copy of this letter to the Saskatchewan Ministry of Highways.

  
\_\_\_\_\_  
Applicant Signature

Jan 28<sup>th</sup>/22  
Date





# PROPOSED ROADSIDE DEVELOPMENT

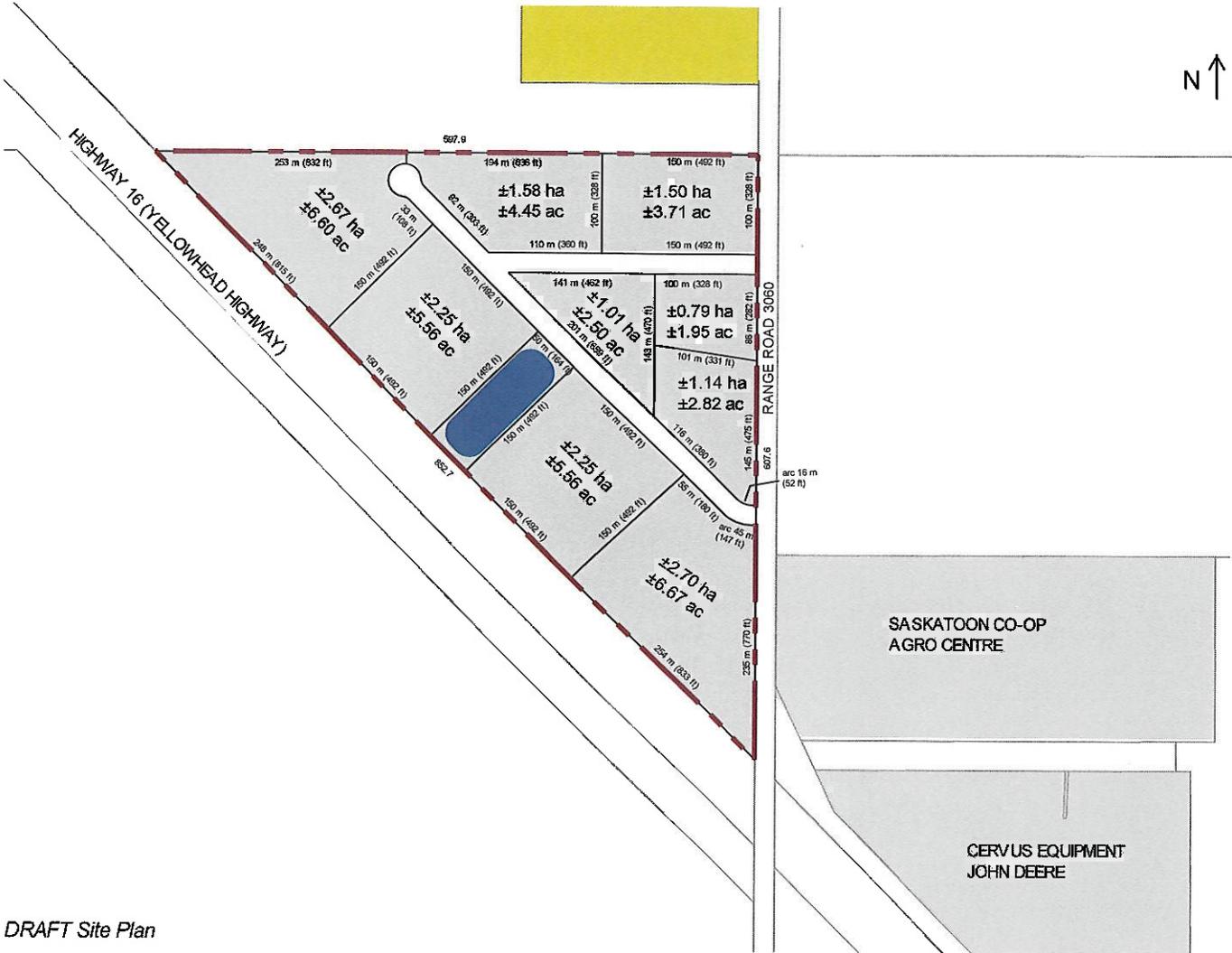
HWY 16  
NE 1/4 25-37-06-W3M

DRAWN BY	E.EGER	DATE	2021/12/16	CS	16-23	TAB NO	A4-ROADSIDE
DESIGNED BY		DATE		CONTRACT		SHEET	1 OF 1

ACAD DWG: 2022/01/21  
LAST REV DATE:



Location Plan



DRAFT Site Plan

**Report Title:** Permit Application Details  
**Run Date and Time:** 2021-12-16 08:09:03 Central Standard Time  
**Run by:** Ethan Eger  
**Table name:** x\_smoit\_hicsm\_permit\_application

**Permit Application**

Number:	RSD0004860	Needs attention:	true
Channel:	Web	Opened:	2021-12-14 09:40:27
Permit Type:	Roadside Development	Priority:	3 - Moderate
Category:		State:	Open
Other Category:		Approval:	Not Yet Requested
Applicant:	Jennifer Taylor	Date issued:	
Contact:		Assignment group:	CSM Central
Requester:	Jennifer Taylor	Assigned to:	Ethan Eger
Applicant Company Name:	Associated Engineering (Sask.) Ltd.		
Contact Company:			
Owner:	Parker Siemens		
Owner Company Name:	Cougar Property Management Inc.		
Owner Contact:			
Owner Contact Company:			

**Short description:**  
 RSD Permit Application Roadside Development for Jennifer Taylor

**Control Section:** \_\_\_\_\_ **District:** \_\_\_\_\_  
**km (approx.):** \_\_\_\_\_ **R/L:** \_\_\_\_\_

**Notes**

**Watch list:** \_\_\_\_\_ **Work notes list:** \_\_\_\_\_

**Additional comments:**  
 2021-12-14 09:43:45 - You (Additional comments)  
 Associated Engineering met with Jennifer Fertuck on December 10, 2021 to discuss the rezoning application. AE has submitted the RSD permit application at her recommendation prior to submission to the RM for the rezoning.

**Work notes:** \_\_\_\_\_

**Resolution Information**

**Resolved by:** \_\_\_\_\_ **Resolved:** \_\_\_\_\_  
**Resolution code:** \_\_\_\_\_  
**Resolution notes:** \_\_\_\_\_  
**Add resolution notes to comments:**  
 false

**Application Information**

**Technician Review**

Highway No. (if applicable): 16  
 Legal Land Description: Blk/Par A-Plan 101346173 Ext 201  
 GPS Coordinates:

Please enter a description and additional details of the works:

The subject property has been previously identified by the Ministry of Highways (MoH) as needed to construct a future interchange associated with the Saskatoon Freeway. The owner has an informal agreement to sell the property to the MoH with the condition that it can be leased back to temporary use until it is needed for construction of the interchange planned for this location. The timing for the formal sale of the property has not been determined.

