COMPREHENSIVE DEVELOPMENT REVIEW

Sheray Enterprises

Prepared for:

THE RURAL MUNICIPALITY OF CORMAN PARK NO. 344

Prepared By:

Crosby Hanna & Associates

In Association With:

Catteral & Wright Consulting Engineers

July 2020

CONTENTS

EXECUTIVE SUMMARY

Sheray Enterprises Ltd. (the Developer) is applying to rezone a 10.83 ha (26.77 acre) parcel located in a portion of the NE ¼ of Section 24, Township 35, Range 5, W3M from Agriculture District to Commercial (C) subject to a contract zoning agreement. The purpose of the rezoning is to develop 96 luxury garage storage units which will be sold as bareland condominium units. This document shall serve as the Comprehensive Development Review (CDR) required for this rezoning application.

The proposed development is situated on lands located within the RM of Corman Park, approximately three miles south of the City of Saskatoon immediately east of the intersection of Highway 11 and Baker Road. The area is mainly characterized by residential and agricultural uses.

The contract zoning agreement will ensure that the subject property will only be used to accommodate this specific proposal along with appropriate development standards to ensure that this project is developed in accordance with the plans noted herein.

A Servicing Review was completed by Catteral & Wright Consulting Engineers for this development.

The storm water management review determined that the required storm water retention pond capacity for the proposed 96 unit development totals approximately 4,355 cubic metres. Two storm water ponds will sufficiently manage the storm water to maintain existing drainage patterns and outflow rates, which will be controlled for release at or below the pre-development runoff rate.

Wastewater will be handled with shared holding tanks used by multiple units, hauled to an accepting sewage treatment facility. Water service will be provided by the Dundurn Rural Water Utility low pressure water system and will include an internal distribution system with individual holding tanks and pumping capabilities at each unit. Fire protection from the proposed water supply system is not included.

A preliminary review of transportation concluded that the projected trips will be less than 100 vehicles in the peak hour. Based on this traffic volume, the Ministry of Highways and Infrastructure and Corman Park both indicated that a full traffic impact analysis is not required.

A Geotechnical Investigation was completed by Machibroda Engineering Ltd. for this development. This Investigation has not identified any impediments to the development of this site for the proposed garage storage units.

The proposed development is not located on land considered to be heritage sensitive. According to the Saskatchewan Conservation Data Centre, the proposed development may be located in an area considered to have vertebrate species at risk, however, the proposed development is located on farmland that has been cultivated for many years.

A Public Open House was held on December 5, 2019 at the Log Cabin located beside the South

Corman Park School. The open house was attended by approximately 25 people. Most of the attendees were there to get more information and response was mixed. Concerns were expressed regarding potential land use conflicts related to traffic, site lighting, and potential crime and incivility issues.

A second letter was sent out by the R.M. on behalf of the developer on February 6th outlining the responses to concerns raised by neighbours. Neighbours were given until February 27th, 2020 to contact Jim Walters with any further questions or concerns. One phone call was received on February 19th, 2020. This person wanted to know whether people would be able to live in the garage units like a residence. Our response was no - this is not the intent of the development and further to this, the bylaws of the R.M. and the bylaws of the condominium association would not permit garage units to be used as residences. This response satisfied the neighbour, who then had no concerns. A description of the future condominium bylaw prepared by Nussbaum Company Law Office is included as Appendix "I".

As noted above, traffic volumes generated by this development will be minimal. In response to feedback from the R.M., a second emergency access from Baker Road was added to the development. Including parking spaces within the garages (3 spots inside per unit), each unit will have 5 – 7 parking spaces in total. Additional parking spaces will be located in front of the garage buildings and beside the garage buildings. Parking spaces outside the garage units will only be used temporarily by owners and the spots within and in front of the garage units will wide enough to allow people with limited mobility to enter and exit vehicles. Outdoor storage and overnight parking will be prohibited by the condominium bylaw.

The proposed Zoning Agreement will provide that outdoor lighting will be night sky compliant and will be located and arranged so that no direct rays of light are pointed at nearby properties. Lights will only be installed on the front of the garage units (6-8 per building).

The entire development will be fenced (8 feet high) and the fence on the west side of the property will be solid to help screen the project from adjacent development. Trees will be planted around the perimeter of the development and a detailed landscape plan will be submitted to the R.M. at the servicing agreement stage.

The proposed Zoning amendment will contain a proposed definition of a luxury storage garage which will place specific limits on the use of the storage units and the bylaws of the proposed condominium corporation will contain further restrictions on the use of individual units.

The Corman Park Police Department was consulted on the proposal and they had no concerns.

Find attached as Appendix F all correspondence received as a result of this meeting.

1 INTRODUCTION

1.1 PURPOSE

This document shall serve as the Comprehensive Development Review (CDR) document submitted in conjunction with the application to rezone the land from AG – Agricultural District to C – Commercial District subject to a contract zoning agreement for a 10.83 ha (26.77 acre) parcel located in the NE ¼, Section 24, Township 35, Range 5, W3M. This review provides a framework for the rezoning of the proposed parcel of land for the purpose of developing luxury garage storage units. **This development is proposed to be a bare land condominium, meaning there will be condominium bylaws (See Appendix "I") and internal services and infrastructure will be the responsibility of the condominium association.** Access to the development will be controlled using a security gate.

The Developer of the project is Sheray Enterprises Ltd. and the site plans and renderings for the Development is attached as Appendix "A" to this document.

Questions on the proposal or the material contained within this document should be directed to Jim Walters, RPP, MCIP, Principal Planner at Crosby Hanna & Associates (306-665-3441).

1.2 OVERVIEW

It is the intention of the Developer to rezone the subject property to accommodate 96 luxury garage storage units. The proposed development is located south of the City of Saskatoon, adjacent to Provincial Highway #11. Other land uses in the area consist of residential development, agricultural land and a commercial greenhouse

2 INVENTORY AND ANALYSIS

2.1 EXISTING LAND USE

The proposed development site consists of a 26.77 acre (10.83 ha) parcel of land located in the NE 1/4 of Section 24, Township 35, Range 5, W3M. The site is currently characterized by relatively flat terrain that has been disturbed by previous development.

Other land uses in the area consist of existing residential development (South Point), agricultural land (grain farming), as well as a commercial greenhouse (Day-Grow Greenhouses). The closest highway to the proposed development is Provincial Highway #11, which is located immediately east of the subject parcel (see location map on the following page).

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

North	
- Baker Road	Adjacent to north boundary
- Day-Grow Greenhouses	Adjacent to north boundary
- South Point (Residential)	Adjacent to north-west boundary
South	
- Agricultural land	Adjacent to south boundary
West	
- Residential Property	Approx. 300 m west of west boundary
- Agricultural land	Adjacent to west boundary
East	
- Provincial Highway #11	Adjacent to east boundary
- Agricultural land	Approx. 300 m east of east boundary

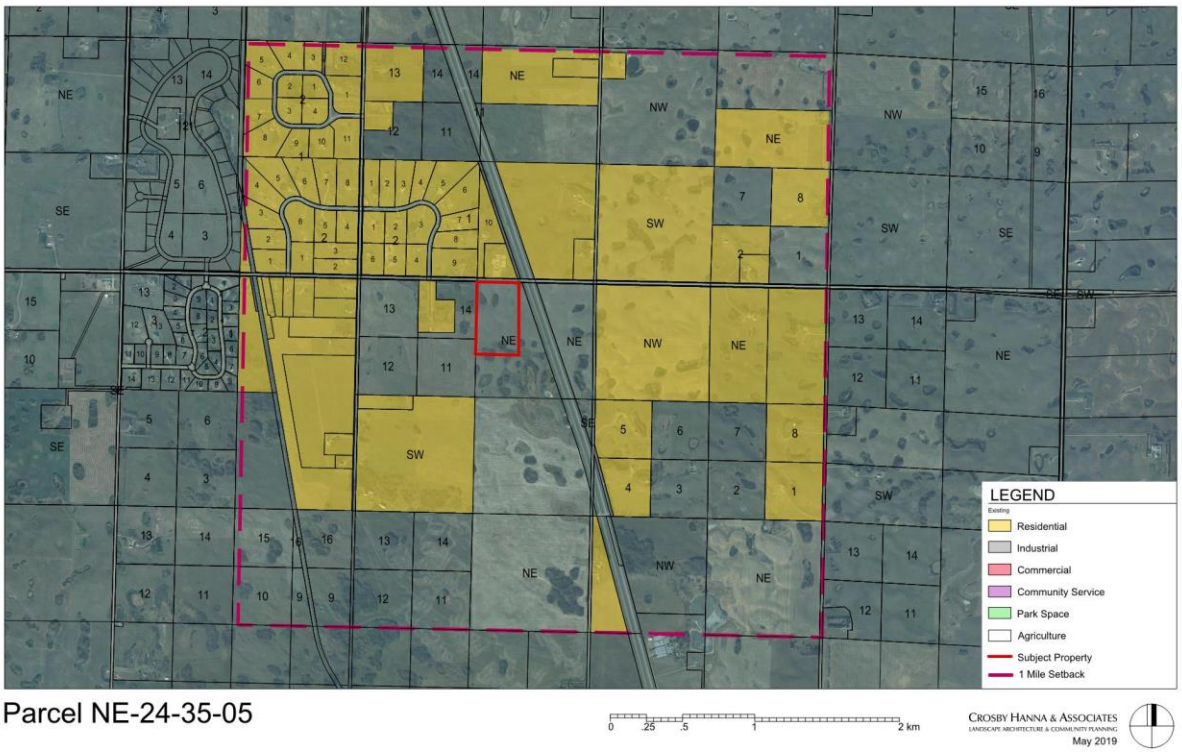


Figure 1. Proposed Luxury Storage Garage Development site.

2.2 PROPOSED LAND USE

The proposed use of this parcel is intended to be 96 luxury garage storage units which will be sold as bareland condominium units. The development will be constructed in two phases. Phase one will consist of 50 units and phase two will contain 46 units.

This development is intended for individuals who are looking for a high quality secure space for the storage and non-commercial repair or maintenance of motor vehicles, boats, recreation vehicles, and other similar items. Individual units may include a lounge / seating area and sanitary facilities.

These units will be targeted to individuals who don't have the space at their current home, who are downsizing, or are currently renting storage space.

The site will be landscaping and fenced as conceptually shown in the drawings contained in Appendix A. These site development features will provide a high quality visual environment while providing necessary site security. The lighting of the buildings will be night sky compliant with 6 – 8 light fixtures on the front of each garage unit. The internal roads will not be illuminated at night.

The proposed development is not intended for residential occupancy or commercial repair enterprises. Outdoor storage will not be allowed.

The development will include a common area for garbage disposal and waste oil recycling.

The proposed development is compatible with the existing land uses currently in the surrounding area, specifically South Point residential development and Day-Grow Greenhouses.

2.3 POLICY CONTEXT

The proposed industrial development has been designed to meet the requirements of the Official Community Plan (OCP) and Zoning Bylaw (ZB) for the RM of Corman Park.

2.3.1 CORMAN PARK OFFICIAL COMMUNITY PLAN

Intensive Agricultural Objectives and Policies (Section 4) - Section 4 of the Official Community Plan identifies the following Agricultural Policies that are pertinent to this proposal.

4.2 Intensive Agricultural Policies

- 4.2.3: There are no existing ILO's within a separation distance that would cause a conflict with the proposed development.

Commercial Objectives and Policies (Section 7) – Section 7 of the Official Community Plan identifies the following Commercial Policies that are pertinent to this proposal.

7.2 Commercial Policies

- 7.2.1: The intersection of Baker Road and Highway #11 is designated by the Ministry of Highways and Infrastructure as a permanent access point.

- 7.2.2: The subject property is a stand-alone site located in the south-west quadrant of the intersection of Baker Road and Highway #11. No strip development is envisioned as part of this development.

- 7.2.3: There is currently one other commercial development at this intersection. Day-Grow Greenhouse is located adjacent to Baker Road, immediately north of the subject property.

- 7.2.4: This development will generate minimal traffic and will be landscaped and designed to minimize any impacts on adjacent land uses.

- 7.2.5: The subject property is rated as Class 4 under the Canada Land Inventory, Soil Classification for Agriculture. Class 4 lands have severe limitations that restrict the choice

of crops, or require special conservation practices and very careful management, or both.

- 7.2.6: This development will conform to all requirements of the Ministry of Highways and Infrastructure.

- 7.2.7: This development will address a market opportunity which is not currently available in the Saskatoon region and will serve the needs of both residents of the municipality and the region as a whole.

- 7.2.8: This development will contain buildings with significant architectural appeal. The site will be well landscaped. Outdoor storage shall be prohibited. Lighting of the site will be directed away from nearby residential properties and will be night sky compliant.

- 7.2.9: The applicant is prepared to provide all infrastructure and service associated with this development.

- 7.2.10: The applicant is prepared to enter into a servicing agreement with the Municipality if required.

- 7.2.11: The proposed luxury storage garages will provide an amenity which is not presently available in the Saskatoon region. This location provides ready access using Highway #11 while minimizing impacts on the Municipal road system.

- 7.2.12: This proposed development is not located within the required separation distances from an intensive livestock operation as specified in Section 4.2.3.

- 7.2.13: The rezoning of this site to Commercial will have minimal impact on other commercially zoned land in the Municipality as this rezoning will accommodate a specific proposal which is not currently available in the Saskatoon region.

Land Conservation Policies (Section 9) – Section 9 of the Official Community Plan identifies the following land conservation policies that are applicable to this proposal:

9.2 Land Conservation Policies

- 9.2.3: The proposed development is not located on land considered to have heritage sensitivity, according to the Heritage Conservation Branch of the Ministry of Parks Culture and Sport (see attached query in Appendix C).

- 9.2.4: According to the Saskatchewan Conservation Data Centre, the proposed development may be located in an area considered to have vertebrate species at risk, however, the proposed development is located on farmland that has been cultivated for many years.(attached as Appendix C).

- 9.2.9: A stormwater management report was completed in October, 2019 and updated in

August, 2020 by Catteral & Wright Consulting Engineers. This stormwater management review determined that the required storm water detention pond capacity for the proposed development totals approximately 4,355 cubic metres. The storm water management review determined that construction of two storm water ponds will sufficiently manage the storm water to maintain existing drainage patterns and outflow rates. (See attached Servicing Study in Appendix D.)

2.3.2 RM OF CORMAN PARK ZONING BYLAW

Contract Zoning
The proposed development would require rezoning the property from AG – Agricultural District to C – Commercial District subject to a contract zoning agreement.

The contract zoning agreement will ensure that the subject property will only be used to accommodate this specific proposal along with appropriate development standards to ensure that this project is developed in accordance with the plans noted herein. More specifically, it is being requested that the contract zoning agreement include the following provisions:

Use of Land
The use of the Land shall be restricted to the following:

a) Luxury storage centre
b) Any buildings, structures or uses which are customarily accessory to the principal use of the site, but only if the principal use has been established

Development Standards
Landscaping and site development shall be in general compliance with the Site Plan and Building Renderings attached hereto as Appendix A.

Six to eight outdoor light fixtures will be installed on the front of each garage unit. Light fixtures will be night sky compliant and will not be pointed at nearby properties, or interfere with the safe operation of nearby roadways. No internal roads will be illuminated.

All other development standards applicable to the Land shall be those applicable to the C - Commercial District

The amendment also includes a revised definition for commercial storage centre which this development will comply with.

2.3.3 NATIONAL BUILDING CODE COMPLIANCE

The proposed site layout for this 96 unit bareland condominium development has been designed in accordance with Clause 1.2.1.1.1) b) of the National Building Code, 2015. Spatial separation requirements have been addressed by D-Code Engineering Ltd. and attached as Appendix “G”. This issue will be dealt with in detail as part of the building permit process.

3 MUNICIPAL SERVICES AND TRANSPORTATION

A Servicing Review was completed by Catteral & Wright Consulting Engineers for this development (Attached hereto as Appendix D).

This Servicing Review has concluded the following with respect to transportation and municipal services.

3.1 STORMWATER MANAGEMENT

A site plan and preliminary grading plan have been prepared for the proposed development and are attached in Appendix D. This development will require two storm water retention ponds. There is considerably more hard surfacing included in the post-development conditions compared to the pre-development conditions; the runoff coefficient for the pre-development condition is 0.10, compared to 0.52-0.57 for the post-development areas.

The existing property currently has surface drainage in three directions. The proposed drainage plan will follow the existing drainage patterns for release of retained storm water runoff. Area 1 will be directed to the north-west. Area 2 will be directed to the south-east. The modelled pre-development runoff rate for Area 1 is approximately 1,186 L/s and 1,230 L/s for Area 2.

In order to manage the increased impermeability and associated runoff of the proposed development, a preliminary grading plan with preliminary pond locations was developed. The purpose of the storm water pond is to provide attenuation during storm events, thereby minimizing the effect of the development on surrounding properties. Catteral & Wright prepared a preliminary grading plan for the development, which contains all runoff from the site into two storm water retention ponds with controlled outlets for each. Internal drainage grades will range from 0.5% - 4.0% for concrete roadways and a minimum of 1.0% for landscaped areas.

The ponds were sized to provide storage for the 1:100 year storm event with an additional 25% storage, while maintaining a post-development rate equal to or less than 1,186 L/s for Area 1 and 1,230 L/s for Area 2. The development was modelled using XPSWMM software to confirm that the presented storm water retention pond can adequately manage the development's storm water, thus maintaining the existing drainage patterns and flow rates.

The pond storage volume required for the full development totals 4,355 cubic metres. A breakdown of the proposed pond storage volume for each site is listed below:

- Area1 = 2,065 cubic metres
- Area 2 = 2,290 cubic metres

The proposed storm water detention ponds should require minimal maintenance, limited to clearing vegetation growth near the culvert inlets. Each pond will be controlled by a single outlet.

For Area1, the storm water will be released into the existing ditch that grades west along Baker Road. For Area 2, the controlled release of storm water will flow into the existing low areas and may require some ditching to the southeast corner of the parcel and flows south-east in the Highway 11 ditch.

3.2 POPULATION PROJECTION

As this is a relatively new style of development for the area, the expected population is challenging to determine. Owners will likely come and go sporadically as to access their garage. For the purpose of generating service requirements and comparisons for transportation, we have assumed each unit will be used by an average of 2 people with 50% occupancy over the course of a week. For 82-96 garage units, this results in 12-14 people accessing their garage on an average day. We believe 50% occupancy is a conservative projection and will vary according to actual usage.

3.3 POTABLE WATER SUPPLY AND DISTRIBUTION

Water usage for a development of this type is difficult to evaluate as it does not follow typical guidelines for a municipal system. The water service connection will supply garage/storage type units that have varying levels of occupancy, and thus unpredictable water consumption requirements. For this type of development, it is expected that water consumption will be limited to typical washroom usage (toilets/sinks). The system will be designed to supply water to individual potable water storage tanks at each garage, where it will be re-pumped for occupant usage. A minimum of 150 US gallon is recommended for the individual potable water tanks.

Considering the average estimated occupancy of 14 persons/day, the following scenarios are provided to demonstrate reasonable peak water usage situations that may be experienced for this type of development. This scenario assumes two toilets and two sinks would be simultaneously in use within the entire development at any given time.

On this basis, a peak flow of 0.53 Lps (7.0 Igpm) is assumed for design. The average flow rate is estimated to be 25% of the peak flow, or 0.13 Lps (1.7 Igpm). Given that the potable water tank volume will buffer the incoming flow rate and allow for usage to be higher for short periods of time, a supply rate equivalent to the average flow rate is expected to be sufficient. A nominal supply rate of 2.0 Igpm is recommended (supply rates are based on multiples of 0.5 Igpm).

As an additional point of reference, when compared to the estimated wastewater flows described herein, the recommended supply rate is approximately 4 times the expected wastewater flow rate. This appears to be reasonable as it is desirable to have a supply rate slightly greater than anticipated to account for any uncertainties in the estimation process.

Potable water will be supplied to the development from the Dundurn Rural Water Utility (DRWU). Water is treated at the City of Saskatoon Water Treatment Plant, and is distributed to

the DRWU network via booster stations south of the City. DRWU has a distribution main located immediately north of the development, and they have confirmed that thy will be able to provide a connection and the capacities noted previously.

DRWU will provide all infrastructure from the distribution main to the curbstop (for a connection fee). The developer will be responsible for all infrastructure on the development side of the curbstop.

Water will enter a metering facility prior to being distributed to occupants. The metering facility will be the responsibility of the developer (meter to be supplied by DRWU), and would consist of below-grade manhole or an above ground building (possibly to be incorporated into one of the nearby garages). Valving would be incorporated within or adjacent to the facility to isolate flow to portions of the looped distribution system if required. Water will be distributed to individual potable water storage tanks at each water service connection within the development, where it will then be re-pumped from the tanks for occupant usage.

Fire suppression is not provided via the potable water distribution system.

3.4 WASTE WATER COLLECTION

There is currently no communal wastewater system for this development to connect to; therefore, the proposed wastewater solution for this development is individual holding tanks. The estimated wastewater generated by the development is calculated based on average rates for a garage stated in the Saskatchewan Wastewater Disposal Guide (11 US gallons/day/employee). Based on the anticipated population projections, wastewater generation of 77 US gallons/week/unit (0.521Igpm) could be expected. To reduce the number of tanks required, we recommend sharing holding tanks among units. For example, 2 units could share a 500 US gallon tank, 4 units (1,000 US gallon tank) and 8 units (2,000 US gallon tank).

Standard septic truck sizing is 2,500 US gallons. Based on the projected usage, each holding tank would need to be emptied every 3-4 weeks. Surface runoff will not be directed to any of the holding tanks.

3.5 TRANSPORTATION

This development will consist of 96 garages to be purchased by individual customers for storage of cars, RVs, snowmobiles, etc. Trip generation calculations were based on these 96 garage units.

In general, the trip generation from proposed developments are established using the Institute of Transportation Engineers (ITE) Trip Generation Manual (ITE Manual); however, the car storage facility is a unique land use and a directly relevant trip rate from the ITE Manual is not available. Thus, the rates for a similar land use (Mini-Warehouse) were used to calculate the potential peak hour trips during morning (AM) peak hour and evening (PM) peak hour from the Garage

Development.

Based on the above information, the proposed development could generate approximately 2 trips during AM peak hour, 2 trips during PM peak hour and 17 trips daily. The peak hour trips are two-way (in and out) trips and are generally made by owners, visitors, as well as service vehicles such as delivery vehicles, garbage trucks, maintenance vehicles, and septic trucks, etc. When compared to the average users accessing the site, the projected daily trips seem reasonable.

As the proposed development generates less than 100 vehicle trips during the highest peak hour (PM peak), the Saskatchewan Ministry of Highways and Infrastructure (MHI) and RM of Corman Park did not require a full Traffic Impact Assessment (TIA) for the Garage Development.

Additionally, correspondence from the RM and the MHI is attached as Appendix "B" related to setbacks. The Garage proposal will comply with all required setbacks and not encroach on future roadway dedication or widenings.

Pursuant to recommendations from the R.M. a second emergency access point from Baker Road was added to the development.

3.6 SHALLOW UTILITIES

A request for utility records was completed through Shermco utility locating services. Approximate locations were provided for reference purposes, but not located in the field. There is overhead power south of Baker Road and east of Highway 11. There are also three abandoned and one existing telephone line that cross east-west at the north end of the site. The existing telephone line will need to be relocated prior to grading and site development. The developer has contacted SaskTel to review the relocation process. SaskEnergy does not appear to have gas mains within the surrounding right of ways and will require extension from the closest distribution line.

Preliminary easements have been provided to allow for installation of shallow buried utilities within the site. The developer will work with SaskTel, SaskEnergy, and SaskPower to review service extensions and timelines for construction as required.

Correspondence with SaskTel (Appendix J), SaskEnergy (Appendix K) and SaskPower (Appendix L) is attached.

3.7 FIRE AND PROTECTIVE SERVICES

The RM will need to correspond with Saskatoon Fire and Protective Services to set up the general parameters for these services at the proposed Development. It is assumed that these services are currently provided to the existing South Point Estates residential development and Day-Grow Greenhouse, and an extension of this development will not have a great impact on the existing agreement between the RM and Saskatoon Fire and Protective Services. Police services will be

provided by the Corman Park Police Services and the Saskatoon Detachment of the Royal Canadian Mounted Police. Corman Park Police Services was referred this proposal and they replied with no concerns (See Appendix “H”).

4 GEOTECHNICAL INVESTIGATION

A Geotechnical Investigation was completed by Machibroda Engineering Ltd. for this development (Attached hereto as Appendix E).

This Geotechnical Investigation has undertaken both field investigation and laboratory analysis and includes foundation considerations and design recommendations.

This Geotechnical Investigation has not identified any impediments to the development of this site for the proposed garage storage units.

5 HERITAGE AND ENVIRONMENTAL CONSIDERATIONS

5.1 HERITAGE CONSERVATION

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

5.2 ENVIRONMENTAL CONSIDERATIONS

According to the Saskatchewan Conservation Data Centre, the proposed development may be located in an area considered to have vertebrate species at risk, however, the proposed development is located on farmland that has been cultivated for many years. (also attached as Appendix C).

6 PUBLIC CONSULTATION

A Public Open House was held on December 5, 2019 at the Log Cabin located beside the South Corman Park School. The open house was attended by approximately 25 people. Most of the attendees were there to get more information and response was mixed. Concerns were expressed regarding potential land use conflicts related to traffic, site lighting, and potential crime and incivility issues.

Find attached as Appendix F all correspondence received as a result of this meeting. Summaries of the concerns expressed along with the developer's response are noted below in Table 6-1.

Comments/Concerns	Developer's Response
Potential impacts of site lighting and light pollution	Proposed Zoning Agreement contains a clause which provides that outdoor lighting will be night sky compliant and will be located and arranged so that no direct rays of light are pointed at nearby properties, or interfere with the safe operation of nearby roadways.
Owners will have complete control over their unit including holding parties in individual units.	The proposed Zoning amendment contains a proposed definition of a luxury storage garage. This definition limits the use of the storage units to the storage and non-commercial repair or maintenance of motor vehicles, boats, recreation vehicles, and other similar items. Individual storage units may also include a lounge or seating area and sanitary facilities. The Bylaws of the proposed Condominium Corporation will contain further restrictions on the use of individual units. This is over and above the bylaws of Corman Park which will also apply to this development.
Increased traffic on Baker Road could negatively impact road conditions and overall safety.	A servicing review, completed by Catterall & Wright Consulting Engineers, noted that the proposed development is expected to generate 2 trips during AM peak hour, 2 trips during PM peak hour and 17 trips daily. This amount of traffic will have minimal impact on existing roads.
The use of septic tanks by this development could contaminate groundwater used by acreages in this area.	This development should have no impact on groundwater in the area. The servicing review was completed by Catterall & Wright Consulting Engineers for this development noted that wastewater will be handled with shared holding tanks used by multiple units, hauled to an accepting sewage treatment facility.
A proposal of this nature could cause an influx of criminal activity into the area.	This development should have no impact on criminal activity in the area. Site security will be of the utmost importance. Site access will be

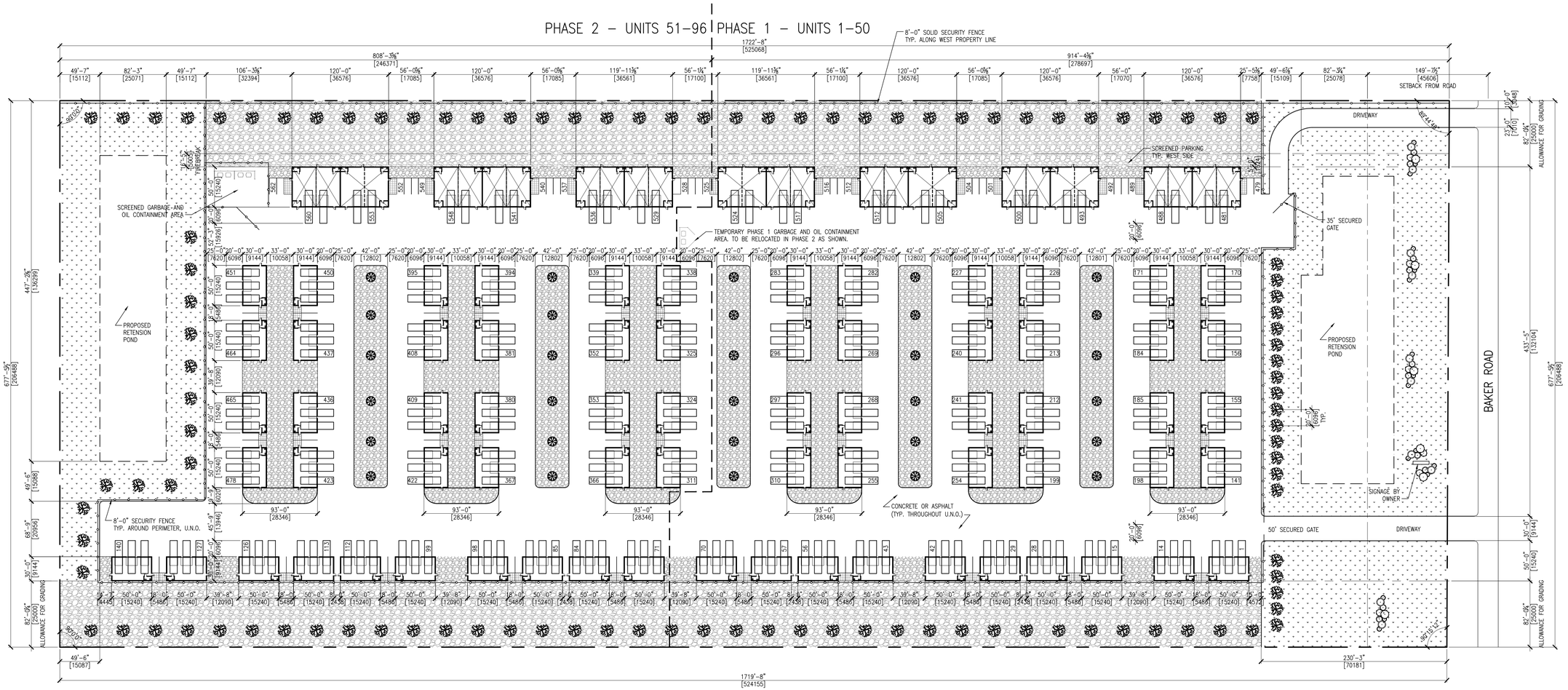
	controlled. The site will be appropriately fenced, gated and lighted to address security issues. In addition, there will be no outdoor storage.
A development of this type could adversely affect housing prices in the area.	The proposed development has been specifically designed to be compatible with the land uses in the surrounding area. The proposed use of this parcel is intended to accommodate luxury garage storage units. This development is intended for individuals who are looking for a high-quality secure space for the storage and non-commercial repair or maintenance of motor vehicles, boats, recreation vehicles, and other similar items. The spaces could also be used for hobbies such as woodworking. These site development features will provide a high-quality visual environment while providing necessary site security. The lighting of the site will be night sky compliant. The proposed development is not intended for residential occupancy or commercial repair enterprises. Outdoor storage will not be allowed.
This phase of the development involves 15.5 acres to be rezoned. However, at the meeting, it was mentioned that ~ 50 acres would be rezoned for the 2 phases of development.	The proposed development will occupy a total of 26.77 acres in 2 phases. Both phases are approximately equal in size (Phase 1: 50 units, Phase 2: 46 units; total of 96 units). Plans for the future development of the remaining 50 acres of the source parcel are unknown at this time and will be the subject of a separate application and consultation process should a rezoning be required.
This development may result in increased recreational vehicle activity with the potential for trespassing.	Some of the unit owners may have recreational vehicles which will be operated from this property. They will be expected to comply with all relevant bylaws.
Construction traffic and heavy equipment will impact Baker Road during construction.	There will be additional traffic on roads in the vicinity of this development during construction. This will take place over a limited time period and is inevitable during construction of any project.
Safety risks of combustible products in storage and during use.	Spatial separation requirements have been addressed by D-Code Engineering Ltd. This issue will be dealt with in detail as part of the building permit process.

A second letter was sent out by the R.M. on behalf of the developer on February 6th outlining the responses to concerns raised by neighbours. Neighbours were given until February 27th, 2020 to contact Jim Walters with any further questions or concerns. One phone call was received on

February 19th, 2020. This person wanted to know whether people would be able to live in the garage units like a residence. Our response was no - this is not the intent of the development and further to this, the bylaws of the R.M. and the bylaws of the condominium association would not permit garage units to be used as residences. This response satisfied the neighbour, who then had no concerns. A description of the future condominium bylaw prepared by Nussbaum Company Law Office is included as Appendix "I".

7 APPENDICES

Appendix “A”
Site Plan and Building Renderings



SITE PLAN – LANDSCAPING & PARKING

SCALE 1/64"=1'–0"

TOTAL PARKING STALLS

SMALL GARAGES
7 STALLS PROVIDED/GARAGE
LARGE GARAGES
12 STALLS PROVIDED/GARAGE

TOTAL SITE PARKING PROVIDED
562 STALLS

REGULAR STALL: 9'–0"x20'–0"

LANDSCAPE REQUIREMENTS:

LIST OF ACCEPTABLE TREE AND SHRUB SPECIES		
COMMON NAME	BOTANICAL NAME	SHAPE, COLOR, MATURE HEIGHT
DECIDUOUS TREES (SEASONAL)		
BLACK ASH	FRAXINUS 'NIGRA'	OVAL SHAPE, LIGHT GREEN COLOR, 8m HIGH
MANCANA ASH	FRAXINUS 'MANCANA'	OVAL SHAPE, GREEN COLOR, 10m HIGH
AMERICAN ELM	ULMUS AMERICANA	HIGH HEAD, GREEN COLOR, 25m HIGH
BASSWOOD	TILIA AMERICANA	LOW HEAD, DARK GREEN COLOR, 15m HIGH
DECIDUOUS SHRUBS (SEASONAL)		
AMUR MAPLE	ACER GINNALA	LOW HEAD, GOOD FALL COLOR, 5m HIGH
SILVER BUFFALO BERRY	SHEPHERDIA ARGENTA	BALL SHAPE, SILVER GREEN COLOR, 2.5m HIGH
RED OSIER DOGWOOD	CORNUS SERICEA	MOUND LIKE, RED STEMS, 2m HIGH
SIBERIAN CORAL DOGWOOD	CORNUS ALBA 'SIBERICA'	UPRIGHT, BRIGHT RED STEMS, 1.5m HIGH
SILVER LEAF DOGWOOD	CORNUS ALBA 'ARGENTEO MARGINATA'	UPRIGHT, WHITE–GREEN COLOR, 1.5m HIGH
SWEETBERRY HONEYSUCKLE	LONICERA CAERULEA	ROUND, YELLOW–WHITE FLOWERS, 1.5m HIGH
GOLDEN FLOWERED CURRANT	RIBES AUREUM	DENSE FOLIAGE, GOLD COLOR, 1.5m HIGH
ADELAIDE HOODLESS ROSE	ROSA ARKANSANA 'ADELAIDE'	SPRAWLING, DEEP RED FLOWERS, 1m HIGH
SANDCHERRY	PRUNUS PUMILA	SPREADING, GREY–GREEN COLOR, 0.5m HIGH
KATHERINE DYKES POTENTILLA	POTENTILLA FRUTICOSA 'KATHERINE DYKES'	ARCHING GROWTH, YELLOW FLOWERS, 1m HIGH
THREE LOBED SIPREA	SPIRAEA TRILOBATA	BALL SHAPE, WHITE FLOWERS, 1m HIGH
CONIFEROUS TREES (YEAR ROUND)		
BLACK HILLS SPRUCE	PICEA GLAUCA DENSATA	NARROW PYRAMID, DARK GREEN COLOR, 15m HIGH
SCOTS PINE	PINUS SYLVESTRIS	5–7cm NEEDLES, BLUE GREEN COLOR, 15m HGIH
CONIFEROUSE SHRUBS (YEAR ROUND)		
ARCADIA JUNIPER	JUNIPERUS ARCADIA	SPREADING, GREEN COLOR, 0.5m HIGH
COMPACT MUGO PINE	PINUS MUGO 'COMPACTA'	ROUND, DARK GREEN COLOR, 1m HIGH

LANDSCAPE LEGEND:

- CONCRETE OR ASPHALT, TYP. U.N.O.
- FREE DRAINING GRANULAR
- CONCRETE OR PATIO BLOCKS
- NATURAL GRASSES TO MATCH EXISTING NATIVE GRASSES IN THE AREA
- BLACK ASH TREE
- MANCANA ASH TREE
- CLUSTER OF SANDCHERRY AND SIBERIAN CORAL DOGWOOD SHRUBS AND ORNAMENTAL GRASSES

THE GARAGE
LUXURY GARAGE OWNERSHIP

CONSULTANT:
Rempel Engineering & Management Ltd
1809 LORNE AVENUE.
SASKATOON, SK., S7H 1Y5
PHONE: (306) 343-8737
FAX: (306) 343-8732
WWW.REMPELENG.CA

REV.	DATE	COMMENTS
B	AUG 04/20	ISSUED WITH REVISIONS
A	MAY 05/20	ISSUED FOR APPROVALS

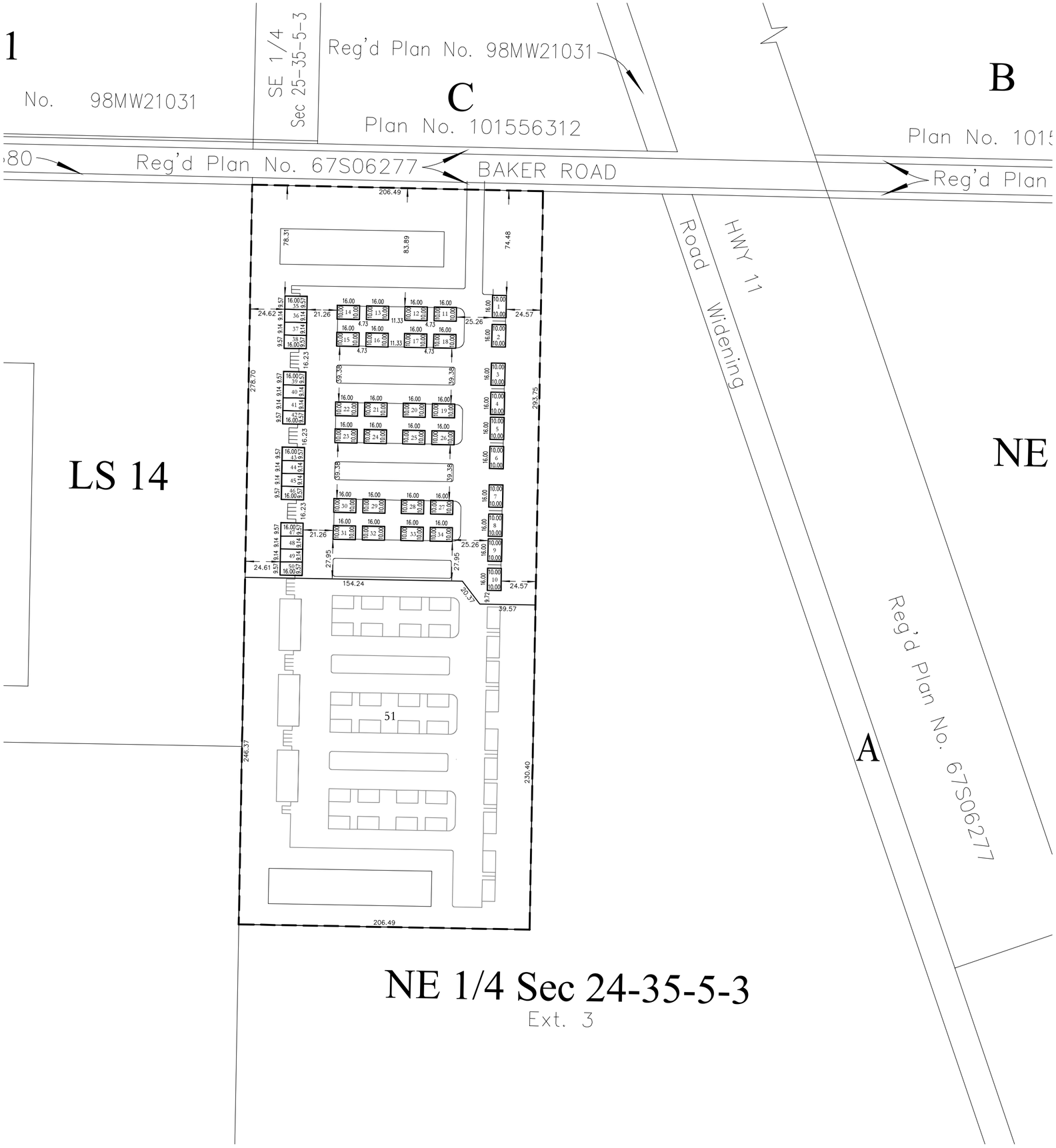
CLIENT:
SHERAY ENTERPRISES LTD. c/o GARY GAUDET & KERRY NEUFELD
WARMAN, SASKATCHEWAN

PROJECT:
THE GARAGE - LUXURY GARAGE OWNERSHIP
RM OF CORMAN PARK, SK

DRAWING NAME
SITE PLAN - PARKING, LANDSCAPING

PROJECT No.:	DRAWN/DESIGNED BY:
19–10919	KM/
SCALE: AS NOTED	DWG. No. B1.2

August 4, 2020 4:51:37 PM



NE 1/4 Sec 24-35-5-3

Ext. 3

PLAN OF PROPOSED SURFACE BARE LAND CONDOMINIUM FOR PROPOSED PARCEL A PLAN NO. 102_____

N.E. 1/4 SEC. 24
TWP. 35, RGE. 5, W. 3RD MER.
RM of CORMAN PARK,
SASKATCHEWAN
BY BRAD J. LUEY, S.L.S.
SCALE 1:2000

Dimensions shown are in metres and decimals thereof.

