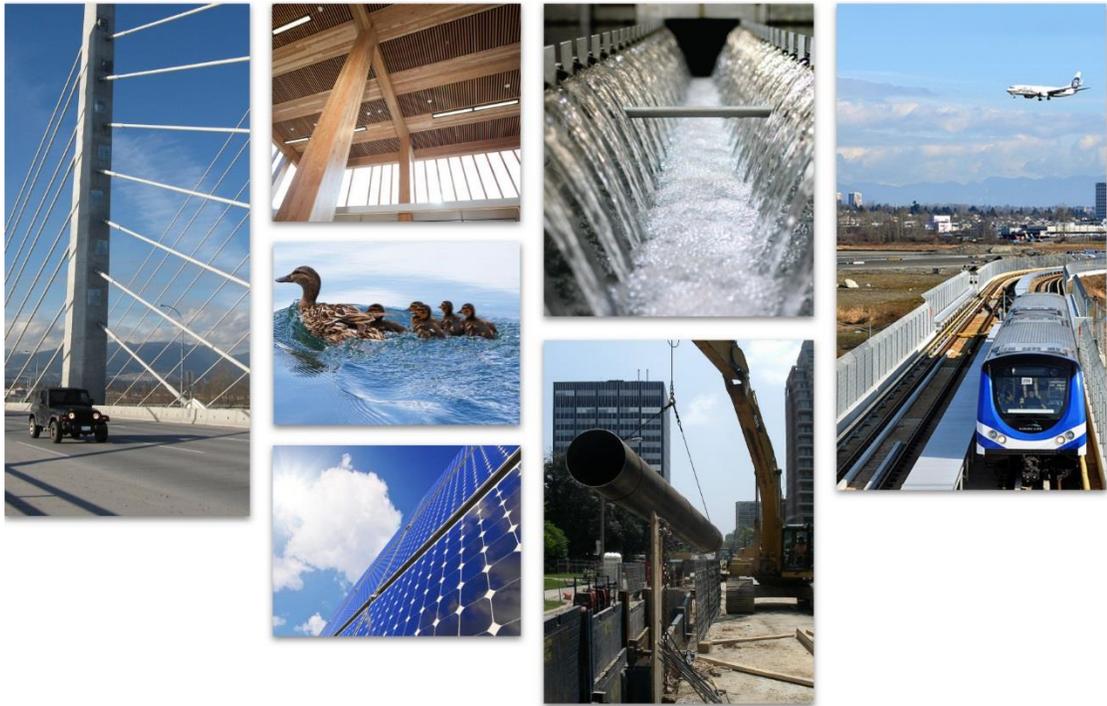


REPORT

102011255 Saskatchewan Ltd.

Nordic Industrial Subdivision Comprehensive Development Review



OCTOBER 2023

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1 INTRODUCTION

This Comprehensive Development Review (CDR) has been prepared to support an application to rezone approximately 8.09 hectares of land within SE 25-37-6-W3M for industrial purposes. The Saskatoon North Partnership for Growth District Official Community Plan (DOCP) defines the long-term intent for urban commercial/industrial development on the subject lands. This document is intended to demonstrate how the proposed development can be planned as a rural serviced light industrial subdivision and to eventually transition to an urban serviced development in the future. Additionally, this CDR is intended to assess the capacity of the supportive municipal and provincial infrastructure as it relates to the demand created by the proposed rural development.

2 PLAN CONTEXT

2.1 Plan Location

The subject property is in the RM of Corman Park No. 344 and falls under the jurisdiction of the DOCP. It is located along the north side of Township Road 374 (Auction Mart Road) approximately 800 m west of Highway No. 16 and adjacent to the Yellowhead Industrial Park.

Figure 1 Location Plan



2.2 Adjacent and Nearby Land Uses

The subject property is situated in an area dominated by light industrial and highway commercial developments sited to take advantage of the access and visibility provided by the provincial highway network to attract and serve the travelling public. Adjacent to the subject property, the Yellowhead Industrial Park accommodates a mixture of industrial uses including warehousing, freight and logistics, manufacturing, construction, and industries providing direct support to the agricultural and natural

resource sectors. The businesses and uses within the neighbouring BizHub Industrial Park share a similar composition.

There are eight residential acreages situated within 1.6 km of the plan area with four of these acreages located directly west along Auction Mart Road. The acreages to the west of the subject property are perceived to be most likely impacted by industrial development. The closest residence is situated 400 metres from the western boundary of the site. This residence is fully enclosed by a mature shelterbelt providing a visual separation from planned industrial development. The proposed development is situated along a paved roadway and closer to Highway No. 16 than the nearby acreages which reduces the likelihood that industrial traffic will pass by the acreages or create any nuisance for these sites.

Other notable existing and planned developments in the vicinity of the subject property include the Saskatoon Freeway which is planned to be located directly north of the subject property, and the John G. Diefenbaker International Airport, located approximately 3.5 km south.

The Ministry of Highways (MoH) has established an 800 m control radius around the location of the future freeway interchange at Highway No.16 just north of the subject property. This control radius is intended to protect lands that may be needed for the construction of a future interchange. The subject property lies fully outside of the 800 m control radius and has no impact on the future construction of this freeway.

The Saskatoon Airport Zoning Regulations 87-706 (AZR) restrict buildings and uses within various distances from the facility to ensure its continued safe operation. The AZR restricts the construction of new permanent wetlands within a four-kilometre radius of the airport. The proposed subdivision does not propose to construct any new stormwater management facilities that would attract birds to the area.

Building heights are also regulated along the approach surfaces of the airport's two runways to ensure that they do not interfere with the flight paths. The subject property is located along the flight path associated with Runway 15/33 but lies approximately 2.8 km from the northern boundary of the runway. Given the distance of the proposed development from the airport, the flight path is not anticipated to restrict development on the sites.

The AZR also restricts uses such as waste disposal or landfills within 8 km of the airport that would attract migratory birds or other airborne species that could interfere with air traffic. Development within the proposed properties is not expected to include waste disposal. It is anticipated that the municipality will consider the impacts of specific forms of development on the operation of the airport at the development permit stage.

Influence on the Plan:

- The proposed subdivision and development of the subject property are not expected to have any significant impact on the acreages in the area due to the distance between the uses combined with the proximity of the proposed industrial development to Highway No. 16.
- The proposed subdivision and light industrial use of the property will not contravene the current Airport Zoning Regulations.

2.3 Physical Conditions

The subject property has been previously graded to support development in conjunction with previously approved Agricultural Support Service use. Although no buildings were constructed, the site was graded to support building construction and to convey run-off to an existing stormwater management facility constructed immediately north of the plan area. Due to pre-existing drainage issues along Auction Mart Road, the site needed to be elevated along its south side adjacent to Auction Mart Road to direct run-off to the north rather than to the south as it would naturally. The site slopes to the north at a grade of 0.1 % where it discharges into a constructed swale that connects to the stormwater facility.

A geotechnical investigation was performed by SNC-Lavalin in February 2015, confirming that the site was suitable for development. This report was previously submitted to support the original subdivision of the property and used in preparing the site for development.

Influence on the Plan:

- The site has been previously brought to a finished grade to support a single site development on the property. Only minor revisions to the grading plan and lot grade are needed to support the subdivision of the property into two rural sites and the potential further subdivision of the site as it transitions into an urban industrial neighbourhood.

2.4 Natural and Heritage Conditions

Environmental and heritage screening reports were previously completed for the subject property during the discretionary approval process confirming that the subject property is not considered environmentally or heritage sensitive.

A copy of each screening report is attached as Appendix B.

Influence on the Plan:

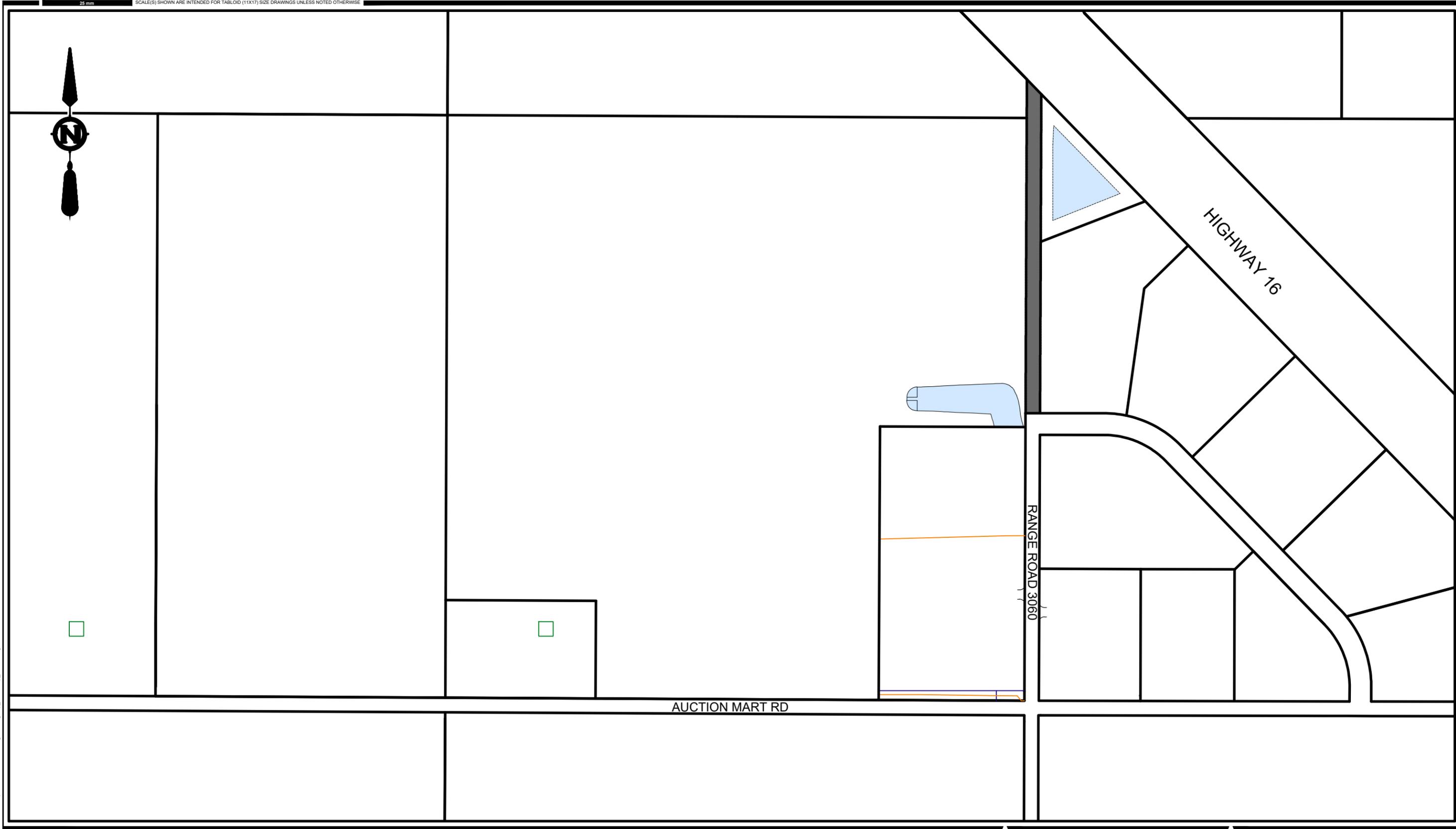
- The subject property is an existing development-ready site.

2.5 Built Features and Legal Encumbrances

There are presently no buildings or related improvements on the property.

There are two separate three-phase underground transmission lines within the subject property including a line extending along the south boundary of the property parallel to Auction Mart Road while a second line originates west and north of the property, extending east through the centre of the property and into the neighbouring Yellowhead Industrial Park. A 550 kPa polyethylene gas line also extends along the south boundary of the subject property along Auction Mart Road serving the neighbouring Yellowhead Industrial Park.

Auction Mart Road is a two-lane paved roadway constructed within a 42 m right-of-way that serves as a major municipal transportation corridor in this area. Improvements have been previously made to the intersection of Auction Mart Road at Highway No. 16 including its relocation and realignment as well as the construction of turning lanes, lighting, and signalization.



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- SASKENERGY
- SASKPOWER
- RESIDENCE
- UNDEVELOPED ROAD

FIGURE 2 EXISTING CONDITIONS
NORDIC INDUSTRIAL PARK
COMPREHENSIVE DEVELOPMENT REVIEW

Range Road 3060 extends along the east side of the subject property. It is a gravel-surfaced municipal grid road constructed within a 30 m right-of-way. Range Road 3060 currently extends approximately 400 m north of Auction Mart Road, acting as a secondary point of access/egress for the Yellowhead Industrial Park.

In conjunction with the previous subdivision of the subject property, the City of Saskatoon represented the likelihood of Auction Mart Road acting as a future urban arterial road as the area transitions to urban development in the future. This intention is further supported by the recent adoption of the North Concept Plan. As a future arterial road, direct property access is anticipated to be limited. Development on the subject property proposes no new access to Auction Mart Road and all driveways are planned to connect directly to Range Road 3060 to provide consolidated access at its intersection with Auction Mart Road.

It is the RM's policy that new industrial subdivisions must be connected to a paved roadway. It is anticipated that a portion of Range Road 3060 will need to be upgraded to an industrial road standard. The RM's current published industrial road standard enables the improved rural road to be constructed within the current 30 m right-of-way.

A review of the land titles did not identify any registered easements through the property.

Influence on the Plan:

- The design and layout of the property will need to provide appropriate corridors to support the extension of electrical, natural gas, and telecommunication infrastructure and consider the increase in demand resulting from the future transition to urban development.
- The current 30 m right-of-way along Road 3060 meets the minimum requirements for an industrial paved roadway. It is expected that a segment of this rural road will need to be paved to meet the current Corman Park road construction standards
- Development must be situated in a way as to ensure consistent access to the underground utility lines.

3 POLICY CONTEXT

The subject property is situated in an area where land use and development are jointly managed by the RM of Corman Park and its municipal partners making up the Saskatoon North Partnership through the application of the DOCP and Zoning Bylaw.

3.1 Saskatoon North Partnership for Growth District Official Community Plan

According to the DOCP, the subject property is in an area designated for Future Urban Commercial/Industrial development. Urban Commercial/Industrial areas are intended to accommodate future general commercial and industrial uses including office, retail, and industrial areas that are typically connected to urban servicing. The DOCP recognizes the long-term nature of urban development in this area and its implication on lands considered to have a current demand for development by accommodating interim use of these lands. Future urban growth areas within the region are broken into two categories based on the anticipated timing for development. The subject property is an area anticipated to be

developed in conjunction with regional populations approaching 1 million people meaning that the extension of urban services to this area is a long-term proposition.

The DOCP accounts for interim rural-serviced development in advance of urban expansion into the area. The DOCP policies related to interim development include the following:

- Uses in future urban growth areas shall use development standards that consider the standards used in the adjacent urban municipality.
- Site planning is required to be coordinated with the urban municipality to allow for the development to be integrated into the city in the future.
- Interim development is required to be consistent with any long-term planning completed for the area; and
- Interim development must be planned and designed to minimize property fragmentation, enable future subdivisions to urban-sized parcels and transition to urban servicing.

Section 6.3.5: Impacts on Natural and Heritage Resources

Subdivisions and development must be designed and constructed to ensure that alterations to the landscape or other natural conditions avoid or mitigate on and offsite impacts on natural and heritage resources.

Influence on the Plan:

- The subject property has been previously subdivided and approved for development. A heritage screening was previously completed to support these approvals which confirmed that the subject property is not considered heritage sensitive and that no further investigation is required to proceed with development.

Section 6.3.6: Integration of Natural Features

Development should integrate and complement natural features and landscapes including the incorporation of natural vegetation and conserved wetlands.

Influence on the Plan:

- As an existing site, the subject property has been previously graded. The subdivision envisioned by this application is not anticipated to disturb or impact any off-site natural features or landscapes.

Section 8.3.1: Source Water Protection

Development shall not restrict the use of groundwater or surface water or alter the flow of surface water in a way that detrimentally affects other property or the ecology of the drainage system.

Influence on the Plan:

- A detailed grading and stormwater management plan was previously approved and informed the construction of the current lot and associated stormwater pond. The additional subdivision envisioned by this CDR will necessitate only minor revisions to the grading for the site to account for multiple lots but does not increase the contributing area or the storage requirements.

Section 8.3.2: Runoff from Site Development

Untreated stormwater runoff from a multi-parcel development should be directed to a retention pond or similar feature to reduce sediment and pollutants inputs into surface water and wetlands.

Influence on the Plan:

- The subject property is currently served by an engineered stormwater pond which was approved for construction and operation in conjunction with previous municipal and provincial approvals.

Section 10.3.4: Intent of the Land Use Designations

The major land use designations included in Schedule B – District Land Use Map are identified as follows:

e) Urban Commercial/Industrial accommodates future general commercial and industrial uses including office, retail, and industrial areas that are connected to urban servicing. These areas shall be further designated as Urban Commercial and Urban Industrial areas through more detailed planning.

Influence on the Plan:

- The subject property is in an area designated for future urban commercial/industrial land use. The applicant proposes to rezone the subject property to a DM1 – Light Industrial District which is consistent with the land use designation on adjacent developed lands to the east.

Section 15.3.7: Interim Uses in Future Urban Growth Areas

Interim uses on lands identified as Future Urban Growth Areas may be allowed before 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.*

Influence on the Plan:

- The developer intends to market the site to businesses that fall under the list of permitted and discretionary uses in the DM1 Zone. At this time, it is unknown whether these businesses will be interim or permanent uses.
- The CDR defines a basis for the future resubdivision of the two proposed rural industrial properties into multiple smaller urban serviced properties. It is anticipated that the presiding municipality will assess future building and development permit applications with the strategy for urban development in mind as it relates to the application of site setbacks and uses.
- The size of the proposed future urban industrial parcels is not inconsistent with existing development in Saskatoon nor does it contravene the City's industrial zoning regulations.
- The subject property is situated in a long-term urban growth area implying that urban servicing is not imminent.
- The layout of the site acknowledges the future designation of Auction Mart Road as an arterial street by situating all driveways along Range Road 3060. The area is well served by a fully improved intersection at Auction Mart Road and Highway No. 16.

15.3.9 Multi-Parcel Interim Land Use in Future Urban Growth Areas

A multi-parcel interim use may be permitted in Future Urban Growth Areas provided that:

- a) The proposal is consistent with more detailed planning for the area*
- b) Where detailed planning has not been completed for the area, the proposal aligns with the projected future urban land use identified by the adjacent urban municipality*
- c) It is designed to transition to future urban servicing*
- d) A site design that limits fragmentation of the parcel is provided; and*
- e) A subdivision design that allows for re-subdivision to urban-sized parcels is provided.*

Influence on the Plan:

- There has not been any detailed planning for this area but the subject property lies directly adjacent to lands along the boundary of the North Concept Plan which are designated for urban light industrial development.
- This CDR presents a plan for how rural industrial development can successfully transition to an urban service level and density.
- The property is an existing subdivided site and does not result in any further fragmentation of the quarter section.

15.3.10 Development Standards for Interim Uses

Development standards for interim uses in the Future Urban Growth Areas shall conform as closely as possible to the development standards used in the adjacent urban municipality to allow for integration with the urban municipality in the future with consideration for the type of use proposed.

Influence on the Plan:

- Section 5 of this report defines the general engineering standards applied to the transition of services to an urban standard with a focus on protecting land for the eventual extension of these future services. Based on the long term intention of urban services and the lack of certainty and details regarding the source of these future urban services, this plan does not include any urban service design.

15.3.16 Dedication of Reserves in Future Urban Growth Areas

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

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

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

Influence on the Plan:

- A cash-in-lieu payment was made to the RM in conjunction with the subdivision of the 20-acre site from the ¼ section. According to Section 183 of the *Planning and Development Act*, a subdivision is exempt from the further dedication of municipal reserve where there is a record of a previous dedication associated with the lands intended to be further subdivided.

15.3.25 Detailed Planning for Multi-Parcel Interim Commercial and Industrial Development

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

- a) Subdivision and site design that facilitates a transition to urban development*
- b) Roadway and other infrastructure planning that facilitates a transition to urban development*
- c) The proposed water, wastewater and stormwater management systems, and the alignment with existing and future systems*
- d) Consideration of the location, type, and timing of future urban development*
- e) A transportation impact assessment where the use may result in a significant impact on existing and future road networks*
- f) A phasing plan*
- g) Analysis of infrastructure costs; and*
- h) Area grading plan that enables a transition to future urban development.*

Influence on the Plan:

- This CDR describes how large-lot interim rural serviced development can be accommodated without prejudicing the ability for the sites to be further subdivided in conjunction with the extension of urban services.
- This CDR defines the general basis for the further subdivision and servicing of the site as it transitions to urban.

23.3.2 Coordination of Development and Infrastructure Planning

Subdivisions and developments must be designed and constructed to respect the planned extensions of infrastructure as detailed in Concept Plans and regional servicing plans.

Influence on the Plan:

- There are no detailed Concept Plans or regional servicing plans that specifically consider the subject property. Despite this, the basis for the transition to urban servicing as represented in this CDR assumes a similar strategy as is represented by the adjacent lands covered by the North Concept Plan and acknowledges the currently published City of Saskatoon Design and Development Standards.

23.3.3 Services Provided at Developer Expense

The proponent will be responsible for all costs associated with providing the infrastructure and services required for development. Servicing agreements may be required to address these costs.

Influence on the Plan:

- It is expected that a servicing agreement will be required as a condition of approval of the subdivision to define the requirements for improvements to Range Road 3060.

26.3.9 Stormwater Management Plans in Future Urban Growth Areas

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.

Influence on the Plan:

- The additional subdivision anticipated by this CDR will result in minor alterations to the site grading plan but is not anticipated to require any revision to the stormwater pond approved and constructed in association with the previous land use and subdivision approval.

26.3.10 "No Net Impact" Standard

On-site stormwater management controls for site development will be encouraged to meet a "no net impact" standard, incorporating sufficient capacity to accommodate surface water runoff for a 1:100-year storm event with no incremental increase in offsite flows over what would have been generated from the property before the new development.

Influence on the Plan:

- Section 5.2 of this report defines the method for managing stormwater. The site grading will require minor revision to account for the initial rural subdivision as well as the eventual further subdivision into urban-sized lots. The constructed stormwater pond is sufficient to meet the immediate and long-term needs of this subdivision.

27.3.3 Roadway Access

Development must meet all municipal and provincial regulations respecting access to and from provincial highways and municipal roads.

Influence on the Plan:

- Section 5.1 of this report details the intentions related to transportation.

27.3.4 Minimize New Roadway Construction

To make the most efficient use of existing roadway facilities, residential, commercial, and industrial subdivisions and developments will be encouraged to locate adjacent to existing roads that have been designed and constructed to accommodate them.

Influence on the Plan:

- The additional subdivision envisioned by this CDR does not necessitate the construction of any new municipal roads. The subject property is located along Auction Mart Road to the south and Range Road 3060 to the east. Both roads currently accommodate heavy industrial traffic and are all-weather roads. Range Road 3060 and the portion of Auction Mart Road to the east of the subject property are both primary weight roads. Auction Mart Road connects Highway No.16, at an improved intersection that includes traffic lights.

27.3.5 Access Requirements for Development

Residential, commercial, industrial, recreational, and regional infrastructure and institutional developments shall have year-round, legal, and all-weather physical access to a municipally maintained roadway.