The owner is seeking approval for the interim development and use of the property for an industrial complex accommodating equipment and aggregate storage. Associated Engineering is preparing an application to the RM of Corman Park for the rezoning of this property to accommodate the proposed temporary development. The Roadside Development Permit is intended to support the rezoning application to the RM of Corman Park.

**DEVELOPMENT CONCEPT**

The site is proposed to be developed as a bare land industrial complex where the subject property would be informally partitioned for use by companies needing space to store and display equipment and materials. Due to the temporary nature of this development, any buildings proposed would be temporary and modular in design to enable their removal while being appropriately anchored for safe occupation. The intention of development of the site is to take advantage of the accessibility of the site to and its visibility from Highway 16. The outdoor storage and display may include such things as semi-truck trailers, small amounts of processed aggregate materials, building materials, recreational vehicles, construction equipment, landscaping supplies, RTM manufacturing and other similar uses intended to supplement primary business activities located on other sites.

The DRAFT Site Layout illustrates the intended layout of the leasehold sites within the property. An internal private driveway will be constructed to provide internal access to the lease hold sites and will establish the general configuration of leasehold sites. The exact configuration and size of the occupied sites will be confirmed through negotiations with leasees based upon their needs and intended use. The intention for development of the site is to limit the use of sites abutting Highway 16 to uses involving the storage and display of finished goods or equipment. Uses involving the storage and display of unfinished or raw goods are intended to be limited to internal areas of the site. The storage of hazardous materials as defined by the Hazardous Substances and Waste Dangerous Goods Regulations or any use that requires a decommissioning plan will be prohibited from operating within the subject property.

Two approaches are proposed to be constructed along Range Road 3060 to provide tenants with access to their sites. These approaches will be equipped with gates and each tenant will be provided with a key to control access to the site. No signage is proposed for the site along Range Road 3060. A single post yard light will be erected at each approach to assist in navigating the area and to provide additional security for the site. No additional lighting is planned for the site unless proposed by an individual tenant. All lighting within the property will be dark sky compliant and designed to limit illumination of surrounding properties. A perimeter chain link fence will be installed within the subject property to clearly define the extents of development on the site relative to surrounding properties and to discourage unwanted afterhours access to leasehold sites. The boundaries of the individual leasehold compounds will be defined by the configuration of the internal driveway and the erection of internal fencing. The internal driveway will be constructed to an all-weather standard but will be privately owned and maintained by the owner.

The existing dugout in the south-central area adjacent to Highway 16 will be utilized as part of the stormwater management plan for the site. The site grading and stormwater management plan for the site will consider the natural topography and direction of run-off flows within and surrounding the property.

The hours of operation on the sites will be established within the lease agreement and will be limited to 6 am to 10 pm Monday thru Saturday. As the site is intended to supplement operation or act as a satellite storage location for businesses, it is not anticipated that the site will be accessed by customers or used for the direct sales of goods and materials. It is anticipated that there will be little demand for regular or permanent human occupation on the site.

As an industrial complex, each tenant will be responsible for submitting a development permit application to the RM demonstrating that the proposed use complies with the applicable zoning regulations before initiating use of any land within the subject property. In addition to this requirement, given the intention to transfer ownership of the property to the Ministry of Highways, each development permit application will be referred to the Ministry for their review and approval.

Commercial vs. Private Use: Commercial/ Municipal  
 Commodity (if applicable):  
 Anticipated Construction Start Date:  
 How long do you anticipate using this infrastructure?: More than 1 year

Constructing a new approach:	false	Modifying an existing approach:	false
Utilizing an existing approach (without modifications):	false	Removing an existing approach:	false
First Name:		Last Name:	
Company Name (if applicable):		24-hour Phone Number:	

**Attachments**

**Related List Title:** Attachment List  
**Table name:** sys\_attachment  
**Query Condition:** Table name = x\_smoit\_hicsm\_permit\_application AND Table sys ID = 8e17ae2b87980590309effb9cebb350e  
**Sort Order:** Created in descending order

2 Attachments

File name	Content type	Created	Created by
Location Plan.pdf	application/pdf	2021-12-14 09:37:23	hiportal
Draft Site Layout.pdf	application/pdf	2021-12-14 09:37:22	hiportal

**Related List Title:** Email List  
**Table name:** sys\_email  
**Query Condition:** Target table = x\_smoit\_hicsm\_permit\_application AND Target = 8e17ae2b87980590309effb9cebb350e  
**Sort Order:** None

3 Emails

Created	Recipients	Subject	Type	Notification type	User ID
2021-12-16 08:07:31	taylorj@ae.ca	Application RSD0004860 has been assigned	sent	SMTP	
2021-12-14 09:40:35	taylorj@ae.ca	Application RSD0004860 has been submitted.	sent	SMTP	
2021-12-14 09:43:57	roadside.central@gov.sk.ca	RSD0004860 has new comment	sent	SMTP	

**Related List Title:** Phone Log List  
**Table name:** sn\_openframe\_phone\_log  
**Query Condition:** Task = RSD0004860  
**Sort Order:** None

Phone Logs

# Appendix E - Policy Compliance Table

## Policy Compliance Table

### 1 P4G DISTRICT OFFICIAL COMMUNITY PLAN

Policy	CDR Report Reference
<p>5.3.3 Where a development review is required under this Plan and the proposed development is adjacent to a reserve or adjacent to land that has been selected as Treaty Land Entitlement or other relevant land claim, adjacent municipalities will engage with the First Nation or Métis community regarding the proposal.</p>	<p>Section 2.4 Section 5</p>
<p>15.3.7 Interim uses on lands identified as Future Urban Growth Areas may be allowed prior to urban development, subject to consideration of:</p> <ul style="list-style-type: none"> <li>a) Whether the interim use has the potential to become permanent;</li> <li>b) Whether the interim use is for single parcel development or multi parcel development;</li> <li>c) Whether the interim use is inside or outside the 700,000 growth area;</li> <li>d) Whether the interim use has rural or urban densities, form, and servicing;</li> <li>e) The recovery of the cost of current and future infrastructure;</li> <li>f) The compatibility of current and future land uses; and</li> <li>g) Traffic effects on existing and future road networks.</li> </ul>	<p>Section 4</p>
<p>15.3.8 Single parcel interim uses may be permitted in Future Urban Growth Areas provided that:</p> <ul style="list-style-type: none"> <li>a) The proposal is consistent with more detailed planning for the area;</li> <li>b) A site design that limits fragmentation of the parcel is provided; and</li> <li>c) A subdivision design that allows for re-subdivision to urban-sized parcels is provided.</li> </ul>	<p>Section 2.8.2</p>
<p>15.3.23 Interim commercial uses may be considered in the Urban Commercial/Industrial areas. Low capital intensities are encouraged for interim commercial uses in Urban Commercial/Industrial areas.</p>	<p>Section 2.8.2</p>
<p>15.3.24 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:</p> <ul style="list-style-type: none"> <li>a) Site design that facilitates a transition to urban development;</li> </ul>	<p>Section 2.8.2</p>