Buildings to be constructed are wholly within the proposed unit boundaries as shown.

All areas not designated with a unit number are common property.

Portion of this plan to be approved is outlined with a bold, dashed line and contains 10.83± ha (26.77± ac.).

Distances shown are approximate and may vary from the final plan of survey by ± 1.0m.

Registered owner

The signature above indicates;
That I (We) approve the Plan of Proposed Subdivision as presented.

Brad J. Luey December , 2019
Saskatchewan Land Surveyor

Prepared by
Webb Surveys

SC-0096-19cs BJF

PLAN OF PROPOSED SUBDIVISION OF PART OF N.E. 1/4 SEC. 24 TWP. 35, RGE. 5, W. 3RD MER. RM of CORMAN PARK NO. 344 SASKATCHEWAN

BY BRAD J. LUEY, S.L.S.

SCALE 1:5000

Dimensions shown are in metres and decimals thereof.

Portion of this plan to be approved is outlined with a bold, dashed line and contains 10.83± ha (26.77± ac.).

Distances shown are approximate and may vary from the final plan of survey by ± 1.0m.

Registered owner

The signature above indicates;
That I (We) approve the Plan of Proposed Subdivision as presented.

Brad J. Luey December , 2019
Saskatchewan Land Surveyor

Prepared by

Webb Surveys

SC-0096-19cs BJF

The Garage Conceptual Renderings

Corman Park, Saskatchewan

THE GARAGE
LUXURY GARAGE OWNERSHIP
AUTOMOTIVE • HOBBY • WORKSHOPS

The Garage Conceptual Renderings

Corman Park, Saskatchewan

THE GARAGE
LUXURY GARAGE OWNERSHIP
AUTOMOTIVE • HOBBY • WORKSHOPS

The Garage Conceptual Renderings

Corman Park, Saskatchewan

THE GARAGE
LUXURY GARAGE OWNERSHIP
AUTOMOTIVE • HOBBY • WORKSHOPS

The Garage Conceptual Renderings

Corman Park, Saskatchewan

THE GARAGE
LUXURY GARAGE OWNERSHIP
AUTOMOTIVE • HOBBY • WORKSHOPS

The Garage Conceptual Renderings

Corman Park, Saskatchewan

THE GARAGE
LUXURY GARAGE OWNERSHIP
AUTOMOTIVE • HOBBY • WORKSHOPS

The Garage Conceptual Renderings

Corman Park, Saskatchewan

THE GARAGE
LUXURY GARAGE OWNERSHIP
AUTOMOTIVE • HOBBY • WORKSHOPS

Appendix “B”
Setback Correspondence

Ministry of Highways and Infrastructure
Operation & Maintenance – Central
18, 3603 Millar Avenue
Saskatoon, Canada S7P 0B2

April 15, 2020

Our File: C.S. 11-08 Sub
Municipal File: R0032-20S

REVISED FROM FEBRUARY 12, 2020
RE-ISSUED FROM JANUARY 27, 2020
MUNICIPAL FILE: R0911-19S

Shawn Dukart
Ministry of Government Relations
Room 978, 122 - 3rd Avenue North
Saskatoon, SK S7K 2H6

Re: Proposed Subdivision
R.M. of Corman Park No. 344
NE 1/4 24-35-05-W3M
Intended Use: Commercial

The Ministry of Highways and Infrastructure has reviewed the above mentioned subdivision proposal. Our Ministry has no objections providing the following conditions are met:

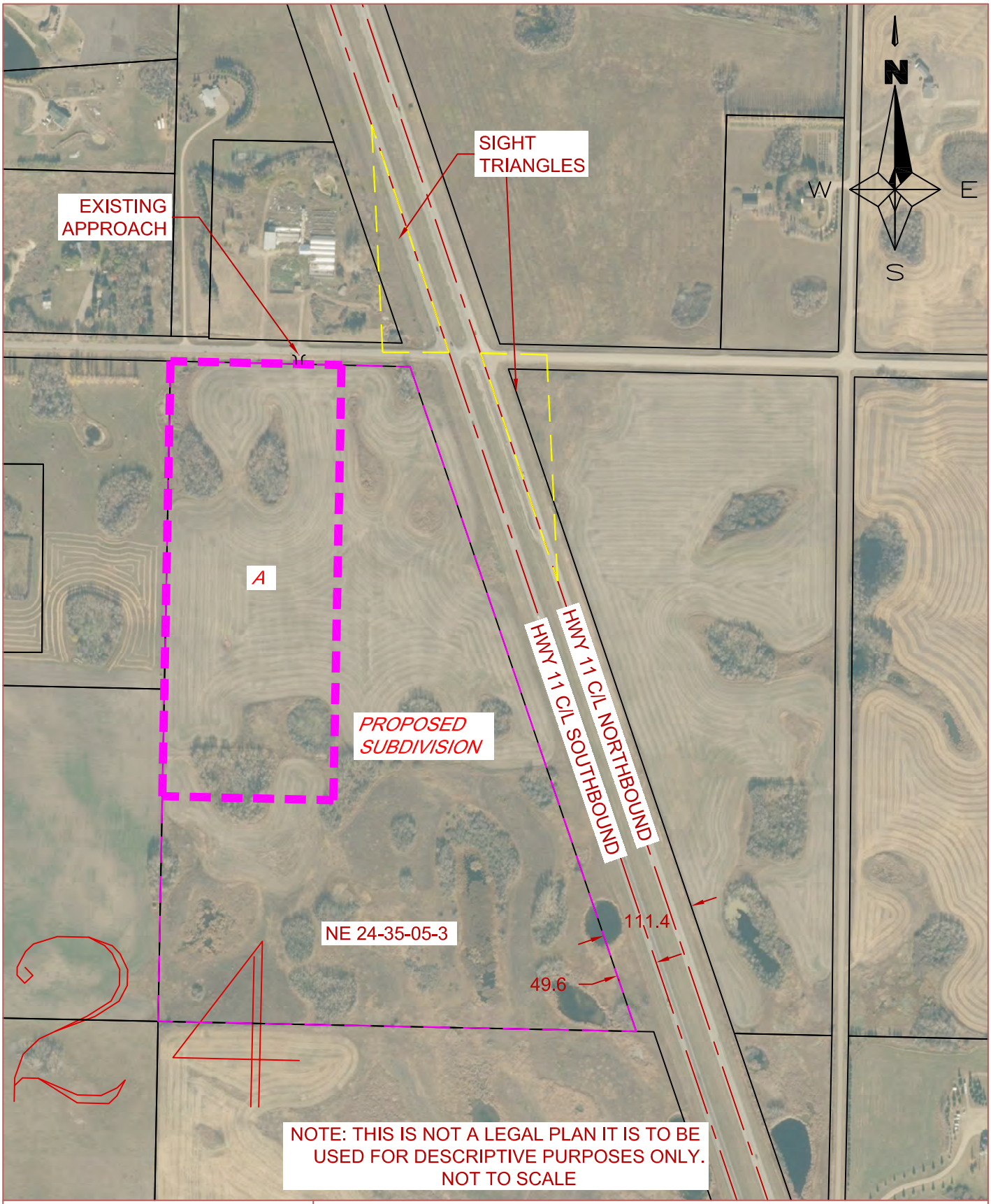
1. Any permanent development within 90 metres of the highway right-of-way requires a permit from this Ministry. Minimum setback from the existing roadway centreline is 60 metres for homes and 55 metres for trees, shrubs, granaries, commercial development, etc.
2. No new access to Highway 11 will be permitted. Access to the proposed subdivision shall be via the existing municipal road.
3. No development within a triangle formed by measuring the following distances from the intersection of the roadway centrelines and joining the points so obtained:

   290 metres (951 feet) along the highway centreline
   80 m (262 feet) along the intersecting road

Please quote both file numbers on return correspondence.

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

Ministry Contact: Matt Horbach, Phone (306) 933-5233, Fax (306) 933-5805



Government of Saskatchewan
Ministry of Highways & Infrastructure

PROPOSED SUBDIVISION

HWY 11
NE 1/4 24-35-05-W3M
km 24.78

DRAWN BY	M.HORBACH	DATE	20/04/15	CS	11-08	TAB NO	A4-SUBDIV
DESIGNED BY		DATE		CONTRACT		SHEET	1 OF 1

ACAD DWG: 3053524a_R0911-19S
LAST REV DATE: 20/01/27

Ministry of Highways and Infrastructure
Operation & Maintenance – Central
18, 3603 Millar Avenue
Saskatoon, Canada S7P 0B2

February 12, 2020
RE-ISSUED FROM JANUARY 27, 2020
MUNICIPAL FILE: R0911-19S

Our File: C.S. 11-08 Sub
Municipal File: R0032-20S

Shawn Dukart
Ministry of Government Relations
Room 978, 122 - 3rd Avenue North
Saskatoon, SK S7K 2H6

Re: Proposed Subdivision
R.M. of Corman Park No. 344
NE 1/4 24-35-05-W3M
Intended Use: Commercial

The Ministry of Highways and Infrastructure has reviewed the above mentioned subdivision proposal. Our Ministry has no objections providing the following conditions are met:

1. Any permanent development within 90 metres of the highway right-of-way requires a permit from this Ministry. Minimum setback from the existing roadway centreline is 60 metres for homes and 55 metres for trees, shrubs, granaries, commercial development, etc.
2. No new access to Highway 11 will be permitted. Access to the proposed subdivision shall be via the existing municipal road.
3. No development within a triangle formed by measuring the following distances from the intersection of the roadway centrelines and joining the points so obtained:

   290 metres (951 feet) along the highway centreline;

Please quote both file numbers on return correspondence.

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

Ministry Contact: Matt Horbach, Phone (306) 933-5233, Fax (306) 933-5805

Ministry of Government Relations

MINISTRY OF GOVERNMENT RELATIONS
JAN 17 2020
Received by Community Planning

Application to Subdivide Land

R0032-205 S.D.

1. Location of Land to be Subdivided:

RM of Corman Park No. 344
Municipality (City, Town, Village, RM)

N.E. 1/4 Sec. 24 Twp. 35 Rge. 5 Mer. 3

Proposed Parcel A
Lot(s) _____ Block(s) _____ Plan/Parcel No. _____

2. The Proposed Subdivision involves:

- ◉ Plan of Proposed Subdivision
- ○ Parcel Tie Removal (describe and include parcel pictures)
- ○ Other Subdividing Instrument (lease, easement)

3. Legal and Physical Access to the Subdivision is via: ◉ Paved ○ Gravel ○ Unimproved

☐ Grid Road ☐ Highway ☐ Resource Road ☐ Northern Crown Land
☐ Main Farm Access ☐ Urban Street ☒ Road Allowance ☐ Trail

4. Physical Nature of the Land to be Subdivided:

a) What is the physical nature of the proposed lot(s) or parcel(s)?

☒ Wooded/Treed ☐ Cultivated ☐ Pasture ☒ Hilly ☐ Level/Flat ☐ Low/Swampy ☐ Adjacent to a Lake, River, or Creek

Describe the physical nature in more detail:

b) Drainage:

How will the proposed lot(s) or parcel(s) be drained?

☒ Natural ☐ Ditches ☐ Curb and Gutter ☐ Storm Sewer

Do you propose to discharge surface water into a highway ditch or waterway? ☐ Yes ☒ No

Show drainage courses on the Plan of Proposed Subdivision.

5. Land Use:

a) What is the land presently used for?

☒ Agriculture ☐ Residential ☐ Seasonal Recreation (Cottage) ☐ Commercial ☐ Industrial ☐ Other

Describe the present land use in more detail:

b) What is the **intended** use of the proposed lot(s) or parcel(s)?

☐ Agriculture ☐ Residential ☐ Seasonal Recreation (Cottage) ☒ Commercial ☐ Industrial ☐ Other

Describe the intended use in more detail:

c) Are there any buildings on the land being subdivided? ☐ Yes ☒ No

Indicate the location, distance from the property boundary and use of all buildings and utility lines on the Plan of Proposed Subdivision/ Parcel Picture.

6. **Services:**

a) Water Supply is: ☐ Existing ☒ Proposed ☐ Not Required

☒ Communal System ☐ Cistern ☐ Lake / Waterbody

☐ Municipal Well ☐ Private Well ☐ Other

Describe / specify proposed water source: Dundurn Water Corp.

b) Sewage Disposal is: ☐ Existing ☒ Proposed ☐ Not Required

☐ Municipal ☐ Private-On-site (please specify below)

☐ Mound ☐ Chamber ☒ Holding Tank

☐ Jet Type ☐ Absorption Field ☐ Other

Describe / specify proposed sewage disposal system: _____

Please show all set back distances from the property boundary, house, well and water course(s) on the plan of proposed subdivision.

7. **Utility Services:**

Electrical Power is:	☐ Existing	☒ Proposed	☐ Not Required	☐ Not Available
Telephone service is:	☐ Existing	☐ Proposed	☒ Not Required	☐ Not Available
Natural Gas is:	☐ Existing	☒ Proposed	☐ Not Required	☐ Not Available

8. **Surrounding Land Uses:**

If the proposed subdivision is in a Rural Municipality, are any of the following within 5 km; or
If in an Urban Municipality, are any of the following within 500 m? Check all that apply.

	If checked, please state distance
☑ Airport Air Drone	1/2 mile
☐ Intensive Livestock Operation	
☐ Sewage Treatment Facility or Sewage Lagoon	
☐ Landfill for disposal of garbage or refuse	
☐ High Voltage Power Transmission Line	
☐ High Pressure Gas Transmission Line, Oil Line (specify)	
☐ Industrial Commercial Operation (specify)	
☐ National, Provincial, or Regional Park	
☑ Residential Lot(s) South Point	1/2 mile
☐ Water Body or Course	
☐ Cemetery	
☑ School Bus Route Corman Park	Adjacent
☐ Urban Municipality	
☐ Water Treatment Plant or Reservoir	
☐ Other (specify)	

9. **Additional Comments:**

10. **Other Requirements:**

1. Applications must include a copy of the title to the land being subdivided and the Basic Fees. Also include any relevant permits or approvals obtained from other agencies or a municipality.
2. Basic Fees are $200 per proposed lot (non-refundable) plus $150 for a issuance of a Certificate of Approval. The fees are exempt from GST & PST. Make a cheque or money order payable to the Minister of Finance.
3. Applicants may be asked for additional fees and information if found to be needed during the review of an application.
4. Until the review of an application is done and a decision is issued, no binding contracts for the land should be made and no construction or site preparation work should be started.
5. Personal information given on this form is collected pursuant to The Freedom of Information and Protection of Privacy Act and will be shared with other agencies involved in reviewing subdivision applications. If you do not want your personal information to be shared, contact the Community Planning Branch to discuss your concerns before submitting a completed form.

11. **Applicant(s):** *(persons making the application and to whom correspondence should be addressed)*

a) Name of registered owner of land to be subdivided:

Name: Sheray Enterprise Ltd.

Address: Box 730

City/Town/Village: Warman

Prov.: Saskatchewan Postal Code: S0K 4S0

Email: g.gaudet@sasktel.net Tel.: 306-222-9899

b) Land Surveyor / Planner / Lawyer /Agent (specify):

Name: Brad J. Luey Company Name: Webb Surveys

Address: 222 Jessop Avenue

City/Town/Village: Saskatoon

Prov.: Saskatchewan Postal Code: S7N 1Y4

Email: BLuey@midwestsurveys.com Tel.: 306-955-5330

c) Declaration by registered owner:

I, BRAD J. LUEY hereby certify that I
(Full name in block capitals)

— am the registered owner of the land proposed for subdivision.

✓ am authorized, in writing, to act as the registered owner per Sections 2(b.2) and 5(3) of The Subdivision Regulations, I hereby swear that all statements contained with this application are true, and I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath, and by virtue of the Canada Evidence Act.

Signature: Date: January 16th, 2020

Name: Webb Surveys Address: 222 Jessop Avenue

City/Town/Village: Saskatoon Prov.: SK Postal Code: S7N1Y4 Tel.: 306-955-5330

Replies are to be sent to (please specify): ☐ a ■ b ☐ c

Province of Saskatchewan
Land Titles Registry
Title

Checked 1/16/20

Title #: 151926644
Title Status: Active
Parcel Type: Surface
Parcel Value: $627,500.00 CAD
Title Value: *$627,500.00 CAD*
Converted Title: 67S06258
Previous Title and/or Abstract #: 150019714

As of: 17 Dec 2019 09:20:17
Last Amendment Date: 03 Jun 2019 09:04:30.660
Issued: 03 Jun 2019 09:04:30.533

Municipality: RM OF CORMAN PARK NO. 344

SHERAY ENTERPRISE LTD. is the registered owner of Surface Parcel #203382806

Reference Land Description: NE Sec 24 Twp 35 Rge 05 W 3 Extension 3

This title is subject to any registered interests set out below and the exceptions, reservations and interests mentioned in section 14 of *The Land Titles Act, 2000*.

Registered Interests:

None

Addresses for Service:

Name	Address
Owner:	
SHERAY ENTERPRISE LTD. Client #: 12701431S	204-2102 8TH ST E SASKATOON, SK, Canada S7H 0V1

Notes:

Parcel Class Code: Parcel (Generic)

Back

Utility Declaration Form

Government of Saskatchewan

Utility Requirements under
The Planning and Development Act, 2007,
The Saskatchewan Telecommunications Act,
The SaskEnergy Act and The Power Corporation Act.

I (We), SHERAY ENTERPRISE LTD. of
(full legal name - no initials)

BOX 730, WARMAN, SASKATCHEWAN S0K 4S0
(address or community of residence)
in the Province Saskatchewan, hereby declare that:

1. I am (We are) the registered owner(s) as defined by Section 2(b.2) of *The Subdivision Regulations* of the land being subdivided on the attached plan of proposed subdivision (plan) dated _____ and signed by _____ a Saskatchewan Land Surveyor/Registered Professional Planner.

2. The legal description of the land being subdivided is:

Parcel Number	Title Number	Lot/Parcel	Block	Plan Number
203382806	151926644	Proposed Parcel A		

Reference Description: NE ¼ Section 24 Township 35 Range 5 W 3rd Meridian. Ext 3

3. I (We) have viewed the subdivision plan or parcel tie removal and understand there may be existing utility lines that may or may not be registered on title.

4. I (We) understand the existing utility lines are in place pursuant to unregistered statutory easements and that utility companies have no legal obligation to remove or relocate them.

I (We) agree to either 5A or 5B. (Please strike out the non-applicable paragraph either 5A or 5B.)

~~5A. I (We) have no objection to the location of the utility lines on the land to be subdivided and will grant any formal written easement agreements or forms as may be required by the utility company owning the line(s).~~

OR

5B. I (We):
   a) Request removal or relocation of existing _____ power, gas or telecommunications utility lines (circle the appropriate utility) indicated on the plan/application for subdivision approval and have contacted the utility company owning the lines; and
   b) Have no objection to the location of other utility lines and will grant any formal written easement agreement or form as may be required by the utility company owning the line(s) upon written request.

6. If a formal written easement agreement is granted I (we) will not sell or transfer any part of the land until the easement is returned to the utility company and registered on the title to the land if required.

7. I (We) agree that if I (we) fail to return a formal written easement agreement to the utility company within a reasonable period of time I (we) will have otherwise deemed to consent to the location of the utility line(s) in their current location.

8. I (We) understand that this application agreement and declaration will remain in force and bind any successor owners of title to the parcel(s) of land created by this subdivision. Please supply the name, address and phone number of the utility company representative contacted about moving existing lines or extending new lines if required as part of 5B.

_____ _____ _____

_____ _____ _____

_____ _____ _____

I (We) understand this form may expedite subdivision application review and I (we) agree to signing all of the necessary easements as requested by the utility companies.

Signed in the SASKATOON
in the Province of Saskatchewan,
this 17 day of Dec., 2019.

Signature of Landowner

Signature of Landowner

Signature of Landowner

Signature of Landowner

G.Gaudet@Sasktel.net
E-mail address of landowner(s)

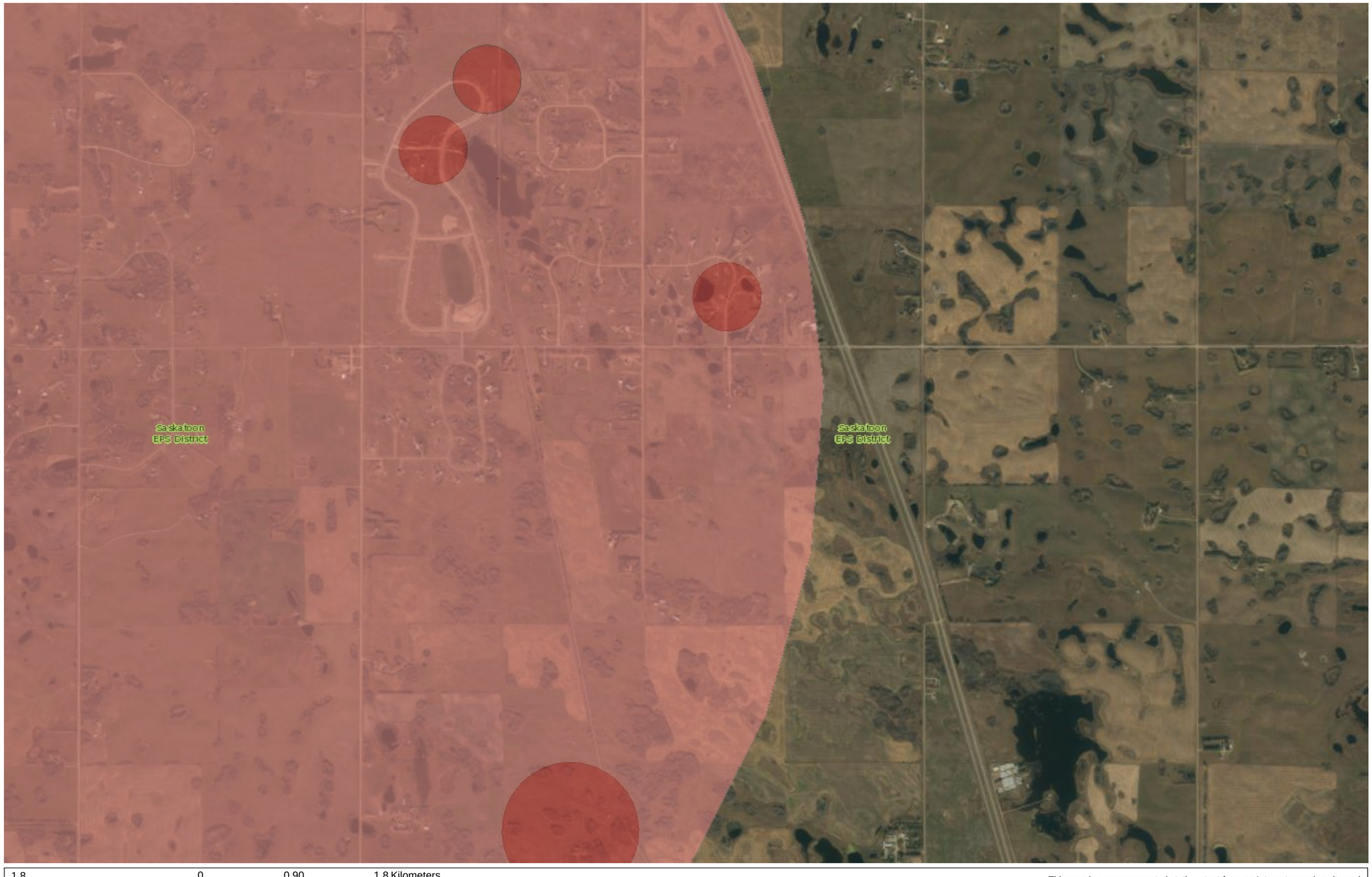
This form must be submitted to the Ministry of Government Relations, Community Planning Branch with a completed *Application to Subdivide Land*.
Community Planning File: _____


26
25
35-05-3
23
24


25
35-05-3
1
24

Appendix “C”
Heritage and Environmental Queries

Tools & Features Demonstration Site



Legend

- Provincial Boundary
- Ecological Protection Specialis
- Rare and Endangered Species
  - Vertebrate Animal
  - Invertebrate Animal
  - Animal Assemblage
  - Vascular Plant
  - Nonvascular Plant
  - Other (Botanical)
  - Fungus
- Water Security Agency
- Game Preserve
- National Wildlife Area
- Migratory Bird Sanctuary
- Conservation Easements
- Crown Land Subdivisions
- Ecological Reserves
- Fish and Wildlife Development
- Community Pastures - Federal
- Ramsar Wetland
- Reservoir Development Areas
- Representative Areas
- Community Pastures - Provinc
- Special Management Areas
- Wildlife Habitat Protection (WH
- Wildlife Refuge
- Private Stewardship Agreemer
- Crown Conservation Easemen
- National Park
- Provincial Park

1: 35,432

1.8 0 0.90 1.8 Kilometers

WGS_1984_Web_Mercator_Auxiliary_Sphere

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

This map was automatically generated using Geocortex Essentials.

Saskatchewan

Developers' Online Screening Tool

Inquiry was made on November 20, 2019 at 3:17 PM

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

Quarter-section:	NE
Section:	24
Township:	35
Range:	5
Meridian:	3

This quarter-section is NOT heritage sensitive.

It is not necessary to submit the project to the Heritage Conservation Branch for screening. These results can be printed for submission to other regulatory bodies (e.g. Saskatchewan Environment, Saskatchewan Energy and Resources). Please email **arms@gov.sk.ca** if you have any questions.

Refine Search | New Search | Log Out

4.6K

Saskatchewan

Appendix “D”
Servicing Review

Jim Walters

From: Craig Habermehl <chabermehl@rmcormanpark.ca>
Sent: Thursday, September 05, 2019 11:35 AM
To: Nadeem Hyder
Subject: RE: Garage Development in RM of Corman Park

Hi Nadeem,

Public Works is of the opinion that a TIA is not required.
Can you confirm with the Ministry of Highways to see if they require one since access is very close to Hwy No. 11.

Let me know if you have any further questions,

Thanks,

Craig Habermehl

From: Nadeem Hyder [mailto:n.hyder@cwce.ca]
Sent: Tuesday, August 27, 2019 2:29 PM
To: Craig Habermehl <chabermehl@rmcormanpark.ca>
Subject: Garage Development in RM of Corman Park

Hi Craig

The She-Ray Enterprise is proposing to develop a Garage Development in RM of Corman Park at southwest quadrant of the intersection of Highway 11 and Baker Road at NE1/4 24-35-5-W3M. The development will consist of 98 garages to be rented out to individual people for storage of cars, RVs, snowmobiles etc. The site plan of the proposed development is attached for your review.

The GFA of one garage is 1500 sq. ft. so the total GFA of 98 units is 147,000 sq. ft. As the car storage facility is a unique land use and a directly relevant trip rate from the ITE Manual is not available, Mini-Warehouse land use was used to calculate trips from the proposed site.

Based on the above information, the proposed Garage Development will potentially generate 16 trips during morning peak hour, 28 trips during evening peak hour and 243 trips daily.

Table 2 – Trip Generation Estimate

Land Use Type	Size	AM Peak Hour				PM Peak Hour				Daily			
		Rate	In	Out	Total	Rate	In	Out	Total	Rate	In	Out	Total
Mini-Warehouse (1000 sf. ft. rentable area)	147	0.11	8	8	16	0.19	15	13	28	1.65	121	121	243

We propose to include Highway 11 and Baker Road intersection in the study area. Can you please let me know if the RM will require a full TIA for the above development or a letter stating the project detail and anticipated trip generation will be sufficient. If a full TIA is required, can you please confirm the study area and let me know if RM has any transportation concern within the study area.

Best Regards
Nadeem

Nadeem Hyder, M.Sc., P.Eng.
Manager, Transportation Division
Catterall & Wright | Consulting Engineers
1221 8th Street East, Saskatoon, SK S7H 0S5
www.cwce.ca | Facebook | LinkedIn
Office: (306)343-7280 | Cell: (306)203-9584 | Fax: (306)956-3199

Jim Walters

From: Petras, Julian HI <julian.petras@gov.sk.ca>
Sent: Thursday, August 22, 2019 9:15 AM
To: Nadeem Hyder
Cc: Carleen Bartel; Hay, Christine HI; Fertuck, Jennifer HI
Subject: RE: Garage Development in RM of Corman Park

Good Morning Nadeem,

We have completed our review of this proposed development and have determined that a TIA will not be required. The information you have already provided will be sufficient for our records. Let me know if you need any further documentation from the Ministry.

Thank you for reaching out and inquiring about a TIA for this development.

Regards,

Julian Petras, Engineer-In-Training
Project Manager
Traffic Engineering & Development
Ministry of Highways and Infrastructure
Government of Saskatchewan

Unit #18 – 3603 Millar Avenue
Saskatoon, SK S7P 0B2

Bus: 306-933-5340
Fax: 306-933-5188

From: Nadeem Hyder <n.hyder@cwce.ca>
Sent: Monday, August 19, 2019 9:24 AM
To: Petras, Julian HI <julian.petras@gov.sk.ca>
Cc: Carleen Bartel <c.bartel@cwce.ca>; Hay, Christine HI <christine.hay@gov.sk.ca>
Subject: RE: Garage Development in RM of Corman Park

Hi Julian

As requested, the trip distribution assumptions from the proposed development are attached. Please note that the trips to/from West will not use Highway 11 and Baker Road intersection.

Best Regards,

Nadeem

From: Petras, Julian HI [mailto:julian.petras@gov.sk.ca]
Sent: Friday, August 16, 2019 3:21 PM
To: Nadeem Hyder <n.hyder@cwce.ca>
Cc: Carleen Bartel <c.bartel@cwce.ca>; Hay, Christine HI <christine.hay@gov.sk.ca>
Subject: RE: Garage Development in RM of Corman Park

Hey Nadeem,

Would you be able to provide a high level estimate of the traffic distribution for the trips generated by the development? I am mainly interested in the percentage of vehicles that will be leaving the development and turning right onto Highway 11.

Thanks,

Julian Petras, Engineer-In-Training
Project Manager
Traffic Engineering & Development
Ministry of Highways and Infrastructure
Government of Saskatchewan

Unit #18 – 3603 Millar Avenue
Saskatoon, SK S7P 0B2

Bus: 306-933-5340
Fax: 306-933-5188

From: Nadeem Hyder <n.hyder@cwce.ca>
Sent: Friday, August 16, 2019 1:52 PM
To: Petras, Julian HI <julian.petras@gov.sk.ca>
Cc: Carleen Bartel <c.bartel@cwce.ca>
Subject: FW: Garage Development in RM of Corman Park

Hi Julian

Could you please provide me an update on when we might expect to receive the Ministry's response on our below email?

Best Regards,

Nadeem

From: Nadeem Hyder
Sent: Tuesday, July 30, 2019 2:31 PM
To: Petras, Julian HI <julian.petras@gov.sk.ca>
Cc: Carleen Bartel <c.bartel@cwce.ca>
Subject: Garage Development in RM of Corman Park

Hi Julian

The She-Ray Enterprise is proposing to develop a Garage Development in RM of Corman Park at southwest quadrant of the intersection of Highway 11 and Baker Road at NE1/4 24-35-5-W3M. The development will consist of 98 garages to be rented out to individual people for storage of cars, RVs, snowmobiles etc. The site plan of the proposed development is attached for your review.

The GFA of one garage is 1500 sq. ft. so the total GFA of 98 units is 147,000 sq. ft. As the car storage facility is a unique land use and a directly relevant trip rate from the ITE Manual is not available, Mini-Warehouse land use was used to calculate trips from the proposed site.

Based on the above information, the proposed Garage Development will potentially generate 16 trips during morning peak hour, 28 trips during evening peak hour and 243 trips daily.

Table 2 – Trip Generation Estimate

Land Use Type	Size	AM Peak Hour				PM Peak Hour				Daily			
		Rate	In	Out	Total	Rate	In	Out	Total	Rate	In	Out	Total
Mini-Warehouse (1000 sf. ft. rentable area)	147	0.11	8	8	16	0.19	15	13	28	1.65	121	121	243

As the proposed development generates more than 20 vehicle trips per day but less than 700 trips per day (or 100 vehicles per hour), it will be the discretion of the Ministry to determine if a full TIA is required.

Can you please let me know if the Ministry will require a full TIA for the above development or a letter stating the project detail and anticipated trip generation will be sufficient.

Best Regards
Nadeem

From: Petras, Julian HI [mailto:julian.petras@gov.sk.ca]
Sent: Tuesday, July 30, 2019 10:49 AM
To: Nadeem Hyder <n.hyder@cwce.ca>
Subject: RE: Traffic Engineering group

Hey Nadeem,

Yes, I am back with the Traffic Engineering group and am handling all the TIA's. What sort of information are you looking for?

Julian Petras, Engineer-In-Training
Project Manager

Traffic Engineering & Development
Ministry of Highways and Infrastructure
Government of Saskatchewan

Unit #18 – 3603 Millar Avenue
Saskatoon, SK S7P 0B2

Bus: 306-933-5340
Fax: 306-933-5188

From: Nadeem Hyder <n.hyder@cwce.ca>
Sent: Tuesday, July 30, 2019 10:07 AM
To: Petras, Julian HI <julian.petras@gov.sk.ca>
Subject: Traffic Engineering group

Hi Julian

Hope you are fine. Are you back to Traffic Engineering section? I need some information regarding a TIA in RM of Corman Park near Saskatoon.

Thanks

Nadeem

From: Petras, Julian HI [mailto:julian.petras@gov.sk.ca]
Sent: Thursday, December 6, 2018 8:50 AM
To: Nadeem Hyder <n.hyder@cwce.ca>
Subject: RE: Country Estates, Battleford TIA - Traffic Counts and Collision Data at Study Intersection along Highway 40 in Town of Battleford

Morning Nadeem,

I'll have some of my coworkers back in the Traffic Engineering group pull that data for you. I got your voicemail, and you will have to talk to Andrea about what intersections should be included in the analysis. I am currently on a temporary assignment with another group within the Ministry so I am not looking into any new TIA's.

Regards,

Julian Petras, Engineer-In-Training
Government of Saskatchewan
Project Manager
Operations Standards, Ministry of Highways and Infrastructure

Unit #18 – 3603 Millar Avenue
Saskatoon, SK S7P 0B2

Bus: 306-933-5340
Fax: 306-933-5188

From: Nadeem Hyder <n.hyder@cwce.ca>
Sent: Friday, November 30, 2018 11:20 AM
To: Petras, Julian HI <julian.petras@gov.sk.ca>
Cc: Landell, Andrea HI <andrea.landell@gov.sk.ca>
Subject: Country Estates, Battleford TIA - Traffic Counts and Collision Data at Study Intersection along Highway 40 in Town of Battleford

Hi Julian

Battleford West Properties retained Catteral & Wright to conduct a TIA for their residential development (Country Estates) in the Town of Battleford along Highway 40. The proposed development will have direct access from Highway 40. The project location plan and site plan are attached herewith.

Can you please provide us with the recent counts, if available, at the study intersection and five-year collision data in the vicinity of the project. We appreciate your co-operation.

Best Regard,

Nadeem

Nadeem Hyder, M.Sc., P.Eng.
Manager, Transportation Division
Catterall & Wright | Consulting Engineers
1221 8th Street East, Saskatoon, SK S7H 0S5
www.cwce.ca | Facebook | LinkedIn
Office: (306)343-7280 | Cell: (306)203-9584 | Fax: (306)956-3199

CATTERALL & WRIGHT
CONSULTING ENGINEERS

CATTERALL & WRIGHT | CONSULTING ENGINEERS
1221 – 8th STREET EAST | SASKATOON, SK S7H 0S5
TEL: (306) 343-7280 | www.cwce.ca | FAX: (306) 956-3199

October 2019

Garage Development Servicing Review

R.M. of Corman Park, SK

For:

Sheray Enterprises Ltd.
c/o Gary Gaudet & Kerry Neufeld

Table of Contents

1.0 Introduction

Catterall & Wright has completed the following storm water management and site servicing report for a proposed garage development located within 34.5 ha of NE-24-35-05-3 Ext 3 (Surface Parcel Number 203382806) in the Rural Municipality (RM) of Corman Park. The site is bound by Baker Road on the north and Highway 11 on the east. The Garage subdivision will be located on 10.8 ha within the north west corner of this parcel and will consist of 96 units. The purpose of this report is to summarize the preliminary drainage design and storm water management as well as site servicing review completed for the proposed development. The following sections were prepared to comply with RM of Corman Park development requirements and the drainage considerations outlined in the RM's CDR Checklist document.

2.0 Existing Site Conditions

An Unmanned Aerial Vehicle (UAV) survey drone was utilized by Catterall & Wright to collect topographical information along with a photo orthomosaic of the existing site. Presently, the site includes rolling topography, some of which allows for farmable cropland with areas of vegetation and localized low areas and sloughs. The existing parcel has three drainage areas as shown on Drawing 680-001P1 in Appendix A. Most of this subdivision is located within the north west drainage basin and the south drainage basin, a small sliver drains to the east but will be directed to the pond in the north west.

The portion of the parcel to be subdivided for the garage development totals 10.8 ha; the north portion of the site (Area 1) is 4.6 ha and the south half of the site (Area 2) is 6.2 ha. Tables 2.1 and 2.2 summarizes the predevelopment surfacing type and associated runoff coefficient, C.

Table 2.1: Pre-Development Runoff Conditions Area 1

Surfacing Type	**Area (m^2)**	**Runoff Coefficient, C (2 Year)**
Landscaping	39,340	0.10
TOTAL	**39,340**	**0.10**

Table 2.2: Pre-Development Runoff Conditions Area 2

Surfacing Type	**Area (m^2)**	**Runoff Coefficient, C (2 Year)**
Landscaping	62,000	0.10
TOTAL	**62,000**	**0.10**

Based on the orthomosaic from the UAV survey, the southern portion of the parcel collects a portion of runoff from the site and contains multiple low areas that fill and spill to the south east corner. In addition, the north portion of the site is divided and drains to the north east and north west corners. General drainage is denoted with blue arrows. An orthomosaic image of the site is shown below in Figure 2.1.

