

Deplaedt Subdivision & Zoning Amendment
Comprehensive Development Review



Project Name: Deplaedt Subdivision & Zoning Amendment
Owner: Deplaedt Investments Ltd.
Prepared For: Rural Municipality of Corman Park No. 344
Prepared By: Devin Clarke, RPP, MCIP
Silver Creek Developments
Date: December 16, 2025

**DEPLAEDT SUBDIVISION & ZONING AMENDMENT
COMPREHENSIVE DEVELOPMENT REVIEW**

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EXECUTIVE SUMMARY

Deplaedt Investments Ltd. (the Developer) is applying to subdivide a parcel of land located in the NW ¼ of Section 09, Township 36, Range 4, W3M to accommodate an existing warehouse operation and dog day care, of which the latter will continue to operate on the residual parcel. The proposed subdivision occupies an area identified as “Urban Commercial / Industrial” according to the P4G District Land Use Map. The proposed south parcel will require a rezoning from DAR1 – Agricultural Residential 1 District to D – Business District (DB). The Development is located within the Saskatoon North Partnership for Growth (P4G) District.

It is the intent of the applicant to accommodate the existing warehouse on the south parcel through rezoning, while leaving the existing dog day care and house on the remaining parcel.

Access to the proposed development occurs via the existing roadway to the west of the subject site (Haight Road). This road is a municipally maintained roadway. No internal roads are proposed for the development. A Traffic Memo was completed (see Appendix E) indicating adjacent roadways are well within their capacity to facilitate the proposal.

Current infrastructure consists of a 600 g standalone water tank and septic tank at the warehouse. Power and natural gas were also previously installed. No new infrastructure is required to accommodate the proposed subdivision and, as such, no additional cost recovery measures require consideration at this time.

Drainage is expected to continue to occur naturally, and excess stormwater will be directed towards the existing sloughs on both proposed parcels. A drainage study was completed by BCL Engineering (see Appendix E), which shows on-site stormwater capacity of 1,052 m³ and only 648 m³ required. There have been no previous issues associated with flooding on this parcel of land to date. No additional hard surfacing is proposed at this time.

Fire Station No. 8 is the nearest City of Saskatoon Fire and Protective Services facility, and is located 3.1 km to the northwest, with a 4.2 km travel distance to the property. The City is capable of drawing water from storm ponds and has facilities to practice drafting procedures, however, winter conditions, water quality and variable supply levels from ponds limit the desire and use of pond for fire suppression. The proximity of the site to the City and agreements in place will allow multiple truck dispatch crews to mobilize to the development in the event of a fire (approximately 4 – 5 minute drive time). City of Saskatoon fire hydrants are located within a 600 m radius of the site and would allow alternating trucks to fill while suppression work is being completed. This approach represents the recommended fire suppression strategy for the existing and proposed development.

Policing services will be provided by Corman Park Police Service and the Saskatoon Detachment of the RCMP.

The proposed development is exempt from review by the Heritage Conservation Branch, according to the exemption activities checklist. According to the Saskatchewan Conservation Data Centre,

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the proposed development is also not located in an area considered to have potential critical wildlife habitat or in an area with rare or endangered species of plants and animals.

In June 2024, a mail out was distributed to all neighbours within 1 mile (1.6 km) of the proposed site, informing residents of the proposed subdivision and rezoning application. No responses or inquiries concerning the application were received.

1 INTRODUCTION

1.1 PURPOSE

This document shall serve as the Comprehensive Development Review (CDR) document required for the subdivision and partial rezoning at Parcel A, NW ¼ Section 09, Township 36, Range 4, W3M. This review provides a framework for the rezoning and subdivision of the proposed parcel of land for the purpose of accommodating an existing warehouse on the south parcel while leaving the existing dog daycare operation (Playful Paws) and house to continue to operate on the remainder parcel. The proposed parcels are 2.27 ha (5.60 acres) and 2.00 ha (4.94 acres) in size.

The Developer of this project is Dave Deplaedt of Deplaedt Investments Ltd. The Plan of Proposed Subdivision for the development is included in Appendix A of this document.

This CDR has been prepared and submitted in support of the Developer's application for subdivision and rezoning. Questions on the proposal or the material contained within this document should be directed to:

Devin Clarke, RPP, MCIP
Principal
Silver Creek Developments
(306) 291-1668
devin@silvercreekdevelopment.ca

1.2 OVERVIEW

It is the intention of the Developer to subdivide and rezone a portion of land to accommodate an existing warehouse. The proposed subdivision is located to the south of Highway #16/Melville Road, and west of Haight Road in the RM of Corman Park, No. 344.

No additional municipal services will be required at this development, as services including potable water, wastewater management, and utilities exist on-site.

The Developer is aware that Warehousing requires discretionary use approval. The subdivision and rezoning outlined in this CDR are the first steps to facilitating compliance while also situating a zoning district in alignment with the P4G land use plan. The Developer is seeking a rezoning for the south parcel to D – Business District (DB).

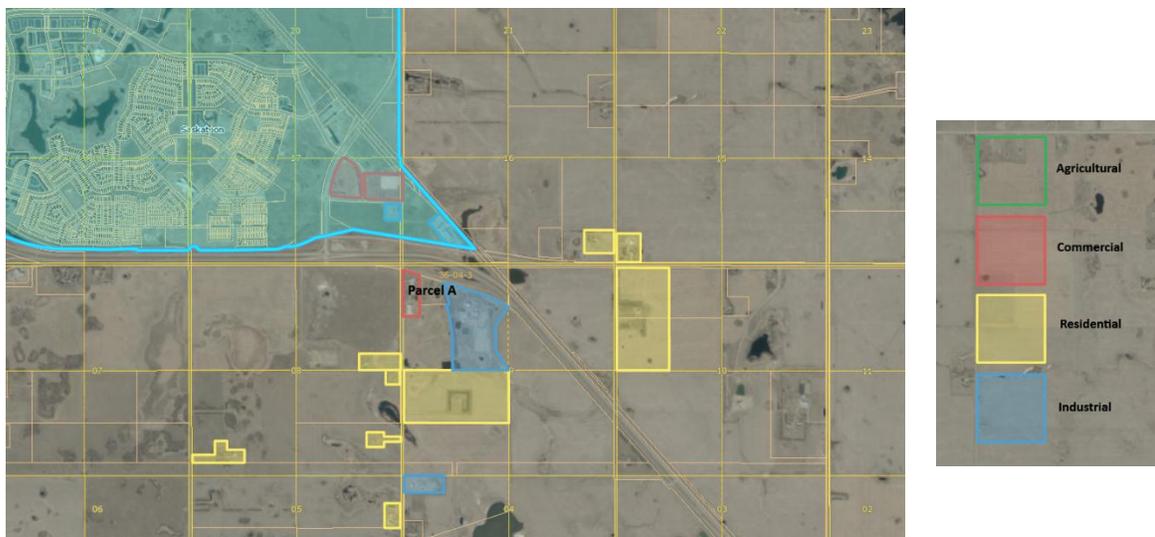
For clarity, throughout this CDR Parcel A refers to the parent parcel, Parcel D refers to the proposed southern commercial parcel, and Parcel C refers to the remainder parcel containing the residence and dog daycare.

2 INVENTORY AND ANALYSIS

2.1 EXISTING LAND USE

Parcel A currently has an existing house and dog daycare, and a warehouse building. Accessory buildings include a barn, shed, dog kennel, and garage. The site is currently characterized by relatively flat terrain, with two small slough areas. The northern most slough depression was dry at the time of the survey. The slough near the centre of Parcel A holds water which was measured at an elevation of 511.74 m at the time of the survey (see attached Plan of Proposed Subdivision in Appendix A).

Other land uses in the area consist of highway commercial development, agricultural land uses, acreage/farms, and one office building. The City of Saskatoon is located to the north of the proposed parcel, across from Highway #16. A select number of single-parcel country residences / farms were also identified and mapped (see Map 1 below). The site is currently zoned DAR-1 – Agricultural Residential 1 District, and the Developer is applying to subdivide the existing 4.27 ha (10.54 acre) parcel into two parcels sized at 2.27 ha (5.60 acres) and 2.00 ha (4.94 acres). The Developer is applying to rezone the southernmost parcel to D – Business District (DB).