Policy	CDR Report Reference
<p>b) Roadway and other infrastructure planning that facilitates a transition to urban development;</p> <p>c) Consideration of the location, type and timing of future urban development; and</p> <p>d) A transportation impact assessment where the use may result in a significant impact on existing and future road networks.</p>	
<p>26.3.3 Development must be designed and constructed to avoid or mitigate on and off-site impacts from alteration to drainage.</p>	<p>Section 4.3</p>
<p>26.3.9 Stormwater management plans will be required as part of Concept Plans or Comprehensive Development Reviews, or at the site development stage, whichever comes first, that detail stormwater control facilities and related improvements, and demonstrate that water quality and quantity impacts from development have been minimized.</p>	<p>Section 4.3</p>

**2 P4G DISTRICT ZONING BYLAW**

Policy	CDR Report Reference
<p>2.21.1 Where an application is made to rezone land to permit the carrying out of a specified proposal, the municipality may approve the rezoning subject to an agreement entered into pursuant to the Act.</p>	<p>Section 2.8.2</p>
<p>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.</p>	<p>Section 4.3</p>
<p>3.12.2 The maximum height of a fence is:</p> <p>a) 2.44 m (8 ft) in industrial zoning districts;</p>	<p>Section 3</p>

Policy	CDR Report Reference
3.12.7 Fences should be complimentary and compatible with the quality and materials of the principal building and not contain any scrap metal or waste materials.	Section 3
3.14.2 Where landscaping is required for a development, a landscape plan shall be included with the development permit application.	Section 2.8.2 Section 3
<p>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:</p> <ul style="list-style-type: none"> <li>a) illuminate or shine onto adjacent lands;</li> <li>b) interfere with the use, privacy and enjoyment of adjacent lands, adjacent dwellings and their amenity area;</li> <li>c) interfere with airport safety; or</li> <li>d) interfere with traffic safety on public roadways.</li> </ul>	Section 3.1
3.18.2 The Development Officer when considering a development permit application for uses which involve the outdoor storage of goods, machinery, vehicles, motors, building materials, waste materials and other similar uses may impose conditions requiring the use and maintenance of landscaping, berming, fencing, vegetation or other screening of a location, length, thickness, type height and extent that is considered necessary to buffer the proposed development from adjacent or neighbouring land uses and public roads.	Section 2.8.2 Section 3.1
<p>3.22.2 All development shall have frontage onto and direct physical and legal access to a maintained public roadway, except for:</p> <ul style="list-style-type: none"> <li>a) agricultural operations;</li> <li>b) development internal to a condominium plan containing private roadways; and</li> <li>c) development internal to a dwelling group or multi-use development containing internal roadways as approved by the Development Officer.</li> </ul>	Section 3 Section 4.4
3.28.1 All development shall be adequately serviced to the satisfaction of the municipality including the provision of power, natural gas, and telecommunications. If upgrades are required, the applicant shall be solely responsible for the cost and the undertaking of such upgrades.	Section 2.8.2 Section 3 Section 4

Policy	CDR Report Reference
<p>4.14.1 In addition to the development permit application requirements of Section 2.7, an application for a commercial or industrial complex must include:</p> <p>a) a layout or site plan showing the dimensions, size and location of the site, the location of any existing and all proposed development including buildings, structures, parking, loading or service areas, outdoor storage areas, waste disposal areas, methods of landscaping, buffering and/or screening and identification of any development phasing; and,</p> <p>b) information to confirm that adequate infrastructure can be provided to service the scale and intensity of the proposed use, including but not limited to water supply, onsite wastewater disposal systems, drainage and other utility services, municipal and provincial roadway facilities and local capacity fire and protective services.</p>	<p>Figure 3-1 Section 4</p>
<p>4.14.2 Any parking areas, loading or service areas, outdoor storage areas, waste disposal areas or other unsightly elements that are facing a public roadway or a residential site shall be landscaped and screened to the satisfaction of the Development Officer.</p>	<p>Section 3 Figure 3-1</p>
<p>4.14.3 Parking requirements may be reduced at the discretion of the Development Officer based on what is reasonable for the use.</p>	<p>Section 2.8.2</p>
<p>4.14.4 An industrial use may include a surveillance and security suite, shared administration offices or shared amenity space or common areas on a site or within a building.</p>	<p>Section 2.8.2</p>
<p>4.14.5 The applicant shall obtain necessary building and development permits prior to commencing interior construction on or occupancy of individual units, buildings or structures on a site.</p>	<p>Section 3</p>
<p>6.13. D - Light Industrial 1 District (DM1)</p> <p>6.13.2 Permitted Uses:</p> <p>Industrial Complex, One Building</p>	<p>Section 2.8.2</p>
<p>6.13.5 Site Development Regulations</p> <p>a) Site Area - The minimum site area shall be 0.8 ha (2 ac).</p> <p>b) Site Frontage - The minimum site frontage shall be 30 m (98.4 ft).</p> <p>c) Front Yard Setback - A minimum of 45 m (147.6 ft) from the centerline of a municipal road allowance or provincial highway or as required by the</p>	<p>Section 2.8.2</p>

Policy	CDR Report Reference
<p>Saskatchewan Ministry of Highways, excepting sites which front on an internal subdivision road which shall be setback a minimum of 20 m (65.6 ft) from the front site line.</p> <p>d) Side Yard Setbacks – A minimum of 8 m (26.2 ft) from the side property line. Where a side yard abuts a municipal road allowance or provincial highway, the front yard requirements shall apply.</p> <p>e) Rear Yard Setback – A minimum of 8 m (26.2 ft) from the rear property line, excepting properties where the rear site line is adjacent to a municipal road in which case all buildings shall be setback a minimum of 45 m (147.6 ft) from the center line of the road allowance.</p> <p>f) Building Height - The maximum building height shall be 17 m (55.7 ft).</p> <p>g) Site Coverage – The maximum permitted portion of the site that may be covered by buildings or structures shall be 60%.</p>	
<p>6.13.6 Supplementary Development Standards</p> <p>a) The storage and display of finished goods shall be permitted in a front yard where it's is deemed essential to facilitate an approved use.</p> <p>b) All waste materials or unsightly elements shall be enclosed by buildings, or screened by landscape feature, fences or a combination thereof to the satisfaction of the Development Officer.</p> <p>c) Outdoor storage of unfinished or raw materials 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 m (6.6 ft) in height.</p>	Section 3
<p>6.13.7 Landscaping Development Standards</p> <p>a) A landscape buffer of not less than 4.5 m (14.8 ft) in depth throughout lying parallel to and abutting the front site line shall be provided on every site and shall be used for no purpose except landscaping and necessary driveway access to the site</p> <p>b) On corner lots, in addition to the landscaping required in the front yard, a landscape strip of not less than 3 m (9.8 ft) in depth throughout, which shall not be used for any purpose except landscaping.</p> <p>c) Where a site abuts a residential parcel, country residential zoning district or the community services zoning district without an intervening road, there shall</p>	Section 3