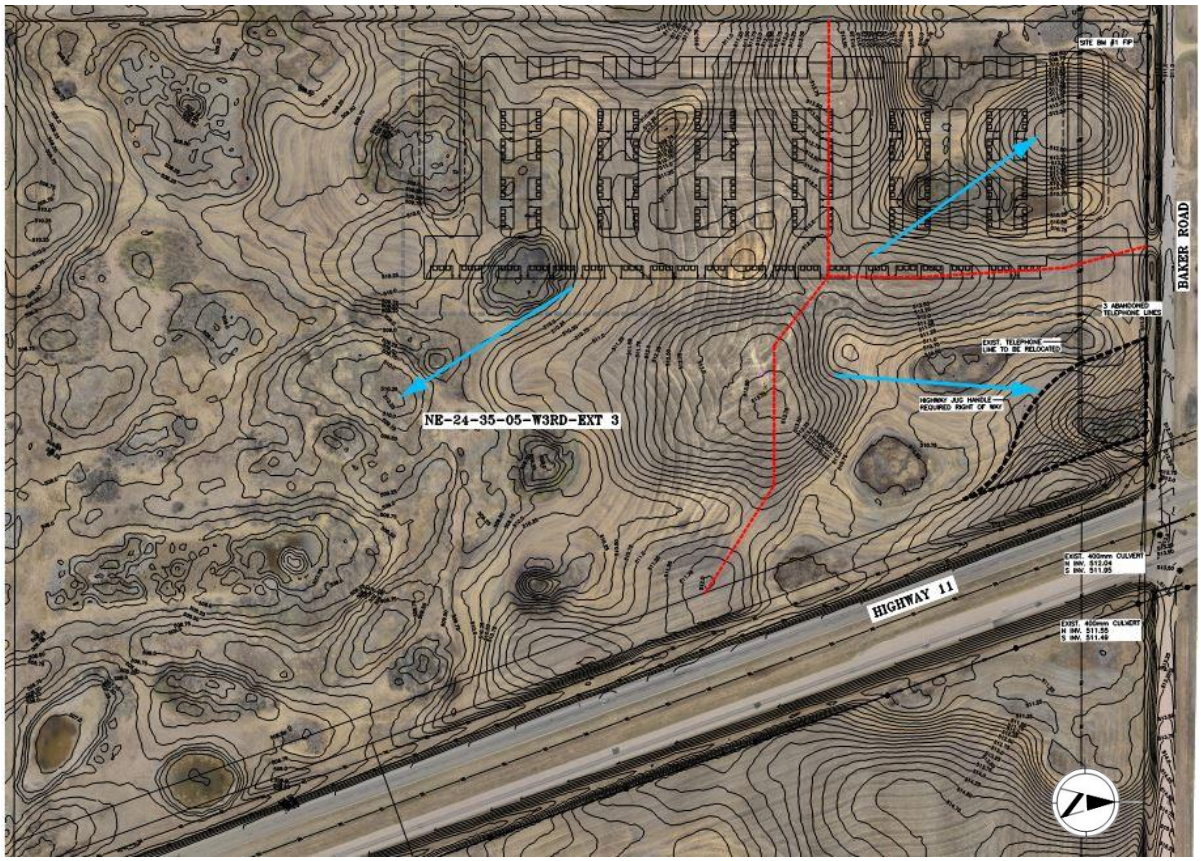


Figure 2.1: Orthomosaic Image of Property and Surrounding Area with General Drainage Direction

A drawing of the existing site conditions completed with topographical survey can be reviewed in Appendix A.

3.0 Existing Utilities

A request for utility records was completed through Shermco utility locating services. Approximate locations were provided for reference purposes, but were not located in the field. As shown on the attached drawings, there is overhead power south of Baker Road and east of Highway 11. There are also three abandoned and one existing telephone line that cross east-west at the north end of the site. The existing telephone line will need to be relocated prior to grading and site development. The developer has contacted SaskTel to review the relocation process. SaskEnergy does not appear to have

gas mains within the surrounding right of ways and will require extension from the closest distribution line.

As shown on the Conceptual Servicing Plan, Drawing No. 680-001P3, we have provided preliminary easements to allow for installation of shallow buried within the site. It is recommended that the developer work with SaskTel, SaskEnergy and SaskPower to review service extensions and timelines for construction as required.

4.0 Site Layout & Preliminary Grading Plan

A site plan and preliminary grading plan for the proposed development are attached in Appendix A. The garage subdivision will require two storm water retention ponds. There is considerably more hard surfacing included in the post-development conditions compared to the pre-development conditions; the runoff coefficient for the pre-development condition is 0.10, compared to 0.52-0.57 for the two post development areas. Table 4.1 summarizes the post-development summary and the associated runoff coefficient, C factor:

Table 4.1: Post-Development Runoff Conditions

Surfacing Type	Area 1 (m^2)	Runoff Coefficient, C (2 Year)	Area 2 (m^2)	Runoff Coefficient, C (2 Year)
Concrete	14,848	0.95	22,583	0.95
Landscaping	23,535	0.10	28,172	0.10
Building	5,055	0.95	8,323	0.95
Pond	2,914	1.00	2,898	1.00
Total	46,353	0.52	61,976	0.57

5.0 Storm Water Management

The existing property currently has surface drainage in three directions. The proposed drainage plan will follow the existing drainage patterns for release of retained storm water runoff. Area 1 will be directed to the north west. Area 2 will be directed to the south east. The modelled pre-development runoff rate for Area 1 is approximately 1,186 L/s and 1,230 L/s for Area 2.

In order to manage the increased impermeability and associated runoff of the proposed development, a preliminary grading plan with preliminary pond locations was developed. The purpose of the storm water pond is to provide attenuation during storm events, thereby minimizing the effect of the

development on surrounding properties. Catterall & Wright prepared a preliminary grading plan for the development, which contains all runoff from the site into two storm water retention ponds with controlled outlets for each. Internal drainage grades will range from 0.5% - 4.0% for concrete roadways and a minimum of 1.0% for landscaped areas.

The ponds were sized to provide storage for the 1:100 year storm event with an additional 25% storage, while maintaining a post-development runoff rate equal to or less than 1,186 L/s for Area 1 and 1,230 for Area 2. The development was modelled using XPSWMM software to confirm that the presented storm water retention pond can adequately manage the development's storm water, thus maintaining the existing drainage patterns and flow rates.

The pond storage volume required for the full development totals 4355 cubic metres. A breakdown of the proposed pond storage volume for each site is listed below:

- Area 1 = 2065 cubic metres
- Area 2 = 2290 cubic metres

The proposed storm water detention ponds should require minimal maintenance, limited to clearing vegetation growth near the culvert inlets. A conceptual layout of the storm ponds is shown in Figure 5.1 below. Each pond will be controlled by a single outlet. For Area 1, the storm water will be released into the existing ditch that grades west along Baker Road. For Area 2, the controlled release of storm water will flow into the existing low areas and may require some ditching to the south east corner of the parcel and flows south east in the Highway 11 ditch.

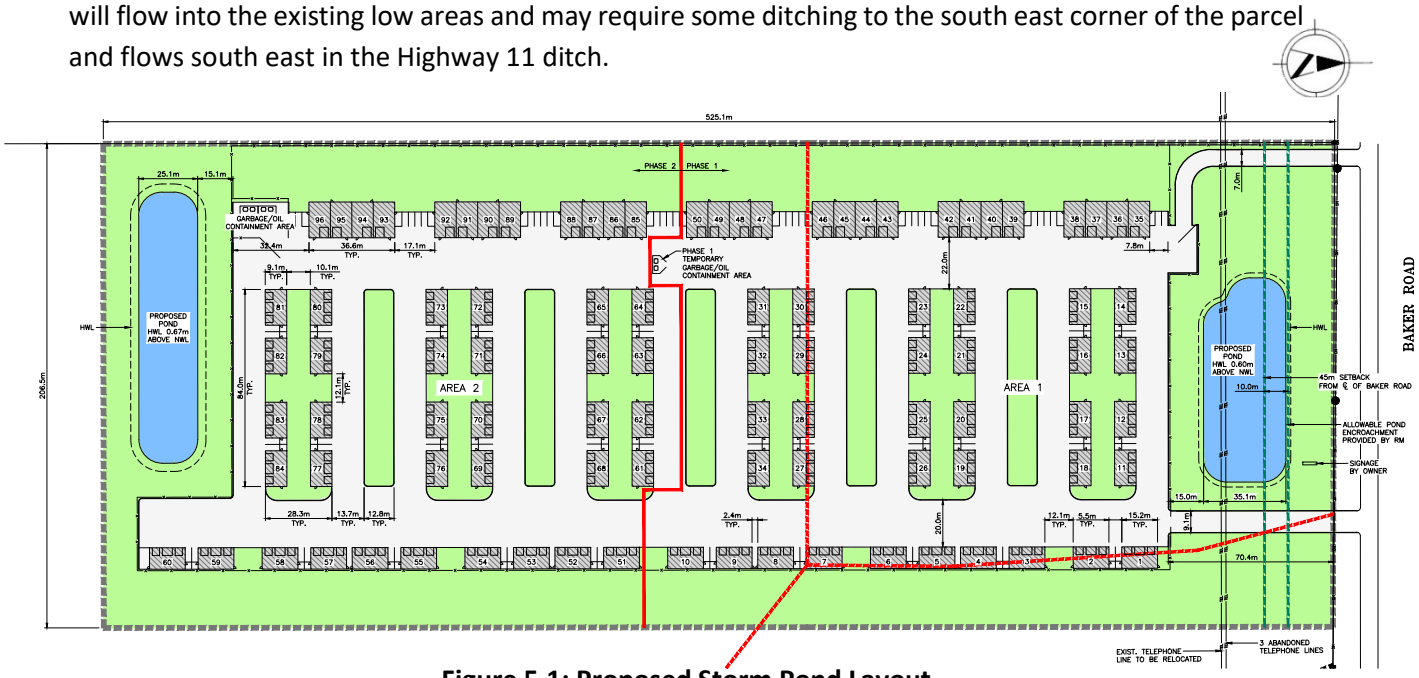


Figure 5.1: Proposed Storm Pond Layout

6.0 Population Projection

As this is a relatively new style of development for the area, the expected population is challenging to determine. Owners will likely come and go sporadically as needed to access their garage. For the purpose of generating service requirements and comparisons for transportation, we have assumed each unit will be used by an average of 2 people with 50% occupancy over the course of a week. For 82-96 units, this results in 12-14 people accessing their garage on an average day. We believe 50% occupancy is a conservative projection and will vary according to actual usage.

7.0 Potable Water

7.1 Consumption and Sizing

Water usage for a development of this type is difficult to evaluate as it does not follow typical guidelines for a municipal system. The water service connection will supply garage/storage type units that have varying levels of occupancy, and thus unpredictable water consumption requirements. For this type of development, it is expected that internal water consumption will be limited to typical washroom usage with toilets and sinks. The system will be designed to supply water to individual potable water storage tanks at each garage, where it will be re-pumped for occupant usage. A minimum capacity of 150 US gallons is recommended for the individual potable water tanks.

Considering the estimated average occupancy of 14 persons/day, the following table demonstrates a reasonable peak water usage situation that may be experienced for this type of development. This scenario assumes that two toilets and two sinks would be simultaneously in use within the entire development at any given time. A peak flow estimate for this scenario is shown in Table 7.1.1:

Table 7.1.1 – Water Usage by Fixture Type

Fixture	Count	Unit Flow (USgpm)	Total Flow (USgpm)	Total Flow (Lps)	Total Flow (Igpm)
Toilets	2	2	4.0	0.25	3.3
Sinks	2	2.2	4.4	0.28	3.7
Totals	**4**		**8.4**	**0.53**	**7.0**

USgpm – US gallons per minute
Igpm – Imperial gallons per minute
Lps – litres per second

On this basis, a peak flow of 0.53 Lps (7.0 Igpm) is assumed for design. The average flow rate is estimated to be 25% of the peak flow, or 0.13 Lps (1.7 Igpm). Given that the potable water tank volume will buffer the incoming flow rate and allow for usage to be higher for short periods of time, a supply rate equivalent to the average flow rate is expected to be sufficient. A nominal supply rate of 2.0 Igpm is recommended (supply rates are based on multiples of 0.5 Igpm).

As an additional point of reference, when compared to the estimated wastewater flows described in Section 7.0, the recommended supply rate is approximately 4 times the expected wastewater flow rate. This appears to be reasonable as it is desirable to have a supply rate slightly greater than anticipated to account for any uncertainties in the estimation process.

7.2 Water Supply and Distribution

Potable water will be supplied to the development from the Dundurn Rural Water Utility (DRWU). Water is treated at the City of Saskatoon Water Treatment Plant, and is distributed to the DRWU network via booster stations south of the City. DRWU has a distribution main located immediately north of the development, and they have confirmed that they will be able to provide a connection and the capacities noted previously.

DRWU will provide all infrastructure from the distribution main to the curbstop (for a connection fee). The developer will be responsible for all infrastructure on the development side of the curbstop.

Water will enter a metering facility prior to being distributed to occupants. The metering facility will be the responsibility of the developer (meter to be supplied by DRWU), and would consist of a below-grade manhole or an above-grade building (possibly incorporated into one of the nearby garages). Valving would be incorporated within or adjacent to the facility to isolate flow to portions of the looped distribution system if required. Water will be distributed to individual potable water storage tanks at each water service connection within the development, where it will then be re-pumped from the tanks for occupant usage.

Fire suppression is not provided via the potable water distribution system.

8.0 Wastewater Collection

There is currently no communal wastewater system for this development to connect to; therefore, the proposed wastewater solution for this development is individual holding tanks. The estimated wastewater generated by the development was calculated based on average rates for a garage stated in the Saskatchewan Wastewater Disposal Guide (11 US gallon/day/person). Based on the anticipated population projections, wastewater generation of 77 US gallons/week/unit (0.52 lgpm) could be expected. To reduce the number of tanks required, we recommend shared holding tanks among units. For example, 2 units could share a 500 US gallon tank, 4 units (1,000 US gallon tank) and 8 units (2,000 US gallon tank).

Standard septic truck sizing is 2500 US gallons. Based on the projected usage, each holding tank would need to be emptied once every 3-4 weeks. Surface runoff will not be directed to any of the holding tanks.

9.0 Transportation

The Garage Development will consist of 96 garages to be purchased by individual customers for storage of cars, RVs, snowmobiles etc. 96 garage units were assumed for trip generation calculations.

In general, the trip generation estimates from proposed developments are established using the Institute of Transportation Engineers (ITE) Trip Generation Manual (ITE Manual); however, the car storage facility is a unique land use and a directly relevant trip rate from the ITE Manual is not available. Thus, the rates for a similar land use (Mini-Warehouse) were used to calculate the potential peak hour trips during morning (AM) peak hour and evening (PM) peak hour from the Garage Development.

Based on the above information, the proposed development could generate approximately 2 trips during AM peak hour, 2 trips during PM peak hour and 17 trips daily as illustrated in Table 9.1. The peak hour trips are two-way (in and out) trips and are generally made by owners/renters, visitors, as well as service vehicles such as delivery vehicles, garbage trucks, maintenance vehicles, and septic trucks, etc. When compared to the average users accessing the site, the projected daily trips seem reasonable.

Table 9.1 – Trip Generation Estimates

Land Use Type	No. of Units	AM Peak Hour				PM Peak Hour				Daily Trips			
		Rate	In	Out	Total	Rate	In	Out	Total	Rate	In	Out	Total
Mini-Warehouse (1000 sf. ft. rentable area)	96	1.39	1	1	2	1.95	1	1	2	17.96	9	9	17

As the proposed development generates less than 100 vehicle trips during the highest peak hour (PM peak), the Saskatchewan Ministry of Highways and Infrastructure (MHI) and RM of Corman Park did not require a full Traffic Impact Assessment (TIA) for the Garage Development.

10.0 Summary

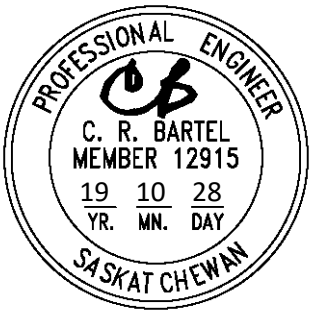
In conclusion, the storm water management review determined that the required storm water retention pond capacity for the proposed 96-unit development totals approximately 4,355 cubic metres. Two storm water ponds will sufficiently manage the storm water to maintain existing drainage patterns and outflow rates, which will be controlled for release at or below the pre-development runoff rate. Wastewater will be handled with shared holding tanks used by multiple units, hauled to an accepting sewage treatment facility. Water service will be provided by the DRWU low pressure water system and will include an internal distribution system with individual holding tanks and pumping capabilities at each unit. Fire protection from the proposed water supply system is not included. A preliminary review of transportation concluded that the projected trips will be less than 100 vehicles in the peak hour. Based on this traffic volume, MHI and the RM of Corman Park both indicated a full TIA is not required.

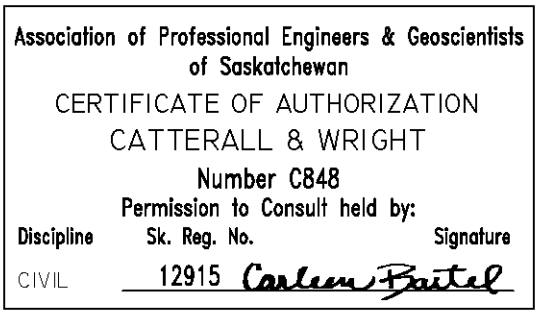
Respectfully submitted,

Catterall & Wright

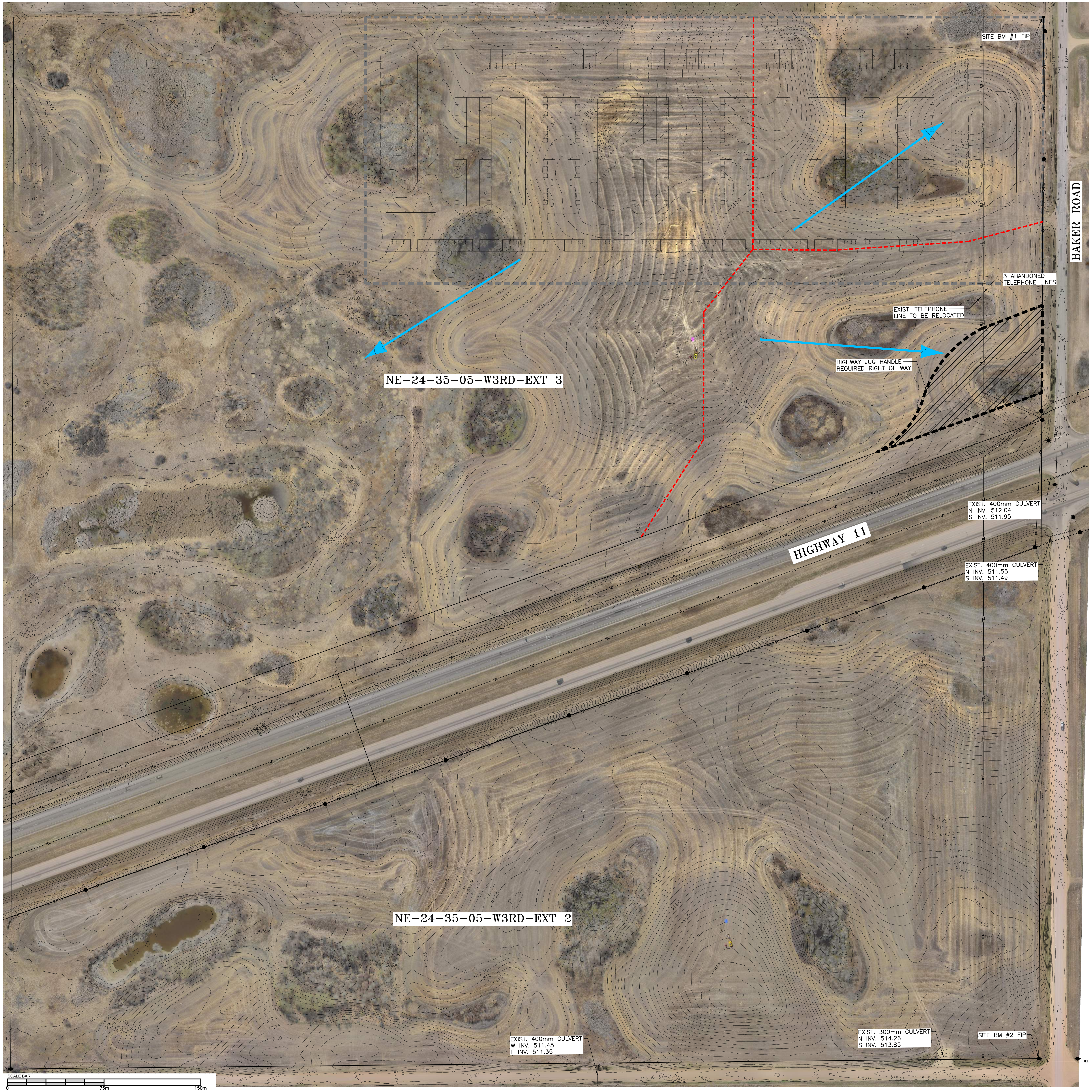
Per:

Carleen Bartel, P. Eng.





Appendix A – Engineered Drawings



SURVEY MEASUREMENTS TAKEN WITH UAV ON MAY 7, 2019

ELEVATIONS DERIVED FROM NRCAN'S FEDERAL BENCHMARK DATABASE
UNIQUE ID: 79S295
CGVD28 ELEV: 507.156

BARE EARTH SURFACE MODEL VERIFIED FROM 15 GROUND CONTROL POINTS
GLOBAL ACCURACY: +/- .006m
POINT TO POINT ACCURACY: +/- .105m

LEGAL CADASTRAL BASE MAP FROM ISC-GEOSASK
LEGAL PLAN FOR NE 1/4 24-35-5 W3M FROM PPS #102256129
CATTERALL & WRIGHT MAKES NO GUARANTEE TO ITS ACCURACY

SURVEY MEASUREMENTS CONVERTED TO LOCAL GROUND

SITE BM #1 FIP
N: 5765242.645
E: 391120.607
Z: 509.603

SITE BM #2 FIP
N: 5765224.458
E: 391927.103
Z: 515.929

CATTERALL & WRIGHT
CONSULTING ENGINEERS
1221 - 8th Street East
SASKATOON SK S7H 0S5
Tel: (306) 343-7280, Fax: (306) 956-3199

PRELIMINARY
NOT FOR CONSTRUCTION

LEGEND:

- FIP
- EXIST. POWER POLE
- EXIST. LIGHT STANDARD
- EXIST. TELEPHONE LINE
- EXIST. OVERHEAD POWER LINE
- EXIST. GROUND CONTOUR
- EXIST. GROUND RIDGE LINE

SCALE VERIFICATION

WHEN DRAWING IS PLOTTED FULL SIZE THIS LINE IS 60mm IN LENGTH.

DATE	REVISION
20/08/07	ISSUED FOR APPROVAL
19/10/28	ISSUED FOR APPROVAL
19/10/15	ISSUED FOR APPROVAL

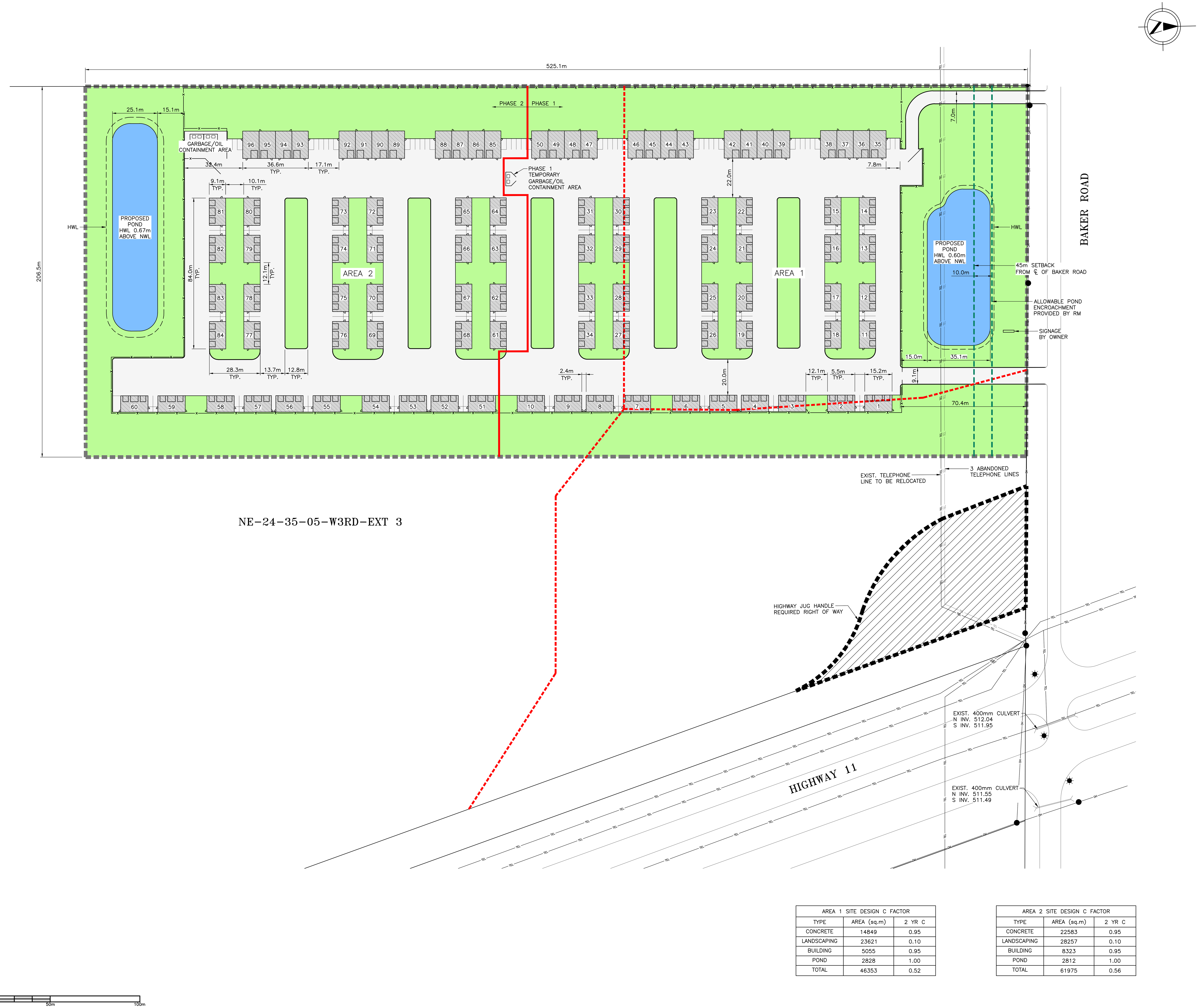
OWNER/CLIENT
SHERAY ENTERPRISES LTD.

LOCATION
SOUTH OF SASKATOON, SK

PROJECT
GARAGE DEVELOPMENT

SHEET TITLE
SURVEY SITE PLAN

SCALE 1:1500	DESIGNED CRB
DRAWN SL	CHECKED
DATE 19/10/28	SHEET 1 of 4
DRAWING NUMBER 680-001P1	



AREA 1 SITE DESIGN C FACTOR		
TYPE	AREA (sq.m)	2 YR C
CONCRETE	14849	0.95
LANDSCAPING	23621	0.10
BUILDING	5055	0.95
POND	2828	1.00
TOTAL	46353	0.52

AREA 2 SITE DESIGN C FACTOR		
TYPE	AREA (sq.m)	2 YR C
CONCRETE	22583	0.95
LANDSCAPING	28257	0.10
BUILDING	8323	0.95
POND	2812	1.00
TOTAL	61975	0.56

CATTERALL & WRIGHT
CONSULTING ENGINEERS
1221 - 8th Street East
SASKATOON SK S7H 0S5
Tel: (306) 343-7280, Fax: (306) 956-3199

PRELIMINARY
NOT FOR CONSTRUCTION

LEGEND:

- FIP
- EXIST. POWER POLE
- EXIST. LIGHT STANDARD
- EXIST. TELEPHONE LINE
- EXIST. OVERHEAD POWER LINE
- EXIST. GROUND RIDGELINE
- SITE BOUNDARY
- FENCE LINE
- BUILDING AREA
- CONCRETE AREA
- POND AREA
- LANDSCAPING AREA

SCALE VERIFICATION
WHEN DRAWING IS PLOTTED FULL SIZE THIS LINE IS 60mm IN LENGTH.

DATE	REVISION
20/08/07	ISSUED FOR APPROVAL
19/10/28	ISSUED FOR APPROVAL
19/10/15	ISSUED FOR APPROVAL
19/08/20	ISSUED FOR REVIEW

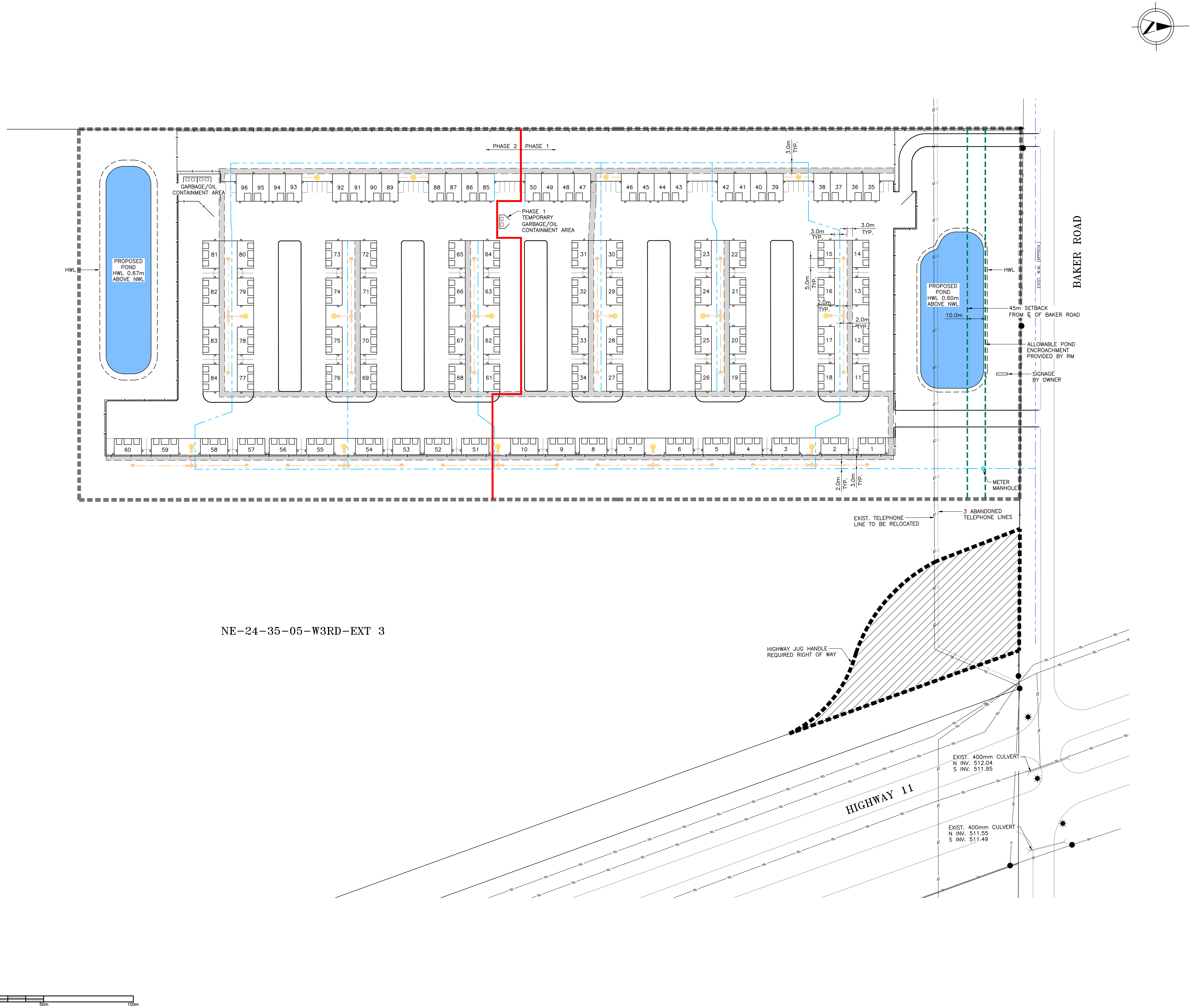
OWNER/CLIENT
SHERAY ENTERPRISES LTD.

LOCATION
SOUTH OF SASKATOON, SK

PROJECT
GARAGE DEVELOPMENT

SHEET TITLE
SITE PLAN

SCALE 1:1000	DESIGNED CRB
DRAWN SL	CHECKED
DATE 19/10/28	SHEET 2 of 4
DRAWING NUMBER 680-001P2	



CATTERALL & WRIGHT
CONSULTING ENGINEERS

1221 - 8th Street East
SASKATOON SK S7H 0S5
Tel: (306) 343-7280, Fax: (306) 956-3199

PRELIMINARY
NOT FOR CONSTRUCTION

LEGEND:

- FIP
- EXIST. POWER POLE
- EXIST. LIGHT STANDARD
- EXIST. WATER MAIN
- EXIST. TELEPHONE LINE
- EXIST. OVERHEAD POWER LINE
- SITE BOUNDARY
- FLOW
- MANHOLE
- CLEAN OUT
- HOLDING TANK
- SANITARY SEWER
- WATER MAIN
- FENCE LINE
- 3.0 m EASEMENT FOR GAS & POWER
- POND AREA

SCALE VERIFICATION

WHEN DRAWING IS PLOTTED FULL SIZE THIS LINE IS 60mm IN LENGTH.

DATE	REVISION
20/08/07	ISSUED FOR APPROVAL
19/10/28	ISSUED FOR APPROVAL
19/10/15	ISSUED FOR APPROVAL

OWNER/CLIENT
SHERAY ENTERPRISES LTD.

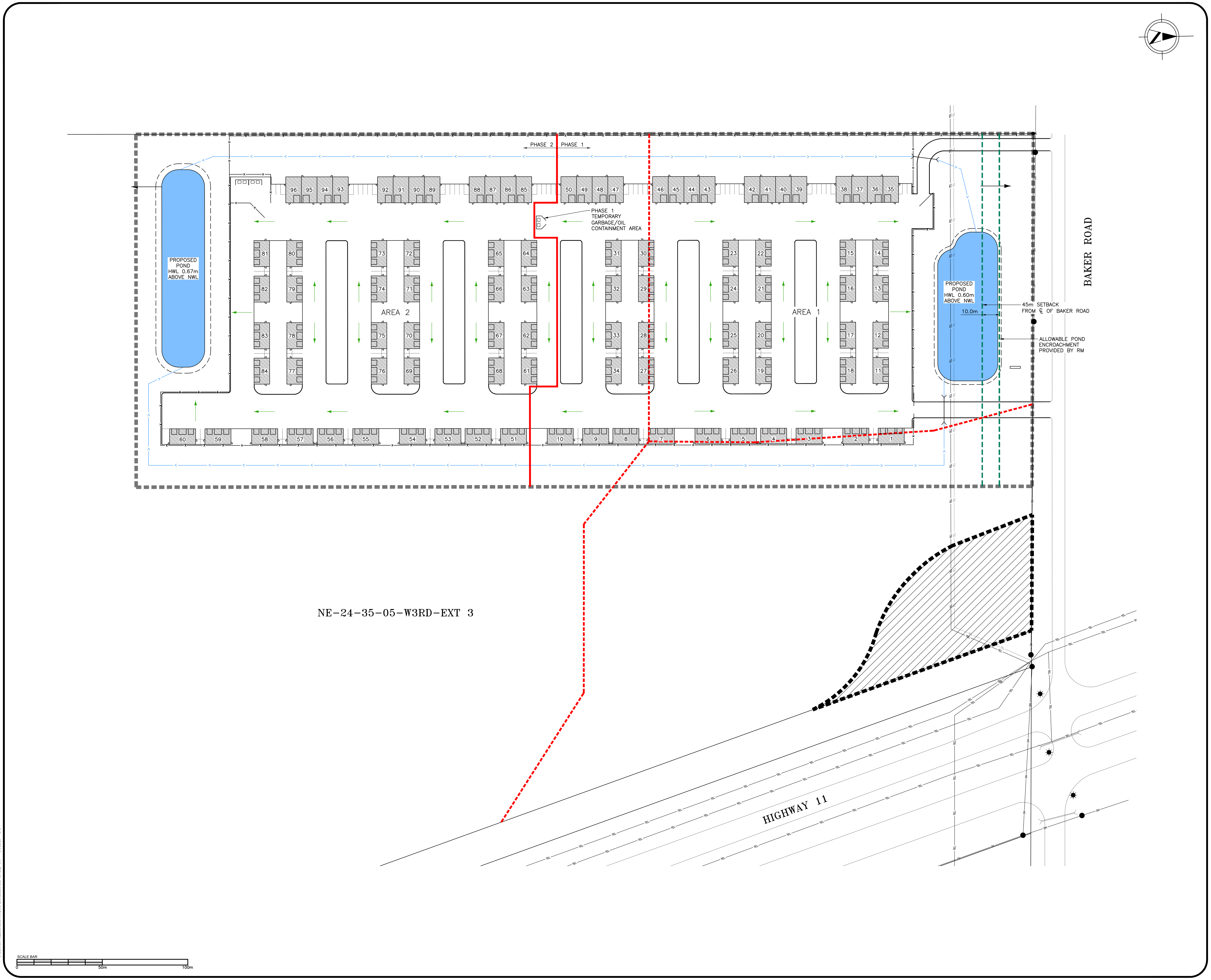
LOCATION
SOUTH OF SASKATOON, SK

PROJECT
GARAGE DEVELOPMENT

SHEET TITLE
CONCEPTUAL SERVICING PLAN

SCALE 1:1000	DESIGNED CRB
DRAWN SL	CHECKED
DATE 19/10/28	SHEET 3 of 4

DRAWING NUMBER 680-001P3



CATTERALL & WRIGHT
CONSULTING ENGINEERS
1221 - 8th Street East
SASKATOON SK S7H 0S5
Tel: (306) 343-7280, Fax: (306) 956-3199

PRELIMINARY
NOT FOR CONSTRUCTION

LEGEND:

- FIP
- EXIST. POWER POLE
- EXIST. LIGHT STANDARD
- EXIST. TELEPHONE LINE
- EXIST. OVERHEAD POWER LINE
- EXIST. GROUND RIDGELINE
- SITE BOUNDARY
- CULVERT
- DRAINAGE DIRECTION
- DRAINAGE DITCH
- FENCE LINE
- BUILDING AREA
- POND AREA

SCALE VERIFICATION

WHEN DRAWING IS PLOTTED FULL SIZE THIS LINE IS 60mm IN LENGTH.

DATE	REVISION
20/08/07	ISSUED FOR APPROVAL
19/10/28	ISSUED FOR APPROVAL
19/10/15	ISSUED FOR APPROVAL

OWNER/CLIENT
SHERAY ENTERPRISES LTD.

LOCATION
SOUTH OF SASKATOON, SK

PROJECT
GARAGE DEVELOPMENT

SHEET TITLE
CONCEPTUAL DRAINAGE PLAN

SCALE 1:1000	DESIGNED CRB
DRAWN SL	CHECKED
DATE 19/10/28	SHEET 4 of 4
DRAWING NUMBER 680-001P4	

January 17, 2020

Gary Gaudet
Saskatoon, SK

RE: Service Confirmation

Dear Mr. Gaudet:

Please consider this letter as confirmation stating that GFL Environmental would be pleased to provide regular septic service for the future storage facility with 96 units at the corner of Baker Road and Highway 11 which is currently in the planning stages at this time. Once GFL can gain a rough estimate in respect to any septic tank location and capacities we will be able to provide you with a price estimate for the required septic service. All sewage waste recovered from this facility will be transported to the City of Saskatoon Waste Water Treatment Facility on Whiteswan Drive (Licenced Facility) unless otherwise stated (ie. onsite lagoon which has been approved by Sask. Environment).

GFL will ensure this facility it set up on a proper service rotation and that a schedule is set in place to ensure the facility owner and users can go about their daily lives without worrying about this component of the facility.

GFL also provides 24/7 Emergency Services to ensure the facility will not be put in a situation as to where the septic system would overflow, thus ensure no impact to the facility grounds.

If you have any immediate questions and/or concerns with this letter of confirmation please do not hesitate to contact us.

