

RM of Sherwood No. 159

OCP 18-003 | RZ 18-003

CONCEPT PLAN

Proposed Truck and Trailer Sales at

Parcel K, Plan 101357827

NW ¼ SEC 36-TWP 16-RGE 20-W2MER

May 2018

Applicant:

Leader Group of Companies Inc.

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1.0 INTRODUCTION

1.1 Background: Overview of Proposed Development

The intent of this Concept Plan is to establish the land use framework for the proposed development of the site, legally described as Parcel K, Plan 101357827 in NW ¼ 36-16-20-W2M, located at the southeast corner of the TransCanada Highway (Highway 1) and Lewvan Drive in the RM of Sherwood No. 159 (Figure 1). The proposed use of the development is a truck and trailer sales operation. The site was previously used by a landscaping materials supplier and was formerly a greenhouse prior to that.

As per consultation with the RM of Sherwood, the purpose of this Concept Plan is secure Council's approval to rezone the property from Agricultural (A) to Commercial (C) in Zoning Bylaw No. 10/91 and to add this Concept Plan as an appendix to Official Community Plan Bylaw No. 16/16 (OCP). Corresponding OCP (text) and Zoning Bylaw (map) amendment applications have also been submitted to the RM of Sherwood.

Figure 1. Subject Site



1.2 Vision and Objectives

The vision of the proposed development is to operate a truck and trailer sales business on the subject site that aligns with the objectives and goals of the OCP, including to:

- Locate commercial development along the Trans-Canada Highway Corridor, which encompasses lands south of the Trans-Canada, west of Highway 6 covering approximately 3.5 miles along the South Service Road; and to
- Continue to diversify and grow the RM of Sherwood Economy.

1.3 Summary of Consultation

The proposed development has been informed through consultation with the RM of Sherwood, the City of Regina, Regina Qu'Appelle Heath Region, the Water Security Agency, the Ministry of Parks, Culture, and Sport Heritage Conservation Branch, and the Ministry of Highways. In addition, the proposed development has also been reviewed by all affected utility agencies and organizations, including SaskPower, SaskEnergy, SaskTel, and TransGas.

1.4 Official Community Plan Conformity

The site is located within the RM of Sherwood No. 159 and is therefore subject to the land use policies established by the Official Community Plan (OCP) Bylaw No. 16/16, as approved by the Ministry of Government Relations on September 28, 2017). Since the site is located within the Joint Planning Area (JPA), development of the site shall be subject to the Memorandum of Understanding agreed to by the RM and the City of Regina. As demonstrated by Schedule O of the OCP, the site is located within the RM's growth intention boundary, south of the Trans-Canada and southwest of Highway 6 (or Albert Street), which was agreed to by both Municipalities.

Notwithstanding the required text amendment to add this Concept Plan as an appendix, the proposed development conforms to the general land use policy and growth objectives articulated in the OCP, including the future planned development along Trans-Canada Highway Corridor on the south side of Highway 1 and the west side of Highway 6.

The following table provides a detailed overview of the proposed development's alignment with the OCP (Bylaw 16/16).