Map 1. Location of proposed Deplaedt Subdivision

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The Existing Land Use Context of the Proposed Development is as Follows:

North:

- | | |
|-----------------------------------|---|
| - Melville Street | Adjacent to north boundary |
| - Highway #16 | Adjacent to Melville Street |
| - The Meadows (City of Saskatoon) | Approx. 0.75 km north of north boundary |

South:

- | | |
|--------------------------------|--------------------------------------|
| - Pasture Land | Adjacent to south boundary |
| - Single Parcel Residential | Approx 400 m south of south boundary |
| - Corman Park Gravel Operation | Approx. 1 km south of south boundary |

West:

- | | |
|-------------------------------|---|
| - Haight Road/Range Road 3044 | Adjacent to west boundary |
| - Pasture Land | Immediately west of Range Road 3044 |
| - Single Parcel Residential | Approx. 250 m south west of west boundary |

East:

- | | |
|--------------------------------|--------------------------------------|
| - Commercial Office/Industrial | Approx. 150 m east of east boundary |
| - Pasture Land | Approx. 600 m east of east boundary |
| - Single Parcel Residential | Approx. 1.5 km east of east boundary |

2.2 PROPOSED LAND USE

Two lots measuring 2.27 ha (5.60 acres) and 2.00 ha (4.94 acres) are proposed to be subdivided and rezoned to accommodate the existing development. It is the intent of the Developer to seek subdivision of the existing Parcel A and a rezoning of the proposed south parcel from DAR1 – Agricultural Residential 1 District to D – Business District (DB) to accommodate the existing warehouse.

The proposed development is compatible with the existing land uses currently in the surrounding area, specifically the existing highway commercial and industrial developments. Other existing land uses within the area include:

- City of Saskatoon (The Meadows);
- Pasture Land;
- Single Parcel Country Residential Development; and,
- Corman Park Gravel Operation.

The site is currently designated as “Urban Commercial/Industrial on Schedule “B” of the P4G District Official Community Plan.

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It is anticipated that the existing residence and dog daycare remain in place until future development pressures necessitate the removal or redevelopment of the residence and dog daycare. Furthermore, it is anticipated that the future zoning of the south parcel to D – Business District (DB) for the existing warehouse, and potentially other future commercial uses, both align well with the P4G Land Use Map.

2.3 SERVICING

Existing services consisting of potable water, wastewater (mound), power, and natural gas were previously installed to accommodate the house and the warehouse on the **existing lot**. It is the intent of the Developer to leave the existing house and dog daycare, on the remainder.

Existing services consisting of potable water (600 g stand alone water tank), wastewater (septic tank), power, natural gas were previously installed to accommodate the existing warehouse on the **proposed south parcel**.

2.4 TRANSPORTATION

The subject parcel is accessed from Highway 16 via Zimmerman Road, a four-way signalized intersection with dedicated turning lanes and signalized turning movements. Vehicles access the site by travelling south from this intersection along Township Road 362 (Glazier Road), a gravel roadway constructed to primary grid standards and approximately 9.0 m in width. Glazier Road intersects with Haight Road, which provides direct access to the parcel through three existing approaches.

Both Glazier Road and Haight Road function as rural local or local collector roadways and are estimated to have a traffic capacity of approximately 600 vehicles per hour. Existing traffic volumes are low, serving approximately 11 rural residential properties and one small maintenance facility in the surrounding area.

The proposed development consists of a dog day care facility and a warehouse building, which together are estimated to generate approximately 10 peak-hour trips. When combined with existing baseline traffic, total peak-hour volumes are estimated at approximately 36 vehicles per hour, which is well below the available roadway capacity.

A conservative future land use scenario was also evaluated, assuming redevelopment of the buildings to a mixed commercial/industrial or retail use. Under this scenario, peak-hour traffic volumes are estimated at approximately 241 vehicles per hour, which remains substantially below the capacity of the surrounding roadway network.

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Based on the analysis, the existing roadway network has sufficient capacity to accommodate both the proposed development and potential future land uses, and no roadway upgrades or traffic improvements are required to support the proposed rezoning.

Please see Appendix E for more details on the Traffic Memo prepared by BCL Engineering.

2.5 DRAINAGE AND STORMWATER MANAGEMENT

A drainage plan was prepared by BCL Engineering (see Appendix E).

The subject parcel is characterized by relatively flat prairie topography with shallow depressions and no defined off-site drainage outlet. Surface runoff generally flows from the northwest toward the southeast, following typical prairie “fill-and-spill” drainage patterns. Runoff is naturally retained within on-site depressions and sloughs, with excess flows eventually migrating toward a large downstream ephemeral wetland. There is no evidence of downstream flooding risk to adjacent developed lands.

Stormwater management has been designed in accordance with R.M. of Corman Park requirements, using the 1-in-100 year, 24-hour storm event as the critical design storm. Design storm parameters are based on the City of Saskatoon intensity–duration frequency curves, which are appropriate given the proximity of the site.

Pre-development runoff conditions were assessed assuming undeveloped land, resulting in a low runoff coefficient. Existing on-site storage provided by a natural slough was included in the analysis. Under pre-development conditions, peak release rates are estimated at approximately 0.9 L/s, with limited net runoff leaving the site.

Post-development conditions were evaluated based on anticipated impervious and semi-pervious surfaces associated with buildings, gravel parking, and storage areas. While post-development runoff volumes increase as expected, the analysis demonstrates that required stormwater attenuation can be fully accommodated on-site.

To comply with municipal standards, the site must store 125% of the excess post-development runoff from the 1-in-100 year storm while limiting release rates to pre-development levels. The total required storage volume is approximately 684 m³.

The site contains existing depressions and a dugout that collectively provide approximately 1,052 m³ of on-site storage, which exceeds municipal requirements by a significant margin. Runoff is directed via surface grading, swales, and ditching toward these storage areas. All stormwater is retained on-site, and no outlet structure is required. The system is designed as a fully retentive stormwater management approach, capturing 100% of runoff from the development parcel.

Based on the analysis, the existing on-site stormwater features provide more than sufficient capacity to manage post-development runoff, maintain pre-development release rates, and

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mitigate downstream impacts. No additional stormwater infrastructure or off-site drainage works are required to support the proposed rezoning.

2.6 FIRE AND PROTECTIVE SERVICES

The RM will need to correspond with Saskatoon Fire and Protective Services to set up the general parameters for these services at the proposed Development. Saskatoon Fire does not provide confirmation letters. It is assumed that these services are currently provided to the area to accommodate this development and will not have a substantial impact on the existing agreement between the RM and the City. Further information can be found in Appendix E.

Police services will be provided by the Corman Park Police Services and the Saskatoon Detachment of the Royal Canadian Mounted Police.

3 HERITAGE AND ENVIRONMENTAL CONSIDERATIONS

3.1 HERITAGE CONSERVATION

According to the Heritage Conservation Branch at the Ministry of Parks Culture and Sport, the proposed development is not located in an area with any potential heritage sensitivity (query attached as Appendix B).

3.2 ENVIRONMENTAL CONSIDERATIONS

According to the Saskatchewan Conservation Data Centre, the proposed development is not located in a significant wildlife habitat or plant area (also attached as Appendix B).

4 POLICY CONTEXT

The proposed Deplaedt development is located within the P4G Planning District area. The proposed subdivision has been designed to meet the requirements of the P4G Official Community Plan and Zoning Bylaw, as described in Sections 5.1 to 5.2 below.

4.1 P4G DISTRICT OFFICIAL COMMUNITY PLAN

Agricultural Objectives and Policies (Section 11) - Section 11 of the P4G District Official Community Plan identifies the following agricultural policies that are pertinent to the proposed Deplaedt expansion.

4.2 Disruption of Agriculture Minimized

- 11.3.5: Adjacent agricultural activities will not be impacted by the proposed subdivision of the site to accommodate an existing house and dog daycare, as well as an existing warehouse. No setbacks are associated with the proposed land use that would affect existing or future agricultural operations.

Future Urban Growth Areas Objectives and Policies (Section 15) – Section 15 of the P4G District Official Community Plan identifies the following future urban growth areas objectives and policies that are pertinent to the proposed Deplaedt subdivision and rezoning application.