Sincerely,

Joe Harms
Operations Manager – Vacuum Truck Services

100 Cory Road, Saskatoon, Saskatchewan S7K 3J7
Tel.: 306.244.9500 | Fax: 306.244.9501 | gflenv.com

Jim Walters

From: Gary Gaudet <g.gaudet@sasktel.net>
Sent: Thursday, January 30, 2020 4:59 PM
To: Jim Walters
Subject: Fwd: Stats for septic tank disposal

Sent from my iPhone

Begin forwarded message:

> **From:** Carleen Bartel <c.bartel@cwce.ca>
> **Date:** January 30, 2020 at 4:09:59 PM CST
> **To:** Kerry Neufeld <kerryneufeld@gmail.com>, Gary Gaudet <g.gaudet@sasktel.net>
> **Subject: RE: Stats for septic tank disposal**
>
> Good afternoon Kerry & Gary,
> As requested, I've reviewed scenarios for septic hauling of the waste water holding tanks. We have proposed 6 x 1000 US gallon tanks to be shared by 4 units and 9 x 2000 US gallon tanks to be shared by 8 units. Pumpouts are estimated every 3-4 weeks for both tank sizes, based on the estimated waste water generation of 77 gal per unit per week. If every unit generates the estimated waste water requiring all tanks to be pumped at the same time for a total of 24,000 US gallons, a septic truck with 2500 US gallon capacity would need 10 trips. This would likely not be the case, as usage will vary greatly between units. As a worst case scenario, if every tank needed to be pumped individually within a month, it would require 15 trips to empty the 15 tanks. Please note, the transportation section of the report has estimated the number of daily trips, which includes users and service vehicles (septic trucks).
>
> If any further clarification is required, please don't hesitate to ask.
> Regards,
> Carleen

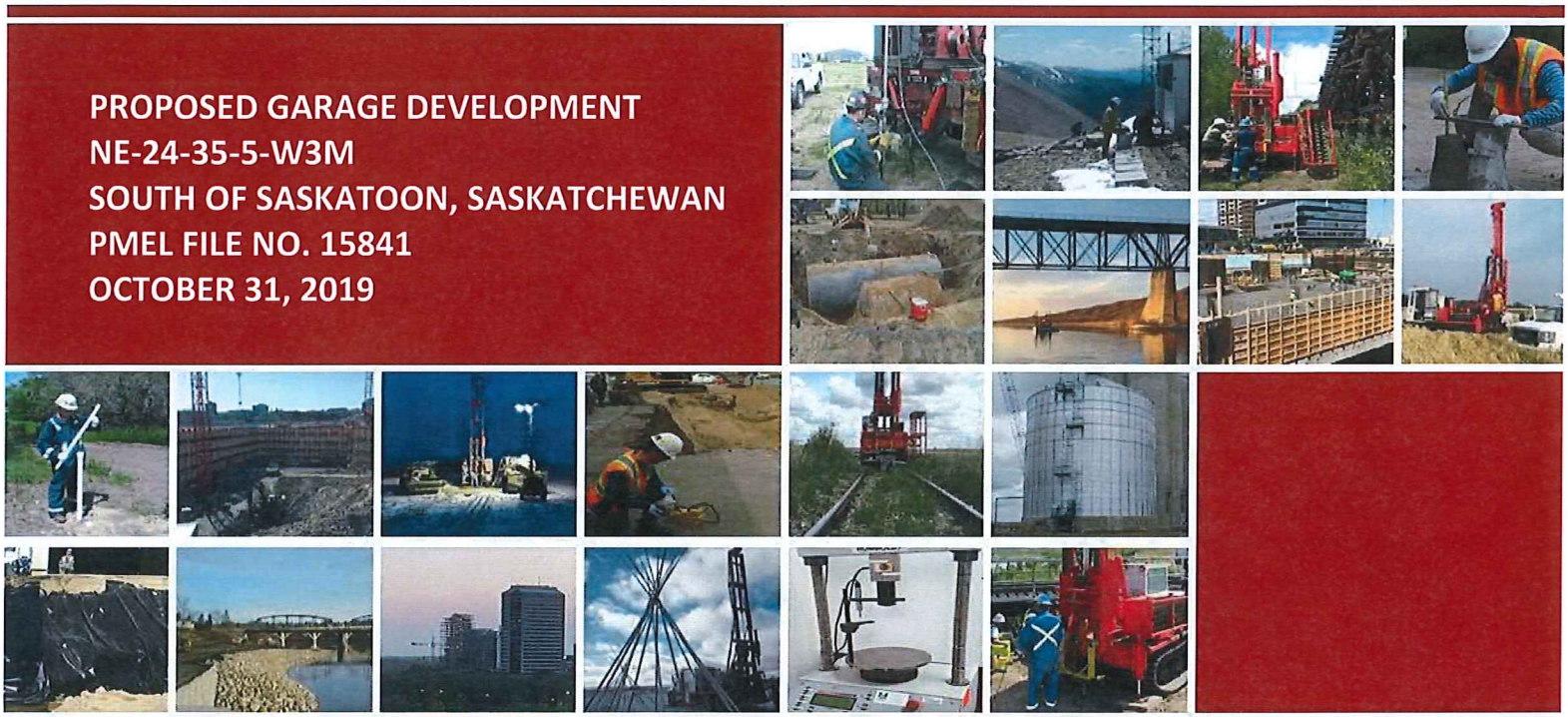
Carleen Bartel, P.Eng.
Principal Design Engineer | Project Manager
Catterall & Wright | Consulting Engineers
1221 8th Street East, Saskatoon, SK S7H 0S5
www.cwce.ca | Facebook | LinkedIn
Office: (306)343-7280 | Cell: (306)260-6712 | Fax: (306)956-3199

> **From:** Kerry Neufeld <kerryneufeld@gmail.com>
> **Sent:** January 29, 2020 8:59 AM
> **To:** Carleen Bartel <c.bartel@cwce.ca>

Appendix “E”
Geotechnical Investigation

GEOTECHNICAL INVESTIGATION

PROPOSED GARAGE DEVELOPMENT
NE-24-35-5-W3M
SOUTH OF SASKATOON, SASKATCHEWAN
PMEL FILE NO. 15841
OCTOBER 31, 2019



PREPARED FOR:
Sheray Enterprises Ltd.
c/o Kerry Neufeld & Gary Gaudet

P.MACHIBRODA
ENGINEERING LTD.
DOWN TO EARTH SOLUTIONS

P.MACHIBRODA
ENGINEERING LTD.

PROJECT: Geotechnical Investigation
Proposed Garage Development
NE-24-35-5-W3M
South of Saskatoon, Saskatchewan
PMEL File No. 15841
October 31, 2019

PREPARED FOR: Sheray Enterprises Ltd.
c/o Kerry Neufeld & Gary Gaudet
522 Range Road 3051
Warman, Saskatchewan
S0K 4S0

DISTRIBUTION: Sheray Developments Ltd. c/o Kerry Neufeld & Gary Gaudet – One Copy
P. Machibroda Engineering Ltd. – One Copy

806-48th Street East, Saskatoon, SK S7K 3Y4
P: 306.665.8444 | **F**: 306.652.2092 | **E**: pmel.sk@machibroda.com
www.machibroda.com

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF DRAWINGS

LIST OF APPENDICES

1 INTRODUCTION

1.1 GENERAL

The following report has been prepared on the subsurface soil conditions existing at the site of the proposed garage development to be constructed within NE-24-35-5-W3M, south of Saskatoon, Saskatchewan.

The terms of reference for this investigation were presented in P. Machibroda Engineering Ltd. (PMEL) Proposal No. 15841, dated June 25, 2019. Written authorization to proceed with the investigation was provided in the signed consulting agreement between She-Ray Enterprises Ltd. and PMEL dated August 23, 2019.

1.2 SITE LOCATION AND DESCRIPTION

The site is located within NE-24-35-5-W3M, approximately 5 km south of Saskatoon, Saskatchewan. The site is bound by Highway No. 11 to the east, Baker Road to the north and agricultural land to the west and south. The site is relatively flat-lying and is currently utilized as agricultural land. Small bluffs of trees exist at a few locations within the study area. A Site Plan showing the location of the study area and Test Holes has been shown on Drawing No. 15841-1.

2 FIELD INVESTIGATION

The field test drilling and soil sampling were conducted on October 11, 2019.

Five test holes, located as shown on the Site Plan, Drawing No. 15841-1, were dry drilled using our truck-mounted, continuous flight auger drilling rig. The test holes were 150 mm in diameter and extended to depths of 7.5 to 7.9 m below the existing ground surface.

Test hole drill logs, as shown on the attached Field Drill Logs, Drawing Nos. 15841-2 to 6, inclusive, were compiled during test drilling to record the soil stratification, the groundwater conditions, the position of unstable sloughing soils and the depths at which cobblestones and/or boulders were encountered.

Disturbed samples of auger cuttings, collected during test drilling, were sealed in plastic bags to minimize moisture loss. The soil samples were taken to our laboratory for analysis.

Standard penetration tests (N-Index), utilizing a safety hammer with automatic trip were performed during test drilling.

The coordinates and ground surface elevation at the test hole locations was provided by Catterall & Wright Consulting Engineers.

3 SOIL AND GROUNDWATER CONDITIONS

3.1 SOIL PROFILE

The general soil profile at the test hole locations consisted of a thin veneer of organic topsoil overlying sand, which extended to a depth of at least 7.9 m, the maximum depth drilled. The exception to this was at the location of Test Hole No. 19-5, where silt was encountered below a depth of about 1.7 m.

The sand was loose to compact, poorly graded, fine grained and moist initially, becoming wet below a depth of about 2.2 to 5.4 m. The silt was firm, medium plastic and wet.

3.2 GROUNDWATER CONDITIONS, SLOUGHING

Groundwater seepage and sloughing conditions were encountered within the sand and silt deposits during test drilling. The depths at which groundwater seepage and sloughing conditions were encountered have been shown on the test hole logs. A summary of the groundwater levels recorded in the piezometers installed at this site has been presented in Table I.

TABLE I RECORDED GROUNDWATER LEVELS

Test Hole No.	Piezometer Rim Elevation (metres)	Ground Surface Elevation (metres)	Groundwater Depth (metres)	Groundwater Elevation (metres)
			October 24, 2019	October 24, 2019
19-1	512.4	512.4	3.0	508.3
19-2	513.7	514.7	2.6	511.1
19-5	509.6	509.6	2.4	507.2

Higher water levels should be expected during and/or following spring snowmelt and/or periods of precipitation.

3.3 COBBLESTONES AND BOULDERS

Cobblestones and/or boulders were not encountered within the depth of exploration at this site.

4 LABORATORY ANALYSIS

The soil classification and index tests performed during this investigation consisted of a visual classification of the soil, moisture contents, Atterberg limits, water-soluble sulphate contents, unit weights and grain size distribution analysis.

The results of the soil classification and index tests conducted on representative samples of soil have been plotted on the drill logs alongside the corresponding depths at which the samples were recovered, as shown on Drawing Nos. 15841-2 to 6, inclusive.

The results of grain size distribution analyses have been shown plotted in Appendix B.

5 DESIGN RECOMMENDATIONS

Based on the foregoing outline of soil test results, the following foundation considerations and design recommendations have been presented.

5.1 DESIGN CONSIDERATIONS

It is understood that the proposed development will consist of multiple garage structures. It is anticipated that the garages will be single-storey, at-grade structures with grade-supported concrete floor slabs. It bis also understood that asphalt and/or concrete traffic structures are being considered.

The subsurface soil conditions consisted predominantly of sand, with silt being encountered at the location of Test Hole No. 19-5 (south-east corner of the subject site). The groundwater level was situated about 2 to 3 m below ground surface at the time of the field investigation.

The potential depth of frost penetration for the soils at this site could range from approximately 2 to 3 m, depending on surface cover and severity of winter. Buried utilities should be based below the depth of frost penetration or protected against frost action with strategically placed insulation (PMEL can provide insulation recommendations upon request).

Foundation options for the proposed garages include helical screw piles or a perimeter edge thickened concrete raft foundation.

Grade-supported concrete slabs should perform satisfactorily provided that some differential movement and cracking can be tolerated.

Recommendations have been prepared for site preparation; site classification for seismic site response; limit states resistance factors and serviceability; helical screw piles; perimeter edge thickened concrete raft foundation; grade-supported concrete slabs; foundation concrete; and, traffic structures.

5.2 SITE PREPARATION

All trees, vegetation, organic topsoil, loose fill and deleterious materials should be removed from the construction area. Staining and root intrusion from the overlying organic material and roots may be encountered during excavation within the subsurface mineral soils. If these conditions are suspected, a representative of the Geotechnical Consultant should inspect the site during excavation to verify the depth of organic topsoil which should be removed in preparation of the site for construction.

The general intent of initial site preparation is to make the subgrade suitably stable for construction activities. It is recommended that the subgrade soils within the development footprint are compacted to the below specified densities. Soils which meet the required compaction level should be stable to support construction activities.

It is anticipated that conventional site preparation (scarifying, moisture conditioning and re-compacting the soils) will suffice at this site.

Soils which are unstable during site preparation and fail to achieve the required compaction will require additional treatment, which may include: over-excavation and replacement and/or geosynthetic stabilization. The need for additional treatment should be reviewed by the Geotechnical Consultant during the field construction with respect to the actual conditions and project requirements.

In areas with variable subgrade soils, proof rolling may be an acceptable alternative to density testing and should be reviewed by the Geotechnical Consultant.

The following minimum density requirements are recommended for this site.

Building Areas	96 percent standard Proctor density at optimum moisture content;
Traffic Areas	96 percent standard Proctor density at optimum moisture content;
Landscape Areas	90 percent standard Proctor density at optimum moisture content.

Fill, required to bring the subgrade surface to the design elevation in construction areas, should preferably consist of granular material or locally available sand soils. All proposed subgrade fill should be approved by the Geotechnical Consultant prior to placement. The fill should be placed in thin lifts (maximum 150 mm loose) and uniformly compacted to 96 percent of standard Proctor density at optimum moisture content.

Utility trench excavations are susceptible to settlement and should be adequately backfilled and compacted. The magnitude of settlement is directly related to the level of compaction of the backfill material. Well compacted fills will settle a small percentage of the fill thickness whereas poorly compacted fills can settle appreciably, particularly if frozen soils are incorporated in the backfill. Efforts should be made to meet the specified compaction level in areas sensitive to settlement.

The site should be graded to provide positive site drainage away from all work areas and structures prior to, during and following construction.

5.3 SITE CLASSIFICATION FOR SEISMIC SITE RESPONSE

Based on the consistency of the subgrade soils encountered at this site and Table 4.1.8.4A of the 2015 National Building Code, the site classification for seismic site response falls within Class D.

5.4 LIMIT STATES RESISTANCE FACTORS AND SERVICEABILITY

The National Building Code of Canada (NBCC, 2015) requires the use of limit states design for the design of buildings and their structural components, including the design of shallow and deep foundations.

It is expected that the designer is familiar with the limit states design method and only a brief discussion will be presented. For a detailed discussion, it is recommended to review the NBCC (2015) and/or the Canadian Foundation Engineering Manual (CFEM, 2006).

Limit states are defined as those conditions under which a structure ceases to fulfill the function for which it was designed (i.e., unsatisfactory performance). In limit states design, two conditions are assessed with respect to performance, these are:

- ultimate limit states (ULS), and
- serviceability limit states (SLS)

Ultimate limit states are concerned with the collapse mechanisms of the structure (i.e., safety), whereas serviceability limit states consider mechanisms that restrict or constrain the intended use, function or occupancy of the structure.

As per NBCC (2015), the factored soil resistance utilized for foundation design may be determined using the following resistance factors applied to the ultimate resistance values presented in the following subsections of the report.

Shallow foundations:

- Compressive Resistance, $\Phi = 0.5$
- Sliding, Based on Friction (c=0), $\Phi = 0.8$

Deep foundations:

- Compressive Resistance, $\Phi = 0.4$
- Tensile Resistance, $\Phi = 0.3$

The above resistance factors have been provided to reflect that semi-empirical methods were used to derive the soil bearing resistances presented in this report using the laboratory and in-situ data collected during this investigation. The potential exists to increase the design resistance factors should a load testing program be conducted on a representative number of piles to more accurately assess capacities.

To satisfy serviceability limit states, a settlement analysis of the foundation must also be evaluated to ensure the structures are not negatively impacted by excessive settlement at the design load. Estimated foundation settlements have been provided in Sections 5.5.1 and 5.6.

Piles exposed to lateral loads are typically designed to restrict lateral deflection of the pile head to tolerable limits. Lateral pile head deflection can be determined using the concepts presented in Section 5.5.2.

5.5 HELICAL SCREW PILES

Helical screw piles are installed by rotating a steel pipe, equipped with one or more helix flightings, into the ground. For single helix screw piles, pile capacity is derived from shearing resistance along the pile shaft (i.e., shaft resistance) as well as end bearing capacity of the helix. For multi-helix piles, pile capacity may be derived from the sum of the shearing resistance along the portion of pile shaft above the uppermost helix and end bearing capacity of each helix. The helical plates should be spaced a minimum of 3 helix diameters apart.

The ULS and SLS soil resistance values for design of screw piles have been presented below.

TABLE II SHAFT RESISTANCE (SCREW PILES)

Depth (metres) [1]	Shaft Resistance (kPa)	
	Unfactored ULS	SLS
0 to 2	0	0
Below 2	25	10

[1] Depth below existing ground level.

TABLE III END BEARING RESISTANCE (SCREW PILES)

Depth (metres) [1]	End Bearing Resistance (kPa)	
	Unfactored ULS	SLS
Below 5	625	250

[1] Depth below existing ground level.

Notes:

1. The minimum embedment depth of the uppermost helix for multi-helix piles should be ≥ 5 m or H/D = 5 (whichever is greater), where H = depth to top helix, D = helix diameter.

2. Single helix screw piles should extend to a minimum depth of 6 m below grade or H/D = 5 (whichever is greater).

3. Lightly loaded exterior piles may need to be extended deeper to reduce the potential for frost heaving. If applicable, PMEL should be notified to reassess the minimum installation depth.

4. When determining the compressive resistance of the pile shaft, the portion of the pile shaft within 1D above the uppermost helix should be discounted due to interaction effects between the pile shaft and helix. For piles subject to tensile loads, the zone of zero shaft resistance should be increased to 2D above the uppermost helix.

5. Compressive end bearing capacity may be calculated utilizing the effective soil contact area of the helix (i.e., overall cross-sectional area). Piles subject to tensile loads should use the effective area of the helix (i.e., helix area minus shaft area) when determining uplift pile capacity.

6. A minimum centre-to-centre pile spacing of 2.5D is recommended, where D=helix diameter.

7. The helical plate shall be normal to the central shaft (within 3 degrees) over its entire length.

8. Continuous monitoring of the installation torque should be undertaken during installation to determine whether the screw pile has been damaged during installation and to monitor the consistency of the subsurface soils.

9. Screw piles should be designed on the basis of conventional static analysis using the resistance values presented above. Installation torque should be used for monitoring purposes only and not to determine pile capacity.

10. A pre-bore diameter of not more than 90% of the pile shaft diameter should be used where required to permit installation.

11. A representative of the Geotechnical Consultant should inspect and document the installation of each screw pile on a continuous basis.

5.5.1 Pile Settlement

With regards to serviceability of pile foundations, assuming good construction practices are followed and the appropriate resistance factors are applied, the settlement of individual piles at the design load will be small and should be within tolerable limits. At the design loads, the anticipated settlement of individual screw piles is in the order of 10 to 15 mm.

The above is applicable to individual piles and small pile groups. Foundation settlement should be evaluated where large pile groups are employed to carry the foundation load (i.e., breadth of foundation or pile cap is a similar dimension as depth of piles).

Pile foundations designed utilizing the provided SLS bearing capacities would perform similarly to pile foundations designed using the provided ULS capacities.

5.5.2 Lateral Thrust Forces

Pile deflection typically governs the design of laterally loaded piles. Subgrade reaction theory may be utilized to estimate lateral pile deflection. The estimated coefficients of horizontal subgrade reaction of the subgrade soils have been presented in Table IV.

Table IV Estimated Coefficients of Horizontal Subgrade Reaction

Zone (metres) [1]	Coefficient of Horizontal Subgrade Reaction, Ks, (kN/m^3)
0 to 1.5D	0
1.5D to 2.5	5,000z/D
Below 2.5	3,000z/D

[1] Depth below existing ground level.

Where D = pile diameter and z = depth in metres. For large diameter piles (i.e. exceeding 1.0 m) the zone of zero horizontal subgrade reaction should not exceed 1.5 m.

The response of a pile to lateral loads is highly nonlinear. Methods that assume linear behaviour, such as horizontal subgrade reaction theory, are only applicable where pile deflections are small, loading is static and pile materials are linear; these conditions do not exist in most cases and soil-pile interaction modeling (i.e., p-y method) is required to accurately model the pile behaviour. If a more detailed lateral analysis is deemed warranted, PMEL can model the interaction between the soil and the pile, in accordance with the p-y method. Specific pile details (i.e., loading, type, diameter, length, etc.) will be required in order to perform the analysis.

5.5.3 Grade Beams and Pile Caps

Grade beams and pile caps should be reinforced at both top and bottom throughout their entire length/cross section. Grade beams and pile caps exposed to frost action should be constructed to allow for a minimum of 100 mm of net void space between the underside of the grade beam and the subgrade soil (compressible void form).

The finished grade/floor finish adjacent to all pile caps and grade beams should be such that water runoff is not allowed to infiltrate and collect in the void space.

5.6 Perimeter Edge Thickened Concrete Raft Foundation

The proposed garages may be supported at ground surface on a perimeter edge thickened concrete raft foundation. The following minimum recommendations should be incorporated into the design of a reinforced, perimeter edge thickened concrete raft foundation. Conceptual raft foundation details (heated and unheated case) have been shown on Figure No. 1.

1. All deleterious and organic material shall be removed from the raft footprint. After removal of any unsuitable material and/or overexcavation required to reach the design subgrade level, scarify and compact the surface of the subgrade to 96 percent of standard Proctor density at optimum moisture content. Overexcavate and replace soft areas with structural granular fill placed and compacted in thin lifts (150 mm loose) to 96 percent of standard Proctor density at optimum moisture content. High-strength geogrid/geotextile may be required to provide soil stabilization and separation where soft/wet/loose soil conditions are encountered. The need for special measures (i.e., over-excavation, geotextile, geogrid, and/or additional gravel fill) in soft/wet/loose areas must be subject to review by the Geotechnical Consultant during field construction.

2. Subgrade fill, if required, should preferably consist of imported granular fill or locally available sand soils, placed in thin lifts (maximum 150 mm loose) and compacted to 96 percent of standard Proctor density at optimum moisture content.

3. If possible, grade the subgrade surface to promote drainage to the outer edges of the foundation (allowing overland drainage away from the foundation) with a minimum cross slope of 5%.

4. A minimum of 300 mm of granular base course fill is recommended beneath the underside of the raft (Saskatchewan Ministry of Highways and Infrastructure Type 33 aggregate or approved equivalent). The granular fill should extend laterally away from the edge of the raft a distance at least equal to the fill thickness. The granular fill should be placed in thin lifts (maximum 150 mm loose) and compacted to 98 percent of standard Proctor density at optimum moisture content.

5. The thickened edge slab, bearing on compacted granular fill over the prepared subgrade soil, may be designed to exert an unfactored ULS bearing pressure of 500 kPa. The SLS bearing pressure to limit foundation settlements to 25 mm or less is 125 kPa. The estimated settlement is based on typical thickened edge dimensions of 2 m or less. If a lesser settlement is required and/or larger raft thickening dimension will be constructed, PMEL should be re-evaluate the recommended SLS bearing capacity.

6. Extruded polystyrene insulation is recommended alongside the thickened edge foundation to minimize potential movements due to frost. The insulation should be placed adjacent to the foundation and should be positively sloped to direct water away from the foundation. For heated buildings, a vertical sheet of insulation should also be placed above the horizontal insulation, extending up to the insulated exterior wall. For unheated structures, the insulation should extend beneath the entire floor slab area. Insulation details (thickness, extents etc.) have been shown on Figure I.

7. Reinforce the concrete slab and articulate the slab at regular intervals to provide for controlled cracking.

8. Separation joints should be used to isolate the raft from any structures/utilities that are not supported by the raft.

9. Provide positive site drainage away from the foundation.

10. The foundation should not be constructed on desiccated, wet, or frozen subgrade soil or base.

11. Frost should not be allowed to penetrate beneath the foundation just prior to, or during construction.

FIGURE 1A:
GENERAL
INSULATED
FOUNDATION
CONCEPT

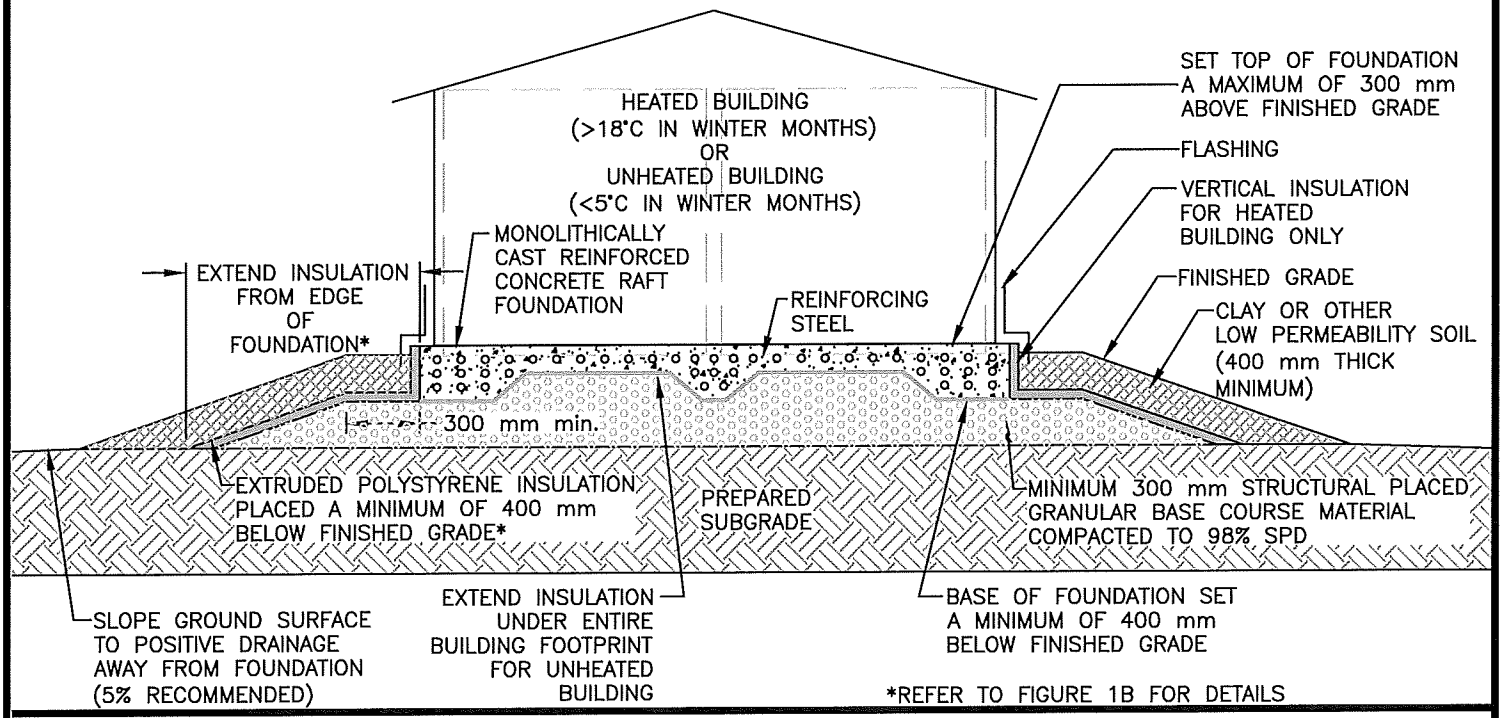
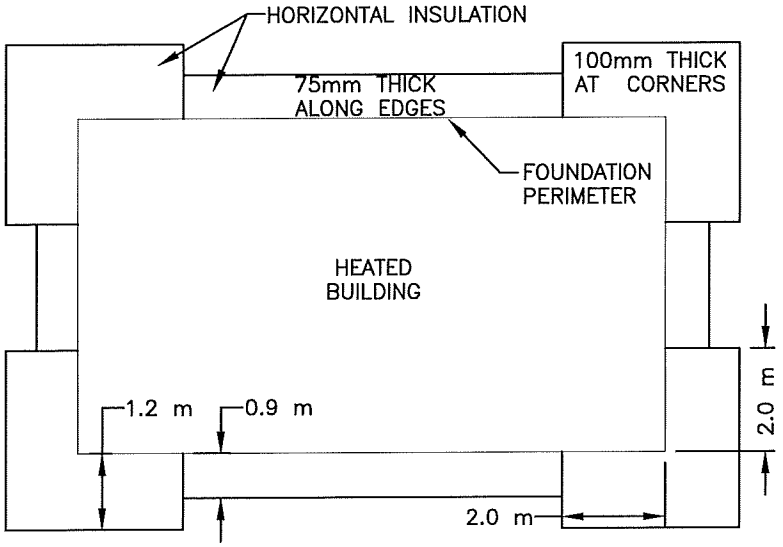


FIGURE 1B:
EXTENTS OF INSULATION



FOR UNHEATED BUILDING, INSULATION THICKNESS = 200 mm AND LATERAL EXTENT FROM FOUNDATION PERIMETER = 2.7 m; INSULATION MUST EXTEND UNDER THE ENTIRE BUILDING FOOTPRINT

NOTE:
1. THIS DRAWING IS FOR CONCEPTUAL PURPOSES ONLY. ACTUAL LOCATIONS MAY VARY AND NOT ALL STRUCTURES ARE SHOWN.

CONSULTING
GEOENVIRONMENTAL
GEOTECHNICAL
ENGINEERS

P. MACHIBRODA ENGINEERING LTD.

806 – 48th STREET EAST
SASKATOON, SK
S7K 3Y4

DRAWING TITLE: THICKENED PERIMETER MONOLITHICALLY CAST RAFT FOUNDATION

PROJECT: PROPOSED GARAGE DEVELOPMENT
NE-24-35-5-W3M, SOUTH OF SASKATOON, SK

APPROVED BY:	DRAWN BY:	DRAWING NUMBER:
CZ	SD	15841-FIGURES
DATE: OCTOBER, 2019	SCALE: NOT TO SCALE	

5.7 GRADE-SUPPORTED CONCRETE SLABS

The near surface subgrade soil conditions consisted of sand. Grade-supported concrete slabs should perform satisfactorily if some slab movements and cracking can be tolerated.

The following minimum provisions should be incorporated into the design of conventional, pile and grade beam foundations where a heated, grade-supported, cast-in-place, reinforced concrete slab subject to light loading is constructed.

1. Prepare the site in accordance with Section 5.2. Level and compact the upper 150 mm of subgrade soil to 96 percent of standard Proctor density at optimum moisture content.

2. Subgrade fill, if required, should preferably consist of granular material or locally available sand soils, placed in thin lifts (maximum 150 mm loose) and uniformly compacted to 96 percent of standard Proctor density at optimum moisture content.

3. Soft/loose subgrade areas should be excavated and replaced with suitable soil compacted to 96 percent of standard Proctor density at optimum moisture content. High-strength geogrid/geotextile may be required to provide soil stabilization and separation where soft/wet/loose soil conditions are encountered. The need for special measures (i.e., over-excavation, geotextile, geogrid, and/or additional gravel fill) in soft/wet/loose areas must be subject to review by the Geotechnical Consultant during field construction.

4. To provide a level working surface and uniform subgrade support, provide a layer of crushed granular base course material beneath the slab (150 mm minimum). All structural fill should be placed and uniformly compacted in thin lifts (maximum 150 mm, loose) to 98 percent of standard Proctor density at optimum moisture content.
5. Isolate the slab from foundation walls, columns, etc., by means of separation joints.
6. Reinforce the concrete slab and articulate the slab at regular intervals to provide for controlled cracking.

7. Provide positive site drainage away from all proposed structures.

8. Floor slabs should not be constructed on desiccated, wet, or frozen subgrade soil or base.

9. Frost should not be allowed to penetrate beneath the floor slab just prior to, during or after construction.

10. A soil gas membrane (i.e., radon gas and moisture resistant) should be installed between the underside of the floor slab and the granular fill.

5.8 FOUNDATION CONCRETE

The results of water-soluble sulphate testing on soil samples recovered from the subject site have been summarized in Table V.

TABLE V WATER-SOLUBLE SULPHATE TEST RESULTS

Test Hole No.	Depth (metres)	Soil Type	Water Soluble Sulphate (%)	Class of Exposure	Degree of Sulphate Exposure
19-1	4.5	Sand	<0.005	--	Negligible
19-5	4.5	Silt	0.01	--	Negligible

An examination of Table V revealed that the measured sulphate concentration of the tested soils was <0.05% to 0.1%, which is considered negligible in terms of potential degree of sulphate attack. As such, general use cement may be used for all foundation concrete at this site (i.e., for the garage structures). If concrete traffic structures are utilized, external contaminants (i.e., chloride salts) may be introduced to the site. As such, the concrete mix design should consider this possibility. All concrete at this site should be manufactured in accordance with current CSA standards.

5.9 TRAFFIC STRUCTURES

5.9.1 TRAFFIC STRUCTURE THICKNESS

The near surface subgrade soils at the site consisted of sand. Based on the results of the laboratory analysis, the CBR (California Bearing Ratio) rating of the compacted subgrade soil was estimated to be in the order of at least 8.

Design traffic volumes were not provided to PMEL for the subject site. As such, the assumed traffic volumes presented in Table VI were utilized to develop the pavement structures presented in the following section.

TABLE VI ASSUMED TRAFFIC VOLUME

Truck Traffic Volume	Equivalent Single Axle Load (ESAL)	Approximate Equivalent Annual Average Daily Truck Traffic (AADTT)[1] – Single Unit Trucks
Low	40,000	Minimal to None

[1] AADTT based on single unit trucks with a load equivalency factor of 1.2 (as per AASHTO 1993) and pavement design life of 15 years. The AADTT provided is for conceptual purposes only and will vary depending on actual truck traffic types (i.e., single unit trucks, tractor semi-trailer combinations, super B trucks, etc.).

The following structures are recommended for low traffic volumes, consistent with the assumed traffic volumes presented in Table VI.

TABLE VII THICKNESS DESIGN FOR TRAFFIC STRUCTURES

Traffic Structure Layer	Thickness (mm)	
	Low Truck Traffic Volume	
	Asphalt Concrete Surfacing	Concrete Surfacing [2]
Asphalt Concrete	65	--
Concrete	--	150
Granular Base (Min CBR = 65)	200	150
Geotextile/Geogrid [1]	As Required	As Required
Prepared Subgrade	(150)	(150)
Total Thickness (mm)	**265**	**300**

[1] Geogrid/geotextile may be required where soft/wet/loose subgrade soil conditions are encountered.
[2] Concrete should have a minimum compressive strength of 32 MPa and an entrained air content of 5 to 8%. Jointed, reinforced concrete and load transfer dowels are recommended.

Notes:

1. If the traffic area (or portions of the traffic area) will be subject to traffic volumes and/or truck types varying, or in excess of, those presented in Table VI, PMEL should be notified to review our recommendations. A detailed traffic volume analysis may be required. Depending on the actual traffic volume, the recommended pavement structure may be adjusted.

2. Traffic should be appropriate for the traffic structure (i.e., do not allow heavy traffic on light structures) or premature distress/failure may occur.

5.9.2 TRAFFIC STRUCTURE CONSTRUCTION

The following minimum recommendations should be incorporated into the construction of the pavement structures.

1. Prepare the site in accordance with Section 5.2, Site Preparation. Level and compact the upper 150 mm of subgrade soil to 96 percent of standard Proctor density at optimum moisture content.

2. Subgrade fill, if required, may consist of imported granular material or locally available sand soil or imported sub-base gravel. Subgrade fill should be placed in thin lifts (150 mm loose, maximum) and compacted to 96 percent of standard Proctor density at optimum moisture content.

3. It is recommended that PMEL conduct a visual site assessment and proof roll on the prepared subgrade prior to construction of the traffic structures presented in Table VII. Remediation (i.e., over-excavation and replacement or geotextile/geogrid) will be required for areas where deflection/rutting of the subgrade is observed at the time of the proof roll. The amount of over-excavation required will be dependent upon the severity of the deficiency observed. Recommendations for remediation, if required, would be provided based on the field conditions observed at the time of the visual assessment.

4. All granular fill placed above the subgrade should be placed in thin lifts (150 mm loose) and compacted to 98 percent of standard Proctor density at optimum moisture content. The granular sub-base and base course material should meet the aggregate gradation requirements provided in Table VIII.

TABLE VIII AGGREGATE GRADATION REQUIREMENTS

Grain Size (mm)	Percent Passing	
	Type 33 Base-Course [1]	Type 8 Sub-Base Course [2]
50.0	--	100
18.0	100	--
12.5	75 – 100	--
5.0	50 – 75	--
2.0	32 – 52	0 – 90
0.900	20 – 35	--
0.400	15 – 25	0 – 60
0.160	8 – 15	0 – 25
0.071	6 – 11	0 – 15
Plasticity Index (%)	0 – 6	0 – 6
CBR (Min)	65	25
% Fracture (Min)	50	--

[1] MHI Type 33 base course.
[2] MHI Type 8 sub-base course.

5. Positive surface drainage is recommended to reduce the potential for moisture infiltration through the traffic structure.

6. Surface water should be prevented from seeping back under the outer edges of the traffic structure.

7. Where possible, grades should be designed such that the granular materials can freely discharge into ditches or into a sub-surface drainage system; this will provide a capillary break to maintain an unsaturated condition in the overlying traffic structure (this is especially important in low-lying/wetland areas).

8. Periodic maintenance such as crack sealing will be required.

9. If concrete catch basins are installed, a series of small holes (25 mm diameter minimum) should be drilled through the catch basin to allow for drainage of free water which may collect adjacent to the catch basin. A layer of non-woven geotextile should be used to encapsulate the catch basin and the surrounding (free-draining) backfill material to prevent clogging of the drainage holes.

10. Damage to the traffic structure related to frost heave around structures such as manholes, curbs, backs of curbs, etc. may occur. Consideration should be given to constructing 3H:1V frost tapers (constructed with granular fill) at these structures which should reduce the potential for pavement cracking around the structure.

11. Damage to the pavement related to a change in stiffness where asphalt concrete pavements transition into concrete is common. To reduce the potential for damage, a stiffness transition zone could be constructed at the transition between pavement types. The suggested configuration of the stiffness transition zone has been shown in Figure No. 1.

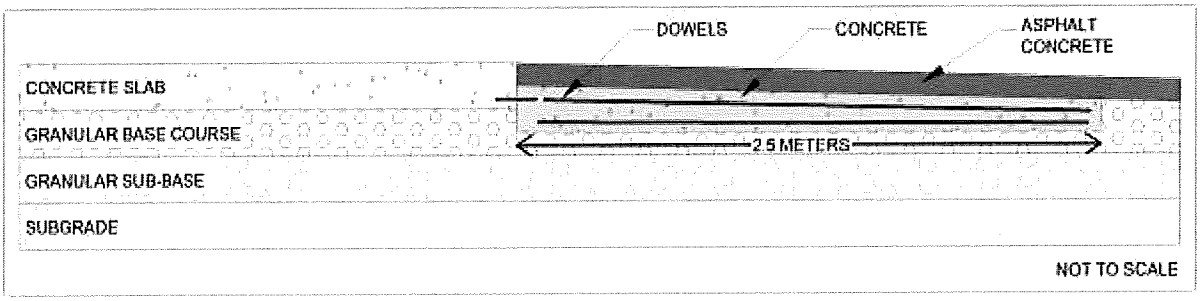


Figure II Stiffness Transition

If soil embankments are constructed, the following additional recommendations should be considered.

1. All common borrow used for embankment construction should consist of imported granular material or locally available sand soils. Silt soils should not be utilized as embankment fill.

2. Positive surface drainage is recommended to minimize the potential for moisture infiltration into the subgrade soil. Ditches and culverts should be provided where necessary to provide adequate site drainage. Surface water should be prevented from seeping back under the outer edges of the road structure. The embankments should be constructed with a shoulder height of at least 1.2 m above ditch bottom elevation.

3. For sand borrow materials, embankment slopes should be no steeper than 3 Horizontal to 1 Vertical (3H : 1V). Similarly, ditch sideslopes should be no steeper than 3H : 1V.

4. Erosion protection is recommended for all embankment sideslopes. The slopes should be covered with topsoil and seeded to encourage vegetation growth. Alternately, erosion control products or hydromulch could be installed.

5. The final road grade should be elevated a minimum of 600 mm above the average terrain to minimize snow accumulation on the road.

6 LIMITATIONS

The presentation of the summary of the field drill logs and foundation design recommendations has been completed as authorized. Five, 150 mm diameter test holes were dry drilled using our continuous flight, solid stem auger drilling equipment. Field drill logs were compiled for the Test Holes during test drilling which, we believe, were representative of the subsurface conditions at the Test Hole locations at the time of test drilling.

Variations in the subsurface conditions from that shown on the drill logs at locations other than the exact test locations should be anticipated. If conditions should differ from those reported here, then we should be notified immediately in order that we may examine the conditions in the field and reassess our recommendations in the light of any new findings.

The Terms of Reference for this geotechnical investigation did not include any environmental assessment of the site. No detectable evidence of environmentally sensitive materials such as hydrocarbon odour was detected during the actual time of the field test drilling program. If, on the basis of any knowledge, other than that formally communicated to us, there is reason to suspect that environmentally sensitive materials may exist, then additional test holes should be drilled and samples recovered for chemical analysis.

The subsurface investigation necessitated the drilling of deep test holes. The test holes were backfilled at the completion of test drilling. Please be advised that some settlement of the backfill materials will occur which may leave a depression or an open hole. It is the responsibility of the client to inspect the site and backfill, as required, to ensure that the ground surface at each Test Hole location is maintained level with the existing grade.