Table 1. OCP Conformity

Official Community Plan Bylaw No. 16/16	Proposed Commercial Development
<p>OUR FUTURE The RM's main priority is continued growth and development.</p>	<p>The proposed development aligns with the RM's main priority to continue to grow and develop.</p>
<p>1.0 PLAN VISION, GOALS, AND OBJECTIVES Regional Context The OCP promotes responsible development and a range of policies for sustainable growth of the RM. The Highway Commercial Area as shown in Schedule B is partly within the Floodway and Flood Fringe. Development may be considered in these flood prone areas of the Stice-Rowatt Slough along the Trans-Canada Highway and Highway 6; however, compensatory flood storage will be required.</p>	<p>The development is strategically located on a priority commercial corridor in close proximity to planned rural residential areas to the south and west of Regina. The development merely represents a change of use from Agricultural to Commercial. No new buildings are planned to be constructed at this time. The existing building on site will be used as the office and sales area.</p>
<p>1.2 Vision The RM is a growing community striving to offer a high quality of life for its residents by: attracting a range of employment opportunities, valuing the role of agriculture and a healthy natural environment, as well as providing quality public facilities and services that allow residents and visitors to build strong positive relationships within the community.</p>	<p>The proposed development supports the RM's vision for the community.</p>
<p>Goal 1: Diversify the Economy with BR+E Opportunities</p>	<p>The truck and trailer sales operation will be a new business within the RM of Sherwood.</p>
<p>Goal 2: Provide Cost Efficient Servicing</p>	<p>All water and sewage systems will on-site with no added cost to the RM of Sherwood.</p>
<p>Goal 3: Manage Growth to Maintain a High Quality of Life for Residents</p>	<p>The proposed commercial development is located within a designated Highway Commercial area and priority corridor.</p>
<p>Goal 4: Respect and Protect Agricultural Lands and Activities as Growth and Investment Occurs</p>	<p>Directing growth towards major corridors and development nodes preserves areas for productive agricultural uses.</p>
<p>Goal 5: Cooperate with First Nations and other Adjacent Municipalities Regarding Matters of Land Use Planning and Development in the Capital Region</p>	<p>Review of this Concept Plan shall follow the process outlined in the RM's MOU with the City of Regina, according to Section 4.5.8 of the OCP.</p>
<p>2.0 GROWTH 2.6 Responsible Growth Responsible growth is grounded with a pragmatic understanding of the suitable land</p>	<p>The location of the proposed development on a major transportation corridor is suitable for its intended use. The proposed servicing strategy plans for on-site water and sewage systems as</p>

<p>uses appropriate for the development areas based on:</p> <ul style="list-style-type: none"> ▪ Development constraints (land suitability); ▪ Development pressures (land marketability); & ▪ Available infrastructure (land serviceability). 	<p>the area is not recommended for servicing at this time.</p> <p>According to the OCP Bylaw 16/16 Schedules, the site is not within a hazard area. However, some parts of the site may be located within the Flood Way. However, no new buildings are planned at this time.</p>
<p>2.8 Intensification Principles</p>	<p>This Concept Plan describes how the proposed development conforms to the RM's intensification principles.</p>
<p>2.9 Secondary/Concept Plan</p>	<p>This Concept Plan summarizes the rationale for the proposed development and its corresponding OCP and Zoning amendments.</p>
<p>2.10 Development Areas <u>Trans-Canada Highway Corridor</u> The existing pattern of development coupled with highway exposure, access to the Trans-Canada highway via the South Service Road, and high traffic volume has in the past, and will continue in the future, to make this area suitable for infill development for highway commercial, mixed-use, and business office use.</p> <p>While there is potential for more intensive development, the area is not currently recommended for servicing by the RM, at this time, due to proximity for access to the City's infrastructure networks.</p> <p>The current major constraint to development of the area is the Stice-Rowatt Slough.... The long-term cumulative impacts of development, flood proofing, drainage requirements, and additional fill on this and other adjacent sites within the commercial area will reduce the storage capacity of the Stice-Rowatt slough thereby raising the water levels. This, together with the impacts of the land drainage requirements, must be taken into account when considering future access, servicing, and development options within the commercial area.</p>	<p>The proposed development (change of use) complies with the general short term intention of the Trans-Canada Highway Corridor. Although the site has potential as a significant development node on a priority corridor, further technical investigation and studies will be required to support more intensive development due to its proximity to the flood plain and the Stice-Rowatt Slough.</p>
<p>4.0 REGIONAL PLANNING AND INTER-JURISDICTIONAL COOPERATION 4.5 Joint Planning Area (JPA)</p>	<p>As per Schedule O of the OCP, the proposed development lies within area designated for future RM growth. The development and its review process will align with the JPA policies as outlined in Section 4.5 of the OCP.</p>