Section 15.3 Policies

- 15.3.8 (a): The intent of the subdivision and rezoning of the south parcel is to accommodate the existing warehouse, which has the potential to become a permanent use. However, additional planning has been undertaken to illustrate future subdivision at the site with the warehouse, and if the warehouse were to be removed (see concepts attached in Appendix C of this document). A site size of approximately 1.0 acre was used to illustrate potential future subdivision at this parcel.
- 15.3.8(c): The intent of the subdivision and rezoning applications are to accommodate a single parcel development (warehouse) and allow for the dog day care and accessory residential house to operate on the remainder. The site sizes are such that future re-subdivision to a denser urban standard is possible (see concepts in Appendix C).
- 15.3.10: The proposed use of Parcel D will remain as a warehouse. As such, high-service or otherwise incompatible developments would not be permitted unless a subsequent rezoning application were approved. This approach supports future integration with the

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adjacent urban municipality (City of Saskatoon). Similarly, under the proposed D – Business District (DB) zoning, any future redevelopment of this parcel would continue to align with and facilitate integration into future urban development.

- 15.2.22: The subdivision development is located on an area designated as Urban Commercial/Industrial on Schedule B – District Land Use Map.
- 15.3.24 (a): Two site plans have been provided in Appendix C which generally illustrate the potential of Parcel D to be re-subdivided to a denser urban standard. The first site drawing illustrates a total of three lots, should the warehouse remain. The second site drawing illustrates a total of five (5) lots, sized just over 1.0 acre in size.
- 15.3.24 (b): No internal roads would be required to facilitate the re-subdivision of land at proposed Parcel D, as the existing parcel is located adjacent to Haight Road, which is currently a municipally maintained roadway. Other urban services including potable water and wastewater systems could be extended to proposed Parcel D, as the warehouse currently uses a 600 g standalone water tank and septic tank. Power and natural gas were previously installed to accommodate the existing warehouse.
- 15.3.24(c): While the timing of future urban development is unknown, the parcel’s location is well positioned to accommodate any servicing timeline and to integrate seamlessly into the future urban fabric.
- 15.3.24 (d): A Traffic Memo was prepared (see Appendix E) and indicated that existing roadway infrastructure has significant capacity remaining for future development.

Servicing Objectives and Policies (Section 23) - Section 23 of the P4G District Official Community Plan identifies the following servicing policies that are pertinent to the proposed Deplaedt application.

- 23.3.3: No additional services are required to accommodate the existing warehouse. Current infrastructure consists a 600 g standalone water tank and septic tank. Power and natural gas were previously installed to accommodate the existing warehouse. No new infrastructure is required to accommodate the proposed subdivision and, as such, no additional cost recovery measures require consideration.

Potable Water Objectives and Policies (Section 24) - Section 24 of the P4G District Official Community Plan identifies the following potable water policies that are pertinent to the proposed Deplaedt warehouse operation.

- 24.3.4: The site is proposed to accommodate the existing warehouse, which currently has potable water provided via a 600 g standalone water tank. The applicant may enter into a servicing agreement with the RM of Corman Park to provide services, infrastructure,

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including a potable water connection, and/or facilities that directly or indirectly serve the subdivision.

Wastewater Objectives and Policies (Section 25) - Section 25 of the P4G District Official Community Plan identifies the following wastewater policies that are pertinent to the proposed Deplaedt expansion.

- 25.3.4: The existing warehouse is serviced by a septic tank. The applicant may enter into a servicing agreement with the RM of Corman Park to provide services, infrastructure, including wastewater treatment options, and/or facilities that directly or indirectly serve the subdivision.

Stormwater and Drainage Objectives and Policies (Section 26) - Section 26 of the P4G District Official Community Plan identifies the following stormwater and drainage policies that are pertinent to the proposed Deplaedt application.

- 26.3.2: A drainage plan was prepared by BCL Engineering (see Appendix E). Stormwater management for the subject parcel has been designed in accordance with the R.M. of Corman Park standards using the 1-in-100 year, 24-hour design storm. Pre- and post-development runoff analysis demonstrates that post-development peak flows can be fully attenuated on-site while maintaining pre-development release rates. Existing on-site depressions and a dugout provide stormwater storage capacity in excess of municipal requirements, allowing all runoff generated by the development to be retained within the parcel. Runoff will be conveyed through surface grading, swales, and ditching toward these storage areas, with no outlet required. As a result, the proposed development will not increase downstream drainage impacts or flood risk.

Transportation Objectives and Policies (Section 27) - Section 27 of the P4G District Official Community Plan identifies the following transportation policies that are pertinent to the proposed Deplaedt application.

- 27.3.3 and 27.3.4: Access to the proposed development will occur via the existing municipally maintained roadway on the west boundary of the parcel (Haight Road). The Traffic Memo indicates that existing roadway infrastructure has significant capacity remaining. No internal roads are proposed to accommodate the proposed subdivision.
- 27.3.5: The existing parcel has legal and physical year-round access via the established approach located along the west side of the parcel, along Haight Road.
- 27.3.6: Safe access/egress exists from the parcel approach to Haight Road. The proposed land use (warehouse) is not anticipated to disrupt the existing road function.
- 27.3.47: Existing access has been previously constructed and is usable year-round.

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Servicing Agreement Policies (Section 29) - Section 29 of the P4G District Official Community Plan identifies the following servicing agreement policies that are pertinent to the proposed Deplaedt application.

- 29.3.3(a): It is anticipated that the applicant may enter into a servicing agreement with the RM of Corman Park to provide services, infrastructure, and facilities that directly or indirectly serve the subdivision.

4.2 P4G DISTRICT ZONING BYLAW

The Developer is applying to subdivide and partially re-zone Parcel A in the NW ¼ Section 09, Township 36, Range 4, W3M. The site is currently zoned DAR-1 – Agricultural Residential 1 District, and the Developer is applying subdivide the existing 4.27 ha (10.54 acre) parcel into a 2.00 ha (4.94 acre) and 2.27 ha (5.60 acre) parcel. The Developer is applying to rezone the southernmost parcel to D – Business District (DB), while leaving proposed Parcel C as the remainder. Development standards and regulations within the DB Zoning District are provided in Table 4-1 below.

Table 4-1 Site Development Standards in DB Zoning District	
Site Development Standards	P4G Planning District Zoning Bylaw (DB)
Total Site Area	Minimum: 0.8 ha (2.0 acres) No maximum
Site Frontage	Minimum 30 m
Front Yard Setback	Minimum 45 m
Side Yard Setbacks	Minimum 8 m
Rear Yard Setback	Minimum 8 m
Building Height	Maximum 17 m
Site Coverage	Maximum 60%

5 STAGING AND IMPLEMENTATION

A Plan of Proposed Subdivision has been attached as Appendix A, which details the extent of the proposed subdivision at Parcel A in the NW ¼ Section 09, Township 36, Range 4, W3M. This subdivision will need to be approved by the Community Planning Branch at the Ministry of Government Relations. The proposed plan is being reviewed under file no. SUBD-002761-2024.

6 PUBLIC CONSULTATION

In June 2024, a mail out was distributed to all neighbours within 1 mile (1.6 km) of the proposed subdivision, informing residents of the desire of the Developer to subdivide and partially rezone Parcel A to accommodate the warehouse (see letter attached as Appendix D). No responses or inquiries were received.

APPENDICES

APPENDIX A
PLAN OF PROPOSED SUBDIVISION

PLAN OF PROPOSED SUBDIVISION

OF ALL OF

PARCEL A - PLAN 82S04857

N.W. ¼ SEC.9-TWP.36-RGE.4-W.3Mer.

AND PART OF

N.W. ¼ SEC.9-TWP.36-RGE.4-W.3Mer.

R.M. of CORMAN PARK No. 344, SK

SCALE 1:2000

NOTES

PRELIMINARY SURVEY DONE ON NOVEMBER 17, 2023.

PORTION TO BE SURVEYED IS OUTLINED IN A HEAVY DASHED LINE, AND CONTAINS

4.27 ha. (10.54 acres).

MEASUREMENTS ARE IN METRES AND DECIMALS THEREOF.

DISTANCES ARE APPROXIMATE AND MAY VARY BY ± 5 METRES.