This report has been prepared for the exclusive use of Sheray Enterprises Ltd. c/o Kerry Neufeld & Gary Gaudet and their agents for specific application to the proposed garage development to be constructed within NE-24-35-5-W3M, south of Saskatoon, Saskatchewan. It has been prepared in accordance with generally accepted geotechnical engineering practices and no other warranty, express or implied, is made.

Any use which a Third Party makes of this report, or any reliance on decisions to be made based on it, is the responsibility of such Third Party. Governing Agencies such as municipal, provincial, or federal agencies having jurisdictions with respect to this development and/or construction of the facilities described herein have full jurisdiction with respect to the described development. Any other unspecified subsequent development would be considered Third Party and would, therefore, require prior review by PMEL. PMEL accepts no responsibility for damages, if any, suffered by any Third Party as a result of decisions made or actions based on this report.

The acceptance of responsibility for the design/construction recommendations presented in this report with respect to the foundation system are contingent on adequate and/or full-time inspection (as required, based on site conditions at the time of construction) by a representative of the Geotechnical Consultant. PMEL will not accept any responsibility on this project for any unsatisfactory performance if adequate and/or full-time inspection is not performed by a representative of PMEL.

If this report has been transmitted electronically, it has been digitally signed and secured with personal passwords to lock the document. Due to the possibility of digital modification, only originally signed reports and those reports sent directly by PMEL can be relied upon without fault.

We trust that this report fulfills your requirements for this project. Should you require additional information, please contact us.

P. MACHIBRODA ENGINEERING LTD.

PROFESSIONAL ENGINEER
C.C. ZUBROWSKI
MEMBER 12138
191031
YR. MO. DAY
SASKATCHEWAN

Cory Zubrowski, P. Eng.

Association of Professional Engineers & Geoscientists of Saskatchewan
CERTIFICATE OF AUTHORIZATION
P. MACHIBRODA ENGINEERING LTD.
Number 172
Permission to Consult held by:

Discipline	Sk. Reg. No.	Signature
Geotechnical	12138	

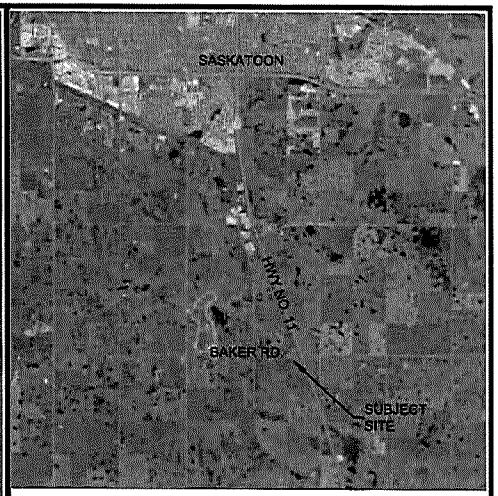
19-10-31

K. Pardoski

Kelly Pardoski, P. Eng.
CZ/KP

DRAWINGS

P.MACHIBRODA
ENGINEERING LTD.



KEY PLAN
NOT TO SCALE

NOTE:
1. THIS DRAWING IS FOR CONCEPTUAL PURPOSES ONLY. ACTUAL LOCATIONS MAY VARY AND NOT ALL STRUCTURES ARE SHOWN.
2. THIS DRAWING WAS COMPILED FROM GOOGLE EARTH PRO ©2019, IMAGE ©2019 DIGITALGLOBE, (IMAGERY DATE: 8/23/15).
3. THIS DRAWING WAS COMPILED USING HANDHELD GPS EQUIPMENT (TRIMBLE, MODEL No. GeoXH 6000).

LEGEND

– PMEL TEST HOLE

– PMEL TEST HOLE (PIEZOMETER INSTALLED)

P. MACHIBRODA ENGINEERING LTD.

CONSULTING
GEOENVIRONMENTAL
GEOTECHNICAL
ENGINEERS

806 – 48th STREET EAST
SASKATOON, SK
S7K 3Y4

DRAWING TITLE:
SITE PLAN - TEST HOLE LOCATIONS

PROJECT:
PROPOSED GARAGE DEVELOPMENT
NE-24-35-5-W3M, SOUTH OF SASKATOON, SK

APPROVED BY:	DRAWN BY:
CZ	TP
DATE: OCTOBER, 2019	DRAWING NUMBER:
SCALE: 1:2500	15841-1

PIEZO. ELEV.= 512.4 m

TEST HOLE 19-1

ELEV: 511.3 m

DEPTH (m)	N	U	γ_w	Pw	Lw	w	
0		pp				11.3	**TOPSOIL,** organic, moist, dark brown, rootlets.
						7.7	**SAND,** silty, loose to compact, poorly graded, fine grained, moist, brown.
1						9.0	
2							—wet, seepage, sloughing below 2.2 m.
3							
	4					26.4	
4						24.0	—SO_4 < 0.005% at 4.5 m.
5							
6							
	9					32.6	
7						28.2	—grey below 6.8 m.
8							
9							
10							
11							

BENTONITE SEAL

50 mm diam. SCH 40, PVC RISER PIPE

CUTTINGS

508.3 m OCT 24/19

50 mm diam. MACHINE SLOTTED SCH 40 PVC WELL SCREEN

SLOUGH

NOTE:
1. Test Hole sloughed to 2.8 m I.A.D.

LEGEND:

FILL, SAND, CLAY, TOPSOIL, GRAVEL, SILT, GLACIAL TILL

w.....WATER CONTENT (PERCENT OF DRY SOIL WEIGHT)

Lw...LIQUID LIMIT

Pw...PLASTIC LIMIT

γ_w...WET UNIT WEIGHT (kN/m^3)

U.....UNCONFINED COMPRESSIVE STRENGTH (kPa)

pp...POCKET PENETROMETER (kg/cm^2)

N.....STANDARD PENETRATION TEST (SAFETY HAMMER w/AUTOMATIC TRIP) (50/125 = BLOWS/SAMPLER PENETRATION [mm])

SO_4 .....SULPHATE CONTENT (PERCENT OF DRY SOIL WEIGHT)

P200...% PASSING No. 200 SIEVE

I.A.D.....IMMEDIATELY AFTER DRILLING

▽...RECORDED WATER LEVEL (TEST HOLE I.A.D.)

▼...RECORDED WATER LEVEL (PIEZO)

SHELBY TUBE, SPLIT SPOON, CUTTINGS

LIMITATIONS: THE FIELD DRILL LOG IS A SUMMARY OF THE SUBSURFACE CONDITIONS ENCOUNTERED AT THE SPECIFIC TEST HOLE LOCATION AT THE TIME OF TEST DRILLING. SUBSURFACE CONDITIONS MAY VARY AT OTHER LOCATIONS OF THIS SITE AND, IN TIME, MAY CHANGE AT THIS SPECIFIC TEST HOLE LOCATION.

P. MACHIBRODA ENGINEERING LTD.

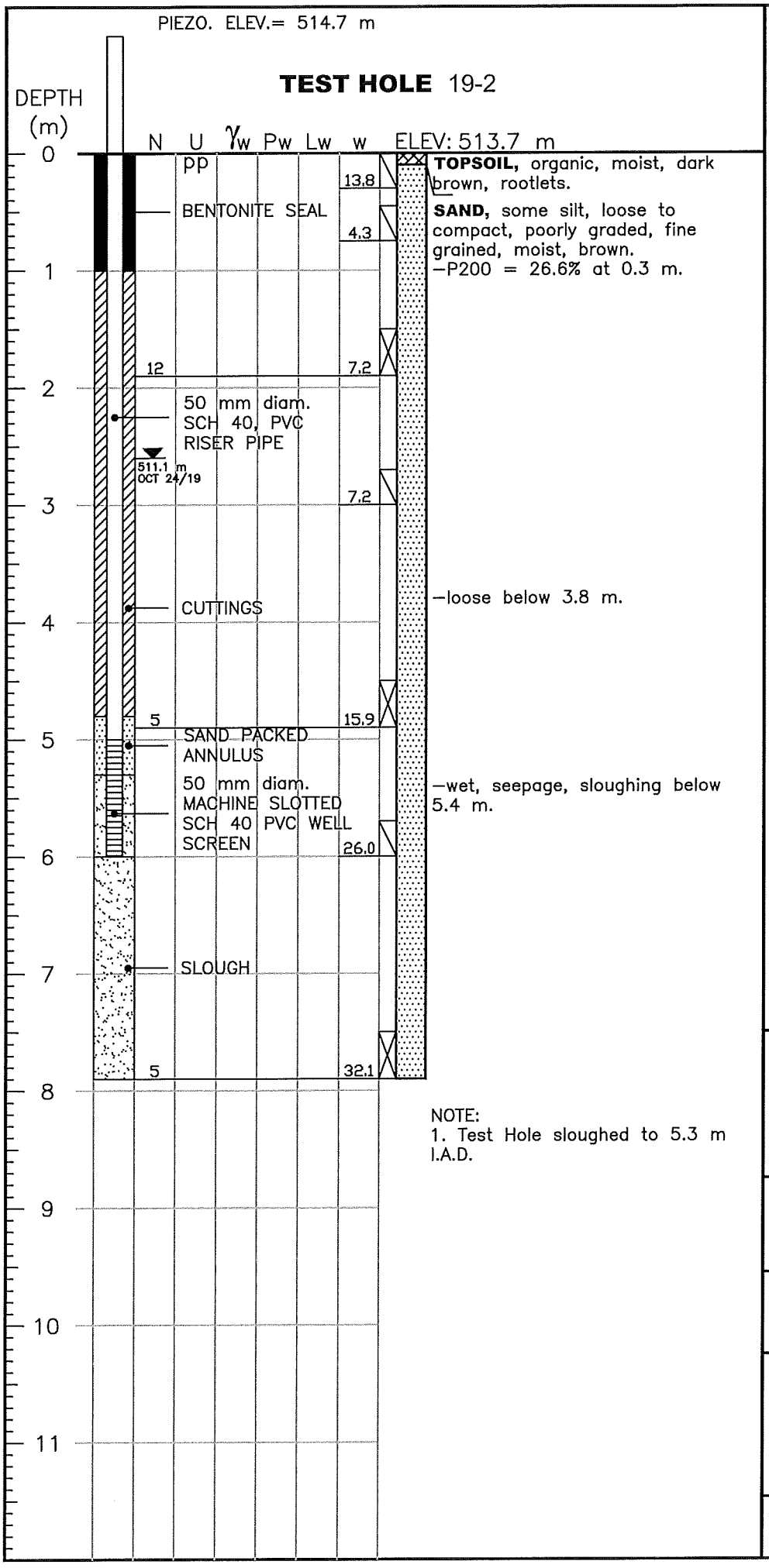
FIELD DRILL LOG AND SOIL TEST RESULTS

PROJECT:
PROPOSED GARAGE DEVELOPMENT

LOCATION:
NE-24-35-5-W3M,
SOUTH OF SASKATOON, SK

NORTHING: 5765154 **EASTING:** 391279

DATE DRILLED:	DRAWING NUMBER:
OCT 11/19	15841-2



LEGEND:

FILL, SAND, CLAY, TOPSOIL, GRAVEL, SILT, GLACIAL TILL

w.....WATER CONTENT (PERCENT OF DRY SOIL WEIGHT)

Lw...LIQUID LIMIT

Pw...PLASTIC LIMIT

γ_w...WET UNIT WEIGHT (kN/m^3)

U.....UNCONFINED COMPRESSIVE STRENGTH (kPa)

pp...POCKET PENETROMETER (kg/cm^2)

N.....STANDARD PENETRATION TEST (SAFETY HAMMER w/AUTOMATIC TRIP) (50/125 = BLOWS/SAMPLER PENETRATION [mm])

SO_4 .....SULPHATE CONTENT (PERCENT OF DRY SOIL WEIGHT)

P200...% PASSING No. 200 SIEVE

I.A.D.....IMMEDIATELY AFTER DRILLING

▽...RECORDED WATER LEVEL (TEST HOLE I.A.D.)

▼...RECORDED WATER LEVEL (PIEZO)

SHELBY TUBE, SPLIT SPOON, CUTTINGS

LIMITATIONS: THE FIELD DRILL LOG IS A SUMMARY OF THE SUBSURFACE CONDITIONS ENCOUNTERED AT THE SPECIFIC TEST HOLE LOCATION AT THE TIME OF TEST DRILLING. SUBSURFACE CONDITIONS MAY VARY AT OTHER LOCATIONS OF THIS SITE AND, IN TIME, MAY CHANGE AT THIS SPECIFIC TEST HOLE LOCATION.

P. MACHIBRODA ENGINEERING LTD.

FIELD DRILL LOG AND SOIL TEST RESULTS

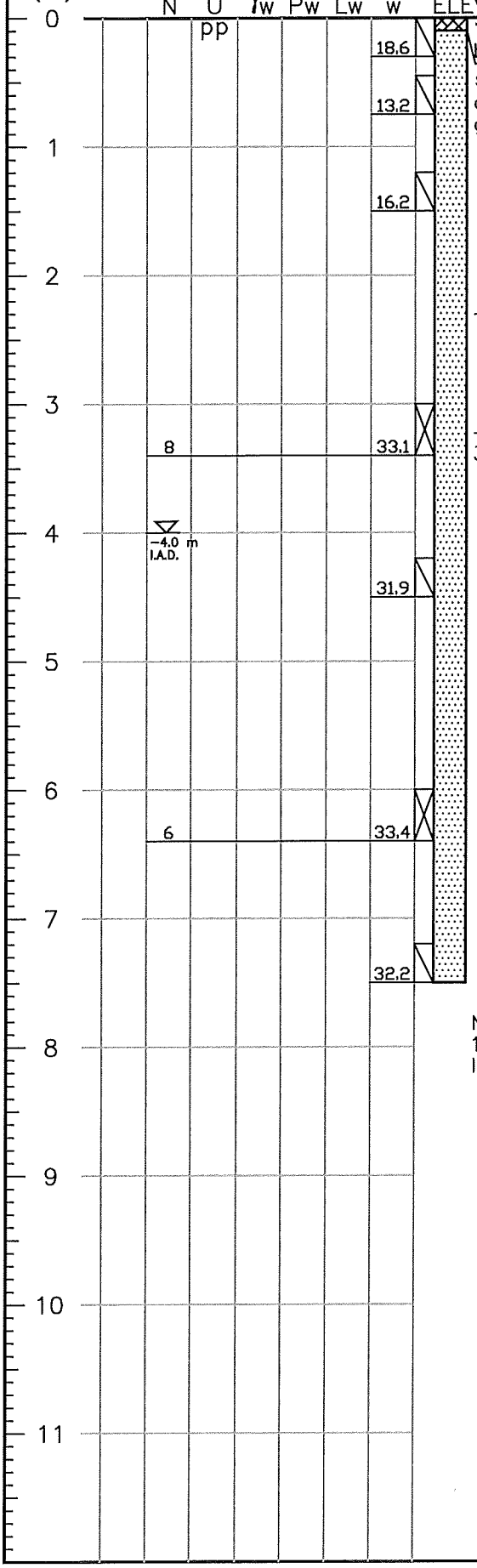
PROJECT:
PROPOSED GARAGE DEVELOPMENT

LOCATION:
NE-24-35-5-W3M,
SOUTH OF SASKATOON, SK

NORTHING: 5765031 **EASTING:** 391145

DATE DRILLED:	DRAWING NUMBER:
OCT 11/19	15841-3

TEST HOLE 19-3



TOPSOIL, organic, moist, dark brown, rootlets.

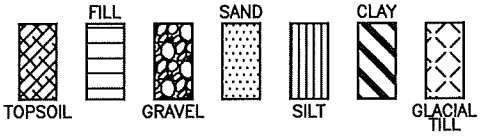
SAND, some silt, loose to compact, poorly graded, fine grained, moist, brown.

—loose below 2.3 m.

—wet, seepage, sloughing below 3.2 m.

NOTE:
1. Test Hole sloughed to 4.0 m I.A.D.

LEGEND:



w.....WATER CONTENT (PERCENT OF DRY SOIL WEIGHT)

Lw...LIQUID LIMIT

Pw...PLASTIC LIMIT

γ_w...WET UNIT WEIGHT (kN/m^3)

U.....UNCONFINED COMPRESSIVE STRENGTH (kPa)

pp...POCKET PENETROMETER (kg/cm^2)

N.....STANDARD PENETRATION TEST (SAFETY HAMMER w/AUTOMATIC TRIP) (50/125 = BLOWS/SAMPLER PENETRATION [mm])

SO_4 .....SULPHATE CONTENT (PERCENT OF DRY SOIL WEIGHT)

P200...% PASSING No. 200 SIEVE

I.A.D.....IMMEDIATELY AFTER DRILLING

▽...RECORDED WATER LEVEL (TEST HOLE I.A.D.)

▼...RECORDED WATER LEVEL (PIEZO)

LIMITATIONS: THE FIELD DRILL LOG IS A SUMMARY OF THE SUBSURFACE CONDITIONS ENCOUNTERED AT THE SPECIFIC TEST HOLE LOCATION AT THE TIME OF TEST DRILLING. SUBSURFACE CONDITIONS MAY VARY AT OTHER LOCATIONS OF THIS SITE AND, IN TIME, MAY CHANGE AT THIS SPECIFIC TEST HOLE LOCATION.

P. MACHIBRODA ENGINEERING LTD.

FIELD DRILL LOG AND SOIL TEST RESULTS

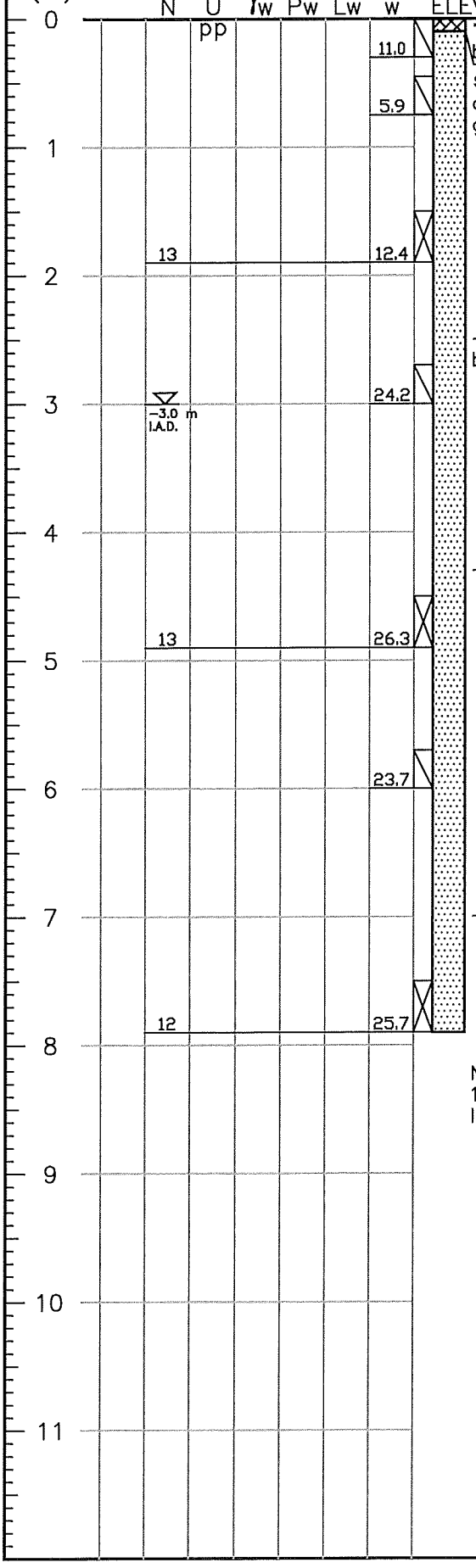
PROJECT:
PROPOSED GARAGE DEVELOPMENT

LOCATION:
NE-24-35-5-W3M,
SOUTH OF SASKATOON, SK

NORTHING: 5765001 **EASTING:** 391281

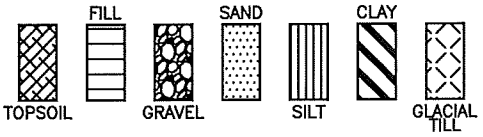
DATE DRILLED:	**DRAWING NUMBER:**
OCT 11/19	15841-4

TEST HOLE 19-4



NOTE:
1. Test Hole sloughed to 3.0 m I.A.D.

LEGEND:



w.....WATER CONTENT (PERCENT OF DRY SOIL WEIGHT)

Lw...LIQUID LIMIT

Pw...PLASTIC LIMIT

γ_w...WET UNIT WEIGHT (kN/m^3)

U.....UNCONFINED COMPRESSIVE STRENGTH (kPa)

pp...POCKET PENETROMETER (kg/cm^2)

N.....STANDARD PENETRATION TEST (SAFETY HAMMER w/AUTOMATIC TRIP) (50/125 = BLOWS/SAMPLER PENETRATION [mm])

SO_4 .....SULPHATE CONTENT (PERCENT OF DRY SOIL WEIGHT)

P200...% PASSING No. 200 SIEVE

I.A.D.....IMMEDIATELY AFTER DRILLING

▽...RECORDED WATER LEVEL (TEST HOLE I.A.D.)

▼...RECORDED WATER LEVEL (PIEZO)

LIMITATIONS: THE FIELD DRILL LOG IS A SUMMARY OF THE SUBSURFACE CONDITIONS ENCOUNTERED AT THE SPECIFIC TEST HOLE LOCATION AT THE TIME OF TEST DRILLING. SUBSURFACE CONDITIONS MAY VARY AT OTHER LOCATIONS OF THIS SITE AND, IN TIME, MAY CHANGE AT THIS SPECIFIC TEST HOLE LOCATION.

P. MACHIBRODA ENGINEERING LTD.

FIELD DRILL LOG AND SOIL TEST RESULTS

PROJECT:
PROPOSED GARAGE DEVELOPMENT

LOCATION:
NE-24-35-5-W3M,
SOUTH OF SASKATOON, SK

NORTHING: 5764851 **EASTING:** 391152

DATE DRILLED:	**DRAWING NUMBER:**
OCT 11/19	15841-5

PIEZO. ELEV.= 510.7 m

TEST HOLE 19-5

ELEV: 509.6 m

DEPTH (m)	N	U	γ_w	Pw	Lw	w	
0		pp				12.4	**TOPSOIL,** organic, moist, dark brown, rootlets.
		BENTONITE SEAL					
	19				25	6.1	**SAND,** some silt, loose, poorly graded, fine grained, moist, brown. –P200 = 22.8% at 0.3 m.
1						6.4	
		CUTTINGS					
2							**SILT,** some sand, some clay, firm, medium plastic, wet, brown, seepage, sloughing.
		507.2 m OCT 24/14					
3		50 mm diam. SCH 40, PVC RISER PIPE					
	4					19.9	
4							
	20				31	26.0	–SO_4 = 0.01% at 4.5 m.
5		SAND PACKED ANNULUS 50 mm diam. MACHINE SLOTTED SCH 40 PVC WELL SCREEN					
6							–grey below 5.9 m.
	5					28.3	
7		SLOUGH					
						25.2	
8							
9							
10							
11							

NOTE:
1. Test Hole sloughed to 5.5 m I.A.D.

LEGEND:

FILL, SAND, CLAY

TOPSOIL, GRAVEL, SILT, GLACIAL TILL

w.....WATER CONTENT (PERCENT OF DRY SOIL WEIGHT)

Lw...LIQUID LIMIT

Pw...PLASTIC LIMIT

γ_w...WET UNIT WEIGHT (kN/m^3)

U.....UNCONFINED COMPRESSIVE STRENGTH (kPa)

pp...POCKET PENETROMETER (kg/cm^2)

N.....STANDARD PENETRATION TEST (SAFETY HAMMER w/AUTOMATIC TRIP) (50/125 = BLOWS/SAMPLER PENETRATION [mm])

SO_4 .....SULPHATE CONTENT (PERCENT OF DRY SOIL WEIGHT)

P200...% PASSING No. 200 SIEVE

I.A.D.....IMMEDIATELY AFTER DRILLING

▽...RECORDED WATER LEVEL (TEST HOLE I.A.D.)

▼...RECORDED WATER LEVEL (PIEZO)

SHELBY TUBE, SPLIT SPOON, CUTTINGS

LIMITATIONS: THE FIELD DRILL LOG IS A SUMMARY OF THE SUBSURFACE CONDITIONS ENCOUNTERED AT THE SPECIFIC TEST HOLE LOCATION AT THE TIME OF TEST DRILLING. SUBSURFACE CONDITIONS MAY VARY AT OTHER LOCATIONS OF THIS SITE AND, IN TIME, MAY CHANGE AT THIS SPECIFIC TEST HOLE LOCATION.

P. MACHIBRODA ENGINEERING LTD.

FIELD DRILL LOG AND SOIL TEST RESULTS

PROJECT:
PROPOSED GARAGE DEVELOPMENT

LOCATION:
NE-24-35-5-W3M,
SOUTH OF SASKATOON, SK

NORTHING: 5764746 **EASTING:** 391273

DATE DRILLED:	DRAWING NUMBER:
OCT 11/19	15841-6

APPENDIX A

Explanation of Terms on
Test Hole Logs

P.MACHIBRODA
ENGINEERING LTD.

CLASSIFICATION OF SOILS

Coarse-Grained Soils: Soils containing particles that are visible to the naked eye. They include gravels and sands and are generally referred to as cohesionless or non-cohesive soils. Coarse-grained soils are soils having more than 50 percent of the dry weight larger than particle size 0.080 mm.

Fine-Grained Soils: Soils containing particles that are not visible to the naked eye. They include silts and clays. Fine-grained soils are soils having more than 50 percent of the dry weight smaller than particle size 0.080 mm.

Organic Soils: Soils containing a high natural organic content.

Soil Classification By Particle Size

Soil Type	Particles of Size
Clay	< 0.002 mm
Silt	0.002 – 0.060 mm
Sand	0.06 – 2.0 mm
Gravel	2.0 – 60 mm
Cobbles	60 – 200 mm
Boulders	>200 mm

TERMS DESCRIBING CONSISTENCY OR CONDITION

Coarse-grained soils: Described in terms of compactness condition and are often interpreted from the results of a Standard Penetration Test (SPT). The standard penetration test is described as the number of blows, N, required to drive a 51 mm outside diameter (O.D.) split barrel sampler into the soil a distance of 0.3 m (from 0.15 m to 0.45 m) with a 63.5 kg weight having a free fall of 0.76 m.

Compactness Condition	SPT N-Index (blows per 0.3 m)
Very loose	0-4
Loose	4-10
Compact	10-30
Dense	30-50
Very dense	Over 50

Fine-Grained Soils: Classified in relation to undrained shear strength.

Consistency	Undrained Shear Strength (kPa)	N Value (Approximate)	Field Identification
Very Soft	<12	0-2	Easily penetrated several centimetres by the fist.
Soft	12-25	2-4	Easily penetrated several centimetres by the thumb.
Firm	25-50	4-8	Can be penetrated several centimetres by the thumb with moderate effort.
Stiff	50-100	8-15	Readily indented by the thumb, but penetrated only with great effort.
Very Stiff	100-200	15-30	Readily indented by the thumb nail.
Hard	>200	>30	Indented with difficulty by the thumbnail.

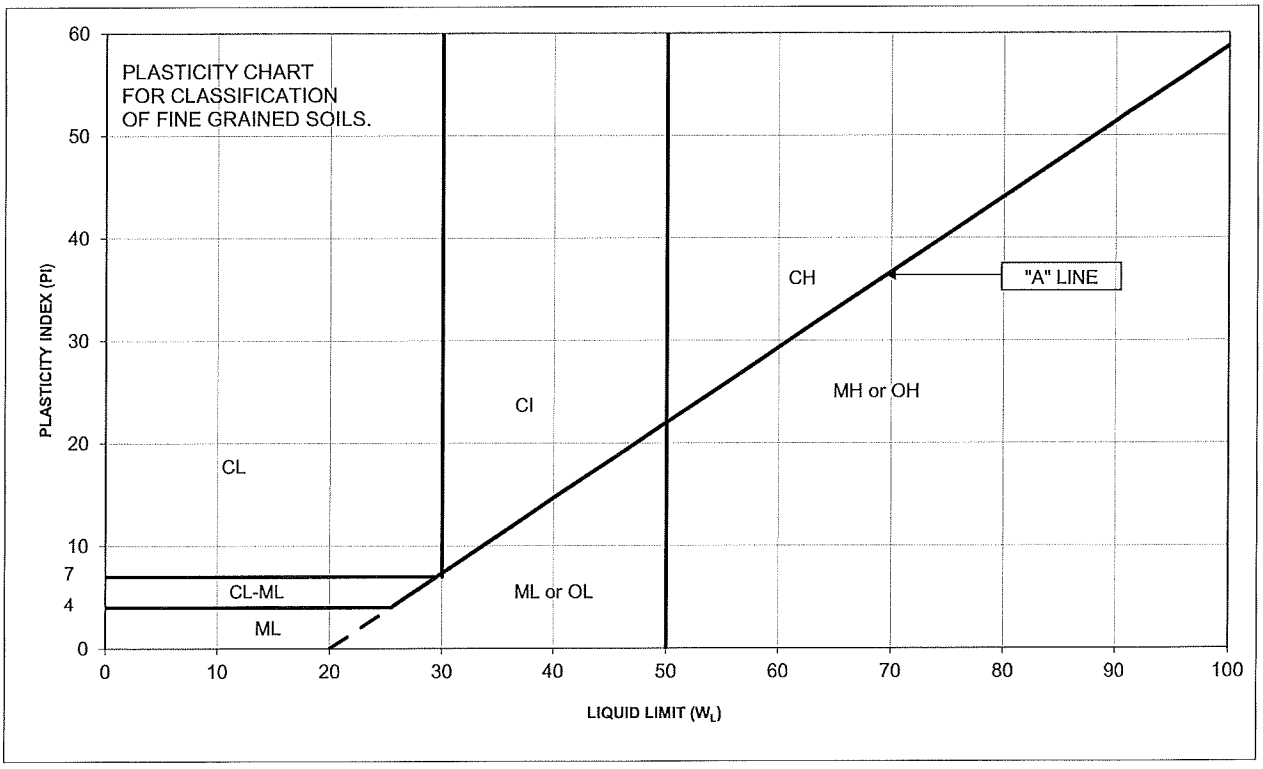
Organic Soils: Readily identified by colour, odour, spongy feel and frequently by fibrous texture.

DESCRIPTIVE TERMS COMMONLY USED TO CHARACTERIZE SOILS

Poorly Graded	- predominance of particles of one grain size.
Well Graded	- having no excess of particles in any size range with no intermediate sizes lacking.
Mottled	- marked with different coloured spots.
Nuggety	- structure consisting of small prismatic cubes.
Laminated	- structure consisting of thin layers of varying colour and texture.
Slickensided	- having inclined planes of weakness that are slick and glossy in appearance.
Fissured	- containing shrinkage cracks.
Fractured	- broken by randomly oriented interconnecting cracks in all 3 dimensions

SOIL CLASSIFICATION SYSTEM (MODIFIED U.S.C.)

MAJOR DIVISION			GROUP SYMBOL	TYPICAL DESCRIPTION	LABORATORY CLASSIFICATION CRITERIA
HIGHLY ORGANIC SOILS			Pt	PEAT AND OTHER HIGHLY ORGANIC SOILS	STRONG COLOUR OR ODOUR AND OFTEN FIBROUS TEXTURE
COARSE-GRAINED SOILS(MORE THAN HALF BY WEIGHT LARGER THAN NO. 200 SIEVE SIZE)	GRAVELS More than half coarse fraction larger than No. 4 sieve size	CLEAN GRAVELS	GW	WELL-GRADED GRAVELS, GRAVEL-SAND MIXTURES <5% FINES	$C_u = \frac{D_{60}}{D_{10}} > 4 \quad C_c = \frac{(D_{30})^2}{D_{60} \times D_{10}} = 1 \text{ to } 3$
			GP	POORLY-GRADED GRAVELS AND GRAVEL-SAND MIXTURES <5% FINES	NOT MEETING ALL ABOVE REQUIREMENTS FOR GW
		DIRTY GRAVELS	GM	SILTY GRAVELS, GRAVEL-SAND-SILT MIXTURES >12% FINES	ATTERBERG LIMITS BELOW "A" LINE OR PI < 4
			GC	CLAYEY GRAVELS, GRAVEL-SAND-CLAY MIXTURES >12% FINES	ATTERBERG LIMITS ABOVE "A" LINE WITH PI > 7
	SANDS More than half coarse fraction smaller than No. 4 sieve size	CLEAN SANDS	SW	WELL-GRADED SANDS, GRAVELLY SANDS MIXTURES <5% FINES	$C_u = \frac{D_{60}}{D_{10}} > 6 \quad C_c = \frac{(D_{30})^2}{D_{60} \times D_{10}} = 1 \text{ to } 3$
			SP	POORLY-GRADED SANDS OR GRAVELLY SANDS <5% FINES	NOT MEETING ALL GRADATION REQUIREMENTS FOR SW
		DIRTY SANDS	SM	SILTY SANDS, SAND-SILT MIXTURES >12% FINES	ATTERBERG LIMITS BELOW "A" LINE OR PI < 4
			SC	CLAYEY SANDS, SAND-CLAY MIXTURES >12% FINES	ATTERBERG LIMITS ABOVE "A" LINE WITH PI >7
FINE-GRAINED SOILS (MORE THAN HALF BY WEIGHT PASSING NO. 200 SIEVE SIZE)	SILTS Below "A" line on plasticity chart; negligible organic content		ML	INORGANIC SILTS AND VERY FINE SANDS, ROCK FLOUR, SILTY SANDS OF SLIGHT PLASTICITY	$W_L < 50$
			MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS, FINE SANDY OR SILTY SOILS	$W_L > 50$
	CLAYS Above 'A" line on plasticity chart; negligible organic content		CL	INORGANIC CLAYS OF LOW PLASTICITY, GRAVELLY, SANDY, OR SILTY CLAYS, LEAN CLAYS	$W_L < 30$
			CI	INORGANIC CLAYS OF MEDIUM PLASTICITY, SILTY CLAYS	$W_L > 30 < 50$
			CH	INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS	$W_L > 50$
	ORGANIC SILTS & ORGANIC CLAYS Below "A" line on plasticity chart		OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY	$W_L < 50$
			OH	ORGANIC CLAYS OF HIGH PLASTICITY	$W_L > 50$



P.MACHIBRODA ENGINEERING LTD.

APPENDIX B

Grain Size Distribution
Analysis Results

P.MACHIBRODA ENGINEERING LTD.

ASTM C136: GRAIN SIZE ANALYSIS

Project: She-Ray Residential Subdivision

Location: South of Saskatoon, SK

Project No.: 15841

Date Tested: October 18, 2019

Test Hole No: 19-1

Sample No.: 4

Depth: 3.0-3.4

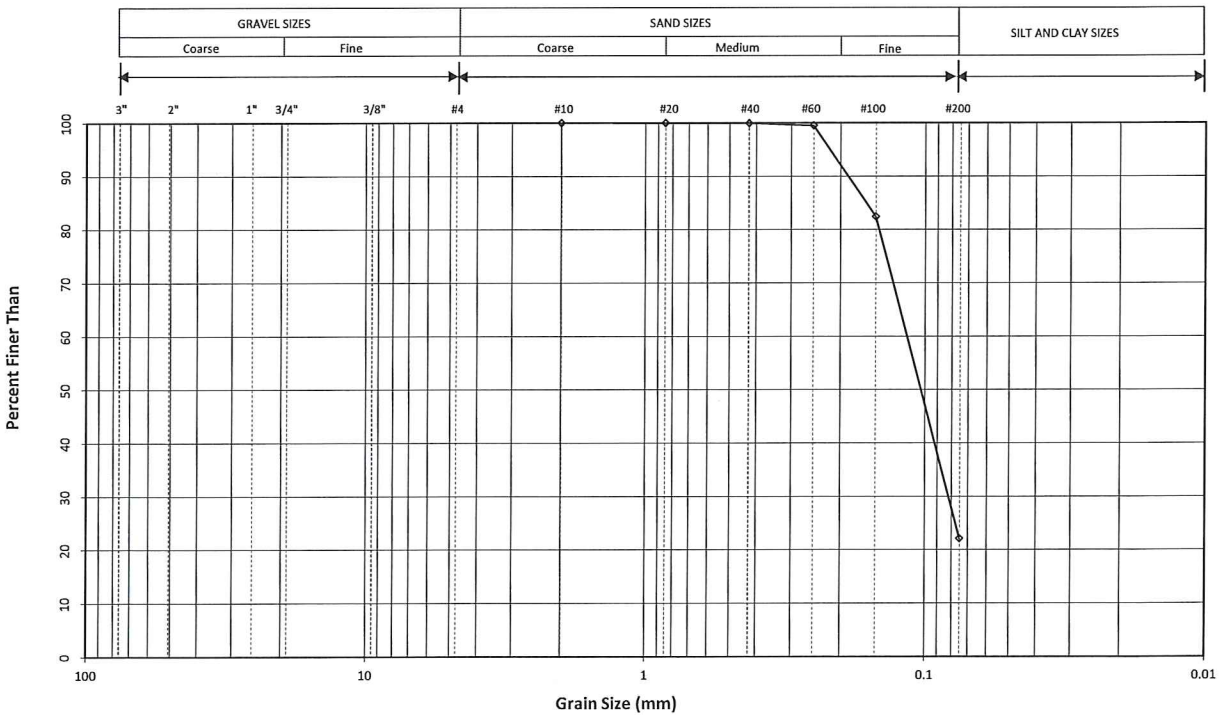
Sieve Analysis:

Sieve	Diameter mm	% Finer
	76.200	100
	63.500	100
	50.000	100
	37.500	100
	25.000	100
	19.000	100
	12.500	100
	9.500	100
	4.750	100
	2.000	100
	0.850	100
	0.425	100
	0.250	99
	0.150	82
	0.075	22

Material Description:

% Gravel Sizes	% Sand Sizes	% Silt and Clay Sizes
0	78	22

Remarks:



CERTIFIED BY CCIL Canadian Council of Independent Laboratories For specific tests as listed on www.ccil.com

DRAWING NO.

APPENDIX B-1

WE CERTIFY TESTING PROCEDURES ARE IN ACCORDANCE WITH ASTM C136 AND C117 CSTANDARDS
P. MACHIBRODA ENGINEERING LTD.

PER Preston Schergevitch

P.MACHIBRODA ENGINEERING LTD.

ASTM C136: GRAIN SIZE ANALYSIS

Project: She-Ray Residential Subdivision

Location: South of Saskatoon, SK

Project No.: 15841

Date Tested: October 18, 2019

Test Hole No: 19-2

Sample No.: 10

Depth: 1.5-1.9

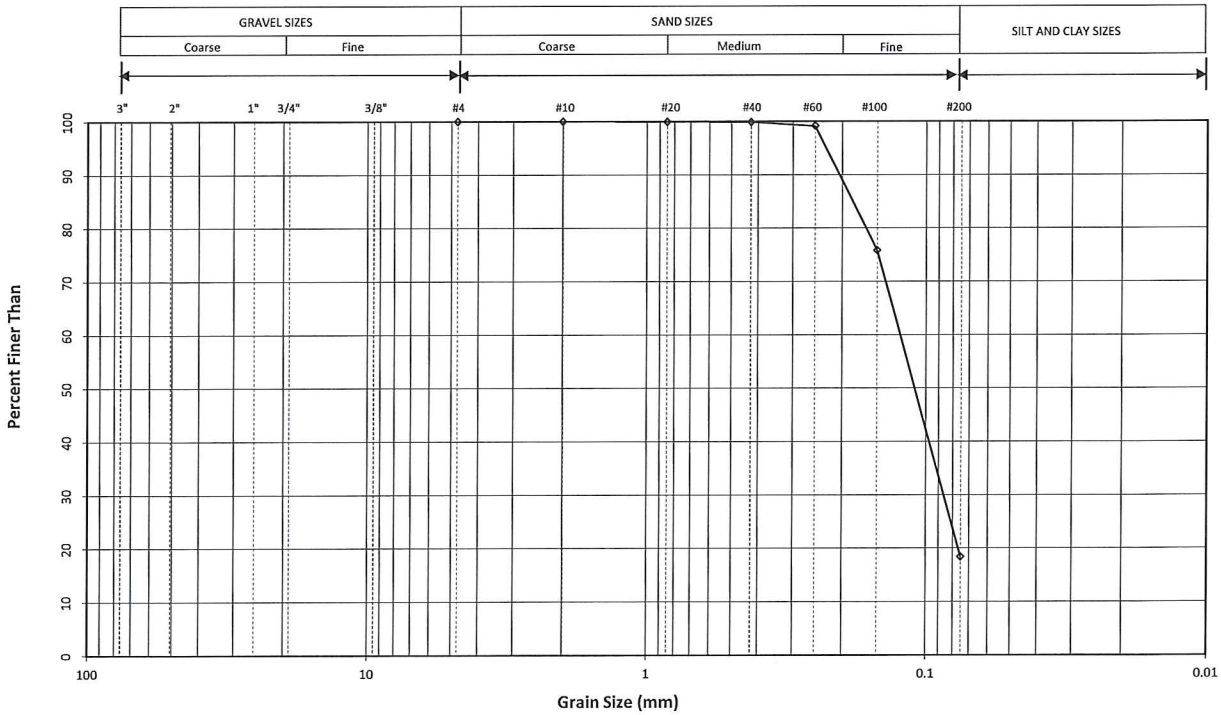
Sieve Analysis:

Sieve	Diameter mm	% Finer
	76.200	100
	63.500	100
	50.000	100
	37.500	100
	25.000	100
	19.000	100
	12.500	100
	9.500	100
	4.750	100
	2.000	100
	0.850	100
	0.425	100
	0.250	99
	0.150	76
	0.075	18

Material Description:

% Gravel Sizes	% Sand Sizes	% Silt and Clay Sizes
0	82	18

Remarks:



CERTIFIED BY CCIL Canadian Council of Independent Laboratories For specific tests as listed on www.ccil.com

DRAWING NO.