<p>7.0 AQUIFER, ENVIRONMENT, FLOOD PLAIN and HAZARD AREAS 7.12 Development Adjacent to the Flood Plain 7.14 Protection of Environmentally Sensitive Areas</p>	<p>Although Schedule N of the OCP identifies the site as being within or adjacent to the flood plain, this Concept Plan does not propose to construct any new buildings on the subject site to accommodate the change of use from Agricultural to Commercial (Truck and Trailer Sales).</p>
<p>9.0 EMPLOYMENT AREAS 9.1 Intent - Highway Commercial Includes convenience service establishment, convenience stores, gas station, vehicle wash, ATM, restaurants, assembly halls, automobile, marine, and recreational vehicles sales, storage, and repairs, agriculture-related services, animal hospital, and highway-oriented uses for the travelling public that tend to be located along highways, major roads, at select nodes with high traffic exposure. 9.2 Priority Employment Areas <u>Trans-Canada Highway Corridor</u> These lands are south of Highway 1, situated along the South Service Road and Highway 6. The intent is to accommodate highway commercial, mix-use, some business office, and agriculture related support services as these lands benefit from high traffic exposure.</p>	<p>The proposed development (change of use) aligns with the intent of the Highway Commercial employment area, and the Trans-Canada Highway Corridor priority employment area more specifically.</p>

1.5 Zoning Bylaw Conformity

The RM of Sherwood No. 159 is currently in the process of drafting a new zoning bylaw for the entire municipality. Until the new bylaw receives Ministry approval, Zoning Bylaw No. 10/91 is in effect for all lands included within the JPA. The subject lands currently lie in the Agricultural zoning district (A). However, an application for a zoning district map amendment to Zoning Bylaw No. 10/91 has been submitted in conjunction with this Concept Plan to rezone the lands to Commercial (C), where vehicular sales is a Permitted use. As demonstrated in the below table, the proposed development generally complies with Zoning Bylaw No. 10/91 and the Commercial zoning district specifically.

Table 2. Zoning Bylaw Conformity

Zoning Bylaw No. 10/91	Proposed Commercial Development
<p>4.11 Outdoor Storage and Maintenance (1) Where permitted, the outdoor storage of raw materials... junk, or waste shall be concealed from adjacent lots, streets, or lanes.</p>	<p>No outdoor storage of raw materials... junk, or waste shall be visible from the road or from adjacent properties.</p>

<p>4.12 Landscaping Standards <u>4.12.2 General Regulations</u> (1) All applications for Industrial and Commercial development shall be accompanied by landscape plans. (2) No development permits shall be issued prior to the approval of a landscape plan when required. (3) Landscaping shall be completed in accordance with the approved landscape plan within 2 years of approval.</p>	<p>As demonstrated on the Site Plan, two new trees near the main approach and five shrubs near the building will be provided to comply with the RM of Sherwood No. 159 requirements, including those of Section 4.12 of Zoning Bylaw No. 10/91.</p>
<p>4.13 Signs <u>4.13.1 Development Permit Required</u> All signs over 3 square metres in size shall require a development permit. <u>4.13.2 Sign Regulations</u> (6) In any zone, signs advertising a use on a lot shall be permitted on the property which it pertains, and shall be subject to the following: (a) Maximum number of 2 signs per use. (b) Maximum height of free-standing signs is 8 metres. (c) Maximum size of a free-standing sign is 23 square metres. (d) Private signs shall not be located within a public roadway.</p>	<p>A development permit application shall be forthcoming for any new sign greater than 3 square metres in accordance with Section 4.13 of Zoning Bylaw No. 10/91.</p>
<p>4.14 Parking Standards Provision shall be made for off-street vehicular parking spaces in accordance with the following: (6) Sales, service, rentals, or repair shops = Minimum 1 space per 20 square metres of GFA.</p>	<p>Off-street parking spaces required = 12 spaces Off-street parking spaces provided = 30 spaces</p>
<p><u>4.14.2 Parking for Non-Residential Uses</u> (1) The parking area shall have visible boundaries and be suitably drained. (2) The parking area shall be provided on the same lot. (3) The parking area shall be surfaced in the same manner as abutting roadways and be clearly demarcated. Minimum parking area width = 2.5 metres Minimum parking area length = 5.5 metres Minimum parking area size = 15 square metres (4) Approaches or driveways to any parking area shall be defined and the limits of the parking area shall be defined and the limits of the parking area shall be defined by a fence, curb or other suitable obstruction designed to provide a</p>	<p>As demonstrated on the Site Plan, a parking area will be provided that complies with the regulations of Zoning Bylaw No. 10/91 Section 4.14.2.</p>