Influence on the Plan:

- Range Road 3060 is an all-weather municipal road anticipated to be upgraded to a rural industrial standard in conjunction with this application.

27.3.6 Safe Access and Egress

Developments must include safe access and egress from adjacent roadways without disruption of the roadway function. The type and number of access points provided onto municipal roadways may be limited through shared points of access along shared driveways or service roads where applicable.

Influence on the Plan:

- Auction Mart Road is a two-lane paved municipal grid constructed in a 42 m right-of-way. Although the subject property lies outside of the boundaries of the North Concept Plan, it is assumed that Auction Mart Road will eventually transition into an arterial roadway with limited driveway access. The plan for development within the subject property will consider this by locating all driveways to Range Road 3060 and consolidating access onto Auction Mart Road to the existing intersection.

27.3.7 Access to Uses Provided at Developer's Expense

Where subdivision or development requires year-round, all-weather access, the expansion or upgrade of the roadway to such a standard will be provided at the developer's expense.

Influence on the Plan:

- It is anticipated that a servicing agreement will be executed in conjunction with the initial rural subdivision that will define the extent and standards for improving Range Road 3060.

29.3.3 Intermunicipal Agreements for Interim Development in Future Urban Growth Areas

Intermunicipal agreements addressing interim development in Urban Commercial/ Industrial areas will include consideration for future cost recovery for urban infrastructure. The level of detail provided in the agreement will take into consideration:

- a) Current land uses and/or current allowable parcel sizes*
- b) Future land uses and/or future allowable parcel sizes*
- c) Expected timing of boundary alteration and urban development; and*
- d) Relevant infrastructure and servicing planning.*

Influence on the Plan:

- It is expected that a servicing agreement will be required as a condition of approval of the subdivision.

3.2 Saskatoon North Partnership for Growth District Zoning Bylaw

2. General Administration

23. Servicing Agreements:

Where there is a proposed subdivision of land, the Municipality may require an applicant to enter into a servicing agreement to provide services and facilities that directly or indirectly serve the subdivision in accordance with the provisions of the Act.

Influence on the Plan:

- It is expected that a servicing agreement will be required as a condition of approval of the subdivision.

3. General Regulations

10. Drainage

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 over what would have been generated from the property before the grading and levelling.

Influence on the Plan:

- Section 5.2 of this report defines the method for managing stormwater. The site grading will require minor revision to account for the initial rural subdivision as well as the eventual further subdivision into urban-sized lots. The constructed stormwater pond is sufficient to meet the immediate and long-term needs of this subdivision.

21. Property Approaches

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

Influence on the Plan:

- The property approaches along Range Road 3060 will be situated to meet the RM's published standards. Range Road 3060 is likely to be considered a local road in the long term given the intention to construct the Saskatoon Freeway to the north. As a local road, driveway access in the urban development scenario can be easily provided due to the size of the urban properties. The situation of driveways in the urban scenario will be determined at the time of development based on the submission of a site plan for the properties.

22 Public Roadways

2. All development shall have frontage onto and direct physical and legal access to a maintained public roadway, except for:

a) agricultural operations

b) development internal to a condominium plan containing private roadways; and

c) development internal to a dwelling group or multi-use development containing internal roadways as approved by the Development Officer.

Influence on the Plan:

- The property fronts Auction Mart Road and Range Road 3060, both of which are maintained public roadways.

30. Private Wastewater Treatment Systems:

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

Influence on the Plan:

- Interim rural development will rely on septic holding tanks to manage the collection of wastewater. Septic holding tanks are an approved form of wastewater collection in all zones and do not require any further site analysis or investigation.
- Eventually, urban sanitary sewer infrastructure will be installed along Range Road 3060 in conjunction with the reconstruction of the rural profile roads to roads to an urban cross-section.

31. Water Supply:

1. *No development or use of land shall be allowed where the proposal will adversely affect domestic or municipal water supplies, or where a suitable, potable water supply cannot be furnished.*

Influence on the Plan:

- Interim rural development is intended to connect to an existing SaskWater line serving the Yellowhead Industrial Park. This low-pressure rural waterline will require lot developers to install a cistern and pressure system to collect and distribute potable water within the lot.
- Eventually, full-pressure urban water distribution will be installed along Range Road 3060 in conjunction with the reconstruction of the rural profile roads to roads to an urban cross-section.

4 DEVELOPMENT CONCEPT

The following section is intended to describe how the subject property could be subdivided and serviced initially as two rural industrial parcels and defines the basis for the anticipated further subdivision and transition to a full-service urban industrial development in the future as urban services are available. The information presented in this section assumes that the subject property could be subdivided as conceptually illustrated in Figure 4-1 to support rural serviced development. This layout is conceptual and is subject to confirmation through the submission of a Plan of Proposed Subdivision.

4.1 Phase 1 Rural Development

The subject property is intended to be zoned D-Light Industrial 1 District (DM1) with development within the park accommodating uses that have moderate potential for conflicts with adjacent land uses and are less dependent on exposure to high-traffic areas permitting a variety of industrial uses, including but not limited to manufacturing, assembly and repair, warehousing, wholesale distribution, and limited retailing as an accessory use. Development in this district provides for limited outdoor storage of raw materials and intends to provide an overall quality of site development that is superior to heavy industrial areas.

The types of uses attracted to this development would be similar to the uses found in the neighbouring Yellowhead and BizHub Industrial Park subdivisions and may include any of the permitted or discretionary forms of development enabled by the District Zoning Bylaw.

The initial development on the subject property is expected to comprise two lots. The size of the new industrial lots will be approximately four hectares each. In comparison, lots within the neighbouring BizHub and Yellowhead Industrial Parks average approximately 2 and 3.5 hectares respectively. Promoting larger lot sizes within the subject property is deliberate to offer a means of differentiating this

development in the market and a direct response to the DOCP policy of limiting the fragmentation of the parcel in advance of urban transition.

4.1.1 Rural Land Use Compatibility

Although the subject property has been designated to host future commercial/industrial development, the initial subdivision and development of the subject property needs to appropriately consider the surrounding non-industrial sites and incorporate design considerations aimed at preserving the use and enjoyment of these adjacent and nearby properties.

Perceived and potential land-use conflicts associated with the development of the subject property may include:

- Increased traffic congestion.
- Noise, dust, and odours generated by industrial activities.
- Increased ambient light pollution associated with industrial development.
- Soil, ground, and surface water contamination; and/or
- Flooding due to the expansion of impervious surfaces.

Industrial development has a propensity to generate light, noise, dust, and odour. Each of these has the potential to negatively impact the use and enjoyment of surrounding non-industrial properties. Reducing land use conflict between different uses is generally achieved through separation by distance, restriction of the form and intensity of development, physical buffering, or some combination thereof. Unlike heavy industrial uses, light industrial development involves limited outdoor storage and processing of unrefined goods and features more typical business hours.

As with similar industrial subdivisions, including the neighbouring BizHub Industrial Park, the interim rural phase of the subdivision will not include any street lighting. Lighting within the development will be limited to yard lighting provided by lot owners; defined during the development and building permit process.

The closest residential building is situated approximately 400 m west of the subject property. This acreage is fully enclosed by a mature shelterbelt, offering a full visual separation from planned industrial development to the east. As the acreages along Auction Mart Road are west of the subject property, the impacts of traffic related to the development should be minimal given the predominant point of access to the site being situated to the east at Highway No. 16. The combination of distance and the existing shelterbelt is anticipated to adequately mitigate any external impacts related to the use of the industrial properties. Recognizing that the adjacent undeveloped lands are projected to be developed for commercial and industrial use in the future, there is little support for requiring any mandatory screening or landscaping along the rear of the proposed industrial properties beyond what is required by the zoning regulations.

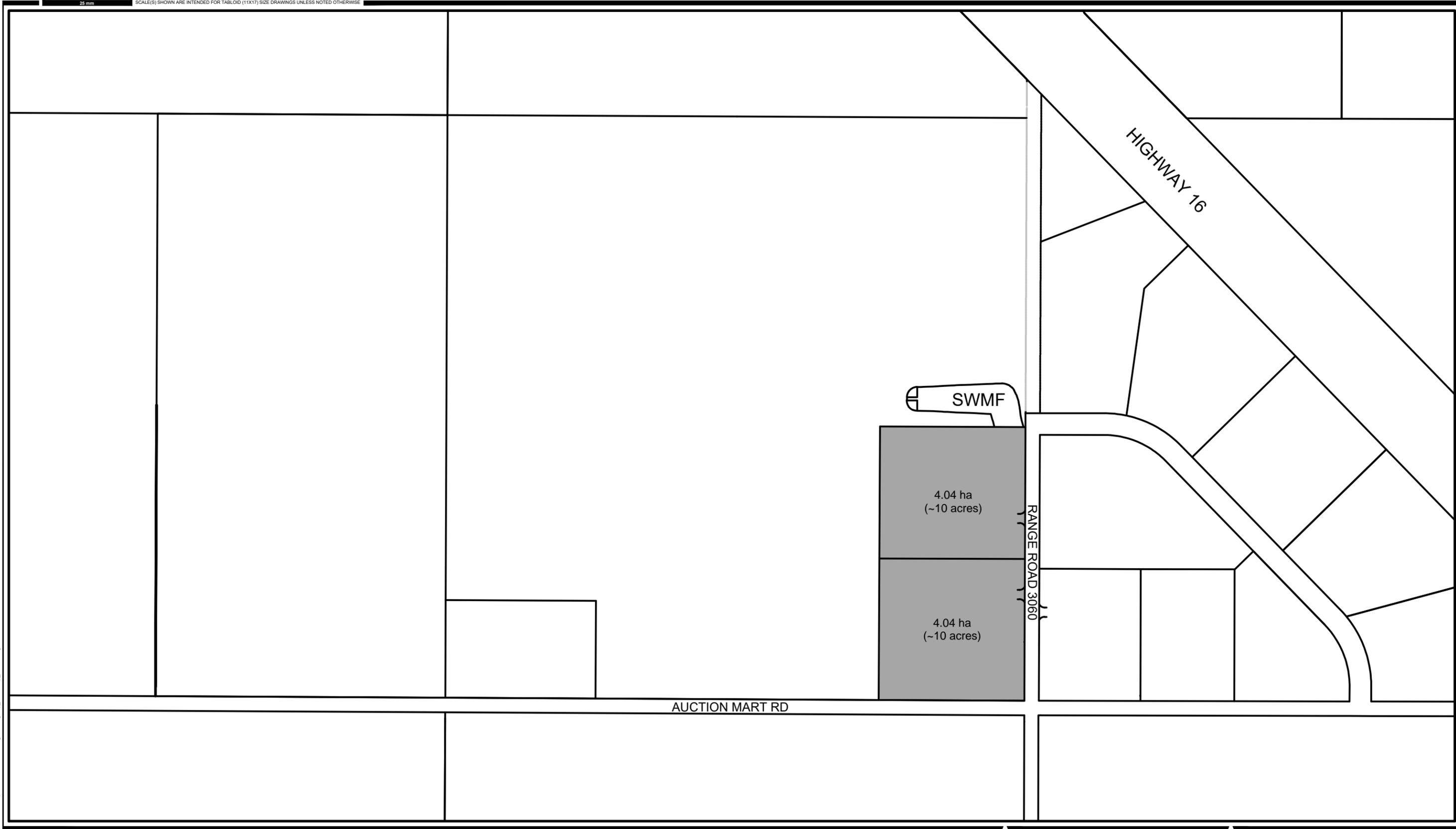
The exact amount of additional traffic generated by the subdivision and development of two industrial properties will depend upon the types of businesses that are situated within the subject property. It is anticipated that the additional traffic generated by this phase of development will be minor relative to the overall traffic along Auction Mart Road and the capacity of the adjoining signalized highway intersection. Access to Auction Mart Road from Range Road 3060 is adequately controlled by the existing stop sign, allowing free movement along Auction Mart Road.

Septic holding tanks are intended to be used to manage domestic wastewater disposal for each of the properties, eliminating any potential soil or water contamination. Each business established within the subject property will be responsible for operating its businesses in compliance with the various provincial acts and regulations intended to protect the environment including but not limited to *The Clean Air Act*, *The Environmental Management and Protection Act* and associated regulations.

Flooding issues have been identified by residents along Auction Mart Road in the past. Within the context of the previous subdivision of the subject property, the Water Security Agency prohibited any discharge of run-off from development into the Auction Mart right-of-way and suggested that sites would need to be graded to convey run-off to the north rather than to the south as the natural grades support. The subject property was graded to discharge stormwater to a constructed stormwater pond equipped with a pumping mechanism that would convey collected stormwater into the adjacent storm pond associated with the Yellowhead Industrial Park at a predevelopment rate. Run-off from the area is then discharged into the western ditch of Highway No. 16.

A topographic survey of the highway ditch was completed to determine the direction of flow of run-off discharged from the stormwater pond along the Highway No. 16 ditch to determine if this discharge would impact any developed properties in the vicinity of the plan area. The elevations represented in Figure 2 in Appendix C confirm a discharge elevation of approximately 505.38 m from the Yellowhead Industrial storm pond. The survey indicates that stormwater flows to the south towards an existing culvert situated at the former intersection of Auction Mart Road and Highway No. 16. The north invert elevation of this culvert lies at an elevation of 503.96 m. The south invert elevation of this culvert lies at a slightly higher elevation of 504.30 m. The ditch immediately west of the culvert along Auction Mart Road lies at an elevation of 504.64 m which is slightly higher than the south invert of the nearby culvert meaning that the run-off travelling south within the west highway ditch will pass through the culvert and continue south as anticipated.

All the recorded elevations along the north side of Auction Mart Road exceed the south invert elevation of the highway culvert. We note that there is a lack of grade and some localized high points within the north roadway ditch along Auction Mart Road adjacent to SE 25-37-6-W3M that would cause water to intermittently collect and back up in the ditch, resulting in localized flooding. This is an existing condition and the proposed development does not have any impact nor does it exasperate this current issue.



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 PLAN AREA

FIGURE 3 RURAL LAND USE CONCEPT
NORDIC FENCING
COMPREHENSIVE DEVELOPMENT REVIEW



Platinum member

4.2 Phase 2 Urban Development

It is our understanding that the designation of the property for urban growth does not imply that a change in the jurisdiction is guaranteed, but rather that the level of services within the property will improve as urban services are available in conjunction with the regional population reaching 1 million people. The cost of providing upgraded urban services to development necessitates an increase in the development density to spread the capital costs over a larger number of property owners.

Recognizing that the ultimate jurisdiction under which this urban transition is to occur is unknown at this time, the urban land use concept must consider the minimum site area regulations represented in the DM1 District combined with the depth of the properties to define the future resubdivision of the future urban properties. For this analysis, we are assuming that each rural lot could be subdivided into two urban serviced lots. Although this is not the minimum site area provided in the DM1, the decision to represent 2.4 ha (5 acres) sites is also influenced by the depth of the subject property. The current block depth is 201 m. Despite the minimum frontage of 30 m minimum lot frontage represented in the DM1 zone, frontage-to-depth ratios are commonly limited to a 1:3 ratio to ensure that the property provides sufficient frontage to accommodate a building placement that will not constrain access between the rear and front yards of the site. The urban land use concept illustrated in Figure 4-4 provides for an average frontage of 87 m which is slightly wider than the above noted 1:3 ratio but offers a legitimate subdivision scenario for the lands. The property owners will determine the exact number and sizing of the future urban lots based on their future business needs and market conditions.

The jurisdiction presiding over the subject property following the transition to urban servicing will dictate the types of businesses or uses occupying the sites.

4.2.1 Development Regulation and Land Use Transition

Initial rural development within the subject property will be required to comply with the subject property and use regulations represented by the DM1 District. Site development within the DM1 District will consider the minimum yard requirements:

Table 4-1 Yard Requirements

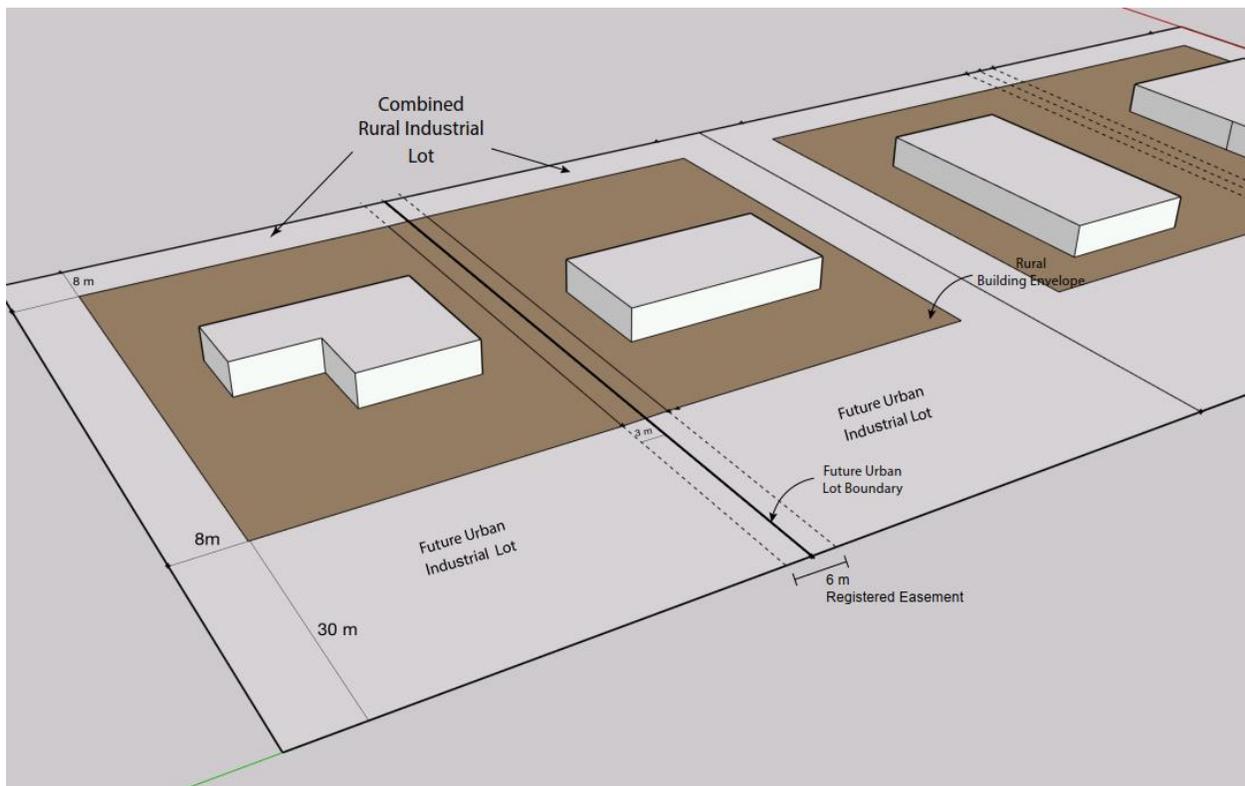
Site Area	Frontage	Front Yard	Side Yard	Rear Yard	Flanking Yard
0.8 ha	30 m	45 m	8 m	8 m	30 m

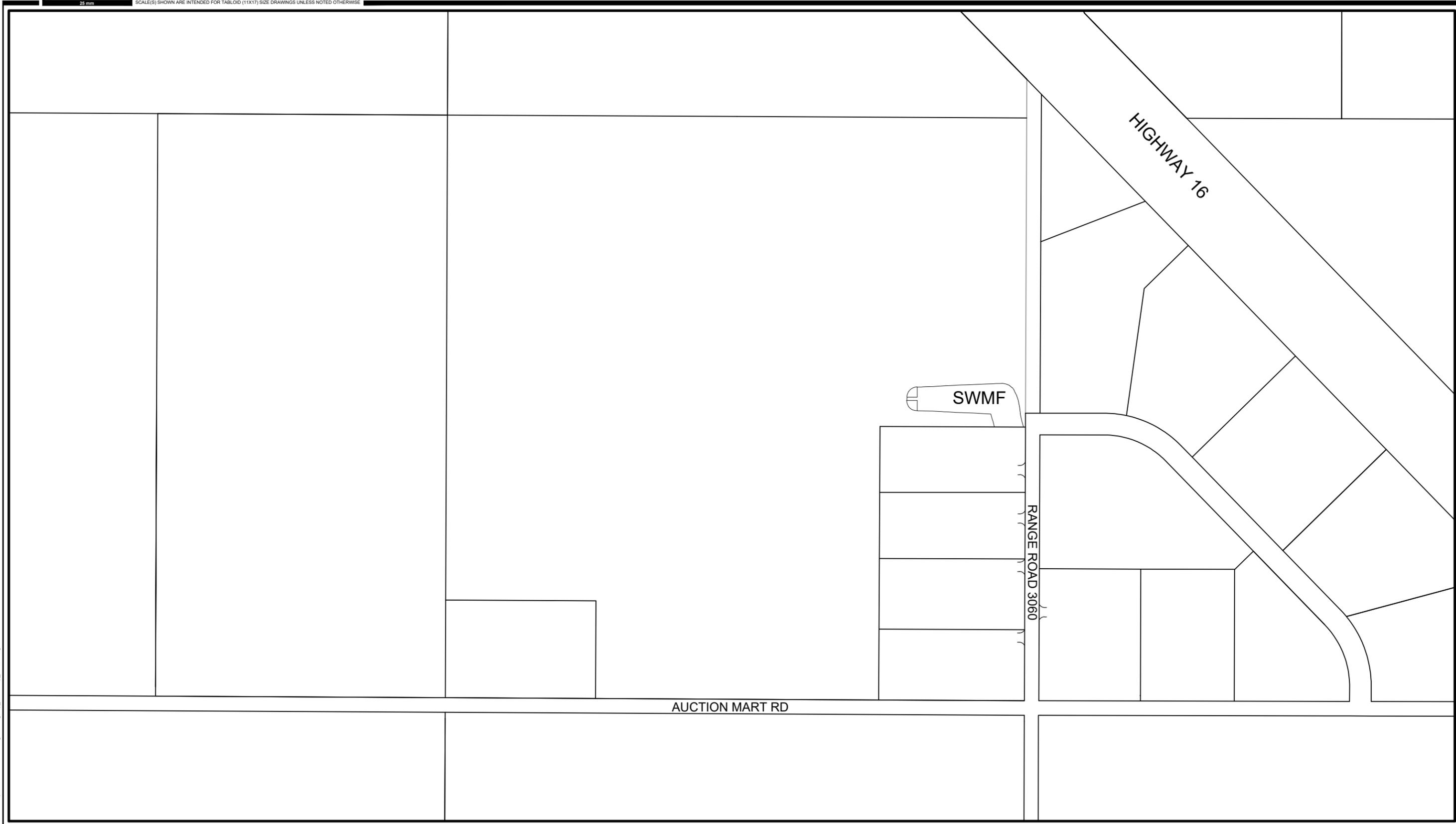
To support the possibility of further subdivision, the placement of permanent buildings within the rural serviced properties will need to consider and adhere to the future urban lot boundaries and associated setbacks to avoid creating non-conformity. Figure 4-3 illustrates how this may be physically accomplished by the municipality through the development and building permit process. It is anticipated that easements will be registered as an instrument on the title of the two rural lots defining lands that need to be protected from development that would inhibit the construction of additional swales to enable a separation of drainage works between the urban properties. In addition to protecting the lands for future drainage works, this easement would provide the municipality with additional internal building setbacks that correspond with the future urban lot layout to ensure that interim rural development does not interfere with the future resubdivision of the properties associated with the transition to urban services. Provisions should be made for the presiding municipality to support the release of the easement where the

owner demonstrates the permanency of the development through the transition to urban services and enters into an agreement to contribute to the cost of urban services when available.

