11. **Official Community Plan Amendments**

a) Patience Lake Business Park Ltd., NE 10-10-36-4-W3; SE 10-10-36-4-W3

BYLAW: 11/25	
Date:	April 3, 2025
Owner/Applicant:	Patience Lake Road Business Park Ltd.
Legal Land Description:	NE 10-36-04-W3, Ext. 1 & SE 10-36-04-W3, Ext. 15
Council Division:	1
File Manager:	Brett Kitchen

1. Proposed Development: P4G District Official Community Land Use Amendment

2. Recommendation:

1. *"That Bylaw 11/25 to amend the P4G District Official Community Plan (Bylaw 57/20) by amending Schedule B to change the land use on NE 10-36-04-W3, Ext. 1 & SE 10-36-04-W3, Ext. 15, from 'Agriculture' to 'Rural Commercial/Industrial' for the purposes of creating the policy framework to support a rural commercial subdivision, be given First Reading and Administration be authorized to proceed with the Public Notice process."*

2. *"That each P4G Member Municipality approve a bylaw to amend the P4G District Official Community Plan (Bylaw 57/20) by amending Schedule B to change the land use on NE 10-36-04-W3, Ext. 1 & SE 10-36-04-W3, Ext. 15, from 'Agriculture' to 'Rural Commercial/Industrial' for the purposes of creating the policy framework to support a rural commercial subdivision."*

3. Summary:

- An application has been made by Patience Lake Road Business Park Ltd. to amend the P4G District Official Community Plan (DOCP) Land Use map at NE 10-36-04-W3, Ext. 1 & SE 10-36-04-W3, Ext. 15.
- The application proposes to amend the land use designation on Schedule B of the P4G DOCP from 'Agriculture' to 'Rural Commercial/Industrial' at NE 10-36-04-W3, Ext. 1 & SE 10-36-04-W3, Ext. 15.
- The applicant has submitted a Comprehensive Development Review to support the application which can be found at https://sk-rmcormanpark.civicplus.com/DocumentCenter/View/4748/2024-12-20_Patience-Lake-Business-Park-CDR_Redacted?bidId=.
- The applicants are requesting the redesignation to Schedule B to align with the future intent of the applicant to establish a multi parcel rural commercial development at the site.
- If approved for a land use amendment, the applicants propose to apply for a multi parcel subdivision and rezoning application which is supported by the Comprehensive Development Review submitted for this application.
- The application was referred to the P4G municipalities for comments. The City of Saskatoon provided comments which are found in Attachment 6.
- The application meets the requirements as stated in the P4G Official Community Plan.

4. Bylaw Compliance:

P4G District Official Community Plan:

Section	*Policy*	*Compliance*
6.3.4	Online review of the parcel with the Ministry of Environment (MOE) HABISask tools shows environmental concerns on the land. The development plan includes measures to mitigate environmental impacts which will be addressed at the subdivision and rezoning stage.	Yes
6.3.5	The Heritage Conservation Branch online screening tool does not identify this parcel as heritage sensitive.	Yes
10.3.1	The parcel is intended to be developed for a rural commercial/industrial development. To maximize the potential of the site, which has limited agricultural uses due to past excavation for interchange projects in Saskatoon, and the location of the property along Patience Lake Road (Highway 394) and the proposed Saskatoon Freeway, which is proposed to run adjacent to the development, the developer through their CDR provides rationale for the redesignation. The surrounding land uses include a horse stable and an acreage. According to the CDR, both properties are enclosed in shelterbelts. Across Patience Lake Road, an Urban Residential designation is located. The CDR indicates that buffers are proposed to be implemented through the properties abutting developed sites to be zoned for a business industrial use which supports lower intensity uses with less impact to adjacent non-industrial properties.	Yes
13.1 & 14.1	Rural Commercial/Industrial lands have rural servicing and are not expected to be required for urban growth as the P4G municipalities grow to 1 million residents.	Yes
13.3.2 & 14.3.2	Lands are required to be designated Rural Commercial/Industrial land use on Schedule B before commercial/industrial development can proceed.	Yes
13.3.3 & 14.3.3	a) The lands appear suitable for proposed continued commercial/industrial subdivision based on surrounding area and site conditions. b) Drainage planning will occur at the subdivision and rezoning stage.	Yes

	c) Municipal and utility services are in close proximity to service additional commercial subdivision. d) Any design of future lots will be compatible with existing land uses in the area. e) The subject lands are located along Patience Lake Road. Additional upgrades and installation of internal subdivision roads will be required at the subdivision and rezoning stage. f) The subject land is located along Patience Lake Road which is a provincial highway and near Phase 2 of the Saskatoon Freeway. g) The land is not prone to natural hazards. h) There are no unique or historical features present on the lands. i) The development plan includes measures to mitigate environmental impacts which will addressed at the subdivision and rezoning stage. j) The lands do not exhibit any high-quality recreational resources. k) Surface and groundwater resources will be managed at the subdivision design stage of development. l) It is not anticipated that the R.M. of Corman Park (Corman Park) will be expected to bear costs from this development.	
14.3.4	Future development of the subject lands is planned to be in the form of a light industrial park.	Yes
31.3.2	The applicant has submitted a Comprehensive Development Review to support the land use change.	Yes
31.3.20	The applicant and their consultant completed public engagement prior to application.	Yes

5. Interdepartmental Implications:
N/A

6. Financial Implications:
The applicant will be responsible for all costs regarding the P4G DOCP amendment application process including any applicable fees under the R.M. of Corman Park Planning Fee Bylaw 8/23.

7. Legal Implications:

All P4G member municipalities will be required to amend their respective P4G DOCP Bylaw before the Minister of Government Relations can approve the bylaws and bring the land use change into effect.

8. Alternative Options:

Council may defer consideration of the application pending a further review where required or it may deny the request for land use amendment if desired thus eliminating the developer's ability to proceed with future rural commercial rezoning and subdivision applications. Denial of an application for a land use amendment is not appealable under *The Planning & Development Act, 2007.*

9. Public Consultation Summary:

Notice of the proposed amendment to the land use designation will be advertised pursuant to the provision of *The Planning and Development Act, 2007* if First Reading on Bylaw 11/25 occurs.

10. Regulatory Correspondence:

City of Saskatoon: the City of Saskatoon provided comments on the application. The City of Saskatoon indicated that they believe that the application should be accompanied by a rezoning application form. The City of Saskatoon also provided several comments that will be addressed at the subdivision and rezoning stage.

11. Other Considerations:

N/A

Attachments:

Attachment 1 – Schedule A – District Plan Area
Attachment 2 – Schedule B – Redesignation Map (Agriculture to Rural Commercial/Industrial)
Attachment 3 – Overall Map
Attachment 4 – Subject Map
Attachment 5 – Bylaw 11/25
Attachment 6 – City of Saskatoon Comments

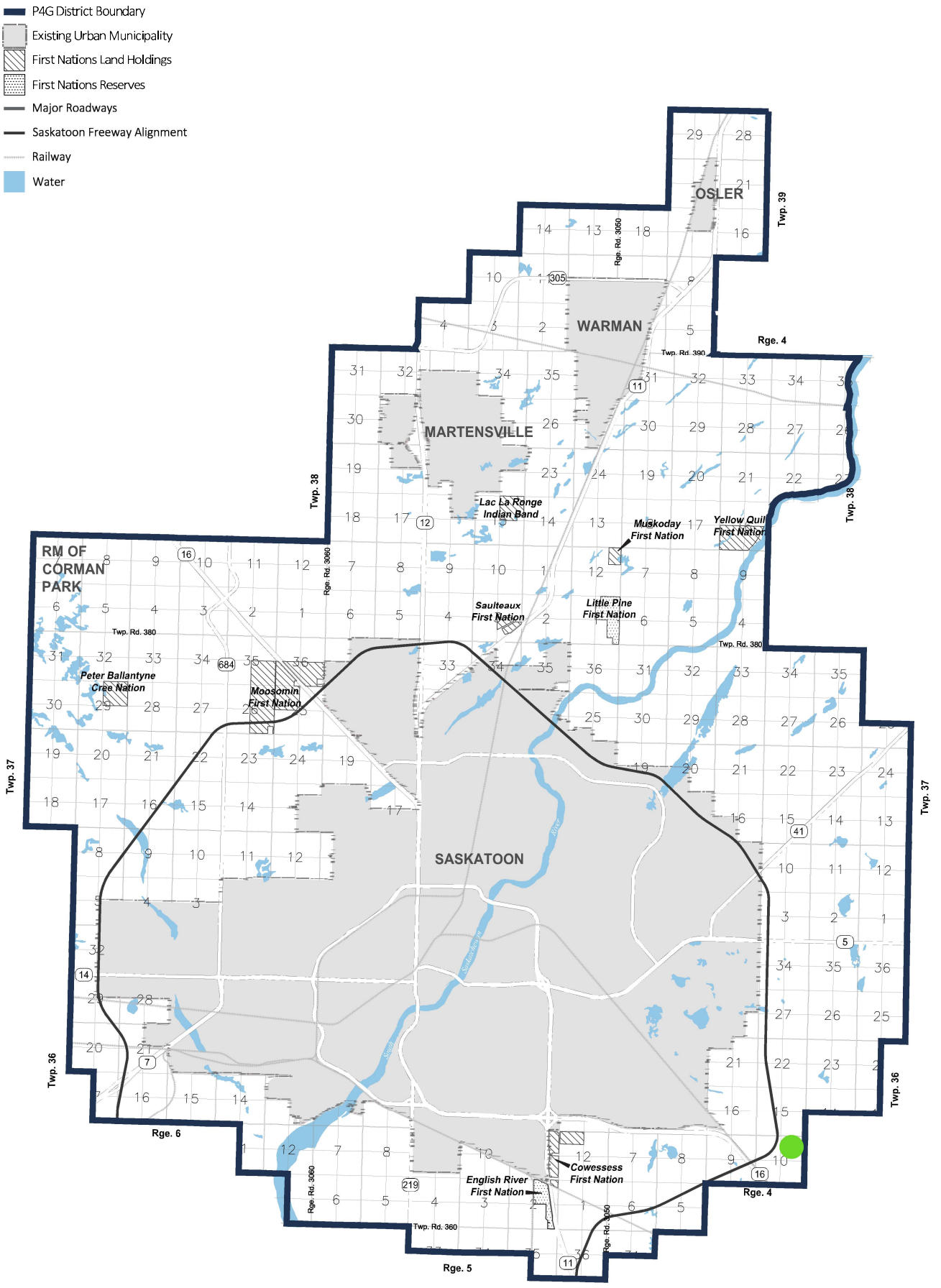
Prepared By: Brett Kitchen, RPP, MCIP, Planner II

Approved By: Adam Toth, RPP, MCIP, Acting Manager of Development Services

Approved By: Doug Ramage, P. Eng, ENV SP, Director of Planning & Development

SASKATOON NORTH PARTNERSHIP FOR GROWTH

SCHEDULE A: DISTRICT PLAN AREA



NOTE: The information contained on this map is for reference only and should not be used for legal purposes. All proposed line work is subject to change. This map may not be reproduced without the expressed written consent of the Saskatoon North Partnership for Growth.