<p>neat appearance.</p> <p>(5) The minimum width of a driveway leading to any parking area shall be 7.5 metres.</p> <p>(6) The location of vehicular approach ramps or driveways at the street line shall be no closer than 7.5 metres from the point of intersection of two property lines at a street intersection.</p>	
<p>4.15 Loading Provisions</p> <p>A minimum of 1 off-street vehicular loading and unloading space shall be provided and maintained in according with the following:</p> <p>(1) Minimum area of 17 square metres and minimum width of 3 metres.</p> <p>(2) Loading spaces must be located either within or abutting the building containing the use.</p> <p>(3) No loading spaces shall be provided within a minimum front yard.</p> <p>(4) Loading spaces provided within the minimum side yard shall be open and uncovered.</p> <p>(5) Every off-street loading space and access shall be hard surfaced if the access is from a street or lane which is hard surfaced. Where hard surfacing is provided or required, it shall be constructed of concrete, asphalt or a similar durable, dust-free material.</p>	<p>As demonstrated on the Site Plan, one vehicular loading space will be provided that complies with the regulations of Zoning Bylaw No. 10/91 Section 4.15.</p>
<p>5.0 ENVIRONMENTAL STANDARDS</p> <p>The environmental standards of all development in all zoning districts shall follow the measures as described in the District Development Plan (Official Community Plan).</p>	<p>The proposed change of use aligns with the protective measures of Section 7.12 of OCP Bylaw No. 16/16 for development adjacent to the Flood Plain.</p>
<p>7.2 C – Commercial Zone</p> <p><u>7.2.1 General Purpose of Zone</u></p> <p>The purpose of this zone is to accommodate commercial and service uses that are compatible with adjacent land uses, and preservation of the environment.</p>	<p>The purpose of the Concept Plan is to rezone the subject property from Agricultural (A) to Commercial (C). The proposed development aligns with the intent of the Commercial zone.</p>
<p><u>7.2.2 Permitted Uses</u></p> <p>(4) Vehicular sales, services, rentals, or repairs.</p>	<p>The proposed use, truck and trailer sales, is permitted in the Commercial zone.</p>
<p><u>7.2.4 Subdivision and Development Standards</u></p> <p>Other Uses:</p> <p>Minimum Site Area = 0.40 hectares</p> <p>Minimum Frontage = 30 metres</p> <p>Maximum Site Coverage = 65%</p> <p>Minimum Front Yard Setback = 15 m</p> <p>Minimum Rear Yard Setback = 7.5 m</p> <p>Minimum Side Yard Setback = 15 m (corner sites)</p> <p>Minimum Total Side Yard Setback = 16.8 m</p>	<p>Development Standards of Proposed Development according to Site Plan:</p> <p>Site Area = 5.15 hectares</p> <p>Site Frontage = 68.82 m</p> <p>Site Coverage = Below maximum</p> <p>Front Yard Setback = 65.98 m</p> <p>Rear Yard Setback = Exceeds Minimum</p> <p>Side Yard Setback = 48.33 m (corner sites)</p> <p>Total Side Yard Setback = Exceeds Minimum</p>

2.0 SITE INVENTORY + ANALYSIS

2.1 Site and Area Context

Situated at the southeast corner of the Trans-Canada (Highway 1) and Lewvan Drive, the subject property is legally described as Parcel K, Plan 101357827 in the NW ¼ of Section 36-16-20-W2Mer. Site frontage is on the South Service Road and the area is approximately 5.15 hectares (12.72 acres).

There is a seasonal waterbody to the west of the site on the other side of the South Service Road. A dugout at the south end of the site exists to collect excess stormwater runoff. Nearby businesses on the south side of the Trans-Canada include a trailer park, storage facilities, a contracting business, and other automobile, RV, marine, and trailer dealerships. The site most recently operated as a landscaping materials supplier.

Lands to the south are predominately farmland. Aside from a few individual farmsteads, there is very limited development along the south side of the Trans-Canada west of the subject site. The proposed site is in close proximity to south Regina neighbourhoods on the other side of the Trans-Canada, including Harbour Landing, Albert Park, and Whitmore Park (**Figure 2**). The new Bypass Interchange with the Trans-Canada at Pinkie Road is approximately 5 km to the west.

2.2 Existing Access and Roadway Conditions

The site is accessed primarily from the South Service Road on the north side of the site, which connects to a north to south approach. Two secondary approaches are provided on the west end of the site. The most southern of the two west approaches connects to a grid road that heads directly to the south away from the site. At present, the three approaches are graded and graveled while the South Service Road is paved.