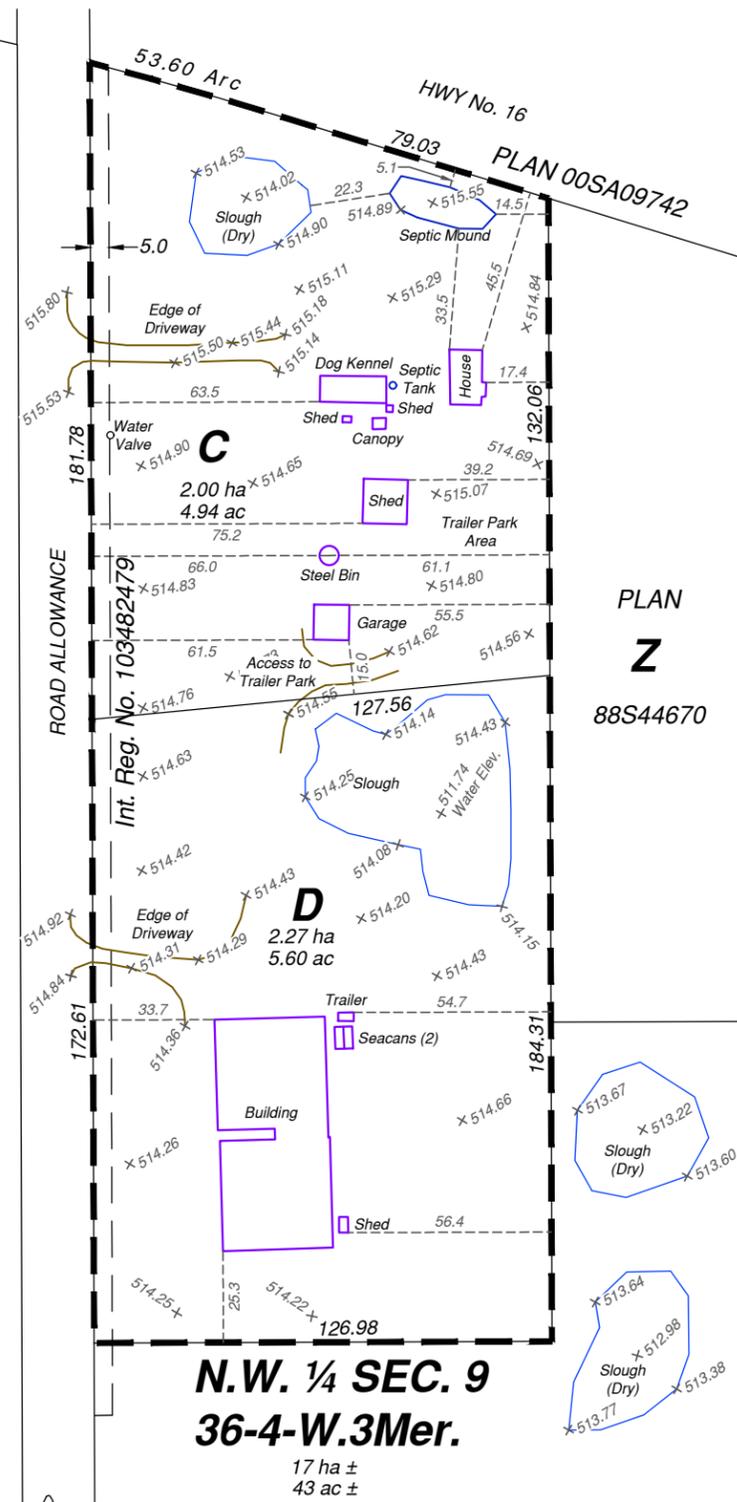
STANDARD ROAD ALLOWANCE SHOWN ARE 20.117m IN WIDTH.

SOURCE PARCEL NUMBERS ARE 131812703 & 131812769.

SOURCE PARCEL DIMENSIONS AND AREAS ARE DERIVED FROM ISC PARCEL MAPPING.

ORTHOMETRIC ELEVATIONS SHOWN ARE DERIVED FROM PRECISE POINT POSITIONING (PPP).

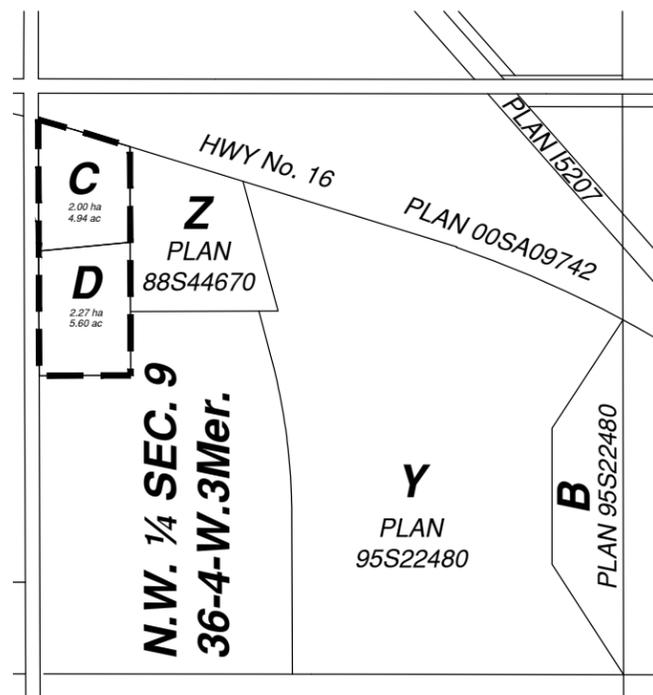
VERTICAL DATUM USED: CGVD28 (HT 2.0)



PLAN
Z
88S44670

KEYPLAN

SCALE 1:10000



Planning Authority Approval

Revision to Previously Submitted Planning
File: SUBD-002761-2024

Daniel L. Codling
Saskatchewan Land Surveyor



No.	REVISIONS	DATE	DR.	CH.
2	Adjusted common line between C and D	September 3, 2025	di	kmh
1	Adding ties from buildings to property lines	May 17, 2024	di	dlc