DRAWING NOT TO BE SCALED
June 10, 2020

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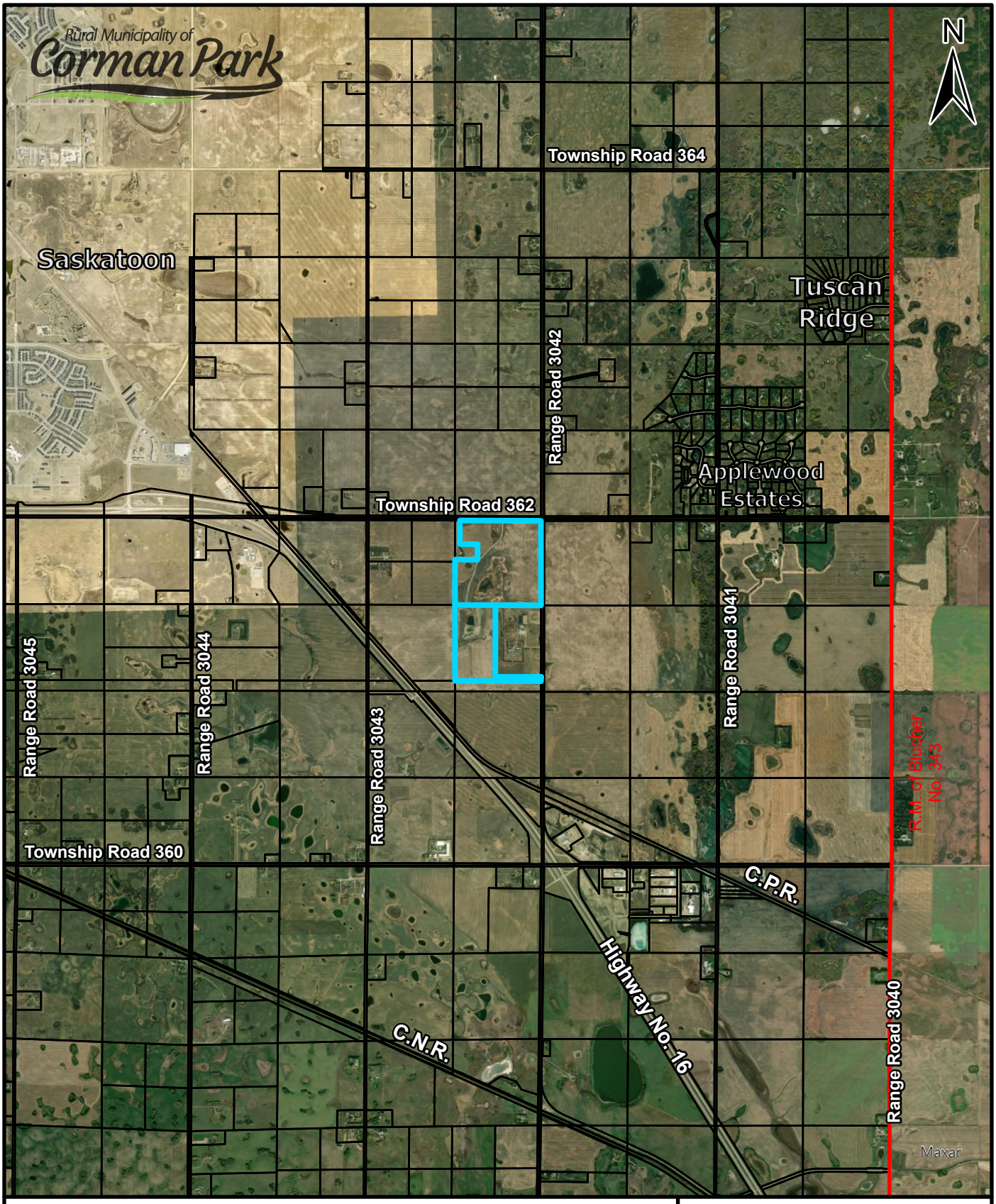
Agriculture

Rural Commercial/Industrial

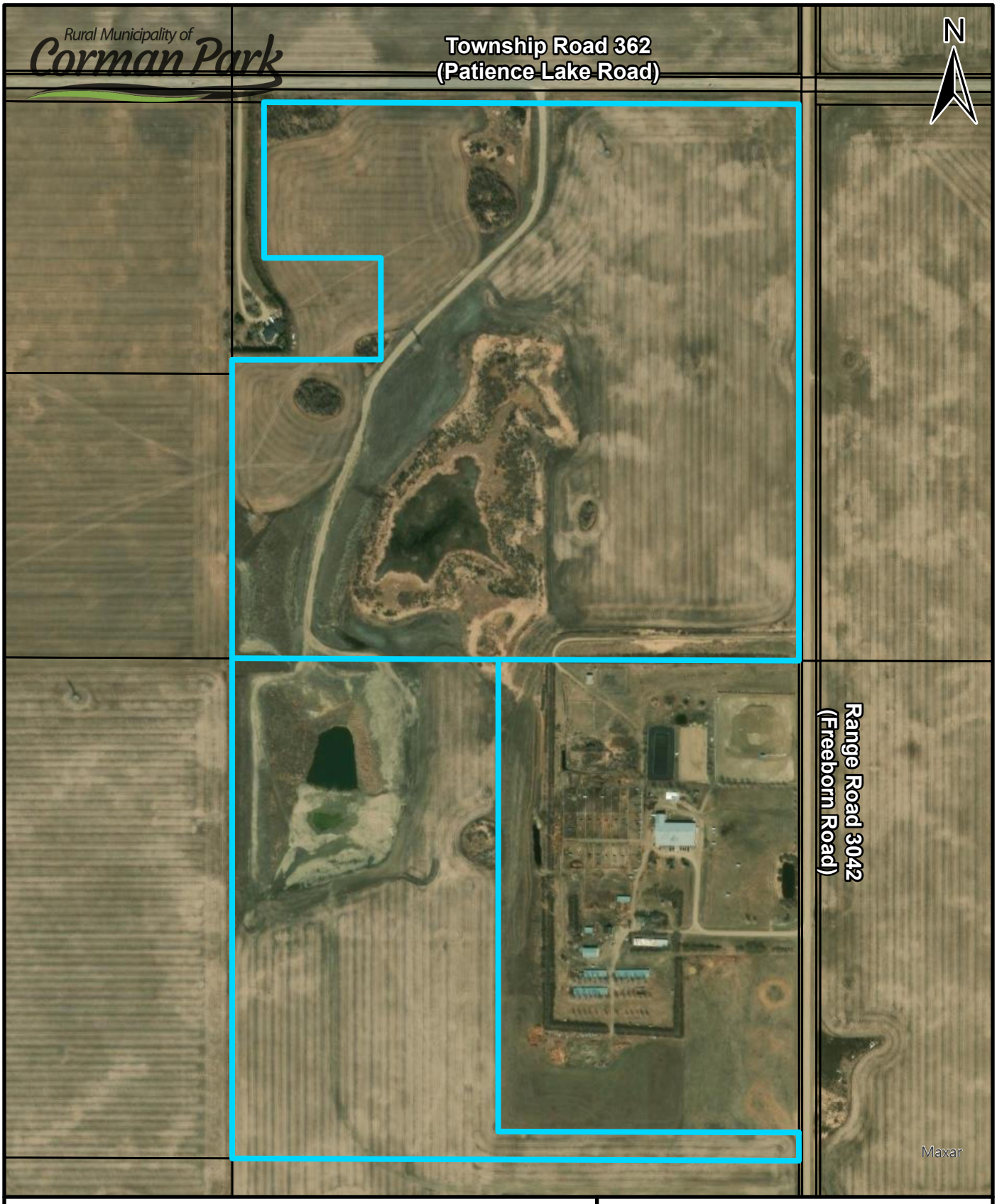


Subject Property Map

Patience Lake Road Business Park Ltd.
NE 10-36-4-W3, Ext. 1; SE 10-36-4-W3, Ext. 15

Legend

- Subject Site
- Corman Park Boundary



Subject Property Map

Patience Lake Road Business Park Ltd.
NE 10-36-4-W3, Ext. 1; SE 10-36-4-W3, Ext. 15

Legend

Subject Site

RURAL MUNICIPALITY OF CORMAN PARK NO. 344
BYLAW 11/25

A bylaw to amend Bylaw No. 57/20 known as the Partnership for Growth (P4G) Planning District Official Community Plan.

The Council of the Rural Municipality of Corman Park No. 344, in the Province of Saskatchewan, enacts to amend Bylaw 57/20 as follows:

1. Schedule B is amended by re-designating on NE 10-36-04-W3, Ext. 1 & SE 10-36-04-W3, Ext. 15, from 'Agriculture' land use to 'Rural Commercial/Industrial' land use as shown within the bold dashed line on Appendix A.

This Bylaw shall come into force and take effect upon receiving the approval of the Minister of Government Relations.

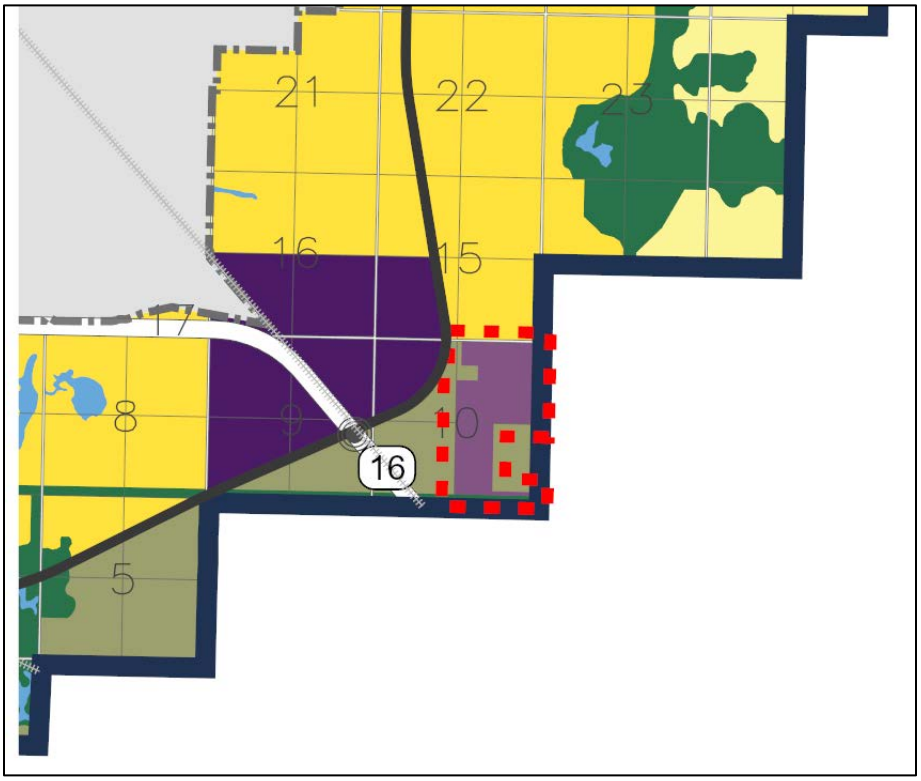
_____
Hon. Joe Hargrave, Reeve

SEAL

_____
Kerry Hilts, Chief Administrative Officer

Read a first time ____ day of _____, 2025
Read a second time this ____ day of _____, 2025
Read a third time and passed this ____ day of _____, 2025

Appendix A – Map showing re-designation from Agriculture land use to Rural Commercial/Industrial land use



City of Saskatoon
Planning & Development

222 3rd Avenue North Saskatoon Saskatchewan S7K 0J5

February 10, 2025

Brett Kitchen, Planner II
Rural Municipality of Corman Park No. 344
111 Pinehouse Drive
Saskatoon SK S7K 5W1

Re: **P4G District Official Community Plan Map Amendment Application**
Proposed Amendment to Schedule B: District Land Use Map from Agricultural to Rural Commercial/Industrial
NE 10-36-4-W3M & SE 10-36-4-W3M
Patience Lake Road Business Park Ltd.
Our File No.: 01-2025

Thank you for forwarding this Saskatoon North Partnership for Growth (P4G) District Official Community Plan (DOCP) amendment application to the City of Saskatoon (City). This letter provides comments on the Comprehensive Development Review (CDR) document received by the Planning and Development Department on January 3, 2025.

The subject site is comprised of two parcels totalling 87.5 ha (216.2 acres) and are designated Agricultural on Schedule B: District Land Use Map (DLUM) which forms part of the P4G DOCP. The parcels are zoned D – Agricultural 1 District and are located southeast of the City of Saskatoon along Highway No. 16.

The City understands that this application has been submitted to amend the DLUM to redesignate the subject site from Agricultural to Rural Commercial/Industrial. The proposed amendments are intended to support a forthcoming subdivision and rezoning application to establish a multi-parcel industrial park development.

The following comments have been identified as part of the City's review of the proposal:

General

- The City has been consistent that applications to amend the DLUM should be accompanied with a rezoning application. This is to provide clarity and certainty regarding the proposed development and use of land, for both municipalities as well as adjacent landowners, and to assist in the development review process. Without zoning information, prospective land use impact is less certain.
- The applicant notes in Section 2.1 of the CDR that a "Comprehensive Development Review report is considered a suitable form of study to support an amendment to the Land Use Map as well as supporting rezoning and subdivision of the property". The City has been consistent that CDRs are site-specific and a detailed planning analysis is required to include a land use analysis that demonstrates how the proposed development would interface with surrounding land uses, including future land uses

as shown on the DLUM. The City acknowledges the land use buffer that would be created by the commercial land uses proposed to the north which abut Future Urban Residential, but would note there is no confirmation that will be put in place without a plan of proposed subdivision and rezoning. The City also acknowledges that the proposed Saskatoon Freeway will adequately minimize land use conflicts to the west where Future Urban Commercial/Industrial is located on the DLUM. The City will look to the RM to review any potential land use conflicts to adjacent future rural areas.

Long Range Planning

- The proposed development is not within a Future Urban Growth Area, however the proposed land use amendment does not align with the P4G Land Use Map and is adjacent to future urban residential to the north and the Saskatoon Freeway to the west. This area has not received comprehensive planning and consideration for the amendment at this time could impact that process including its benefits such as an efficient and cohesive pattern of development, and servicing and transportation networks. The City would recommend reviewing the internal road network to explore how it may connect more efficiently to the broader transportation network.
- It should be noted that the final functional design of Phase 2 of the Saskatoon Freeway was endorsed by Saskatoon City Council on May 29th, 2024. The feasibility of the proposed development may be impacted by the proposed alignment of the Saskatoon Freeway.