Saskatchewan has adopted the National Building Code as the minimum standard for the construction and renovation of buildings throughout the province. The National Fire Code is adopted as the minimum standard for the fire-safe operation of buildings and facilities. Any future subdivision that creates a legal separation between existing buildings will need to consider the provision of adequate fire separations to ensure continued compliance with the codes.

Figure 4 Site Planning and Development Control





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AUCTION MART RD

RANGE ROAD 3060

HIGHWAY 16

SWMF



Platinum member

FIGURE 5 URBAN LAND USE CONCEPT
NORDIC INDUSTRIAL PARK COMPREHENSIVE
DEVELOPMENT REVIEW

5 CONCEPTUAL SERVICING PLAN

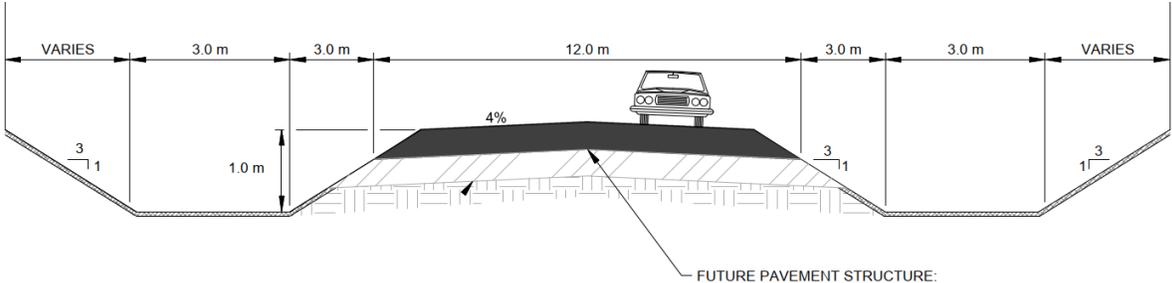
5.1 Roadway Design

5.1.1 Rural Road Design

Initial access to the plan area is intended to be provided from two new property approaches constructed along Range Road 3060. The new approaches will be constructed in conformance with the Corman Park Approach Standards. The current regulations require driveways to be a minimum of 10 m wide and situated 30 m apart from other approaches and setback a minimum of 100 m from any road intersection. No new roadways are required to provide to support development within the subject property.

Range Road 3060 is a gravel-surfaced municipal grid road that is currently partially developed north of Auction Mart Road to its intersection at Yellowhead Road. The carriageway along the developed segment of 3060 is estimated to be 9 m wide and is constructed within a 30 m right-of-way. The RM industrial road standard as described in Appendix E requires industrial roadways to be paved and constructed in a 46 m right-of-way. The standard suggests that the minimum right-of-way may be reduced to 30 m subject to RM approval. It has been the common practice of the municipality to support road construction in a 30 m right-of-way. Given the local function of this roadway resulting from the planned construction of the Saskatoon Freeway to the immediate north, this report assumes that improvement of this segment of roadway to a paved standard in the current right-of-way would be supported.

Figure 6 Proposed Road Cross Section



The existing stop sign situated at the intersection of Range Road 3060 and Auction Mart Road is deemed sufficient to control access from the development. No further improvements to this intersection are anticipated as a result of this development.

Auction Mart Road is classified by the RM as a Special Road Paved and is a two-lane paved municipal grid constructed in a 42 m right-of-way. Auction Mart Road is fully developed and a portion of the roadway has been reorientated to connect with Highway No. 16 including signalization, turning lanes and intersection lighting. No improvements are anticipated to be required in association with the rural phase of development.

Given the limited development represented by interim rural development combined with the previous improvements to the Auction Mart Road/Highway No. 16 intersection. It is assumed that a Traffic Impact Assessment is not warranted to support this application.

5.1.2 Urban Road Design

The DOCP indicates that planning for the transition from rural to urban servicing should consider the published standards of the closest urban municipality. Given the limited development area served by this segment of Range Road 3060 now and in the future as a result of the construction of the Saskatoon Freeway, this CDR assumes that this road will act in a similar capacity as a Local Commercial Road within Saskatoon. According to the City's current Design and Development Standards Manual, a local commercial roadway requires a right-of-way ranging between 15 and 22 m which includes space for on-street parking and sidewalks on both sides. This standard further reinforces the adequacy of the current 30 m right-of-way provided along Range Road 3060.

The further subdivision of the subject property as conceptually represented in Figure 4-4 will necessitate the construction of additional driveways. There are no published limitations to the number of driveways along a Local Commercial Road. The location and number of driveway accesses will be determined in conjunction with future subdivision and development applications as the area transitions to urban servicing.

At the time of transition, the future design standard to apply to Range Road 3060 must consider and is heavily influenced by the existing developed properties within the Yellowhead Industrial Park. Unlike a greenfield area, the roadway is surrounded by developed properties with established grades presenting limited opportunity for regrading to support a traditional urban cross-section roadway. In addition to the challenges facing the design and construction of a typical urban cross-section road in this area, the permanency of development on the lands abutting Range Road 3060, eliminates the ability for the presiding municipality to use servicing agreement fees to assign any of the costs for upgrading this roadway in the future.

For the reasons noted above, this plan anticipates that Range Road 3060 will remain a rural road cross-section as the area transitions to an urban development in the future. The incorporation of rural profile roads in developed urban industrial areas is not unprecedented as development along Portage Avenue and portions of Melville Street in the CN Industrial area of Saskatoon employ this type of road profile.

The segment of Auction Mart Road situated to the east of the subject property has been identified as a future minor arterial roadway by the North Concept Plan. Despite the subject property being situated outside of the boundaries of the concept plan area, this report assumes that the segment of Auction Mart Road extending along the south boundary of the site will carry the same classification. According to the Saskatoon Design and Development Standards Manual, a minor arterial requires 33 to 43 m right-of-way which is currently provided by the current roadway. For minor arterial roads, land access is of secondary importance to traffic movement and direct property access is controlled but not strictly prohibited. This plan does not represent any intention to seek direct driveway access along Auction Mart Road.

The transition plan for the subject property does not trigger the need for any additional land dedication for either Range Road 3060 or Auction Mart Road. It is anticipated that any temporary construction

easements required to facilitate the transition to urban services will be defined by the municipality and registered on the property titles at the time of subdivision.

5.2 Drainage Design

The subject property is an existing graded site designed to collect and convey run-off through constructed swales to an existing stormwater management facility (SWMF) constructed directly north of the property. During the adjudication of the previous subdivision of the subject property, the Water Security Agency stated that no additional runoff from this site would be permitted to be discharged to Auction Mart Road due to ongoing issues with localized flooding of properties along the roadway. As a result, the existing property was graded to direct run-off the exterior of the property and conveyed by a constructed swale to discharge to the north and into the SWMF.

Figure 1 in Appendix C represents the final design of the current SWMF approved in conjunction with development and subdivision approval for the subject property. The current facility features 3:1 side slopes and a variable depth to support the mechanical evacuation of the pond into the adjacent storm pond situated in the Yellowhead Industrial Park. An easement agreement was executed with the landowner who owns the land in which the SWMF is constructed to provide perpetual access to the facility. All development envisioned by this CDR is expected to utilize the current facility as constructed.

The North Concept Plan anticipates the construction of a new storm sewer trunk to the north of the subject property and south of the proposed Saskatoon Freeway alignment. The sector grading plan suggests that run-off from the lands in the adjacent lands to the east is expected to continue to be conveyed to the south and southeast where they will eventually connect to a major trunk sewer planned to be situated directly south of Beam Road. The current pond has been equipped with a pump that allows the release of accumulated stormwater to the east and into the eastern highway ditch as intended by the North Concept Plan.

It is expected that as additional subdivision and development occur on surrounding lands, the existing SWMF will be expanded, offering an opportunity to design the facility to better align with the COS standards. The current facility meets the current and future needs of both rural and urban development.

The SWMF is located outside of the Secondary Hazard Zone as defined by the Saskatoon Airport Zoning Regulations. TP 1247 E – Land Use in the Vicinity of Aerodromes provides a comprehensive list of land uses and their associated risk to the safe operation of airport facilities. The Airport Zoning Regulations consider stormwater management facilities to be low potential risks and acceptable uses within Secondary Hazard Zones. The Saskatoon Airport Authority was previously consulted in conjunction with previous approvals and noted no concerns with the design of the facility. A copy of this correspondence is attached in Appendix A.

5.2.1 Minor System (Rural and Urban)

The current property has been constructed with split drainage conveying run-off from the site to swales constructed along all boundaries of the property. The subdivision of the property will necessitate some revision to the existing grading design to provide a separation of drainage between adjacent properties. This will be accomplished by constructing a swale between the two rural properties that would collect run-off from portions of the north and south parcels and convey it into the perimeter swales.

It is difficult to anticipate whether development within the rural properties will be temporary or permanent. The further subdivision of the sites during the urban transition will require a further delineation of surface drainage between adjacent properties. This plan anticipates the registration of easements for all required drainage swales at the rural stage of the subdivision to ensure that there is a suitable area of land protected from development that would inhibit the realization of the full subdivision potential for the site. As noted in Section 4 of this report, the registration of a drainage easement will assist the RM in evaluating development permit applications and ensuring that development on the rural lots will not prejudice the ability for further subdivision in the future as the property transitions to an urban standard.

The ability to construct an underground minor storm system is limited by the elevation of the property relative to the SWMF to the north and the elevation of the existing developed lots on the east side of Range Road 3060. The decision of the WSA to prohibit any discharge of stormwater to the south and into Auction Mart Road impacted the current grade of the property and offers a significant challenge to meet the minimum 0.1 % grade and 1.85 m depth of cover for an underground pipe along the property frontages as defined by the City's published standards. The south end of the property lies at an elevation of 505 m but the elevation of the bottom of the swale lies at 504.20 m. The bottom of the SWMF lies at an elevation of 502.50 m, representing a 1.7 m difference in elevation which would not be sufficient to meet the grade and coverage standards for a piped system. The conversion of the municipal roadway from a rural to an urban profile would be challenged by the elevation of the adjacent developed lands within the lots situated on the east side of Range Road 3060 which lie at a similar elevation as the subject property.

A plan for the transition of this area from a rural to an urban storm and road system would require significant alteration of the existing developed properties in the Yellowhead Industrial Park and as such we propose that the overland drainage as currently represented in this area would continue through the transition. The predevelopment and post-development grading plans for the property are published in Appendix C.

5.3 Water Distribution

5.3.1 Water System (Rural)

Figure 4 in Appendix C illustrates the proposed water services for the initial rural development.

A 100 mm low-pressure service line will either be extended from the Yellowhead Industrial Park water utility or connect to an existing InterValley water distribution line situated along the east side of Highway 16 to provide water services to the initial rural development. This system will provide up to 0.5 IGPM to each lot and will not be capable of providing fire flows to the parcels. The developers of each site will be responsible for constructing private reservoirs and pressure systems if desired or required for their operations.

The Yellowhead Water Utility was contacted to confirm the ability to connect to the water system. A copy of previous written support to connect to the InterValley line is provided in Appendix A. The extension of water from either water source will have no impact on configuration of the properties and will be further defined during the detailed design phase of the project.

5.3.2 Water System (Urban)

Figure 5 in Appendix C illustrates the general intention for the extension of urban water services for future urban redevelopment.

The proposed future urban redevelopment will include the installation of a full-pressure water distribution system to the COS standards. The proposed water mains will be located within Range Road 3060 and are anticipated to be installed in conjunction with the reconstruction of the roadway as part of a typical roadway renewal program. As the site is located in a long-term urban growth area, the source of urban water services is unable to be confirmed at this time. The North Concept Plan identifies the intention for the eventual extension of a 750 mm water line along Range Road 3060 which would be suitable for meeting the domestic water needs for the subdivision. Lot owners will be responsible for accounting for the eventual connection to the future urban water distribution system through site planning.

The conceptual design criteria and assumptions for the urban water distribution system proposed for future urban redevelopment are listed in Table 5-1. The design population, operating pressures, fire flow requirements, estimated water consumption, and maximum daily, and peak hourly flow rates will all need to be developed in consultation with the presiding municipality at the time of urban redevelopment.

Table 5-1 Water Design System Criteria

Item	Value
Industrial Area (Net)	8.088 ha
Equivalent Population	130 p/ha (Mixed Industrial)
Design Population	1051 people
Estimated Water Consumption	290 L/person/day
Average Day Demand (ADD)	3.53 L/s
Maximum Daily Demand (2 x ADD)	7.06 L/s
Peak Hourly Demand (3 x ADD)	10.59 L/s
Operating Pressure	275-690 kPa
Fire Flow	150 L/s (140 kPa min pressure) for Light Industrial

The conceptual water distribution system presented for future urban redevelopment is based on the current COS standards. Like the redevelopment of the roadways and other underground services, it is anticipated the COS standards will evolve by the time this transition from rural to urban infrastructure occurs. Therefore, the design of any water services included in the future urban redevelopment will need to be updated to reflect the future design and development requirements.

5.4 Wastewater Collection and Disposal

5.4.1 Wastewater System (Rural)

The initial rural development of the industrial properties will require individual site developers to install private septic holding tanks to manage all wastewater flows generated within each property. Each property owner will be individually responsible for contracting the services of a licensed septic hauler to evacuate the holding tank and dispose of the waste at a licenced disposal facility. GFL was previously contacted in conjunction with previous approvals to confirm they can provide service to the new development. A copy of this confirmation is reproduced in Appendix A.

5.4.2 Wastewater System (Urban)

Figure 6 in Appendix C illustrates the general intention and routing for urban wastewater collection associated with future urban redevelopment.

In conjunction with the other services and road reconstruction, a gravity wastewater collection system is proposed to be installed during the urban redevelopment of the subject property. As the planned area lies within a long-term urban growth area, information relating to the specific location of future urban sanitary sewers is limited. According to the North Concept Plan, a 450 mm sanitary sewer is planned to be extended along Range Road 3060 to service the Yellowhead Industrial Park as it transitions towards urban servicing. Lot owners will be responsible for accounting for the eventual connection to the future urban sanitary sewer collection system through site planning.

The conceptual design criteria and assumptions for the wastewater collection system proposed for future urban redevelopment are listed in Table 5-2.

Table 5-2 Wastewater Design Criteria

Item	Value
Industrial Area (Net)	8.088 ha
Equivalent Population	130 p/ha (Mixed Industrial)
Design Population	1051 people
Estimated Wastewater Generation	290 L/person/day
Infiltration Allowance	0.17 L/s/ha
Weeping Tile Flow allowance	0 L/s
Average Dry Weather Flow	3.53 L/s
Peaking Factor (Harmon formula)	3.79
Inflow & Infiltration (I&I COS standard 0.17 L/s/ha)	1.37 L/s
Peak Design Flow	14.75 L/s

The conceptual wastewater collection system presented for future urban redevelopment is based on the current COS standards. Like the redevelopment of the roadways and other underground services, it is anticipated the COS standards will evolve by the time this transition from rural to urban infrastructure occurs. Therefore, the design of any wastewater services included in the future urban redevelopment will need to be updated to reflect the future design and development requirements.

5.5 Other Supportive Services

5.5.1 Fire and Protective Services

The Saskatoon Fire Department has previously confirmed that they will provide fire protection services, based upon the agreement between the RM of Corman Park and the City of Saskatoon. As the development transitions into urban servicing, full fire protection infrastructure will be constructed as is found in other urban industrial areas with the COS fire department continuing to service the area.

Through consultations, it was confirmed that police services will be provided by the Corman Park Police Service.

5.5.2 Solid Waste Disposal

As development occurs each property owner will be required to enter into a contract with one of several licenced haulers to collect and dispose of solid waste at one of the landfills in the region.

5.6 Development Cost Charges

The Planning and Development Act, 2007 (the Act) enables the preparation of a servicing agreement to provide services and facilities that directly or indirectly serve the subdivision. The servicing agreement defines the proponent's responsibility to install or construct the services required to support the proposed subdivision. The Act enables the municipality to require a fee for the capital cost of providing, altering, expanding or upgrading sewage, water, drainage and other utility services, public highway facilities, or park and recreation space facilities that will be used by the development. The facilities do not need to be located within the subdivision. Time limits for completion of works, provisions to share costs with the municipality, and requirements for performance bonds or similar financial instruments can be included.

The subject property was previously subdivided from the ¼ section in April 2017 and subsequently re-subdivided in 2020 to alter the configuration of the property while retaining its size. According to the 2017 report to the Council, one of the conditions for endorsement of the subdivision was the execution of a servicing agreement which included the submission of a servicing fee of \$10,560.00 to cover future offsite infrastructure upgrades.

Section 172(3) of the Act requires a municipality to reasonably demonstrate that it will incur additional capital costs for providing, altering, expanding or upgrading sewage, water, drainage and other utility services, public highway facilities, or park and recreation facilities within or outside of the subdivision to justify the application of additional fees beyond the direct costs assigned to a developer for specific onsite or off-site improvements.

Section 30 of the DOCP acknowledges an intention to prepare a regional servicing plan to inform the establishment of a regional levy/fee structure as defined by the Act. At present, a regional levy/fee has not been established so the RM of Corman Park Subdivision Fee policy would apply to this project.

The report appended to and used to interpret the above-noted RM policy states that a '*Servicing Agreement Fee would be used to collect money to cover costs incurred by the municipality when a proposed subdivision required new, extended, enhanced, or expanded infrastructure located off-site*'. The same report states:

"It is important to note that development charges can only be charged once for an area of land. In other words, development charges cannot be charged in areas receiving benefit from municipal services where they were already collected."

Our report acknowledges the need for upgrades to Range Road 3060 to a published industrial standard as a direct result of the proposed subdivision and it is expected that the servicing agreement will assign full responsibility for this upgrade as a direct cost to the developer. The subdivision is currently served by an existing SWMF and will not generate any increase in run-off nor will the subdivision cause the municipality to incur any additional capital costs associated with stormwater management. The marginal increase in traffic resulting from the resubdivision of the subject property will be negligible relative to the background traffic along Auction Mart Road and its current constructed capacity. The existing highway intersection is fully improved and signalized and no additional improvements are required to support the subdivision. The municipality will not incur any additional costs for providing water as the development can connect to an existing utility within the Yellowhead Industrial Park. A cash-in-lieu payment was previously made to satisfy the municipal reserve dedication as a contribution to public parks and recreation facilities and no further contribution is required as a result of this application.

The resubdivision of this existing parcel will not result in the municipality incurring any additional off-site capital costs and as such, no additional off-site servicing agreement fees are deemed to be warranted.

The subject property is situated in a designated long-term future urban growth area with the expectation that urban services would be available to this area in conjunction with the regional population reaching 1 million. Given the long-term nature of urban servicing, it is difficult if not impossible to define the future costs or timing associated with the extension of urban services into this area making the assignment of a fee for these services at the rural stage of development inappropriate and contrary to the Act.

The plan for transition for this property accounts for its further subdivision in the future into smaller lots once the required urban services are available. The plan proposes to register easements aligning with the boundaries of these future urban lots to be used by the RM to adjudicate development permit applications and to ensure that site planning and development of the lots do not prejudice the ability for their future subdivision. This additional subdivision and transition to urban services would then trigger the assignment of additional servicing agreement fees to fund the extension of new services to the site.

6 CONSULTATIONS

6.1 Landowner

A notice was distributed to all landowners within 1.6 km of the subject property providing a link to access and review this report. Three nearby landowners jointly submitted a letter of concern focused on existing drainage issues represented in the area. The landowners have and continue to urge the RM to complete a comprehensive drainage study for this area to define the potential mitigation of the existing drainage issues.

Developer Response:

It is our understanding that a drainage study has been initiated for the broader area.

The landowners further identify a concern that stormwater pumped into the Highway 16 ditch will not continue south as intended but rather will back up along Auction Mart Road, resulting in increased potential for flooding within the nearby acreages.

Developer Response:

In conjunction with the preparation of this CDR, a topographic survey was completed for the highway corridor and along Auction Mart Road to assess the likelihood that discharged run-off from the north contributes to localized flooding along Auction Mart Road. The results of this additional survey are represented in Figure 2, Appendix D.

The landowners have requested that any drainage related works are referred to the Water Security Agency for review and approval.

Developer Response:

The proposed subdivision utilizes an existing constructed SWMF which was previously approved by the Water Security Agency and the RM of Corman Park. The subdivision does not result in any increase in the volume of run-off generated by the site and requires minimal alteration of the property grading focused on separating the internal collection of run-off between the two lots. The plan for transition also anticipates the registration of an easement coinciding with the future boundaries of smaller urban properties to protect these areas from development.

A copy of the written information provided from these landowners is reproduced in Appendix A.

6.2 Water Security Agency

The conceptual stormwater management plan was previously shared with the Water Security Agency and confirmed to be suitable.

6.3 Saskatoon Airport Authority

The Saskatoon Airport Authority was contacted regarding the proposed subdivision. They confirmed the proposed subdivision will meet the intent of both the existing and proposed Saskatoon Airport Zoning Regulations. The correspondence from the Saskatoon Airport Authority can be found in Appendix A.

CLOSURE

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

Respectfully submitted,

A handwritten signature in black ink that reads "Bill Delaney". The signature is written in a cursive style with a large, stylized initial "B".

Bill Delaney, RPP MCIP
Project Manager
Associated Engineering (Sask.) Ltd.

APPENDIX A - RECORD OF CONSULTATION

Property Owners Along Auction Mart Road including:

Ken and Mary Burkevitch

Comp 12, Site 207 RR2, Saskatoon SK S7K 3J5

Ph: [REDACTED]

Email: [REDACTED]

Ben and Lois Machnee

Comp 7, Site 207 RR2, Saskatoon SK S7K 3J5

Ph: [REDACTED]

Email: [REDACTED]

Mark and Anne Summach

Comp 25, Site 207 RR2, Saskatoon SK S7K 3J5

Ph: [REDACTED]

Email: [REDACTED]

October 17, 2023

Bill Delainey, RPP MCIP

Project Manager

Associated Engineering

1 - 2225 Northridge Drive

Saskatoon, SK S7L 6X6

Ph: [REDACTED]

Email: [REDACTED]

Re: Notice of Rezoning and Subdivision SE 25-37-6-W3M – File: 2023-4911

Dear Bill:

Thank you very much for the opportunity to respond to you with our concerns regarding the proposal to rezone approximately 8.09 hectares of land within SE 25-37-6-W3 to D-Light Industrial 1 District. Please accept the following concerns, questions and understandings from Ken and Mary Burkevitch, Ben and Lois Machnee, and Mark and Anne Summach, who are all affected by this proposed development.

CONCERNS

Please note that this document mainly addresses #1 of your letter re key details, and our concerns about this development related to flooding and drainage.:

1. "...The site is graded and substantially ready for development. A stormwater pond was previously constructed north of the property. This pond is equipped with a lift station that will transfer stormwater into the adjacent stormwater management facility to the east which discharges into the Highway 16 ditch."