APPENDIX B-2

WE CERTIFY TESTING PROCEDURES ARE IN ACCORDANCE WITH ASTM C136 AND C117 CSTANDARDS
P. MACHIBRODA ENGINEERING LTD.

PER Preston Schergevitch

P.MACHIBRODA ENGINEERING LTD.

ASTM C136: GRAIN SIZE ANALYSIS

Project: She-Ray Residential Subdivision

Location: South of Saskatoon, SK

Project No.: 15841

Date Tested: October 18, 2019

Test Hole No: 19-3

Sample No.: 32

Depth: 3.0-3.4

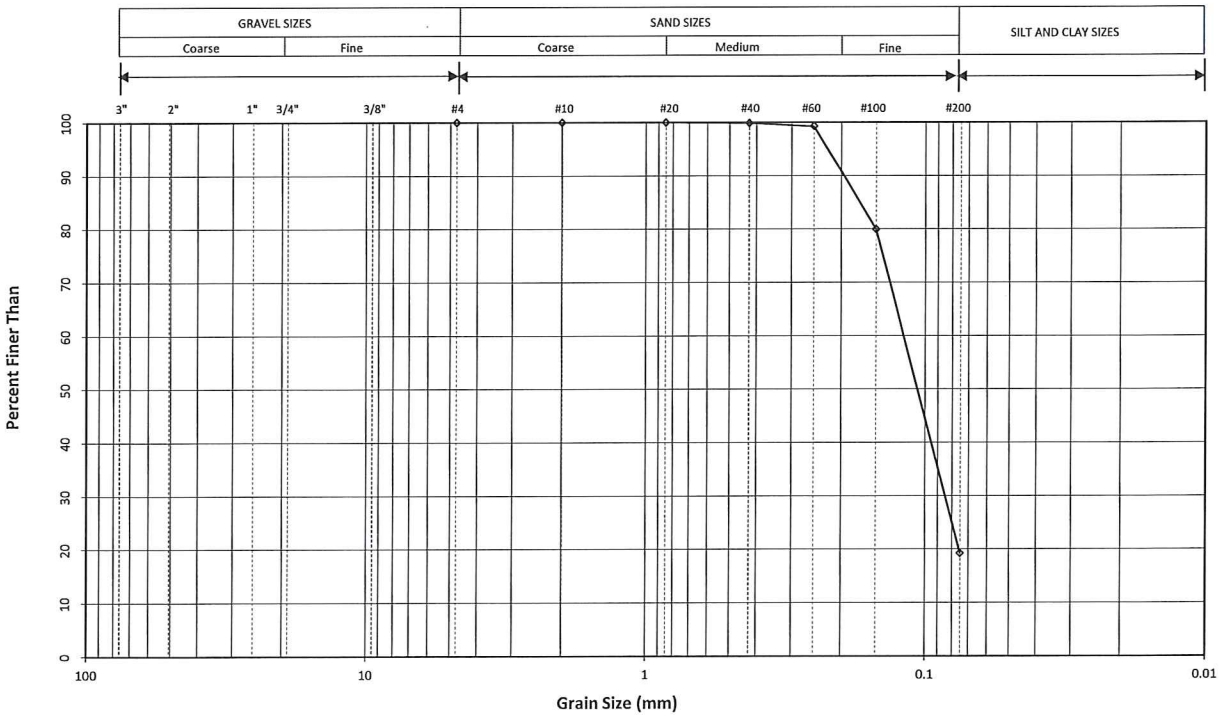
Sieve Analysis:

Sieve	Diameter mm	% Finer
	76.200	100
	63.500	100
	50.000	100
	37.500	100
	25.000	100
	19.000	100
	12.500	100
	9.500	100
	4.750	100
	2.000	100
	0.850	100
	0.425	100
	0.250	99
	0.150	80
	0.075	19

Material Description:

% Gravel Sizes	% Sand Sizes	% Silt and Clay Sizes
0	81	19

Remarks:



CERTIFIED BY CCIL Canadian Council of Independent Laboratories For specific tests as listed on www.ccil.com

DRAWING NO.

APPENDIX B-3

WE CERTIFY TESTING PROCEDURES ARE IN ACCORDANCE WITH ASTM C136 AND C117 CSTANDARDS
P. MACHIBRODA ENGINEERING LTD.

PER Preston Schergevitch

P.MACHIBRODA ENGINEERING LTD.

ASTM C136: GRAIN SIZE ANALYSIS

Project: She-Ray Residential Subdivision

Location: South of Saskatoon, SK

Project No.: 15841

Date Tested: October 18, 2019

Test Hole No: 19-4

Sample No.: 28

Depth: 7.5-7.9

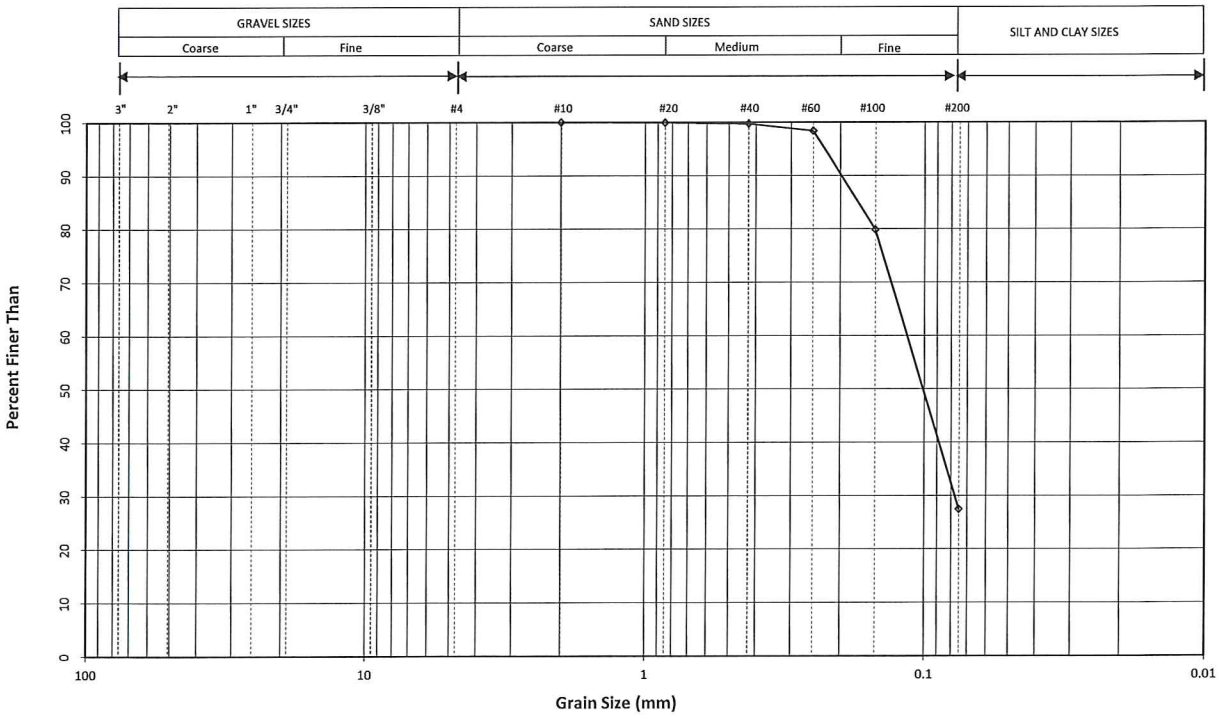
Sieve Analysis:

Sieve	Diameter mm	% Finer
	76.200	100
	63.500	100
	50.000	100
	37.500	100
	25.000	100
	19.000	100
	12.500	100
	9.500	100
	4.750	100
	2.000	100
	0.850	100
	0.425	100
	0.250	98
	0.150	80
	0.075	27

Material Description:

% Gravel Sizes	% Sand Sizes	% Silt and Clay Sizes
0	73	27

Remarks:



CERTIFIED BY CCIL Canadian Council of Independent Laboratories For specific tests as listed on www.ccil.com

DRAWING NO.

APPENDIX B-4

WE CERTIFY TESTING PROCEDURES ARE IN ACCORDANCE WITH ASTM C136 AND C117 CSTANDARDS
P. MACHIBRODA ENGINEERING LTD.

PER Preston Schergevitch

P.MACHIBRODA ENGINEERING LTD.

ASTM D422: PARTICLE SIZE ANALYSIS OF SOILS

Project: She-Ray Residential Subdivision

Location: South of Saskatoon, SK

Project No.: 15841

Date Tested: October 24, 2019

Test Hole No.: 19-5

Sample No.: 19

Depth (m): 4.5

Sieve Analysis:

Sieve	Diameter mm	% Finer
1.5"	38.1	100
1"	25.4	100
3/4"	19.1	100
1/2"	12.7	100
3/8"	9.5	100
# 4	4.75	100
# 10	2	100
# 20	0.85	100
# 40	0.425	99.8
#60	0.25	99.7
# 100	0.15	99.5
# 200	0.075	84.5

Hydrometer Analysis:

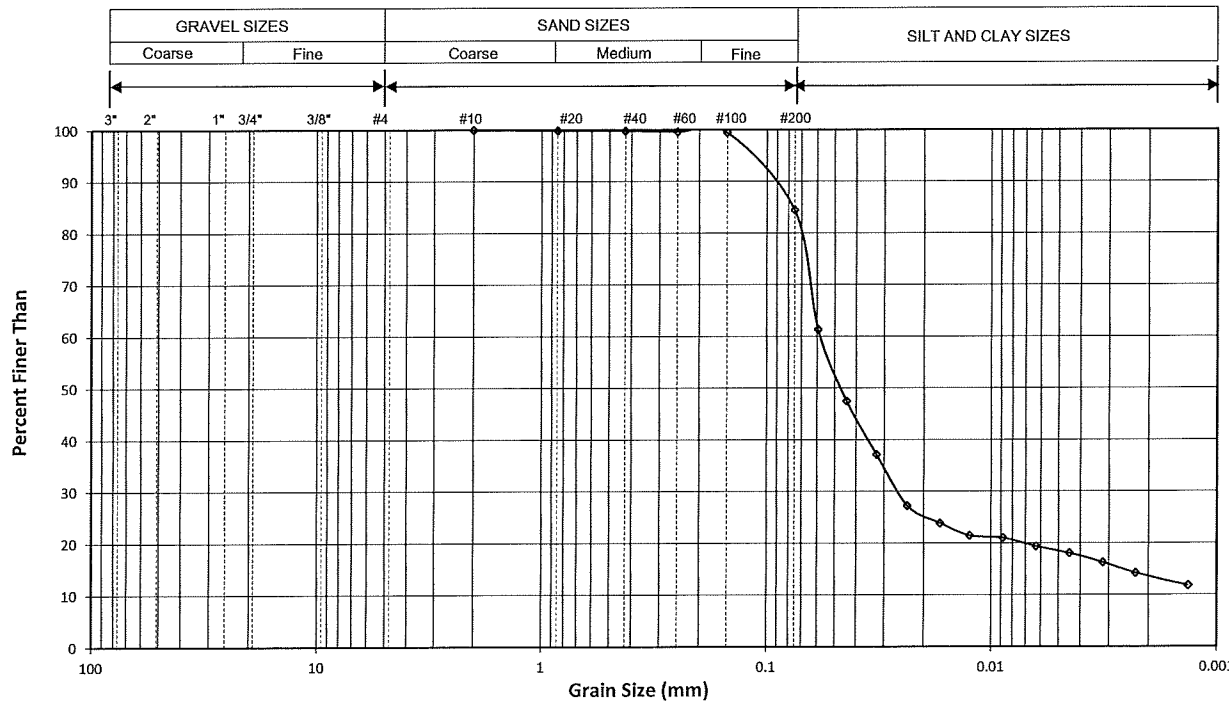
Dispersing Agent: *Sodium Hexametaphosphate*

Diameter mm	% Finer
0.0591	61.4
0.0440	47.5
0.0323	37.1
0.0236	27.2
0.0168	23.9
0.0124	21.5
0.0088	21.0
0.0063	19.4
0.0045	18.1
0.0032	16.3
0.0023	14.3
0.0013	11.8

Material Description:

% Gravel Sizes	% Sand Sizes	% Silt Sizes	% Clay Sizes
0	16	70	14

Remarks:



CERTIFIED BY CCIL Canadian Council of Independent Laboratories For specific tests as listed on www.ccil.com

Drawing No.

APPENDIX B-5

WE CERTIFY TESTING PROCEDURES ARE IN ACCORDANCE WITH ASTM D422 STANDARD
P. MACHIBRODA ENGINEERING LTD.

PER Preston Schergevitch

Appendix “F”
Public Consultation

CROSBY HANNA & ASSOCIATES
LANDSCAPE ARCHITECTURE
COMMUNITY PLANNING

407C 1st Avenue North
Saskatoon SK S7K 1X5
www.crosbyhanna.ca

T (306) 665-3441
F (306) 652-9613

November 12th, 2019

Dear Sir or Madam,

The intent of this letter is to inform you of a proposed rezoning application that will be submitted to the R.M. of Corman Park for consideration.

The proposed Development would be located at the following land location:

- **NE ¼, Section 24, Township 35, Range 5, W3M, Ext 3**

It is the intention of the Developer to rezone a 15.5 acre (6.3 ha) site from the above noted parcel to accommodate develop a total of 96 luxury garage storage units which will be sold as bare land condominium units. The development will be phased and is being undertaken by Sheray Enterprise Ltd..

The proposed development is located immediately west of Highway No. 11 on the south side of Baker Road. We have included a map showing the location of the proposed development (See Map 1).

Development details:

Potable water will be provided by the Dundurn Rural Water Utility. Septic tanks will be used to handle any wastewater generated from the site, a stormwater management report and plan have been prepared to address drainage issues. This report and plan will ultimately need to be approved by the Water Security Agency prior to approval of the subdivision.

As your land is located within one mile of the subject lands, you are receiving a copy of this notice for review and comment. Following the public consultation period, all feedback will be provided to the R.M. of Corman Park in conjunction with the Comprehensive Development Review (CDR) that is being prepared. This CDR will address matters of land use integration, environmental considerations, and engineering infrastructure. This information will also be submitted to the Community Planning Branch of the Ministry of Government Relations for their review and approval.

A "come and go" Public Open House will be held on Thursday December 5th from 6:00 PM – 8:00 PM at the "Log Cabin", located beside the South Corman Park School, at the intersection of Baker Road and Range Road 3052.

A draft Site Plan has also been attached to this letter (Map 2).

If you have any questions or feedback with respect to this application, please provide them in writing to Jim Walters by Monday, December 23rd, 2019 (jwalters@crosbyhanna.ca). We look forward to hearing from you.

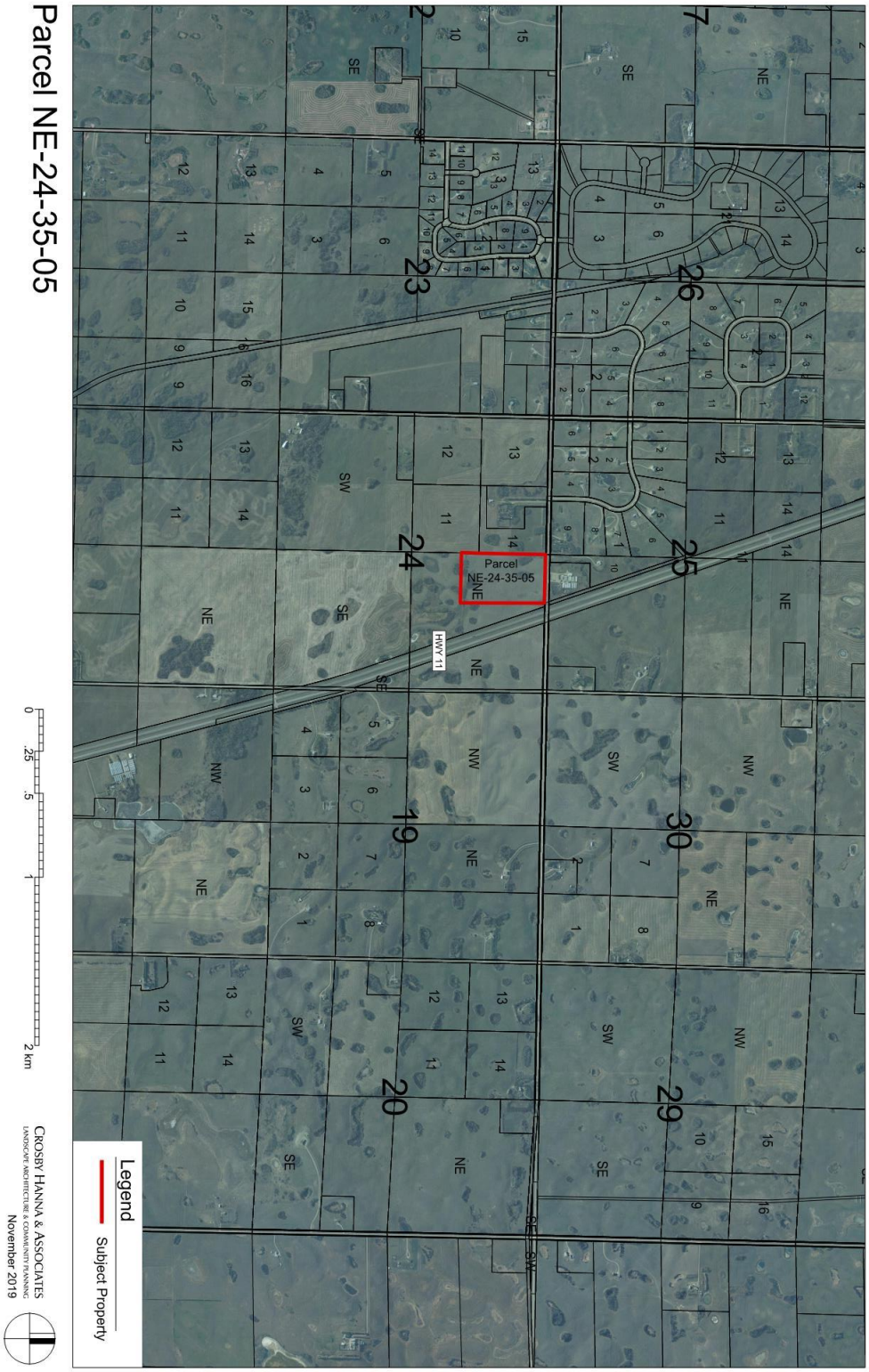
Jim Walters, MCIP, RPP
CROSBY HANNA & ASSOCIATES

CROSBY HANNA & ASSOCIATES
LANDSCAPE ARCHITECTURE
COMMUNITY PLANNING

407C 1st Avenue North
Saskatoon SK S7K 1X5
www.crosbyhanna.ca

T (306) 665-3441
F (306) 652-9613

MAP 1: LOCATION OF PROPOSED DEVELOPMENT



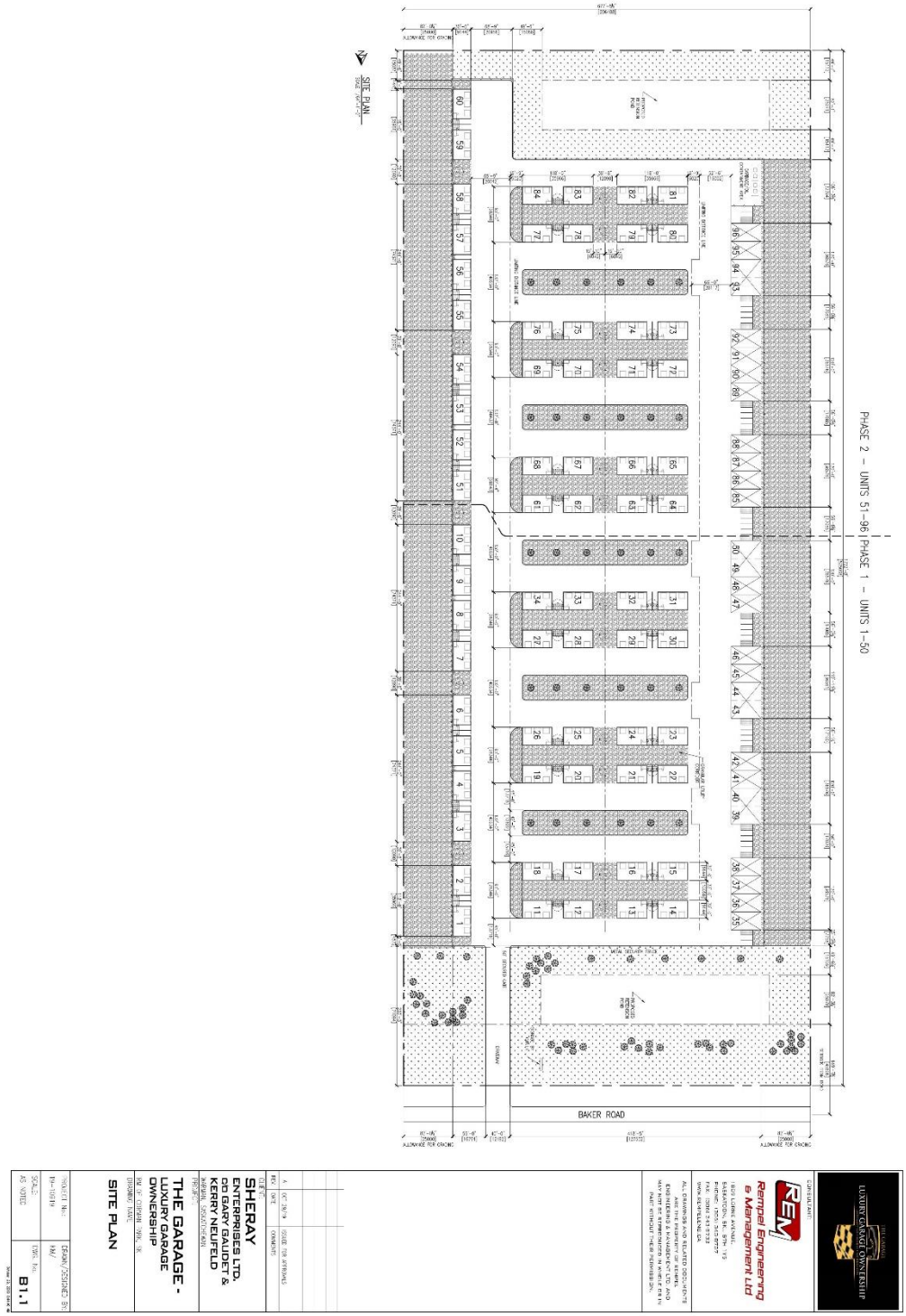
CROSBY HANNA & ASSOCIATES

LANDSCAPE ARCHITECTURE
COMMUNITY PLANNING

407C 1st Avenue North
Saskatoon SK S7K 1X5
www.crosbyhanna.ca

T (306) 665-3441
F (306) 652-9613

MAP 2: DRAFT SITE PLAN



CROSBY HANNA & ASSOCIATES
LANDSCAPE ARCHITECTURE
COMMUNITY PLANNING

407C 1st Avenue North
Saskatoon SK S7K 1X5
www.crosbyhanna.ca

T (306) 665-3441
F (306) 652-9613

February 6th, 2020

Dear Sir or Madam,

The intent of this letter is to follow up on our public open house and subsequent correspondence received from nearby landowners.

The proposed Development would be located at the following land location which was identified in our previous letter:

- **NE ¼, Section 24, Township 35, Range 5, W3M, Ext 3**

The intention of the Developer is to rezone a 26.77 acre (10.8 ha) site from the above noted parcel to develop a total of 96 luxury garage storage units, which will be sold as bare land condominium units. The development will be developed in 2 phases and is being undertaken by Sheray Enterprise Ltd.

The proposed development is located immediately west of Highway No. 11 on the south side of Baker Road. We have included a map showing the location of the proposed development (See Map 1).

Development details:

Potable water will be provided by the Dundurn Rural Water Utility. Septic tanks will be used to handle any wastewater generated from the site, a stormwater management report and plan have been prepared to address drainage issues. This report and plan will ultimately need to be approved by the Water Security Agency prior to approval of the subdivision.

As your land is located in proximity of the subject lands, you are receiving a copy of this letter.

The following concerns were raised by nearby landowners:

Comments/Concerns	Developer's Response
Potential impacts of site lighting and light pollution	Proposed Zoning Agreement (amendment) contains a clause which provides that outdoor lighting will be night sky compliant and will be located and arranged so that no direct rays of light are pointed at nearby properties, or interfere with the safe operation of nearby roadways.
Owners will have complete control over their unit including holding parties in individual units.	The proposed Zoning amendment contains a proposed definition of a luxury storage garage. This definition limits the use of the storage units to the storage and non-commercial repair or maintenance of motor vehicles, boats, recreation vehicles, and other similar

CROSBY HANNA & ASSOCIATES
LANDSCAPE ARCHITECTURE
COMMUNITY PLANNING

407C 1st Avenue North
Saskatoon SK S7K 1X5
www.crosbyhanna.ca

T (306) 665-3441
F (306) 652-9613

Comments/Concerns	Developer's Response
	items. Individual storage units may also include a lounge or seating area and sanitary facilities. The Bylaws of the proposed Condominium Corporation will contain further restrictions on the use of individual units. This is over and above the bylaws of Corman Park which will also apply to this development. The developers will construct a berm on the west edge of the property to provide a visual and noise buffer.
Increased traffic on Baker Road could negatively impact road conditions and overall safety.	A servicing review, completed by Catterall & Wright Consulting Engineers, noted that the proposed development is expected to generate approximately 2 trips during the AM peak hour, 2 trips during the PM peak hour and 17 trips daily. These numbers include owners/renters as well as service vehicles (e.g. septic trucks). This amount of traffic will have minimal impact on existing roads.
The use of septic tanks by this development could contaminate groundwater used by acreages in this area.	This development should have no impact on groundwater in the area. The servicing review, notes that wastewater will be handled with shared holding tanks used by multiple units, hauled to an accepting sewage treatment facility.
A proposal of this nature could cause an influx of criminal activity into the area.	This development should have no impact on criminal activity in the area. Site security will be of the utmost importance. Site access will be controlled. The site will be appropriately fenced, gated and lighted to address security issues. In addition, there will be no outdoor storage. Corman Park Police have been consulted on this development and have no concerns.
A development of this type could adversely affect housing prices in the area.	The proposed development has been specifically designed to be compatible with the land uses in the surrounding area.

CROSBY HANNA & ASSOCIATES
LANDSCAPE ARCHITECTURE
COMMUNITY PLANNING

407C 1st Avenue North
Saskatoon SK S7K 1X5
www.crosbyhanna.ca

T (306) 665-3441
F (306) 652-9613

Comments/Concerns	Developer's Response
	The proposed use of this parcel is intended to accommodate luxury garage storage units. This development is intended for individuals who are looking for a high-quality secure space for the storage and non-commercial repair or maintenance of motor vehicles, boats, recreation vehicles, and other similar items. The spaces could also be used for hobbies such as woodworking. These site development features will provide a high-quality visual environment while providing necessary site security. The lighting of the site will be night sky compliant. The proposed development is not intended for residential occupancy or commercial repair enterprises. Outdoor storage will not be allowed.
This phase of the development involves approximately 27 acres to be rezoned, however, at the meeting, it was mentioned that additional land could be rezoned for an unknown future development.	The proposed development will occupy a total of 26.77 acres in 2 phases. Both phases are approximately equal in size (Phase 1: 50 units, Phase 2: 46 units; total of 96 units). Plans for the future development of the remaining 58.5 acres of land west of Highway #11 are unknown at this time and will be subject to a separate Comprehensive Development Review application and corresponding public consultation process should a zoning bylaw amendment be required.
This development may result in increased recreational vehicle activity with the potential for trespassing.	Some of the unit owners may have recreational vehicles which will be operated from this property. They will be expected to comply with all relevant bylaws.
Construction traffic and heavy equipment will impact Baker Road during construction.	There will be additional traffic on roads in the vicinity of this development during construction. This will take place over a limited time period and is inevitable during construction of any project.
Safety risks of combustible products in storage and during use.	Spatial separation requirements have been addressed by D-Code Engineering Ltd. This issue will be dealt with in detail as part of the building permit process.

CROSBY HANNA & ASSOCIATES
LANDSCAPE ARCHITECTURE
COMMUNITY PLANNING

407C 1st Avenue North
Saskatoon SK S7K 1X5
www.crosbyhanna.ca

T (306) 665-3441
F (306) 652-9613

A draft Site Plan has also been attached to this letter (Map 2).

We are submitting the application for this development to the R.M. of Corman Park later in February. The application will require a Zoning Bylaw amendment, which means the RM is required to hold its own formal public hearing on the application prior to approval.

If you have any further questions or concerns please contact me directly by February 27th, 2020.

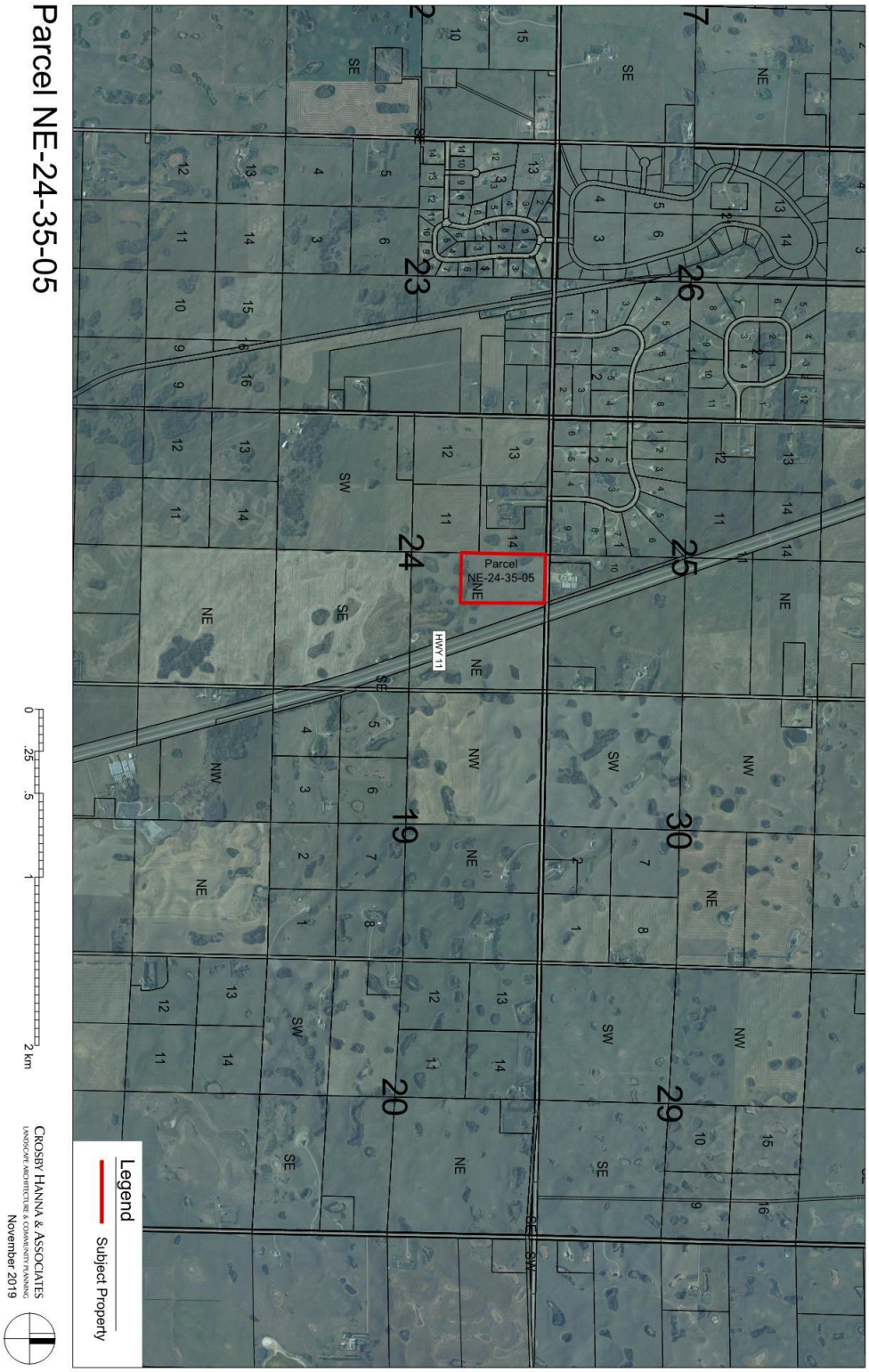
Jim Walters, MCIP, RPP
CROSBY HANNA & ASSOCIATES
PHONE: 306-665-3441
EMAIL: JWALTERS@CROSBYHANNA.CA

CROSBY HANNA & ASSOCIATES
LANDSCAPE ARCHITECTURE
COMMUNITY PLANNING

407C 1st Avenue North
Saskatoon SK S7K 1X5
www.crosbyhanna.ca

T (306) 665-3441
F (306) 652-9613

MAP 1: LOCATION OF PROPOSED DEVELOPMENT



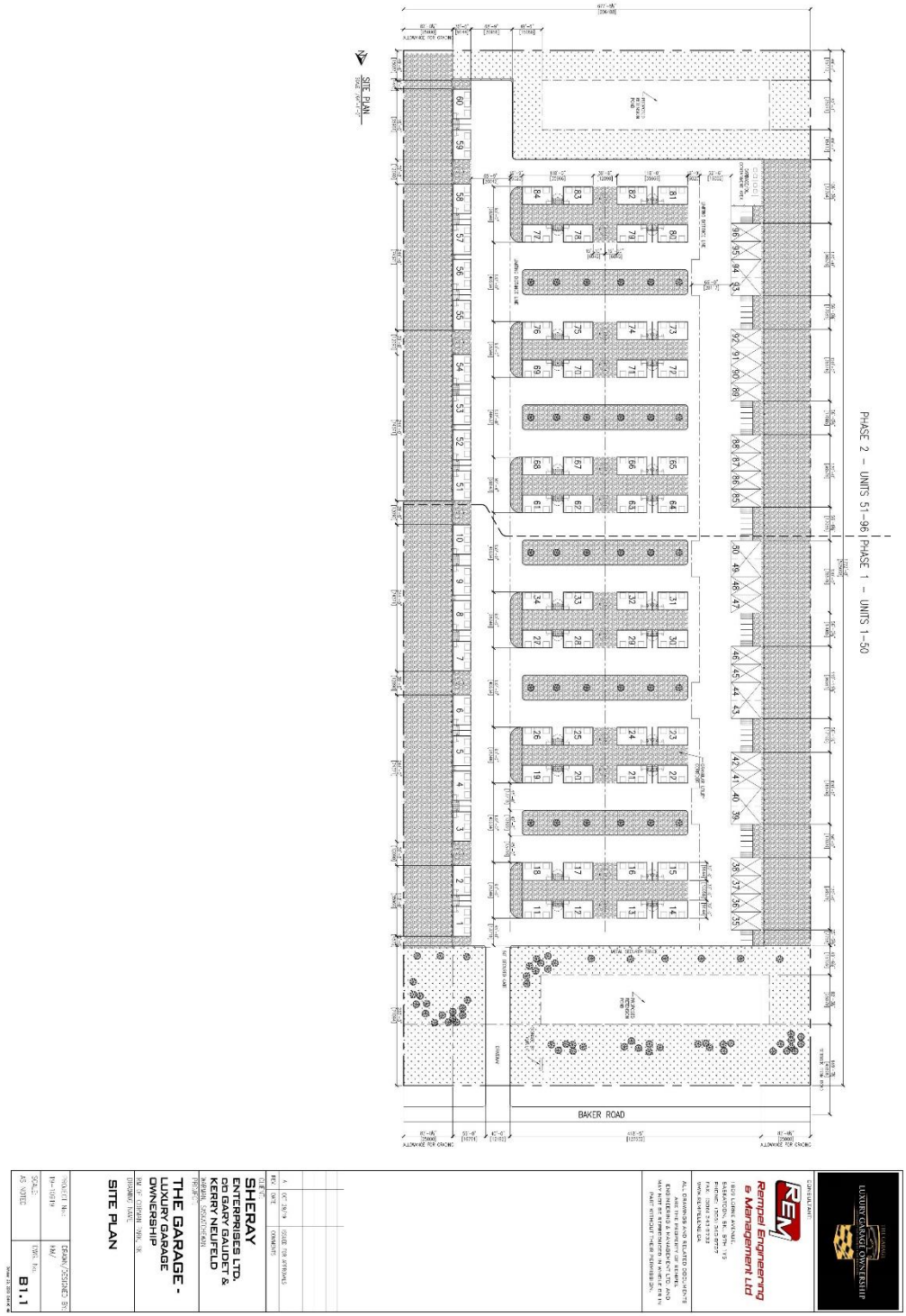
CROSBY HANNA & ASSOCIATES

LANDSCAPE ARCHITECTURE
COMMUNITY PLANNING

407C 1st Avenue North
Saskatoon SK S7K 1X5
www.crosbyhanna.ca

T (306) 665-3441
F (306) 652-9613

MAP 2: DRAFT SITE PLAN



Mr. Jim Walters
Crosby Hanna and Associates
407C 1st Ave North
Saskatoon, SK
jwalters@crosbyhanna.ca

Re: NE ¼ 24-35-5 W3
SHERAY ENTERPRISES Proposed rezoning application for bare-land condos to be developed as luxury garage units

Dear Sir,

After investigation we are unsatisfied that this rezoning and potential development of luxury condo garages at NE1/4 24-35-5 is in any way congruent with the adjacent and nearby use by landowners. This is primarily an agricultural and low-to-mid density agriculture and country residential area with little commercial development. What has been allowed to date is of benefit to the communal use of the area residents.

These bare-land condos are an open- ended design/use concept which could negatively impact the overall surrounding real estate value in the area. They certainly will affect security and peace of the current residents. Condo members would inherently form their own community with little regard for anything outside this little parcel. The majority of these potential owners are not members of Corman Park RM. The buyers of these facilities have little to no connection to the rural environment.

For comparison, less than two miles north of this proposed parcel there is a much more ideal piece of land sized correctly, zoned commercially and currently up for sale. If the land cost the only reason the developers are selecting this proposed parcel to develop, this is simply not a good enough reason. They stand to make millions off of this venture no matter where the location, and we personally are not willing to trade the value of a quality rural life for urban recreation and storage. Viable and more feasible alternatives clearly exist within urban and commercial locations.

Further, this proposal site is within proximity to:

- agriculture (dust, odor) one of which is ILO;
- school bus routes,
- an already pressured highway crossing.

Residents will suffer - with no overall community or personal benefit to be seen by current residents (other than the developers themselves):

- increased vehicle and non-community member traffic;
- increase to be expected in criminal activity in the surrounding area and no expected increased patrol/response

- increased recreational vehicle activity by persons who may not have the foresight to gain knowledge of trespassing and recreational vehicle use regulations
- likelihood of increased alcohol infractions on roadways (using the Jemini arena licensure as a launch case in point)
- light pollution;
- noise pollution (especially revving car engines – we already experience SIR noise and that is several miles away);
- construction traffic interference, heavy equipment use of (deteriorating) Baker Road access; debris, dust and noise - potentially in more than one phase
- increased pressure on groundwater contamination (ie. from a wash bay) similar to a vehicle repair business over time - no matter the engineering design, there is capacity for failure
- the danger/inherent safety risks of combustible products in storage and during use

With these points we are respectfully opposed to this rezoning and development.
We thank you for the opportunity to express our concerns and hope they will be regarded carefully.