Policy	CDR Report Reference
<p>be strip of land adjacent to the abutting site line of not less than 6 m (19.7 ft) in depth throughout, which shall not be used for any purpose except landscaping.</p> <p>7.5.1 In addition to General Regulations or Development Standards elsewhere in this Bylaw, within this Overlay no person shall:</p> <p>a) place, erect or construct or permit the placement, erection or construction of any building, development, structure or object or an addition to an existing building, development, structure or object including roof ridges, parapets, chimneys, ventilation units, antennas, signs and light standards that exceeds the height of the Obstacle Limitation Surfaces as defined in the Saskatoon Airport Zoning Regulations represented in this Bylaw within the limits shown on the maps in Schedule 1;</p> <p>b) permit an object of natural growth to exceed the height of the Obstacle Limitation Surfaces as defined in the Saskatoon Airport Zoning Regulations represented in this Bylaw within the limits shown on the maps in Schedule 1;</p> <p>c) use or develop, or permit another person to use or develop land in a manner that causes interference with any signal or communication:</p> <p>i. to or from an aircraft; or</p> <p>ii. to or from any facility used to provide services related to aeronautics;</p> <p>d) use or develop, or permit another person to use or develop lands in any way that may attract wildlife, particularly birds, that may create a hazard for aviation safety;</p> <p>g) use or permit another person to use any of the lands within the 8 km wildlife buffer zone shown on the maps in Schedule 1 as a site for a landfill or a food garbage disposal site.</p>	<p>Section 2.8.2</p>
<p>7.5.3 New development or any alterations or additions thereto, on lands situated within the 30 NEF contour, as shown on the maps in Schedule 1, shall be designed and constructed to be compatible with the continued operation of the airport and to comply with established acoustic standards for sound insulation, which are applicable to occupied interior spaces contained within such developments.</p>	<p>Section 2.8.2</p>

# Appendix F - Conceptual Drainage Plan



<b>Issue Date:</b>	April 19, 2022	<b>File No.:</b>	AERIS
<b>To:</b>	Parker Siemens	<b>Previous Issue Date:</b>	
<b>From:</b>	Ryan Karsgaard, P.Eng.	<b>Project No.:</b>	2021-4668-00
<b>Client:</b>	Siemens Transportation Group		
<b>Project Name:</b>	Siemens Industrial Rezoning		
<b>Subject:</b>	Application for Approval to Construct and Operate Drainage Works		

## 1 INTRODUCTION

Siemens Transportation Group has engaged Associated Engineering (Sask.) Ltd. (AE) to complete a drainage analysis as part of the approval for rezoning of current agricultural land to be developed for equipment storage use. The project involves the rezoning of 18.16 ha (44.8 acres) of land situated just north of Saskatoon along Highway 16. **Figure 1-1** depicts the subject property.

It is our understanding that the use of the property is intended to be temporary and will be discontinued in the future as the site is redeveloped in conjunction with the construction of a future highway interchange.

## 2 LOCAL TOPOGRAPHY AND EXISTING LAND FEATURES

The development site naturally drains from north to south to the Highway 16 ditch before continuing south towards Saskatoon. Some runoff does collect in the existing borrow pit on the south edge of the property. Highway drainage stays in the ditch for the most part, with some runoff entering the borrow area during higher flows. Please refer to the attached drawing, **Figure 2-1**, which illustrates the pre-development drainage conditions.

## 3 DRAINAGE PLAN

The proposed development includes topsoil removal, construction of access roads, and construction of a gravel structure across the industrial lots. **Figure 3-1** illustrates the post-development drainage plan.

Lot grading will direct runoff from the back to the front of the lots at a minimum 1% grade. Runoff is intended to be conveyed overland via ditches adjacent to roads, using culverts at approaches and intersections. The development design is also intended to take advantage of the existing borrow pit, which to our understanding, can be used as the pond for permanent storage as the pit is not a natural feature. Lots on the south half of the development will need to be built up to achieve positive drainage to the pond.

The existing borrow pit will be expanded to retain the pre-development to post-development increase in runoff resulting from the development during a 1:100 year 24-hour storm event. Using the Modified Rational Method as the basis for analysis, the pre-and post-development runoff coefficients are assumed to be 0.35 and 0.70, respectively. Weighted post-development coefficients were then adjusted to 0.87 through the addition of an Antecedent Moisture Condition (AMC) factor of 1.25 to account for an increase in runoff when the ground is saturated due to the 1:100-year event.

https://assoceng-my.sharepoint.com/personal/purvisk\_ae\_ca/Documents/Microsoft%20Teams%20Chat%20Files/tcm\_siemens\_industrial\_rezoning\_20220301.docx



Memo To: Parker Siemens, Siemens Transportation Group  
 April 20, 2022  
 Page 2

The difference between pre-and post-development flows equates to 8720 m<sup>3</sup> of permanent storage for the stormwater pond. There are three (3) areas of natural depressions on the site that will be filled in during construction which increase the permanent storage requirement by 850 m<sup>3</sup>. The resulting total permanent storage provided will therefore be 9570 m<sup>3</sup>.

In addition to the permanent storage, the active storage was sized to store the post-development peak 1:100 year 24-hour storm flow. The calculated average pre-development release rate is 0.068 m<sup>3</sup>/s which requires 13,070 m<sup>3</sup> of active storage. A 600 mm diameter pipe installed at a 0.5% grade with a 225 mm diameter orifice opening will be used as the outlet for the stormwater pond.

Since the development site is located along Highway 16, the drainage design also includes a small berm to ensure that any runoff in the highway ditch does not enter the development. This berm will also allow for easier controlled release of the increased post-development flows. The outlet will be constructed to minimize impacts to the existing highway ditch, including erosion protection such as rip rap and re-vegetation post-construction.