Saskatoon Water

No grading and stormwater conveyance plans are submitted to show drainage ditches, culverts, easements, and how stormwater will drain into the proposed stormwater slough and pond 1. The City would recommend requesting the following information from the applicant at the time of subdivision and rezoning:

- Provide an area grading plan to support the conceptual post-development strategy described in Appendix E.
- Provide specifications for the stormwater management slough and pond 1 by including cross sections and bottom, normal water level, high water level, and freeboard elevations.
- Provide inlet and outlet pipe sizes, slopes, and elevations.
- Provide pond outlet specifications by including the proposed outflow control to release 0.301 m3/s flow and the size of the downstream ditch required.
- Provide more information about the parcel labeled Future Development south of Pond 1. The drainage arrows show it would drain east towards the outlet ditch and not to the north to the proposed pond 1.

Sustainability

- It is recommended to complete a field functional assessment of the wetlands during the growing season to collect information on vegetation and wildlife and determine if there are any species of concern. If any species of concern are located, the Saskatchewan Activity Restriction Guidelines should be used.
- Completing nesting surveys during the migratory bird season (April 15 to end of August) is recommended if any bird habitat (grasslands, shrubs, wetlands) will be impacted by the project.
- It is recommended to exploring the use of bioswales and rain gardens for reducing the amount of stormwater runoff.
- It is recommended to review the City of Brandon Naturalized Stormwater Pond Guidelines for appropriate design and planting.
- Completing plant surveys in habitat that may contain Northern blue-eyed grass is recommended.
- It is recommended to conduct breeding bird surveys in the project area to determine what species are present. Provincial protocols for detecting species can be used.
- Completing a weed survey to determine if any noxious or nuisance weeds are present is recommended. If weeds are present, develop a weed control plan for the area including any soil piles that will be stockpiled.
- Considering that ponds may support aquatic ecosystems, any proposed land use changes should include a hydrological assessment to determine the impact on water quality, runoff, and groundwater recharge.
- It is recommended to conduct an environmental site assessment due to potential contamination from past fill activities, especially for heavy metals or hydrocarbons from road construction materials. If contamination is found, remediation measures should be outlined in the development plan.
- It is recommended to ensure development design of borrow pit as a stormwater management facility minimizes runoff into the ponds, which could introduce pollutants, sediment, or compromise water levels and quality.
- Erosion control measures are recommended and should be incorporated in the development plan.
- Ensuring environmental regulatory compliance is recommended with regards to wetland protection and/or remediation activities.
- It is recommended to conduct a pre-development environmental site assessment to monitor development impact on the environment and ensure sustainability goals are met.

If you have any questions, please feel free to contact me.

Lee Smith, RPP, MCIP
Senior Planner, Regional Planning
Planning and Development Division (306-986-3668)

LS:js

Cc: Tyson McShane, Long Range Planning Manager, City of Saskatoon
AJ McCannell, Engineering Manager, Saskatoon Water, City of Saskatoon
Tywla Yobb, Watershed Protection Manager, City of Saskatoon
Nathalie Baudais, Engineering Manager, City of Saskatoon

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

REPORT

Patience Lake Road Business Park Ltd.

Comprehensive Development Review Report

DECEMBER 2024

EXECUTIVE SUMMARY

This Comprehensive Development Review (CDR) was prepared by Associated Engineering (Sask.) Ltd. for Patience Lake Road Business Development Ltd. to support the redesignation, rezoning, and phased subdivision of land in the E½ 10-10-36-4-W3M for an industrial park development. The property is located within the Saskatoon North Partnership for Growth Planning District and is currently designated for agricultural use.

1 Key Findings

- **Location and Accessibility**: The property is strategically located near major transportation routes, including the Saskatoon Freeway and Highway 394 (Patience Lake Road), providing excellent access to Saskatoon and surrounding areas.
- **Current Use and Physical Conditions**: The land has been previously used as a source of fill material for two major interchanges. These previous excavations combined with the central wetland and vegetated areas marginalize the viability of farming the land.
- **Environmental Considerations**: A natural area screening identified several wetlands and potential habitats for rare species. The development plan includes measures to mitigate environmental impacts, such as reconstructing the central wetland to function as a natural filter for stormwater and undertaking a habitat inventory before construction.
- **Geotechnical Assessment**: Preliminary geotechnical investigations confirm the site's suitability for development, with recommendations for conventional design and construction techniques.
- **Utility and Servicing Conditions**: The site will be serviced by existing utilities, including SaskPower, SaskEnergy, and SaskTel. A low-pressure water system will be provided by Lost River Water Utility, and wastewater will be managed through septic holding tanks.
- **Transportation and Access**: The development will include new paved internal roads and improvements to existing municipal and provincial roads to accommodate increased traffic. A Traffic Impact Assessment (TIA) supports the need for these improvements.
- **Policy and Regulatory Compliance**: The development aligns with the District Official Community Plan (DOCP) and other relevant policies, supporting the amendment of the land use designation from Agricultural to Rural Commercial/Industrial as a means of defining the highest and best use of land.

The detailed report supports the necessary amendments and provides a comprehensive plan for the successful development of the Patience Lake Road Business Park.

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2 INTRODUCTION

2.1 Purpose

This Comprehensive Development Review (CDR) report has been prepared by Associated Engineering (Sask.) Ltd. on behalf of Patience Lake Road Business Development Ltd (the Owner) to provide support for the redesignation, rezoning, and phased subdivision of approximately 87.5 ha (216.2 acres) located in the E ½ 10-36-4-W3M to support a proposed industrial park development.

The subject property lies within the Saskatoon North Partnership for Growth Planning District where land use is governed by the District Official Community Plan (DOCP). The DOCP Land Use Map designates the subject property for Agricultural development. The policies acknowledge and support the need for regular plan amendments to ensure the DOCP remains flexible and responsive to a changing environment and to ensure that lands within the plan area remain globally competitive. Section 31.3.2 of the DOCP requires that a proposed amendment should be supported by a Concept Plan or other detailed planning which would consider the impact of a change in land designation on the direction portrayed by the DOCP. A Comprehensive Development Review report is considered a suitable form of study to support an amendment to the Land Use Map as well as supporting rezoning and subdivision of the property.

The following rationale is provided to support an amendment to the current land designation as represented on the DOCP Land Use Map:

1. The subject property is transected by a 230 KV electrical transmission line operated by SaskPower extending east to west through the north half of the site within a 45-metre easement. This major transmission line creates a significant physical impediment to other forms of non-agricultural development but does not significantly hinder industrial uses.
2. The location of the Saskatoon Freeway route has been confirmed relative to this property and represents an opportunity to take advantage of this major infrastructure investment and the improved regional access and visibility it provides to support economic development.
3. Land use planning intends to identify and promote the highest and best use of land. The current use of this property is a mixture of farming and landfilling. The subject property has previously been used to excavate fill material to support the construction of two interchanges in Saskatoon. These excavations required the construction of an internal haul road effectively bisecting the cultivated lands within the northern portions of the plan area. The excavation, importation of fill and construction of an internal haul road have substantially reduced the area available for farming.

   Existing vegetation and the central wetland area have limited cultivation to approximately 60% of the land area which reduces the financial viability of farming despite its Class 3 soil capability rating. The limited agricultural potential of the land combined with the situation of the property relative to the Saskatoon Freeway and future non-agricultural development associated with the Holmwood sector of Saskatoon makes this property suitable for the proposed development.
4. The subject property is adjacent to Highway 394 (known as Patience Lake Road) which is a secondary provincial highway. Patience Lake Road is a two-lane paved highway and although it is classified as a secondary highway, it can accommodate primary weights due to its proximity to Highway No. 16. Patience Lake Road offers direct and convenient access to Saskatoon as well as access to Highway No. 16 via a fully signalized and upgraded intersection at Zimmerman Road. Combined with the future development of the

Saskatoon Freeway, the subject property will abut two major provincial transportation corridors limiting the impact of development on municipal roadways.

5. The subject property is situated approximately 1.8 kilometres east of the City of Saskatoon corporate limits. With an estimated population of nearly 300,000, Saskatoon is not only the hub of economic activity in the region but also offers access to a significant population to support employment-based development. Academic institutions including but not limited to the University of Saskatchewan and Sask Polytech within Saskatoon provide businesses with access to a wide range of qualified and trained professionals.

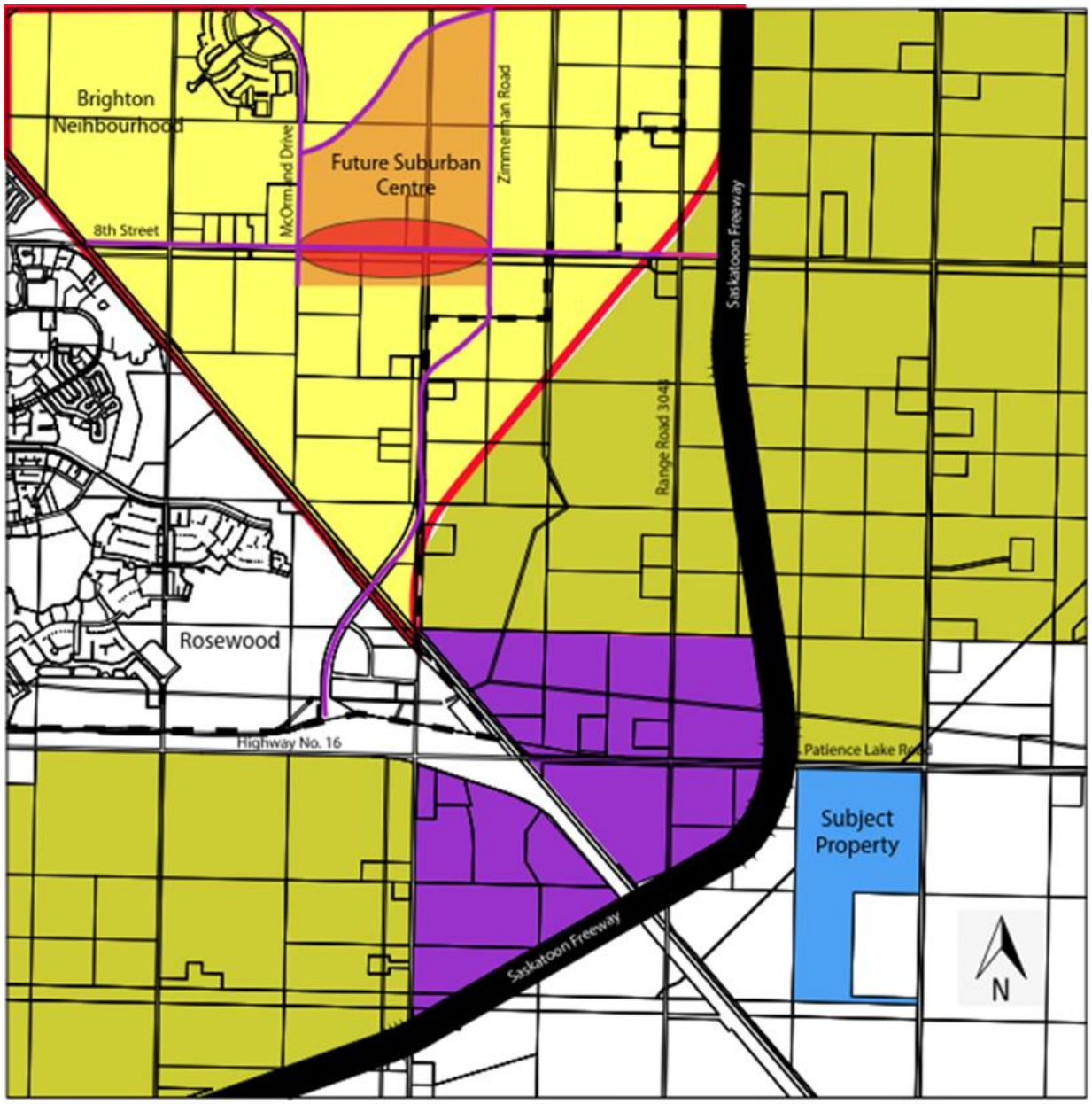
   The introduction of rural industry in this area offers expanded local employment opportunities for local residents. The proximity of Saskatoon combined with the convenient access to the subject properties from the city is a strategic advantage for prospective rural businesses and their employees.

6. According to the Saskatoon Regional Economic Development Authority, Saskatoon and the surrounding region have positioned itself as an attractive and vibrant city that is the primary engine of the Saskatchewan economy. Resource-based industries continue to predominate the local economy producing goods primarily intended for export. Industrial location theory suggests that one of the primary determinants of siting businesses is to limit the cost of transporting raw materials and finished products to the plant and market. Development within the subject property will benefit from its proximity to Saskatoon and an improved transportation network while offering larger rurally serviced parcels not offered in Saskatoon which helps to diversify the regional economy.

7. The Holmwood Sector lies directly north of the subject property and is anticipated to host up to 70,000 people within approximately five neighbourhoods. Most employment areas in Saskatoon are situated west of the South Saskatchewan River. Saskatoon is striving to expand local employment opportunities for people residing east of the South Saskatchewan River of Saskatoon to reduce greenhouse gas emissions and promote a more sustainable form of community development. Employment nodes planned for this sector include a centrally located Suburban Centre along 8th Street featuring local-scale commercial businesses and a proposed Business Park along College Drive between McOrmand Drive and Zimmerman Road which will feature commercial and light industrial businesses. As urban growth occurs in the area, the development of this site offers expanded and diversified employment opportunities in this area that are complementary to the vision for urban development provided by the DOCP and Holmwood Sector Plan as illustrated in Figure 3-1.