FILE: SA233809

DWG.: SA233809DEV-R2

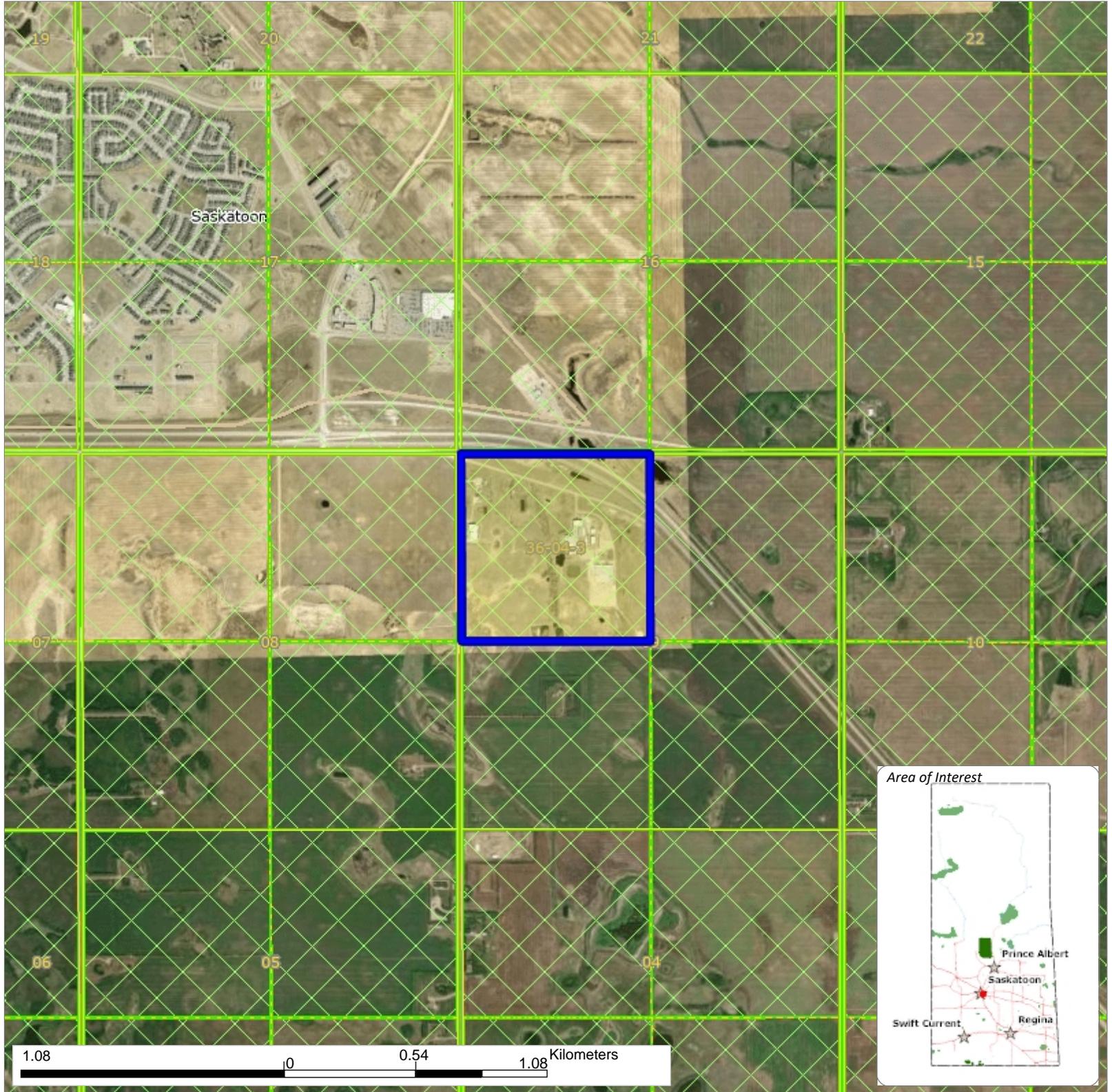


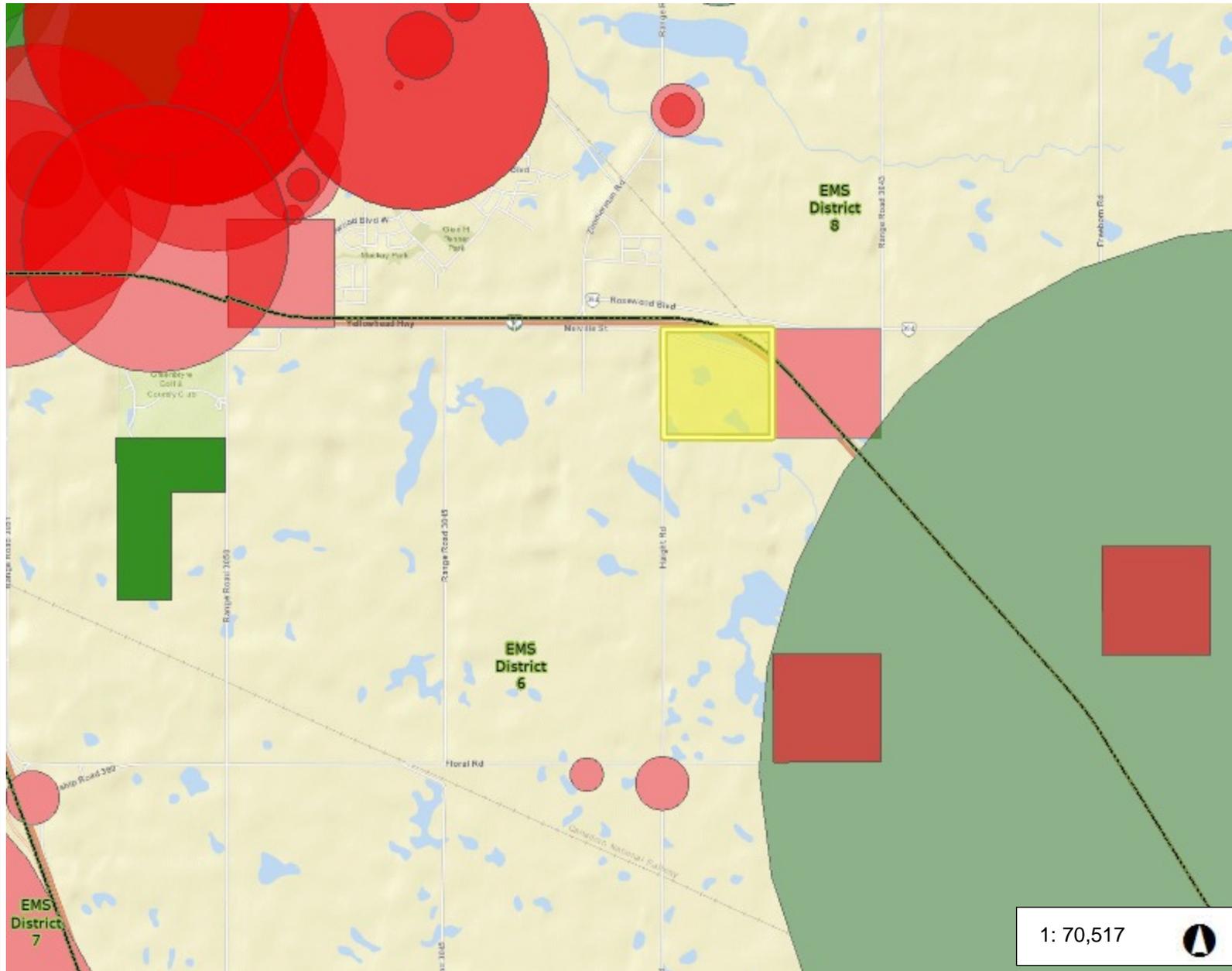
APPENDIX B

HERITAGE AND ENVIRONMENTAL QUERIES

Sensitivity: Not Heritage Sensitive
Deplaedt Heritage Sensitivity Map

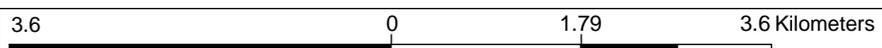
Report Generated
Apr/15/2024 11:07 AM





- ### Legend
- Provincial Boundary
 - Ecological Management Spec...
 - Road Corridor Game Preserve
 - Agricultural Crown Land
 - Rare and Endangered Species**
 - Animal Assemblage
 - Fungus
 - Invertebrate Animal
 - Nonvascular Plant
 - Other (Botanical)
 - Vascular Plant
 - Vertebrate Animal
 - Water Security Agency
 - Game Preserve
 - National Wildlife Area
 - Migratory Bird Sanctuary
 - Conservation Easements
 - Crown Land Subdivisions
 - Ecological Reserves
 - Fish and Wildlife Development**
 - Managing Jurisdiction**
 - Ducks Unlimited Canada
 - Ducks Unlimited Canada; Nature C
 - Government of Saskatchewan, Min
 - Nature Conservancy of Canada
 - Nature Conservancy of Canada: Sa

1: 70,517



WGS_1984_Web_Mercator_Auxiliary_Sphere
 © Latitude Geographics Group Ltd.

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

APPENDIX C
CONCEPTUAL RE-SUBDIVISION PLANS

Sub Consultants

Client

Notes

Revisions

Rev.	Description	Date
0.		