**4 CLOSURE**

This technical memo was prepared for Siemens Transportation Group to outline the intended drainage design to aid in the Application for Approval to Construct and Operate Drainage Works for the Water Security Agency.

Should you have any questions or require clarification on anything that is presented herein, please do not hesitate to contact us.

Respectfully submitted,  
 Associated Engineering (Sask.) Ltd.

Prepared by:



Karisa Purvis, P.Eng.  
 Project Engineer



Reviewed by:



Ryan Karsgaard, P.Eng.  
 Project Engineer



KP/AM/RK/np

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

NUMBER C116

PERMISSION TO CONSULT HELD BY:

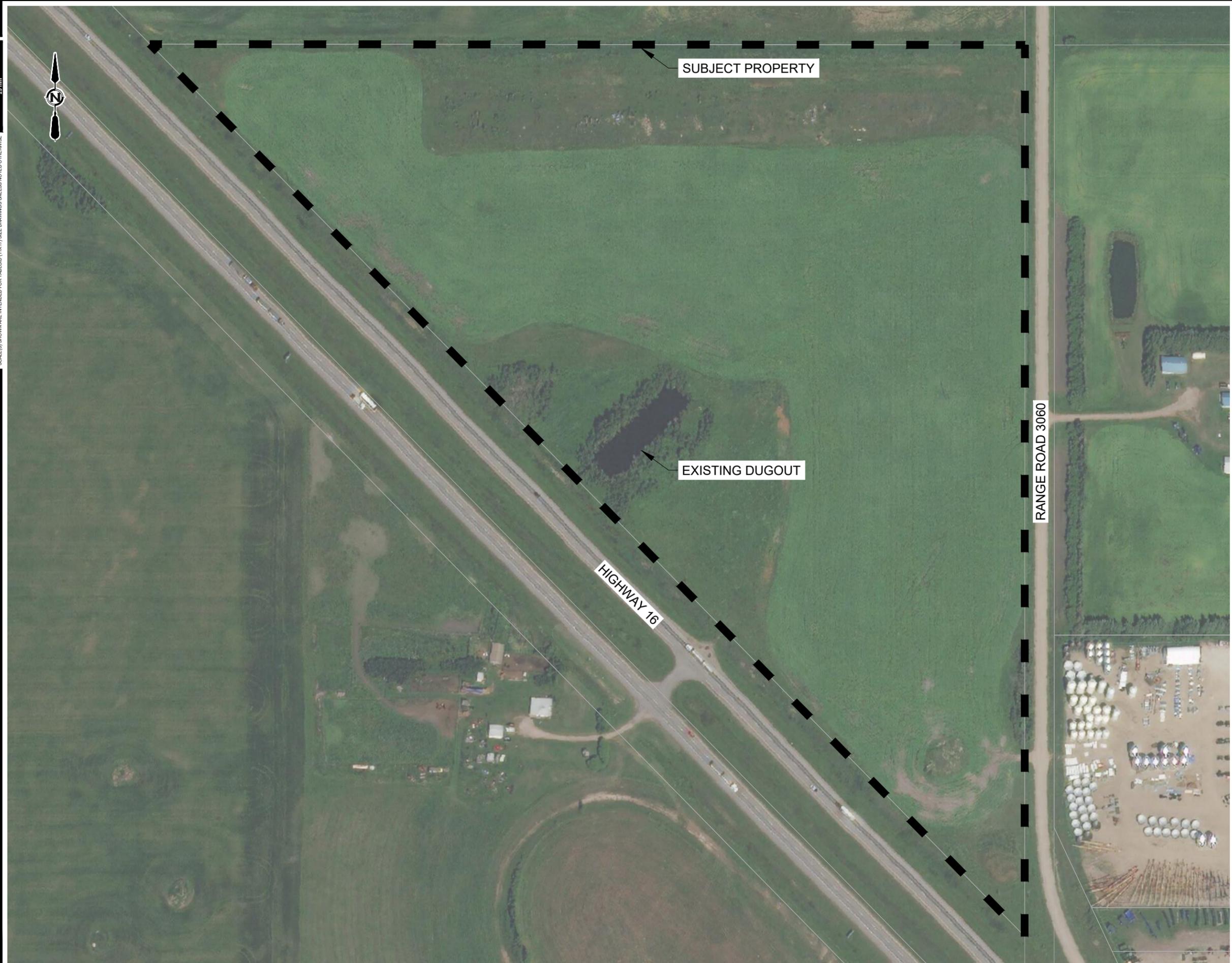
DISCIPLINE	SASK. REG. No.	SIGNATURE
CIVIL	09763	

**ASSOCIATED ENGINEERING  
 QUALITY MANAGEMENT SIGN-OFF**

Signature: 