2.3 Phase 1 Environmental Site Assessment

According to a Phase 1 Environmental Site Assessment (Phase 1 ESA) of the subject site completed by Walker Projects Inc. (WPI), two Aboveground Storage Tanks (ASTs) were temporarily stored on the site and have since been removed. The temporary storage of empty ASTs at the site does not pose a significant environmental risk and no further environmental investigations were recommended (WPI, 2017).

Figure 2. Regional Context



2.4 Geotechnical Investigation

No geotechnical investigation of the site was conducted as no new buildings are planned to be constructed for this proposed development. A site-specific determination would be required in order to obtain detailed soil profile and permeability information.

2.5 Heritage Review

The Ministry of Parks, Culture and Sport's online heritage screening tool determined that the subject lands (NW ¼ 36-16-20-W2M) are heritage sensitive. Accordingly, the project was submitted to the Heritage Conversation Branch for further screening. In a letter dated May 10, 2018, the Heritage Conservation Branch stated that they have no concerns with the development proceeding as planned.

3.0 RATIONALE FOR PROPOSED DEVELOPMENT

As indicated in Section 1.4 and by Table 1, the proposed development (change of use) is consistent with the overall intent of the in-effect OCP Bylaw No. 16/16. Located at the southeast corner of Lewvan Drive and the TransCanada (Highway 1), the proposed commercial use is in the middle of the planned Trans-Canada Highway Corridor along the South Service Road, which provides primary legal and physical access to the site. The proposed Truck and Trailer Sales use also aligns with the intent of Zoning Bylaw No. 10/91's Commercial zone and complies with all regulations and development standards therein, as demonstrated in Table 2 and by the Site Plan. Water and Sewer services will be contained on-site in a cistern and holding tank.

As indicated by Section 2.10 of OCP Bylaw No. 16/16, the major constraint to more intensive development in the Trans-Canada Highway corridor is the lack of servicing and proximity to the Flood Plain. Since no new buildings are associated with the rezoning and change of use from Agricultural to Commercial, the proposed truck and trailer sales operation is a suitable intermediate commercial use before anything more intensive is contemplated for this site or any other along the Trans-Canada Highway Corridor.

4.0 DEVELOPMENT / LAND USE STRATEGY

4.1 Detailed Description of Proposed Development

As described in Section 1.0 of this Concept Plan, the proposed use of the development is a truck and trailer dealership. The Site Plan demonstrates the preferred layout of the development, including:

- the location of the existing building which will remain on site as the shop/office;
- the primary and secondary site approaches;
- the vehicle display area;
- the parking area, loading area, and circulation;
- the location of waste, water, and sewage storage containers; and
- existing/new site landscaping.

4.2 Site Access

Primary site access will continue to be at the north end of the site from the South Service Road. The secondary approaches at the west end side of the site will remain in order to more easily manoeuvre vehicles around the site.

4.3 Site Drainage

According to a letter from the Water Security Agency dated April 30, 2018, a drainage plan should not be required for the development since no changes to the grading are planned. If changes to the parcel are made in the future, the letter recommends that adequate drainage and a retention / detention pond be included. Stormwater runoff is expected to drain via infiltration along the contours of the property towards a drainage area that currently exists at the south end of the property.

4.4 Landscape Design

As demonstrated on the Site Plan, there are many existing spruce trees on the subject property. In order to comply with the RM of Sherwood No. 159's landscaping requirements, two new large trees will be installed at the north end of the property, one on either side of the main approach. In addition, five shrubs will be installed along the north side of the building near the small parking area.

A. LAND USE POLICY

A.1 The intent of this Concept Plan is to develop the subject site, at the southeast corner of the TransCanada and Lewvan Drive, into a commercial truck and trailer sales operation.

Consistent with the economic development and growth policies within the RM of Sherwood No. 159 Official Community Plan (Bylaw No. 16/16), the development of the subject lands is aligned with the RM's plans for highway commercial development along the Trans-Canada Highway Corridor south of Regina.

A.2 The subject site, identified in Figure 1, shall be designated Commercial in the RM of Sherwood No. 159 OCP (Bylaw No. 16/16) and zoned Commercial (C) in Zoning Bylaw No. 10/91 in order to permit the development of a truck and trailer sales business.