Project

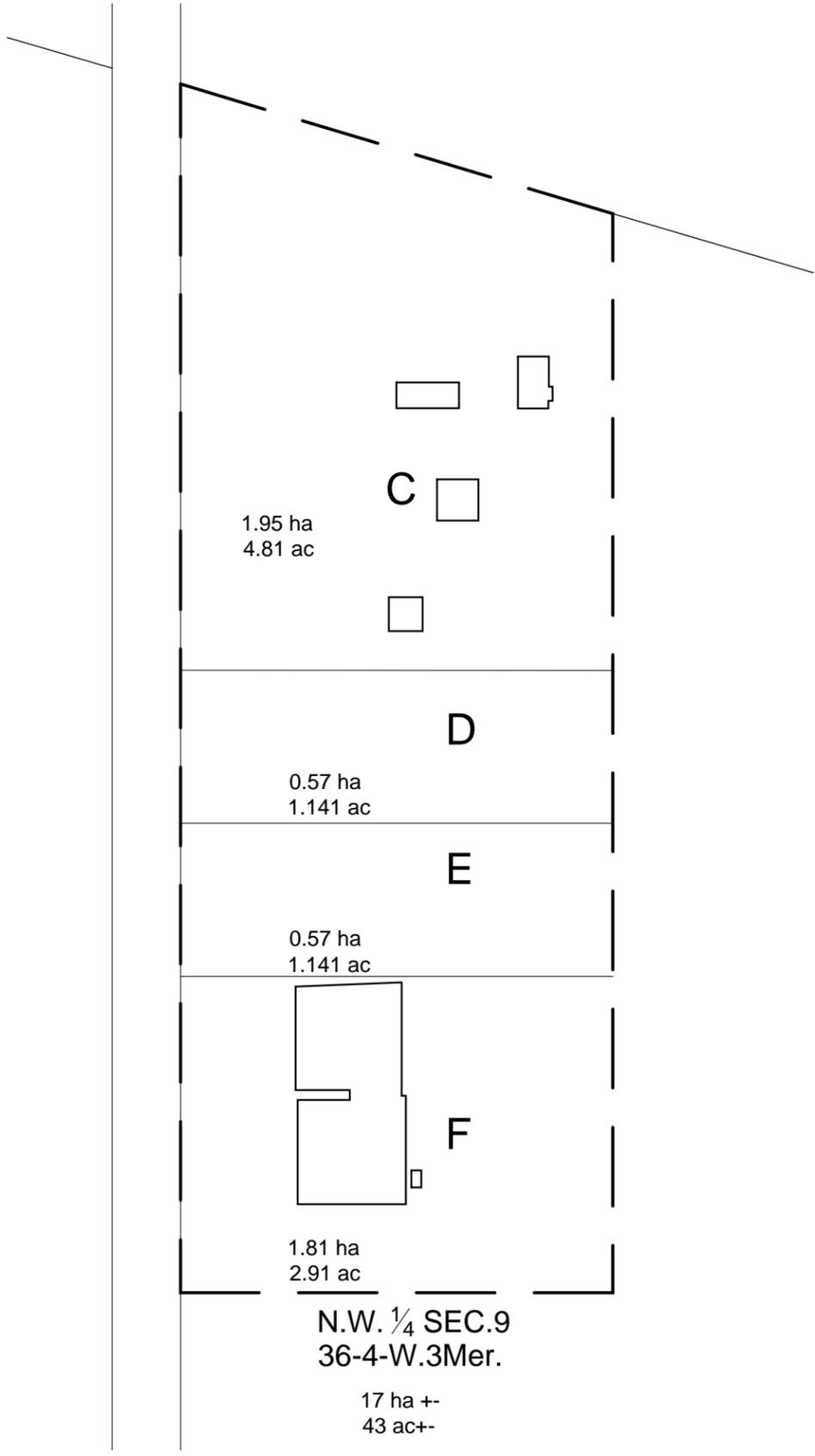
**DEPLAEDT
INVESTMENTS**

Drawing Title

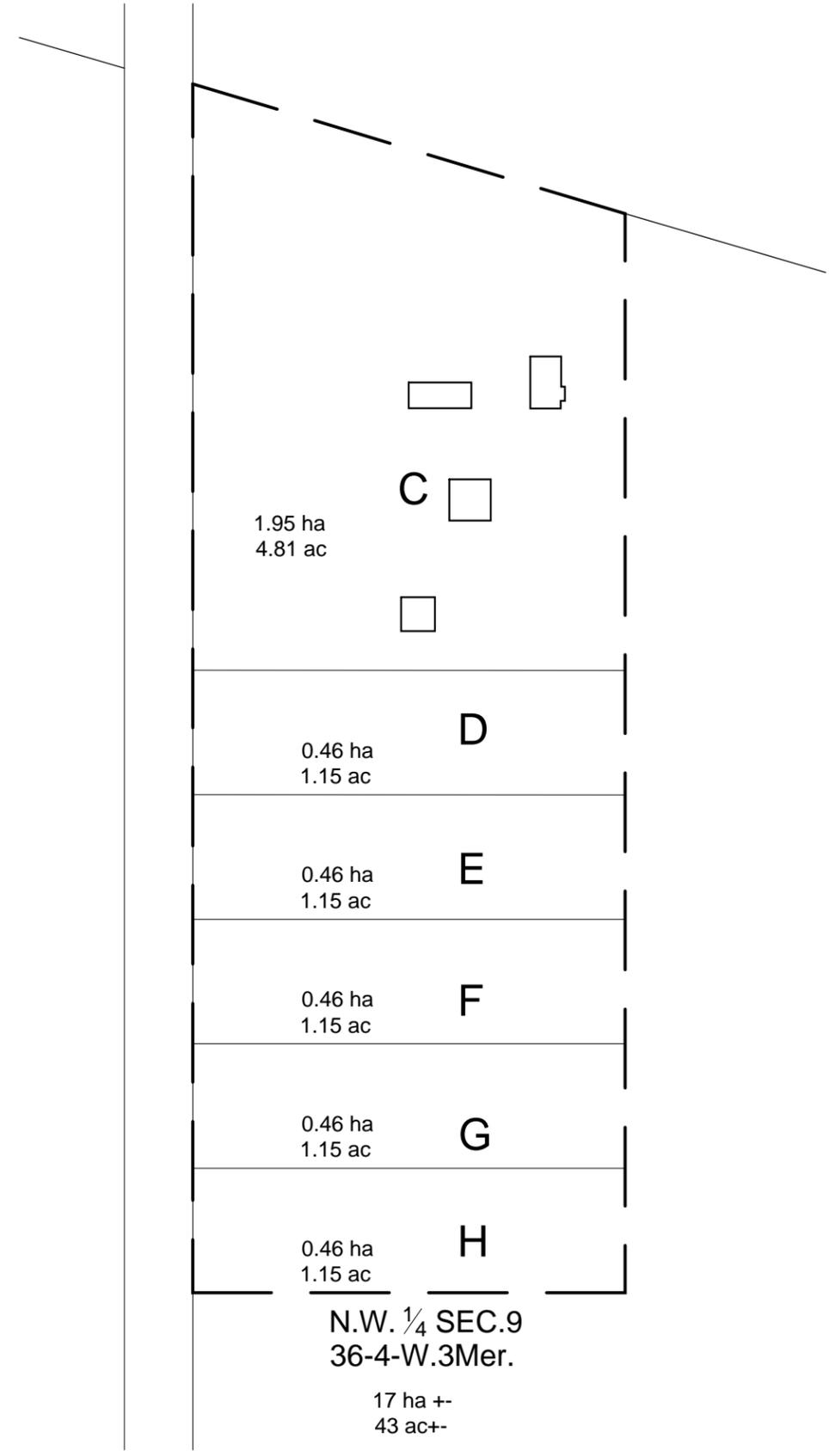
**CONCEPTUAL FUTURE
SUBDIVISION**

Checked MS
Drawn EA
Scale N.T.S
Sheet Size 11x17
Date 2024-06-10
Project No. 22057

Sheet No.



1 OPTION 1



2 OPTION 2



APPENDIX D

PUBLIC CONSULTATION INFORMATION



June 27, 2024

Dear Sir or Madam,

Neighbours of the following property:

**Parcel A in the NW ¼ of Section 09, Township 36, Range 4, W3M (east of Haight Road
and south of Highway #16)**

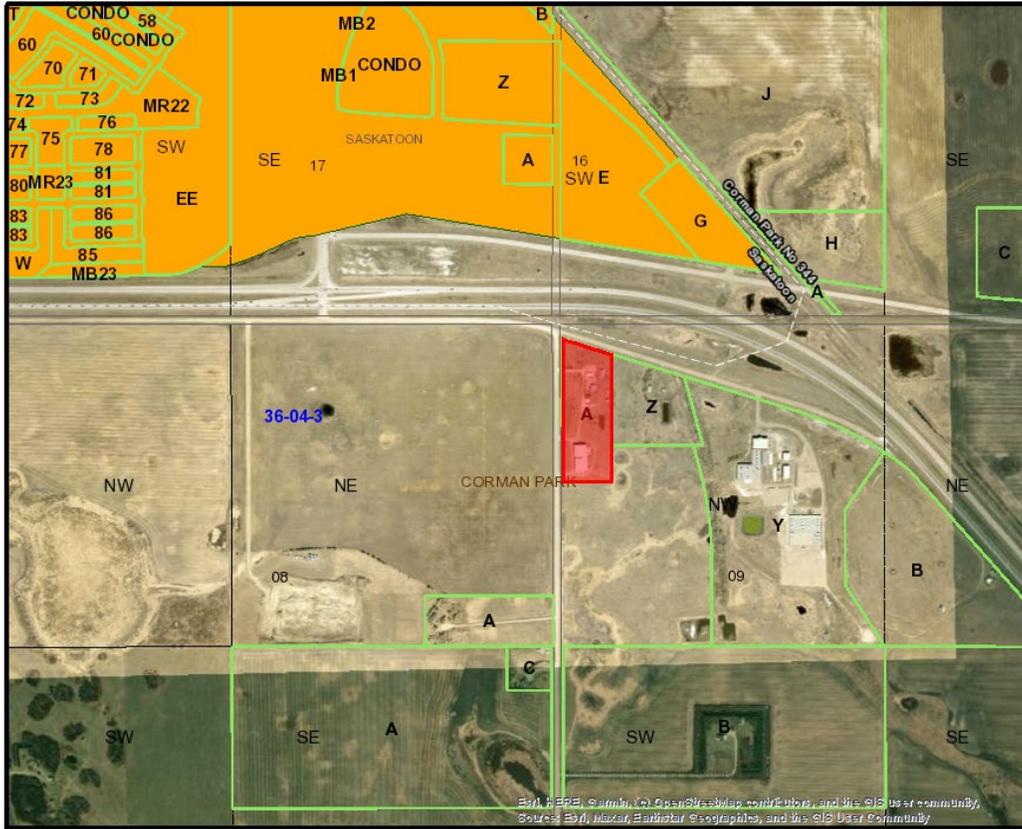
are hereby notified of a proposed subdivision and rezoning application. See Map 1 on the reverse of this letter for location.