Date: April 19, 2022

IF NOT 25 mm ADJUST SCALES  
SCALE(S) SHOWN ARE INTENDED FOR TABLOID (11X17) SIZE DRAWINGS UNLESS NOTED OTHERWISE



SUBJECT PROPERTY

EXISTING DUGOUT

HIGHWAY 16

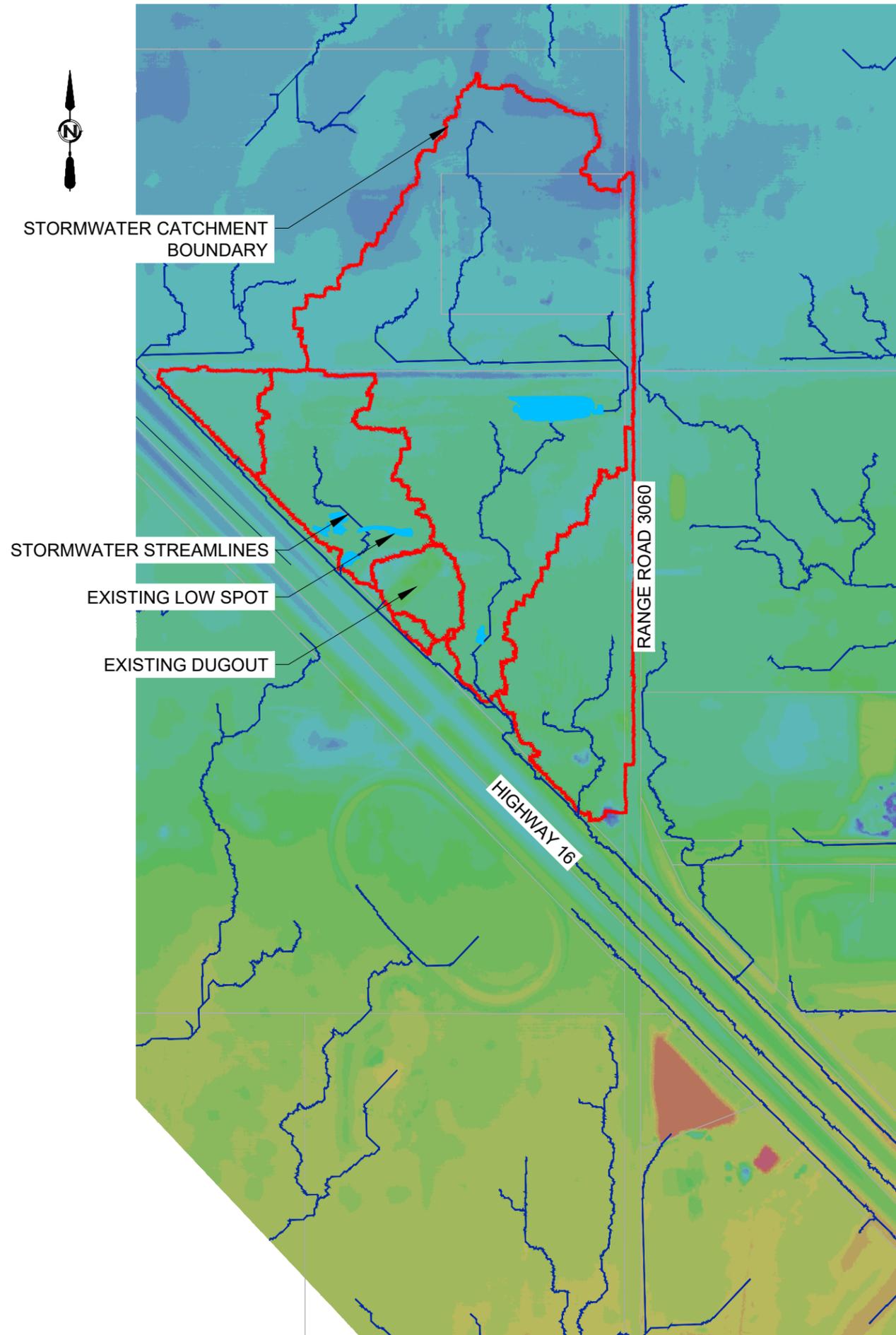
RANGE ROAD 3060

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DWG PATH: \\ae-ca\data\working\saas\2021-46668-00\civil\46668-00-c-701.dwg

**FIGURE 1-1**  
SIEMENS TRANSPORT  
CIVIL  
PLAN  
SUBJECT PROPERTY

<b>AE PROJECT No.</b>	20214668-00
<b>SCALE</b>	NTS
<b>APPROVED</b>	R. KARSGAARD
<b>DATE</b>	2022APR20
<b>REV</b>	0
<b>DESCRIPTION</b>	ISSUED FOR MEMO

ELEVATION RANGE LEGEND			
#		MIN.	MAX.
1	■	503.0 m	503.3 m
2	■	503.3 m	503.6 m
3	■	503.6 m	503.9 m
4	■	503.9 m	504.2 m
5	■	504.2 m	504.5 m
6	■	504.5 m	504.8 m
7	■	504.8 m	505.1 m
8	■	505.1 m	505.4 m
9	■	505.4 m	505.7 m
10	■	505.7 m	506.0 m
11	■	506.0 m	506.3 m
12	■	506.3 m	506.6 m
13	■	506.6 m	506.9 m
14	■	506.9 m	507.2 m
15	■	507.2 m	507.5 m
16	■	507.5 m	507.8 m
17	■	507.8 m	508.1 m
18	■	508.1 m	508.4 m
19	■	508.4 m	508.7 m
20	■	508.7 m	509.0 m
21	■	509.0 m	509.3 m
22	■	509.3 m	509.6 m
23	■	509.6 m	509.9 m
24	■	509.9 m	510.2 m
25	■	510.2 m	510.5 m
26	■	510.5 m	510.8 m
27	■	510.8 m	511.1 m
28	■	511.1 m	511.4 m
29	■	511.4 m	511.7 m
30	■	511.7 m	512.0 m