A.3 Permitted uses on the subject site may include:

- Vehicular sales, services, rentals, or repairs; and
- Limited accessory buildings, as required for the business.

A.4 The development of the subject site shall be consistent with applicable design and development standards established in the RM of Sherwood No. 159 Official Community Plan (Bylaw No. 16/16) and Zoning Bylaw No. 10/91 and by other relevant government departments and agencies.

A.5 Site access and egress shall be provided from the South Service Road to the north and to the road allowance abutting the west side of the site.

5.0 SERVICING / UTILITY STRATEGY

5.1 Water Servicing

The proposed water source for the site will be hauled and stored on site within a cistern. An agreement exists for Loraas Disposal to fill the cistern with water as of July 1, 2018. No abandoned or existing water wells were identified on the site.

Although off-site water service connections are not being considered at this time, Schedule E of the OCP identifies long-term potential for a future water line traversing from across the north end of the site along the Trans-Canada towards reservoir / pumping station to the east.

5.2 Sewage Servicing

The approach for sewage servicing will be storage within a wastewater holding tank for all domestic wastewater. An agreement exists for Loraas Disposal to provide septic services as of July 1, 2018. The City of Regina has approved Loraas' application for a Hauled Wastewater Site permit for 2018. Installation of the holding tank will comply with the Ministry of Health's Saskatchewan Onsite Wastewater Disposal Guide.

Although off-site sewage service connections are not being considered at this time, Schedule F of the OCP identifies long-term potential for future piped wastewater traversing from across the north end of the site along the Trans-Canada towards a future Alternative Stand-Alone Lagoon to the west.

5.3 SaskTel

Preliminary communications have been held to provide SaskTel servicing for the site. There are existing SaskTel connections available at the site.

5.4 SaskEnergy

Preliminary communications have been held to provide SaskEnergy servicing for the site. SaskEnergy offered to service the subject property in a letter offer dated April 18, 2018.

5.5 SaskPower

Preliminary communications have been held to provide SaskPower servicing for the site. The building that will be re-used on site is already connected to power as demonstrated by the enclosed SaskPower bill issued April 19, 2018.

5.6 Solid Waste Management

An agreement exists for Loraas Disposal to dispose of waste from the site with an effective date of March 16, 2018. The RM of Sherwood issued a Primary ("P") Annual Vehicle Permit to transport waste and recycling bins for the proposed development, valid as of May 11, 2018 to May 11, 2019.

5.7 Fire and Emergency Services

Fire and Emergency Services are intended to follow the approach taken at other RM facilities, with the City of Regina being contracted for emergency services.

B. SITE SERVICING AND DEVELOPMENT POLICY

B.1 Development of the subject site will rely on water hauled in from a licensed provider. Onsite water usage and treatment shall comply with applicable standards established by the Province of Saskatchewan and the RM of Sherwood.