It is the intent of the applicant to accommodate light industrial land uses (DM-1 Zoning District) on the south parcel, while leaving the existing dog day care (Playful Paws) and house on the north parcel. The proposed parcels are 1.95 ha (4.81 acres) and 2.32 ha (5.73 acres) (see the Plan of Proposed Subdivision on the reverse of this letter).

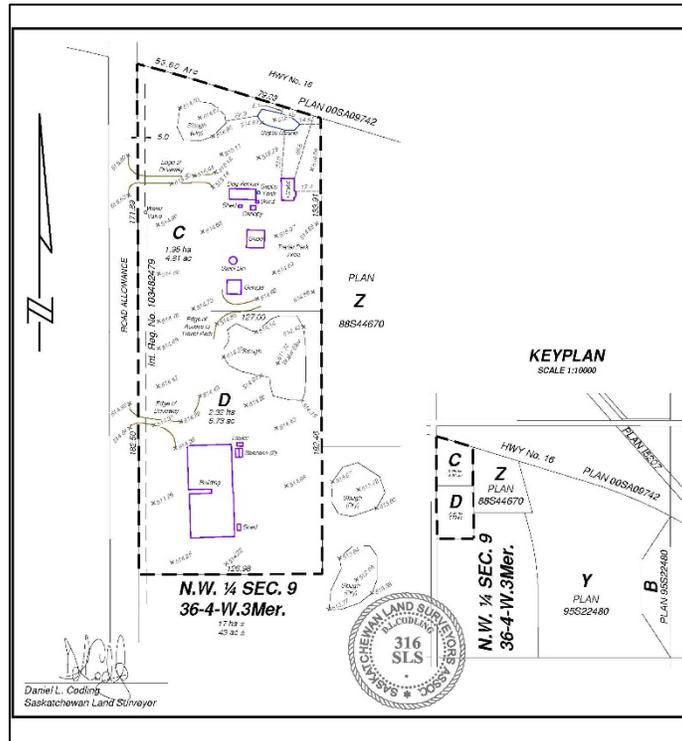
Any person who may be affected by the proposed subdivision may address their questions, comments, or concerns **by July 19, 2024** via email to mschwab@crosbyhanna.ca, or by mail to:

Maggie Schwab
Crosby Hanna & Associates
407 1st Ave N
Saskatoon SK, S7K 1X5

CROSBY HANNA & ASSOCIATES



MAP 1. LOCATION OF PARCEL A



MAP 2. PLAN OF PROPOSED SUBDIVISION

APPENDIX E

ENGINEERING REPORT (DRAINAGE, TRAFFIC, FIRE PROTECTION)

November 14, 2025
File #02509662.000-2

Deplaedt Investments



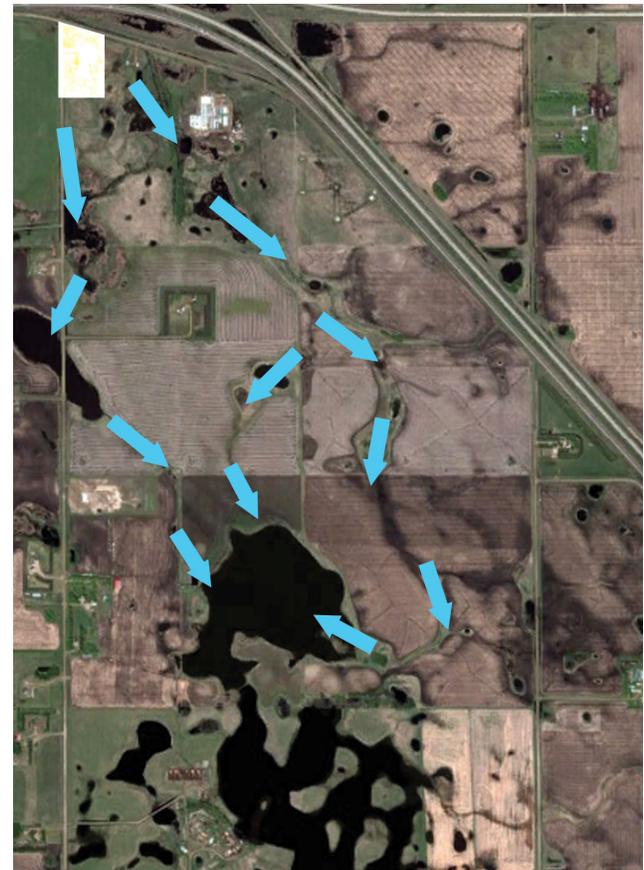
Attention: Mr. Dave Deplaedt

**Re: Parcel Engineering Components
Comprehensive Design Review**

We are pleased to submit the following letter report as part of the R. M. of Corman Park's Comprehensive Development Review process. The purpose of this report is to outline the proposed plan for storm water management, traffic analysis, and fire suppression within the parcel, and to mitigate any adverse effects within the surrounding area as a result of changes in land use or development.

1. INTRODUCTION

The proposed development site is located near the City of Saskatoon. The total area of the development parcel is approximately 1.87 ha, which is partially developed and consists of rural residential and storage. The land and adjacent topography is characterized by relatively flat topography, with small depressions to the south and larger sloughs 350 m and 150 m to the south and east, respectively, which are susceptible to retaining water during spring runoff, higher intensity rainfalls, and wet years. There is no defined drainage route in the immediate development with the existing sloughs containing a majority of the runoff. Adjacent properties have developed berms and dugouts to address runoff and stormwater management. Elevations within and around the site range from 515 m near structures, to 513 m at the southeast. Runoff flows across the site from northwest to southeast, following typical prairie 'fill and spill' topography, where water becomes entrapped in the shallow lying areas before a spill point is reached. At the spill elevation, overland flow then migrates toward adjacent low-lying areas at slightly lower elevations, entering a series of swales and sloughs, and ultimately flowing southeast towards a large ephemeral wetland approximately 56 ha in



area. The wetland varies in depth and area depending on the year, with infiltration and evaporation providing the only means of outlet. The slough is 1.5 km from the property and approximately 8 m lower than the development. There does not appear to be any significant risk for dwellings in the area.

A topographic survey for the area is outlined on Drawing 1 (attached).

2. DESIGN STORMS

One storm is critical for mitigating downstream flood potential and developing storm water management within the parcel. The critical storm for this site is the 1-in-100 year, 24 hour storm event. Post-development storm water facilities should allow sufficient capacity to store 125% of the excess post development runoff for the 1-in-100 year, 24 hour storm event to meet the R. M. of Corman Park requirements. Release of storm water from the facility should not exceed the pre-development flow rate calculated using the 24 hour storm event. This event represents the critical flow rate seen by downstream users, based on the size of parcel, existing storm water storage on-site and estimated time of concentration for the storm event.

Design storms will use the intensity-duration frequency curves already developed for the City of Saskatoon. Location of the development site is close enough in proximity to the City that any variance in design storms will be insignificant. Previous studies completed by the City and other developments in the area have utilized these storms for estimating flows, and it would be reasonable to use the Saskatoon storms to ensure consistency. Total rainfall and intensity for each storm are noted in Table 1.

Table 1: Design Storm		
1-in-100 Year Event	Intensity	Total Rainfall
24 Hour Duration	3.76 mm/hr.	90.24 mm

Using the above storms, pre-development flows will be used to estimate runoff potential and establish release rates off the project site.

3. PRE-DEVELOPMENT RUNOFF POTENTIAL

Assessing runoff potential will utilize the rational method, due to the relatively small subject area. Existing land is partially developed but will be assessed as an undeveloped site. The site is divided into four catchment areas, as noted below, with the northern and southern extents draining directly off-site. Areas in the centre portion drain to a dugout which retains water prior to spill over and flow off-site to the east. The total volume of the dugout is approximately 876 m³. Soils in the area are a combination of relatively impervious silty or clay till. Based on the above, a conservative pre-development runoff coefficient of 0.15 would be expected for pre-development

flows. A smaller slough to the northwest also provides some retention with an approximate volume of 176 m³ of storage. Only the natural slough will be included as part of the pre-development calculations.