I am also including communication with Spencer McNie at the Water Security Agency, including information we have sent to Spencer and his replies to our questions. We addressed some of this information regarding the proposed development of the Korpan Industrial Park, but want to ensure that these concerns are also addressed with this development.

We have presented our flooding and drainage issues to the RM several times, and also to the Water Security Agency, some of which is attached. We want to ensure that all the information that the existing property owners have presented in the past is taken into consideration with this development, and that the RM of Corman Park has completed its final report after conducting a Comprehensive Drainage Study for the area, and that the necessary infrastructure has been put in place to prevent further flooding and drainage issues for existing residents. We also ask that our questions are answered and addressed about the flooding and drainage consequences of developing this 8.09 hectares of land within SE 25-37-6-W3M.

We note that there are two newly proposed industrial parks in the area, there is constant building going on as part of the Biz Hub, there is a Saskatoon Airport expansion planned and a Saskatoon Freeway to be built. We understand that a Comprehensive Drainage Study for the West Section of the RM of Corman Park is in the process of being completed, and want to ensure that the necessary infrastructure has been put in place to mitigate existing flooding and drainage problems for existing property owners prior to further development, to prevent further flooding and drainage problems caused by new development.

We understand that the Saskatchewan Government website listed below, acknowledges that the first responsibility of a Rural Municipality is to adopt bylaws to:

- provide for the health and safety of the municipality's residents

<https://www.saskatchewan.ca/government/government-structure/local-federal-and-other-governments/your-local-government/about-the-saskatchewan-municipal-system>

This includes our homes and therefore we want assurance that the necessary infrastructure identified by the Drainage Study is put in place to protect our homes and properties, and therefore the health and safety of any resident persons in our homes, and in some cases our livelihoods, given the flooding and drainage problems that existing property owners have experienced.

FEEDBACK FROM SPENCER MCNIE, WSA

Our feedback from Spencer McNie at the Water Security Agency includes the following statements from the documents attached:

“Any damages that result from the “drainage works” are the responsibility of the owner of those works,” and, “Ultimately the landowner/developer is responsible for ensuring they do not damage adjacent properties and the RM would be responsible for enforcing their bylaws, development permits, and servicing agreements.”

We ask that as the Water Security Agency has identified, that preventative measures be taken as stated:

“The development of a comprehensive drainage plan for the area is the best long term solution to situations like this. If a drainage network was in place it would be simpler for developers and individuals to utilize the network to drain their fields, yards, and subdivisions.”

“The RM is required to pass flows and maintain “natural drainage” patterns,” or “...required to come up with a system that can benefit everyone,” and, “A lot of these issues are often governed by bylaws and official community plans.”

Regarding a regional drainage study, "I think is reasonable to ask about a more regional study/planning approach, "It is likely a good idea and will become more and more important into the future," and "It is easier to incorporate drainage into new developments than it is to add drainage to a highly urbanized area".

Regarding responsibility for correcting the drainage issues that exist, i.e, correcting the wider, RM level issues, along Auction Mart Road and Highway 16, "...the responsibility lies with the local government with assistance from others as required".

Spencer McNie also states, "Excess water should then discharge as it would naturally or to a location that can handle the flows." PLEASE NOTE: As per your #1 Point, we are very concerned that the discharged water from this site to be pumped into the pond on Highway 16, will result in the water flowing back to the acreages along Auction Mart Road because the water flows from the East to the West along this road toward our residences; because the photographs we have provided to the RM of Corman Park are just from wet years – we have not experienced a 1:100 year event; and because you have a large pond flowing into a small pond which does not make sense in a 1:100 year event. These concerns are supported by John Mathieson, member of P4G, due to his experiences with wet years when he was a business owner in the area. Spencer McNie also stated that a berm around individual properties is also a possibility to protect them.

WATER SECURITY AGENCY Q & A

We want to note as well, Spencer's answers to the following questions:

Question: We understand that the RM of Corman Park enters a development agreement with the developing applicant, which then gets registered on their title. How can part of this agreement, or an additional agreement be made so the developer assumes responsibility for damages to the properties of existing residents, especially when the proper studies and infrastructure have not been completed? Is it correct that developers cannot avoid the potential for damages, so an agreement must be in writing? How can we make this happen?

Answer: "The RM would likely have to negotiate that as part of the servicing agreement."

Question: You mentioned that the Opimihaw Creek Watershed Association was set up to address the drainage situation in the RM of Corman Park. Are they active, and if not, what organization is now addressing the drainage situation(s) in the RM?

Answer: "To my knowledge the Opimihaw Creek Watershed Association still exists. The RM would be a member and they should know for sure."

We understand that the Water Security Agency prefers to work in a preventative manner, therefore we want them to be involved with every appropriate step of any new development in this area, including this 8.09 hectare development, to prevent further problems for existing residents, and so the consequences of each development are known and addressed prior to rezoning/developing, and as per the recommendations made in the Drainage Study, including that the necessary preventative infrastructure is put in place.

We note that just as the RM of Corman Park states that it is not the responsibility of the developers in the area to fix the blockage of the natural waterway by previous development and existing flooding and drainage problems in the area, it is not the existing property owners' responsibility to allow new development to threaten their properties, when changes and additions to existing infrastructure.

We, as existing residents and property owners request the following steps be taken for all development in the West Section of the RM of Corman Park:

1. The Water Security Agency is involved in each development at all appropriate stages.
2. A Comprehensive Drainage Study is carried out in the West Section of the RM of Corman Park (we understand the final report is due January/February of 2024).
3. The necessary infrastructure is put in place to mitigate existing and future flooding and drainage problems in the West Section of the RM of Corman Park, so that any new development will not cause problems for the existing property owners.
4. And as per the first responsibility of the RM of Corman Park to its residents to “provide for the health and safety of the municipality's residents”, eliminate any threat or risk to existing property owners caused by this development and any other new development, including flooding and drainage problems, lessening of our enjoyment of our homes and properties, any threat, risk or in any way jeopardizing the health and safety of our persons, homes, properties and livelihoods.

UNDERSTANDINGS WITH RM OF CORMAN PARK

We also have the following understandings from the RM of Corman Park that need to be considered with respect to this development, as outlined in an email sent to the RM of Corman Park on September 22 2022:

Hi Rebecca, Dave and Adam,

We really appreciated your support in the meeting on Monday and to have the following points and concerns acknowledged by Council:

- To share our experiences with Council members about the drainage problems in the area, as well as sharing John Mathieson's (member of P4G) experience as a business owner, who had his entire lot under water except for the building at his place of business at the corner of Auction Mart Road and Highway 16, and that his experience, as is ours, is that **the water does not flow away from Auction Mart Road, but as evidenced by the videos we have provided you, flows East to West along Auction Mart Road toward our residences.**
- We also thank you for having it acknowledged that **the photos of flooding on our properties are just from wet years – we have not experienced a 1:100 year event to date, and John Mathieson's observation that it does not make sense in a 1:100 year event, to have a large pond emptying into a small pond.** He also noted that he too would definitely lobby for a drainage study to be done prior to any development.
- As we said in the meeting, we are very relieved to hear from Rebecca that “...Corman Park Administration supports P4G undertaking the regional drainage study next year”, and that “...RM Council could also decide to fund the drainage study on their own should they want to see this work prioritized over what the P4G is willing to fund,” and that Council members also voiced their support for this.

- **Acknowledgement of our concern that the water flowing from the small pond on Highway 16 will flow East to West along Auction Mart Road and recirculate back to our acreages, adding water to the Auction Mart Road ditch (contrary to what the Water Security Agency allows), and adding to flooding problems for our homes and properties, particularly if the small pond on Highway 16 floods, which has also been expressed as a concern to us by at least one business owner near the pond, because it would flood onto his property.**
- **We trust that Bill Delaney's emphasis that they had to go against the natural flow of water/nature on the quarter, based on the natural slope of the land so they did not add runoff to the Auction Mart Road ditch, will also be taken into account with the drainage study, given that the water table in the area is high.**
- It was most reassuring that the RM of Corman Park has the power to stop development even if the land is rezoned, and that a new CDR addressing these concerns must be provided before the holding provision can be removed.

We cannot stress enough how we feel about the importance of this regional drainage study taking place sooner than later, and appreciate the support of Planning & Development and the support of Council members in the meeting, **assuring us that they will make sure that development in the area will not make things worse for the Burkevitch, Machnee and Summach properties, that Council can control next steps via the holding provision attached to the rezoning of this land, that our drainage questions will be answered by a study soon, and that both the Ministry of Highways and the City of Saskatoon will also be consulted again before the holding provision is removed.**

Rebecca, thank you for agreeing to **include our photographs of flooding in all future packages of information** and for pressing for the drainage study to be done; Adam, thank you for the details regarding the holding provision; and Dave, thank you very much for making the call to allow us to have 15 minutes of time so there could be questions from Council, and for initiating the discussion and asking questions on our behalf. We truly felt represented.

Sincerely,

Ken and Mary Burkevitch

Ben and Lois Machnee

Mark and Anne Summach

QUESTIONS

We have the following questions regarding this development:

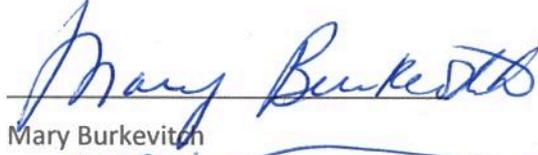
- We ask if a water service has been confirmed regarding Point #3 in your letter regarding one of the two low-pressure rural waterlines in the area?
- Will the Rezoning and Subdivision of SE 25-37-6-W3M be held to the same accountabilities as the Korpan Industrial Park?
- Are there any differences that we should be aware of?

- Have there been changes made by the RM of Corman Park or P4G that would affect us as residents in the area, or development in the area?

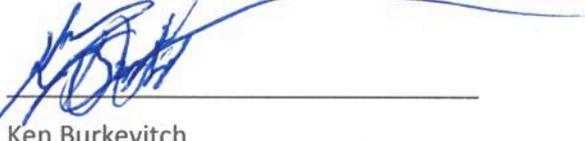
We look forward to working with you at Associated Engineering, the representatives of the RM of Corman Park, the Water Security Agency and all other departments and organizations involved in development in Saskatchewan, to meet these responsibilities with preventative measures. We emphasize preventative measures to assure that consequential damage to our properties caused by this development and other development is avoided.

We appreciate your support and the support of the RM of Corman Park with this matter. Thank you very much.

Sincerely,



Mary Burkevitch



Ken Burkevitch



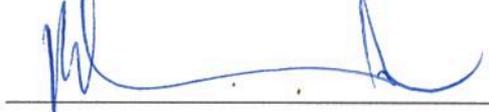
Lois Machnee



Ben Machnee



Anne Summach



Mark Summach

Flooding on Auction Mart Road

NW 25-37-06 W3

NE 25-37-06 W3

NW 30-37-05 W3

AREA USED TO SIZE RETENTION POND

800 m CONTROL RADIUS

HIGHWAY 16

SW 30-37-05 W3

SWALE TO RETENTION POND

YELLOWHEAD INDUSTRIAL

YELLOWHEAD ROAD

TOWNSHIP ROAD 374

DISCHARGE INTO EXISTING DITCH

NE 24-37-06 W3

NW 19-37-05 W3

NW 24-37-06 W3

DRAINAGE FLOW CALCULATIONS

1 DESIGN TO CITY OF SASKATOON STORM EVENT

- 1 HOUR @ 40 mm
- 2 HOUR @ 30 mm

2 AREA DESCRIPTION

PRE-DEVELOPMENT

- NATIVE GRASSLAND
- SAND/GRAVEL SOILS
- RUNOFF COEFFICIENT RANGE 0.05 TO 0.10
- FOR 1-100 YEAR DESIGN USE 0.30 (COS STANDARD)

POST-DEVELOPMENT

- LIGHT INDUSTRIAL RUNOFF COEFFICIENT IS 0.5 TO 0.8
- LAND ADJACENT TO PARCEL IS CORMAN INDUSTRIAL PARK
- EXISTING INDUSTRIAL PARK WITH LAND DEVELOPED AS GRAVEL YARDS AND UNIMPROVED AREAS (NO ASPHALT)
- PROPOSED DEVELOPMENT WOULD INCLUDE LARGE PORTION OF UNIMPROVED AREAS AND LESS THAN 1/3 BEING GRAVELED
- ASSUME RUNOFF COEFFICIENT OF 0.65

3 RUNOFF CALCULATIONS

RATIONAL METHOD

Q (RUNOFF RATE (m³/h)) = 0.009 C I A

Q (TOTAL RUNOFF m³) = 0.1 A

C = RUNOFF COEFFICIENT

I = RAINFALL INTENSITY

A = DRAINAGE AREA (11.8 Ha INCLUDING PHASE 3 LOTS)

PRE-DEVELOPMENT

Q (RATE) = 0.0028 @ 30(250mm/h)(16 DN)

= 0.81 m³/h

Q (RUNOFF) = (0.30(250mm)(160000m²))

= 3840 m³

POST-DEVELOPMENT

Q (RATE) = 0.0028 @ 65(250mm/h)(16 DN)

= 1.75 m³/h

Q (RUNOFF) = (0.65(30mm)(160000m²))

= 8320 m³

POND STORAGE VOLUME = PRE-DEVELOPMENT FLOW - POST DEVELOPMENT FLOW

= 8320 m³ - 3840 m³

= 4480 m³

STORAGE POND IS TO BE SIZED TO AT LEAST STORE THE ADDITIONAL FLOW DUE TO THE DEVELOPMENT WHICH IS 4480 m³

RETENTION POND VOLUME: 4540 m³



AE PROJECT No. 20144416-00
 SCALE 1:5000
 APPROVED R. AHMAD
 DATE 2015 JUL 24
 REV A
 DESCRIPTION ISSUED FOR REVIEW

FIGURE No. 706
 FALCON HOLDINGS LTD
 CIVIL CONCEPTUAL DRAINAGE PLAN

Machnee terrace 2012



Machree Backyard
2012



Michael Heritage







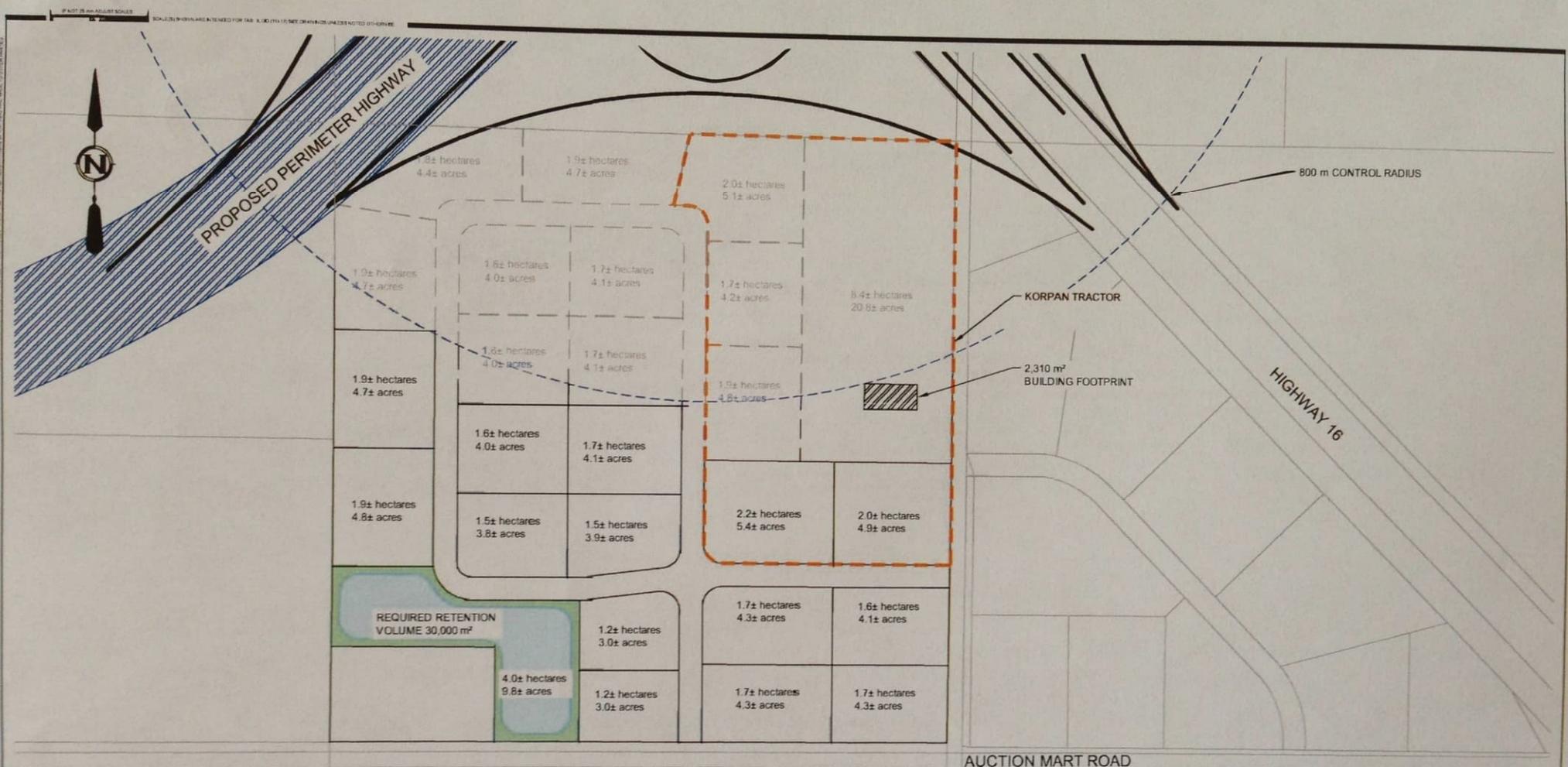








1:10000 (FOR THE USE OF THE CLIENT) AND UNLESS OTHERWISE NOTED BY DRIVE
 SCALE: 1:10000 (AS SHOWN) AND UNLESS OTHERWISE NOTED BY DRIVE
 DATE: 2014 04 08 10:00 AM



CONCEPT PLAN STATISTICS		
	HECTARES	% OF CPA
SUBDIVISION AREA	62.02	
ENVIRONMENTAL RESERVE	4.00	
BUFFER STRIP	0.34	
RIGHT-OF-WAY	6.28	
PERIMETER HIGHWAY	0.60	
NET DEVELOPABLE AREA	50.80	81.9



AE PROJECT No.	20144416
SCALE	AS SHOWN
APPROVED	B. DELAINEY
DATE	20140430
REV	A
DESCRIPTION	ISSUED FOR COMMENT

Concept Plan	
FALCON HOLDINGS LTD	
CIVIL PLANNING	CONCEPT PLAN





















Nordic Fencing Answers

From: Kelby Unseth <kunseth@rmcormanpark.ca>

Date: 09/29/2017 11:21AM

To: [REDACTED]

Cc: [REDACTED]

Good afternoon Anne and Mark,

Following up on our in person meeting, as well as the information which you provided to this office I have compiled your questions and provided answers directly to those questions below:

1. **Flooding Prevention:** Please find attached an, "Aerial View of Blocked Natural Water Way", which have been told is the main source of the flooding problems in our area. If you note on the photograph, there is water pooled on the Southwest side of Highway 16 across from the Sasktel Centre, and then water pooled but able to flow to the river on the Northeast side of Highway 16 past the development including the Sasktel Centre. I understand that because of this blockage, water backs up along Highway 16 and in our area.

Development along the south side of Highway 16 such as the BizHub development and Brandt Tractor utilize designated areas for water retention, and these areas were located in spots where water had been naturally collecting prior to development. When the water level in these water retention areas reach a certain point the drainage is designed such that the water flows south east toward the City of Saskatoon where it enters the City of Saskatoon storm water system.

2. The water flows both ways on Auction Mart Road depending on the level. When there is excess water, it flows West towards the acreages along that road.

The RM is working to have a drainage study completed for the Auction Mart Road Corridor where this corridor will be reviewed as a drainage system. It is hard to comment on what recommendations or improvements would be identified or would come out of such a study at this point but the intent is to understand the concerns related to drainage and identify where improvements can be completed.

3. When there is excess water, Nordic Fencing intends to dump water into the pond on the Northwest side of Highway 16 which several businesses are currently already using. In comparing this pond size to the size of the Biz Hub pond, it appears to already be inadequate in size for a 1:100 year storm for the existing businesses, and yet it is being named as the overflow for the Nordic Fencing development. Is this pond size not being addressed because it is within the 800 m easement of the new highway and therefore the Department of Highways would have to be involved? As well, Nordic Fencing's Discretionary Use Application does not provide details about the size of the pond they will have on their property, or details regarding how they will be dealing with excess water run-off, and we have been told by an employee that they plan to just drain it into the Auction Mart Road ditch.

The pond sizing has been included in the application to the WSA for review and has been attached

to this email. I have also confirmed that the landscaped area that will be located adjacent to the Auction Mart Road right of way will be sloped as to drain toward the roadway, however the landscaping included will help to reduce the overland runoff in that direction. We can provide more info once received from WSA.

4. I understand that there is now a Bylaw Enforcement Officer hired by Corman Park, and we wish to discuss the details of this position.

The Bylaw Enforcement Officer looks into developments or operations on properties to ensure that site operations, businesses or buildings have the appropriate approvals from the RM. If approvals have not been granted then the RM works with land owners to legitimize the business, if possible. If a business has been granted approval but is operating outside of their development agreement then the RM works with the land owner to bring the operation back into conformance, or works with the land owner to apply for changes to their development approval. Dave Prout is our bylaw enforcement officer and can be contacted at 306-361-2033 or dprout@rmcormanpark.ca.

5. The residents are asking for a change in the culvert system at the corner of Highway 16 and Auction Mart Road in order to prevent water from flowing West along Auction Mart Road when it backs up, to ensure that the Nordic Fencing development does not contribute to our flooding problems in the future.

This would also fall under the concerns/comment of point 2.

6. Nordic Fencing did not provide information in their Discretionary Use Application regarding their storm water management plan. May I please get an updated copy of all their application material? It appears that they have removed all organics from the entire 20 acre site and I understand that the loaded scrapers used to do this, provide more than 90% compaction meaning next to no water will be absorbed on the site. May I ask how the site will be brought up to grade, the size of the storm water pond, the details of the drainage system, etc to ensure that no water drains into the Auction Mart Road ditch? May I confirm that this is still the expectation, and how the site will accommodate a 1:100 year storm, keeping in mind that the current plan to pump water to the Northwest Pond will create problems for residents along Auction Mart Road?

Similar to Point 3 above. The updated drainage plan has been attached.

7. There are two main concerns with this project but it is our understanding that the traffic issue with the main entrance being directly off Auction Mart Road has been addressed, and that there will only be one entrance to the Nordic Fencing site off of Range Road 3060. The proposed entrance laid out in the materials provided, directly off Auction Mart Road, appears to be after vehicles are allowed to increase their speed to 90 km/hour posing an increased traffic hazard, and the road is not a heavy haul road after the intersection with Range Road 3060. We wish to confirm with the RM of Corman Park that there will be no entrance to Nordic Fencing directly off of Auction Mart Road.

The access point to the site has been amended from the initial submission to show that access will be from Range Road 3060 and not directly from Auction Mart Road.