This report provides an overview of how the proposed development relates to its physical surroundings and can positively integrate with existing and projected developments in the vicinity. This report is intended to support the redesignation of the land from an Agricultural to a Rural Commercial/Industrial designation. This report is also expected to support the subsequent rezoning and phased subdivision of the property. The phasing and timing for development will be determined by the owner based on the logical extension of infrastructure and market conditions. It is acknowledged that future subdivision applications will need to generally align with the description of development as defined by this report.

Figure 2-1 Regional Land Use



Future Land Use (Holmwood Sector and P4G Regional Plan)

- Holmwood Sector Plan Boundary
- City of Saskatoon Corporate Limits
- Future Urban Residential (Holmwood)
- Future Suburban Commercial (Holmwood)
- Future Urban Commercial/Industrial (P4G)
- Future Urban Residential (P4G)
- Future Agriculture (P4G)

3 PLAN CONTEXT

3.1 Current Land Ownership

Table 2-1 describes the lands included in the plan area. Copies of current property titles are included in Appendix G.

Table 3-1 Land Ownership

Legal Description	Registered Owner	Area (ha)
NE 10-36-04-3 Ext 1 As shown on Plan 101261326. Parcel # 146963223	Patience Lake Road Business Park Ltd.	59.136
SE 10 36 04 3 Ext 15. Parcel # 203141753	Patience Lake Road Business Park Ltd.	28.358
TOTAL LAND AREA		87.494

3.2 Plan Location

The subject property is located approximately 1.8 km east of Saskatoon within the Rural Municipality of Corman Park No. 344 (the RM). The property is situated along the south side of Highway 394 (Patience Lake Road) and west of Range Road 3042 (Freeborn Road).

3.3 Physical Conditions

The average elevation within the subject property is 530 m above sea level (ASL). The land naturally slopes to the south with the height of land lying along Patience Lake Road at an elevation of 534 m ASL. The lowest elevation is located along the southern boundary at an elevation of 527 m ASL. The slope of the land is gradual, averaging 1.8% over the plan area.

The estimated current land cover is summarized in Table 2-2 Below.

Table 2-2: Current Land Cover

Land Cover	Area (ha)	Percentage of Total Area (%)
Internal Roadways	5.4	6.2
Stockpiles	1.8	2.1
Wetlands	12.9	14.7
Uncultivated Land/Vegetation	5.3	6.1
Cultivated land	53.9	61.5
Borrow pit	8.2	9.4

Land Cover	Area (ha)	Percentage of Total Area (%)
TOTAL	87.5	100

3.3.1 Soil Classification for Agriculture

According to the Canada Land Inventory Soil Capability Index for Agriculture, the soils within the subject property are Class 3S. Class 3 soils have moderately severe limitations that reduce the choice of crops or require special conservation practices. The 'S' subclass indicates soils sufficiently stony to hinder tillage, planting, and harvesting operations. Under good management, these soils are fair to moderately high in productivity for a wide range of common field crops.

3.3.2 Natural Area Screening

A desktop Natural Area Screening was completed for the plan area. The screening provides an inventory and analysis related to specific natural areas within the subject property. In addition to considering the overall environmental context of the lands, the key components of this study include an inventory of:

- Wetlands;
- Significant wildlife and plant species; and
- Heritage Resources.

Seven naturally occurring wetlands were identified and delineated in the study area and classified according to Stewart and Kantrud's (1971) wetland classification system which identifies specific vegetation zones throughout the wetland and assigns a class based on the vegetation present. The class of each wetland was determined through the interpretation of imagery showing the number and type of vegetation communities present and the persistence of surface water in the deepest part of the wetland.

The project area includes Class II, Class III, and Class IV wetlands with temporary, seasonal, and semi-permanent hydroperiods, respectively. The City of Saskatoon Wetland Policy, recommends a further functional assessment using the Minnesota Routine Assessment Method for Class III, IV and V wetlands required where they are surrounded by natural areas (uncultivated), are part of a broader wetland complex or are known to be home to rare and endangered species or suitable habitat. The development plan for the site intends to fill all of the smaller isolated wetland areas directly bordering cultivated lands to support road construction and lot development.

The larger central wetland is considered a Class IV and is planned to transition to a constructed wetland designed to mimic the functions of the existing natural wetland while also receiving and acting as a natural filter for run-off from adjacent and upland properties, removing pollutants from stormwater including sediments, nutrients, and other contaminants. The reconstructed wetland will function as a conduit to capture, filter, and convey run-off from adjacent lands for retention in the existing storm retention pond in the southern half of the property. The wetland will be equipped with a culvert installed at an elevation to control the depth of the wetland and provide a consistent water elevation under typical climactic conditions.

The reconstruction of the wetland within an Environmental Reserve parcel will include the re-establishment of a 30-metre wide riparian area which has and continues to be impacted by cultivation and farming. The re-establishment of

the riparian zone will include the reintroduction of trees, shrubs, and plant species typical for prairie wetlands to support a healthy ecosystem within the wetland and assist in mitigating the impacts of development on the wetland.

The City of Saskatoon Wetland Policy considers constructed wetlands as a suitable basis for compensating for the loss of smaller isolated wetlands within the balance of the plan area. The constructed wetland will provide an equivalent ecological service while also mitigating the impacts of development on downstream water quality. The natural area screening report recommends a further functional wetland assessment to be completed for the central wetland during the active growing season between June 1st and September 30th in conjunction with the detailed civil design to collect more detailed information on existing vegetation, soil, hydrology, morphology, habitat features and other attributes, to inform the design of the constructed wetland.

The HabiSask online database identified historical records for three rare or endangered species existing within 1 km of the project area including the Northern Blue-eyed-grass, Loggerhead Shrike, and the Whooping Crane. Based on the generality of these records the natural area screening report recommends conducting a follow-up field survey before initiating construction to confirm local habitat during the regional nesting period (late April to late August) to prevent harm to migratory birds. Any timing restrictions and setbacks associated with construction are expected to be represented in the servicing agreement, associated with the subdivision application.

The subject property is located in an area of Corman Park where Clubroot has been identified. The lands have been traditionally cultivated to support the production of wheat and canola. Canola is considered an impacted field crop as defined by the Government of Saskatchewan. The property owner confirmed that there are no reported cases of Cubroot in the project area. Additionally, a sizable portion of the project area has been previously excavated to provide soil to support the construction of the Boychuck and McOrmand Drive interchanges within Saskatoon. There was no evidence of clubroot identified during this construction.

A desktop heritage screening was completed using the Developer's On-line Screening Tool confirming that lands within the plan area are not considered heritage sensitive and no further consultation or approvals are required.

A copy of the Natural Area Screening Report is attached as Appendix C.

3.3.3 Preliminary Geotechnical Report

A preliminary geotechnical assessment was completed by P. Machibroda Engineering Ltd. to determine whether the land is generally suitable for development. This assessment considered factors such as soil type, density, and compaction and how they influence the overall stability of the area and its ability to support the proposed structures. This report also provides general recommendations for roadway and foundation design based on soil and groundwater conditions to ensure structural integrity and minimize the risk of settlement or differential settlement, safeguarding against potential damages.

The report consolidated two separate investigations of the subject property over ten years. The groundwater elevations differed in the 2024 field investigation relative to a previous investigation in 2014. Groundwater elevations within the site dropped significantly over the past ten years from a range of 1.3 to 2.4 m below ground surface in 2014 to a range of 2.9 to 6.8 m in 2024. This drop was attributed to a general drying trend over the past decade combined with a change in the local drainage patterns resulting from the excavation of the borrow pit in the southern section of the plan area.

The preliminary report confirms the suitability of the site for development and suggests that conventional design and construction techniques would apply. Based on the generality of this report and the potential variability of conditions within the property, the report recommends that site-specific geotechnical assessments be completed in conjunction with lot development.

A copy of the Preliminary Geotechnical Report is attached as Appendix D.

3.4 Built Conditions

The primary physical features that influence the subdivision layout include the power transmission line, central wetland, borrow pit, stockpiled soil, equine facility, and a nearby acreage.

The borrow pit covers a significant area of the property but provides primary support for stormwater management and may offer a convenient and reliable source of water to support firefighting if the need arises. The pit has been incorporated into the subdivision concept but will need to be redesigned to function as a stormwater management facility, providing acceptable side slopes and including a mechanism to allow for its controlled discharge to the south as per the natural drainage route and predevelopment release rate.

The volume of stockpiled soil within the subject property is estimated to be approximately 135,000 cubic meters. These stockpiles may be suitable for grading and levelling activities assuming the soil is confirmed to be suitable for this purpose. Soil that is considered unsuitable for structural applications may be used for non-structural purposes including grading the side slopes of the borrow pit or for landscaping within the lots. This plan assumes that the piles will be employed in some capacity within the development.

The acreage situated in the northwest corner of NE 10-36-04-W3M represents a potentially incompatible use that needs to be accounted for in preparing a conceptual subdivision plan for the subject properties. The acreage is fully enclosed by a mature shelterbelt that offers some degree of visual and physical separation from adjacent industrial lands. The same condition exists with the equine facility along the eastern boundary of the subject properties. The DOCP does not apply a minimum setback requirement between light and business industrial development from non-industrial development, but it does require that a plan for development includes design considerations intended to mitigate any land use conflicts.

3.5 Legal Encumbrances and Utility Servicing Conditions

3.5.1 SaskPower

SaskPower operates a 230 kV electrical transmission line that bisects the NE 10-36-04-W3M. The transmission line is situated in a 10 m right-of-way with an overlapping 45 m easement. No permanent buildings may be located within the 10 m right-of-way. Any temporary storage of products, machinery, or structures within the right-of-way would require approval from SaskPower. According to SaskPower crossing agreements are also required for any internal roadways.

Roadway crossings should be minimized as any elevation changes that would affect the clearance of these transmission lines relative to the finished grade of the roadway could result in the need to raise the lines at the sole cost of the developer. The existing internal haul road currently crosses this corridor and poses no conflict with heavy truck traffic during the previous excavations. SaskPower will be further consulted during the detailed design stage of the project to coordinate design elevations and to confirm crossings.

Providing service to these developments would require approximately 1.5 miles of three-phase 25kv overhead power line to the edge of the Patience Lake Business Park along Freeborn Road. From there, SaskPower recommends a backbone of overhead lines through the development with underground taps to serve the lots.

SaskPower also operates a single-phase distribution line extending through the plan area perpendicular from the residential acreage east to Range Road 3042. It is expected that this overhead service will be incorporated into a future underground power distribution network.

3.5.2 SaskEnergy

SaskEnergy operates a rural distribution gas line within a 10 m easement extending along the north side of SE 10-36-04-W3M adjacent to the borrow pit. This gas line serves the equine facility on the east side of the quarter section. No buildings or foundations can be built over top of the easement without further approval from SaskEnergy. The easement can be reduced to a 3 m registered easement (at a cost to the requestor) to allow permanent building closer to the gas line. The land within the easement can be used for non-enclosed & non-electrified development (i.e. parking lot, landscaping, etc.). This line is expected to be situated outside of the developable footprint of the industrial lots. The depth of the gas line will need to be confirmed in conjunction with a detailed design to ensure adequate cover is maintained.

3.5.3 SaskTel

The plan area contains telecommunications services owned and operated by SaskTel. SaskTel has confirmed there are non-registered easements for these lines dating back to 1973, 2014, and 2015. Based on these easements, no structures are to be placed within the 10 m wide easement containing the underground lines that run north to south within the plan area.

To facilitate the development and ensure the proper servicing of the lots, this plan anticipates that the telecommunication lines will be relocated to better coincide with the internal road and lot configuration at the expense of the applicant. Relocating the telecommunications line and eliminating this easement in favour of development is a logical decision given its location and impact on development relative to the anticipated cost of relocation. By moving the infrastructure to the proposed right-of-way whenever development occurs, several benefits can be realized. The distribution lines can be positioned to efficiently serve the properties in the area, including the new development. This relocation allows for a more streamlined approach to supplying the necessary infrastructure. SaskTel will be further consulted during the detailed design phase to confirm a telecommunications servicing plan.

3.5.4 BH Telecommunications

BH Telecommunications operates a fibre-optic line situated within the south ditch of Patience Lake Road. This line has no direct influence on plans for the subject property but may offer high-speed internet services for businesses in the plan area.

3.5.5 Potash Corporation of Saskatchewan

The Potash Corporation of Saskatchewan operates a raw water line along the north side of Patience Lake Road. This infrastructure has no direct influence on the plan area. The available capacity of this water line is unknown, but it does offer a potential raw water source for businesses within the subdivision.