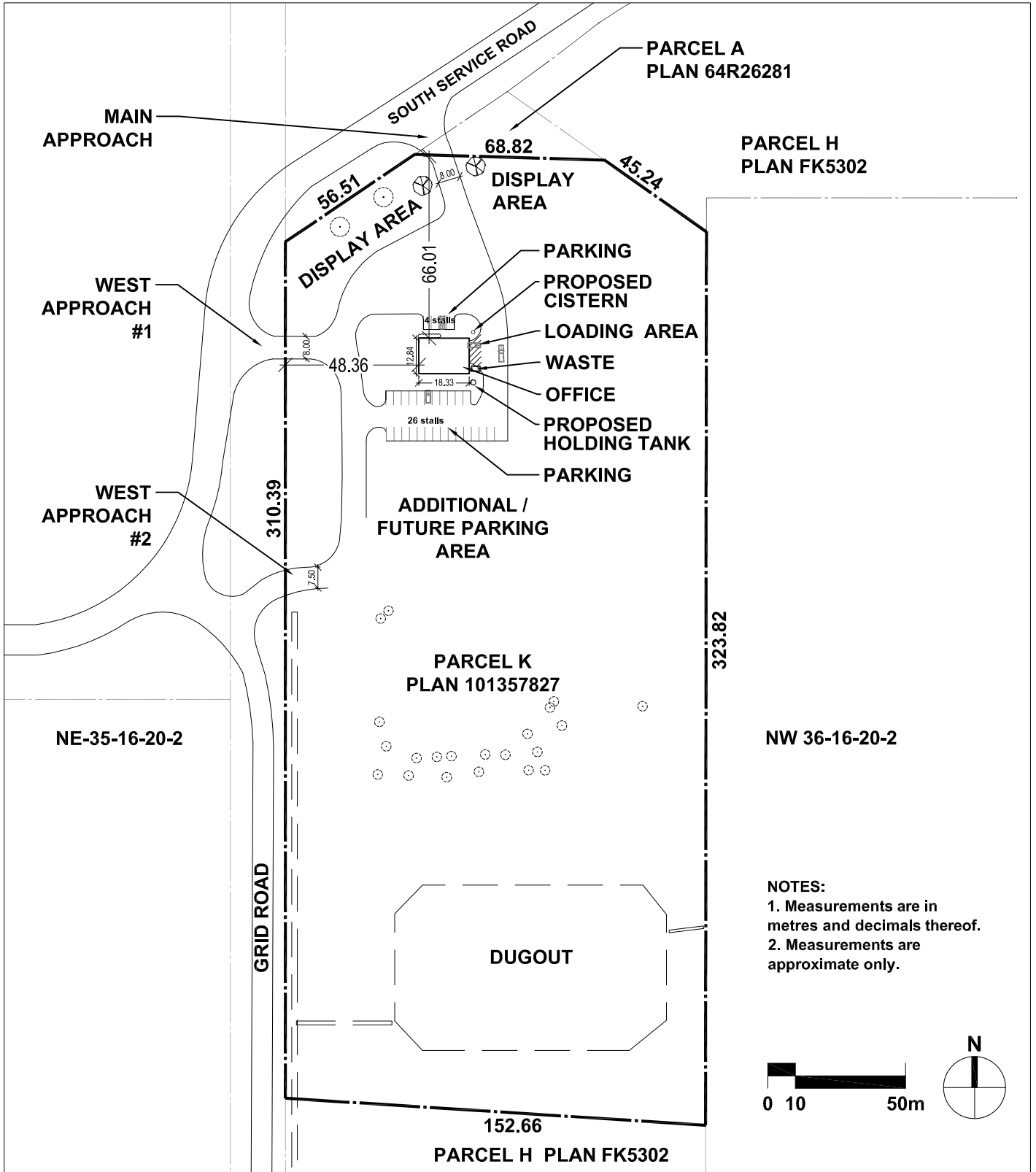
B.2 In order to facilitate development of the subject site, onsite storage of wastewater is permitted.

B.3 The onsite wastewater system shall comply with applicable Ministry of Environment requirements, standards established in The Plumbing and Drainage Regulations, and designed in accordance with the Saskatchewan Onsite Wastewater Disposal Guide.

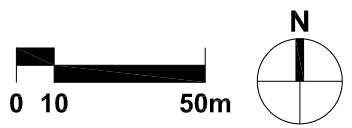
B.5 The owner(s) of the subject site shall be responsible, at its cost, for the proper disposal of the sewage effluent generated onsite in accordance with applicable standards and regulations.

B.6 Stormwater run-off shall be managed on-site in accordance with RM of Sherwood requirements. The on-site stormwater system shall be designed to mitigate environmental impacts on adjacent lands.

B.7 Development on the subject site shall adhere to setback and development requirements from the RM of Sherwood No. 159, the Ministry of Highways and any other relevant authorities.



NOTES:
 1. Measurements are in metres and decimals thereof.
 2. Measurements are approximate only.



NOT FOR CONSTRUCTION	SEAL	CLIENT	LEADER GROUP OF COMPANIES INC.			PROJECT CONCEPT PLAN FOR LEADER GROUP		
			SCATLIFF + MILLER + MURRAY visionary urban design + landscapes			TITLE SITE PLAN		
						DESIGN JP	DRAWN IAT	DATE - Y / M / D 18/05/25
			CHECKED JP	APPROVED XXX	PROJECT NO. 18-3358-001	DRAWING NO. L1		

Contact the RM of Sherwood office for a copy of the supporting documents