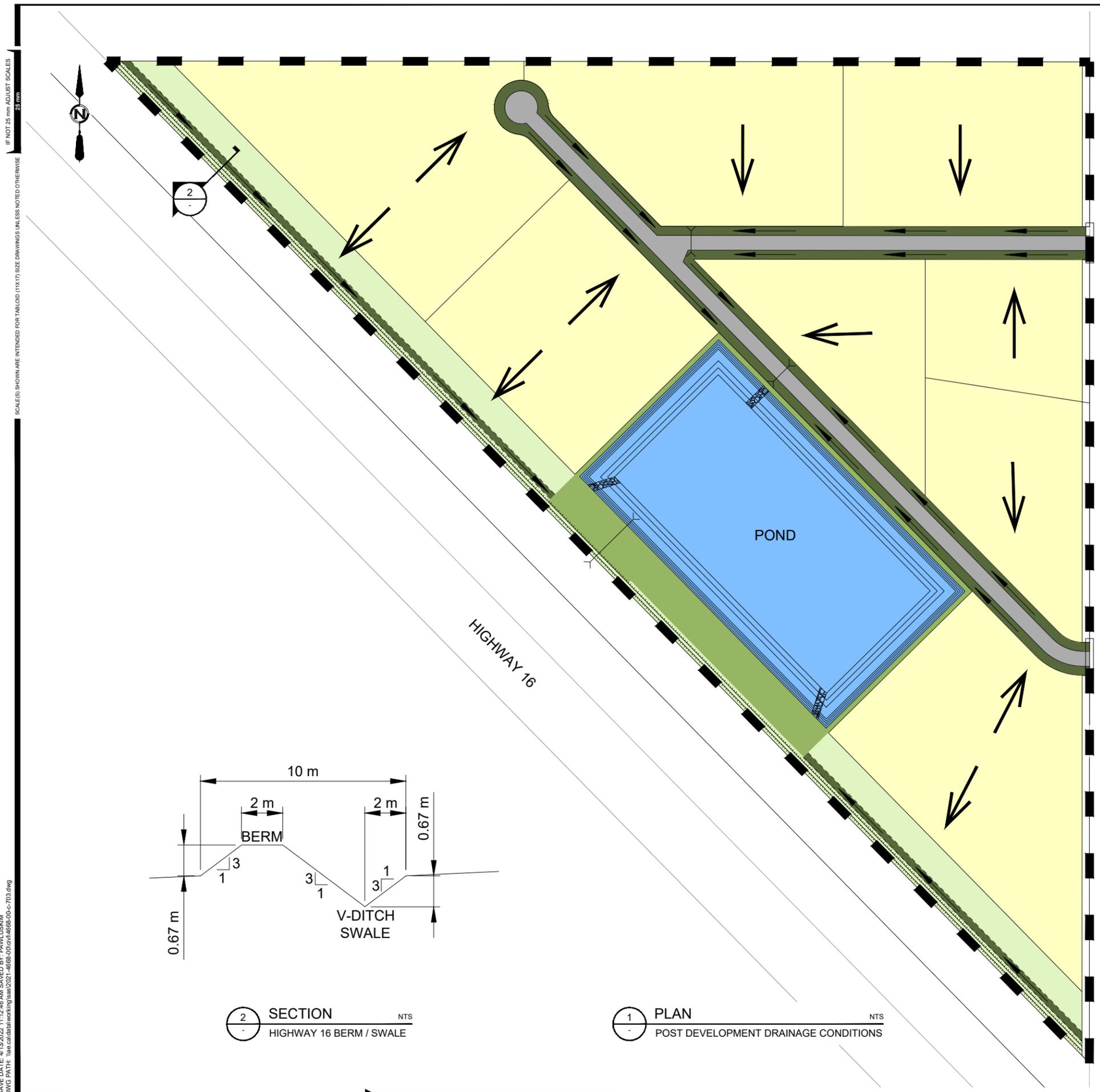
**FIGURE 2-1**  
SIEMENS TRANSPORT  
  
CIVIL  
PLAN  
PRE-DEVELOPMENT DRAINAGE CONDITIONS

<b>AE PROJECT No.</b>	20214668-00
<b>SCALE</b>	NTS
<b>APPROVED</b>	R. KARSGAARD
<b>DATE</b>	2022APR20
<b>REV</b>	0
<b>DESCRIPTION</b>	ISSUED FOR MEMO

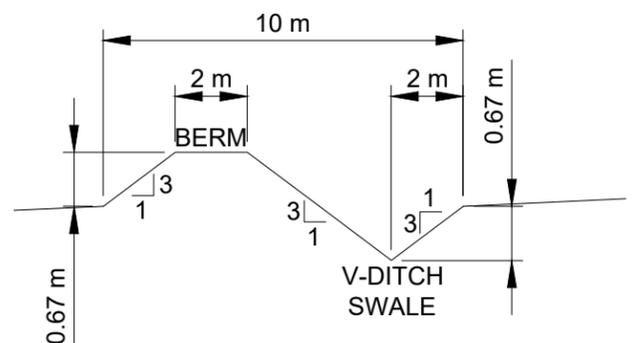
IF NOT 25 mm ADJUST SCALES

SCALE(S) SHOWN ARE INTENDED FOR TABLOID (11X17) SIZE DRAWINGS UNLESS NOTED OTHERWISE

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DWG PATH: \\ae-ca\data\working\user\2021-4668-00\civil\4668-00-c-702.dwg



- LEGEND**
- PROJECT AREA
  - LOT DRAINAGE FLOW
  - DITCH DRAINAGE FLOW
  - PROPOSED CULVERT
  - TOPSOIL BERM / STOCKPILE
  - SWALE
  - LEASEABLE LAND
  - STORM POND
  - STORM POND FRINGE
  - STORM POND INLET
  - INTERNAL ROAD / DITCH
  - NON-LEASEABLE LAND



**2** SECTION NTS  
HIGHWAY 16 BERM / SWALE

**1** PLAN NTS  
POST DEVELOPMENT DRAINAGE CONDITIONS

**FIGURE 3-1**  
SIEMENS TRANSPORT

---

CIVIL  
PLAN  
POST-DEVELOPMENT DRAINAGE CONDITIONS

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<b>AE PROJECT No.</b>	20214668-00
<b>SCALE</b>	AS SHOWN
<b>APPROVED</b>	R. KARSGAARD
<b>DATE</b>	2022APR20
<b>REV</b>	0
<b>DESCRIPTION</b>	ISSUED FOR MEMO

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# Appendix G - Public Consultation



# *Application to Rezone Land*

## **Proposed Industrial Complex**

### *Public Notice*

#### **PURPOSE**

This communication is intended to inform neighbouring property owners of the proposed development a 44.88 acre industrial complex located within NE-25-37-06-W3M along Highway 16.

Associated Engineering, on behalf of 101088347 Saskatchewan Ltd. (Siemens Transport), is preparing a Comprehensive Development Review report to the RM of Corman Park to support an application to rezone Parcel 144866841 from D-Agricultural Residential 1 District to D-Light Industrial 1 District by contract to enable the use of the property to lease outdoor space to accommodate storage and display of equipment and materials.

#### **DEVELOPMENT SUMMARY**

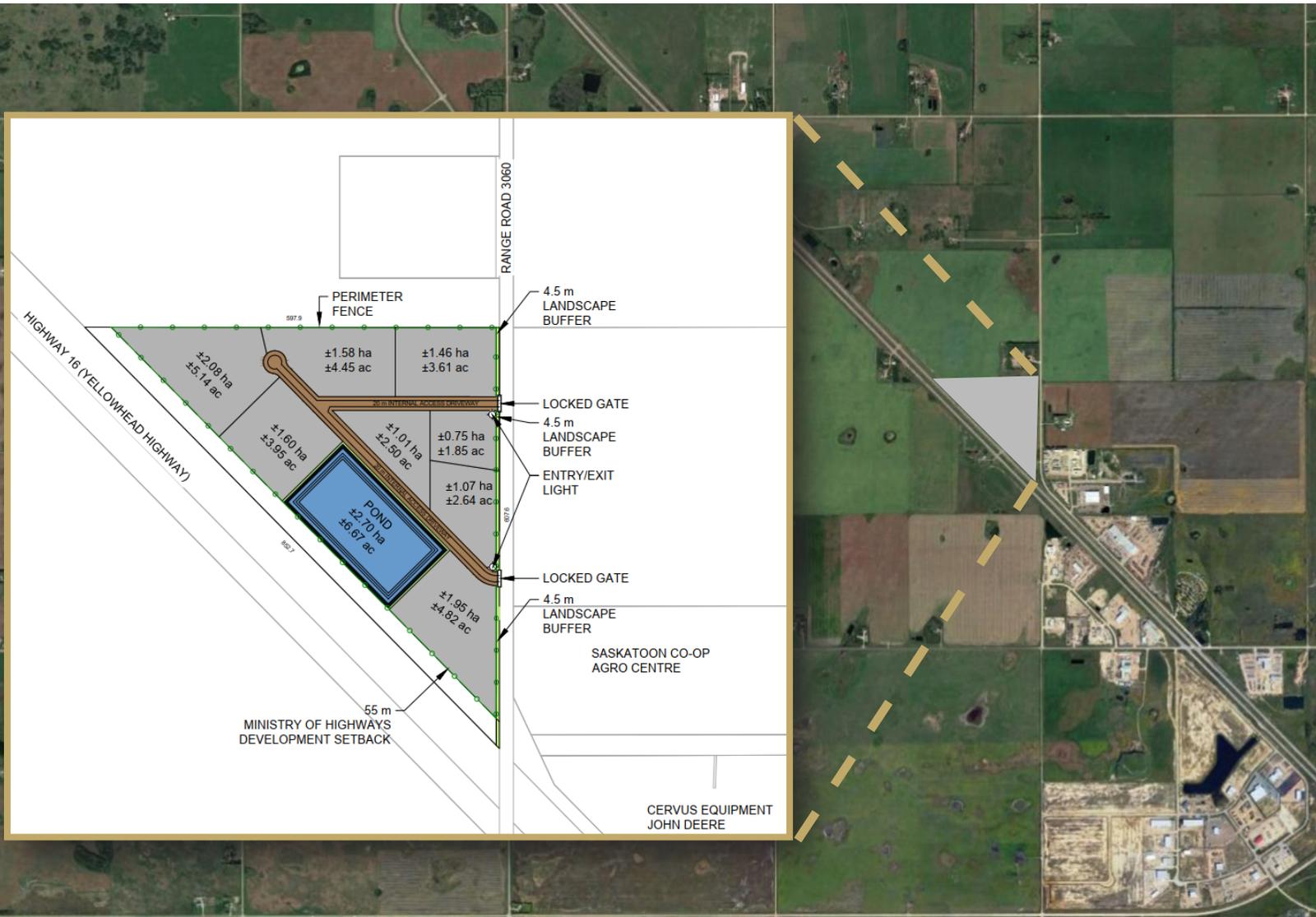
The proposed development site has been identified by the Ministry of Highways as the location for construction of a future interchange associated with the Saskatoon Freeway. As a result, any interim development proposed for this site must be temporary in nature.