3.5.6 Lost River Water Co. Ltd.

Lost River Water Co. Ltd. operates a water distribution line in the area that has sufficient allocated capacity to provide low-pressure water service to the subject property. A letter from the water supplier confirming the ability to service the property is attached in Appendix B.

Copies of the current utility plans provided by the various providers are included in Appendix B.

3.6 Transportation and Access

The Saskatchewan GeoSearch Online Database identifies Highway 394/Patience Lake Road as a Class 4 highway. The access management standards associated with this class of highway include:

- Permanent access is allowed at most public road allowances with a minimum spacing of 1.6 km.
- If topographic restrictions or other unusual conditions are present, new approaches may be permitted.
- Landowners are not expected to drive any great distance on the highway or across their land to arrive at access points. Therefore, machinery crossings may be permitted.
- Property approaches shall be spaced a minimum of 90 m.
- Type I accesses (high impact) which include rural industrial approaches (permanent or temporary) will be permitted at a desirable spacing of 400 m and a minimum spacing of 300 m.
- A maximum of two approaches per 400 m section may be allowed. The two approaches can be either Type I or Type II.

The property currently has a driveway access along Highway 394 approximately 380 m west of the intersection of Highway 394 and Range Road 3042. This meets the access management level for a temporary intersection; however, it does not meet the permanent intersection spacing of 1.6 km. Regardless of the permanency of this access point under the current classification, the planned construction of the Saskatoon Freeway has a greater impact on the provision of long-term access to the park.

Freeborn Road is a gravel-surfaced main farm access road constructed within a 30-m right-of-way.

3.7 Policy and Regulatory Framework

Development of land within the subject property is subject to the DOCP and the P4G District Zoning Bylaw. Any application to subdivide or develop land, including rezoning, is required to consider the policies and regulations within these documents. A policy and regulatory compliance table is attached as Appendix G.

3.7.1 District OCP

According to the DOCP, the subject property is in an area designated Agriculture. The DOCP acknowledges the importance of balancing the needs for growth and the continued sustainability of the agricultural and natural resource sectors of the economy. The Agricultural designation is intended to accommodate agriculture and pasture uses as well as associated agricultural residential uses. The DOCP policies discourage the fragmentation of agricultural lands for non-agricultural uses. The application of this policy must be considered within the context of a property. As noted previously, conditions within the subject property, plans for urban land development and enhancement of the regional transportation network in the areas surrounding the property suggest that the continuation of agriculture on the property is not the highest and best use of these lands.

This report is intended to support an amendment to the DOCP Land Use Map to redesignate the lands from Agriculture to a Rural Commercial/Industrial designation. In addition to supporting this amendment, the CDR is intended to also support subsequent rezoning and subdivision applications. Rural Commercial/Industrial areas are intended to accommodate general commercial and industrial uses, including lightly serviced industrial, storage, and commercial areas that require a large land base. Development within the subject property is anticipated to comprise a mix of business and light industrial uses to reduce the potential for industrial activities to negatively impact current and future development on the surrounding lands.

The following italicized excerpts from the DOCP are considered to be the primary influencing policies.

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:

- A heritage screening 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:

- The only significant natural feature within the subject property is the central wetland which is planned to be retained and converted into a naturalized stormwater management facility.

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.

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:

- A conceptual grading and stormwater management plan has been prepared for the site and shared with the Water Security Agency for review and endorsement.
- Businesses within the development are anticipated to employ septic holding tanks to collect and store wastewater. These tanks will be evacuated by one of several licenced haulers operating in the Saskatoon area. A letter from one of the potential businesses offering tank evacuation services confirming the ability to service the property is attached as Appendix C.

Section 10.3.1: Land Use Compatibility
Development shall be compatible with surrounding uses.

Influence on the Plan:

- Based on a review of aerial imagery for the area, there are 16 residences within 1.6 m of the project area including a home situated on the balance of NE 10-36-4-W3M which shares a common boundary with the subject property.
- Portions of Applewood, Meadow Ridge and Hidden Ridge Estates are situated at the boundary of the 1.6 km radius.
- There is an existing equestrian facility situated on the balance of SE 10-36-4-W3M which shares a common boundary with the subject property.
- The East Floral Industrial Park is approximately 1.2 km southeast of the subject property.
- Development within the subject property will need to incorporate a vegetated buffer surrounding the development area combined with the application of a business industrial district for properties directly abutting a developable non-industrial property to assist in positively incorporating the development in the area.
- The TIA report recommends the construction of right turning lanes into the subject property from Highway 394 to ensure a suitable level of service is maintained along the roadway, assisting in reducing the impacts of development on neighbouring properties.

Section 14.3.1. Designation on Schedule B – District Land Use Map
Areas designated as Rural Commercial/Industrial on Schedule B – District Land Use Map shall be further designated as Rural Industrial areas or Rural Commercial areas through more detailed planning. Concept Plans and other detailed planning shall identify the type(s) of Rural Industrial land use(s) being proposed.

Influence on the Plan:

- This report is intended to provide the detailed planning required to amend Schedule B to change the land use designation of the subject property from Agriculture to Rural Commercial/Industrial.

Section 14.3.3. Location Criteria
Rural Industrial developments must be located where:
a) The carrying capacity of the lands proposed for development and the surrounding area based on site conditions, environmental considerations, potential impacts, and other factors that may warrant consideration in the design of the proposal are addressed;
b) Impacts on regional drainage patterns and other regional ecological systems are minimized;
c) The suitability and availability of municipal and other services and infrastructure necessary to support the proposal are considered;
d) The design is compatible with that of the surrounding area;
e) Existing roads and infrastructure are sufficient to support the development while impacts to existing roadways and additional costs of maintenance are minimized;
f) Nodal development is planned where key intersections of provincial highways, municipal roadways, and the Saskatoon Freeway can support access;
g) Lands are not prone to natural hazards;
h) Lands do not have unique historical or archaeological features;
i) Lands do not have significant wildlife habitat;
j) Lands do not have high quality recreational resources;

k) Surface and groundwater resources will not be impacted; and
l) Any other costs to Corman Park associated with the development are minimized.

Influence on the Plan:

- The socioeconomic factors that contribute to an assessment of 'carrying capacity' include infrastructure availability, community livelihood and protection of cultural and heritage resources. The environmental factors include ecological capacity and an assessment of the risks of development on soil, air and water resources and impact on natural habitat.
- This plan must consider all of these factors as a means of promoting development that does not exceed the 'carrying capacity' of the subject property.

14.3.4 Industrial Parks
Industrial uses shall be restricted to industrial parks unless it can be clearly demonstrated that an industrial use has specific location requirements that limit its location to a specific alternate site.

Influence on the Plan:

- This report represents an intention to subdivide the site in phases to create a multi-lot industrial park development.

14.3.5 Industrial Development Adjacent to Urban Areas
Industrial development may not be located adjacent to the boundary of an urban municipality unless the proposal:
a) Is compatible with current and planned urban land uses within the adjacent urban municipality;
b) Will not place pressure on the adjacent urban municipality to develop, expand or upgrade services and infrastructure without an agreement for servicing and infrastructure costs between the urban municipality and Corman Park; and
c) Is referred to the adjacent urban municipality for review.

Influence on the Plan:

- The subject property is not located along the boundary of Saskatoon.

14.3.6 Buffered Uses in Industrial Parks
Industrial parks with a high potential for land use conflicts must include buffering from non-industrial uses of land, including locating uses with fewer impacts near roadways, and other criteria as set out in this Plan and the District Zoning Bylaw.

Influence on the Plan:

- Development within the subject property plans to situate lower-intensity business industrial development along Highway 394 and along lands that share a common boundary with a developed non-industrial property to reduce potential land use conflicts. The District Zoning Bylaw provides for three tiers of industrial development differentiated from one another by the daily operational periods, the relative intensity of use and the propensity for onsite activities to generate off-site impacts. Business Industrial development provides for more refined development aligning with commercial forms of development regarding business hours and limits outdoor activity to reduce the potential conflict with less intensive uses.
- In addition to this, vegetation and constructed screening are planned to limit the visual impact and reduce the disturbance of adjacent and nearby development.

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. A rural level of service is planned for the site involving low-pressure water, private onsite septic holding tanks, surface drainage and rural profile roads.

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 constructing new municipal services and improvements to Range Road 3042.

25.3.4 Rural On-Site Wastewater Disposal

Development in the District shall meet or exceed the on-site sewage treatment requirements established by the Saskatchewan Health Authority as contained in the Review Process for Onsite Wastewater Disposal Systems for Developments and Subdivisions.

Influence on the Plan:

- Wastewater disposal is expected to be managed through the installation of private on-site septic holding tanks which are universally accepted in all areas. The report includes written confirmation from a septic hauler that there is a suitable facility available for the disposition of the waste.

25.3.5 Septic Utilities

As a condition of approval of a multi-parcel country residential, commercial, or industrial subdivision, Council may in accordance with a septic utility bylaw adopted pursuant to The Municipalities Act, require the developer to create and administer a private on-site septic utility to monitor the ongoing operation and maintenance of an on-site wastewater system.

Influence on the Plan:

- The use of septic holding tanks within the proposed development is not anticipated to require the establishment of a septic utility as the collection and disposition of the wastewater does not interact with ground or groundwater resources nor do these tanks require any regular maintenance or monitoring.

26.3.2 Drainage Plans

Development must be designed and constructed to avoid or mitigate on and off-site impacts from alteration to drainage.

Influence on the Plan:

- A conceptual drainage plan has been prepared according to provincial standards and the standards set out in the District Zoning Bylaw and appended to this report.

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:

- The conceptual drainage plan attached and forming part of this report has been prepared in full compliance with this principle.

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:

- A traffic impact assessment was prepared to forecast future traffic resulting from the full build-out of the subdivision and includes recommendations for intersection improvements to maintain an acceptable level of service along Highway 394. This report was shared with the Ministry of Highways for review and endorsement.
- The RM of Corman Park standards requires a minimum 30-metre spacing between approaches and a minimum setback of 100 m between an approach and the intersection of two roadways.

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 subject property is situated adjacent to Highway 394 which is a secondary provincial highway.
- The plan intends to retain and improve the current property access from the highway in addition to constructing new access points along Range Road 3042 which is an all-weather gravel-surfaced municipal road.
- A TIA has been prepared to support the project which recommends the construction of right turn lanes along Highway 394 at the current property access as well at its intersection with Range Road 3042.
- As per the RM of Corman Park policies, Range Road 3042 will be required to upgrade to a paved standard as a condition of approval.

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:

- See previous comments.

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:

- See previous comments.

27.3.7 Access to Uses Provided at Developer's Expense

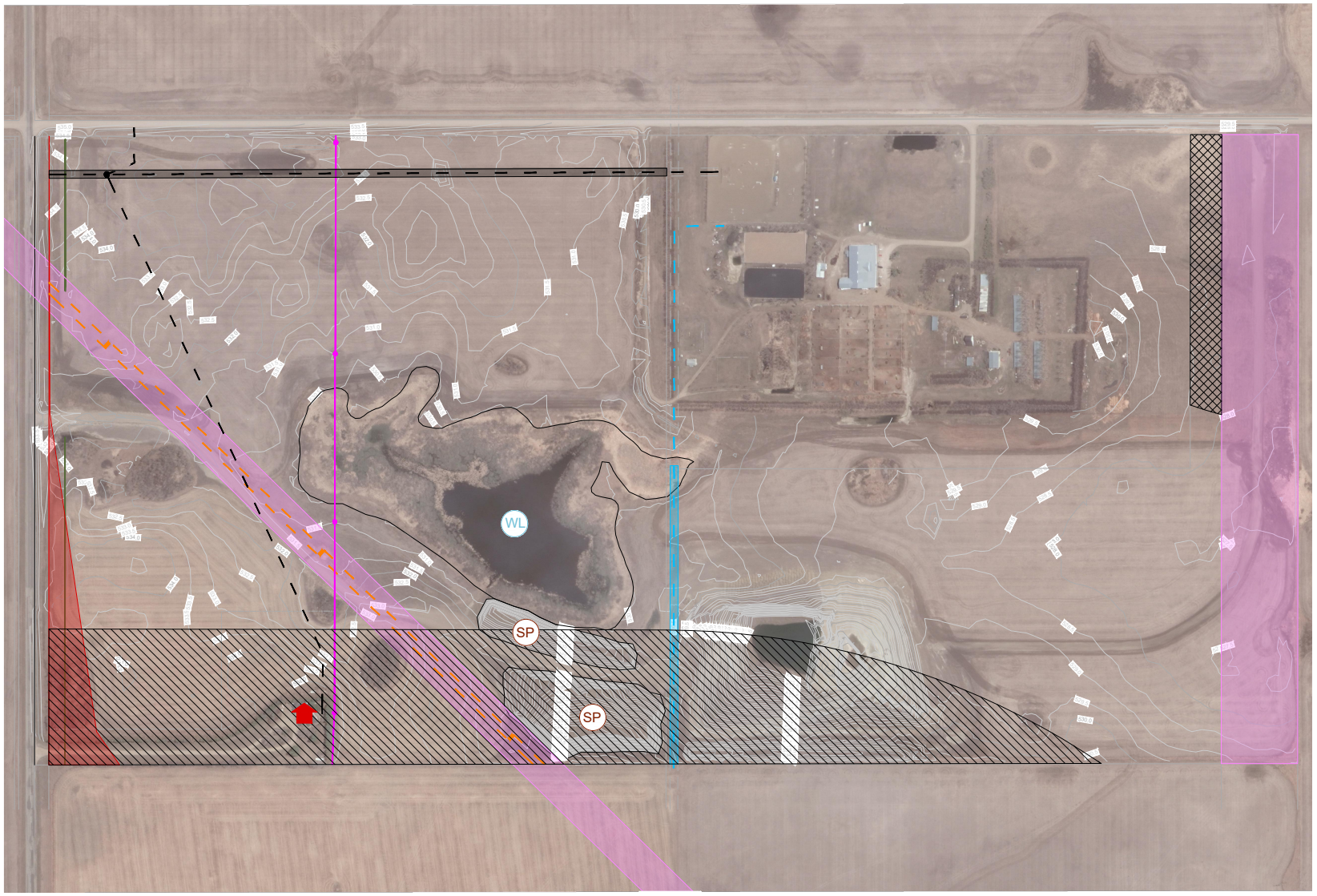
Where subdivision or development requires year-round, all-weather access, the expansion or upgrade of the roadway to such a standard will be provided at the developer's expense.