8. Our main concern is of course flooding in the area. From the materials provided, it appears that Nordic Fencing intends to rely on the work done by Korpan Tractor which did not address all the concerns of the residents in the area, and we wish to confirm with the RM of Corman Park that

Nordic Fencing must go through the approval process with the Water Security Agency, as it is past the one year expiry date since the site was reviewed and information was provided by the Water Security Agency for the Korpan Tractor development.

This is correct. The drainage plan for the Korpan Tractor site was reviewed and approved by the WSA, but the approval has lapsed. The applicant is working with the WSA to receive approval for the drainage plan for the Nordic Fencing application. Drainage plan approval by the WSA is a condition of approval for the use and is noted within the conditions of approval presented to Council.

9. Because there is a concentration of businesses between Highway 16 and Range Road 3060, which drain into a small pond along Highway 16, and because the water flows in both directions along Auction Mart Road depending on the level of the water, not only does Nordic Fencing have to be held to the standard that their development will not add one ounce of water to the ditches along Auction Mart Road, but the backflow from Nordic Fencing and the other businesses must be addressed as well. Part of the plan proposed by Korpan Tractor included "directing overland drainage from the development site to a pond along the development site boundary of the Korpan Tractor site. During a significant storm event, and storm water surpasses the normal operating levels of the pond, a pump will begin conveying water north from the retention pond to a discharge location at the west ditch of Highway No. 16." The plan is to direct the water to the north toward the Yellowhead Industrial Pond / the Highway No. 16 ditch as opposed to the Auction Mart Road right of way. This is not acceptable.

The main part of the stormwater management plan involves the creation of a stormwater management pond inside the northwest boundary of the new 20 acre Parcel "D". A key requirement of the drainage plan is to provide for onsite management of a 1:100 year storm event under post development conditions that do not exceed the predevelopment off-site impacts. The stormwater pond had taken into account a 1:100 year storm event plus an additional 35% buffer. The post development storm water storage requirements is 2,835 m³ of volume, plus the 35% additional capacity results in a capacity of 3,870m³.

10. Korpan Tractor proposed that they would lower the high point in the ditch along Auction Mart Road by six inches to aid the flow of water toward Highway 16, but this creates more of a problem if the small, inadequate pond used by the businesses between Highway 16 and Range Road 3060 and in addition Nordic Fencing, overflows and runs down Auction Mart Road. We understand that the culvert system at the intersection and along Auction Mart Road is inadequate because the culverts are undersized, which causes water to backflow to the west along Auction Mart Road due to water from the north being impeded from natural flow, so we need to know how this will be addressed. We feel there is a need for some directional drilling of new culverts in the area, and/or the use of some sort of back check valve to ensure that if water draining from the north builds up to the point where it starts flowing west, as we have seen happen, that the back check apparatus be put in place to prevent this. With low precipitation events, lowering the grade could be beneficial, but with high precipitation events, when there is no back check system, this would pose serious problems for the residents along Auction Mart Road. We do not feel this matter is closed and we request that there be more discussion about it, and that engineers conduct further studies before they down grade the high point in the ditch along Auction Mart Road if no form of back check system is to be put in place. What happens if the north dugout overflows? How many other businesses pump water into this dugout? What is the capacity of the dugout in relation to the businesses that are pumping water into it?

The proponents are no longer proposing to alter the drainage along Auction Mart Road within the road right of way. More information on how to address the flow of water along Auction Mart Road is anticipated as part of the drainage study that the RM is proposing to undertake along this roadway.

11. It is also our understanding that grade and the flow of water is greatly reduced by the build-up of organics in the ditches, so ditch maintenance is imperative as well, to address the flooding problems in the area. May we please confirm that this is the responsibility of the RM of Corman Park? Does any responsibility for ditch maintenance fall on the businesses along Auction Mart Road?

Ditch maintenance is up to the RM to complete.

12. We request that a copy of the Nordic Fencing Conceptual Drainage Plan be emailed to the residents along Auction Mart Road including their Storm Water Management Run-off Plan when it is available. With the Korpan Tractor plan, there was discrepancy between the two reports regarding the natural flow of the land. In one report, it was stated that "the land generally drains to the southeast corner of the section", but in the discretionary use application on page 3 entitled, "Topography," it states that "the southwestern boundary of the site adjacent to Auction Mart Road represents the natural low area on the property, and that a detention pond is intended to be located in this area to take advantage of natural topography." We request that a map be provided that includes the existing topographical elevations, identifying the various high and low spots on the quarter as it stands now with no development, as well as the Geotechnical Report that provides information about how the land will be graded, trenched and berms built to ensure no water is added to the ditch along Auction Mart Road from the Nordic Fencing development, given that a large portion of the development will have little or no natural absorption.

Similarly to Point 6

13. We understand that there is going to be a drainage study done in this area. Is there value in completing it to at least some extent before more development is done in the area? Will the residents in the area, particularly along Auction Mart Road, have input into this study?

The details of the study request are currently being completed. The intent of the drainage plan is to identify improvements today and into the future. The drainage plan for Nordic Fencing has been completed by an engineer licensed to practice in the Province, and reviewed by the WSA as well as RM and City of Saskatoon. This process is set up to create a level of confidence that the plan will work so that it addresses the concerns brought forward.

14. Given that the City of Saskatoon has become involved in this area, is there opportunity to talk to the City about solving the problem on a larger scale, which we understand engineers attribute to the SaskTel Centre being built in the middle of the natural water way, impeding flood control. It is our understanding that because the SaskTel Centre does not have proper drainage and because it is such a large building and parking lot, it interferes with the natural flow of water. Should the root problem be addressed so that natural water flow can be restored? I understand that the water that collects around the Brandt dealership should flow but is also impeded.

Likely more conversations will be had between the municipalities on drainage in the area following the completion of the drainage study, but I cannot say at this point what those conversations would entail.

15. We wish to confirm that wastewater disposal will be completely handled by a double-walled septic holding tank where it is pumped out and removed from the site, and that there will be no septic field system as part of the Nordic Fencing development.

A septic holding tank is the method proposed as part of the septic system, which is typical for these types of developments in the RM. Additionally, all septic system installations are reviewed and approved by the Public Health Department of the Saskatoon Health Region to ensure conformance with provincial waste water requirements.

16. With respect to the residence/acreage located on the quarter of land, what sort of buffer will be required between the acreage and the development to address the bylaw which ensures that the enjoyment of the existing property is not compromised?

The Corman Park – Saskatoon Planning District Official Community Plan includes specific separation distances between industrial park development and nearby multi-parcel residential developments or suburban residential neighbourhoods within the City of Saskatoon, but not to single severance residences. An application to complete an industrial development within the RM requires the submission of a Comprehensive Development Review where a component of the submission is documentation of the proponents public consultation, and how any concerns have been/may be addressed. Additionally, the RM conducts its own public consultation as part of a rezoning application. It should be noted that the P4G Regional Plan is anticipating the area to be “Future Urban Commercial/Industrial” in the future, however this includes an ability for the RM to have interim rural commercial/industrial development on the lands prior to annexation. We would expect more commercial/industrial development in the future not more residential development.

17. Because there is a Waste Water Treatment and Recovery Plant development just south of the Nordic Fencing building site, can arrangements be made with them to divert excess water to their site to be used for irrigation, given that they have a capacity for water including a 1:1000 year storm to manage water during both drought and flooding events? Have they been approached to help manage the water drainage problems in the area, since they are currently short of water, and have a large capacity for managing water given their storage capability, and their purpose to use the water for irrigation of the section of pastureland around it?

While this may be possible, the WWTRP has not taken this into account on their approvals. As the use is quite new, and temporary in nature, it becomes difficult to predict if this is possible. New plans would have to be submitted by both parties and I don't think either side is willing to wait for new approvals.

18. One other question came up in addition to this document, and that is how will the zinc and other filings be handled when posts, etc are cut, to ensure that there is no contamination of the water and/or soil?

The posts are only zinc coated steel bars which means the actual volume of zinc filings is very small. It is noted that zinc is a naturally occurring metal and is not considered a controlled substance. Their current operation in Saskatoon has no registered controls for the handling of zinc. Manufacturing on the Corman Park site is to occur indoors as well.

At this point this is all of the information that I can share until we have the WSA response. We also recognize your concerns on the overall drainage and that is why the RM is undertaking the drainage study

in the Auction Mart Road area. We are ensuring that Nordic Fencing meets all of the RM's requirements, but we have to ensure we are not being overly onerous on the applicant to fix the overall drainage when their property isn't totally responsible for the issue. There will likely be more details related to the drainage study available in the new year and feel free to check in periodically if you are looking for any updates on the project.

Regards,

Kelby Unseth

Planner, R.M. of Corman Park No. 344

Ph: 306-978-6450

Fax: 306-242-6965

kunseth@rmcormanpark.ca

Attachments (1 file, 1.4 MB)

- Updated Drainage Plans - Nordic Fencing.pdf (1.4 MB)

From: Spencer McNie
<Spencer.McNie@wsask.ca>
Date: November 27, 2015 at 9:07:17 AM CST
To: [REDACTED]
Cc: Al Keller <Al.Keller@wsask.ca>
Subject: RE: Questions: Refusal to meet with Residents? Detention Ponds? Legal to direct the excess flow of water to an existing residence? Financial responsibility? Appropriate timing to approach the Province?

Anne,

I have some information from Associated Engineering (AE) regarding the last set of questions that I sent to the RM; we are currently reviewing what they sent and we will be determining whether an approval is required. I've tried to answer your questions as best as I can. We don't know everything

at this point in the review process and some of your questions are outside of my knowledge.

1) Is there no obligation on the part of Korpan Tractor to meet with and answer the questions of local residents?

- This question is outside of the WSA's area of authority. I am not sure what type of consultations are required by the RM when they review a discretionary use application. I know that the RM sends out a letter to people within one mile of a discretionary use and ask for comments. This would be a question better answered by the RM or perhaps a lawyer familiar with land development/zoning.

- The WSA would require discussion take place between landowners when issuing a drainage approval; until we've completed a detailed review of the information from AE and the RM it is difficult for WSA to outline what would be required for us to issue a drainage approval. The drainage approval is only a part of the larger development.

- I can understand your frustration surrounding getting meetings with the interested parties. I would encourage you and your neighbors to continuing contacting them and keeping the issue at the forefront.

2) Since our initial discussions about Korpan Tractor's development, the pond planned around our acreage has been referred to as a "retention pond". It is my understanding though, that because it is within 4 km of the airport, that it must be a "detention pond" that must be emptied within 24 -48 hours of having water in it, and for the most part must be kept empty. Given that the ditch along Auction Mart Road cannot handle 1:10 year flood event, let alone a 1:100 year flood event, how will the drainage be changed to accommodate a development consisting mostly of buildings and pavement where natural drainage can no longer occur into the soil? In the event that the pond(s) has water in it and the ditch is full and already causing drainage problems for residents, will the priority be to meet the regulations of the Saskatoon Airport Authority and avoid the threat to air traffic, and empty the pond and flood the acreages and homes of residents along Auction Mart Road?

- WSA advocates the use of "retention ponds" to permanently retain the water generated as a result of development. In this case I do not know whether that is possible due to the Airport. I don't know where the Airport derives the authority to enforce the 24-48 hour requirement for standing water. There are large sloughs in the area and the Bizhub pond is rarely empty.

- As a rule road ditches are not constructed to provide or facilitate drainage; they are constructed for safety and to borrow material for the road. The RM is required to maintain

natural drainage patterns within their road allowance. Drainage is generally maintained with cross culverts and ditch blocks. Any deviation from natural drainage requires an approval from the WSA. Drainage is rarely as simple as digging a trench and hoping it works; it requires planning and design.

- The short answer is, Auction Mart road is not an adequate outlet for drainage. Part of any approval in the area would be ensuring that the drained water reaches a point of adequate outlet without causing significant impacts along the way.

3) Is it legally acceptable to place a pond around an existing acreage and direct the flow of water to that residence and the other residences along Auction Mart Road from the rest of the quarter of land to accommodate this new development, again when so much of it consists of buildings and pavement so that natural drainage into the soil can no longer occur?

- WSA urges developers to utilize the natural topography and storage when they do their storm water management plans. Generally we do not run into an issue where there is a yard site located in on the parcel, let alone in the area where a lot of natural drainage flows. WSA would encourage the developer to work with you to relocate the pond to minimize the impacts on your

yard. I am not sure what authority we would have to force relocation of the pond; it may fall into an area of the legislation that surrounds "impacts"; if WSA found an impact to be significant an approval could be withheld.

- The issue in the area is larger than just the development of Korpan Tractor; based on the photographs that you sent me the area has had water problems for 25+ years. During my discussions with Kelby it does not appear that the RM has any plans for a regional drainage strategy in the area. The development of a comprehensive drainage plan for the area is the best long term solution to situations like this. If a drainage network was in place it would be simpler for developers and individuals to utilize the network to drain their fields, yards, and subdivisions. These types of drainage networks are very expensive (tens of millions and up). The Opimihaw Creek Watershed Association was set up to attempt to address the drainage situation in the RM, to my knowledge they are not active.

4) If current residents experience drainage problems, flooding and damage to their properties due to this development, who is financially responsible for this damage?

- Any damages that result

from “drainage works” are the responsibility of the owner of those works; in this case Korpan Tractor. The WSA does not have the authority to assess damages and any damages would have to be proven in a court of law. I am not sure what precedence is available in a situation like this.

5) We are aware that we can approach the Province about our concerns. At what stage is that appropriate, considering that we want our concerns addressed now, before the development goes ahead?

- You could try contact the Ministry of Government Relations – Community Planning Branch in Saskatoon; they deal with the Planning and Development Act and if nothing else they would have a better grasp of the policies and procedures surrounding discretionary use applications. The person that I deal with most for the Saskatoon area is Mr. Shawn Dukart. He can be reached at [306.933.7883](tel:306.933.7883)

- The option to approach your elected officials is completely up to you; I can't and won't encourage/discourage you to go one way or the other. I do know that this file is likely in for a lengthy review based on some recent comments from Kelby.

1) Hopefully I've answered some of your questions, these files can be complicated and generally require a wide degree of cooperation and discussion. The changing WSA drainage regulations and policies will have an influence when we address these types of files. Please do not hesitate to contact me if you need anything further.

Regards,

Spencer

<image001.png>

From: [REDACTED]

Sent: November-23-15 12:17 PM

To: Spencer McNie

Cc: Mark Summach; Mary; Lois Machnee;
[REDACTED]

Subject: Questions: Refusal to meet with Residents?
Detention Ponds? Legal to direct the excess flow of
water to an existing residence? Financial responsibility?
Appropriate timing to approach the Province?

Hi Spencer,



2023 - Superior - Anne Summach - 2023-10-17

Questions Re Korpan Industrial Park

Adam Toth <atoth@rmcormanpark.ca>

Thu, Jul 7, 2022 at 3:45 PM

To: Anne Summach [REDACTED]

Cc: mary burkevitch [REDACTED]

Lois Machnee

"Summach, Mark" [REDACTED]

David Greenwood

<dgreenwood@rmcormanpark.ca>, Bill Delainey [REDACTED]

Hi Anne,

Yes, we received all the correspondence you mention below. We will review and determine next steps.

Thanks,

Adam Toth RPP, MCIP

Senior Planner

RM of Corman Park

111 Pinehouse Drive

Saskatoon, SK S7K 5W1

ph: (306) 975-0208

fx: (306) 242-6965

email: atoth@rmcormanpark.ca



From: Anne Summach [REDACTED] >

Sent: July 7, 2022 3:43 PM

To: Adam Toth <atoth@rmcormanpark.ca>

Cc: mary burkevitch [REDACTED] Lois Machnee [REDACTED]
Summach, Mark [REDACTED] Anne Summach [REDACTED]; David
Greenwood <dgreenwood@rmcormanpark.ca>; Bill Delaine [REDACTED]
Subject: Fwd: Questions Re Korpan Industrial Park

Hi Adam,

Please see Spencer's responses to our questions below. This is the final email. Please confirm that you received the following:

- email to you with letter
- email to Spencer with 9 attachments
- email to Spencer with photos of flooding
- 2 emails to Spencer with Part 1 and Part 2 of videos showing water flowing east to west
- 2 emails from Spencer replying to our questions

Thank you very much.

Anne Summach

----- Forwarded message -----

From: Spencer McNie <Spencer.McNie@wsask.ca>
Date: Wed, Jul 6, 2022 at 4:23 PM
Subject: RE: Questions Re Korpan Industrial Park
To: Anne Summach [REDACTED]

Hi Anne,

You should see a couple emails from me back to back. I answered what I could below. Generally speaking it appears the RM is leaning on some of the work done for Korpan Tractor and some newer work for Falcon Holdings. A quick review of what is available in the comprehensive development review (CDR) seems to fit WSA's expectations. It has not been past practice to make one developer, or the last developer, into an area responsible for correcting all the drainage issues that came before. Generally speaking, that responsibility lies with the local government with assistance from others as required.

The RM has provided WSA some documentation and we have reviewed aspects of the **Korpan Tractor/Falcon Holdings/Nordic fencing development**. Ultimately our focus has been on minimizing any additional impacts from these developments. We have not and likely do not have the ability to correct the wider, RM level issues, along Auction Mart Road and Highway 16. The RM is able to reach out to WSA as needed and we will provide whatever assistance we can. The RM is ultimately the decision maker related to development within their boundaries.

WSA is not in a position to force the RM and the City to undertake a regional drainage study. It is likely a good idea and will become more and more important into the future.

I don't know if I've provided much help.

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



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From: Anne Summach [REDACTED]
Sent: Wednesday, July 6, 2022 12:31 PM
To: Spencer McNie <Spencer.McNie@wsask.ca>
Cc: mary burkevitch [REDACTED] Lois Machnee [REDACTED]
Summach, Mark [REDACTED] Anne Summach [REDACTED]
Subject: Questions Re Korpan Industrial Park

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

Hi Spencer,

We sincerely respect that you are very busy but are growing very concerned because there is a Council Meeting on July 18 where the RM of Corman Park has advised us that they intend to pass the rezoning of the Falcon Holdings Ltd land to support the building of the Korpan Industrial Park. Information for this meeting must be submitted 10 days ahead, so we will have to send the email to Adam Toth by July 7th. We are extremely disappointed that the RM of Corman Park has not consulted the Water Security Agency about this project, and that they appear to want to approve the 150+ acre development without a Comprehensive Drainage Study, and without proper infrastructure to support new development in the area.

Please see the attached letter we intend to send to Adam Toth for your review. We do not want to cause problems for you in any way, therefore we want to run it by you before we send it on July 7th.

We have the following questions we wish to check with you about, that may be more convenient for you to answer in an email versus talking to us over the phone:

1. The flooding and drainage situation affects us on many levels including getting proper insurance coverage, the value of our properties, and certainly our enjoyment of our homes and properties. Is our request reasonable to ask for a Comprehensive Drainage Study in the West Section of the P4G, when we have had water issues here for over 25 years, and when this drainage study has been done in the North and East Sections? We have been advised that our properties are at risk because appropriate studies have not been done, considering that the natural waterway is blocked by previous development, the water table is high, the area is within 4 km of the Saskatoon Airport, there are wells in the area being used, and there is so much planned development to take place.

- I think it is reasonable to ask about a more regional study/planning approach. Corman Park has generally done a good job in recent years of incorporating longer term planning into their development process.

2. How can we achieve a preventative approach to development in this area? What are all the preventative measures that we can request and ensure are addressed? How can we get a drainage network in place for both developers and individuals to utilize, so everyone can drain their fields, yards and subdivisions, as you previously suggested?

- A comprehensive drainage network/project usually requires a local champion or driver that has the resources to make the decisions/changes that may be required. It is easier to incorporate drainage into new developments than it is to add drainage to a highly urbanized area. This is the reason that a new developments are forced to retain water on their properties and aim to have no net increase in downstream impacts. It has not been practice to make one developer responsible for existing problems created by previous development. We circle back to the no additional negative downstream impacts idea; don't add to the problem.

3. Who ultimately is responsible if development goes ahead without a comprehensive drainage study and without the necessary infrastructure put in place by the RM? The Korpans have informed us they will not be responsible for damage we experience. Who ultimately is responsible and how can we hold them accountable?

- Ultimately the landowner/developer is responsible for ensuring they do not damage adjacent properties and the RM would be responsible for enforcing their bylaws, development permits, and servicing agreements.

4. There are research reports and studies being done on the repercussions of global warming on climate change, and the resulting increasingly unpredictable weather. Can we affect standards so that we are covered for 1:500 – 1:1000 year events?

- In Saskatchewan we are guided by the Statements of Provincial Interest Regulations regarding development in 1:500 flood plains, such as Valley Road

south of the City, along the South Saskatchewan River. With new developments generally accepted practice is to permanently store the difference between pre and post development runoff and account for any storage lost during development. This is done for a 1:100, 24hr rainfall event. Excess water should then discharge as it would naturally or to a location that can handle the flows. In this case that would ultimately be the City's stormwater infrastructure.

5. We are willing to contact the following departments if it will help protect our homes and properties: City of Saskatoon, P4G, Dept of Environment, Dept of Highways, Dept of Public Relations, Saskatoon Airport Authority, and various forms of media. Are there any other departments we should be contacting? Should we approach businesses in the area to see if they will support a Comprehensive Drainage Study and corrective infrastructure? Should we be sending a letter done up by a lawyer? Is there anyone else we should be talking to with regards to water protection? Should we talk to the Meewasin Valley Authority, as we understand they have a lot of knowledge? Are there specific people we should contact in these departments and organizations?

. I think that is a fairly comprehensive list of those who could be involved. WSA would likely be involved in future discussions.

6. This area is not slated to be developed until the City of Saskatoon grows to 1,000,000 according to P4G Maps. Can this be used as a reason to postpone development until all preventative measures are taken?

. I can't provide an answer. Currently the land is in the RM and they would be better positioned to answer.

7. We have been advised that to correct the water flowing from east to west on Auction Mart Road will involve changing the grade of the road/ditches, changing culvert placement and size, and possibly expanding the size of the main triangular holding pond to serve a larger developed area. How can we get the RM of Corman Park to review the culvert system and sizes? Who is responsible for the expense of this work? How can we ensure that it is done before there is further development? How can we have it proven that water will no longer flow from east to west along Auction Mart Road toward our properties?

. The RM is required to pass flows and maintain "natural drainage" patterns. In areas that are highly disturbed and highly developed (often before significant oversight was in place) it can be very difficult to maintain natural. Often times some latitude is required to come up with a system that can benefit everyone. WSA is just one of many referral partners that RM's can utilize when required. A lot of these issues are often governed by bylaws and official community plans.

8. What is the capacity of the pumping system to empty the pond at the west ditch of Highway No. 16? Is it sufficient and fast enough to prevent this pond from filling up and flooding adjacent business(es), when the pond on the Korpan site is being pumped into it during a 1:100 or 1:500 – 1:1000 year event, in addition to the business already using the pond?

- I do not know the answer to this question.

9) Given that some dugouts in the area were full this spring, even though last year was a very dry year, is a preventative measure(s) possible for individual properties, such as placing a berm around them, to protect them from the consequences of additional development?

- That would be a possibility and ultimately new development is not supposed to have negative downstream (or upstream) impacts.

10) We understand that the RM of Corman Park enters a development agreement with the developing applicant, which then gets registered on their title. How can part of this agreement, or an additional agreement be made so the developer assumes responsibility for damages to the properties of existing residents, especially when the proper studies and infrastructure have not been completed? Is it correct that developers cannot avoid the potential for damages, so an agreement must be in writing? How can we make this happen?