Rough Catchment areas and location of each slough is identified in the adjacent figure Using the 24 hour duration storm, the pre-development runoff flows and volumes are noted below.



Table 2: Pre-Development Volume 1-in-100 Year, 24 Hour Duration Storm	
Description	Value
Runoff Coefficient	0.15
Rainfall Intensity	3.76 mm/hr.
Total Rainfall (24 hour)	90.24 mm
Area	1.87 ha
Total Runoff	252 m ³
Storage Volume On-Site	176 m ³
Net Runoff Volume	76 m ³
Runoff Rate	0.9 L/s

As noted, the pre-development flow for the 24 hour duration storm will be 0.9 L/s and total pre-development runoff volume for the 24 hour duration is 176 m³. To maintain existing conditions, a storm water management plant is required to hold all post-development runoff volumes above the 76 m³ and release at a rate not exceeding 0.9 L/s to account for existing storage on site.

4. POST-DEVELOPMENT RUNOFF

Development of any site increases the volume of runoff generated by reducing the amount of pervious surface available for water to infiltrate. Parking areas, pavement, and buildings increase the impervious surface area resulting in larger storm and runoff volumes. A typical industrial parcel is expected to contain between 45 - 75% impervious surfaces depending on the type of development and expected land use. Based on a review of the site, each sub-catchment will have

a difference runoff value, as summarized below. Approximately 10% of the lot is covered by buildings with the remaining area consisting of gravelled parking and storage. Gravel surfaces would be considered a semipermeable surface, allowing some water to infiltrate the soil below before generating any substantial runoff, based on the land surface in each catchment. Details are noted in Table 3.

Table 3: Catchments			
Catchment	Area (m³)	C Value	Weighted Value
1	3,350	0.42	1,407
2	10,715	0.34	3,643
3	3,401	0.47	1,598
4	1,200	0.20	240
Overall	18,660	0.37	6,888

The C Values consider gravel roads, grassed areas, and buildings which will generate higher runoff amounts when compared to undeveloped land. The weighted C value of the development as a whole is 0.37.

Table 4: Post-Development Volume 1-in-100 Year, 24 Hour Duration Storm	
Description	Value
Runoff Coefficient	0.37
Total Rainfall (24 hour)	90.24 mm
Rainfall Intensity	3.76 mm/hr.
Area	1.87 ha
Runoff Volume	623 m ³
Runoff Rate	7.21 L/s

Applying the above, the total additional runoff generated post-development for the 1 in 100 year, 24 hour duration storm event is equal to a depth of 33 mm or 623 m³. Considering the pre-development runoff volume from Table 3, the total storage the 1 in 100 year storm and 125% storage volume to meet the R. M. regulations are noted in Table 5.

Table 5: Total Storage Requirements 1-in-100 Year, 24 Hour Duration Storm	
Description	Volume
Pre-Development Runoff	76 m ³
Post-Development Runoff	623 m ³
Excess Runoff	547 m ³
R. M. Requirement (additional 25%)	137 m ³
Total Storage Required	684 m³

To meet storm water management requirements, the parcel requires a storm water management plan capable of attenuating 684 m³ of runoff. Release of storm water should not exceed the 0.9 L/s noted earlier.

5. STORM WATER MANAGEMENT PLAN

To facilitate development and rezoning of the parcel, runoff should be directed by ditching or swales conveying runoff towards two ponds / dugouts located on site.

The existing depressions and dugout provide 176 m³ and 876 m³, respectively, for a total storage volume of 1,052 m³. Table 6 summarizes the required and available storage and outlet release to meet the R.M.'s requirements.

Table 6: Release Volumes	
Description	Volume
Required	684 m ³
Available	1,052 m ³
Release Rate	0.9 L/s

As shown, the total runoff generated from the site is retained within the existing ponds and exceeds the storage requirements of the R.M. Additional stormwater management work will not be required as part of the rezoning process.

Retention on the site is approximately 150% of the R.M.'s requirements. The system is designed to capture all runoff from site and as such, an outlet pipe has not been provided and is not required.

6. TRAFFIC AND ROADWAYS

Access to the development is off of Highway 16 and Zimmerman Road. The location is a four way signalized intersection, with dedicated turning lanes and storage for east and west bound vehicles turning north and south, respectively. Dedicated turn signals are provided for both turning movements.

Vehicles turning south from the intersection access the subject parcel using Township Road 362 "Glazier Road", which is a rural cross-section gravel road, approximately 9.0 m in width and construction to primary grid standards. Glazier Road intersects with Haight Road, which is a similar cross-section and classification, and provides access to the parcel through three approaches approximately 97, 265, and 355 m, respectively, from the intersection with Glazier Road.

Based on the classification and location of the roadways, anticipated capacities are noted below, as per Transportation Association of Canada Design Classifications (Table 1.3.4.1).

Table 6: Road Capacity			
Road	Classification	Traffic Volumes (AADT)	Estimated Capacity (vph)
Glazier Road	Rural / Local Collector	<1,000	600
Haight Road	Rural / Local	<1,000	600

As noted, the capacity of the two connecting roadways is estimated at 600 vehicles per hour.

Haight Road provides access to approximately 11 rural country residents and one maintenance yard and facility (~5,000 ft²). Development within the subject parcel is a long term kennel (1,500 ft²) and a warehouse facility (20,000 ft²).

Assuming typical traffic volumes and a peak hour with two trips per residence, the estimated traffic would be as follows for both baseline (surrounding properties) and the development itself.

Table 7: Baseline				
Type	Unit (no.)	Unit (ft²)	Trip/Unit	Total Trips
Residential	11	-	2	22
Industrial	-	5,000	0.65/1,000	3.25
Total				26

Table 8: Development				
Type	Unit (no.)	Unit (ft²)	Trip/Unit	Total Trips
Kennel	-	1,500	3.53/1,000	5.3
Warehouse	-	20,000	0.18/1,000	3.60
Total				10

As noted, the total peak traffic from the baseline and existing development is 36 vehicles per hour.

As noted, the traffic volumes are low (approximately 36 vph) relative to the capacity of the supporting roadway network (600 vph). To support potential rezoning, a change from the typical warehouse to a retail use will be considered. Peak hour volumes for retail use vary between 0.19 to 49.11 trips per 1,000 ft² of gross floor area. A conservative 10 trips per square foot will be considered and assumes re-purposing of the existing buildings. This traffic volume would be sufficient for all retail, commercial and industrial uses outside of service stations and retail buildings incorporating a drive-through bay. Table 9 outlines the traffic impact on the road should land use change in the future.

Type	Unit (no.)	Unit (ft ²)	Trip/Unit	Total Trips
Residential	11	-	2	22
Industrial	-	5,000	0.65/1,000	3.25
Total				26
Mixed Use	-	21,500	10/1,000	215
Total				241

7. FIRE PROTECTION SERVICES

Fire Station No. 8 is the nearest City of Saskatoon Fire and Protective Services facility, and is located 3.1 km to the northwest, with a 4.2 km travel distance to the property. The City is capable of drawing water from storm ponds and has facilities to practice drafting procedures, winter conditions, water quality and variable supply levels from ponds limit the desire and use of pond for fire suppression. The proximity of the site to the City and agreements in place will allow multiple truck dispatch crews to mobilize to the development in the event of a fire (approximately 4 – 5 minute drive time). City of Saskatoon fire hydrants are located within a 600 m radius of the site and would allow alternating trucks to fill while suppression work is being completed. This would be the recommended approach for fire suppression for existing and proposed works.

8. CONCLUSION

Maintaining the existing stormwater retention systems identified above will accommodate the 1 in 100 year rainfall event and mitigate flood potential to downstream users. Based on the current and potential traffic patterns, no additional roadway upgrades are required at this time. Fire protection services are within a reasonable distance to support the rezoning.

Table 10 summarizes the findings of this study to support rezoning of the parcel.

Stormwater	Required	Provided
	648 m ³	1,052 m ³
Roadways	Capacity	Estimates
	600 vph	241 vph



Deplaedt Investments
November 14, 2025
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We trust this letter report meets your requirements at this time. Should you have any questions in this regard, please do not hesitate to contact our office.

Yours truly,
BCL Engineering LTD.

T. J. Ledding, P.Eng.



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