Influence on the Plan:

- It is anticipated that a servicing agreement will be executed in conjunction with each phase of the subdivision and will define the extent and standards for improving Range Road 3042.

3.7.2 District Zoning Bylaw

The District Zoning Bylaw is the primary means of implementing the policy direction provided in the DOCP. Development within the subject properties will be subject to the general and land use-specific regulations as represented in the zoning bylaw.



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- LOGGERHEAD SHRIKE 400 m SETBACK
- SASKPOWER TRANSMISSION TOWER
- SASKPOWER DISTRIBUTION POLE
- SASKTEL PEDESTAL
- SASKPOWER TRANSMISSION LINE
- SASKPOWER DISTRIBUTION LINE
- SASKTEL LINE
- SASKENERGY LINE
- WL — WETLAND
- HOUSE
- SP — STOCKPILE

FIGURE 3-1: DEVELOPMENT INFLUENCES

PATIENCE LAKE
BUSINESS PARK DEVELOPMENT

IF NOT 25 mm ADJUST SCALES
25 mm

SCALE(S) SHOWN ARE INTENDED FOR TABLOID (11X 17) SIZE DRAWINGS UNLESS SNOTED OTHERWISE

PLOT DATE: 2023-06-13 3:09:19 PM
LAST SAVE: 2023-06-13 3:09:08 PM SAVED BY: PWHUBMAN
DWG PATH: L:\2021\4-449\03\planning\4-449-03-dp-v01mxd.dwg

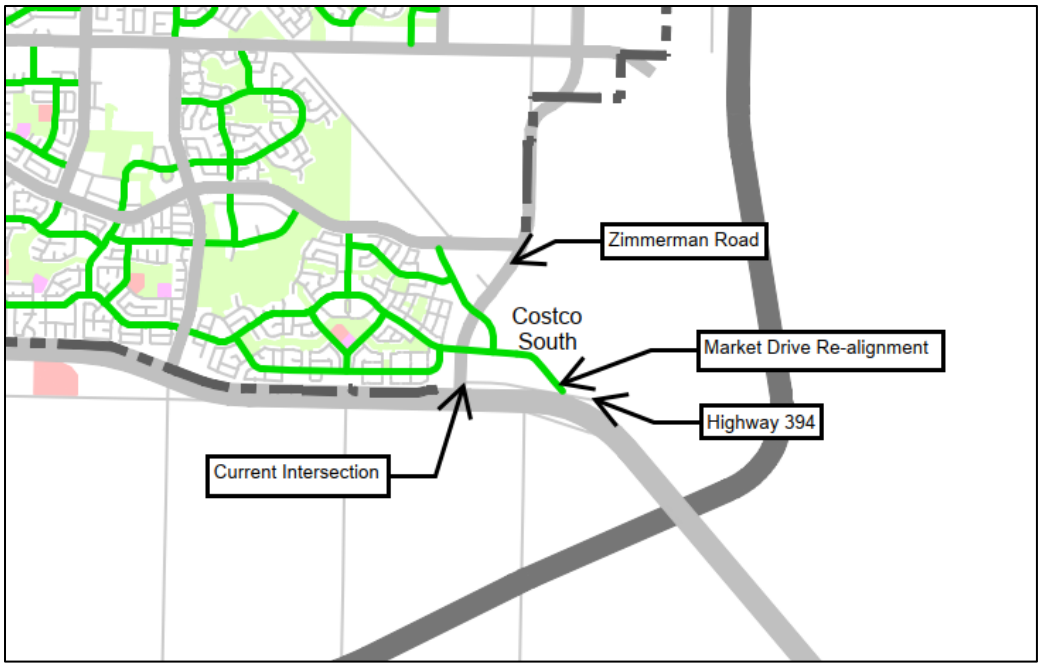
4 COMMUNITY CONSULTATION

Section 31 of the DOCP requires the public to be engaged promptly to gain their perspectives on the implications of the proposed development on the use and enjoyment of neighbouring properties and to identify ways in which the development can be planned and designed to be positively incorporated into the area. The Zoning Bylaw considers mail-outs, public advertisement, and open houses to be acceptable methods of informing and engaging neighbours, public rights holders, and stakeholders. At a minimum, all assessed landowners within 1.6 km of the subject property are to be notified of the proposal.

A written notice was prepared and distributed by the RM to all assessed landowners within 1.6 km of the subject property. This notice provided an overview of the proposed development and directed recipients to a shared online folder containing a copy of the CDR report. Recipients were offered an opportunity to submit written comments or discuss any perspectives or concerns directly with the proponent. A copy of all written correspondence received is attached in Appendix B. The comments received from this engagement highlighted the following concerns:

1. Highway 394/Zimmerman Road Intersection – A concern was raised regarding the impact of development-related traffic on the level of service at the current intersection of Highway 394 at Zimmerman Road.

Application Response: As part of our due diligence in preparing this plan, we reviewed the City of Saskatoon Transportation Master Plan and the Saskatoon Freeway Functional Planning Study to understand how development in the southeast corner of the city and the eventual construction of the Saskatoon Freeway will affect Highway 394 west of the project area.



Source: City of Saskatoon Transportation Master Plan (2021)

Both studies indicate an intention to eventually redirect Highway 394 to connect to Market Drive, which is served by an existing signalized intersection along Zimmerman Road. Although the configuration of Market Drive differs

between the two studies, it is clear that there is an intention to eventually abandon the current intersection due to its proximity to the Highway 16 intersection to the south.

The Traffic Impact Assessment assumes a five-year buildout but considers a 15-year study horizon, which is a more likely development horizon. The demand for the extension of Market Drive, as envisioned by the Saskatoon Transportation Master Plan, will be driven by planned industrial development as defined by the Rosewood Neighbourhood Plan. This likely aligns with or potentially exceeds the development timeframe of this project meaning that by the time this project reaches full development build-out, the intersection will have already been relocated to Market Drive.

The current intersection operated sufficiently during the construction of the Boychuck and McOrmand Drive interchanges when there was significant heavy truck traffic generated from the excavations occurring within the subject property to support construction. We do not believe that any improvements should be made to the existing intersection as a result of the proposed development.

2. Drainage – A concern was raised by a property owner directly south of the development regarding the potential impacts of development on their ability to continue to farm the ¼ section directly south.

Application Response: The concerned landowner currently farms the lands directly south of the project area. The lands to the south contain a well-defined drainage channel which has been historically passable with farm equipment allowing lands on both sides to be accessed from Freeborn Road. The landowner is concerned that development will potentially impact the current access.

A substantial borrow pit was excavated within the south half of the development site to facilitate the construction of the Boychuck Drive and McOrmand Road overpasses. The intention is to convert this into a stormwater retention pond to support the development of the site. Based on our engineering plans, a total storage volume of 140,500 m^3 of storage is required to meet the permanent and active storage requirements for the development. The current borrow pit is estimated to provide 400,000 m^3 of storage of which 72,500 m^3 of this would be permanently stored in the borrow pit and never released downstream. This leaves nearly 327,500 m^3 of active storage which is designed to be released from the pond downstream along the natural drainage path at a predevelopment flow rate of 0.3 m^3/s as required by provincial and municipal regulations.

The borrow pit offers nearly five times the required active storage required. The increased storage capacity allows the pond to hold more water during storm events, reducing the frequency and duration of high-flow events downstream. This can help mitigate flooding and erosion in downstream areas, supporting the continuation of farming on your lands with less disruption than would occur under predevelopment conditions without the borrow pit. The larger storage volume also provides more surface area and time for water to evaporate. This can reduce the volume of water that needs to be discharged, especially in warmer climates or during dry periods. Converting the borrow pit to a storm retention pond with significantly more storage than required offers substantial benefits for downstream properties by reducing flood risks, improving water quality, and allowing for more evaporation of collected runoff.

3. Freeborn Road – A concern was raised by the operators of the neighbouring equestrian facility regarding the potential impact of additional traffic along this municipal road relative to its capacity and the likelihood of increased dust and noise generation.

Application Response: A Traffic Impact Assessment (TIA) was completed to support this application which provides an analysis of the traffic volumes generated by development and its potential assignment to municipal roads and the provincial highway. The TIA assumed that development-generated traffic will primarily travel to and from Saskatoon via Highway 394 considering, it is a paved roadway rather than pursuing a much longer route south to the highway intersection at Floral Road which is predominantly gravel surfaced.

Any approval of an application to subdivide the subject property would be accompanied by the condition to upgrade the adjacent municipal road to a paved standard from 100 m south of the access to connect with Highway 394. The improvement of this segment of Range Road 3042 will substantially reduce dust and noise generation to the equestrian facility and further promote traffic distribution to the north to Highway 394.

4. Security - A concern was raised that increased activity in the area will result in decreased security for the neighbouring equestrian facility.

Application Response: Increased activity associated with land development results in the opposite effect and can discourage unwanted behaviour for several reasons. Developed areas often have more people and activities, which naturally increases surveillance. The presence of more eyes on the road can deter criminal activities and antisocial behaviour because potential offenders are less likely to act when they believe they are being watched. The development brings better infrastructure into an area, including lighting, which can reduce the likelihood of unwanted behaviour. Well-lit areas are less attractive to those looking to engage in illicit activities under the cover of darkness. Finally, development often fosters a sense of community and ownership among businesses creating an investment in the area and increasing the likelihood of neighbours looking out for each other and reporting suspicious activities.

5 DEVELOPMENT CONCEPT

The development concept illustrated in Figure 6-1 depicts the general plan for the subdivision of the subject property to support rural serviced industrial development. Development within the Patience Lake Business Park will align with the uses defined within the D- Business and D-Light Industrial 1 Districts.

Table 6-1 Land Use Statistics

Land Use	Area (ha)	% GDA
Gross Development Area (GDA)	87.5	100
Municipal Utility	13.9	15.8
Net Developable Area	73.6	84.1
Roadways	9.7	10.3
D-Business District	11.7	13.4
D-Light Industrial District	52.2	60.5

Table 6-2 Employment Forecast

Land Use	Total Area (ha)	Employment Rate[1]	Projected Employment
Rural Commercial/Industrial	63.9	13 jobs/hectare	830.7 jobs

Note 1: Employment rates were taken from the estimates published within the P4G North Concept Plan.

The D-Light Industrial 1 District (DM1) is to accommodate a range of industrial uses and activities which typically include manufacturing, processing, assembly, repair and end-user production and distribution involving limited storage of raw inputs. Sites within this district can be as small as 0.8 ha (2 acres). The list of permitted and discretionary uses in this district is comprehensive offering support to a variety of businesses including warehousing, wholesale, and manufacturing uses.

The D-Business District (DB) accommodates a wide variety of businesses and associated uses which are compatible with each other and provides services primarily to on-site employees and local clientele. This zoning district may be used to buffer non-industrial and industrial land uses. The DB District shares the same site regulations as the DM1 District and there is a lot of commonality between the permitted and discretionary uses supported in this district relative to the DM1 District.

Table 6-3 Conceptual Lot Areas Summary

Land Use	Number of Lots	Minimum Area (ha)	Maximum Area (ha)	Average Area (ha)
D-Business District	9	0.93	3.16	1.3
D-Light Industrial District	32	0.8	16.49	1.63

Land Use	Number of Lots	Minimum Area (ha)	Maximum Area (ha)	Average Area (ha)
TOTALS	41	-	-	-

5.1 Land Use Integration

The current DOCP does not apply any minimum setbacks to industrial development relative to other less intensive land uses. The DOCP rather identifies the expectation that land use should be compatible with surrounding uses. Existing development adjacent or abutting the property is cultivated farmland except for an equestrian centre in the southeast portion of the area and a country residential acreage in the northwest corner of the plan area. There are five homes situated within 800 m of the project area and a total of 16 houses within 1.6 km of the project area.