- The RM would likely have to negotiate that as part of the servicing agreement. As far as I can tell the current work is only to support the rezoning of the property and that further work could be undertaken through the subdivision process. I will have to speak with Adam Toth to know for sure.

11) We received emails from the RM of Corman Park which stated the following. Can these previously stated 'commitments' influence the RM to approach new development with preventative measures? Is it possible to delay the rezoning or minimally effect the holding provision regarding the Korpan Industrial Park, until the Drainage Study the RM refers to is completed, and any necessary infrastructure is put in place?

- Any decision to delay would be at the discretion of Council.

We received an email from Kelby Unseth representing the RM of Corman Park, on September 29, 2017 (attached), where he references a planned Drainage Study to be done by the RM of Corman Park a number of times:

"The RM is working to have a drainage study completed for the Auction Mart Road Corridor where this corridor will be reviewed as a drainage system."

"More information on how to address the flow of water along Auction Mart Road is anticipated as part of the drainage study that the RM is proposing to undertake along this roadway."

"The details of the study request are currently being completed. The intent of the drainage plan is to identify improvements today and into the future."

"Likely more conversations will be had between the municipalities on drainage in the area following the completion of the drainage study..."

"We also recognize your concerns on the overall drainage and that is why the RM is undertaking the drainage study in the Auction Mart Road area."

Kelby also states: "...but we have to ensure we are not being overly onerous on the applicant to fix the overall drainage when their property isn't totally responsible for the issue. There will likely be more details related to the drainage study available in the new year and feel free to check in periodically if you are looking for any updates on the project."

In another email, Kelby also stated:

"I do have some news for you that you might be interested in. I am hesitant to mention it at this point because I don't have all of the details around it, but the RM has set aside money for a few drainage studies in some specific areas of the RM. One of those locations being the area along Auction Mart Road near the Yellowhead Industrial and Bizhub area. Work is being done to put together a request for proposals, so it is fairly preliminary, but this work is being endorsed by Council."

12) We understand that there is legislation that surrounds "impacts". What would be considered significant impacts in this situation? May we ask for information that covers the legislation regarding impacts, as there are several other concerns that we have which are not related to water regarding the Korpan Industrial Park and other development?

- Impacts or damages and their significance often have to be proven in civil court. WSA does not assess or quantify impacts or damages.

13) You mentioned that the Opimihaw Creek Watershed Association was set up to address the drainage situation in the RM of Corman Park. Are they active, and if not, what organization is now addressing the drainage situation(s) in the RM?

- To my knowledge the Opimihaw Creek Watershed Association still exists. The RM would be a member and they should know for sure.

14) We understand that the consequences to drainage is a major concern with environmental regulations. How and with who can we have this properly addressed?

- The negative impacts of drainage are often required to be mitigated by the landowner/benefiting party. Constructing retention facilities is one mitigation method.

15) Is there any legal precedence regarding water drainage? Is there any legal precedence regarding insurance?

- I don't have an answer to this question. The RM may have information as they are working through a similar, but larger scale, process along Valley Road.

16) We understand that the Water Security Agency drainage regulations and policies have also changed from when we initially contacted you. How will these changes impact our situation?

- The new drainage model/regulations is heavily focused on agricultural settings and are not likely to heavily influence situations like this.

17) Are there other steps we can take to ensure that the drainage plan for the Korpan Industrial Park is reviewed and approved by the Water Security Agency, that it does not lapse, and that the drainage plan approval by the Water Security Agency is a condition of any movement forward, including the rezoning of the land?

- Continuing to use the existing processes through the RM and WSA is likely the best route for now.

18) How can we ensure that Water Security Agency approval is part of the RM of Corman Park's conditional approval process for all future development in this area, instead of just on a referral basis?

- To my knowledge WSA will continue to be available on a referral basis. We do not see every development in every RM. It tends to be case by case. WSA does not have the capacity to review every development in the Province. We rely on the RM's to hire experts to do the work and we are available to review when asked.

According to the Government of Saskatchewan website below, the first responsibility of a Rural Municipality is to adopt bylaws to:

- provide for the health and safety of the municipality's residents

<https://www.saskatchewan.ca/government/government-structure/local-federal-and-other-governments/your-local-government/about-the-saskatchewan-municipal-system>

We understand the purposes of a zoning bylaw are to control the use of land for providing for the amenity of the area within the council's jurisdiction and for the health, safety and general welfare of the inhabitants of the municipality, and that this includes land that is subject to flooding, land that is low-lying, or land that is within a specified distance of the limits of an airport. All of these pertain to our area.

The responsibilities of a Rural Municipality includes current residents, and the health and safety of any resident persons includes their homes. We feel our homes are being threatened by new development being approved and carried out without consulting the Water Security Agency, without a Comprehensive Drainage Study, and without the necessary Infrastructure being put in place.

We sincerely appreciate your feedback and guidance Spencer. Thank you very much.

Mary and Ken Burkevitch

Lois and Ben Machnee

Mark and Anne Summach



Associated
Engineering

GLOBAL PERSPECTIVE.
LOCAL FOCUS.

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

TEL: [REDACTED]
FAX: [REDACTED]
www.ae.ca

March 23, 2017

File: 20144416.00.U.04

Geoff Booth

Intervalley Water Inc.
Box 160
Bay #8, 301 Centennial Drive North
Martensville, SK S0K 2T0

**Re: FALCON HOLDINGS LTD
CONFIRMATION OF WATER SERVICING
FOR SE 25-37-06 W3**

Dear Geoff:

After having determined the potable water servicing requirements required to support the proposed Korpan Tractor development, Falcon Holdings Ltd. is requesting 1.5 gpm of potable water servicing to site. An analysis of the Intervalley Water Inc. (IWI) water model suggests that there is sufficient capacity available to meet the 1.5 gpm request from Korpan Tractor.

Associated Engineering submitted an Application for Permission to Construct a 3" (75 mm) pipeline across Highway No. 16 intended to support the provision of water servicing to the proposed Korpan Tractor development. Attached to this letter is the application approval from the Ministry of Highways and Infrastructure.

Yours truly,

Darrell Rinas, P.Eng.
Project Manager

DR/dgr/jp

Enclosure



April 13, 2016

Applicant File: 20154714.00.E.05.00

Our File: C.S. 16-23 Per

Intervalley Water Inc.

c/o Associated Engineering (Sask) Ltd.

1-2225 Northridge Drive

Saskatoon, SK S7L 6X6

Attention: Doug Ramage

RE: A 75 mm Water Pipeline Along and Across Provincial Highway No. 16

NE 1/4 25-37-06-W3M to NW 1/4 30-37-05-W3M

Intervalley Water Inc., hereinafter called the owner, is hereby granted consent to install and maintain a 75 mm pipeline along and across Provincial Highway No. 16, in the manner and location as shown on the attached drawing No. 4714-01-C-701, signed by me for identification purposes dated April 13, 2016, subject to the following conditions:

1. The owner shall advise John Moynham at 306-933-5251, Ministry of Highways and Infrastructure District Operations Manager in Saskatoon, at least 48 hours prior to the commencement of any works pertaining to the installation of the pipeline.
2. Highway traffic shall not be detoured at any time.
3. Where traffic control is necessary, the owner shall be responsible for traffic control arrangements in accordance with the advice and consent of John Moynham.
4. The construction area shall be signed in accordance with the attached Signing Plan No. TCDMWZ 9-02A or TCDMWZ 9-03, as they apply.
5. The owner shall be responsible to locate all existing utilities and take whatever precautions are necessary to protect them.
6. All materials unloaded at the job site shall be immediately moved to the edge of the highway right-of-way.
7. All excavated material shall be placed a minimum of 5.0 m away from the edge of the highway shoulder.
8. All work in connection with the installation of the pipeline shall be in accordance with the terms and conditions as stated in the Ministry Pipeline Construction Policy.
9. All pipeline crossings of highways shall be installed by a jacking or bored method commencing from a point no less than 1.0 m from the edge of the shoulder.

10. The pipeline crossing shall be buried to a depth of at least 1.2 m below the low point in the ditch. This depth shall be maintained from toe of backslope to toe of backslope.
11. Utility components within the highway right-of-way including manholes, valves, etc. shall not extend above existing ground elevation.
13. Open cuts, trenches, and holes located inside the highway right-of-way shall be filled with native earth materials and compacted until no further settlement is apparent. The owner shall be responsible to repair any settlement during the period of one year after construction.
14. Any excess excavation, rocks, and debris shall be removed from the highway right-of-way within forty-eight (48) hours of completion of the work. All excavated and disturbed areas shall be leveled smooth and re-seeded to brome grass or native grass. The existing drainage patterns shall be preserved.
15. The owner shall contact John Moynham at 306-933-5251, and receive final cleanup acceptance of the highway right-of-way prior to the removal of all equipment off the project. If acceptable final cleanup is not completed within thirty (30) days of the completion of the project, the Ministry may arrange to complete the cleanup with the entire cost being borne by the owner.
16. The owner shall install appropriate markers at the edges of the highway right-of-way at each crossing.
17. This consent does not eliminate the need to comply with the requirements of any other government Ministry or authority.
18. The owner shall advise John Moynham at 306-933-5251 at least 48 hours prior to undertaking any work in relation to repairs which will disturb the surface of the right-of-way. In cases of an emergent nature, the owner shall advise the said authority as soon as possible.
19. Any costs incurred in relocating any of the said pipelines at any time, due to road construction or road widening will be totally assumed by the owner.
20. Failure to comply with any of the conditions of this permit could result in a stop work order by the Ministry of Highways and Infrastructure.
21. The owner shall indemnify the Government of Saskatchewan, the Minister of the Ministry of Highways and Infrastructure and the officers and employees of the Government and the Minister from all claims, liabilities, losses, damages, costs (including legal fees), expenses and causes of action arising out of any breach or failure to perform by you of any condition of this permit or relating to injury or death of persons or loss of or damage to property caused by negligence or wilful misconduct on your part, or on the part of contractors, officers, agents or employees acting for the owner.

Intervalley Water Inc.

April 13, 2016

Page 3

Authorized:

A handwritten signature in blue ink, appearing to read 'Jennifer Fertuck', written over a horizontal line.

Jennifer Fertuck, P. Eng.

Director, Traffic Engineering and Development

Central Region

cc: John Moynham, District Operations Manager, Saskatoon

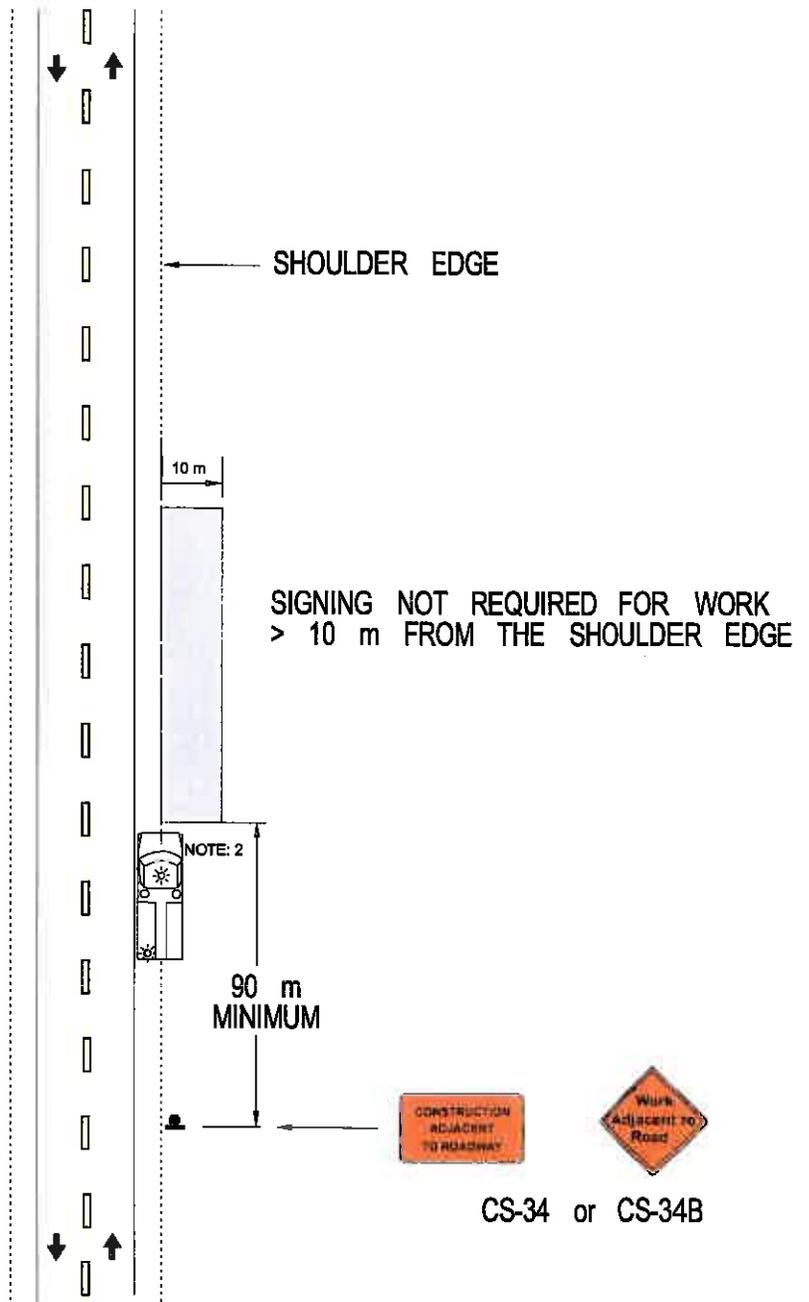
Ministry Contact: Andrew Nicholls, Phone (306) 933-5801, Fax (306) 933-5805

**TRAFFIC CONTROL DEVICES
MANUAL FOR WORK ZONES**

**Section: SHORT DURATION WORK
TYPICAL PLANS**

**Subject: WORK ADJACENT TO ROADWAY
WITHOUT A HAZARD**

TYPICAL PLAN



NOTES:

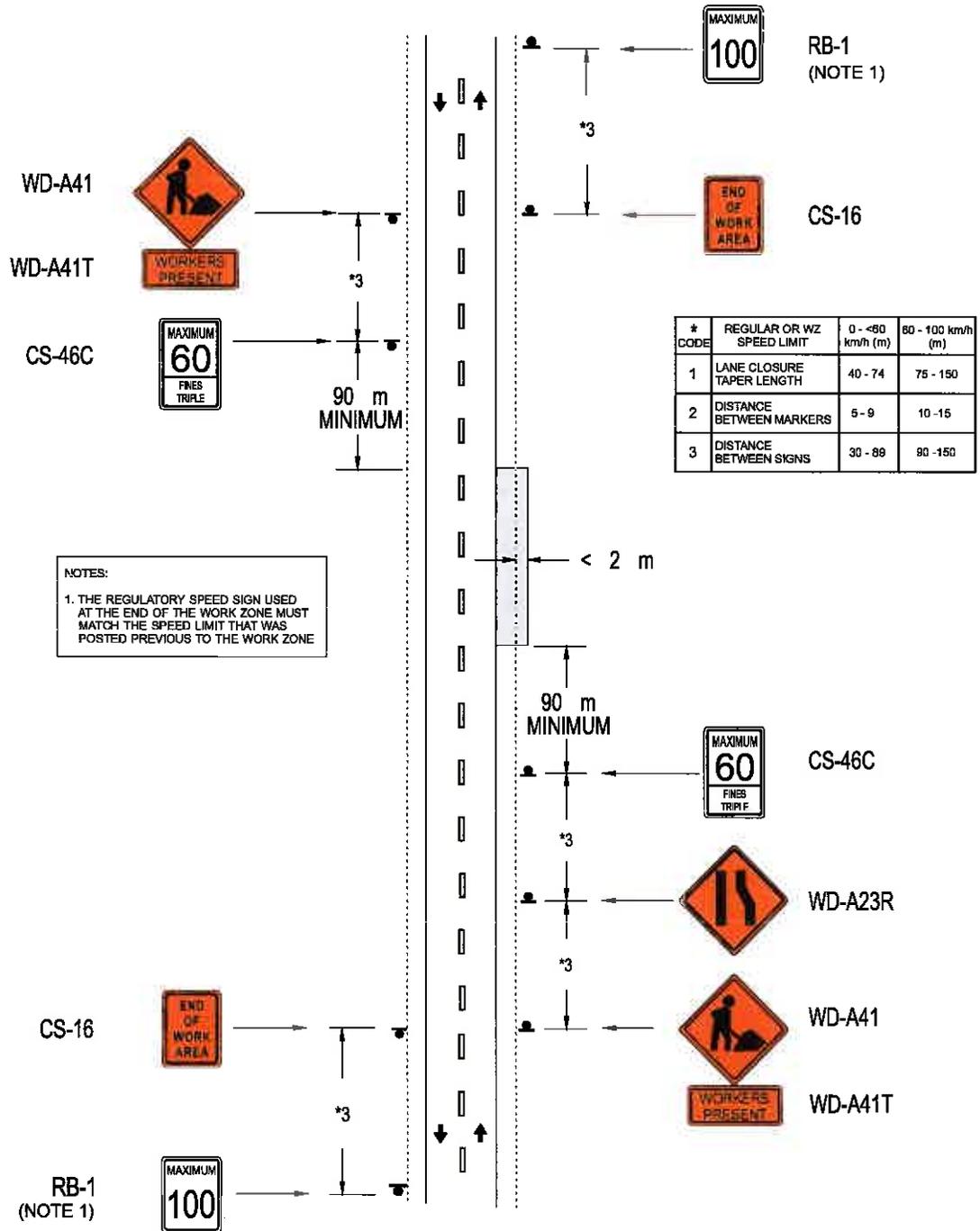
1. TWO LANE HIGHWAYS: CORRESPONDING TRAFFIC CONTROL DEVICES MAY BE REQUIRED FOR TRAFFIC TRAVELLING IN THE OPPOSITE DIRECTION.
2. VEHICLES MUST BE COMPLETELY PARKED OFF THE DRIVING LANE. ALL VEHICLES MUST HAVE MINISTRY APPROVED FLASHING LIGHTS TURNED ON.

TRAFFIC CONTROL DEVICES
MANUAL FOR WORK ZONES

Section: SHORT DURATION WORK
TYPICAL PLAN

Subject: WORK ON SHOULDER OF ROADWAY

TYPICAL PLAN





Associated
Engineering

GLOBAL PERSPECTIVE.
LOCAL FOCUS.

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

March 24, 2016

File: 20154714.00.E.05.00

Andrew Nicholls

Ministry of Highways and Infrastructure
Asset Management Section, Central Region
18 - 3603 Millar Avenue
Saskatoon, SK S7P 0B2



**Re: FALCON HOLDINGS LTD.
KORPAN TRACTOR - BUILDING AND SITE
PERMISSION TO CONSTRUCT**

Dear Andrew:

Please find attached our Application for Permission to Construct a pipeline across Highway No. 16.
Enclosed are three (3) copies of the route plan.

This application is intended to provide water servicing to the proposed Korpan Tractor development located on the southeast corner of Section SE 25-37-06 W3, and follows the recent approval of the site drainage plan by the Ministry of Highways and Infrastructure.

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

Yours truly,

Doug Ramage
Project Engineer-in-Training

DR/ib





Government
of
Saskatchewan

Ministry of Highways and Infrastructure
Design & Innovation - Central
18, 3603 Millar Avenue
Saskatoon, Canada S7P 0B2

Application For Permission To Construct A Pipeline Across A Provincial Highway

Associated Engineering (Sask.) Ltd.
I/We on behalf of Korpan Tractor

(Full Name in Block Letters)

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

(Postal Address)

make application to construct 118.6 metres of 75 mm diameter water main

(General Description of Proposed Pipeline, Type of Pipe, Pipe Size)

crossing Highway No.16 in a 150 mm diameter casing to service
a proposed development located in the southeast corner of

Section SE 25-37-06 W3

along Provincial Highway No. 16 from the NE Quarter of Section 25 Township 37

Range 06, to the NW Quarter of Section 30 Township 37 Range 05,

West of the 3rd Meridian, as shown on attached plan No. 4714-01-c-701

dated March 18th, 20 16.

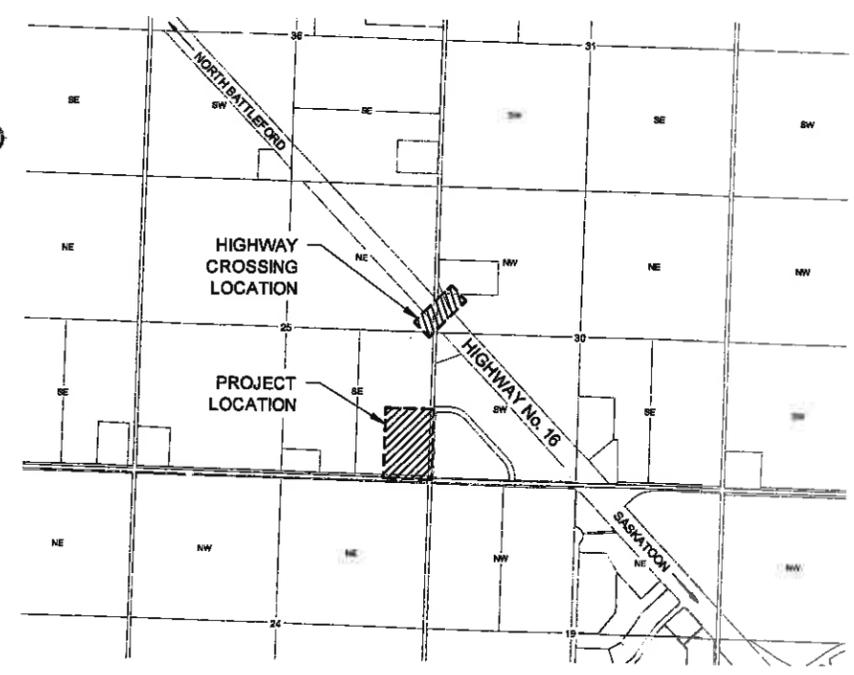
In the event of the permission applied for being granted, I / We undertake on behalf of myself / ourselves and any successors of mine / ours, to comply with any conditions subject to which the permission is granted.