The site is proposed to be developed as a bare land industrial complex for lease by companies needing space to store and display equipment and materials such as semi-truck trailers, small amounts of processed aggregate materials, building materials, recreational vehicles, construction equipment, landscaping supplies, RTM home manufacturing and other similar uses intended to supplement primary business activities located on other sites.

Some of the development characteristics include:

- Access to a private internal driveway from two approaches along Range Road 3060. Approaches will be gated and each tenant will have key access to the site.
- Primary access to the development will originate from the south off 71st St W, consistent with that of other businesses in the area.
- No permanent buildings will be constructed on the site.
- A single post yard light will be erected at each approach. No additional lighting is planned for the site unless proposed by an individual tenant. All lighting will be dark sky compliant and designed to limit illumination of surrounding properties.
- A 4.5 m landscape buffer along Range Road 3060 will enhance the visual appearance of the development.
- Proposed hours of operation will be 6 a.m. to 10 p.m. Monday through Saturday.
- As the development is intended for outdoor storage, it is not anticipated that the site will be accessed by customers or used for the direct sales of goods and materials.
- Outdoor storage use will not require on site water and sewer services.
- A conceptual drainage plan has been prepared to support the proposed development. Stormwater will be managed on site utilizing the existing borrow pit.

The general site plan for the proposed development is illustrated below:



The formal rezoning application is intended to be submitted for consideration by the P4G District Planning Commission and subsequently the RM of Corman Park Council in the coming months. Neighbouring property owners may provide their perspectives and comments concerning the proposed development prior to consideration of the application by the RM. Any communications received from this mailing will be included in the final submission. Please respond to the request for comment by May 25, 2022 by mail, email or telephone to the contact below:

Jennifer Taylor, RPP  
Associated Engineering  
1-2225 Northridge Drive  
Saskatoon, SK S7L 6X6  
taylorj@ae.ca  
306-808-3117





# RECORD OF TELEPHONE CONVERSATION

Date: 5/11/2022 Time: 10:25 a.m. Project No.: 2021-4686  
 Call from: \_\_\_\_\_ Name: Councillor David Greenwood  
 Company: RM of Corman Park Phone No.: ( 306 ) 230-4654  
 Associated Engineering Representative Receiving Call: Jennifer Taylor  
 Project: Siemens Industrial Rezoning CDR  
 Subject: Public Notification

Summary of Discussions:

Councillor Greenwood requested a PDF copy of the public notice. He noted that he had reviewed the hours of operation of neighbouring businesses on their websites. He expressed concern that the hours of the proposed development were longer than those of the neighbouring business.

Conclusions/Decisions/Actions to be Taken:

A PDF of the public notice was provided by email on May 11, 2022.

<b>Distribution:</b>	<input type="checkbox"/> Client: _____ <input type="checkbox"/> _____
	<input type="checkbox"/> Contractor: _____ <input type="checkbox"/> _____
	<input type="checkbox"/> Project Manager: _____ <input type="checkbox"/> _____



Associated Engineering

GLOBAL PERSPECTIVE.  
LOCAL FOCUS.

# RECORD OF TELEPHONE CONVERSATION

Date: 5/12/2022 Time: 3:25 p.m. Project No.: 2021-4686  
 Call From: Saskatoon 16 West RV Park Phone No.: ( 780 ) 913-3918  
 Associated Engineering Representative Receiving Call: Jennifer Taylor  
 Project: Siemens Industrial Rezoning CDR  
 Subject: Public Notification

### Summary of Discussions:

Saskatoon 16 West RV Park called to clarify why they were being sent the public notice and to review the general overview of the proposed development. There were no concerns expressed by the RV Park.

<b>Distribution:</b>	<input type="checkbox"/> Client: _____	<input type="checkbox"/> _____
	<input type="checkbox"/> Contractor: _____	<input type="checkbox"/> _____
	<input type="checkbox"/> Project Manager: _____	<input type="checkbox"/> _____



Platinum member



# RECORD OF TELEPHONE CONVERSATION

Date: 5/25/2022 Time: 3:25 p.m. Project No.: 2021-4686

Call from: \_\_\_\_\_ Name: Ray Korpan

Company: Korpan Tractor Phone No.: ( 306 ) 221-8484

Associated Engineering Representative Receiving Call: Jennifer Taylor

Project: Siemens Industrial Rezoning CDR

Subject: Public Notification

### Summary of Discussions:

Mr. Korpan endorses the project wholeheartedly. He thinks the proposed development is the best thing that can happen to the property rather than leaving it as raw land for 20 years until the Saskatoon Freeway is constructed.

<b>Distribution:</b>	<input type="checkbox"/> Client: _____ <input type="checkbox"/> _____
	<input type="checkbox"/> Contractor: _____ <input type="checkbox"/> _____
	<input type="checkbox"/> Project Manager: _____ <input type="checkbox"/> _____