As illustrated in Figure 3-1 of this report, lands along the north side of Highway 394 are designated for future urban residential development whereas lands to the west and southwest along the Saskatoon Freeway route are planned for urban commercial/industrial development. Lands to the south and southwest are designated for the continuation of agricultural production. At the time of publishing this report, there was no future land designation for lands east of the subject property.

Industrial development within the subject property will undoubtedly increase the level of overall activity in the area. This increase in activity may increase the noise generated, potentially produce dust, odour and light and will result in an increase in the volume of traffic on the roadways. This plan seeks to minimize these potential nuisances through a combination of approaches including taking advantage of the site's location along a provincial highway, the configuration of the internal road design, site landscaping, property zoning and the application of the general and land use specific zoning regulations.

The subject property is situated along the provincial highway network, adjacent to the future Saskatoon Freeway route and a future urban commercial/Industrial growth area. This location provides convenient and direct access to roadways designed to accommodate higher volumes and the anticipated forms of traffic generated by industrial development with minimal impact on the municipal road network. The eventual construction of the Saskatoon Freeway to the immediate west of the subject property will increase the level of traffic and activity along its route. The proposed use of this property is compatible with the intensity of activity along these roadways and future urban commercial/Industrial growth and may act as a transitionary area and a sound barrier between the Freeway and less intensive uses to the east.

The P4G Zoning Bylaw establishes lighting standards which ensure that any installed lighting within the park is designed to limit its illumination to areas within the park. The shared roadways in the area are or will be, as a result of this development, constructed to a paved standard which reduces road noise and dust generation. Traffic generated from development will utilize the portion of Highway 394 situated west of developed acreages reducing the likelihood of industrial traffic passing by these developed residential areas.

Environmental noise originating from industrial sources within the plan area falls into three types differentiated by duration including continuous, impulsive, and intermittent. Industrial noise levels vary depending on the sources, processes and equipment involved it is commonly estimated that light manufacturing activity generates between 70-85 dB, construction sites will generate 90-110 dB and Fabrication and heavy industrial activities generate noise up to 130 dB at the source. Sound dissipates exponentially from the source (Stokes Law of Sound, 1845). Acceptable

continuous noise levels in residential areas are below 60dB which is the equivalent of a regular vacuum cleaner. Based on continuous noise levels of up to 110 dB with no constructed sound attenuation, the noise levels at a distance of 800 m from the source would be only 45 dB.[1] Even at a noise level of 130 dB at the source, the noise dissipates and reaches an acceptable level of 52dB within 800 m. These estimates are for illustration purposes and do not consider the cumulative noise generated by the entire development, nor the dampening provided by buildings and shelterbelt plantings within the path of sound.

The neighbouring equestrian facility is surrounded by a mature shelterbelt which provides an immediate visual separation from development within the subject property. Development to the north of the equestrian facility will face south towards the facility providing a 100 m separation between the established equestrian riding area and industrial buildings once a 20 m front yard setback is applied. The orientation of these lots means that buildings constructed on these abutting sites will also act as a screen between any industrial activity in the rear yard and the equestrian facility.

View of Existing Shelterbelt Along North Property Boundary

Existing development within the equestrian facility within the shelterbelt relative to the western property boundary is setback approximately 95 m from the common boundary of proposed Lots 40 and 41 within the subject property. The existing shelter belt creates a natural barrier between the two development areas.

[1] https://www.omnicalculator.com/physics/distance-attenuation#what-is-the-spl-sound-pressure-level

The establishment of a shelter belt along the eastern boundary of the subject property offers additional insulation between the two properties while the undeveloped area between the two shelterbelt plantings offers a fire break.

Common West Boundary With Equestrian Facility

Conversion of Range Road 3042 and construction of all internal roads to a paved standard reduces traffic noise relative to gravel surfaces as the asphalt can absorb road noise. Asphalt surfacing also eliminates dust generated by vehicle traffic which may impact the use and enjoyment of the equestrian facility.

The plan situates Business Industrial development along the Highway 394 corridor and the boundary of the subject property (as shaded blue in the picture below) where it shares a common boundary with a developed residential property in the northwest corner of the quarter section.

Business Industrial uses generate less noise, pollution, and traffic relative to light and heavy industrial development and often provide for a higher standard of landscaping within the sites which reduces the visual impact and creates greater visual harmony with nearby development. Unlike heavy industrial developments which often operate continuously in shifts and rely on large areas of land to accommodate outdoor storage and processing of raw and

unfinished goods, the Business and Light Industrial District has a greater propensity to have typical business hours and business activities more focused on indoor activities which assists in reducing disturbances.

Establishing a requirement to introduce vegetation and/or constructed buffers along the perimeter of the abutting properties assists in absorbing noise, filtering any airborne pollutants and provides a visual barrier to reduce the impact on neighbouring lands, adding to the effectiveness of the existing shelterbelt planting surrounding the residence. The

Land Zoning and Landscaping Along Acreage Boundary

construction of the Saskatoon Freeway to the west is anticipated to alter the means of accessing this property from Highway 394 and will likely trigger the conversion of the site from residential to a similar commercial or industrial use to coincide with planned development in the plan area and future urban commercial/industrial growth to the west. The road and lot layout appropriately account for this possibility in the future.

5.2 Municipal Reserve

The Planning and Development Act, 2007 requires the dedication of 5% of the land area proposed for industrial subdivision as a municipal reserve. Where land dedication is not desirable a cash-in-lieu payment can be provided equal to 5% of the value of the land of the land that remains when the land required to be provided as environmental reserve has been subtracted from the subdivision. It is expected the public land dedication requirement will be satisfied through a cash-in-lieu payment.

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DATE	2024OCT11
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FIGURE 6-1 LAND USE CONCEPT

PATIENCE LAKE ROADWAY
BUSINESS DEVELOPMENT

CIVIL
PLAN
PHASING PLAN

6 SERVICING CONCEPT

6.1 Potable Water

The industrial park will connect to the Lost River Water Utility, providing users with a low-pressure rural water service. As a low-pressure system, lot owners must provide for onsite storage of potable water and employ a private pressure system to distribute water within the site. In rural low-pressure water scenarios, the maximum day demand is most often used to define the water needs as it identifies the maximum amount of water used in a day, which will need to be replenished in each user's cistern.

The conceptual design criteria and assumptions for the water distribution system proposed for the development are listed in Table 7-1.

Table 7-1 Water System Design Assumptions

Design Variable	Value
Net Development Area (ha)	63.93 ha
Projected Development Yield (lots)	41
Average Day Demand	0.039 L/s (0.51 IGPM)
Maximum Day Demand	0.078 L/s (1.02 IGPM)

According to water records for the North Corman Industrial Park, the average day demand for industrial properties is 0.039 L/s (0.51 IGPM), resulting in an estimated maximum day demand of 0.078 L/s (1.02 IGPM) per lot. Based on a projected development yield of 41 lots, the cumulative water using maximum day demand is estimated to be 3.19 L/s (42 IGPM).

Lost River has confirmed the availability of water to serve short and long-term needs from either of the two waterlines in the vicinity. Subject to receiving subdivision approval, the proponent will execute a water servicing agreement with Lost River to design and construct a low-pressure waterline to the property and manage the operation and billing for the water service.

6.1.1 Fire Protection

The RM of Corman Park has an agreement with the City of Saskatoon Fire Department to provide fire protective services to the area including the subject property. Saskatoon Fire Station #8 is the closest fire hall relative to the subject property. The fire hall is located along Slimmon Road in the Briarwood neighbourhood approximately 6.5 km west of the project area.

The low-pressure rural water line planned to service the subject property is not sufficient to directly support fire fighting within the subdivision. Based on communications with a representative from the Saskatoon Fire Department, they would typically respond to a fire on the site with a fire truck(s), water tanker and brush truck. In addition to hauling water to the site, the fire department employs a portable pond which is filled with water from the tanker, enabling the tanker truck to travel to the nearest hydrant to refill the truck and subsequently the portable pond. Depending on the scale of the fire, multiple tanker trucks may be part of this shuttle system.

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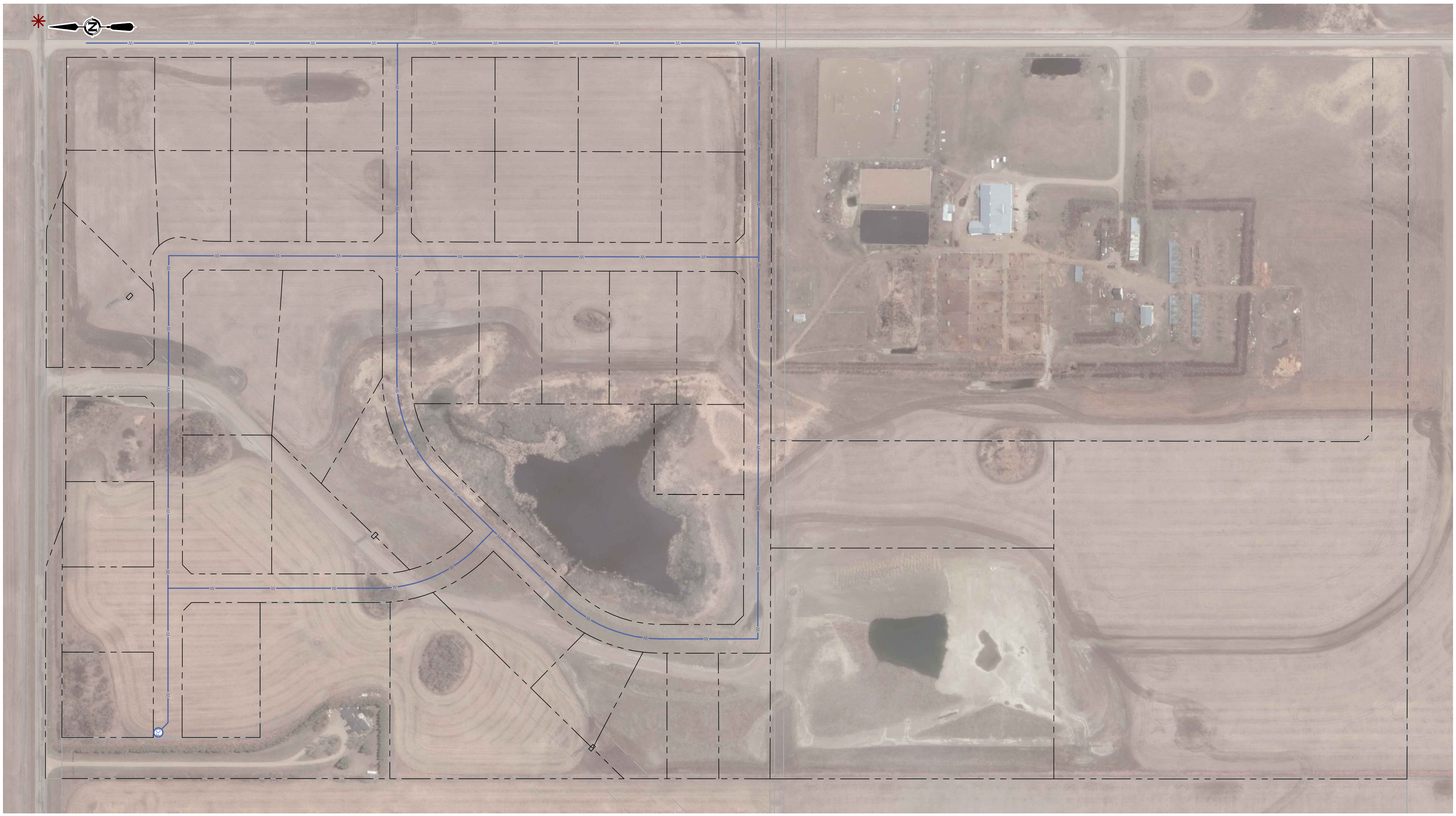

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LEGEND

—W—	PROPOSED WATERLINE
✳	PROPOSED APPLEWOOD ESTATES WATERLINE CONNECTION
FO	PROPOSED FLUSH OUT

FIGURE 7-1 WATER DISTRIBUTION

PATIENCE LAKE

ROADWAY BUSINESS DEVELOPMENT

6.2 Wastewater Management

It is common for rural industrial businesses to utilize septic holding tanks to collect wastewater. The individual lot/business owners will be responsible for sizing and installing the holding tank and coordinating the evacuation of these tanks based on their specific needs. The use of septic holding tanks is universally accepted and eliminates the need to complete a hydrogeotechnical assessment to support a future subdivision application. If a different method of onsite wastewater treatment system is being considered by a lot/business owner, it will be their responsibility to investigate and obtain all appropriate information, studies, and permits required to confirm their ability to proceed with an alternate method of disposal.

As required to support a subdivision utilizing private onsite wastewater disposal, a copy of a letter from a licensed septic hauler is attached in Appendix B confirming their ability to service the properties.