Sue and Miles Johnson
[redacted]
35335 Range Road #3051, Corman Park, SK
PT SW1/4 24-35-5 W 3

[redacted]
2019-12-22 10:33 AM

125 South Point Drive
Corman Park, SK S7T 1C6

December 13, 2019

Crosby Hanna & Associates
407C 1st Avenue North
Saskatoon, SK S7K 1X5

Attention: Jim Walters, MCIP, RPP

Re: Proposed Development located at NE1/4, Section 24, Range 5, W3M, Ext 3

WE are in receipt of your letter dated November 12, 2019 regarding this proposed development. We attended the open house on December 5, 2019 and since we have serious concerns regarding this proposal, we are advising you that we are opposed to this development.

The concerns are as follows:

1. The letter says 15.5 acres would be rezoned. However, at the meeting, it was mentioned that 30 acres would be rezoned for the 2 Phases of the development.
2. The use of septic tanks for this size of development could contaminate ground water used by acreages in the area.
3. It was discussed at the meeting that there would be a lot of lighting. The light pollution in this area is bad enough now without any additional lighting contributing to the pollution.
4. A proposal of this nature could cause an influx of criminal activity to this area. If they are drawn here, then the entire area could be put in greater jeopardy. There would also be a greater burden put on the police departments because of this.
5. The increase in traffic on Baker Road could result in deterioration of the road surface and the safety of all that use that road could be adversely affected.
6. A development of this type could adversely affect housing prices in the area.
7. Owners of the individual units will have sole control of what they do with the units. The suggestion at the meeting that the units could be outfitted with kitchens as well as washrooms could result in some owners entertaining loud parties in their units (their man caves). The letter we received said "Luxury GARAGE STORAGE units; not man caves, woodworking shops, or vehicle repair shops as were some of the uses mentioned at the meeting.

Thank you in advance for your review of our concerns.

Sincerely,

John & Sandra Stochmanski

Cc: Rural Municipality of Corman Park # 344 Planning Department
Michelle Chuhaniuk, Councillor Division #2, Rural Municipality of Corman Park #344

December 12, 2019

105 South Point Drive

Corman Park, Sk. S7T 1C6

Crosby, Hanna and Associates

407C-1st Avenue North

Saskatoon, Sk. S7K 1X5

Dear Mr. Walters:

Re: Proposed development located at NE ¼, Section 24, Township 35, Range 5, W3M, Ext3

We received the information package regarding the development of luxury garage storage units at the aforementioned location, and the intention to have the land rezoned to "commercial".

After attending the open house on December 5, and listening to the developers' plans for the property, we do have concerns.

First, a few residences are a very short distance away, and their privacy should be of utmost concern. None of us moved to an acreage to experience bright security lighting and increased traffic.

Secondly, the idea that the owners have complete control over their unit is also a concern. The presenters implied that owners could even hold parties in their personal unit if they so desired. This is worrisome, especially without any guidelines or regulations in place.

Finally, we are concerned about increased traffic on Baker Road, and the impact on road conditions and overall safety. Also, we believe our property values will decline with such a development, and that would be an unfavourable position for many of us.

Thank you in advance for taking our concerns into consideration.

Sincerely,

Wayne Sauer Marilyn Sauer

Wayne and Marilyn Sauer [redacted]

Cc: R.M. of Corman Park

RECEIVED NOV 18 2019

December 12, 2019

105 South Point Dr

Corman Park, Sk. S7T1C6

R.M. of Corman Park

111 Pinehouse Drive

Saskatoon, Sk. S7K 5W1

To Whom It May Concern:

Re: Proposed development located at NE ¼, Section 24, Township 35, Range 5, W3M, Ext3

We received the information package regarding the development of luxury garage storage units at the aforementioned location, and the intention to have the land rezoned to "commercial".

After attending the open house on December 5, and listening to the developers' plans for the property, we do have concerns.

First, a few residences are a very short distance away, and their privacy should be of utmost concern. None of us moved to an acreage to experience bright security lighting and increased traffic.

Secondly, the idea that the owners have complete control over their unit is also a concern. The presenters implied that owners could even hold parties in their personal unit if they so desired. This is worrisome, especially without any guidelines or regulations in place.

Thirdly, a development of this type could drastically increase criminal activity that may adversely affect the entire area including cost of policing and bylaw enforcement.

In addition, snow being cleared and piled at the front of the property bordering Baker Road may require more maintenance on Baker to remove any drifted snow from these snow piles.

Finally, we are concerned about increased traffic on Baker Road, and the impact on road conditions and overall safety. Also, we believe our property values will decline with such a development, and that would be an unfavourable position for many of us.

Thank you in advance for taking our concerns into consideration.

Sincerely,

Marilyn Sauer Wayne Sauer

Wayne & Marilyn Sauer

[redacted]

Jim Walters

From: Henry [redacted]
Sent: Thursday, December 05, 2019 2:49 PM
To: Jim Walters
Subject: Re: Garage Project

Jim
Cool, thanks for your reply.

Mr. Gaudet is well aware of the lighting concern/ issue from his past meetings over the Casario East project. Just drive out here at night and see for yourself, For example Grasswood Esso and Retro Can area on highway #11 excessively lights up the area whereas all the nearby developments and residents have downward lighting and it works. You know how many city folk sit on our Range Road 3051 and star gaze ? tons of people and that's ok.
If you want acceptance and to fit into the neighbourhood and the existing culture of the neighbour just ask the residents. They will give you and your developers the guidance needed. An open house is only one small opportunity, but call the neighbours or knock on our doors and ask what is valued in our lifestyles and homes and properties we have invested a lifetime into and we will be a valuable resource to you. We aren't against change and can help you fit in /adapt to the norm. We and now hundreds of others who moved to the country for the lifestyle, prefer not to have the City lights ,noise and commotion creep in, which I'm sure you can appreciate.
Thanks for you time and feel free to take my comments forward into your feedback.
Good luck with the proposal.
Henry
Sent from my iPhone

On Dec 5, 2019, at 2:15 PM, Jim Walters <jwalters@crosbyhanna.ca> wrote:

> Thanks for feedback – I will talk to the developer about the lighting. The pond is only for storm water. Each unit will have its own septic tank that will be pumped out by truck as needed.
>
> **Jim Walters** MCIP RPP
> CROSBY HANNA & ASSOCIATES
> 407C 1st Ave N
> Saskatoon, SK S7K 1X5
> t : 306.665.3441
> e : jwalters@crosbyhanna.ca
> www.crosbyhanna.ca
>
>
> <image001.jpg>
>
> **From:** Henry [redacted]
> **Sent:** Thursday, December 05, 2019 2:12 PM
> **To:** Jim Walters <jwalters@crosbyhanna.ca>
> **Subject:** Re: Garage Project
>
> Thx Jim
> The foot print is what I was interested in and I can now see what your vision is. Seems reasonable.
> I would strongly encourage you and the developers to keep the outdoor lighting aimed downward or on a motion sensor to eliminate light pollution as you likely know this has been an expectation that residents have

in this area that have seen Casario east, Grasswood Estates and Ash Wood conform to. Respecting the neighbours wishes and country lifestyle is paramount to gaining support.
Last point/ question is what is the retention pond for : surface water collection or a lagoon , either way I don't care , just curious.
Overall , nice "man sheds" which they appear to be.
Regards
Henry

Sent from my iPhone

On Dec 5, 2019, at 1:37 PM, Jim Walters <jwalters@crosbyhanna.ca> wrote:

> Hi Henry, I accidently sent you an old site plan. The newest site plan is attached. Please note that the access road has moved but the size of the units has not changed.
>
> **Jim Walters** MCIP RPP
> CROSBY HANNA & ASSOCIATES
> 407C 1st Ave N
> Saskatoon, SK S7K 1X5
> t : 306.665.3441
> e : jwalters@crosbyhanna.ca
> www.crosbyhanna.ca
>
>
> <image001.jpg>
>
> **From:** Henry [redacted]
> **Sent:** Thursday, December 05, 2019 1:22 PM
> **To:** Jim Walters <jwalters@crosbyhanna.ca>
> **Subject:** Re: Garage Project
>
> Thanks Jim
> I can now see dimensions as your mail out of the plan was all blurry.
> Henry (resident on RAnge Road 3051 and Baker Rd
>
> Sent from my iPhone
>
> On Dec 5, 2019, at 12:29 PM, Jim Walters <jwalters@crosbyhanna.ca> wrote:
>
> > Hi Henry, I have attached a dimensioned site plan for you to look at. Note that there are two sizes of garage proposed. I cc'd Gary Gaudet on this email as he is one of the developers. Hope to see you tonight at the Open House.
> >
> > **Jim Walters** MCIP RPP
> > CROSBY HANNA & ASSOCIATES
> > 407C 1st Ave N
> > Saskatoon, SK S7K 1X5
> > t : 306.665.3441
> > e : jwalters@crosbyhanna.ca
> > www.crosbyhanna.ca
> >
> >

<Site Plan 2.pdf>

<NEW SITE PLAN 19-10-29 Garage Development ISSUED FOR APPROVALS.pdf>

Jim Walters

From: Gary Gaudet <g.gaudet@sasktel.net>
Sent: Friday, December 20, 2019 1:44 PM
To: Jim Walters
Subject: Fwd: Luxury Garage Condo Project

Sent from my iPhone

Begin forwarded message:

> **From:** Diane Cyca [redacted]
> **Date:** December 19, 2019 at 7:12:56 PM CST
> **To:** Gary Gaudet <g.gaudet@sasktel.net>
> **Cc:** [redacted]
> **Subject: Fwd: Luxury Garage Condo Project**
>
> Correct version lol!
> Sent from my iPhone
>
> Begin forwarded message:
>
> > **From:** Diane Cyca [redacted]
> > **Date:** December 19, 2019 at 1:53:11 PM MST
> > **To:** Gary Gaudet <g.gaudet@sasktel.net>
> > **Cc:** [redacted]
> > **Subject: Luxury Garage Condo Project**
> >
> > To whom it may concern.
> >
> > Let me start with..."how exciting to have another Gaudet Project underway!".
> >
> > I have known and worked with Mr. Gaudet for over 30 years. I can state with absolute conviction, that he is one of the finest businessman I have had the privilege to work with over the decades.
> > I have been a Realtor in Saskatoon for 40 years and worked closely with Gary on the original Casa Rio (1994), Casa Rio East (2004) and the successful purchase of Greenbryre Golf Course (2006)..condo conversions and more.
> >
> > I am thrilled to watch him create ,implement and bring another unique, surely successful project to South Corman Park and the city of Saskatoon .
> >
> > ....
> > Who would have thought, that close to 26 years later, the original Casa Rio would set the bar, and continue to set the bar for Country Residential developments in and around our city.... well.. Gary Gaudet did.
> >
> > Sincerely,

Norbert Cyca
Select Realty Saskatoon

Sent from my iPhone

Jim Walters

From: Gary Gaudet <g.gaudet@sasktel.net>
Sent: Friday, December 20, 2019 1:44 PM
To: Jim Walters
Subject: Fwd: The Garages

Sent from my iPhone

Begin forwarded message:

> **From:** Gary Gaudet <g.gaudet@sasktel.net>
> **Date:** December 20, 2019 at 10:19:08 AM CST
> **To:** "Barry Chilliak Realty Inc. [redacted]
> **Subject: Re: The Garages**
>
> 1000%. Thank-you
>
> Sent from my iPhone
>
> > On Dec 20, 2019, at 10:08 AM, Barry Chilliak Realty Inc. [redacted] wrote:
> >
> > To whom it may concern,
> >
> > I believe that the garage project on the corner of Baker Road and Highway 11 will be a tremendous addition to the area. This will be an exciting project that Saskatoon has yet to see. Other locations in Canada and USA have seen great success.
> >
> > The location is ideal for this as it's on the highway and not nestled into the residential area. Traffic will flow well and will not affect the residential area. We feel this will fit the mould for the area. There are a lot of large homes and affluential people in the area which these residents will take advantage of the project to use for themselves. This will also increase value and bring more awareness to the already popular Casa Rio and area.
> >
> > I see this as a positive for the RM of Corman Park for both the residents in the area itself and the tax dollars it will generate. I feel there is a need in the marketplace for this type of project and we feel there is some tremendously strong backing with Gary Gaudet and Kerry Neufeld heading the project. These two individuals have a fantastic reputation in their past and continuing projects in the Saskatoon area. That speaks for itself.
> >
> > Barry Chilliak
> > Broker
> > Barry Chilliak Realty Inc.

--

CENTURY 21 Barry Chilliak Realty Inc.
#210-310 Wellman Lane - Saskatoon, SK S7T 0J1

Barry (306) 221-2506
Sandy (306) 229-9914
Spencer (306) 280-7700
Jordan (306) 280-7600
Dan (306) 220-6888
FAX: (306) 242-5503
[redacted] | chilliakrealty.com

December 12, 2019 via email jwalters@crosbyhanna.ca

Lynn Ekdahl
2360 Baker Rd East
Corman Park, Sk. S7T 1C1

Crosby, Hanna and Associates

407C-1st Avenue North

Saskatoon, Sk. S7K 1X5

Dear Mr. Walters:

Re: Proposed development located at NE ¼, Section 24, Township 35, Range 5, W3M, Ext3

We received the information package regarding the development of luxury garage storage units at the aforementioned location, and the intention to have the land rezoned to "commercial".

Given the developers' plans for the property, we have concerns.

First, a few residences are a very short distance away, and their privacy should be of utmost concern. None of us moved to an acreage to experience bright security lighting and increased traffic.

Secondly, the idea that the owners have complete control over their unit is also a concern. The presenters implied that owners could even hold parties in their personal unit if they so desired. This is worrisome, especially without any guidelines or regulations in place.

Finally, we are concerned about increased traffic on Baker Road, and the impact on road conditions and overall safety. Also, we believe our property values will decline with such a development, and that would be an unfavourable position for many of us.

Thank you in advance for taking our concerns into consideration.

Sincerely,

L Ekdahl

[redacted]

Barb Lawless
30 Mandalay Drive, Casa Rio East
Corman Park, SK S7T1E3

January 6, 2020

ATTN: Mr. Gary Gaudet

RE: Proposed Luxury Garage Storage Unit Subdivision at Baker Road & Highway 11 South

Dear Mr. Gaudet,

I am writing to you regarding the proposal that has been made within the RM of Corman Park 344 regarding a new luxury garage condo storage unit subdivision, which is to be located close to the neighbourhood of Casa Rio East in which I live.

Having resided on an acreage for the past fourteen years, I have realized the ever-growing necessity of storage space to house yard equipment, implements, recreational toys, vehicles, utility trailers, and supplies, etc. Families needs grow and new equipment arrives to make acreage life easier, children begin driving vehicles, we are enticed to buy the latest recreational toy or that sports car we always dreamed of, or we want the ultimate garage man cave. All of these items take its toll on storage space and we simply run out of room. The option of parking items outside isn't always feasible or wise. It can be esthetically unpleasing for the neighbours, risky due to the possibility of theft, doesn't protect your expensive investment from the elements, and inconvenient if you have to mow grass or remove snow around these items. It is for these reasons, that I would support this subdivision because I recognize the need for today's consumer and I suspect these units will be sought after.

In my personal situation we ran out of indoor garage storage space, so we built a detached garage. However, if the option of a garage condo unit in my neighbourhood existed, I likely would have preferred that option over building on my site because it gives me the flexibility in future if I ever want to move from my acreage I still would have that off site storage space, it likely would have been more cost effective than building my own, and I wouldn't have had to go through the inconvenience and time of building another garage.

In past years, I have witnessed the subdivisions that have come to life that you have been apart of and I have always been impressed with your ability to sell out the subdivision quickly (which is in the best interests of the RM, the fellow purchasers, and surrounding community), you deliver the features of the subdivision you propose, and you keep the subdivision well maintained, all of which I have noted that other developers in our community do not do! It is for that reason, that I would support your proposal because I know it will be done right, in a timely manner, and esthetically pleasing.

I know that the RM is looking for unique ideas for our municipality and I think that this luxury garage condo subdivision certainly fits that bill. The proposed site of this subdivision along Highway 11 is undesirable for residential properties; therefore I would rather see a residential garage condo subdivision opposed to industrial or commercial development. It also shouldn't significantly impact the traffic on our interior rural roads since its location is at the end of an existing intersection. Lastly, I like that the garage complex will be fenced/gated and that all the units will be "neat and tidy" and uniform in design keeping consistency within the development.

Should you wish to contact me to have a further discussion, I can be reached at [redacted] or by email at [redacted]

Thank you,

Barb Lawless

January 8, 2020

To whom it may concern,

It has come to my attention that there have been some concerns regarding the construction of the Luxury Garage Development in the RM of Corman Park 344. Since the inception of this idealistic condo storage idea I have been a huge fan. I recently moved to Casa Rio East and live on a property with a three-car garage and a four-car detached garage. The three-car garage is bursting at the seams with vehicles and boxes. My daughter currently parks outside. The detached garage was constructed as an entertainment area, as well as, a maintenance equipment storage unit. Most of the equipment remains outside due to lack of space. My husband's snow mobile is stored at another property. Due to rules enforced by the RM we are unable to expand further.

The opportunity to have more space to accommodate our needs is amazing. I know that this development will be done in good taste and will further enhance the RM. I have noticed that many residences nearby have personal items and expensive equipment and vehicles outside. This is not appealing to the eye nor is it suitable for the longevity of these items. Hopefully this will clean up the area and help increase property values for everyone.

If in the future if my husband and I decide to downsize and purchase a condo or spend time down south these condos would be the perfect investment and wouldn't limit us from having any personal or recreational items that we currently enjoy. The location is excellent and is well suited for this development as oppose to something more agricultural or industrial given the proximity to nearby houses.

I'm in favor of this venture and would love to invest in one or more properties. If you would like to contact me further, please call my cell at [redacted]

Best regards,

Kara Turtle

The “Garage” Development at Baker Road and Highway 11th South

Over the past year I had the opportunity to work with the team behind the Garage luxury storage units. As architectural illustrator for the project, I got to see firsthand the careful attention to detail put into development of the both the storage unit designs and surrounding site. From the original concept to completion of the design, every attempt was made to bring a world class storage development that would be an asset to both Corman Park and the surrounding areas. There was a concentrated effort put into making the units aesthetically pleasing, and the design of the site is such to allow for maximized greenspace and drainage within a secure fenced in compound.

As many individuals such as my parents are now entering their golden years and making a transition from life on the acreage to condo life in the city, these storage units would be an ideal solution for premium level storage space to store their extra vehicles and also allow for a workspace so that they could continue their hobbies. I think this project would be a great addition to the area, and offer my full support of the development and the team behind it.

Best Regards,

Jason Lowe, Proprietor of JLVisuals

January 7, 2019

RE: THE GARAGE

To whom it may concern:

My name is Ken Yaganiski and I have lived at 18 Mandalay Drive for the past 13 years.

This letter is to voice my full support of **THE GARAGE** project. I lend my support for several reasons:

1. I have personally known Gary Gaudet for 25+ years and Kerry Neufeld for 10+ years. They are both excellent businessmen with very high standards.

2. I currently live in Casa Rio East and have previously lived in Phase 1 of the original Casa Rio, at 70 Casa Rio Bay. So, I have firsthand knowledge of the high quality of development that Gary Gaudet is known for and of the meticulous planning he puts into his development projects.

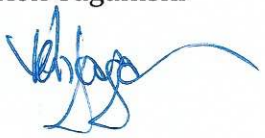
3. I am very familiar with Gary and Kerry's commercial developments in the North industrial area of Saskatoon. These developments were high end, meticulously planned, were extremely well built and as a result, were very successful. In addition, Kerry just has completed a mall project in Warman. As I visited the site throughout construction, I was impressed by the quality and scale of the project.

4. I know the piece of land where Gary and Kerry are planning to develop **THE GARAGE** project. It seems to me that this is an ideal location for such a project due to access from the city and surrounding area.

Because of the reasons listed, I am in full support of the project and firmly believe that it will have a very positive impact on property values in the surrounding district, including my own.

Yours truly,

Ken Yaganiski



Rempel Engineering & Management Ltd.
1809 Lorne Avenue, Saskatoon, SK
S7H 1Y5 (306) 343-8737

January 9th, 2020

Council
Rural Municipality of Corman Park
111 Pinehouse Drive
Saskatoon, SK S7K 5W1

Re: Garage Development – RM of Corman Park

In my capacity as Project Leader and Technologist for Rempel Engineering & Management Ltd (REM), I fully support She-Ray Enterprise Limited's proposed luxury garage development to be located near the intersection of Baker Road and Highway 11.

Since its inception in 2005, REM has been involved in the design of thousands of residential, commercial and industrial projects, including over a hundred in the RM of Corman Park. As the overseeing technologist on this and other projects, it is my job to create drawings to bring the client's vision to life. In working on this project, it was our goal to ensure that the development integrates well with neighbors and does not detract from the natural beauty of the surrounding area.

I fully support the proposed development as an innovative and unique concept, which we believe will provide a long-term benefit to the RM through increased commercial activity during construction as well as bringing more traffic to local businesses in areas like Grasswood upon completion. In addition, the proximity to the City of Saskatoon allows for the RM to be at the forefront of an industry that will certainly become more common in the future as the trend towards downsizing and luxury condominium development continues.

Regards,

Kim Miller
Intermediate Technologist

March ____, 2019

RURAL MUNICIPALITY OF
CORMAN PARK NO. 344
111 PINEHOUSE DRIVE
SASKATOON, SASKATCHEWAN S7K 5W1

Dear Sir/Madam:

RE: SHERAY ENTERPRISE LTD.
SURFACE PARCEL #145948179
BLK/PAR C PLAN NO 101556312 EXTENSION 128
OUR FILE NO. 9896-021

We advise that we are solicitors for Sheray Enterprise Ltd. Our client is proceeding with the required due diligence to review and obtain approval for a project on the above-captioned land. The project promises to be an exciting commercial venture for our client and would be for the purpose of constructing and selling garage storage spaces. The proposal envisioned by our client is one where title to the property is subdivided as a condominium plan. In this process, bareland titles are issued for each unit with a projected total of approximately 80 units. As well, there would be common property areas which would be maintained by a condominium corporation pursuant to the provisions of The Condominium Property Act, 1993. The advantage of proceeding with the proposed arrangement is that the statutory easements for access and utilities are automatically in place pursuant to the condominium property legislation.

Our office would be handling the registration of the condominium plan as part of this project, which will require prior approval from the RM of Corman Park No. 344. Sheray Enterprise Ltd. will be working in conjunction with a surveyor to ensure the proposed plan meets requirements under the appropriate legislation.

Yours truly,

NUSSBAUM & COMPANY

PER:

BENEDICT E. NUSSBAUM
/iba

Ben Kelley
Advisory & Transaction Service, CBRE Limited
410-22nd Street East
Suite 940
Saskatoon, Saskatchewan, S7K 5T6

Re: Proposed Luxury Garage Storage Unity Subdivision at Baker Road & Highway 11 South

Dear Mr. Neufeld & Mr. Gaudet,

I am writing this letter in support of the proposal that has been made for the development of new Luxury Garage units south of the City of Saskatoon, in close proximity to the Casa Rio Development - slated to be the primary demand centre and user of this fantastic proposed development.

My support for this project is fuelled by numerous factors. My professional position as a broker for leading commercial real estate services firm, CBRE, allows me frequent insights into real estate development projects, and the unique elements that make these projects successful. Although this proposal is unique to the area, and may indeed be unique to Saskatchewan at large, we at CBRE have seen this model be extremely successful in other areas of the country and throughout the U.S. Existing developments in the R.M. have historically centred around affluent country residential development and industrial development. While the residential node has been predominantly impacted by falling consumer incomes, the industrial sector has also been slow to recover from the high's 2014. With that said, industrial options surrounding the city of saskatoon remain abundant with little to no significant absorption in the existing business parks. We expect this to remain this way through 2022 as some additional business parks push more product onto the market.

We are encouraged by developments such as this to "think outside the box" and introduce new concepts to continue to push Saskatoon, R.M of Corman Park and area forward.

Above this, the points below highlight why this works – for the developers, for the R.M. and ultimately for the residents/customers who will be the benefactors of this project.

1. Demand – No option exists traditional self-storage. This model offers not only a place to "store", but a place to work, relax (for some of us), socialize. It can create a sense of community.
2. Development History – Both Project Sponsors have a history of success. This project will be yet another achievement by this development team.
3. Proven Concept – This works. The concept has proven itself numerous times over in other centres/regions.
4. Amenities – city amenities such as proximity to public transport, retail nodes or major thoroughfares are not what residence want in country residential subdivisions. This is an opportunity to provide something unique. This may drive value/demand of portions of residential development.

Please feel free to contact me should you have any questions in relation to my support for these developers or this project.

Regards,
Ben Kelley

Jim Walters

From: Gary Gaudet <g.gaudet@sasktel.net>
Sent: Tuesday, January 21, 2020 9:43 AM
To: Jim Walters
Cc: Tim Steuart
Subject: Fwd: Sheray Enterprises Garage Development

From Tom Webb. Now retired and wants to purchase a unit from us for his collector cars. Please add to CDR. Thanks

Sent from my iPhone

Begin forwarded message:

> **From:** Tom Webb [redacted]
> **Date:** January 21, 2020 at 9:30:06 AM CST
> **To:** g.gaudet@sasktel.net, Kerry Neufeld [redacted]
> **Subject: Sheray Enterprises Garage Development**
>
> Hi Gary & Kerry:
>
> It was brought to my attention that you were asking for letters of support for your proposed "Man Cave" Garage Development in the RM of Corman Park.
>
> If acceptable, I would like to offer the following comments to be included within your Comprehensive Development Review:
>
> *Over the past 40 years, I have only come across a handful of land development projects that have excited me, both as a Professional Land Surveyor and as an individual. This proposed "Man Cave" Bare Land Condominium project is a unique and exciting development that will fill a much needed void in our community. This type of development has been completed in other parts of North America with great success and there's no reason to believe that it won't be here as well. Your land development track record speaks for itself and I feel that the proposed garage units will be highly sought after, once they become available for sale within this market.*
>
> *I hope that the Council for the Rural Municipality of Corman Park #344 approves your Rezoning and Subdivision Applications to allow this project to move forward.*
>
> *Respectfully yours,*
>
> *T.R. (Tom) Webb, S.L.S. (Retired)*

Appendix “G”
Building Code Compliance

D-Code Engineering Ltd.
24 Sunrise Drive North, Skyview Estates, SK, S7C 0A6 T: (306) 260-7833

ALTERNATIVE SOLUTION

Date: September 25, 2019

Project Description: The Garage Development, Luxury Garages

Project Address: RM of Corman Park, SK

Description of the Alternative Solution: Grouping of garage buildings for spatial separation requirements

Owner: Gary Gaudet
22 Mandalay Drive
Casa Rio East S7T 1E3

Prepared For: Kim Miller
Rempel Eng & Mgmt Ltd.
1809 Lorne Avenue
Saskatoon, SK S7H 1Y5

Description of Proposed Alternative Solution

This alternative solution will show that the intent of the National Building Code (NBC) in Subsection 3.2.3 can be met by grouping clusters of buildings on this site and treating each building grouping as a single building with respect to all Building Code requirements. This allows spatial separation requirements between buildings within the grouping cluster to be eliminated. This is a similar approach to that taken in Section 3.9 Self-service Storage Buildings of the NBC 2015.

Qualifications of the Engineer Responsible for the Alternative Solution

Lara DeRosier is a Professional Engineer registered with the Association of Professional Engineers of Saskatchewan who has Permission to Consult in Civil and Structural Engineering in the areas of Building Code compliance. D-Code Engineering Ltd. was created in 2010 to specialize in the requirements of the Building Code. Prior to the creation of D-Code Engineering, Lara spent ten years reviewing commercial building projects for Building Code compliance as an employee of the Building Standards Branch, City of Saskatoon.

Detailed Building Code Analysis

A. Identification of Applicable Division B Provisions and

B. Identification of Applicable Objectives and Functional Statements

This section of the alternative solutions report will identify the applicable provisions of the NBC and outline the applicable objectives and functional statements for each Code provision, as well as the intent statements for each provision. The following references are all taken from Division B of the National Building Code (NBC 2015) unless stated otherwise.

Defined Terms

The following terms are defined in **Article 1.4.1.2** of Division A of the NBC 2015:

Building means any structure used or intended for supporting or sheltering any use or *occupancy.*

Building area means the greatest horizontal area of a *building* above *grade* within the outside surface of exterior walls or within the outside surface of exterior walls and the centre line of *firewalls*.

Exposing building face means that part of the exterior wall of a *building* that faces one direction and is located between ground level and the ceiling of its top *storey* or, where a building is divided into *fire compartments*, the exterior wall of a *fire compartment* that faces one direction.

Floor area means the space on any *storey* of a *building* between exterior walls and required *firewalls*, including the space occupied by interior walls and *partitions*, but not including *exits, vertical service spaces*, and their enclosing assemblies.

Subsection 3.2.3. Spatial Separation and Exposure Protection indicates the spatial separation requirements for each individual building, with building a defined term in Article 1.4.1.2 of Division A of the NBC as indicated above.

Sentence 3.2.3.1. Limiting Distance and Area of Unprotected Openings states the following:

1) *Except as permitted by Articles 3.2.3.10. to 3.2.3.12., the area of unprotected openings in an exposing building face for the applicable limiting distance shall be not more than the value determined in accordance with*
    a) *Table 3.2.3.1.-B or 3.2.3.1.-C for an exposing building face conforming to Article 3.2.3.2. of a building or fire compartment which is not sprinklered, or*
    b) *Table 3.2.3.1.-D or 3.2.3.1.-E for an exposing building face conforming to Article 3.2.3.2. of a sprinklered fire compartment that is part of a building which is sprinklered in conformance with Section 3.2.*

(See Note A-3.)
(See also Article 3.1.6.3).

The functional statement objective pair associated with Sentence 3.2.3.1.(1) is ***F03-OP3.1.***

> ***F03*** *To retard the effects of fire on areas beyond its point of origin.*
>
> ***OP3.1*** *To limit the probability that, as a result of the design or construction of the building, adjacent buildings will be exposed to an unacceptable risk of damage due to fire cause by fire or explosion impacting areas beyond the building of origin.*

Sentence 3.2.3.1.(1) intends:

- "To limit the probability of the spread of fire from the building to an adjacent building during the time required for emergency responders to perform their duties, which could lead to damage to adjacent buildings.
- To direct Code users to Article 3.2.3.2 for the calculation of the maximum area of unprotected openings in an exposing building face."

Sentences 3.2.3.2.(1) & (2) Area of Exposing Building Face state the following:

1) *Except as permitted by Sentences (2) and (3), the area of an exposing building face shall be calculated as the total area of an exterior wall facing in one direction on any side of a building measured from the finished ground level to the uppermost ceiling.*

2) *If a building is divided by fire separations into fire compartments, the area of exposing building face is permitted to be calculated for each fire compartment provided the fire separations have a fire-resistance rating not less than 45 min.*

There are no functional statement objective pairs associated with Sentences 3.2.3.2.(1) & (2).

Sentence 3.2.3.2.(1) intends "To state how to calculate the area of an exposing building face."

Sentence 3.2.3.2.(2) intends "To supersede the requirements of Sentence 3.2.3.2.(1) and states a different [less onerous] method for calculating the area of an exposing building face, if certain conditions are met, on the basis that the conditions provide an equivalent level of protection."

Article 3.2.3.7 Construction of Exposing Building Face outlines the required building face construction based on the maximum percentage of unprotected openings determined using Article 3.2.3.1.

The functional statement objective pairs associated with Article 3.2.3.7. are ***F03, F02-OP3.1.***

> ***F02*** *To limit the severity and effects of fire or explosions.*
>
> ***F03*** *To retard the effects of fire on areas beyond its point of origin.*

> ***OP3.1*** *To limit the probability that, as a result of the design or construction of the building, adjacent buildings will be exposed to an unacceptable risk of damage due to fire cause by fire or explosion impacting areas beyond the building of origin.*

Article 3.2.3.7. intends:

- "To limit the probability that an exposing building face will have insufficient fire resistance, which could lead to the spread of fire from the building to an adjacent building during the time required for emergency responders to perform their duties, which could lead to damage to adjacent buildings.
- To limit the probability that an exposing building face or cladding will be ignited and contribute to a fire, which could lead to the spread of fire from the building to an adjacent building during the time required for emergency responders to perform their duties, which could lead to damage to adjacent buildings."

Section 3.9 Self-service Storage Buildings allows for the grouping of storage buildings on a site and the elimination of spatial separation requirements between the buildings within a grouping. A similar approach will be taken for the garage buildings on this site, but these garage buildings do not meet the requirements of Article 3.9.1.2 for the application of this section.

Article 3.9.1.1. Definition states the following:

1) *For the purpose of this Section, the term "self-service storage building" shall mean a building that is open to the public for the sole purpose of providing individual self-service storage units.*

There are no functional statement objective pairs associated with Article 3.9.1.1.

Sentence 3.9.1.1.(1) intends "To define self-service storage building for the purposes of the application of Section 3.9."

Sentence 3.9.1.2.(1). Application states the following:

1) *This Section applies to self-service storage buildings that*
    a) are not more than one storey in building height,
    b) do not contain a basement or mezzanine,
    c) consist of individual self-service storage units with external access only,
    d) are used for no other purpose other than storage, and
    e) except as provided in Sentences 3.9.3.1.(2) and (4), contain no other major occupancy.

There are no functional statement objective pairs associated with Article 3.9.1.2.

Sentence 3.9.1.2.(1) intends "To state the application of Section 3.9 and to limit the probability that self-storage service buildings be used for purposes other than storage, which could imply

being occupied by persons for a prolonged period of time, which could lead to persons being exposed to fire within the storage area, which could lead to harm to persons."

Article 3.9.1.3. Occupancy Classification states the following:

1) *Self-service storage buildings shall be classified as Group F, Division 2 major occupancies.*

There are no functional statement objective pairs associated with Article 3.9.1.3.

Sentence 3.9.1.3.(1) intends "To classify self-service storage buildings as Group F, Division 2 major occupancies in order to determine appropriate requirements in the Code."

Article 3.9.2.1. Building Area states the following:

1) *For the purpose of applying the requirements of Subsections 3.2.1. and 3.2.2. to self-service storage buildings, building area shall mean*
    a) the building area of each building, or
    b) the total of the building areas of all buildings as a group.

(See Note A-3.9.2.1.(1)).

A-3.9.2.1.(1) Building Area of Self-service Storage Buildings *states "Sentence 3.9.2.1.(1) permits a group of self-service storage buildings to be treated as a single building for determining the construction requirements and number of streets that the group faces under Subsection 3.2.2. This can often result in more stringent construction criteria for the individual buildings than would be required if their construction requirements were determined based on each building's individual area." Refer to Figure A-3.9.2.1.(1).*

There are no functional statement objective pairs associated with Article 3.9.2.1.

Sentence 3.9.2.1.(1) intends "To clarify that the building area of self-service storage buildings could be applied to each building, all buildings as a group, or any number or group of buildings for the purposes of the application of Subsections 3.2.1. and 3.2.2."

Article 3.9.2.2. Spatial Separation (See Note A-3.9.2.2) states the following:

1) *Except as provided in Sentence (3), the spatial separation requirements in Subsection 3.2.3. shall apply to self-service storage buildings.*

2) *The distance between each group of self-service storage buildings shall be not less than 9 m.*

3) *Subsection 3.2.3. need not apply between buildings within a group of self-service storage buildings, where the distance between these buildings is at least 6 m.*

A-3.9.2.2 Spatial Separation Between Self-service Storage Buildings *states "Where a group of self-service storage buildings is treated as a single building as permitted in Sentence 3.9.2.1.(1), buildings within the same group are exempted from the spatial separation requirements in Subsection 3.2.3 as long as a minimum distance of 6 m is provided between each of them. If the owner wants less distance between the buildings, the requirements of Subsection 3.2.3 . must be applied. In addition, where there are multiple groups of buildings on a single property, the minimum distance required to separate one group from another group is the greater of 9 m and the limiting distance calculated in Subsection 3.2.3. Except as provided in Article 3.9.2.2., Subsection 3.2.3. applies to each building within a group." Refer to Figure A-3.9.2.2.*

There are no functional statement objective pairs associated with Sentence 3.9.2.2.(1).

Sentence 3.9.2.2.(1) intends:

- "To clarify that the spatial separation requirements of self-service storage buildings need to conform to the provisions of Subsection 3.2.3. unless otherwise stated in Sentence 3.9.2.2.(3).
- To exempt the spatial separation requirements in Subsection 3.2.3. between buildings within a group of self-service storage buildings when certain conditions are met, on the basis that the group of buildings are considered and designed as if they are one building and are located on the same property."

The functional statement objective pair associated with Sentences 3.9.2.2.(2) & (3) is ***F12-OP3.1.***

> ***F12*** *To facilitate emergency response.*
>
> ***OP3.1*** *To limit the probability that, as a result of the design or construction of the building, adjacent buildings will be exposed to an unacceptable risk of damage due to fire cause by fire or explosion impacting areas beyond the building of origin.*

Sentences 3.9.2.2.(2) & (3) intend "To limit the probability that distance between groups of self-service storage buildings will be insufficient for an effective fire emergency response, which could lead to the spread of fire to other groups of buildings, which could lead to damage to the adjacent groups."

Article 3.9.2.3. Access Route states the following:

1) *Where Clause 3.9.2.1.(1)(b) is applied to a group of buildings, Article 3.2.5.4. and Sentence 3.2.5.5.(1) shall apply to that group of buildings as if they were a single building.*

There are no functional statement objective pairs associated with Article 3.9.2.3.

Sentence 3.9.2.3.(1) intends "To allow that the requirements for access routes in Article 3.2.5.4 and Sentence 3.2.5.5.(1) apply to a group of buildings instead of to an individual building within

a group of self-service storage buildings, on the basis that the group of buildings are considered and designed as if they are one building."

Sentences 3.9.3.1.(5) & (6) Safety Requirements Within Floor Areas state the following:

5) *Fire separations required by Sentences 3.3.1.1.(1) [suite separations] and 3.3.5.9.(1) [suite separations in multiple tenant self-storage warehouses] need not be provided between individual self-service storage units.*

6) *The floor area of self-service storage buildings shall be*
   a) subdivided into compartments not more than 500 m^2 in area by a fire separation having a fire-resistance rating not less than 1 h, or
   b) sprinklered.

There are no functional statement objective pairs associated with Sentence 3.9.3.1.(5).

Sentence 3.9.3.1.(5) intends "To exempt individual rental spaces from the application of Sentence 3.3.1.1.(1), which would otherwise require the fire separation between individual rental spaces to have a fire-resistance rating."

The functional statement objective pair associated with Sentence 3.9.3.1.(6) is ***F02- OP1.2****.*

> ***F02*** *To limit the severity and effects of fire or explosions.*
>
> ***OP1.2*** *To limit the probability that, as a result of the design or construction of the building, the building will be exposed to an unacceptable risk of damage due to fire or explosion impacting areas beyond its point of origin.*

Sentence 3.9.3.1.(6) intends "To limit the probability of the spread of fire within the floor area, which could lead to damage to the building."

C. An Evaluation of the Performance Level of Applicable Division B Provisions

The NBC defines a building as an individual structure and not a group of structures. Therefore, all requirements of the NBC including those requirements in Subsection 3.2.3 are written to apply to each building individually, except in Section 3.9 which allows self-service storage buildings to be grouped for the purposes of eliminating spatial separations within building groupings. These garage buildings do not meet the requirements of Section 3.9, but they are similar in use (containing an F2 occupancy with a low occupant load).

D. An Evaluation of the Performance Level of the Proposed Alternative Solution

Several clusters of buildings will be created on this site as indicated in the attached information. The intention is to group or cluster these smaller buildings and the area of the open space between them into a larger rectangular building and then meet all of the requirements of the NBC for the larger building. Spatial separation requirements will not apply within these rectangular building groupings, but the lack of spatial separation requirements will be offset by the requirements of the larger building classification and the requirements for tenant separations within the building grouping.

The orange building groupings each have an area of 93 ft x 118 ft = 10,974 sq. ft. = 1020 m^2. The purple groupings have an area of 30 ft x 118 ft or 329 m^2. The yellow groupings have a building area of 244 ft x 30 ft or 680 m^2. The green buildings which consist of a single building each have an area of 557 m^2. Each building grouping (or single building for the green buildings) will be classified under Article 3.2.2.78 (Group F, Division 2, up to 2 Storeys) which allows a maximum area of 1000 m^2 for a 1 storey building facing 1 street and 1250 m^2 for a 1 storey building facing 2 streets. The orange building groups will have at least 50% of the perimeter of the building grouping within 15 m of a street as required by Article 3.2.2.10. The other building groupings will face a single street as required by Article 3.2.2.10. Building groupings will be of combustible construction and are not required to be sprinklered as per Subsection 3.2.2.