Dated this 28th day of MARCH, 20 16

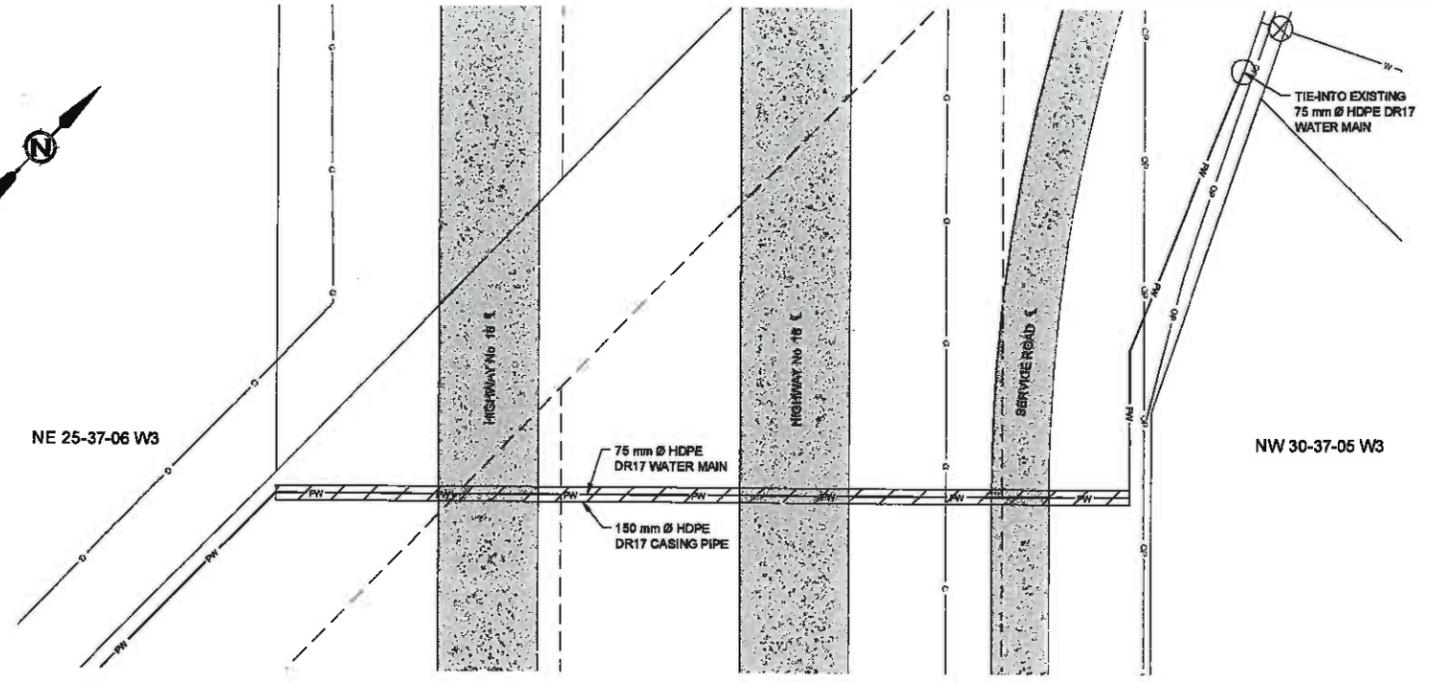
[Handwritten Signature]
(Signature of Applicant)

[Redacted]
(Phone Number)

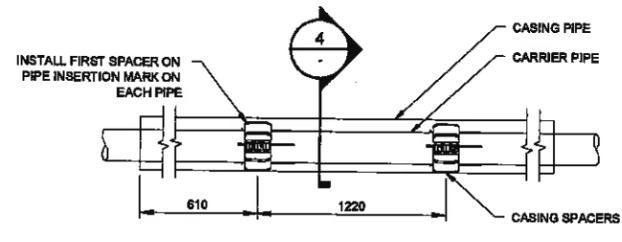
IF NOT 25 mm ADJUST GOALS
 SCALES SHOWN ARE INTENDED FOR TAILOR (1:10) SEE DRAWINGS UNLESS NOTED OTHERWISE



1 PLAN
 KEY 1:20,000

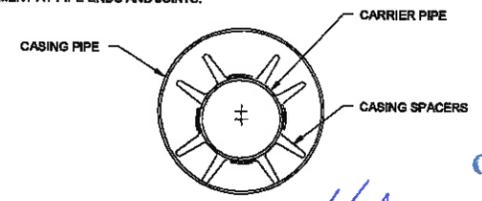


2 PLAN
 1:500

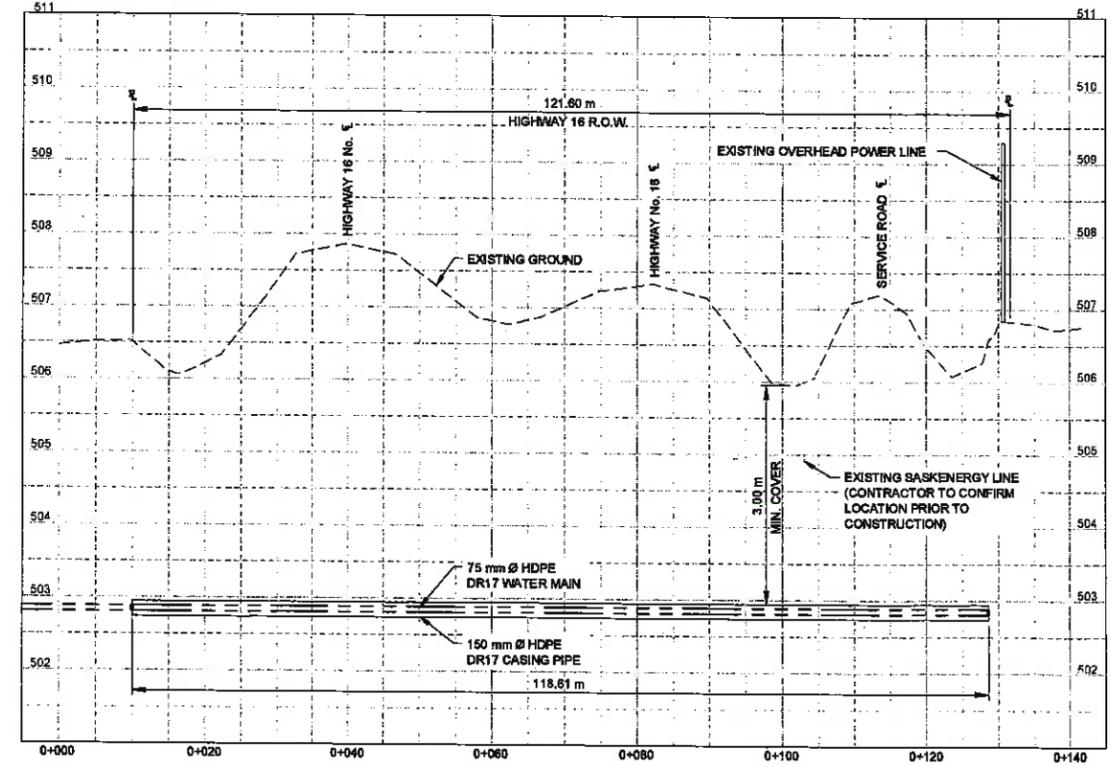


3 DETAIL
 NTS

NOTE:
 FOLLOW MANUFACTURER'S RECOMMENDATIONS ON SPACER PLACEMENT AT PIPE ENDS AND JOINTS.



4 SECTION
 NTS



5 PROFILE
 1:500 H 1:50 V

ORIGINAL SIGNED BY

April 12, 2016
[Signature]

**DIRECTOR, REGIONAL ASSET MANAGEMENT
 CENTRAL REIGON**

DETAIL No. 1
 KORPAN BUILDING AND SITE
 CONTRACT 1
 CIVIL
 HIGHWAY No. 16 CROSSING

AE PROJECT No.	20154714-01
SCALE	AS SHOWN
APPROVED	J. KROEKER
DATE	2018MAR18
REV	A
DESCRIPTION	ISSUED FOR REVIEW

DWG No. 4714-01-C-701



Box 160
301 Centennial Drive
Martensville, SK
S0K 2T0

4 April, 2017

Falcon Holdings Ltd.
c/o Ray Korpan
2920 Idylwyld Drive North
Saskatoon, SK
S7L 5Y6

Dear Sir:

Re: Potable Water Service to SE 25 -37 – 06 W 3rd

This letter is confirmation that Intervalley Water Inc. has the required infrastructure to provide a low pressure potable water service connection with a capacity of 1.5 gpm or 65,000 gallons per month..

This confirmation is subject to a water allocation increase from Sask Water.

Pricing is to be determined prior to installation.

Yours truly,

A handwritten signature in blue ink, appearing to read 'G Booth', is written over a horizontal line.

Geoffrey Booth
Treasurer

cc: Bill Delaney & Darrell Rinas Associated Engineering



USE OF ROADWAY, RIGHT-OF-WAY AND/OR OTHER CROWN LAND BY OTHERS

February 17, 2016

Regional File: CS 16-23 PER

Your Project File: n/a

Korpan Tractor
c/o Associated Engineering
Bill Delaine
Northridge Drive
Saskatoon, SK S7L 6X6

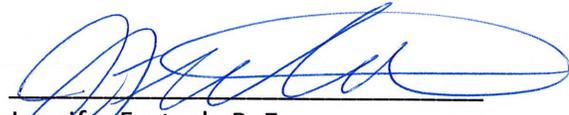
Re: Proposed Drainage Works Within Parcel 118974806 in SW ¼ 30-37-05-W3M

Korpan Tractor hereinafter called the applicant, is granted consent for drainage works adjacent to Highway 16 west as per the attached design.

1. The Ministry will not permit any permanent development within a control circle of an 800 metre radius from the intersection of Highway No. 16 and the Saskatoon Freeway (see attached plan). Relocation of the pipe within this control circle will be at the cost of the applicant if required for the construction of the interchange.
2. The applicant shall advise the Ministry of Highways and Infrastructure District Operations Manager, John Moynham, Phone 306-933-5251, at least 48 hours prior to the commencement of the proposed project, and to arrange for final inspection and approval after construction is complete.
3. 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.
4. All materials or equipment brought to the job site shall be immediately moved and parked at the edge of the right-of-way or outside the right-of-way, until they are utilized.
5. Every effort shall be made to minimize disturbance of the highway surface, side slope(s), and ditch area.
6. Any excess excavation, rocks, and debris shall be removed from the highway right-of-way within forty-eight (48) hours of completion of the work.
7. All excavated and disturbed areas shall be levelled smooth and the existing drainage patterns shall be preserved.

8. The disturbed area shall be reseeded with a native grass mixture to the satisfaction of Ministry of Highways and Infrastructure personnel.
9. 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.
10. All construction equipment should be equipped with emergency flashing amber lights. All Occupational Health and Safety Regulations are to be adhered to.
11. All operations on the highway right-of-way shall be carried out in a manner that will not endanger the travelling public or the personnel conducting the construction activities on the right-of-way, including the highway surface.
12. The applicant shall contact John Moynham at 306-933-5251 Ministry of Highways and Infrastructure District Operations Manager in Saskatoon, and receive final cleanup acceptance of the highway right-of-way prior to the removal of all equipment off the project. If acceptable final cleanup is not completed within thirty (30) days of the completion of the project, the Ministry may arrange to complete the cleanup with the entire cost being borne by the applicant.
13. Failure to comply with any of the conditions of this permit could result in a stop work order by Ministry of Highways and Infrastructure.
14. The issue of this permit shall not be construed as an approval of the proposed drainage design.
15. This consent does not eliminate the need to comply with the requirements of any other government Ministry or authority; or the consent of the adjacent landowner.
16. The applicant shall indemnify the Government of Saskatchewan, the Minister of Ministry of Highways and Infrastructure and the officers and employees of the government and Minister from all claims, liabilities, losses, damages, costs (including legal fees), expenses and clauses of action arising out of any breach or failure to perform by you of any condition of this Permit or relating to injury to or death of persons or loss of or damage to property caused by negligence or wilful misconduct on your part, or on the part of contractors, officers, agents or employees acting for the applicant.

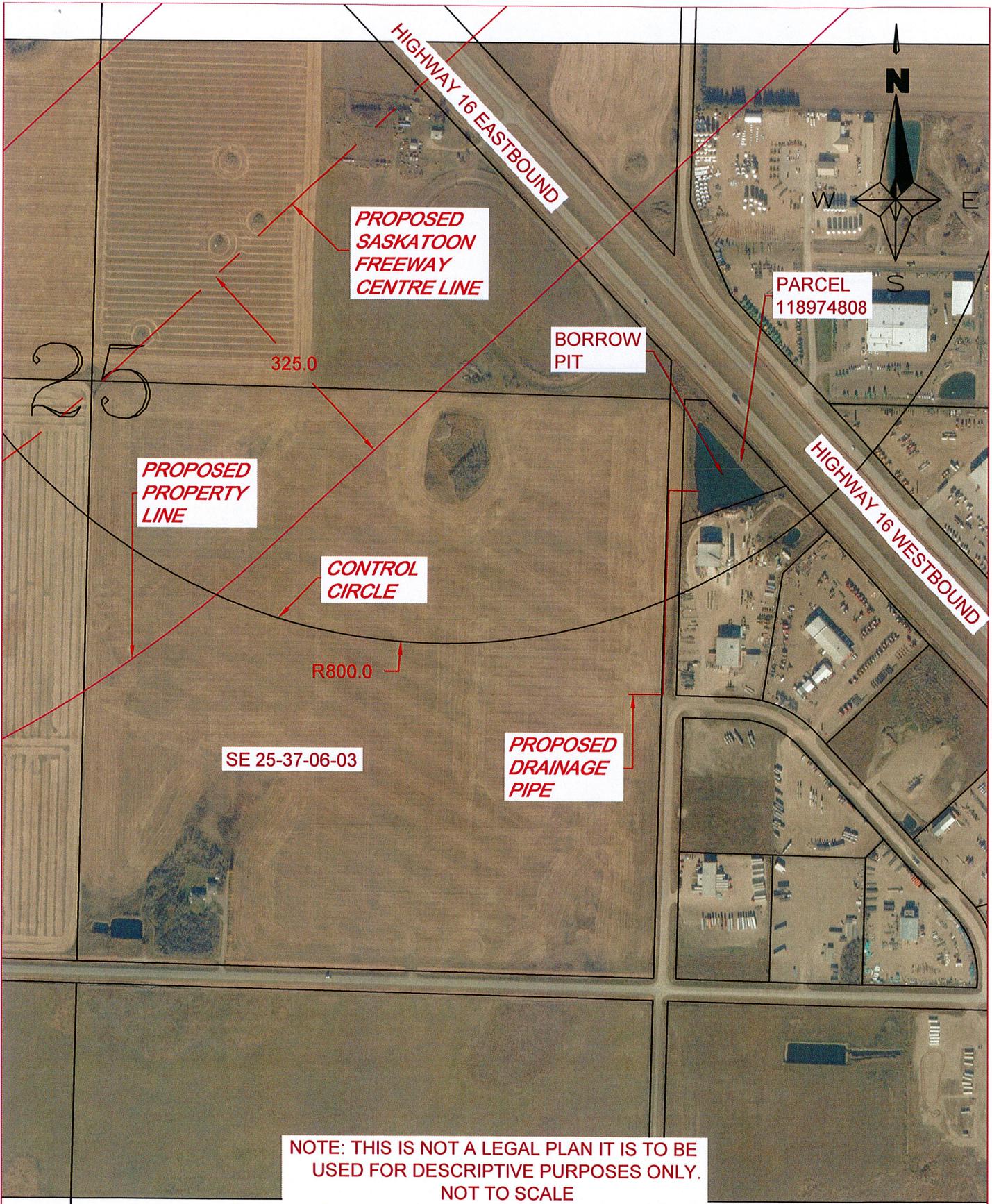
Authorized:



Jennifer Fertuck, P. Eng.
Director, Regional Asset Management
Central Region

cc: John Moynham, District Operations Manager, Saskatoon
Laurence Knackstedt, SO, Saskatoon

Ministry Contact: Andrew Nicholls, Phone (306) 933-5801, Fax (306) 933-5805



NOTE: THIS IS NOT A LEGAL PLAN IT IS TO BE USED FOR DESCRIPTIVE PURPOSES ONLY. NOT TO SCALE



PROPOSED ROADSIDE DEVELOPMENT

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

DRAWN BY	A NICHOLLS	DATE	16/02/08	CS	16-23	TAB NO	A4-ROADSIDE
DESIGNED BY		DATE		CONTRACT		SHEET	1 OF 1

ACAD DWG: 3063725a
LAST REV DATE: 16/02/08

APPENDIX B - ENVIRONMENTAL AND HERITAGE SCREENING

Notes:

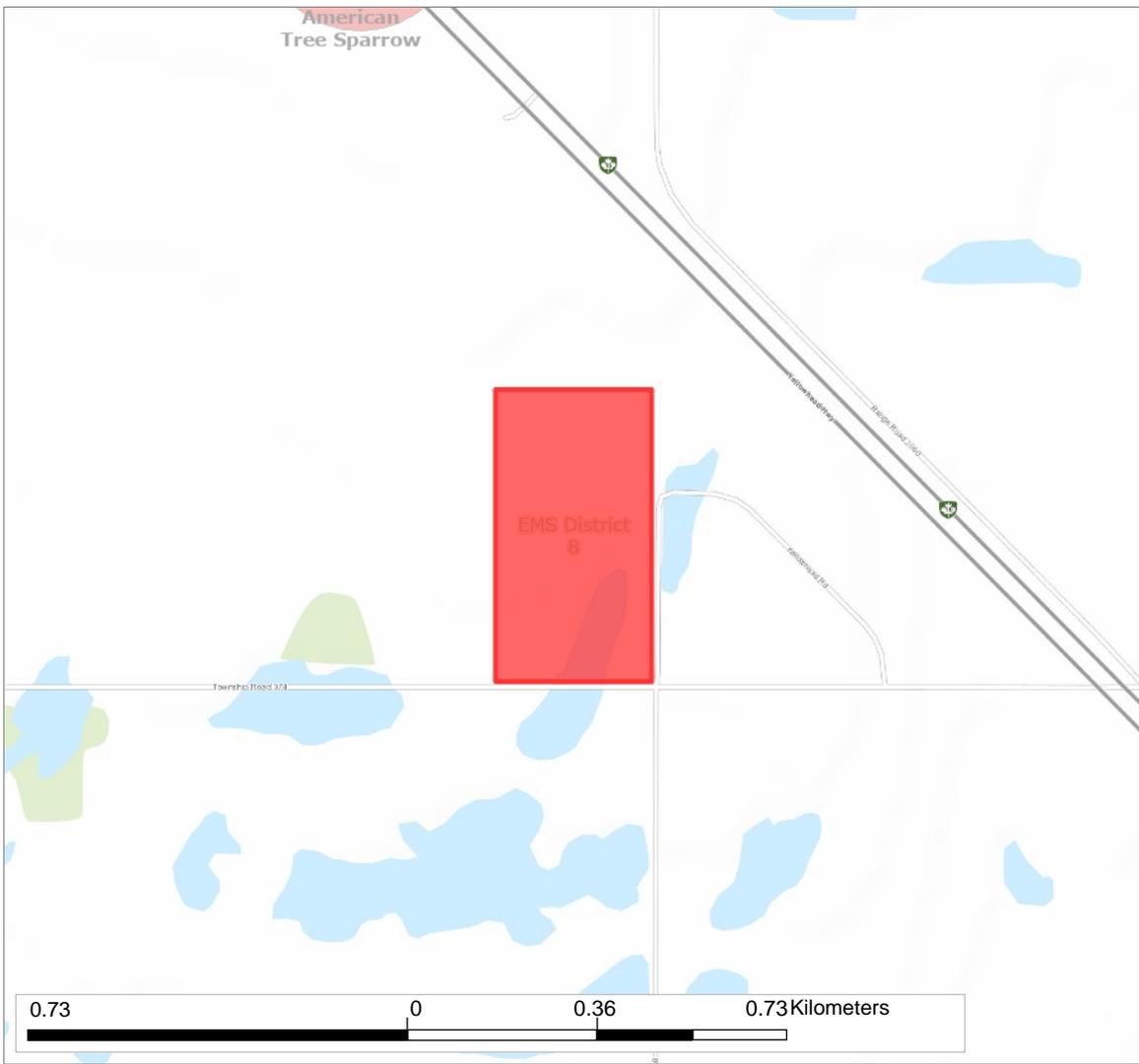
Report Generated
 05/24/2023

Map Information 

Buffer Size:
 1 Meters

Coordinates:
 Lat: 52.20487° N
 Lon: -106.72025° W

Area of Interest

- Screened Areas:**
- Ecological Management Specialists (EMS) District
 - Compliance & Field Service (CFS) Area
 - Compliance & Field Service (CFS) Region
 - Area Fisheries Ecologists Area(s)
 - Area Wildlife Ecologist(s)
 - Rural Municipality
 - First Nation Reserve
 - AG Crown Land Management Specialist Districts
 - Rare and Endangered Species Fish Species
 - Woodland Caribou Range
 - Species Predictive Models
 - Whooping Crane Corridor
 - Federal Critical Habitat
 - Proposed Critical Habitat
 - Wind Energy Avoidance Zones
 - Important Natural Areas
 - Provincial Parks
 - Recreation Sites
 - Game Preserves
 - National Wildlife Areas
 - Federal Pastures
 - Wildlife Habitat Protection Act Lands
 - Fish & Wildlife Development Fund Lands
 - Migratory Bird Sanctuary
 - Wildlife Refuge
 - Conservation Easements
 - Crown Conservation Easements
 - Ecological Reserves
 - Ramsar Wetlands
 - Reservoir Development Areas
 - Representative Areas

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:

Common Name	Scientific Name:	G Rank	N Rank	S Rank	COSEWIC	SARA Status	Wild Species at Risk Regulations
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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	
Bobolink	<i>Dolichonyx oryzivorus</i>	G5	N5B, N4N5M	S5B	Special Concern	Threatened	
Common Nighthawk	<i>Chordeiles minor</i>	G5	N4B,N3M	S4B	Special Concern	Special Concern	
Horned Grebe	<i>Podiceps auritus</i>	G5	N5B,N5N, N5M	S5B	Special Concern	Special Concern	
Loggerhead Shrike	<i>Lanius ludovicianus excubitorides</i>	G4T4	N3B	S3B	Threatened	Threatened	
Northern Harrier	<i>Circus hudsonius</i>	G5	N5B,N4N	S4B	Not at Risk		
Sprague's Pipit	<i>Anthus spragueii</i>	G3G4	N3N4B, N3N4M	S3B	Threatened	Threatened	

Fish Species by Watershed

All fish species expected to be in any watershed that intersects the area searched are provided and their presence in the direct project area will depend on habitat.