6.3 Grading and Drainage Management

The subject property has historically been farmed. The property slopes gently from north to south and comprises several catchment areas where ponding naturally occurs. Site drainage will be managed overland through road ditches, culverts, and dedicated swales, conveying runoff into an existing slough and a proposed stormwater pond.

An engineered drainage memo is appended to this report as Appendix E defining the conceptual basis for managing stormwater within the subject property in compliance with the zoning regulations and *The Water Security Act*. The plan considers and does not impede upstream run-off flowing through the site, replaces displaced natural storage within the plan area resulting from development, and accounts for an overall increase in run-off generated from property development based on a 1-100-year, 24-hour storm event. In addition to managing these storage requirements the design accounts for having to retain the pre-development rates of run-off and drainage routing from the site to minimize the impacts of development on downstream properties.

6.4 Transportation

The subject property has been planned to retain direct access to Highway 394 until the Saskatoon Freeway is constructed at which time this access will be permanently closed. Additional access to the site is provided from two planned intersections along Range Road 3042.

A Traffic Impact Assessment (TIA) was prepared to provide a high-level analysis of development traffic volumes including trip generation, type of traffic, and trip distribution and assignment. The TIA utilized the job and trip generation rates established in other concept plan areas within the District. Traffic to the site was assumed to be predominantly (80%) from Highway 394 with the balance of traffic (20%) accessing the site from the south along Range Road 3042.

Highway 394 currently has a temporary eastbound right-turn lane at the mid-block intersection, but no intersection treatment at Range Road 3042. The right lane at the mid-block intersection is warranted and recommended to be reconstructed to MoH standard. No other treatment is warranted at the mid-block intersection.

Highway 394 at Range Road 3042 also warrants an eastbound right-turn lane with additional traffic. Since this is a full-turn intersection, the MoH standard is to construct a downstream taper (SKS 9.14-A.2) like a flared intersection. A right-turn lane with a downstream taper would be appropriate at this intersection.

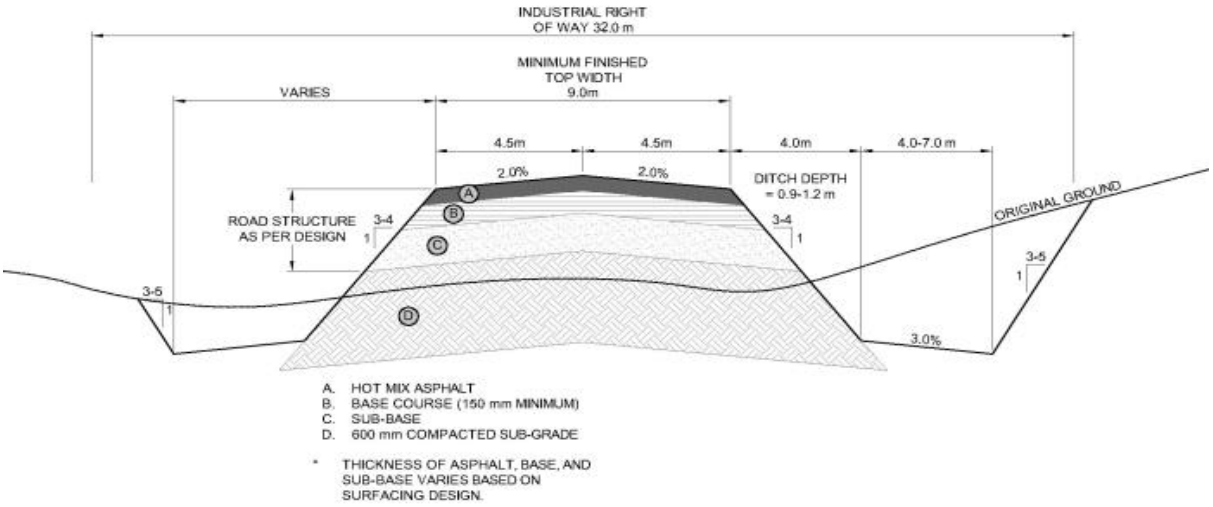
Highway 394 is classified as Access Management Level R-4. There is a spacing of 375 m between Range Road 3042 and the existing mid-block intersection along Highway 394 to the west. This meets the minimum required spacing for Access Management Level R-4.

Highway 394 has a posted speed of 90 km/h and a corresponding design speed of 110 km/h. According to Standard Plan 20618, the required length for a right-turn deceleration lane on Highway 394 is 180 m, which includes an 80 m taper. There is sufficient spacing between the intersections to accommodate right-turn lanes at both intersections, so there should not be any geometric issues with including successive right-turn lanes along Highway 394. Furthermore, the bulk of the traffic exiting the mid-block intersection will be turning left onto Highway 394 heading toward Saskatoon. This will tend to minimize the potential conflict between traffic turning right out of the intersection and accelerating to highway speeds and vehicles slowing to use the right-turn lane to turn onto Range Road 3042. Therefore, the successive right-turn lanes should operate well with the available spacing.

The first driveway south of Highway 394 along Range Road 3042 is setback 105 m from the intersection. This complies with the RM of Corman Park Approach Construction Standard. The TIA was reviewed and endorsed by the Ministry of Highways. A copy of this memo is attached as Appendix F.

The internal road network has been designed to account for the eventual closure of the approach to Blk/Par A-Plan 101261326 Ext 0 situated in the northeast corner of the project area. Once this access is closed, this property will be capable of being accessed from within the internal road network presented by this plan. This will also enable the potential incorporation of this property into the park. The internal roads are planned to be constructed within a 32-metre right-of-way and will adhere to the RM's Industrial Paved Road Standard. It is also expected that a portion of Range Road 3042 will need to be upgraded to a paved standard to support offsite traffic. A pavement structure design will be prepared following approval of the subdivision to detail the composition and thickness of the different layers within the roadway so it can handle expected traffic loads. A typical road cross section is illustrated in Figure 7-2 and a copy of the current RM road standard is attached as Appendix F.

Figure 7-2 Internal Road Cross Section



6.5 Other Services

Individual landowners will be responsible for contracting one of several waste disposal companies operating within the Saskatoon area to collect and dispose of domestic waste at a licensed landfill. The site falls under the jurisdiction of the Corman Park Police Service and fire protection is contracted to the City of Saskatoon Fire Department who were consulted to define their approach to fighting fires in this area as defined in Section 7.1.1.

6.6 Development Phasing

The following phasing strategy is conceptual and is subject to change. The size and timing for subdivision and servicing will be defined through the subdivision application process based on market conditions.

Phase 1 provides for the subdivision and development of 15 lots in the northeast corner of the property. The initial phase will utilize the existing approach along Highway 394 and require minimal new internal roadway construction. A partnering agreement will need to be executed with MHI to provide for the improvements to the existing temporary turning lane constructed at the existing property approach to meet ministry standards. A 400 m segment of Freeborn Road extending to the first intersection would need to be upgraded to a paved standard as per RM policies. Five of the first fifteen lots will have direct access to Freeborn Road. The configuration and the size of the lots enable driveways to meet the RM standards for spacing from an intersection and between driveways. The balance of the lots will be accessed from the internal road network. Development in this phase could be serviced from an existing potable water line extended from Applewood Estates to the east. Pond 1 will remain in its natural state for the initial phase, but a temporary swale will be constructed to connect the pond with Pond 2 which will be converted from its current function as a borrow pit to an appropriate standard for a stormwater management facility as anticipated by the conceptual drainage plan.

Phase 2 is planned to include five additional lots in the northwest corner of the property. This phase would require the construction of approximately 200 meters of new internal road and the extension of the water distribution line from its point of termination in Phase 1. No improvements to the stormwater ponds are anticipated during this phase.

Phase 3 includes an additional 11 lots and the construction of approximately 1000 m of the internal road network. Additional water distribution lines will be extended from a connection within the previous development phases. During Phase 3, Pond 1 will be upgraded to its intended design including the installation of equalization culverts through the internal road to connect the two ponds and maintain a permanent water elevation in Pond 1 as defined by the Natural Area Screening report.

The final phase adds eight additional lots to the development and will include the completion of the internal road network. By this stage, all essential services, including waterlines, stormwater ponds, ditches, and swales, will have been established to provide comprehensive service for all lots.

The development plan considers a fifth phase of development which is planned to be a single site. We anticipate that this property will retain its agricultural zoning until a specific use has been confirmed and a further amendment to the DOCP has been approved. Access to this property is anticipated to be provided through the construction of a private driveway along the south end of the property connecting directly to Freeborn Road. The use and property zoning for this lot will dictate the requirement and timing for additional improvements to Freeborn Road.

This phased approach ensures an orderly progression of the development, optimizing efficiency, and addressing key infrastructure needs at each stage, culminating in a well-planned and fully serviced property. Figure 7-3 illustrates the Phasing Plan as described above.

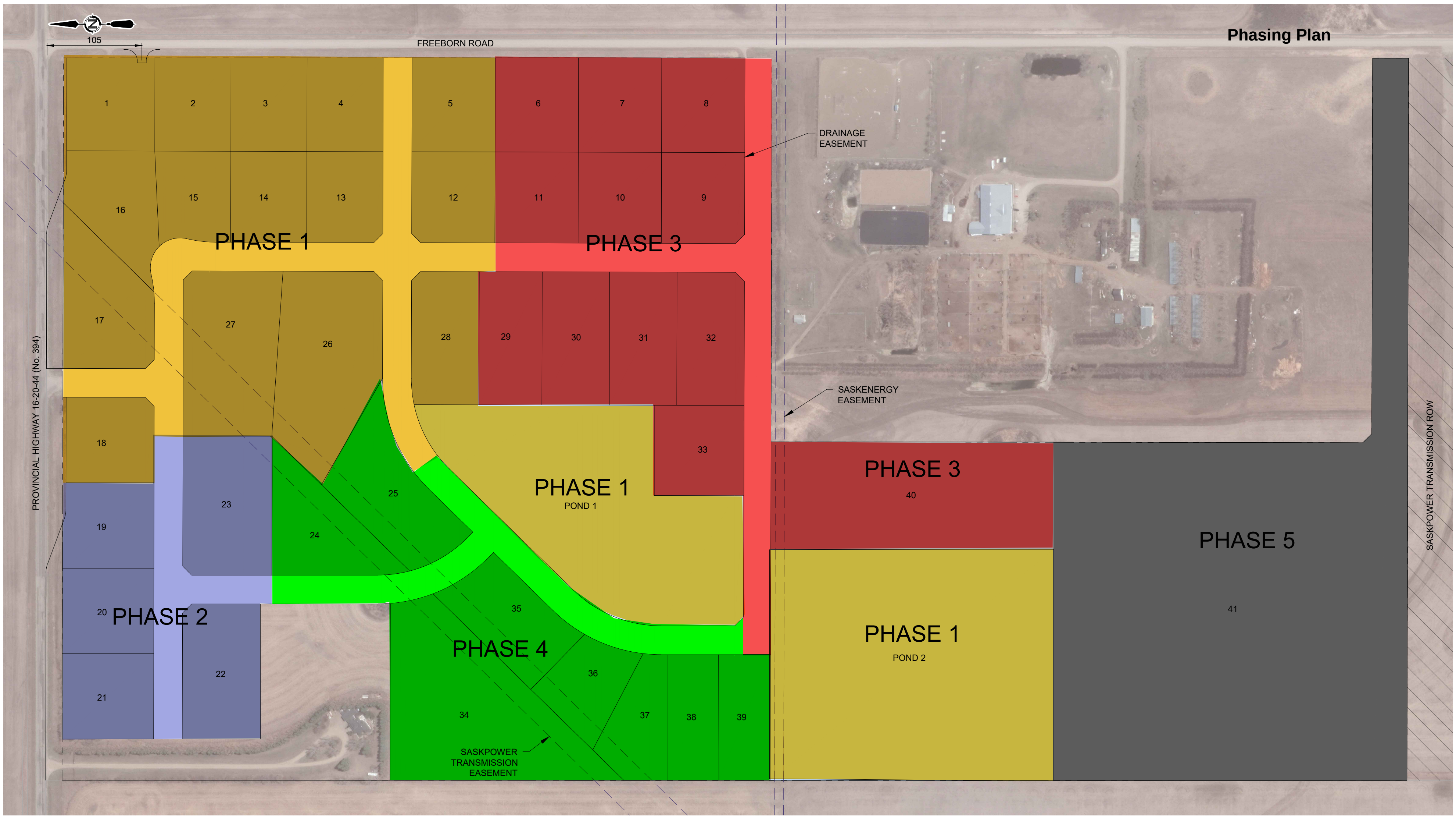


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FIGURE 8-1 PHASING PLAN

PATIENCE LAKE
BUSINESS PARK DEVELOPMENT

CLOSURE

This report was prepared for the Patience Lake Road Business Park Ltd. to support a land use designation amendment and subsequent rezoning and subdivision applications.

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

Respectfully submitted,

Associated Engineering (Sask.) Ltd.

Bill Delainey, RPP MCIP
Project Manager