All of the buildings will consist of a single storey but may contain a mezzanine that is up to 40% of the open area of the room in which it is located as per Sentence 3.2.1.1(3). Tenant separations with a minimum ¾ hour fire-resistance rating will be provided as required within each individual building in the group and between buildings in the group for the side and back exterior walls (Article 3.3.1.1). These walls will be fire rated from the inside only since opposing exterior walls will all have the required ¾ hour rating on the inside face and there is no need to fire separate from exterior unoccupied space. Openings in these ¾ hour rated walls will have closures with minimum 20 minute fire ratings as required in any ¾ hour fire separation in such buildings (Article 3.1.8.12). These fire rated exterior walls will compartmentalize the building grouping allowing the exposing building face of that fire compartment to be used as permitted by Article 3.2.3.2. These fire rated side and rear exterior walls will also protect the exterior exit paths of travel between the individual buildings in a building group from radiation exposure as required by Article 3.2.3.13. Each building within a building group will have its own exits leading to exterior space as per Article 3.4.2.1 with travel distances not exceeding the maximum 30 m permitted (Article 3.4.2.5). The spatial separation requirements in Subsection 3.2.3 will be met for all exterior faces of the rectangular building grouping.

On this site, each building grouping functions just as any rectangular building with a similar area would and will meet the requirements of the NBC for the larger building. Therefore, the level of safety required by the NBC for such a building is met. This allows spatial separation requirements to be eliminated between buildings within a building group and the spread of fire is addressed through the use of ¾ hour tenant separations as would be required for a building with the same building area as each building cluster.

E. Identification of Any Assumptions, Limiting or Restricting Factors

This alternative solution is based on the assumptions that:

- Buildings will be grouped as indicated on the site plan provided.
- Spatial separation requirements conforming to Subsection 3.2.3 will be applied between building groupings. Limiting distances between building groupings must be doubled as per Sentence 3.2.3.1(8) since fire department response time may exceed 10 minutes.
- Minimum ¾ hour tenant separations will be provided within buildings within a grouping and for exterior side and back walls of buildings in a grouping and openings within these tenant separations will have closures with minimum 20 minute fire protection ratings.

F. Identification of Testing Procedures, Engineering Studies, Building Performance Parameters, etc. To Support the Assessment for Compliance

Not applicable.

Documentation of Operational or Maintenance Requirements

Not applicable.

Other Supporting Documentation

- Information regarding spatial separation requirements for buildings and groupings.

Appendix “H”
Corman Park Police Comments

Jim Walters

From: Adam Toth <atoth@rmcormanpark.ca>
Sent: Wednesday, January 29, 2020 9:01 AM
To: Jim Walters
Subject: FW: Proposed Luxury Storage Garage Development`
Attachments: The Garage Conceptual Renderings - Full Set.pdf

FYI

From: Chief. W Gherasim
Sent: January 29, 2020 8:57 AM
To: Adam Toth <atoth@rmcormanpark.ca>
Subject: FW: Proposed Luxury Storage Garage Development`

No concerns from a policing perspective.

Warren Gherasim
Chief of Police
Corman Park Police Service
111 Pinehouse Dr.
Saskatoon, SK S7K 5W1
(306)975-1664
chief@rmcormanpark.ca

From: Corman Park Police Service
Sent: January 22, 2020 2:15 PM
To: Chief. W Gherasim
Subject: FW: Proposed Luxury Storage Garage Development`

From: Jim Walters [mailto:jwalters@crosbyhanna.ca]
Sent: January-21-20 4:51 PM
To: Corman Park Police Service
Cc: Adam Toth; g.gaudet@sasktel.net
Subject: Proposed Luxury Storage Garage Development`

Hi Michelle, I was given your email address by Adam Toth (cc'd). I represent a developer in Corman Park (Gary Gaudet, also cc'd) and we are preparing an application for submission to RM Council. The proposed development is a luxury storage garage business and it would be located at the intersection of Highway #11 and Baker Road – south of Baker Road and west of Highway #11. This would be a new type of business in the Saskatoon region, but it has been developed successfully in other markets across Canada and the US. I have attached a pdf file containing renderings of the proposed units. These pictures best describe the project. The overall area of the project will be fenced, gated and video monitored for security. Units will be individually owned, not be used for human habitation, but may include bathrooms and sitting areas. Owners would access the development through the gate using a fob, much like a gated residential community. These units typically would be used by car hobbyists, or for boat and RV storage.

Would the Corman Park Police have any questions on this proposal or would you have any concerns about it? Feel free to contact me anytime for further information.

Jim Walters RPP MCIP
CROSBY HANNA & ASSOCIATES
407C 1st Ave N
Saskatoon, SK S7K 1X5
t : 306.665.3441
e : jwalters@crosbyhanna.ca
www.crosbyhanna.ca

Appendix “I”
Condominium Bylaw

Nussbaum Company Law Office

Barristers and Solicitors

BENEDICT E. NUSSBAUM L.L.B.
RICHARD J. STEPONCHEV. B.A. (Adv.),L.L.B.

January 23, 2020

RURAL MUNICIPALITY OF
CORMAN PARK NO. 344
111 PINEHOUSE DRIVE
SASKATOON, SASKATCHEWAN S7K 5W1

Dear Sir/Madam:

RE: SHERAY ENTERPRISE LTD.
NE 24-35-05 W3RD EXT 2 & 3
OUR FILE NO. 9896-023

We advise that we are solicitors for Sheray Enterprise Ltd. Our client is proceeding with the required due diligence to review and obtain approval for a project on the above-captioned land. The project promises to be an exciting commercial venture for our client and would be for the purpose of constructing and selling garage storage spaces. The proposal envisioned by our client is one where title to the property is subdivided as a condominium plan. In this process, bareland titles are issued for each unit with a projected total of 96 units. As well, there would be common property areas which would be maintained by a condominium corporation pursuant to the provisions of The Condominium Property Act, 1993. The advantage of proceeding with the proposed arrangement is that the statutory easements for access and utilities are automatically in place pursuant to the condominium property legislation.

In addition, the statutory bylaws pursuant to The Condominium Property Act, 1993 will require that all unit holders comply with existing bylaws in the area for noise, nuisance, and use of the property such as excessive noise, excessive traffic, parties, or other interference neighbours. It would function in the same fashion as a residential condominium in the city. The statutory bylaws under Article XIV, Restrictions in Use, are enclosed. Any neighbour who has an issue with respect to any matter involving the use of property in the condominium property may go directly to the condominium corporation which would be responsible for managing the property and ensuring that all unit owners are in compliance with the specific bylaws.

Our office would be handling the registration of the condominium plan as part of this project, which will require prior approval from the RM of Corman Park No. 344. Sheray Enterprise Ltd. will be working in conjunction with a surveyor to ensure the proposed plan meets requirements under the appropriate legislation.

Yours truly,

NUSSBAUM & COMPANY

PER:

BENEDICT E. NUSSBAUM

/iba
Enclosure

204 - 2102 - 8th Street East
Saskatoon, Saskatchewan
S7H 0V1

www.nussbaum.ca

Tel: (306) 955-8890
Fax: (306) 955-1293
Email: nussbaum@nussbaum.ca

XIV Restrictions in Use

Interpretation

34(1) In this section:

(a) **"occupant"** means a person present in or on a unit or in or on the real or personal property of the corporation or the common property with the permission of an owner;

(b) **"owner"** includes a tenant.

(2) An owner shall not:

(a) use or enjoy the real or personal property of the corporation or the common property in a manner that unreasonably interferes with its use and enjoyment by other owners or occupants;

(b) use his or her unit in a manner or for a purpose that will cause a nuisance or hazard to any other owner or occupant;

(c) use his or her unit for a purpose that is illegal;

(d) make undue noise in or on his or her unit or on or about the real property of the corporation or the common property;

(e) do anything respecting his or her unit, the real or personal property of the corporation or the common property or bring or keep anything on it that will in any way increase the risk of fire or result in an increase in any insurance premiums payable by the corporation;

(f) use a toilet, sink, tub, drain or other plumbing fixture for a purpose other than that for which it is constructed;

(g) hang or place on the real property of the corporation or the common property or within or on a unit anything that is aesthetically unpleasing in the board's opinion when viewed from outside the units;

(h) leave articles belonging to his or her household on the real property of the corporation or the common property when those articles are not in actual use;

(i) obstruct a sidewalk, walkway, passage, driveway or parking area other than for entering and leaving his or her unit;

(j) use any portion of the real property of the corporation or the common property except in accordance with the bylaws.

(3) An owner shall ensure that his or her occupants comply with the requirements that the owner must comply with pursuant to subsection (2).

Appendix “J”
SASKTEL

Jim Walters

From: Gary Gaudet <g.gaudet@sasktel.net>
Sent: Wednesday, February 05, 2020 1:55 PM
To: Kerry Neufeld; Jim Walters; Kim Miller; Carleen Bartel
Subject: Fwd: 302403040 20268054 SHERAY ENT GARAGE DEVELOPMENT NE2435053 - Communications Infrastructure

Sent from my iPhone

Begin forwarded message:

> **From:** Jeffery Kellett <JKELLETT@saskpower.com>
> **Date:** February 5, 2020 at 1:31:26 PM CST
> **To:** Gary Gaudet <g.gaudet@sasktel.net>
> **Subject: 302403040 20268054 SHERAY ENT GARAGE DEVELOPMENT NE2435053 - Communications Infrastructure**
>
> Hi Gary,
>
> SaskTel responded that they would be interested in installing conduit in shared trenches (SaskPower/SaskTel) to facilitate servicing individual units with communications (TV, phone, internet, security). Installing the communications duct and associated “joint use” pedestals will increase the cost of the project marginally. We bill SaskTel for their share of those costs, but they may look for a contribution from you as the developer.
>
> Regards,
> Jeff Kellett
>
> ---
>
> **From:** Jeffery Kellett
> **Sent:** Tuesday, February 04, 2020 1:44 PM
> **To:** 'Gary Gaudet' <g.gaudet@sasktel.net>
> **Subject:** 302403040 20268054 SHERAY ENT GARAGE DEVELOPMENT NE2435053 - RedBird Communications
>
> Hi Gary,
>
> I sent an inquiry to SaskTel to gauge their interest in this project.
>
> Did you want to use your Redbird contacts to determine if they would have any special requirements?
>
> Regards,
>
> Jeffery Kellett
> SaskPower | Electrical Engineering Technologist, Distribution Engineering/Saskatoon
> p. 306-934-7841 | f. 306-934-7933 | email jkellett@saskpower.com|

|saskpower.com| Twitter.com/saskpower | Facebook.com/saskpower
Box 1560 - 1370 Fletcher Road
Saskatoon, SK S7K 5H2

Appendix “K”
SASKENERGY

Offer of Service

WR# 307327

February 14, 2020

Gary Gaudet
Sheray Enterprise Ltd
22 Mandalay Dr
Saskatoon, SK S7T 1E3

Delivered by email to: g.gaudet@sasktel.net

Dear Gary:

SaskEnergy has completed the design to provide natural gas service to NE-24-35-05-W3.

Please review this offer carefully, in particular the *General Servicing Conditions* section, which outlines potential additional costs.

Service Plan

This design (the "Service Plan") will supply a maximum load of 6 m^3/hr per lot and includes the following:

- A main extension
- **96** services
- **96** meters
- One point of delivery to each lot

Your Contribution

Under SaskEnergy's *Terms & Conditions of Service Schedule*, an applicant or customer who authorizes construction for a new service installation ("you" or the "Customer") will be responsible for all SaskEnergy construction costs and service fees associated with that new service unless otherwise agreed to by SaskEnergy in a Written Service Agreement.

Due to SaskEnergy's customer connection workload and scheduling, the installation of your requested service may occur when winter conditions exist. Winter conditions exist when there is snow, or the ground is otherwise likely to be frozen, in SaskEnergy's sole discretion. Winter conditions may require different or additional equipment to be mobilized and generally increase the time and costs of construction.

Your total customer contribution has been calculated for both summer and winter conditions. If you do not want to incur the costs associated with installation of your service in winter conditions, you can accept this offer with this year's summer pricing and decline winter pricing. If you decline winter pricing, work may be deferred until spring of 2020 in the event that winter conditions are expected or become likely, in SaskEnergy's sole discretion.

SaskEnergy is prepared to invest in this project and to reduce the amount otherwise payable by you.

Your total customer contribution for the above Service Plan has been calculated as follows:

	Summer 2020	Winter 19/20
Total project cost:	**$ 363,654.13**	**$ 588,504.50**
Less SaskEnergy's investment:	**($ 131,904.00)**	**($ 131,904.00)**
Your contribution:	**$ 231,750.13**	**$ 456,600.50**
GST:	**$ 11,587.51**	**$ 22,830.03**
Your total contribution:	**$ 243,337.64**	**$ 479,430.53**

Payment options are outlined in the attached Customer Confirmation Form.

For investments greater than $5000 per parcel, SaskEnergy's investment is conditional upon your taking Natural Gas Service within one year of acceptance of this offer.

If you cancel the project after acceptance, you will be responsible for any costs incurred.

General Servicing Conditions

Any changes to the Service Plan will require the agreement of SaskEnergy, and may have an additional cost. If changes are required, please contact SaskEnergy for a new quote.

All Services are subject to SaskEnergy's *Terms & Conditions of Service Schedule*, which is available online at saskenergy.com. All capitalized terms in this letter shall have the meaning given to them in SaskEnergy's *Terms & Conditions of Service Schedule*, unless otherwise defined herein.

Easement(s) are required for your installation. SaskEnergy will prepare and forward the required easement agreement(s) for the right-of-way plan for you to execute and return, and we will advise you when the easement(s) has been registered. You shall not sell or transfer the parcel or individual lots in NE-24-35-05-W3 before the easement(s) has been registered. You will be responsible for any and all costs incurred by SaskEnergy to acquire the easement(s) in the event that you fail to comply with said obligation.

This offer is open for acceptance for thirty (30) days from the date of this letter.

This offer is based on:

A. "You" or the "Customer" meeting the following conditions:

- All Customer notification, documentation and information requirements outlined in the *Project Documentation and Requirements* section below have been provided.
- Customer has survey pins in place and clearly visible prior to construction of SaskEnergy's facilities.
- As required by SaskEnergy, in its sole discretion, Customer has roads, sewer, and water in affected areas completed prior to construction of SaskEnergy's facilities.
- Customer has facility installation route at final grade, clear of obstructions, and ready for service. (see site readiness checklist on saskenergy.com)

B. The following additional conditions:

- SaskEnergy is able to obtain all required permits, licenses, government approvals, easements and consents from third parties.
- Native material can (in SaskEnergy's opinion) be used for backfill of all excavations.

These conditions are conditions precedent to the contract, are for the sole benefit of SaskEnergy, and may be waived in writing by SaskEnergy. If these conditions are not met at the time work is to proceed, SaskEnergy may treat the contract as at an end, without further obligation to the customer. All payments hereunder shall be returned, less a charge for services on a Variable Charge Basis. In the event SaskEnergy waives a condition precedent, and elects to proceed, SaskEnergy may delay construction until the condition is addressed. SaskEnergy may provide you with a deadline by which the condition must be met. SaskEnergy shall have the right but no obligation to perform minor Customer obligations hereunder. In the event native backfill is not suitable, as determined by SaskEnergy, SaskEnergy may provide the same at its discretion and the Customer shall be responsible for additional costs on a Variable Charge Basis.

In the event an accepted offer is not received by the date provided, no binding contract shall exist.

Your contribution quoted above includes ONE construction crew mobilization. In the event a crew is mobilized and work cannot proceed for any of the above reasons, additional crew mobilizations will be at your cost, on a Variable Charge Basis.

SaskEnergy reserves the right to determine the timing of the installation of Facilities when by reason of weather, conditions of excavation, and/or other circumstances beyond its control, SaskEnergy deems it inadvisable to install Facilities.

To facilitate compliance with The Occupational Health and Safety (Prime Contractor) Regulations the customer shall be responsible for:

(1) providing SaskEnergy with temporary workspace, under the sole control of SaskEnergy, fifteen (15) metres from the existing and any proposed pipeline route on either side, or such other distance as SaskEnergy may reasonably direct, cordon off or barricade for the duration of the work (up to 30 metres from the edge of the pipeline, or easement); and

(2) ensuring that all construction and other work remains outside of the temporary workspace until completion of the work, unless otherwise permitted by SaskEnergy.

Project Documentation and Requirements

1. Please complete and return the attached Customer Confirmation Form.

2. Upon receipt of the Customer Confirmation Form, SaskEnergy will provide you with a proposed route of service drawing for your approval and signature.

3. Once SaskEnergy receives the signed proposed route of service drawing, any approvals that may be required for the work to begin will be submitted by SaskEnergy to the appropriate stakeholders. Approvals may include, but are not limited to, the following:

    - Municipal approvals (RM, city and/or town)
    - Easement approvals
    - Crossing approvals (highway, railway, utility or other third party)
    - Environmental/heritage approvals

    Depending on the type of approvals required, the start of the project could be delayed. Easement, highway, or railway approvals can take, in some instances, several months to obtain.

4. **We will also require the following from you in order for the project to proceed:**

    - **All information requested in the *Route & Grade Approval* form (attached)**
    - **Notification when the site is at final grade, as provided for above;**
    - **Survey pins are in place and fully visible, as provided for above;**
    - **The final Plan of Survey that shows pins, angles and distances. The plan does not have to be registered with Information Services Corporation (ISC), but it must be a final plan, not a proposal.**

5. After obtaining all approvals and receiving the above required information, your file will be added to SaskEnergy's schedule of upcoming construction projects. Installation timelines vary by area and time of year. They could be approximately two months or more from the time the file is placed on the schedule. In order to better secure a place in the 2020 construction season schedule, please execute and return the attached Customer Confirmation Form as soon as possible.

    In recent years, projects of this type have taken an average of 60 calendar days to complete after SaskEnergy has received this signed agreement. If work proceeds similar to recent years, installation should occur in Spring 2020. **The completion timeline is an estimate and shall not be binding on SaskEnergy.**

By accepting this offer, you agree to execute and deliver such further documents and consents and do such further acts and things as SaskEnergy may reasonably request to evidence, carry out and give full effect to the terms, conditions, intent and meaning of this letter.

If you have any questions or require additional information, please contact me at the number listed below.

Sincerely,

Eric McLennan
Customer Connect Team Member
SaskEnergy Incorporated
40 Palliser Way
Yorkton, SK
S3N 4C5

(306) 640-7243 – cell
customerconnect3@saskenergy.com

WR# 307327

February 14, 2020

Customer Confirmation Form – Summer 2020

To confirm your acceptance of SaskEnergy's Offer of Service, please complete, sign and return this form. Please indicate chosen payment option below.

Payment Options

Please select ONE of the following payment options:

- ☐ **Option 1** – **SaskEnergy will invoice $ 243,337.64 after receipt of Customer Confirmation Form.** Construction will proceed after payment has been received.

- ☐ **Option 2 – Letter of credit for full amount of $ 243,337.64 to be provided upon execution of Customer Confirmation Form.** SaskEnergy will contact you to inform you of the requirements for the letter of credit. To avoid a delay in this project, have your financial institution submit the letter of credit to SaskEnergy within 30 days. Full payment is due and payable upon project completion. Any balance owing 30 days after invoicing will be collected by SaskEnergy from the letter of credit.

By deferring any portion of payment until after construction (an "extension of credit"), and by my signature below, I hereby authorize SaskEnergy to complete a credit check. Credit check(s) shall include, without limitation, the acquisition, retention and review of a credit report from a credit reporting agency. This credit report will contain credit information, personal information or both. I acknowledge that SaskEnergy may require consent pursuant to The Credit Reporting Act, and I hereby consent to SaskEnergy obtaining and utilizing a credit report in connection with the extension of credit to myself and/or the collection of any resulting debt. No binding contract shall exist until credit is reviewed and approved by SaskEnergy, in SaskEnergy's sole discretion. SaskEnergy may, but shall not be required to, delay scheduling of work until payments due on execution of this agreement are received.

Customer Information (Please Print)

Name (print) _____ Company _____

Mailing Address _____

Community _____ Prov _____ Postal Code _____

Service Address (if different from above) _____

Signed _____ Date _____

By my signature above I declare I am authorized to sign on behalf of _____.

Please return to:

SaskEnergy Customer Service
Attention: Eric Mclennan
40 Palliser Way
Yorkton, SK S3N 4C5
Email: customerconnect3@saskenergy.com

SaskEnergy's GST number is 119 429 751.

WR# 307327

February 14, 2020

Customer Confirmation Form – Winter 2019/2020

To confirm your acceptance of SaskEnergy's Offer of Service, please complete, sign and return this form. Please indicate chosen payment option below.

Payment Options

Please select ONE of the following payment options:

- ☐ **Option 1** – **SaskEnergy will invoice $ 479,430.53 after receipt of Customer Confirmation Form.** Construction will proceed after payment has been received.

- ☐ **Option 2 – Letter of credit for full amount of $ 479,430.53 to be provided upon execution of Customer Confirmation Form.** SaskEnergy will contact you to inform you of the requirements for the letter of credit. To avoid a delay in this project, have your financial institution submit the letter of credit to SaskEnergy within 30 days. Full payment is due and payable upon project completion. Any balance owing 30 days after invoicing will be collected by SaskEnergy from the letter of credit.

By deferring any portion of payment until after construction (an "extension of credit"), and by my signature below, I hereby authorize SaskEnergy to complete a credit check. Credit check(s) shall include, without limitation, the acquisition, retention and review of a credit report from a credit reporting agency. This credit report will contain credit information, personal information or both. I acknowledge that SaskEnergy may require consent pursuant to The Credit Reporting Act, and I hereby consent to SaskEnergy obtaining and utilizing a credit report in connection with the extension of credit to myself and/or the collection of any resulting debt. No binding contract shall exist until credit is reviewed and approved by SaskEnergy, in SaskEnergy's sole discretion. SaskEnergy may, but shall not be required to, delay scheduling of work until payments due on execution of this agreement are received.

Customer Information (Please Print)

Name (print) _____ Company _____

Mailing Address _____

Community _____ Prov _____ Postal Code _____

Service Address (if different from above) _____

Signed _____ Date _____

By my signature above I declare I am authorized to sign on behalf of _____.

Please return to:

SaskEnergy Customer Service
Attention: Eric Mclennan
40 Palliser Way
Yorkton, SK S3N 4C5
Email: customerconnect3@saskenergy.com

SaskEnergy's GST number is 119 429 751.

SaskEnergy

WR# 307327

February 14, 2020

Route & Grade Approval

Enclosed are TWO copies of the proposed gas main extension sketch for NE-24-35-05-W3. We appreciate your assistance in supplying us with the following:

1. Plans indicating existing and proposed sewer and water mains (if applicable).

2. Location of road, power, telephone, cable, and other utilities.

3. Normal grade specifications of 1.0 meters in easements and lanes, 1.2 meters in streets and intersections. A plan or description showing these final grades would be appreciated, especially if there are significant elevation changes.

Please sign and return ONE original main extension sketch along with any comments as soon as the "final grade" of the service area is determined. Your service request cannot be scheduled for construction until this *Route & Grade Approval* is received.

Please submit all materials to your project contact listed below:

Project Contact: Eric Mclennan
SaskEnergy Customer Connect
40 Palliser Way
Yorkton**,** SK S3N 4C5

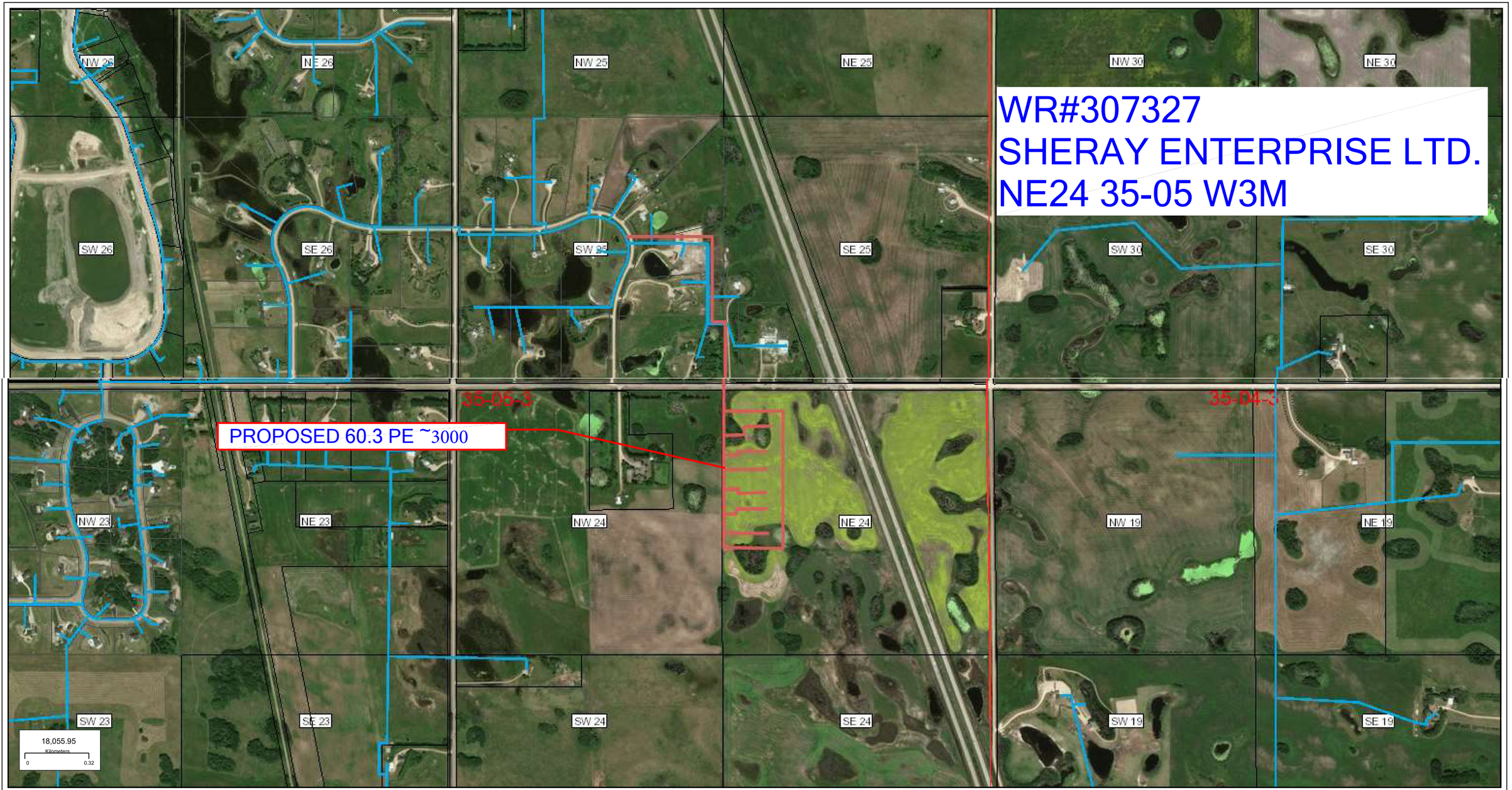
Phone: 306-640-7243

Email: customerconnect3@saskenergy.com

Thank you for your assistance in this matter. We look forward to serving you.

Sincerely,

Eric Mclennan
SaskEnergy Customer Connect



Meter Site
Regulator Station
Town Border Station
Block Valve
Isometric
Compressor Station
Operating Area

Distribution Pipeline
IP (CITY)
EP
IP
IP2
MP
MP2

High Pressure Pipeline U
Pipeline Annotation
Centerline Status
De-activated
Abandoned (In-place)
Sold
High Pressure Pipeline

Township
Compressor Station Facil
Active
Abandoned
Historical
Right-of-Way
Lot

Block
Parcel
Quarter Section
First Nations Reserve
Park Boundary
Urban Municipality

Corporate Map Viewer

Landscape (11 x 17)

SaskEnergy

12/23/2019
WGS_1984_Web_Mercator_Auxiliary_Sphere

TWP. 35, RGE. 5, W. 3RD
RM of CORMAN PARK, SASKATCHEWAN
BY BRAD J. LUEY, S.L.S
SCALE 1:2000

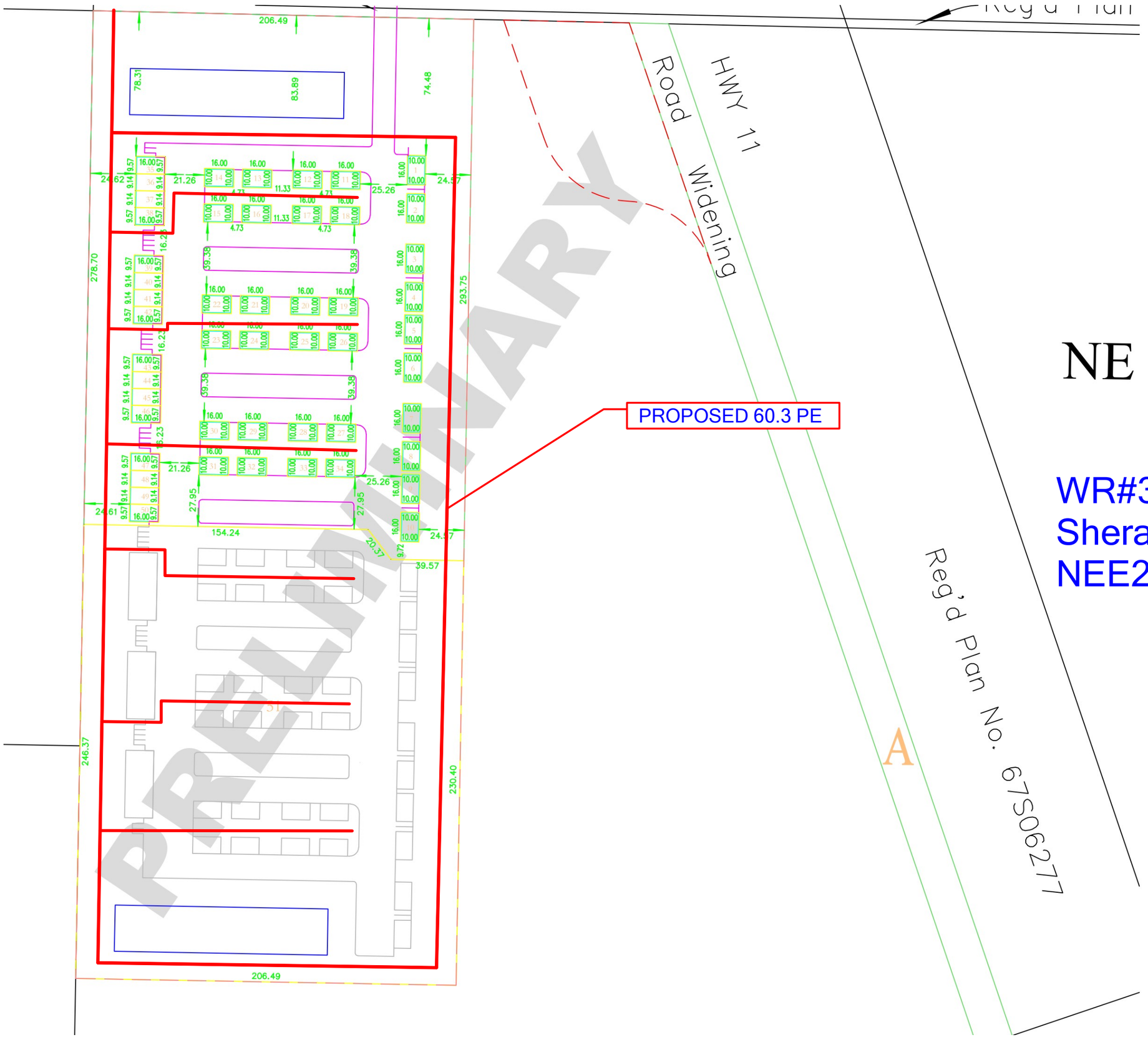
Dimensions shown are in metres and decimals thereof.

Buildings to be constructed are wholly within the proposed unit boundaries as shown.

All areas not designated with a unit number are common property.

Portion of this plan to be approved is outlined with a bold, dashed line and contains 10.95± ha (27.05± ac.).

Distances shown are approximate and may vary from the final plan of survey by ± 1.0m.



Brad J. Luey November , 2019
Saskatchewan Land Surveyor

Appendix “L”
SASKPOWER

Jim Walters

From: Gary Gaudet <g.gaudet@sasktel.net>
Sent: Thursday, January 30, 2020 9:13 AM
To: Jim Walters; Kimberley @rempels; Carleen Bartel
Subject: Fwd: SaskPower NOTIFICATION 302403040 SHERAY ENT GARAGE DEVELOPMENT NE2435053
Attachments: 191025-680-001-ACAD.DWG; 191025-680-001-ACAD (utility easement).pdf

Sent from my iPhone

Begin forwarded message:

> **From:** Jeffery Kellett <JKELLETT@saskpower.com>
> **Date:** January 30, 2020 at 8:59:32 AM CST
> **To:** Gary Gaudet <g.gaudet@sasktel.net>
> **Subject: RE: SaskPower NOTIFICATION 302403040 SHERAY ENT GARAGE DEVELOPMENT NE2435053**
>
> Hi Gary,
>
> I have a preliminary design for the garage subdivision; I wish to confirm/clarify a couple of items, however. For your reference, I have attached one of the AutoCAD drawings you have provided, and a PDF taken from that drawing (for quick viewing).
>
> 1. Is it the intention that all the units are heated with natural gas, as opposed to electric heating?
>
> 2. Please be aware that ***if*** the utility easement shown on drawing 191025-680-001-ACAD is to be shared between gas and electricity, it will need to be 5m wide. This drawing currently shows a 3m-wide utility easement.
>
> 3. Is there any desire to include SaskTel in a joint-use utility easement?
>
> 4. Notes on the file indicate that each unit is to receive a 200A service. Is it likely that each will receive a full 200A residential breaker panel, or something more like 100A or 60A? Of course the method of heating (gas or electric) will have some bearing on the service size.
>
> My preliminary estimate for the SaskPower electrical component is around $90K, but that excludes any investment by SaskPower that may be applicable.
>
> We can firm up the quote and include investment once you comment on the above items.
>
> Regards,
>
> Jeffery Kellett
> SaskPower | Electrical Engineering Technologist, Distribution Engineering/Saskatoon
> p. 306-934-7841 | f. 306-934-7933 | email jkellett@saskpower.com|

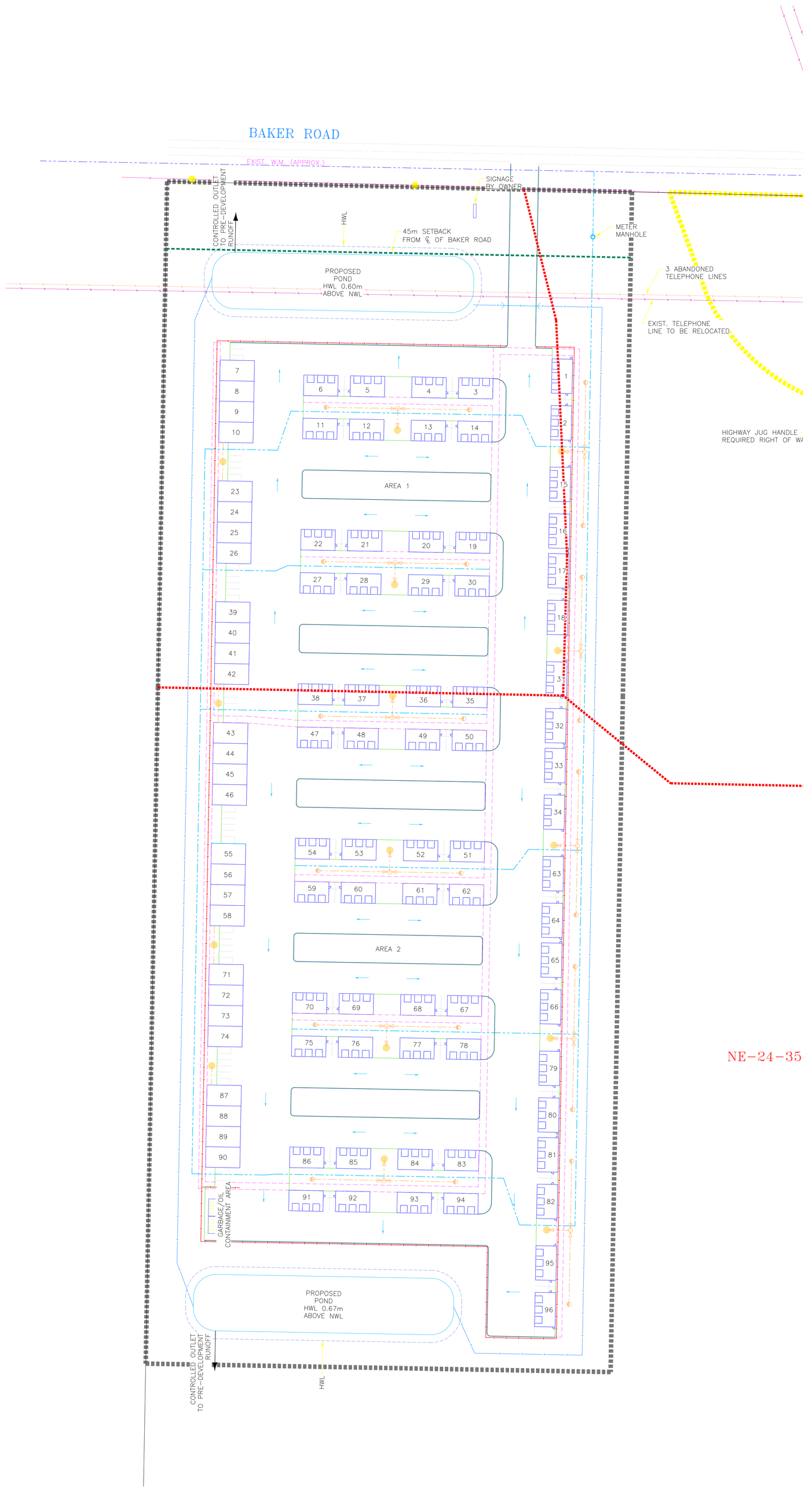
|saskpower.com| Twitter.com/saskpower | Facebook.com/saskpower
Box 1560 - 1370 Fletcher Road
Saskatoon, SK S7K 5H2

From: Gary Gaudet <g.gaudet@sasktel.net>
Sent: Tuesday, January 21, 2020 8:09 AM
To: Jeffery Kellett <JKELLETT@saskpower.com>
Subject: EXTERNAL EMAIL: Re: SaskPower NOTIFICATION 302403040 SHERAY ENT GARAGE DEVELOPMENT NE2435053

Hi Jeff!! Please call me ASAP. Thanks. Gary Gaudet. 3062229899

Sent from my iPhone

> On Nov 26, 2019, at 6:55 AM, Gary Gaudet <g.gaudet@sasktel.net> wrote:
>
> Hi Jeffery!! Do you have any numbers for us ? Thanks. Gary
>
> Sent from my iPhone
>
> > On May 27, 2019, at 10:48 AM, Jeffery Kellett <JKELLETT@saskpower.com> wrote:
> >
> > Hi Gary,
> >
> > Further to our conversation today, I have updated the service address to NE2435053, on the east side of HWY 11. Please forward the revised Autocad drawing file (.dwg format) when available.
> >
> > Regards,
> >
> > Jeffery Kellett
> > SaskPower | Electrical Engineering Technologist, Distribution Engineering/Saskatoon
> > p. 306-934-7841 | f. 306-934-7933 | email jkellett@saskpower.com|
> > |saskpower.com| Twitter.com/saskpower | Facebook.com/saskpower
> > Box 1560 - 1370 Fletcher Road
> > Saskatoon, SK S7K 5H2


BAKER ROAD
EXIST. W.M. (APPROX.)
SIGNAGE BY OWNER
CONTROLLED OUTLET TO PRE-DEVELOPMENT RUNOFF
HWL
45m SETBACK FROM ℄ OF BAKER ROAD
METER MANHOLE
PROPOSED POND HWL 0.60m ABOVE NWL
3 ABANDONED TELEPHONE LINES
EXIST. TELEPHONE LINE TO BE RELOCATED
HIGHWAY JUG HANDLE
REQUIRED RIGHT OF W
AREA 1
AREA 2
GARBAGE/OIL CONTAINMENT AREA
PROPOSED POND HWL 0.67m ABOVE NWL
CONTROLLED OUTLET TO PRE-DEVELOPMENT RUNOFF
HWL
NE-24-35