Watershed: South Saskatchewan River

Common Name	Scientific Name:	G Rank	N Rank	S Rank	COSEWIC	SARA Status	Wild Species at Risk Regulations
Blacknose Dace	<i>Rhinichthys obtusus</i>	G5	N5	S3			
Brook Stickleback	<i>Culaea inconstans</i>	G5	N5	S5			
Brook Trout	<i>Salvelinus fontinalis</i>	G5	N5B,N5N,	SNA			
Burbot	<i>Lota lota</i>	G5	N5	S5			
Cisco	<i>Coregonus artedi</i>	G5	N5B,N5N,	S5			
Common Shiner	<i>Luxilus cornutus</i>	G5	N5	S3			
Emerald Shiner	<i>Notropis atherinoides</i>	G5	N5	S5			
Fathead Minnow	<i>Pimephales promelas</i>	G5	N5	S5			
Finescale Dace	<i>Chrosomus neogaeus</i>	G5	N5	S4			
Flathead Chub	<i>Platygobio gracilis</i>	G5	N5	S3			
Goldeye	<i>Hiodon alosoides</i>	G5	N5	S4			
Iowa Darter	<i>Etheostoma exile</i>	G5	N5	S5			
Johnny Darter	<i>Etheostoma nigrum</i>	G5	N5	S5			
Lake Chub	<i>Couesius plumbeus</i>	G5	N5	S5			
Lake Sturgeon	<i>Acipenser fulvescens</i>	G3G4	N3	S2	Endangered		

Watershed: South Saskatchewan River

Common Name	Scientific Name:	G Rank	N Rank	S Rank	COSEWIC	SARA Status	Wild Species at Risk Regulations
Lake Trout	<i>Salvelinus namaycush</i>	G5	N5	S5			
Lake Whitefish	<i>Coregonus clupeaformis</i>	G5	N5B,N5N,	S5	Not at Risk		
Logperch	<i>Percina caprodes</i>	G5	N5	S5			
Longnose Dace	<i>Rhinichthys cataractae</i>	G5	N5	S5			
Longnose Sucker	<i>Catostomus catostomus</i>	G5	N5	S5			
Mooneye	<i>Hiodon tergisus</i>	G5	N5	S3			
Ninespine Stickleback	<i>Pungitius pungitius</i>	G5	N5B,N5N,	S5			
Northern Pike	<i>Esox lucius</i>	G5	N5	S5			
Pearl Dace	<i>Margariscus nachtriebi</i>	G5	N5	S5			
Quillback	<i>Carpoides cyprinus</i>	G5	N5	S4			
Rainbow Trout	<i>Oncorhynchus mykiss</i>	G5	N5B,N5N,	SNA			
River Shiner	<i>Notropis blennius</i>	G5	N5	S3			
Sauger	<i>Sander canadensis</i>	G5	N5	S5			
Shorthead Redhorse	<i>Moxostoma macrolepidotum</i>	G5	N5	S4			
Silver Redhorse	<i>Moxostoma anisurum</i>	G5	N5	S4			
Slimy Sculpin	<i>Cottus cognatus</i>	G5	N5	S4			
Spoonhead Sculpin	<i>Cottus ricei</i>	G5	N5	S5	Not at Risk		
Spottail Shiner	<i>Notropis hudsonius</i>	G5	N5	S5			
Trout-perch	<i>Percopsis omiscomaycus</i>	G5	N5	S5			
Walleye	<i>Sander vitreus</i>	G5	N5	S5			
White Sucker	<i>Catostomus commersonii</i>	G5	N5	S4			
Yellow Perch	<i>Perca flavescens</i>	G5	N5	S5			

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

Species with Critical Habitat Present

This dataset displays the geographic areas within which federal Critical Habitat for species at risk listed on Schedule 1 of the federal Species at Risk Act (SARA) occurs in Saskatchewan. Please be aware that not all of the area within these boundaries is necessarily Critical Habitat. To determine if a specific area is Critical Habitat and if your activity might be considered “destruction” of Critical Habitat, other information available in each individual species’ Recovery documents (<http://www.sararegistry.gc.ca>) need to be considered, including biophysical attributes and activities likely to result in destruction of Critical Habitat.

Note that recovery documents (and therefore Critical Habitat) may be amended from time to time. Species are added as the data becomes ready, which may occur after the recovery document has been posted on the SAR Public Registry. Although HABISask will try to provide the latest data, the SAR Public Registry should always be considered as the official source for Critical Habitat information.

Common Name	Scientific Name:	G Rank	N Rank	S Rank	COSEWIC	SARA Status	Wild Species at Risk Regulations
No Critical Habitat found							

Proposed Critical Habitat Present

This section identifies federally proposed critical habitat that is up for consultation as per the information contained within the federal recovery strategies developed under the federal Species at Risk Act (SARA). This information on location of critical habitat is intended for reference by landowners and/or lease holders. Shapefiles or additional maps of critical habitat can be obtained by contacting Environment and Climate Change Canada at ec.leprpn-sarapnr.ec@canada.ca.

Common Name	Scientific Name:	G Rank	N Rank	S Rank	COSEWIC	SARA Status	Wild Species at Risk Regulations
No Critical Habitat found							

Managed Areas

Managed areas are a diverse collection of lands and waters on which the conservation of biodiversity and ecosystem function are among the goals of the land management programs. Each of the unique or sensitive landscapes, within the network of managed areas, have some level of protection or activity restrictions placed on them by legislation, agreement or policy. These lands include provincial and national parks, ecological reserves, wildlife lands, game preserves, conservation easements and other privately held stewardship lands.

Provincial Park

Nothing Found

Recreation Site

Nothing Found

Game Preserve

Nothing Found

National Wildlife Area

Nothing Found

Pasture Boundary

Nothing Found

Wildlife Habitat Protection Act (WHPA)

Nothing Found

Fish & Wildlife Development Fund (FWDF)

Nothing Found

Migratory Bird Sanctuary

Nothing Found

Wildlife Refuge

Nothing Found

Conservation Easement

Nothing Found

Crown Conservation Easement

Nothing Found

Ecological Reserve

Nothing Found

Ramsar Wetland

Nothing Found

Reservoir Development Area

Nothing Found

Representative Area Ecological Reserve

Nothing Found

Rare and Endangered Species Occurrences

The absence of information provided by the Saskatchewan Conservation Data Centre (SKCDC) does not categorically mean the absence of sensitive species or features. The quantity and quality for data collected by the SKCDC are dependent on the research and observations of many individuals and organizations. SKCDC reports summarize the existing natural heritage information, known to the SKCDC, at the time of the request.

SKCDC data should never be regarded as final statements on the elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. The user therefore acknowledges that the absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks natural heritage resources.

Occurrence ID:

First Observation:

Occurrence Class:

Last Observation:

Scientific Name:

Common Name:

Occurrence Rank:

General Description:

Occurrence Data:

Directions:

Wild Species Research Permitting

A Research Permit is required to detect or observe plants or wildlife for commercial purposes, such as pre-screening surveys to collect baseline data or other activities, or to conduct academic research. Research Permits are not required if you are doing surveys for personal, recreational, educational or other non-commercial purposes. Revisions were made to Section 21 of The Wildlife Act in 2015 and to Section 6.2 of The Wildlife Regulations in 2016.

See the Government of Saskatchewan [Wild Species Research Permitting](#) page for more information.

All forms and related information pertaining to Research Permits can be found in the Publications Centre. Be sure to check out the Conservation Standards Terms and Conditions for Research Permits for general, wildlife and research-specific and information submission conditions that pertain to all research permits.

Subscribe to our Mail-out List Subscriptions for updates regarding Species Detection Permits, SKCDC Lists and Ranks, Legislation and Policy and HABISask.

Species Detection Survey Protocols

The [Species Detection Survey Protocols](#) are used to detect rare and sensitive species so Activity Restriction Guidelines can be applied. Their use is required by industry/environmental consultants for proposed or existing commercial activities.

Activity Restriction Guidelines for Sensitive Species

The [Activity Restriction Guidelines for Sensitive Species](#) outline restricted activity periods and distance setbacks for rare and sensitive species to assist proponents in minimizing impacts to rare and sensitive species and habitats.

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
Nothing Found	First Nation Reserve
District 9	AG Crown Land Management Specialist District

Contact Us

For more information, please contact our Client Service Office:

Email: centre.inquiry@gov.sk.ca

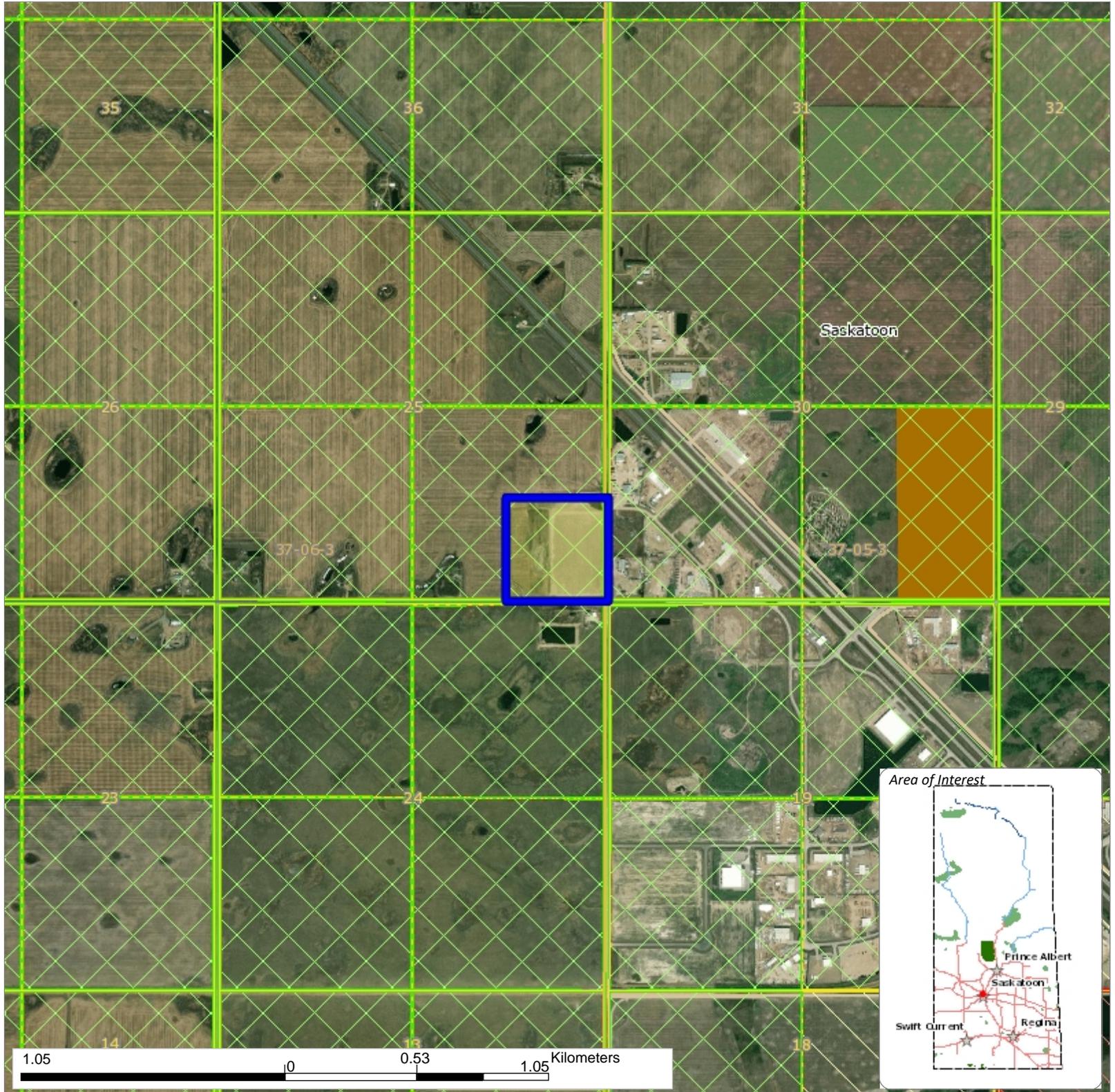
Tel (toll free in North America): 1-800-567-4224

Tel (Regina): 306-787-2584

Sensitivity: This selection is Not Heritage Sensitive.

You have indicated that the development will not be impacting undisturbed land within the road allowance. This development has heritage clearance to proceed. Do not submit this project to the Heritage Conservation Branch. Keep this report for your records.

Report Generated
May/24/2023 10:32
AM



Parcel Description	Sensitivity	Parcel Description	Sensitivity
SE-25-37-06-3	N		

Sensitivity Legend:

Y = Heritage Sensitive, C = Conditionally Heritage Sensitive, N = Not Heritage Sensitive, Blank = Heritage Sensitive.

When the parcel description and sensitivity listing is blank, the project is outside of the quarter sections screened for sensitivity. All projects within these areas are automatically heritage sensitive and require review.

Disclaimer:

Attention landowners: The majority of small scale activities that involve improvements to, or maintenance of, private property usually have little or no impact on archaeological heritage resources. Access the Exempt Activities Checklist for Private Landowners to determine if your proposed activity is exempt from archaeological heritage screening using the Developers' Online Screening Tool. If the activity is exempt, please retain a copy (paper or electronic) of the completed Exempt Activities Checklist for Private Landowners for your records. Include the completed checklist with any applications for regulatory approvals or permits that may be required for the proposed activity to confirm that heritage concerns have been addressed.

Exempt Activities Checklist: <https://applications.saskatchewan.ca/eachecklist>

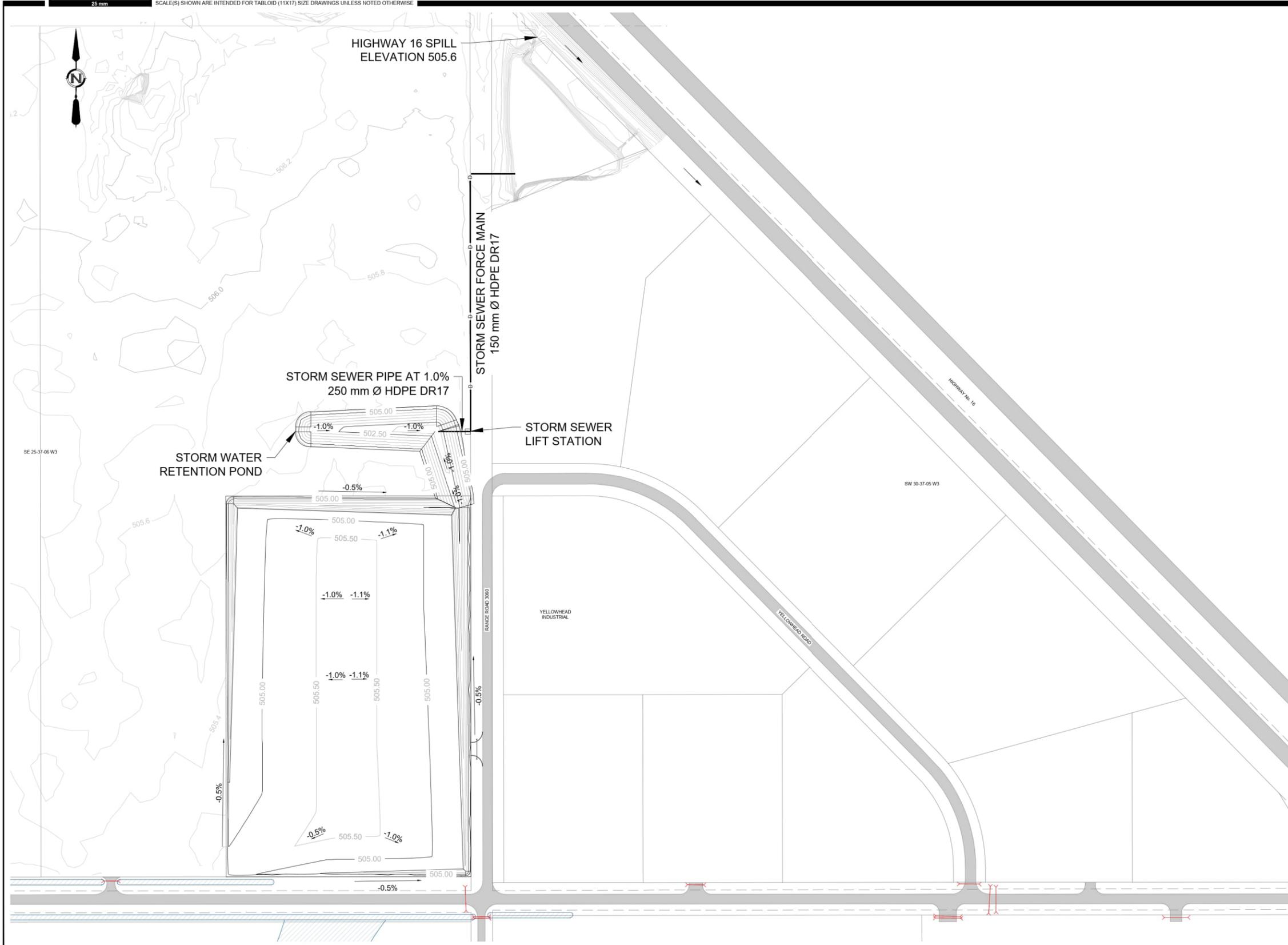
Contact us:

For more information, please contact the Heritage Conservation Branch:

Email: arms@gov.sk.ca

Tel 306-787-2817.

APPENDIX C - CONCEPTUAL SERVICING PLAN



DRAINAGE FLOW CALCULATIONS:

1. DESIGN TO CITY OF SASKATOON STORM EVENT:
 - 1 HOUR @ 60 mm
 - 2 HOUR @ 80 mm
2. AREA DESCRIPTION
 - PRE-DEVELOPMENT
 - NATIVE GRASSLAND
 - SAND/GRAVEL SOILS
 - RUNOFF COEFFICIENT RANGE 0.05 TO 0.10
 - FOR 1:100 YEAR DESIGN USE 0.30 (COS STANDARD)
 - POST-DEVELOPMENT
 - LIGHT INDUSTRIAL, RUNOFF COEFFICIENT IS 0.5 TO 0.8.
 - LAND ADJACENT TO PARCEL IS CORMAN INDUSTRIAL PARK
 - EXISTING INDUSTRIAL PARK WITH LAND DEVELOPED AS GRAVEL YARDS AND UNIMPROVED AREAS, NO ASPHALT
 - PROPOSED DEVELOPMENT WOULD INCLUDE LARGE PORTION OF UNIMPROVED AREAS AND LESS THAN 1/2 BEING GRAVELED
 - ASSUME RUNOFF COEFFICIENT OF 0.65.
3. RUNOFF CALCULATIONS

RATIONAL METHOD
 Q (RUNOFF RATE (m³/s)) = 0.0028 C I A
 Q (TOTAL RUNOFF m³) = C I A

C = RUNOFF COEFFICIENT
 I = RAINFALL INTENSITY
 A = DRAINAGE AREA (8.1 ha)

PRE-DEVELOPMENT
 Q (RATE) = 0.0028(0.30)(60 mm/hr)(8.1 ha) = 0.41 m³/s
 Q (RUNOFF) = (0.30)(80 mm)(81000 m²) = 1944 m³

POST-DEVELOPMENT
 Q (RATE) = 0.0028 (0.65)(60 mm/hr)(8.1 ha) = 0.88 m³/s
 Q (RUNOFF) = (0.65)(80 mm)(81000 m²) = 4212 m³

POND STORAGE VOLUME = PRE-DEVELOPMENT FLOW - POST DEVELOPMENT FLOW
 = 4212 m³ - 1944 m³
 = 2268 m³
 +25% = 2835 m³

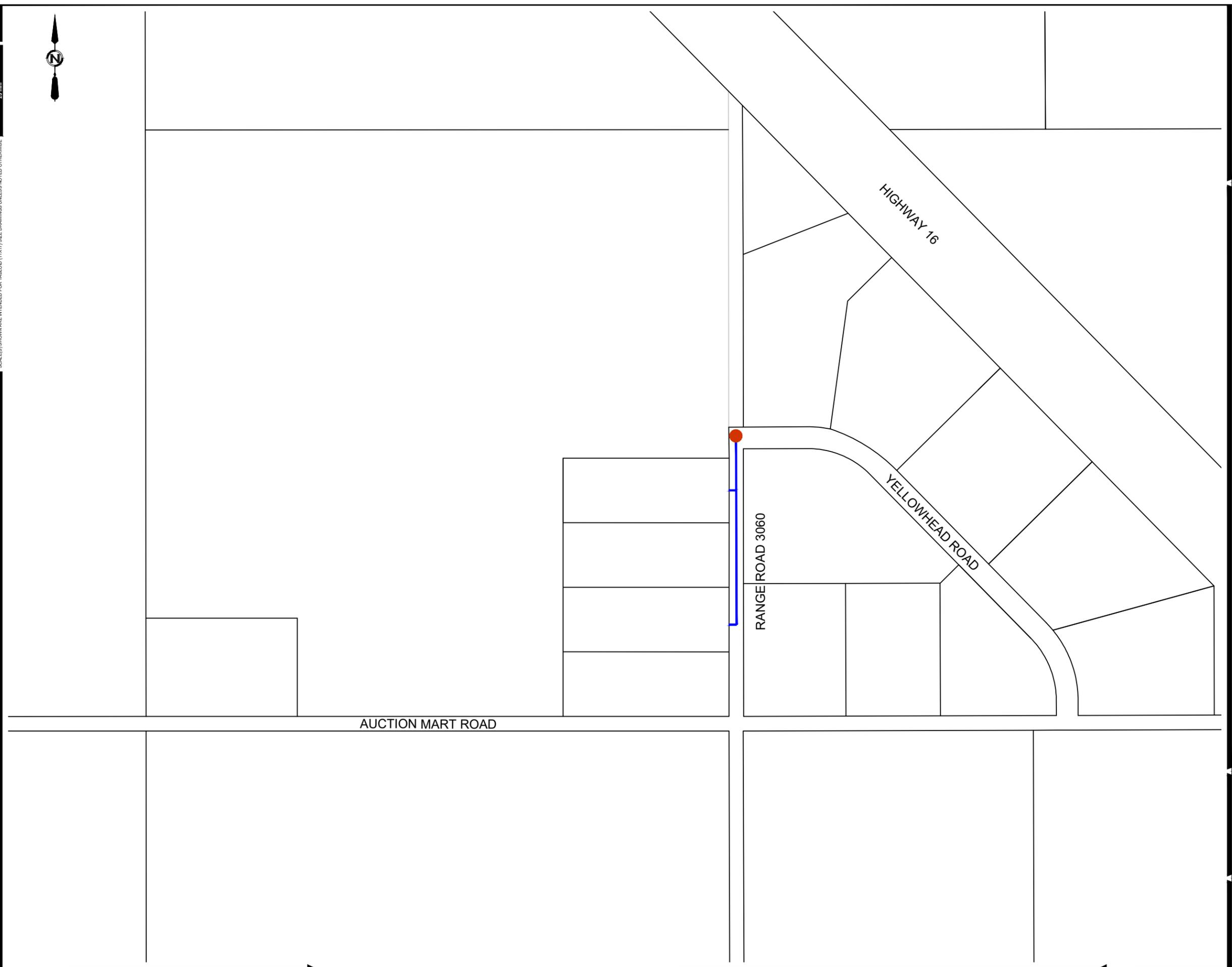
- NOTES:**
1. THE STORM SEWER LIFT STATION WILL BE A DUPLEX PUMP SYSTEM c/w CONTROLLER CAPABLE OF 20 l/s AT 13 m HEAD. THE MANHOLE WILL BE BARREL TYPE SIZED TO SUIT THE PUMP PACKAGE. A FLAT TOP SLAB c/w ACCESS HATCHES SUITABLE FOR PUMP EXTRACTION WILL BE PROVIDED.

P:\20144416-00_Kopman_Ind_Pk\Working_Dwgs\1100_Civil\W5A4416-01-cr-701.dwg
DATE: 2020-10-30, Mike Pawlowski



AE PROJECT No.	20144416-00
SCALE	NTS
APPROVED	M. LOEWEN
DATE	2020OCT30
REV	A
DESCRIPTION	ISSUED FOR REVIEW

FIGURE No. 1
 WATER SECURITY AGENCY
 CIVIL
 POST-DEVELOPMENT
 STORMWATER MANAGEMENT PLAN



LEGEND

-  100 MM LOW-PRESSURE RURAL WATER UTILITY LINE
-  TIE-IN POINT TO THE YELLOWHEAD WATER UTILITY

- NOTES:**
1. PIPE SIZES SHOWN ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE.

FIGURE 4 RURAL WATER SERVICE CONCEPT
NORDIC INDUSTRIAL PARK
COMPREHENSIVE DEVELOPMENT REVIEW

